



The City of Saint John

Recommendations arising from the meetings of the

Lorneville Community Liaison Committee

Regarding the proposed Spruce Lake Industrial Park Expansion

November 2024 to February 2025

IMPORTANT NOTE TO READER

The report is a draft and is still under technical planning review. This report is being shared in this draft format to allow for further and open discussion with the community, especially the residents of Lorneville, and specifically the members of the Lorneville Community Liaison Committee.

No content or conclusions of this report are to be considered final until the final version of this report is presented to Common Council at a public hearing regarding this matter.

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Table of Contents

ACKNOWLEDGEMENTS4

EXECUTIVE SUMMARY.....5

BACKGROUND.....8

LIST OF TOPICS DISCUSSED BY THE LORNEVILLE CLC 11

WHAT WE HEARD.....12

UPDATES TO THE PLANNING APPLICATION.....14

1. LAND AVAILABILITY14

2. RATIONALE.....15

3. BUSINESS CASE.....16

4. WATER PROTECTION.....17

5. AREAS RESTRICTED FROM DEVELOPMENT18

6. TRAFFIC AND SECONDARY ACCESS.....21

7. COMMUNITY BENEFITS22

CHANGES TO SPRUCE LAKE INDUSTRIAL (SLI) ZONE23

8. MUNICIPAL PLAN CONTEXT.....23

9. PERMITTED USES24

10. PROHIBITED USES27

11. CONDITIONS OF USE28

13. ZONE STANDARDS32

Other Recommendations for Consideration40

Appendix I – Maps

Appendix II – City Owned Industrial Lands..... ..

Appendix III – Shadow Study

Appendix IV – Minutes of Lorneville CLC Meetings



ACKNOWLEDGEMENTS

The City of Saint John would like to gratefully acknowledge the individuals who dedicated so much of their time and goodwill to discussing the proposed expansion of the Spruce Lake Industrial Park at one or more meetings of the Lorneville Community Liaison Committee (CLC) Meetings between November 2024 and February 2025.

Representatives of the Lorneville Community

- Adam Wilkins, *CLC Co-Chair*
- Chris Watson
- Dawn Alexander
- Gordon Dalzell
- Leah Alexander
- Paul Mangion
- Sarah Betts
- Shayne Galbraith
- Sherri Colwell-McCavour
- Vince Edgett

Representatives of the Applicant

- David Dobbelsteyn, *CLC Co-Chair* (City of Saint John)
- Ian Fogan (City of Saint John)
- Ian MacKinnon (Saint John Industrial Parks)
- Rob Kelly (Regional Development Corporation)

External Subject Matter Experts & Presenters

- Courtney Johnson (Department of Environment and Local Government)
- Crystale Harty (Department of Environment and Local Government)
- Jeff Cyr (Envision Saint John)
- Jennifer Kirchner, RPP, MCIP, (City of Saint John)
- Jeremy Clack, P.Eng. (City of Saint John)
- Kristen Banks (Dillon Consulting)
- Jacqueline Boucher (City of Saint John)
- Mark Reade, RPP, MCIP, (City of Saint John)
- Tim O'Reilly, P.Eng. (City of Saint John)



EXECUTIVE SUMMARY

The City of Saint John is intending to expand the Spruce Lake Industrial Park to establish additional land for new business development. This project is important because it will help our City grow, bring more jobs to the region, improve our City's infrastructure, and ultimately make Saint John an even better place to live and work.

There is not enough development ready industrial land anywhere in the city limits to support large-scale businesses who wish to locate their industrial operations within Saint John. The City of Saint John has requested 1,591 acres from the Regional Development Corporation for this expansion. This land, located in proximity to the existing Spruce Lake Industrial Park, will be utilized to support new industrial development.

The portion of Lorneville was expropriated by the Province of New Brunswick and created in 1971 for the purposes of industrial development. Some of the site was developed into the existing Spruce Lake Industrial Park and the Coleson Cove Generating Station. Other areas were to include a planned deep-water port which was not developed. In 2017, another part of this site was developed and became a wind farm under a Power Purchase Agreement with Saint John Energy.

PLANNING APPLICATION AND FORMATION OF A COMMUNITY LIAISON COMMITTEE

On June 24, 2024, Dillon Consulting on behalf of the City of Saint John and by the authorization of the landowner, the Regional Development Corporation, submitted an application for a Municipal Plan Amendment and Rezoning for the following PIDs: Portion of 55243596; 55243588; 55233456; and 55237077 to allow for the expansion of the existing industrial Park.

Based on feedback from the Lorneville Community, Common Council directed staff to form a task force with representatives of Lorneville to discuss the planning application.

The Lorneville Community Liaison Committee (CLC) met in person for a total of over 22 hours through seven meetings between November 5, 2024, and February 4, 2025, and reviewed and discussed over 22 topics related to the proposed expansion of the Spruce Lake Industrial Park. While there was some discussion on the related environmental impact assessment, the focus of the meetings were on areas where the City of Saint John has jurisdiction, with a focus on land use and the proposed Municipal Plan Amendment and Rezoning for the area.

In order to expedite the conversation, representatives of the Community and the Applicant jointly agreed to keep the meetings semi-formal, with the meetings ranging in length from two hours to four and half hours. Except for the first preliminary meeting which was held virtually, all subsequent meetings of the CLC were held in person at the Lorneville Community Centre.

The Lorneville Community selected 10 individuals to rotate in and out of meetings and report back to their broader community. The Applicant, consisting of the City of Saint John, the Regional Development Corporation, and Saint John Industrial Parks selected four senior staff to attend meetings on their behalf.



Various subject matter experts were brought into different meetings to provide education and information to the CLC on a wide variety of topics such as Community Planning, the Environmental Impact Assessment process, drainage, types of developments that could be envisioned for the area, and traffic. While recognizing the complexity of some topics, this education assisted in providing a more level playing field so all participants of the CLC could discuss the topics from an informed position and share constructive feedback for consideration.

Members of the Community and the Applicant each proposed topics of discussion, and each topic was discussed in one or more meetings. This was supported by presentations on the topic led by either party or by the external subject matter experts brought in to present on a topic.

City staff took informal minutes for each meeting, which generally captured the discussion without providing a verbatim accounting of the meeting. The entire committee reviewed the minutes at the subsequent meeting of the CLC. Copies of these are attached as *Appendix IV* to this report.

WHAT STAFF HEARD FROM LORNEVILLE

Generally speaking, the Lorneville Community feels distrustful towards Government due to decades of having to fight for the well-being of their community, including:

- Amalgamation with the City of Saint John in 1967.
- Expropriation of 8,000 acres of land to the Province of New Brunswick in 1971 for Industrial Development, which led to the development of the Colson Cove Generating Station.
- The establishment and closure of Paddy's Hill Dump Site, which has been problematic for the Lorneville Community for decades due to harmful leachate leaking into waterways prior to the landfill being capped.
- Opposition to the creation of a new regional landfill in the area, which was ultimately created at Crane Mountain, and
- The current proposal to expand an industrial park into the area of land the Province originally envisioned for that purpose over fifty years later.

Staff learned through this engagement process, that many residents of Lorneville have lived in this quiet community for over six generations, and many residents who had their land expropriated are still alive and have strong memories connect to these painful issues.

It was determined very early that it would not be feasible for there to be joint recommendations on all points from both the applicant and the community, as the parties have some diametrically opposed positions that remain in opposition even after seven meetings:

- The applicant wants some level of industrial development in the area to increase jobs, tax base, and promote economic growth for the City, Region and Province; and
- The community is not opposed to development, but they have indicated they do not want industrial development in the area and are opposed to the proposed rezoning. The community wishes to preserve their existing quality of life and protect existing wetlands and the local environment from further harm or destruction.



This difference of opinion may incorrectly lead to the conclusion that these two groups were not listening to each other, as both parties remain committed to their position after hours of meaningful discussion. In bringing the application forward, the City understood the complexities of the proposed industrial park expansion and that achieving a balanced compromise between industrial lands growth and community concerns would be a difficult task. The City rejects the position that because the community is in opposition to the expansion of the Spruce Lake Industrial Park it must renounce all intention for allowing any type of development in the area. The City and its partners sought to meaningfully engage, listen, understand, and identify and action compromises where feasible. This is represented in the changes to the Municipal Plan and Zoning By-law amendment application identified in this report.

CHANGES TO THE PLANNING APPLICATION RECOMMENDED BY STAFF IN RESPONSE TO CLC FEEDBACK

In response to the engagement with Lorneville, staff is recommending the following changes to the Planning Application:

- Establishing the largest and most stringent setback requirements in the City:
 - This includes rezoning a **150 metre** wide permanently treed buffer to Park (P) along the east and southern boundary of the development site, adjacent to the private properties located adjacent to Lorneville Road, which will provide a permanent buffer and separation between residences and future uses – See Appendix 1, Map 4
 - Buildings containing any industrial use in the proposed Spruce Lake Industrial (SLI) Zone must be located a minimum of **250 metres** away from the nearest residential property line (increased from 30 metres everywhere else in the City).
 - Limiting sites that will contain select heavier industrial uses, through the establishment of a minimum **500 metre setback** from residential property lines (increased from 150 metres elsewhere in the City) and completely restricting the typical volatile or offensive heavy uses that are often viewed as synonymous with Saint John such as refineries, pulp mills, paper mills, or metal shredding operations.
 - Doubling the required 30 metre buffer from Provincially Significant Wetlands to **60 metres** to ensure the two PSWs in the area, located at Marsh Brook and Mill Creek, will remain protected.
- Ensuring that any industrial development in the area is primarily “green or clean”, with no air pollutants emitted as a result of a manufacturing process.
- Staff is recommending adding additional policy statements to the Municipal Plan specifically for the area defined as the Spruce Lake Industrial (SLI) Zone, to clarify that the primary purpose of the park is for Medium Industrial and lighter uses; it is not intended to be a Heavy Industrial Park like the Grandview Industrial Park.
- Clearly establishing that the intended use for the expanded industrial park is Medium Industrial Use, similar to the majority of the existing Spruce Lake Industrial Park which has co-existed in Lorneville for decades.



- Establishing height limits at specified distances from existing residential property lines to ensure that buildings in the Industrial Park are generally screened from view of the nearest residents.
- Establishing requirements for the new industrial zone to be the first industrial park in the Province with a municipal requirement to have risk assessments completed by professionals with any mitigations to ensure public safety before any development permit is issued.
- Increasing the Maximum lot occupancy in the proposed Spruce Lake Industrial (SLI) Zone to minimize the need for filling in of wetlands.
- Implementing a perpetual groundwater monitoring program designed by a hydrogeologist in place all along the perimeter of the zone immediately adjacent to residential properties as a condition of the rezoning.

These changes provide a reasonable balance to the various public interests in the area. They still provide opportunities for reasonable industrial development which brings jobs and economic growth for the region, all while ensuring that residents of Lorneville continue to retain the quiet enjoyment of their beautiful community.

What follows in this report is a summary of what staff heard in these Committee meetings. The subsequent recommendations that were developed in response to the extensive engagement are provided with the intention of either softening the original proposed uses or providing greater safeguards for the community and the environment and express the need for community benefits to further offset the loss of the existing natural areas that may be developed as a result of the expansion of the industrial park

BACKGROUND

To move forward with the Spruce Lake Industrial Park expansion, the City of Saint John needs to amend the Municipal Plan. This amendment would change the land designation of approximately 1,040 acres from Park and Natural Area, Rural Resource, Employment Area, and Stable Area to Employment Area and Heavy Industrial. This change is essential to include the site within the Primary Development Area and allow for industrial use.

In a post pandemic era, there has been significant interest in re-shoring manufacturing capacity to Canada. Recently, the Port of Saint John completed a seven-year modernization project, increasing cargo capacity and sparking greater interest in industrial operations in the Region. Common Council also established the development and investment in Saint John Industrial Parks as a Catalytic growth opportunity. This has led to a focus on reinvesting in and expanding industrial parks to meet the demand for industrial land.

TIMELINE OF THE ESTABLISHMENT OF THE COMMUNITY LIAISON COMMITTEE



- On June 24, 2024, Dillon Consulting on behalf of the City of Saint John and the Regional Development Corporation, submitted an application for a Municipal Plan Amendment and Rezoning for the following PIDs: Portion of 55243596; 55243588; 55233456; and 55237077
- A public presentation about the Municipal Plan amendment was held at the meeting of Common Council at City Hall on July 8, 2024.
- The public was invited to attend open houses on July 17th, 2024 in Lorneville, or submit feedback through the City's *Shape Your City* portal, or submit written objections or support to Common Council by August 7, 2024.
- On August 19, 2024, Common Council decided it wanted to continue to explore the Municipal Plan Amendment and Rezoning further and set a public hearing date for November 12, 2024, and referred the matter to the Planning Advisory Committee for their October 8, 2024 Meeting.
- *On October 8, 2024, at the request of Common Council, the Planning Advisory Committee reviewed the Municipal Plan Amendment and Rezoning Application i.e. the planning application for the Spruce Lake Industrial Park Expansion.*

The Planning Advisory Committee had the authority to make one of three recommendations to Common Council with regards to the planning application:

- A recommendation to support the application.*
- A recommendation to oppose the application.*
- No recommendation to offer regarding the application.*

After hearing from the applicant, community, and other stakeholders, PAC made the following decision regarding the planning application:

That the Planning Advisory Committee provide no recommendation to Common Council, and for Common Council to direct City Staff to meet with residents and the people involved to discuss the application.

- On October 10, 2024, in an open session of Common Council, Common Council made the following decision:

In consideration of the upcoming public hearing scheduled for November 12, 2024, it is recommended that:

- *Council not proceed with the public hearing for this application on November 12, as scheduled.; and*



- *Council direct the CAO to establish a Task Force, including city staff and Lorneville community leaders, to facilitate further discussions on the application which will inform staff's report for a future public hearing.*
- City Staff contacted the Lorneville Community on October 21, 2024, to discuss the establishment of a Community Liaison Committee for Lorneville.
- On November 5, 2024, City Staff had a preliminary meeting with members of the Lorneville Community Liaison Committee. Topics of Discussion included:
 - 1) Which individuals does the Lorneville Community want to represent them on the CLC?
 - 2) How formal or informal does the Lorneville Community want the Taskforce and its meetings to be?
 - 3) What is your preferred frequency, times, and location of meetings?
 - 4) Reporting
 - a. Will the CLC representatives be empowered to make decisions, or do they need to report back, and to whom?
 - 5) Topics of discussion for the CLC

LIST OF TOPICS DISCUSSED BY THE LORNEVILLE CLC

Topic	Topic Proposed By	CLC Meeting Date for Discussion
Financial Cost	Lorneville	19-Nov-24
Timelines	Lorneville	19-Nov-24
The Communities feelings and opinions on the proposed expansion of the Industrial Park	Applicant	19-Nov-24
More information on the Gravel Pads	Lorneville	19-Nov-24
Any Land that should not be considered	Lorneville	03-Dec-24
Why can't it be located elsewhere – like near the windmills	Lorneville	03-Dec-24
Why Lorneville, and not elsewhere?	Applicant	03-Dec-24
Buffers	Lorneville	17-Dec-24
Understanding Planning Language such as Zoning, Municipal Plan designation	Lorneville	17-Dec-24
What is meant by Heavy Industry	Lorneville	17-Dec-24
What types of uses the Community may be interested in seeing or not seeing on the proposed lands. For example, the community already shared it does not want Shredding to be permitted.	Applicant	17-Dec-24
Environmental and Community Impacts	Lorneville	07-Jan-25
Concerns with volatile uses near children	Lorneville	07-Jan-25
Safety	Lorneville	07-Jan-25
Protecting Well Water	Lorneville	25-Jan-25
Protecting the land for future areas	Lorneville	25-Jan-25
Any other points in their letter raised to PAC	Lorneville	25-Jan-25
Public Benefits the Community may be interested in	Applicant	04-Feb-25
Settling issues that have been hovering for 50 years such leachate from old dump site	Lorneville	04-Feb-25
Concerns regarding egress from the Lorneville	Lorneville	04-Feb-25
Traffic	Lorneville	04-Feb-25



WHAT WE HEARD

Feedback was shared by the Lorneville Community in CLC meetings, public engagement sessions (July 2024) and through letters and e-mails to the City or Dillon Consulting on the matter, and as part of the EIA process. What follows is a general summary of the feedback received, and it is not all encompassing. It should also be noted that feedback from residents is not unanimous and there are differences of opinion between residents. For instance, some residents want no further encroachment of industry in the area, while others would tolerate industrial development only in areas already zoned for that use.

Much time was spent at CLC meetings trying to share with the Committee the differences between a rezoning process, which concerns Land Use, and where the City has primary jurisdiction, versus an Environmental Impact Assessment which is a process through which the environmental impacts potentially resulting from a proposed project are identified and assessed early in the planning process and which identifies steps that can be taken to avoid negative environmental impacts or reduce them to acceptable levels before they occur. An EIA, therefore, represents a proactive, preventative approach to environmental management and protection and the Government of New Brunswick has primary jurisdiction over that process. When the City invited Lorneville to form a Community Liaison Committee, the City's focus was to have discussion on areas where the City has jurisdiction, specifically land use regulation i.e. Zoning. Despite this, much time was spent at CLC meetings discussing potential environmental impacts, which is the primary prerogative of an EIA rather than the Rezoning process.

Lorneville has a very strong sense of Community. Some members of the community have been living in this area for six or more generations. Many residents have negative feelings about the expropriation from 50 years ago, which includes residents who lost their land through expropriation, along with their descendants. Many residents have a strong distrust of Government as a result of the expropriation; the resulting loss of communities such as Seaview; impacts from the Paddy's Hill dump; and the conflict regarding a new landfill, which was originally considered for Lorneville, but ultimately built at Crane Mountain. There remains anger in the community about the old Paddy's Hill dump as leachate from the site had a deleterious impact on the community including the loss of aquatic life in nearby streams. There is concern that any future industrial development in the area will impact remaining wildlife in the area.

Despite 8,000 acres of land being expropriated in 1971 for industrial development, the Community has no desire for and is opposed to any type of industrial development in the lands proposed to be rezoned. The Community has strong concerns about their wells, and any potential impact development could have. The community is strongly opposed to the destruction of wetlands in this area that could result as a consequence of the development of pad sites and new industrial development. A petition was presented to the New Brunswick Legislature on March 21, 2025, by Mr. Ian Lee, MLA Fundy-The Isles-Saint John Lorneville stating that residents of Lorneville:

“HEREBY request that the Provincial Government of New Brunswick designate for conservation, in perpetuity, that portion of land as marked and illustrated on a copy of the



Municipal Development Plan Future Land Use (FLU) Map attached to this document (app. 870 acres more or less).” – See Illustration A

It appears that a large portion of the Lorneville community would like this industrial park expansion to be built somewhere else. It is notable that some of those alternative areas discussed, including the lands immediately to the west of King William Road, also contain significant amounts of wetlands. Due to a long-standing distrust in Government, there is also a distrust in subject matter expertise of individuals hired by Government to review the Environmental Impact Assessment or the Planning Application including professional engineers, biologists, professional planners and other scientists.

Many members of the community feel the EIA and Rezoning process has been rushed. EIA's typically are submitted and a decision is provided within 3-6 months. The EIA for this project has been under review for over 9 months since it was submitted on June 11, 2024. A Municipal Plan amendment is normally a 4-month process from the date of application. This Plan amendment was submitted on June 24, 2024, and has been under review for over 8 months.

Illustration A – Map of petition presented to NB Legislature, March 21, 2025



The Lorneville community regularly makes use of the woods and wetlands in the undeveloped areas between Lorneville Road and King William Road. These are not official trails, nor were they created with the permission of the current landowner. Residents remain concerned about the loss of access and use of this wooded space for recreation, hiking, and trail riding with ATVs.

Professional Planners were brought into explain the City's planning context. The Lorneville community still misunderstands and misinterprets the City's Municipal Plan and Zoning By-Law, specifically as it relates to the term 'Heavy Industrial'. Many residents believe that Lorneville's quality of life will be destroyed if there is any further encroachment of industrial development into Lorneville, and the Community has been actively campaigning to 'Save Lorneville'.



Lorneville residents feel that elected officials are ignoring the pleas of their community. They have been consistent that they do not wish to see new development on the proposed site. However, if the City or Provincial Government insists on bringing industrial development to the area, the Community would want:

- Community Benefits to offset any impacts.
- Increased setbacks from Residential areas. The community believes that the original 30m setback, and even the revised setback of 150m from residential property lines is far too close to their homes. In a misinterpretation of the City's Municipal Plan, some members of the community believe that no industrial development should take place within 1500 meters of any residential property line (See Section 8.4 of this report).
- The community would want certain uses forbidden or restricted to far greater setbacks especially if they are dangerous, volatile, emitting, odorous, noxious, or noisy.
- The Community wants a Hydrogeological Study conducted to ensure their wells are protected, predevelopment and regular post development monitoring of every private potable drinking well in Lorneville in perpetuity, and for the City to be responsible for paying any cost to remediate wells if they are impacted by Industry in the future.

UPDATES TO THE PLANNING APPLICATION.

The Planning Advisory Committee (PAC) reviewed the Municipal Plan Amendment and originally proposed zone standards and heard feedback from the Community on October 8, 2024. The PAC provided no recommendation to Common Council and recommended that Common Council direct City Staff to meet with residents and the people involved to discuss the application. In response, Council directed City staff to form a task force with the Lorneville Community to discuss the proposal and recommend any changes

City Staff assigned to the CLC offer the following recommendations and changes to the original planning application based on extensive engagement with the Lorneville Community through Lorneville Community Liaison Committee Meetings, Public Engagement Sessions, E-mail exchanges, letters and petitions submitted by community members to the City.

The following recommendations or additional information will establish additional standards for the industrial uses of the area, add further context for the need for new development, provide stronger protections for the environment and the community, and enhance community benefits.

1. LAND AVAILABILITY

There were questions from the Lorneville Community about why the Industrial Park cannot be built elsewhere in the City. The Committee reviewed the City's current surplus lands inventory and reviewed privately controlled lands that are zoned for industrial use as well as lands zoned for industrial use that are controlled by the City - See Appendix II



The City, via Saint John Industrial Parks, owns less than 52 Hectares of land in the Spruce Lake industrial Park. The lands are spread out across the park with an average lot size of 5 hectares. Saint John Industrial Parks owns less than 19 Hectares of land in the McAllister Industrial Park, and it is spread out across the park with an average lot size of 2 hectares. Due to the spread-out nature of existing City controlled land, it presents minimum opportunity for any significant land assembly to attract larger development opportunities.

There are several projects that would require lot sizes of 15 to 55 hectares each and the City has no capacity to welcome such development opportunities in Saint John with the existing inventory of Industrial Zones lands as they currently stand.

2. RATIONALE

The goal of expanding the Saint John Industrial Park's lands is to unlock development-ready lands to create new jobs and economic development to support regional growth. Saint John has received dozens of inquiries for development proposals that could feasibly be placed in the expanded Spruce Lake Industrial Park. These projects are not viable in Saint John with the existing minimal land inventory as discussed in Section 1. Some of these projects would constitute mega projects of greater than \$1B in construction value, and if constructed could have the highest assessed properties in the Province. The total construction value of the expanded industrial park, including large format projects could be worth many billions of dollars, generate thousands of construction jobs, and hundreds, if not thousands of permanent jobs, and corresponding local economic spinoffs.

The existing Spruce Lake Industrial Park generates approximately \$950,000 in taxes annually for the City and provides hundreds of jobs for residents of the Saint John region. Even if nothing but that same pattern of development was continued in the new area, the City could expect to realize an additional \$2.25M in new taxes annually (at 2025 dollars) at full build out of the proposed expansion area, where permitted, and economically feasible.

The existing property proposed for rezoning as well as the adjacent 199 residential homes on and adjacent to Lorneville Road currently generate approximately \$700,000 in taxes for the City annually. Lorneville's residential development pattern is primarily rural with the majority of development fronting onto Lorneville Road. This type of rural ribbon development is expensive to for municipalities to service and maintain as it requires more infrastructure for fewer residents, or those residents are spread throughout a large geographic area. As a reference, as Snow Plow plowing the length of Lorneville Road would plow the same length as the distance from the University in Millidgeville to Lancaster Crossing (Mall) on the West Side. The three primary ways for a municipality to address ribbon development is typically to:

- a) prohibit them from being developed; or
- b) increase taxes for existing users of that development, or;



c) increase density by adding more taxpayers in a development area - such as new residences or businesses.

In response to the three options:

- The community in Lorneville has existed for hundreds of years and will continue to exist. The municipal plan already restricts most development outside of the City's Primary Development Area, including the residential areas of Lorneville, but residents all along ribbon road developments in Saint John, including in Lorneville still require services and infrastructure.
- It is also unreasonable to expect Lorneville residents to pay more taxes especially when the City is trying to lower taxes for all residents. Staff attending Lorneville CLC meetings heard that Lorneville residents do not feel that they are getting enough value for the taxes they are paying. Much has been said about the City's existing infrastructure deficit including the over \$545-million worth of civic infrastructure in need of "immediate attention". As a simple illustration, the average cost to simply resurface the length of the residential roads in Lorneville would be in excess of \$8.25M to do once, or almost 12 years of taxes collected from local residents that live there. This would not account for culverts, bridges, or address any other infrastructure issues in Lorneville, and this is also notwithstanding the existing annual costs of servicing this area of Lorneville with municipal services such as police, fire, waste collection, road maintenance etc.
- Therefore, the most reasonable option is to add more tax paying entities to the area to share the cost of providing services, amenities, and infrastructure renewal to the entire area.

3. BUSINESS CASE

There is concern from the Lorneville community that a rezoning would lead to widespread clearcutting and infilling of wetlands. The removal of trees and infilling of wetlands requires a clear business case and an approved Watercourse and Wetland Alteration (WAWA) Permit. The business case would need to demonstrate a clear return on investment for the City and the Province of New Brunswick.

The business case is also required for the City to extend infrastructure to the area. It is expected that the industrial park will require potable water, sanitary services, raw water, electrical and telecommunication connections. Any investment made by the City and its partners would need to be completely offset by new business development in the area and taxes or fees generated by such new developments.

Pad ready sites could only be developed when viable business agreements have been signed with the developer along with the Province, the City, and Saint John Industrial Parks, with the costs for development likely borne by the developer. Up or until such agreements are in place, there would be



no intention from the City for any widespread cutting of trees or infilling of areas. Every effort would be made to leave wetlands and treed areas in place even as pads are developed as these features form natural barriers that assist with screening, drainage and the natural retention of water. Saint John Industrial Parks intends to proactively make a few small sites pad ready so it always has an inventory of sellable land for small and medium enterprises, but due to the costs involved, these sites would be only developed and then sold in a progressive fashion.

There is no intention to develop the two Provincially Significant Wetlands in the area, and those areas will forever remain off limits to business development of any sort and this report clarifies that intention even further.

Any other wetlands that need to be removed for development, would be compensated at a 2:1 ratio, following provincial guidance and requirements and according to any potential requirements for conformity with the EIA dated June 11, 2024. The intention would be for wetland compensation to occur for viable projects in Lorneville, or within the City Limits, or within the Saint John Region, and in that order.

Environmental Impact Assessments follow a provincial process involving public input and oversight by a multitude of subject matter experts from a wide variety of regulators. The residents of Lorneville will be invited to provide public feedback on the future development of the industrial park for those areas not currently covered by the Phase One EIA during subsequent EIA processes for future development. Normally, EIAs will only take place after an area is already zoned to permit the proposed use. In this case the applicant was seeking a phase one EIA for a portion of the lands being proposed for rezoning, to allow for initial development of the industrial park.

Additional Environmental Impact Assessments would likely be required for areas beyond the phase one EIA dated June 11, 2024, as there remains a provincial requirement that any projects affecting two hectares or more of bog, marsh, swamp, or other wetland, require an EIA.

It is anticipated that full build out of the area could take decades, and even if the site is rezoned, there would be large swaths of land within the industrial park that will forever remain undeveloped due to development constraints and challenges, such as depths of certain wetlands, or significant elevation contours, some of which will be discussed in Section 6 (below).

4. WATER PROTECTION

Water Monitoring.

4.1. The City is imposing a condition on the lands that there must be a groundwater monitoring program put in place in the areas immediately adjacent to residential properties. The City only typically imposes groundwater monitoring programs to monitor leachate from landfills, or along the boundaries of pits and quarries where an aquifer could be exposed due to blasting or aggregate removal. This voluntary monitoring program is in response to requests from the Lorneville Community for greater protections for their drinking wells.



The Paddy's Hill dump already has a well monitoring system that is monitored three times annually by the City with results shared with the Department of Environment and Local Government; quarries will not be a permitted use in the Spruce Lake Industrial (SLI) Zone.

- 4.2. The City's Drainage By-law prohibits any development that creates an *adverse effect*. This applies to any future industrial development in the area.
- "Adverse Effect" means impairment of or damage to, or the ability to cause impairment of or damage to:
 - o a Storm Drainage System;
 - o the Sewer System;
 - o human health or safety;
 - o property;
 - o the environment; and
 - o the stability of a slope or top of a bank.
 - Adverse Effects include erosion, flooding, and icing on Streets.
- 4.3. The EIA process can also require additional water studies to be completed by the applicant. For the EIA submitted June 11, 2024, additional addendums have been submitted by the applicant including a fish and fish habitat addendum. All questions by the Technical Review Committee have been answered by the applicant. It should be noted that the Technical Review Committee has not requested a hydrogeological study for the Phase 1 EIA. If the EIA is approved, it may be approved with additional conditions that could include water monitoring, and other physical barriers to prevent any potential contamination from runoff.
- 4.4. The City is introducing a requirement for risk assessments to be completed subject to the approval of the Development Officer. This includes identifying and mitigating against any potential risks to drinking water.
- 4.5. The Zoning By-law and Provincial Regulations have established separation distances that restrict or prohibit certain uses within proximity to drinking water wells such as pits and quarries, and certain heavy industrial uses. The City typically only requires hydrogeological studies for developments that could expose an aquifer to water ingress, such as a quarry, or if there is a larger development with on-site sewage systems that by design are to leach into a septic field. The proposed zone will not permit pits or quarries or industrial uses with unmitigated risks. As the Spruce Lake Industrial Park expansion will be connected to Municipal Water and Sanitary Services, all developments will be required to connect to these systems. Private well and sanitary systems will not be permitted for this development.

5. AREAS RESTRICTED FROM DEVELOPMENT

- 5.1. The City intends to restrict any development within 150 metres of residential property lines. This 150-metre buffer is to remain treed and will be designated under the Municipal Plan as Park and



Natural Area and will be zoned Park (P), which will allow for passive recreation use within that buffer area. See Appendix I for a map of the proposed buffers.

As a local reference regarding current proximities, there are 21 homes on Lorneville Road and School Bus Rd that are closer than 150 metres to land currently zoned for industrial use– See *Illustration B*. The proposed 150 metre buffer seeks to ensure no other residential property in Lorneville will be located within 150 metres to land zoned for industrial use

- 5.2. No development will be permitted within 15 metres of watercourses, and any ancillary development in those buffer areas, such as a bridge, would be subject to a WAWA permit.
- 5.3. No development of any kind would be permitted in Provincially Significant Wetlands (PSW). The Province of New Brunswick regulates Provincially Significant Wetlands and establishes a 30-metre buffer around these wetlands where no development of any kind would be permitted without a WAWA permit. The City is proposing to double that buffer by not permitting any development within 60 metres of a PSW in the Spruce Lake Industrial Park

ILLUSTRATION B - Residential Properties Currently Within 150m Of an Industrial Zone.

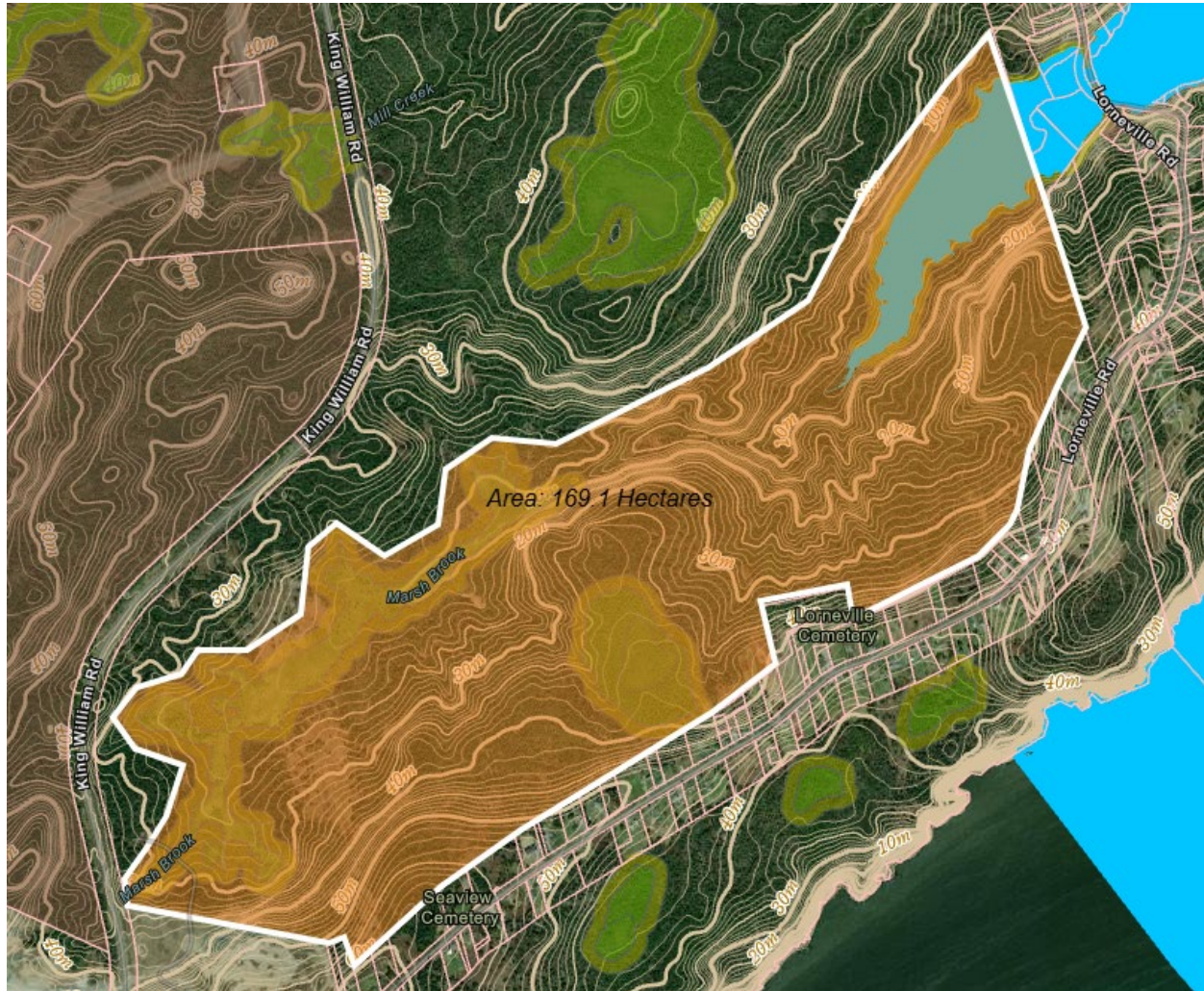


- 5.4. Development would technically be permitted in the area between March Brook and Lorneville Road – see *Illustration C*. However, it would be prohibitively expensive to develop due to the significant topographical challenges, including large slopes, watercourses, provincially significant



wetland, and challenges with providing physical access. As such, it is very probable, if not almost certain, that the majority of this land will never be developed and will remain almost entirely undisturbed.

Illustration C – Area South of Marsh Brook where limited to no development is expected



Note: *Illustration C* does not contain zones, buffers, or future use designations, it is simply illustrative of elevation contours.



5.5. The 76 Hectare area south of Lorneville Rd indicated in *Illustration D* will remain zoned as Rural. This will ensure that residents of that area will not be located between two industrial areas. This area could be further developed for passive recreation use, including the addition of new trails.

Illustration D – Area South of Lorneville Road to remain zoned Rural (RU)



6. TRAFFIC AND SECONDARY ACCESS

The Lorneville Community Liaison Committee reviewed Traffic Standards and potential impacts to the area. King William Road currently has 100 vehicles per hour at its peak as identified in a traffic study from May 2024. The road currently uses only 3% of its capacity and would need 3,400 vehicles per hour to consider two additional lanes. The City may consider adding a third turning lane depending on the types of developments that come to the area, but it is not required at this point.

There is an option to develop Burchill Road as a secondary access to Lorneville with controlled access to the east bound lanes of Highway 1 – see *Illustration E*. This secondary access route would



be costly to develop but could become a viable option if there is enough demand in the area through new industrial development. The cost to construct this secondary access route could be potentially borne by the Provincial Government, or more likely by one or more developers that require it for access. A similar access road (Bayside Drive) was developed to bypass the Red Head residential areas and connect directly to Canaport LNG when it was constructed.

Illustration E – Potential Secondary Access Route to Lorneville



7. COMMUNITY BENEFITS

The Lorneville Community Liaison Committee discussed Community Benefits at the 7th meeting of the CLC on February 4, 2025. Following that meeting, the Lorneville Community met separately to discuss Community Benefits. The Lorneville Community subsequently provided a list to City staff of benefits they would be interested in seeing in Lorneville, but they were very clear that they have no interest in exchanging community benefits for the development of an industrial park and only provided the list as a courtesy. City staff has not reviewed the feasibility or cost of the community benefits identified in depth, and further investigation would be required prior to formalizing any commitments.



Examples of Community Benefits requested by the Lorneville Community

- Restoration of Black Beach.
- Restoration of Public Access to Maguire's Cove.
- A variety of improvements to the Lorneville Community Centre.
- Expansion of existing Trail Systems in and adjacent to Lorneville.
- Coastal Lands behind Lorneville Road houses along what's known as "the Ridge" to be protected from development.
- Funding to Explore Lorneville Inc and Lorneville Trail Riders.
- Designated bike lanes on King William Road.
- Property taxes decreased and frozen for 50 years.
- Permanent secondary access via Burchill Road.

7.1. At this time, it is clear that the community has no interest in formally negotiating any type of benefit, as they have the view that to do so would be to accept the expansion of the existing Spruce Lake Industrial Park. If Council decides to rezone the lands to permit industrial uses the City would intend to bring forward a community benefits framework after consulting with the residents of Lorneville, Saint John Industrial Park, and industry stakeholders. It is expected that such a framework would balance the interests of providing true and meaningful benefits to the community without disincentivizing the type of development Saint John is interested in seeing in the area.

CHANGES TO SPRUCE LAKE INDUSTRIAL (SLI) ZONE

8. MUNICIPAL PLAN CONTEXT

8.1. The City will add additional Municipal Plan Policy Statements on the type of development envisioned for the area defined as the Spruce Lake Industrial Zone.

8.2. Due to the current limitations of the Municipal Plan, the Plan only recognizes two types of industrial areas: *Heavy Industrial* and *Light Industrial*. Medium industrial uses are not permitted in the Light Industrial designation. As a reference, the existing Spruce Lake Industrial Park is designated as Heavy Industrial under the Municipal Plan, and the vast majority of the industrial park's zoning is Medium Industrial (IM). The Municipal Plan will be reviewed in two years, and at that time, it is likely that there will be changes to the City's industrial lands approach regarding land use designations, and this may result in a *new* designation being added to the Plan that clarifies the Medium Industrial use envisioned for the Spruce Lake Industrial Park Zone. Unfortunately, due to the limitation of the existing language in the Municipal Plan, the expansion area of the Spruce Lake Industrial Park must similarly be designated as Heavy Industrial even though the majority of uses are intended to be medium or light industrial uses. Instead, land use



will be primarily regulated through comprehensive zoning recommendations that are discussed throughout this report, specifically in Sections 9, 10, 11 and 12.

- 8.3. Staff is recommending adding additional policy statements to the Municipal Plan specifically for the area defined as the Spruce Lake Industrial (SLI) Zone, to clarify that the primary purpose of the park is for Medium and Light Industrial uses. If there are heavier uses, they may be permitted (subject to restrictions laid out in this report) subject to conditions and provided they are located at least 500 metres from the nearest property line of an existing residentially zoned lot. Such uses must generally be non-emitting, and generally any nuisance or risk should not extend beyond the boundaries of the Spruce Lake Industrial zone. The Zone Standards will also prohibit certain heavy uses that are otherwise permitted in other heavy industrial zones in the City such as Oil Refineries, Pulp Mills, Scrap or Salvage Yards (which includes metal shredding).
- 8.4. As discussed earlier in the report, some of the feedback the City has received from residents is taking Municipal Plan Policy LU 77 out of context:

Municipal Plan LU 77

Where there are Heavy Industrial land uses which emit pollution or present possible safety risks Common Council consider the use of the best practice guideline of 1.5 km as an appropriate separation distances and/or buffer from incompatible land uses. Within the 1.5 km buffer, Common Council should consider not increasing the density of existing incompatible land uses adjacent to existing heavy industrial facilities when they are proposed. This will ensure that further intensification of incompatible land uses does not occur around these facilities in the future

Staff have explained to the Lorneville CLC that this provision was written in mind with a use similar to a very large, heavy and emitting volatile or offensive use such as second oil refinery e.g. the previously proposed Eider Rock Refinery initially proposed in 2007. This policy would not be applicable to less intense industrial uses or uses where a risk assessment is required to establish setbacks needed to mitigate risks, rather than a blanket setback of 1500 metres.

9. PERMITTED USES

At the Lorneville CLC Meeting on December 17, 2024, the members discussed specific land uses that should or should not be permitted in Lorneville. For example, should an oil refinery be allowed to be located in the area? The Lorneville Community was uncomfortable sharing feedback on permitted uses as they want the entire area conserved, and no development of any sort to be permitted in the areas that are not already zoned to allow industrial uses.

Instead, staff led the Committee through a thought exercise so there could still be a discussion on potential permitted uses.



Thought Exercise on Permitted Uses

The Committee discussed a new planning phenomenon present in some Canadian jurisdictions called ‘*Ministerial Zoning Orders (MZO)*’ which allow the Provincial Government in Ontario or Nova Scotia, for example, to overrule local government on planning matters. The Scenario the Committee was asked to explore was as follows:

The Government of NB issues a blanket MZO for Lorneville and approves of a new industrial park with no input from the City or the Community. If you had input, which types of permitted uses are you more or less comfortable with:

There was general understanding that some uses would have little to no conflict with homes, while others could pose larger conflicts and if built, should be set back as far away as possible – if permitted at all.

The summary of this discussion is found in *Appendix IV - See Lorneville Community Liaison Committee - MINUTES - Meeting 4 - Dec 17, 2024.*

9.1. Changes in Permitted Uses from Original Application

The Spruce Lake Industrial (SLI) Zone will primarily be for Medium Industrial use, including large format buildings, and will generally permit uses listed in the Medium Industrial (IM) Zone. This new integrated zone will pull appropriate uses and conditions from the following zones:

- Light Industrial (IL)
- Commercial Business Park (CBP)
- Heavy Industrial (IH)
- Transportation (T)
- Corridor Commercial (CC)

Large format building is not formally defined in the Zoning By-Law but generally can be expected to exceed 10,000 square metres in ground floor area. In addition to warehouse uses, large format buildings could involve non-emitting manufacturing processes such as semiconductor device fabrication, server farms, AI data centres, green hydrogen production, automotive part manufacturing, battery manufacturing, etc.

Staff is recommending the following changes (see *Table 1*) to the Permitted Uses included in the first draft of the Spruce Lake Industrial (SLI) Zone which formed part of the October 8, 2024 PAC Agenda Package. The changes are in response to consultation with the Lorneville CLC and industry experts:



TABLE 1: PROPOSED PERMITTED USES

Note: Text shaded **red** is a change from the original planning application.

Note²: any reference to “Subject to paragraph XX.. refers to conditions in the final version of the zone standards for the Spruce Lake Industrial (SLI) Zone.

LAND USE	ORIGINAL	REVISED
Asphalt Plant	PERMITTED	NOT PERMITTED
Business Office	NOT INCLUDED	PERMITTED
Business Support Service	PERMITTED	PERMITTED
Bulk Fuel Storage Depot	PERMITTED	PERMITTED subject to paragraph 12.8(4)(b);
Cannabis Production Facility	PERMITTED subject to section 9.20;[2018, C.P. 111-53]	PERMITTED subject to section 9.20;[2018, C.P. 111-53]
Cannabis Processing Facility	PERMITTED	PERMITTED
Cement Plant	PERMITTED	NOT PERMITTED
Commercial Use	PERMITTED	PERMITTED
Concrete Plant	PERMITTED	NOT PERMITTED
Contractor Service, Household;	PERMITTED	PERMITTED
Data Centre	NOT INCLUDED	PERMITTED
Distribution Facility	PERMITTED	PERMITTED
Electrical Generation Station	PERMITTED	PERMITTED Subject to section 12.8 (3)(e)
Equipment Sales and Rental, Heavy	PERMITTED	PERMITTED
Fleet Service	PERMITTED	PERMITTED
General Contractor Service	PERMITTED	PERMITTED
Heavy Industrial Use	PERMITTED	PERMITTED Subject to section 12.8 (3)(d) and 12.8(4)(b)
Medium Industrial Use	PERMITTED	PERMITTED
Harbour Facility	NOT INCLUDED	PERMITTED
Hydrogen Bulk Fuel Storage Depot	NOT INCLUDED	PERMITTED Subject to section 12.8 (3)(f) and 12.8(4)(b)
Hydrogen Manufacturing	NOT INCLUDED	PERMITTED Subject to section 12.8 (3)(X)



Landscape Supply	PERMITTED	PERMITTED
Light Industrial Use	PERMITTED	PERMITTED
Outdoor Storage	PERMITTED subject to paragraph 12.8(3)(a);	PERMITTED subject to paragraph 12.8(3)(b);
Project Accommodation	PERMITTED subject to paragraph 12.8(3)(b);	PERMITTED subject to paragraph 12.8(3)(c);
Retail Convenience	NOT INCLUDED	PERMITTED
Research and Development Facility	NOT INCLUDED	PERMITTED
Service and Repair, Industrial	PERMITTED	PERMITTED
Self-Storage Facility	PERMITTED	PERMITTED
Service and Repair, Industrial	PERMITTED	PERMITTED
Service Station	NOT INCLUDED	PERMITTED
Timber Processing Facility	NOT INCLUDED	PERMITTED Subject to section 12.8 (3)(g)
Towing Service	PERMITTED	PERMITTED
Transportation Depot	PERMITTED	PERMITTED
Transportation Terminal	PERMITTED	PERMITTED
Warehouse Facility	PERMITTED	PERMITTED

10. PROHIBITED USES

After discussions with the Lorneville CLC and conversations with agencies involved in business attraction for the Saint John Industrial Parks, the following land uses are recommended by staff to be prohibited in the new Spruce Lake Industrial (SLI) Zone:

- Asphalt Plant
- Cement Plant
- Concrete Plant
- Fertilizer manufacture and storage
- Lumber Mill
- Petroleum Refinery
- Pulp Mill
- Paper Mill
- Recycling Facility
- Scrap or Salvage Yard;



11. CONDITIONS OF USE

After discussions with the Lorneville CLC and conversations with agencies involved in business attraction for the Saint John Industrial Parks, the following changes to Conditions of Use for the proposed Spruce Lake Industrial (SLI) Zone are recommended by staff:

Proposed changes to the Spruce Lake Industrial Zone General Conditions of Use:

12. Site development is subject to the separation distances established and illustrated in Schedule K: Spruce Lake Industrial Setbacks (Appendix 4, Map 7), subject to the following criteria:

12.1. For the purposes of Schedule K, Industrial Use shall include the following uses:

- 12.1.1. Cannabis Production Facility
- 12.1.2. Cannabis Processing Facility
- 12.1.3. Distribution Facility
- 12.1.4. Equipment Sales and Rental, Heavy
- 12.1.5. Harbour Facility
- 12.1.6. Heavy Industrial – Offensive Industrial Use
- 12.1.7. Landscape Supply
- 12.1.8. Light Industrial Use
- 12.1.9. Medium Industrial Use
- 12.1.10. Service and Repair, Industrial
- 12.1.11. Timber Processing Facility
- 12.1.12. Towing Service
- 12.1.13. Transportation Depot
- 12.1.14. Transportation Terminal
- 12.1.15. Warehouse Facility

12.2. For the purposes of Schedule K, Volatile Heavy Industrial use shall include the following uses:

- 12.2.1. Bulk Fuel Storage Depot
- 12.2.2. Electrical Generation Station
- 12.2.3. Heavy Industrial – Volatile Industrial Use
- 12.2.4. Hydrogen Bulk Fuel Storage Depot
- 12.2.5. Hydrogen Manufacturing

12.3. For the purposes of Schedule K, the following uses are not considered either an Industrial Use or a Volatile Heavy Industrial Use:

- 12.3.1. Business Support Service
- 12.3.2. Business Office
- 12.3.3. Commercial Use
- 12.3.4. Contractor Service, Household



- 12.3.5. Data Centre
- 12.3.6. Fleet Service
- 12.3.7. General Contractor Service
- 12.3.8. Outdoor Storage
- 12.3.9. Project Accommodation
- 12.3.10. Retail Convenience
- 12.3.11. Research and Development Facility
- 12.3.12. Self-Storage Facility
- 12.3.13. Service Station

12.4. Unless otherwise specified, those uses which are secondary or accessory to the principal use of lot within the Spruce Lake Industrial zone will be permitted anywhere within the zone, provided they are a minimum distance of 150 metres from an existing residential property line. These include site development and buildings or structures that include but are not limited to the following:

- 12.4.1. Accessory building
- 12.4.2. Business Administration and/or Offices
- 12.4.3. Food Service
- 12.4.4. Meeting Facility
- 12.4.5. Outdoor Storage
- 12.4.6. Parking
- 12.4.7. Project Accommodation
- 12.4.8. Training Facility

12.5. A Bulk Fuel Storage Depot shall require a risk assessment.

12.6. Heavy Industrial Use

Heavy Industrial Use is permitted provided a main use does not result in the discharge of air pollutants. Such pollutants include but are not limited to

- Particulate Matter (PM)
- Ground-level ozone (O₃)
- Nitrogen dioxide (NO₂)
- Sulphur dioxide (SO₂)
- Volatile Organic Compounds (VOCs)

12.7. Electrical Generation Station

An Electrical Generation Station is a permitted use provided it is non-emitting, smaller than 300MW, and non-nuclear. Notwithstanding the above, if the Electrical Generation Station is



low emitting including the use of Carbon Capture, it must be located a minimum of 1,000 metres from a residential property line.

12.8. Hydrogen Use

Any use involving the manufacturing, storage, or delivery of bulk hydrogen shall be subject to a risk assessment. For greater clarity, Hydrogen Manufacturing or a Hydrogen Bulk Storage Depot is generally considered to be a Heavy Volatile use.

12.9. A Timber Processing Facility is permitted provided any uses involving the milling, planning, or shaping of wood are contained within a building. The storage of woodchips must be contained within a building.

Risk Assessments

The City is not intending to create another heavy industrial park in Lorneville like the Grandview Industrial Park on the east side. Rather the City is interested in creating a new industrial park that would allow for an expanded area of existing medium industrial uses in the existing Spruce Lake Industrial Park and also permit new, primarily large format, industrial uses that would generally be defined as medium industrial uses except at a larger scale.

If there are any processes that would meet the strict definition of volatile heavy industry either due to the scale, or the process used, they would be required to have a risk assessment completed by a professional and agreed to by the City's Development Officer and Fire Chief to provide greater protection and surety for nearby properties. This is not currently required in any other industrial park in the province.

In addition, any process or use meeting the definition of *volatile* would be set back a minimum of half a kilometer (>500m) or more from the nearest residential lot line – even if a risk assessment determines that a 500m setback is not required. This 500-metre setback exceeds the current setbacks permitted in all other locations of the City by a significant margin which are currently:

- 30m for Offensive Industrial Uses, such as a pulp mill or wall board plant.
- 150m for Volatile Industrial Uses, such as a refinery or LNG Plant.

After discussions with the Lorneville CLC and conversations with agencies involved in business attraction for the Saint John Industrial Parks, the following changes (see *Table 2*) to Conditions of Use for the proposed Spruce Lake Industrial (SLI) Zone – Risk Assessments, are recommended by staff:



TABLE 2: PROPOSED PERMITTED USES – RISK ASSESSMENTS

Note: Text Shaded red is a change from the original planning application

	ORIGINAL	REVISED
(c)	<p>The Development Officer may require a risk assessment as part of a Development Permit or Building Permit application for a Heavy Industrial Use that:</p> <p>(i) as per the “volatile industrial use” definition, involves the use, manufacturing, storage or transportation of chemicals and materials which may be harmful or detrimental to a person’s health or property;</p> <p>(ii) as per the “offensive industrial use” definition, involves a manufacturing process which could be hazardous or injurious to a person’s health, prejudices the character of the surrounding area or interfere with the normal enjoyment of land, building or structure.</p> <p>(iii) The Risk Assessment must:</p> <p>(1) be prepared by a qualified professional who specializes in risk assessment;</p> <p>(2) be prepared to the satisfaction of the Development Officer and Fire Chief / Director of Saint John</p>	<p>The Development Officer shall require a risk assessment as part of a Development Permit or Building Permit application for a Heavy Industrial Use that:</p> <p>(i) as per the “volatile industrial use” definition, involves the use, manufacturing, storage or transportation of chemicals and materials which may be harmful or detrimental to a person’s health or property;</p> <p>(ii). And for those applications involving the following uses:</p> <p>a. Bulk Fuel Storage Depot b. Hydrogen Bulk Fuel Storage Depot c. Hydrogen Manufacturing</p> <p>The Development Officer may require a risk assessment as part of a Development Permit or Building Permit application for any other Industrial Use that:</p> <p>(ii) involves a manufacturing process which could be hazardous or injurious to a person’s health, prejudices the character of the surrounding area or interfere with the normal enjoyment of land, building or structure.</p> <p>(iii) The Risk Assessment must:</p> <p>(1) be prepared by a qualified professional who</p>



<p>Emergency Measures Organization;</p> <p>(3) include a site plan identifying the location of all uses and distances from the closest residentially zoned properties; and</p> <p>(4) include mitigation recommendations.</p> <p>(iv) The Development Officer shall:</p> <p>(1) consider the recommendation of the risk assessment prior to rendering a decision on a Development Permit or Building Permit application; and</p> <p>(2) in consultation with the appropriate City Service Areas, may impose any conditions on the Development Permit or Building Permit necessary to implement any of the mitigation recommendations identified in the risk assessment.</p>	<p>specializes in risk assessment;</p> <p>(2) be prepared to the satisfaction of the Development Officer and Fire Chief / Director of Saint John Emergency Measures Organization;</p> <p>(3) include a site plan identifying the location of all uses and distances from the closest residentially zoned properties; and</p> <p>(4) include mitigation recommendations.</p> <p>(iv) The Development Officer shall:</p> <p>(1) consider the recommendation of the risk assessment prior to rendering a decision on a Development Permit or Building Permit application; and</p> <p>(2) in consultation with the appropriate City Service Areas, may impose any conditions on the Development Permit or Building Permit necessary to implement any of the mitigation recommendations identified in the risk assessment.</p>
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13. ZONE STANDARDS

13.1. Minimum Lot Area

Staff is proposing small changes to the Minimum Lot Area in recognition that the Spruce Lake Industrial (SLI) Zone will permit some lighter uses, such as a gas station, where 4,000 square meters lot size may be larger than what is needed. This change will ensure that site development will attain higher lot occupancy.



Setbacks

There was a considerable volume of feedback from the community on proposed setbacks. Medium industrial uses throughout the rest of the City have rear yard setbacks of 30 metres and this setback was originally considered in the EIA. The Lorneville Community was strongly opposed to such a modest setback.

The Applicant then modified the EIA and the Planning application to keep a 150-metre treed buffer between residential properties and industrial uses. However, the community still feels that is too close. As illustrated in *Illustration A*, the community feedback is that no development of any type should occur in the area.

The community did not offer alternatives for modified setbacks. However, during the meeting of December 17, 2024 of the Lorneville CLC, there was a robust discussion about permitted uses, and the feedback from the Lorneville members of the CLC is that some uses would be more tolerable than others, and some uses would need much larger setbacks before they would not be noticed by the community.

In response to discussions with the Lorneville CLC, and consultation with stakeholders involved in business attraction for the Spruce Lake Industrial Park, staff is recommending the following setbacks which are also mapped out in Appendix I and will form part of the Zoning By-Law amendments:

13.2. Within 150 metres of a residential property line

Areas within 150m of a residential property line will be Designated Park and Natural Area under the Municipal Plan, and Zoned Park (P) in the Zoning By-Law. No development will be permitted in that area other than for recreation purposes such as trails. This buffer is to remain treed.

13.3. Between 150 metres and 250 metres of a residential property line

Between 150m and 250m of a residential property line, no buildings containing an industrial use will be permitted. Unless otherwise specified, secondary and accessory uses for the Spruce Lake Industrial (SLI) Zone will be permitted in this exclusionary setback area such as, but not limited to:

- Accessory Building
- Administration
- Food service
- Meeting facility
- Outdoor Storage
- Office
- Parking
- Project Accommodation
- Training facility

**13.4. Between 250 metres and 500 metres of a residential property line,**

Between 250m and 500m of a residential property line, any building or use allowed in the Spruce Lake Industrial (SLI) Zone is permitted, except for buildings or uses that are considered volatile.

13.5. Beyond 500 metres of a residential property line

Beyond 500 metres of a residential property line, any building or use allowed in the Spruce Lake Industrial (SLI) Zone is permitted, subject to other conditions provided in the Zoning By-Law. If such a use is considered volatile, the Development Officer will impose a requirement for a risk assessment before issuing a development permit. If an industrial building containing a volatile use crosses the 500-metre setback, the volatile use within the building must still be located a minimum of 500 metres away from the nearest residential property line.

13.6. Other

In response to less land availability as a result of greater rear yard setbacks from residential properties, staff is proposing a change in the Front Yard Setbacks for the Offensive Heavy Industrial Use so that the front yard setback for that type of use would be 10 metres closer to King William Road and be established at 20m instead of 30m. This will result in increased separation from residential areas and an improved aesthetic along King William Road.

13.7. Maximum Lot Occupancy

In response to increasing setbacks from residential properties which creates less space for development, and to protect from the loss of wetlands, staff is recommending a change to Maximum Lot Occupancy to allow an increased lot occupancy of 65% vs 60%. This would allow for more of the lot to be used by building footprints on a property which would allow more developable area to be used and lessening the encroachment into environmentally sensitive or challenging lands. This is also the Maximum Lot Occupancy for the Medium Industrial (IM) Zone Standards.

13.8. Height

The Lorneville CLC did not get into discussion on the height of potential developments as there are no specific projects under determination. Reference height limits for existing zones in the City of Saint John are listed in *Table 3*.

**Table 3 – Heights of Comparable Zones**

ZONE	Maximum Height
Heavy Industrial (IH)	Unlimited
Medium Industrial (IM)	18 m
Light Industrial (IL)	15m
Transportation (T)	Unlimited
Commercial Business Park (CBP)	24m
Corridor Commercial (CC)	15m
Corridor Commercial (CC) for an Accommodation	24m

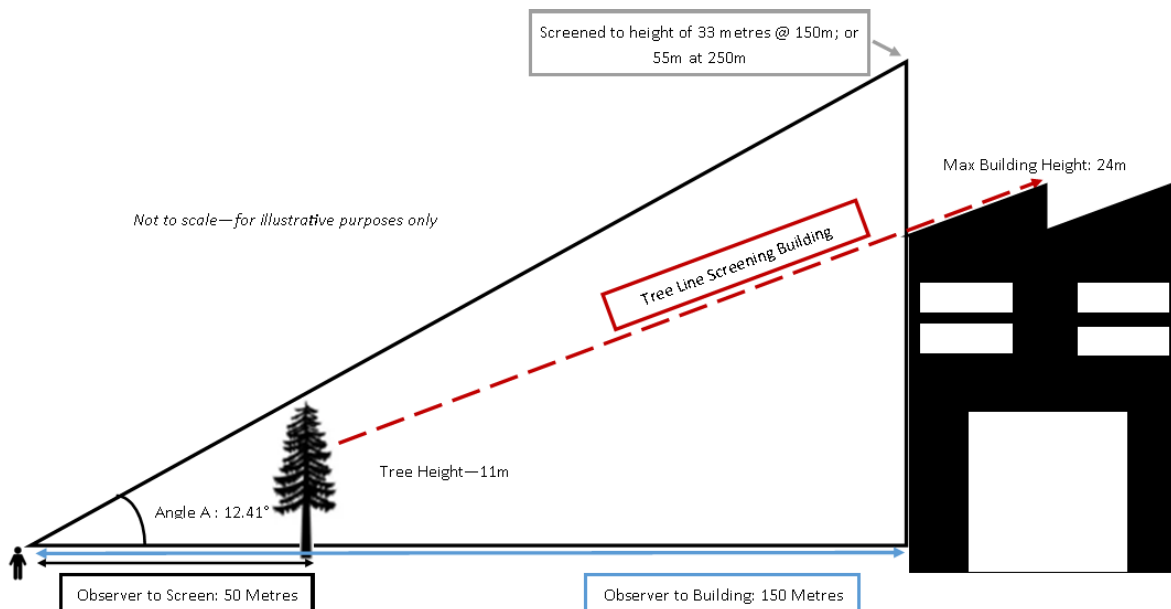
Screening Analysis - (see Illustration F)

Staff field surveyed the trees along King William Road and Lorneville Road and concluded that on average the tree line is 11m tall. Staff conducted a mathematical viewshed calculation of when theoretical buildings constructed in the Spruce Lake Industrial (SLI) Zone could be seen by a viewer if a tree was between the viewer and a theoretical building using two scenarios.

Baseline Assumption**Height of Tree:** 11m**Distance to screen from viewer:** 50m**Terrain:** flat**Result:** Sky obstructed (**Angle A**): 12.41degrees from horizon. Any building below this angle of obstruction will be obscured.

Note: The rear windows of all residential homes whose properties share a lot line with the area proposed for phase one of the EIA are within a maximum of 42 metres, perpendicular to the tree line parallel with the proposed Spruce Lake Industrial (SLI) Zone.

Illustration F – Screening Assumption



Scenario 1: Imaginary building 24 metres tall at 150 metres away from viewer.

Result: Sky obstructed: 9.09 degrees

Conclusion: Trees of 11m in height between 0 m and 50 of a viewer **will screen** a building of 24 metres in height 150 metres from the viewer.

Scenario 2: Imaginary building 48 metres tall at 250 metres away from viewer

Result: Sky obstructed: 10.86 degrees

Conclusion: Trees of 11m in height between 0 m and 50 of a viewer **will screen** a building of 48 metres in height 250 metres from the viewer.

It should be noted that neither the Municipal Plan nor the Zoning By-Law protect views. It should also be noted that due to the topography of Lorneville, some areas of the southern portion of Lorneville Road beyond Fair Haven Lane are at a higher elevation of greater than 40metres. This topography exceeds the height of the typology of the Phase 1 EIA which has a typology generally ranging from 20 metres to 40 metres in elevation and the properties on Lorneville Road beyond Fair Haven Lane would effectively be looking down on the area 1.5 km to 3km away, and any building of any height would be visible.

Maximum Height

As the Spruce Lake Industrial Zone is a type of integrated zone primarily focused on medium industrial uses, but also permitting some uses allowed in the IH, IM, IL, T, CBP and CC Zones, staff is recommending height maximums of:

- Maximum Height (within 250m of a residential property line): **24 metres**
- Maximum Height (beyond 250m of a residential property line): **48 metres**



City staff conducted a Shadow Study (see Appendix III) for the following dates and times listed in Table 4 to determine if buildings at these maximum heights would cast shadows on any neighbouring residential property.

Table 4 – Shadow Study - scenarios for 24 metres, and 48 metre building height

Date	Time	Height	Shadow impact on residential properties
Scenario 1 – 24 Metre Building			
December 21st	9:00 AM	24m	Negligible
December 21st	3:00 PM	24m	Negligible
September 21st	8:00 AM	24m	Negligible
September 21st	6:00 PM	24m	Negligible
Scenario 2 – 48 Metre Building			
December 21st	9:00 AM	48m	Negligible
December 21st	3:00 PM	48m	Negligible
September 21st	8:00 AM	48m	Negligible
September 21st	6:00 PM	48m	Negligible

The study determined that shadows cast by structures of these heights and distance would have a negligible impact on any existing residential property or home in Lorneville.

13.9. Zone Standards – Summary of Changes

In response to discussions with the Lorneville CLC, and consultation with stakeholders involved in business attraction for the Spruce Lake Industrial Park, staff is recommending the following changes to the Zone Standards for the Spruce Lake Industrial (SLI) Zone – see Table 5.

Table 5 – Zone Standards – Summary of Changes

Note: Text shaded red is a change from the original planning application

(a)	Minimum Lot Area:	ORIGINAL	REVISED	
	For a Volatile Heavy Industrial Use	10,000	10,000	square metres
	For an industrial use	Not Specified	4,000	square metres
	Other	4,000	1,000	square metres
(b)	Minimum Lot Frontage:	ORIGINAL	REVISED	
	For a Volatile Heavy Industrial Use	120	120	Metres
	For an industrial use	Not Specified	60	Metres
	Other	60	30	Metres



(c)	Minimum Front Yard:	ORIGINAL	REVISED	
	For a Volatile Heavy Industrial Use:	150	150	Metres
	Distance permitted from a residential lot line	Not Specified	500	Metres
	For an Offensive Heavy Industrial Use:	30	20	Metres
	Distance permitted from a residential lot line	Not Specified	250	metres
	Other	7.5	7.5	Metres
(d)	Minimum Rear Yard:			
	For a Volatile Heavy Industrial Use:	ORIGINAL	REVISED	
	Where the rear lot line does not abut an Industrial zone	150	150	metres
	Distance permitted from a residential lot line	Not Specified	500	metres
	Where the rear lot line does abut an Industrial zone	30	30	metres
	For an Offensive Heavy Industrial Use:	ORIGINAL	REVISED	
	Where the rear lot line does not abut an Industrial zone	30	30	metres
	Distance permitted from a residential lot line	Not Specified	250	metres
	Where the rear lot line does abut an Industrial zone	15	15	metres
(e)	Minimum Side Yard:			
	For a Volatile Heavy Industrial Use:	ORIGINAL	REVISED	
	Where the side lot line does not abut an Industrial zone	150	150	metres
	Distance permitted from a residential lot line	Not Specified	500	metres
	Where the side lot line does abut an Industrial zone	30	30	metres
	For an Offensive Heavy Industrial Use:	ORIGINAL	REVISED	
	Where the side lot line does not abut an Industrial zone	30	30	metres



	Distance permitted from a residential lot line	Not Specified	250	metres
	Where the side lot line does abut an Industrial zone	15	15	metres
(f)	Minimum Flankage Yard:	ORIGINAL	REVISED	
	For a Volatile Heavy Industrial Use:	150	150	metres
	Distance permitted from a residential lot line	Not Specified	500	
	For an Offensive Heavy Industrial Use:	30	30	metres
	Distance permitted from a residential lot line	Not Specified	250	metres
(f)	Maximum Building Height:	ORIGINAL	REVISED	
	Less than 250m from a residential lot line	Not Specified	24	metres
	Greater than 250m from a residential lot line	Not Specified	48	metres
(g)	Maximum Lot Occupancy	ORIGINAL	REVISED	
		60	65	percent of the lot
	Other Requirements			
	ORIGINAL	REVISED		
(i)	For any development within 150 metres of a Residential zone, an illumination plan must be prepared by a qualified professional and submitted for the approval of the Development Officer that details the lighting for the proposed development. The illumination plan must demonstrate that there be no light spillover onto adjacent non-industrial properties from illumination.	For any development within 250 metres of a Residential zone, an illumination plan must be prepared by a qualified professional and submitted for the approval of the Development Officer that details the lighting for the proposed development. The illumination plan must demonstrate that there will be no light spillover onto adjacent non-industrial properties from illumination.		



Other Recommendations for Consideration

14.1. Review Setback Requirements for Wind Turbines.

The Lorneville CLC reviewed the current setbacks established in the Zoning By-Law related to wind turbines specifically as they relate to the Burchill Wind Farm. There is opportunity for the City to review these setbacks and clarify what uses are permitted within certain proximities to wind turbines.

It is recommended that the City review these setback requirements.

14.2. Establish a permanent Lorneville Community Liaison Committee

It is recommended that Common Council request that the Saint John Industrial Parks establish a permanent Lorneville Community Liaison Committee with members of the Lorneville Community, and other stakeholders, including Industry and Government representatives to continue to address the concerns of attendees, collaborate on fostering good relationships, and work to improve Lorneville for all who live, work, and play there.

DRAFT

Appendix I – Maps

MAP 1 - Spruce Lake Industrial Park Expansion - Existing Primary Development Area Boundary

MAP 2 - Spruce Lake Industrial Park Expansion – Proposed Primary Development Area Boundary

Map 3 - Spruce Lake Industrial Park Expansion - Existing Future Land Use

Map 4 (ORIGINAL) - Spruce Lake Industrial Park Expansion - Proposed Future Land Use
(presented to the PAC on October 8, 2024.

Map 4 – (REVISED) Spruce Lake Industrial Park Expansion - Proposed Future Land Use

Map 5 - Spruce Lake Industrial Park Expansion - Existing Zoning

Map 6 (ORIGINAL) - Spruce Lake Industrial Park Expansion - Proposed Zoning
(presented to the PAC on October 8, 2024.


Map 6 (REVISED) - Spruce Lake Industrial Park Expansion - Proposed Zoning

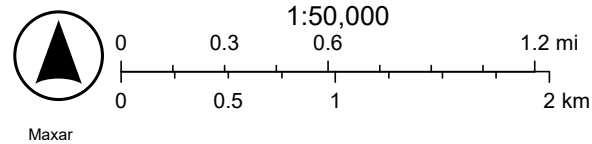
Map 7 – (NEW) Schedule K: Spruce Lake Industrial Zone Setbacks

Map 1 - Spruce Lake Industrial Park Expansion - Existing Primary Development Area Boundary



2024-10-02

-  Spruce Lake Expansion Parcels
-  Property Parcels
-  Primary Development Area






Map 2 - Spruce Lake Industrial
Park Expansion - Proposed
Primary Development Area
Boundary

SPRUCE LAKE INDUSTRIAL PARK EXPANSION

AMENDMENT JUSTIFICATION REPORT

PROPOSED PRIMARY DEVELOPMENT AREA

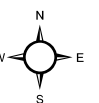
FIGURE 11

-  Subject Property
-  Proposed Primary Development Area Amendment
-  Road



SCALE 1:25,000

0 250 500 1,000 Meters



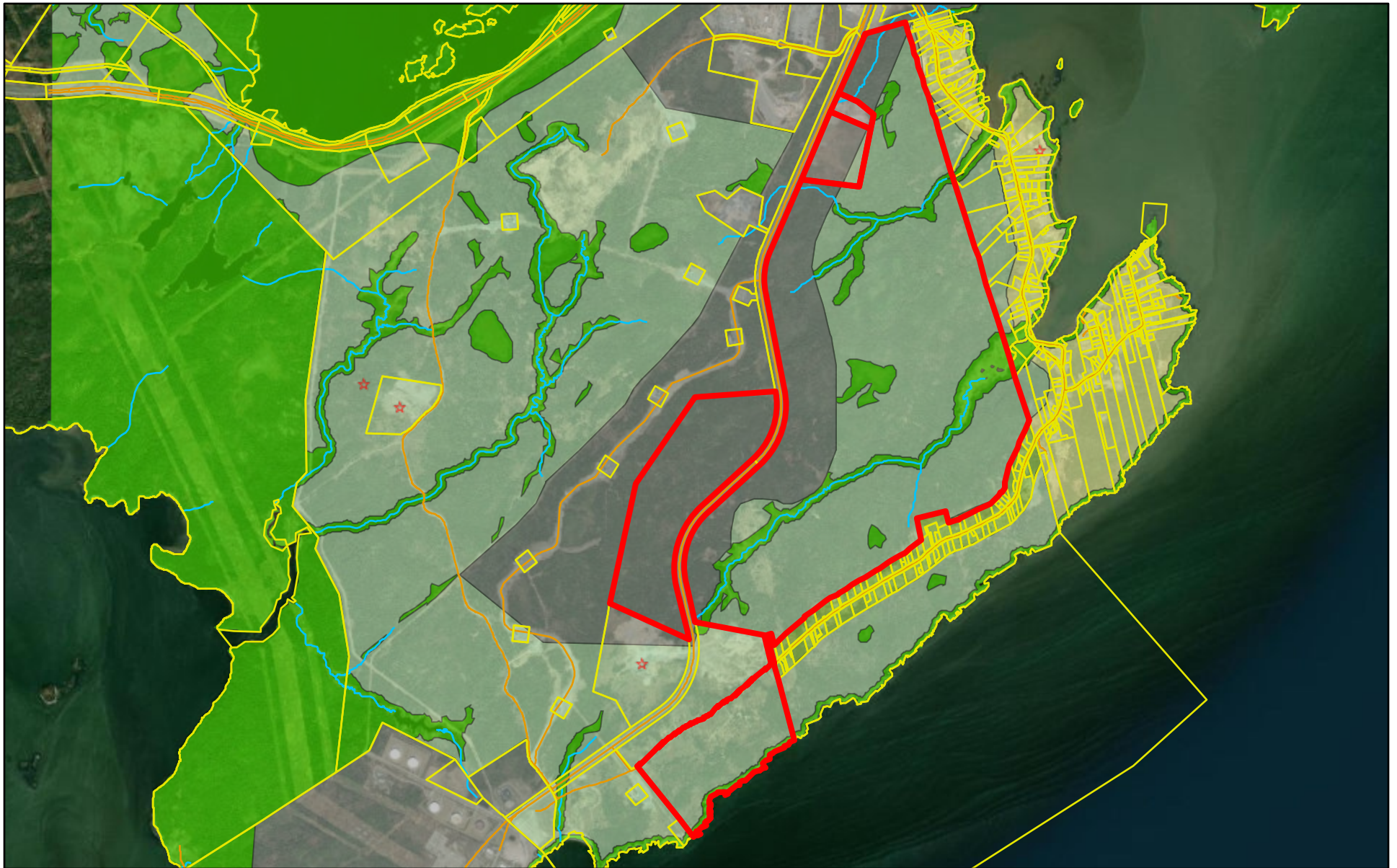
MAP DRAWING INFORMATION:
DATA PROVIDED BY GeoNB, City of Saint John

MAP CREATED BY: NGR
MAP CHECKED BY: JB
MAP PROJECTION: NAD 1983 CSRS New Brunswick Stereographic



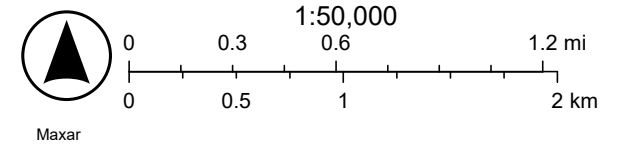
PROJECT: 24-8264
STATUS: FINAL
DATE: 2024-09-25

Map 3 - Spruce Lake Industrial Park Expansion - Existing Future Land Use



2024-09-27

- Spruce Lake Expansion Parcels
- Streams
- Rural Residential
- Property Parcels
- Park and Natural Area
- Heavy Industrial
- Rural Resource
- Rural Settlement



Map 4 (Original) - Spruce Lake Industrial Park Expansion - Proposed Future Land Use

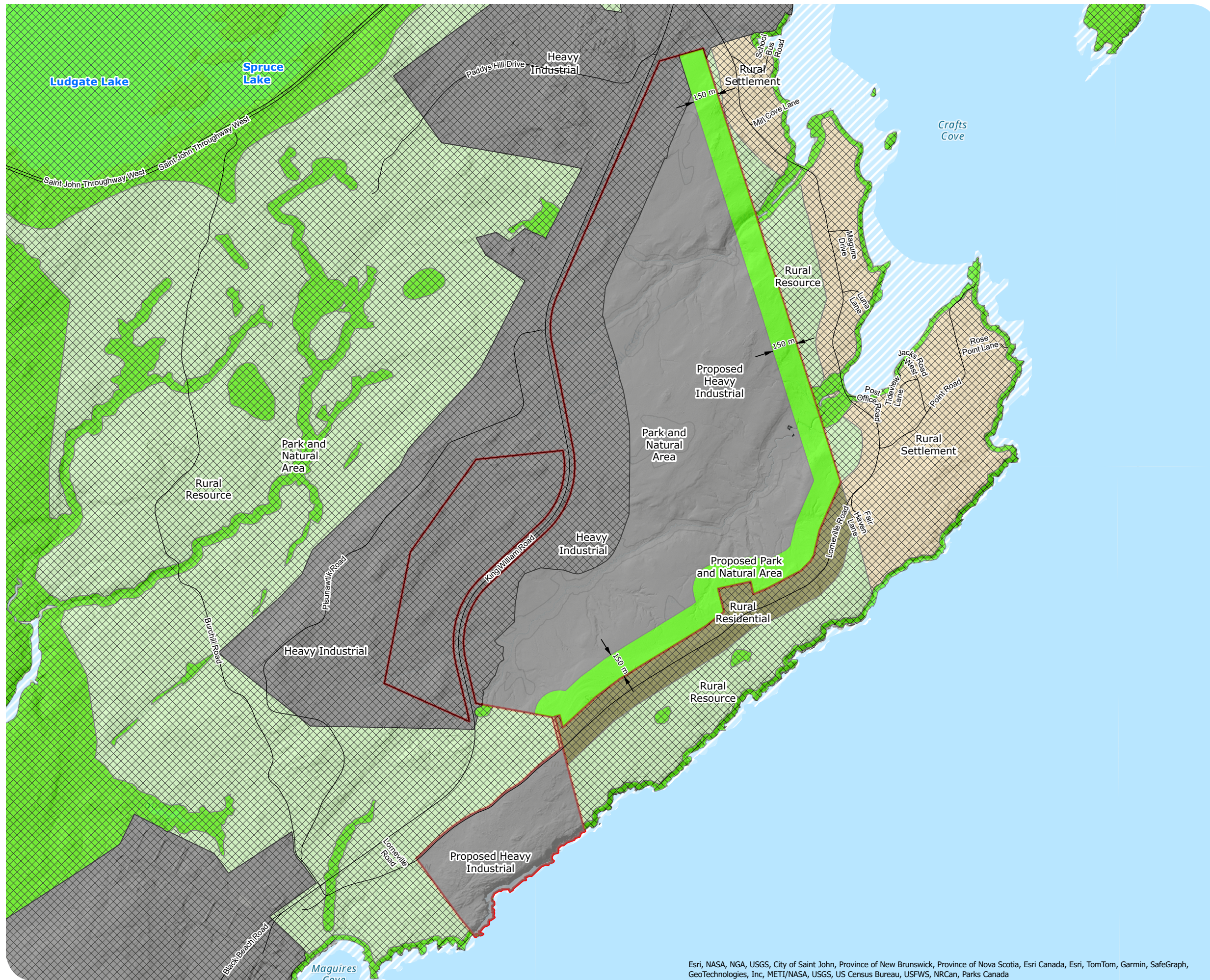
SPRUCE LAKE INDUSTRIAL PARK EXPANSION

AMENDMENT JUSTIFICATION REPORT

PROPOSED FUTURE LAND USE

Presented to PAC on Oct 8, 2024

- Subject Property
- Road
- Existing Future Land Use
- Heavy Industrial
- Park and Natural Area
- Rural Residential
- Rural Resource
- Rural Settlement
- Proposed Future Land Use
- Proposed Heavy Industrial
- Proposed Park and Natural Area



SCALE 1:21,958



MAP DRAWING INFORMATION:
DATA PROVIDED BY GeoNB, City of Saint John

MAP CREATED BY: NGR
MAP CHECKED BY: JB
MAP PROJECTION: NAD 1983 CSRS New Brunswick Stereographic



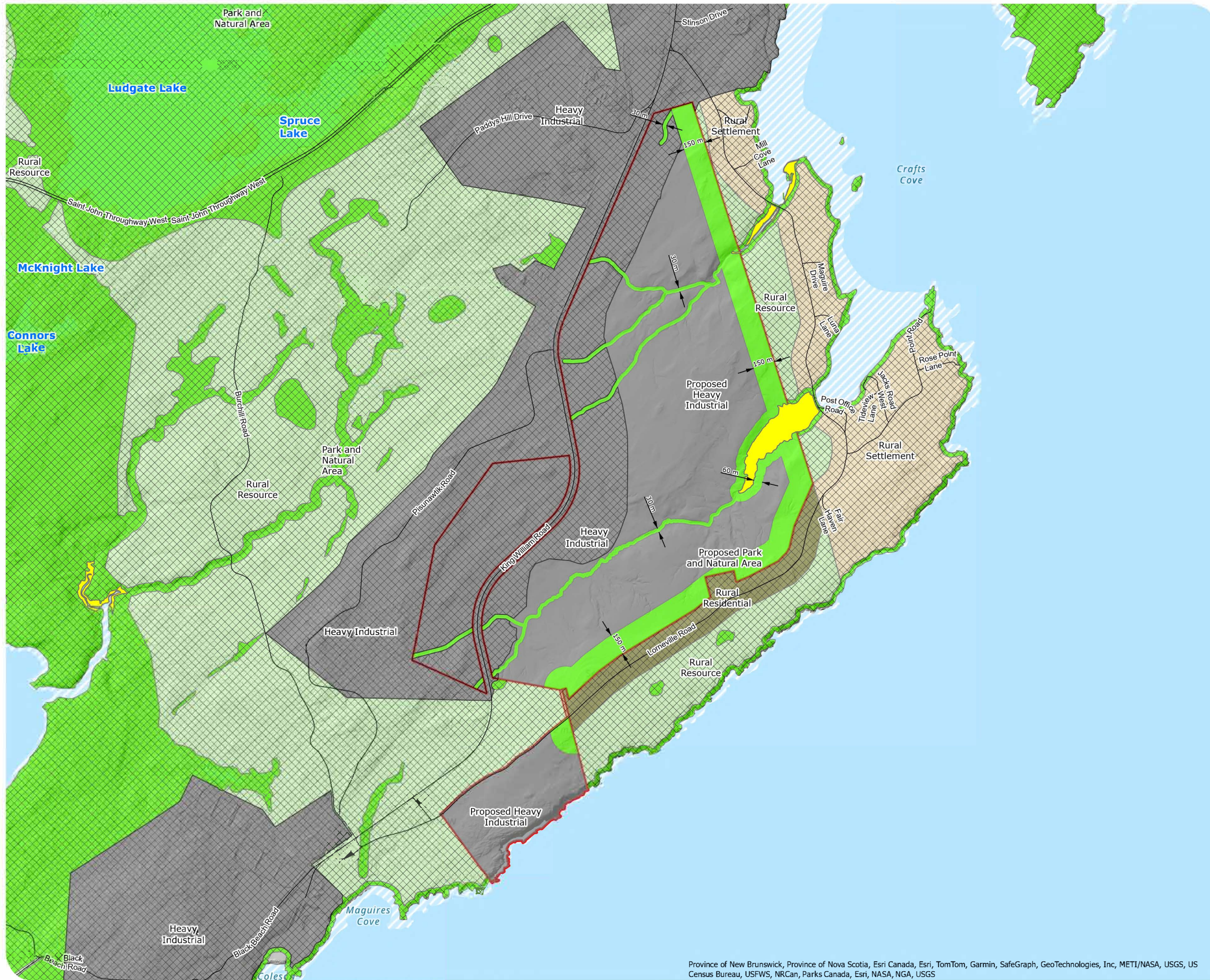
PROJECT: 24-8264
STATUS: FINAL
DATE: 2024-09-30

Map 4 (REVISED) SPRUCE LAKE INDUSTRIAL PARK EXPANSION

AMENDMENT JUSTIFICATION REPORT

PROPOSED FUTURE LAND USE

- Subject Property
- Road
- GeoNB Mapped Wetlands**
- Provincially Significant Wetland
- Existing Future Land Use**
- Heavy Industrial
- Park and Natural Area
- Rural Residential
- Rural Resource
- Rural Settlement
- Proposed Future Land Use**
- Proposed Heavy Industrial
- Proposed Park and Natural Area



SCALE 1:25,000



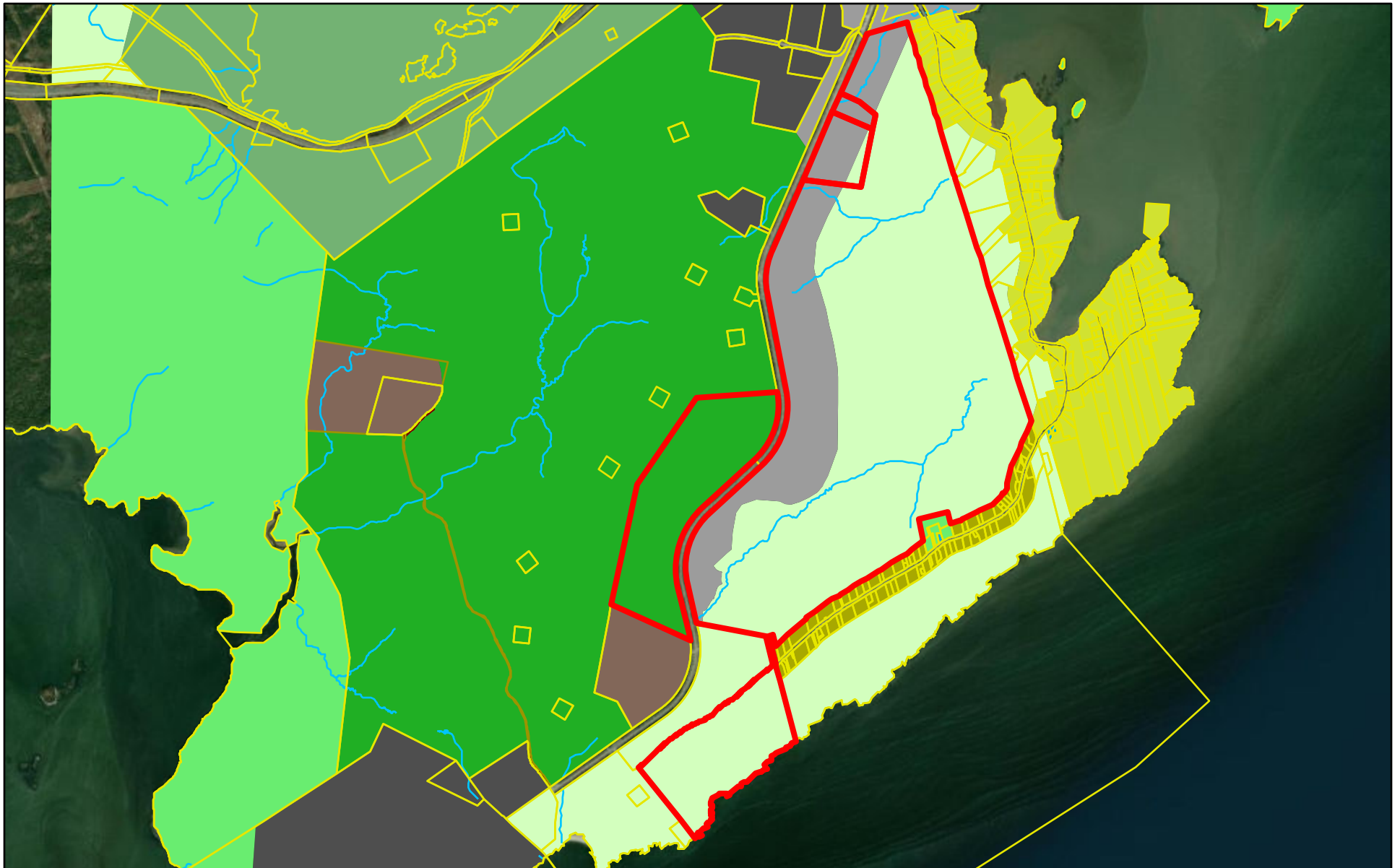
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MAP CHECKED BY: JB
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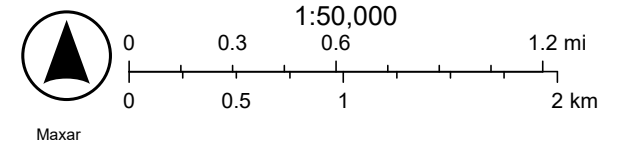
PROJECT: 24-8264
STATUS: FINAL
DATE: 2025-04-22

Map 5 - Spruce Lake Industrial Park Expansion - Existing Zoning



2024-09-27

- | | | | |
|-------------------------------|---------------|-----|----|
| Spruce Lake Expansion Parcels | Zoning | PQ | GE |
| Property Parcels | RS | CFN | SZ |
| Conditional Zoning Boundaries | RR | P | |
| Streams | IM | EP | |
| | IH | RU | |



Map 6 - Spruce Lake Industrial Park Expansion - Proposed Zoning

SPRUCE LAKE INDUSTRIAL PARK EXPANSION

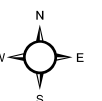
AMENDMENT JUSTIFICATION REPORT

PROPOSED ZONING

FIGURE 13

- Subject Property
- Road
- Zoning**
- Environmental Protection
- Green Energy
- Heavy Industrial
- Medium Industrial
- Neighbourhood Community Facility
- Park
- Pit & Quarry
- Rural
- Rural Residential
- Rural Settlement Residential
- Special Zone No. 5
- Spruce Lake Industrial Park Integrated Development Zone

SCALE 1:25,000

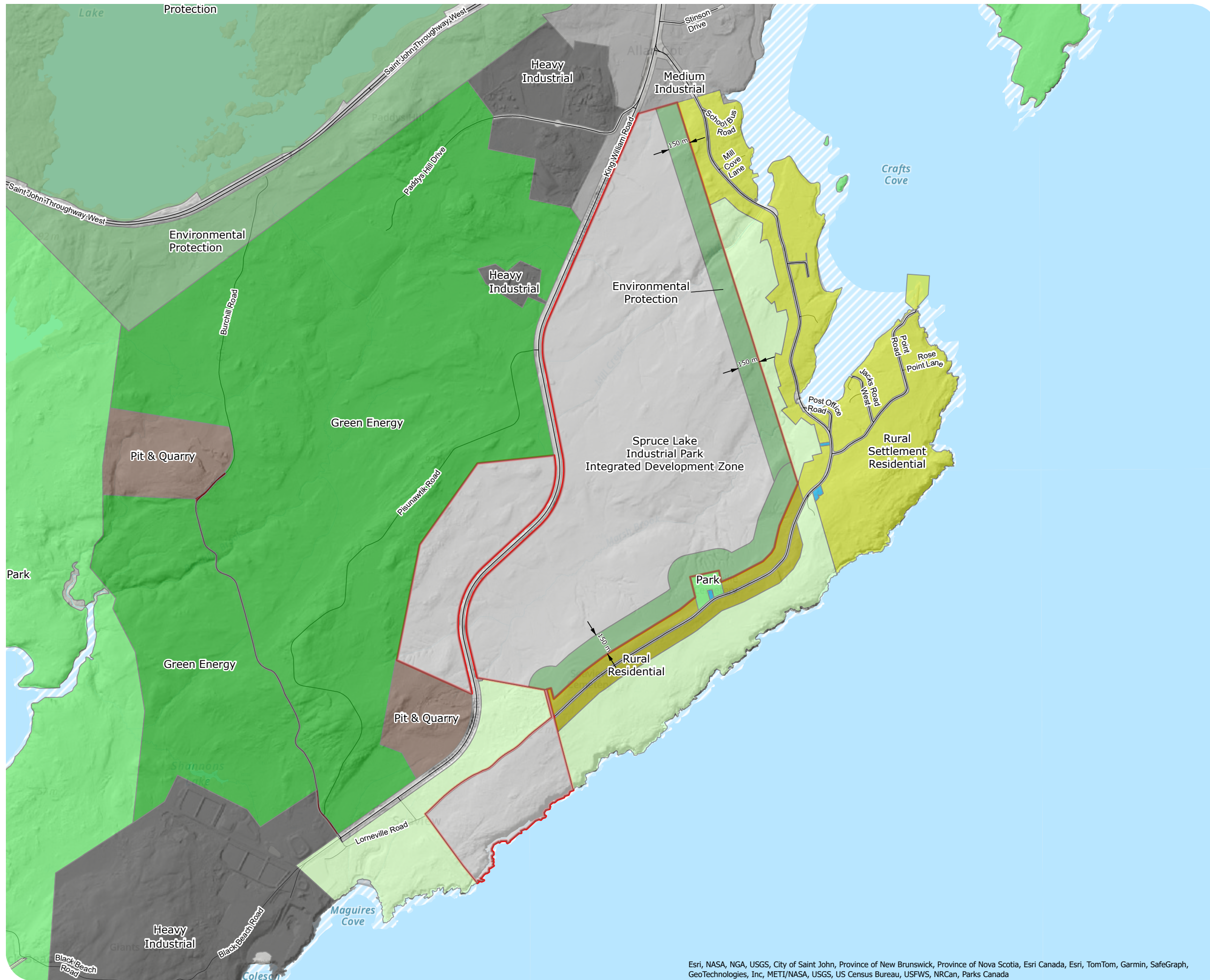


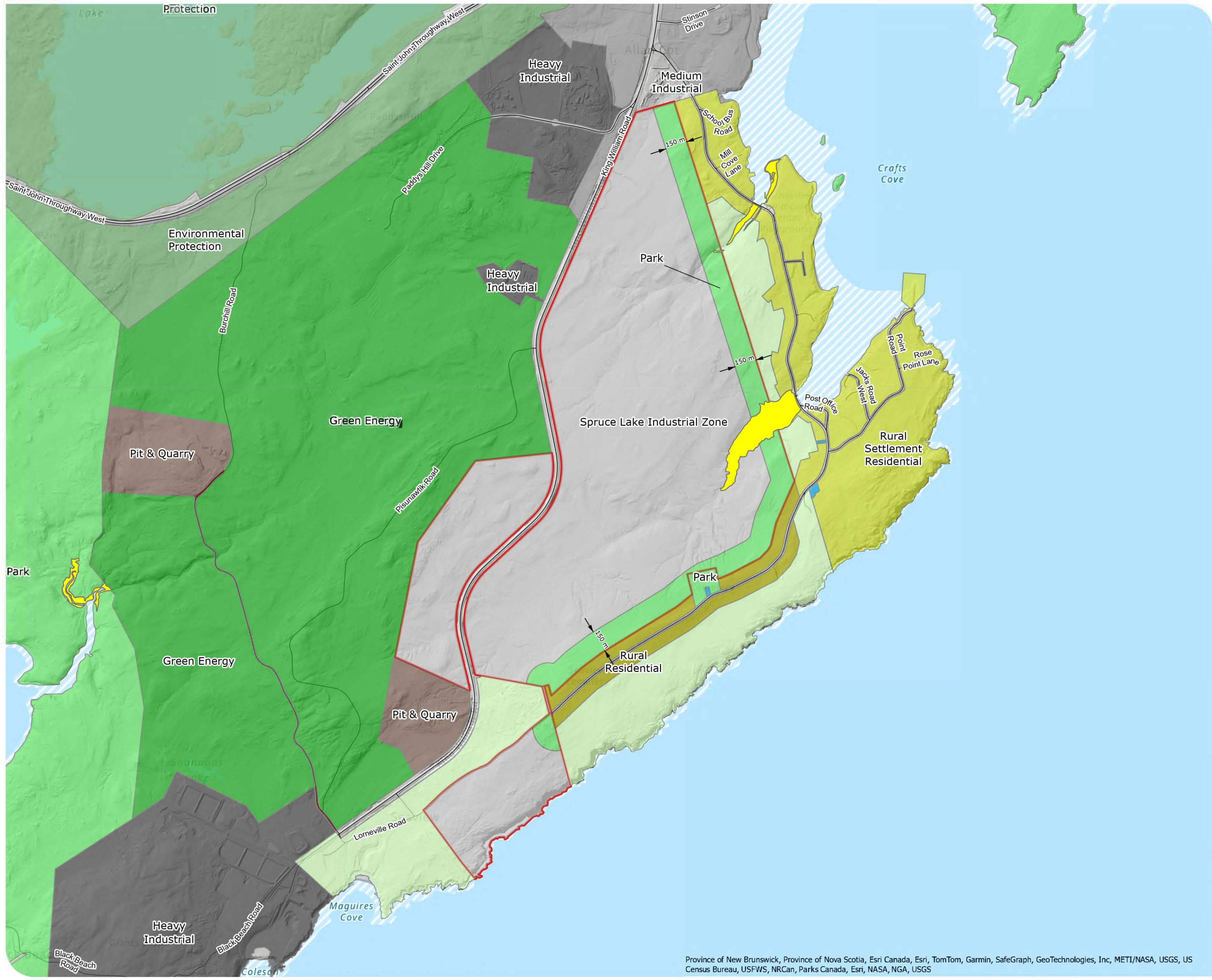
MAP DRAWING INFORMATION:
DATA PROVIDED BY GeoNB, City of Saint John

MAP CREATED BY: NGR
MAP CHECKED BY: JB
MAP PROJECTION: NAD 1983 CSRS New Brunswick Stereographic



PROJECT: 24-8264
STATUS: FINAL
DATE: 2024-09-25



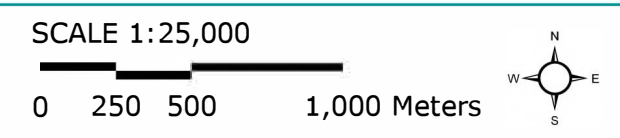


MAP 6 (REVISED) SPRUCE LAKE INDUSTRIAL PARK EXPANSION

AMENDMENT JUSTIFICATION REPORT

PROPOSED ZONING

- Subject Property
- Road
- GeoNB Mapped Wetlands**
- Provincially Significant Wetland
- Descriptio**
- Environmental Protection
- Green Energy
- Heavy Industrial
- Medium Industrial
- Neighbourhood Community Facility
- Park
- Pit & Quarry
- Rural
- Rural Residential
- Rural Settlement Residential
- Special Zone No. 5
- Spruce Lake Industrial Zone



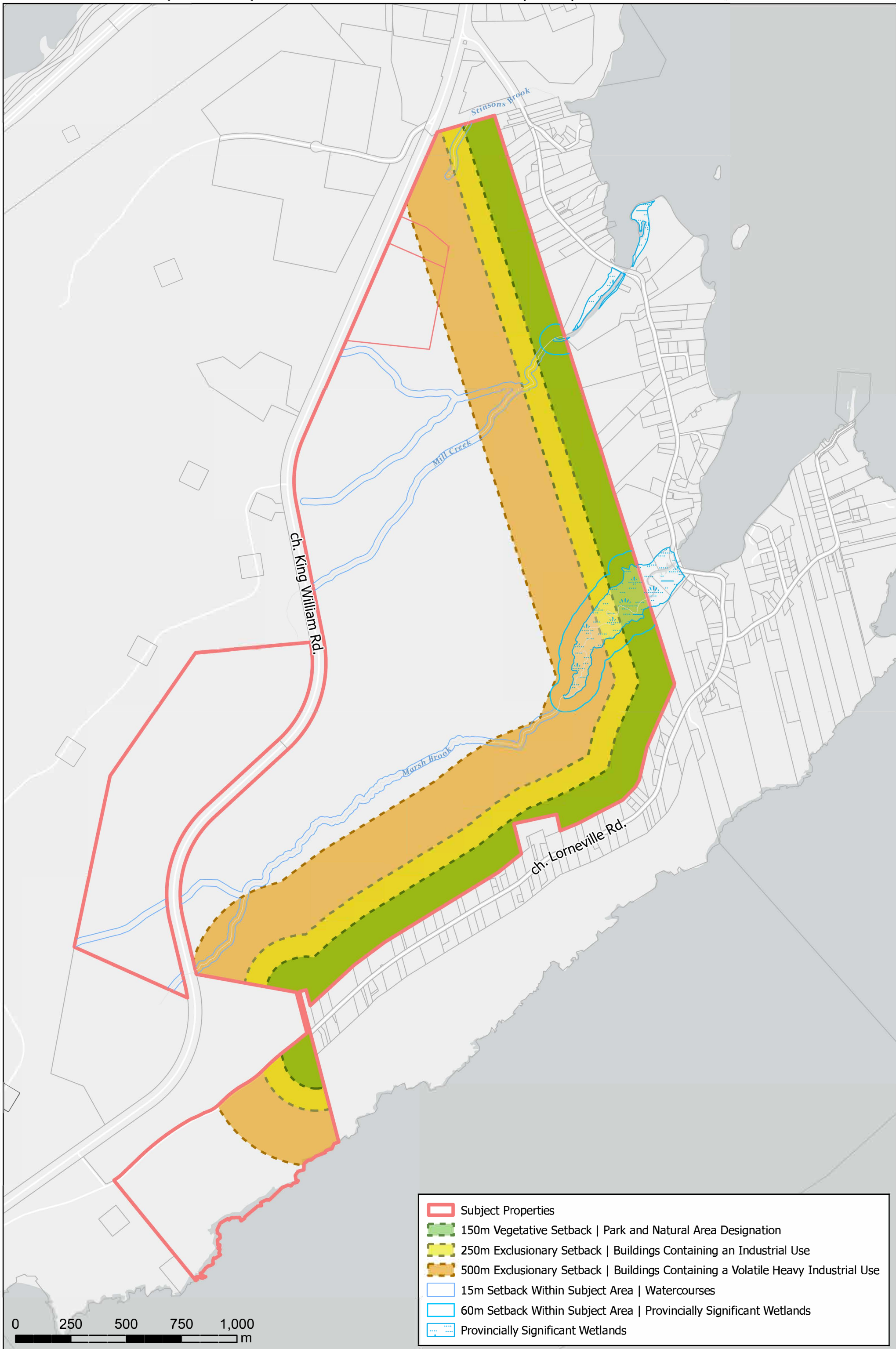
MAP DRAWING INFORMATION:
DATA PROVIDED BY GeoNB, City of Saint John

MAP CREATED BY: NGR
MAP CHECKED BY: JB
MAP PROJECTION: NAD 1983 CSRS New Brunswick Stereographic



PROJECT: 24-8264
STATUS: FINAL
DATE: 2025-04-22

Map 7 - Spruce Lake Industrial (SLI) Zone Setbacks



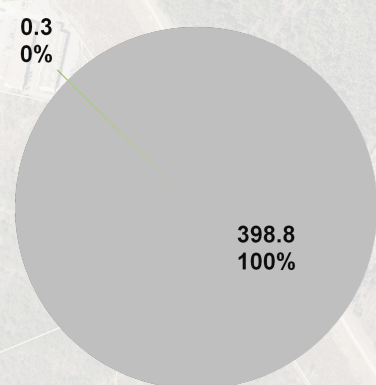
Appendix II – City Owned Industrial Lands

- Grandview Industrial Park
- McAllister Industrial Park
- Spruce Lake Industrial Park

DRAFT

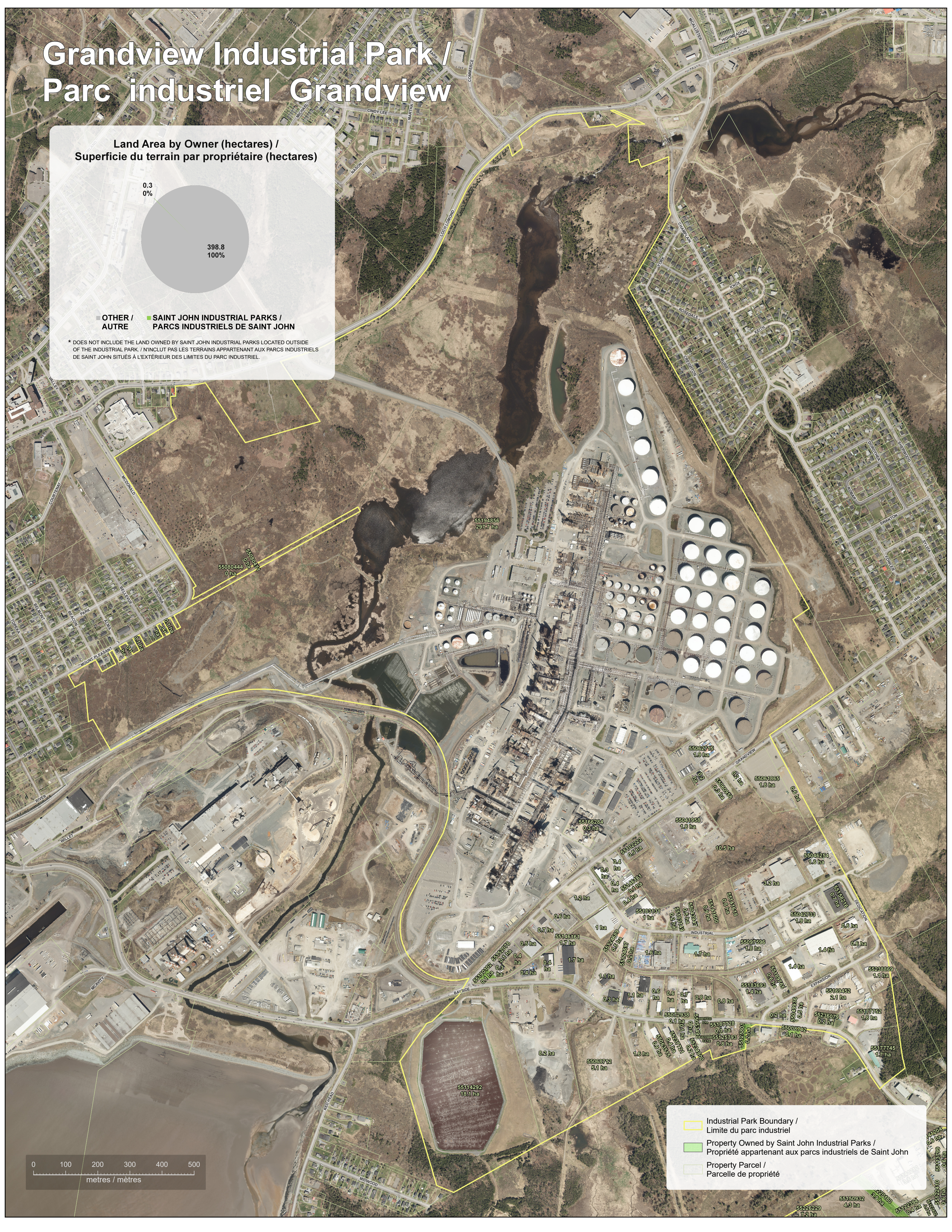
Grandview Industrial Park / Parc industriel Grandview

Land Area by Owner (hectares) /
Superficie du terrain par propriétaire (hectares)



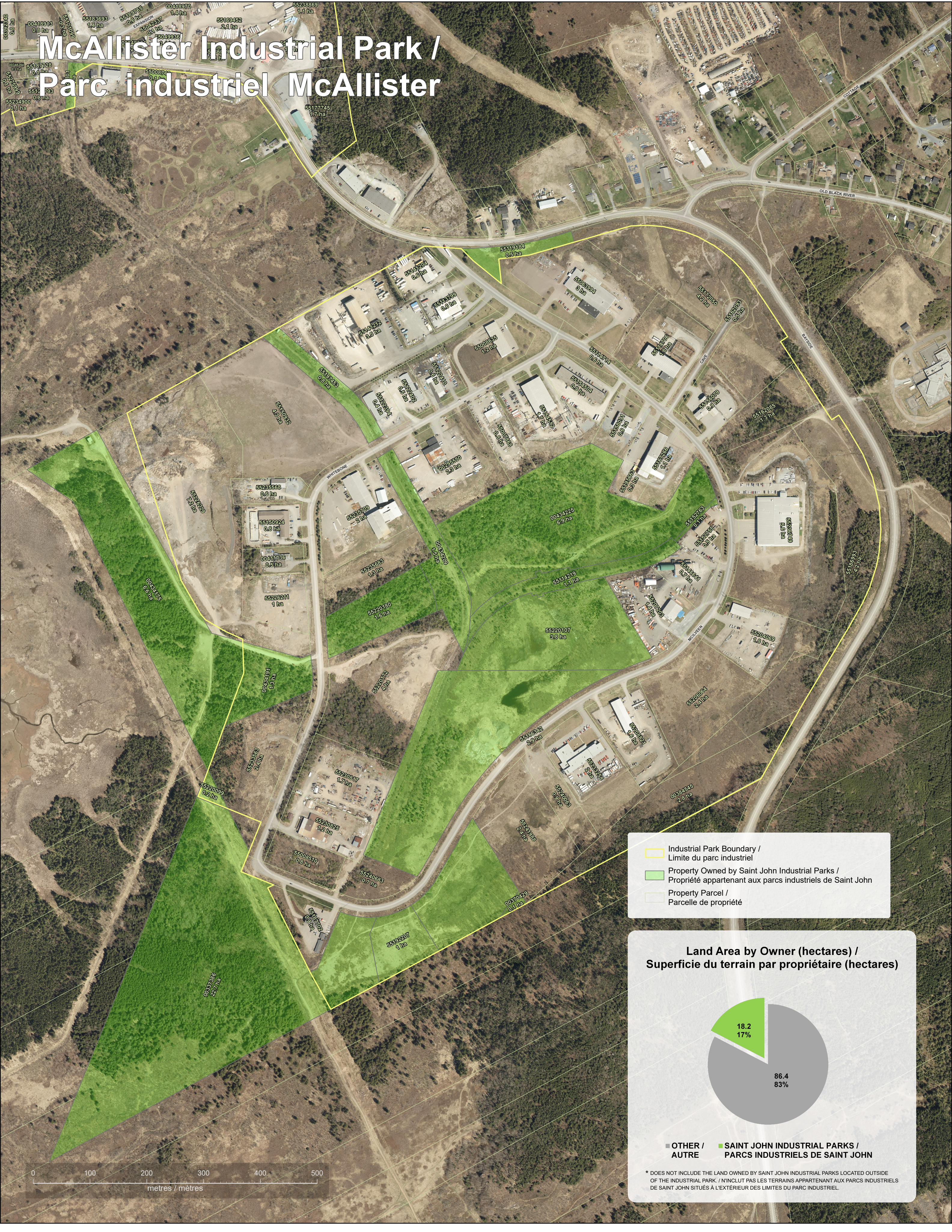
OTHER / AUTRE SAINT JOHN INDUSTRIAL PARKS / PARCS INDUSTRIELS DE SAINT JOHN

* DOES NOT INCLUDE THE LAND OWNED BY SAINT JOHN INDUSTRIAL PARKS LOCATED OUTSIDE OF THE INDUSTRIAL PARK. / *N'INCLUT PAS LES TERRAINS APPARTENANT AUX PARCS INDUSTRIELS DE SAINT JOHN SITUÉS À L'EXTÉRIEUR DES LIMITES DU PARC INDUSTRIEL.

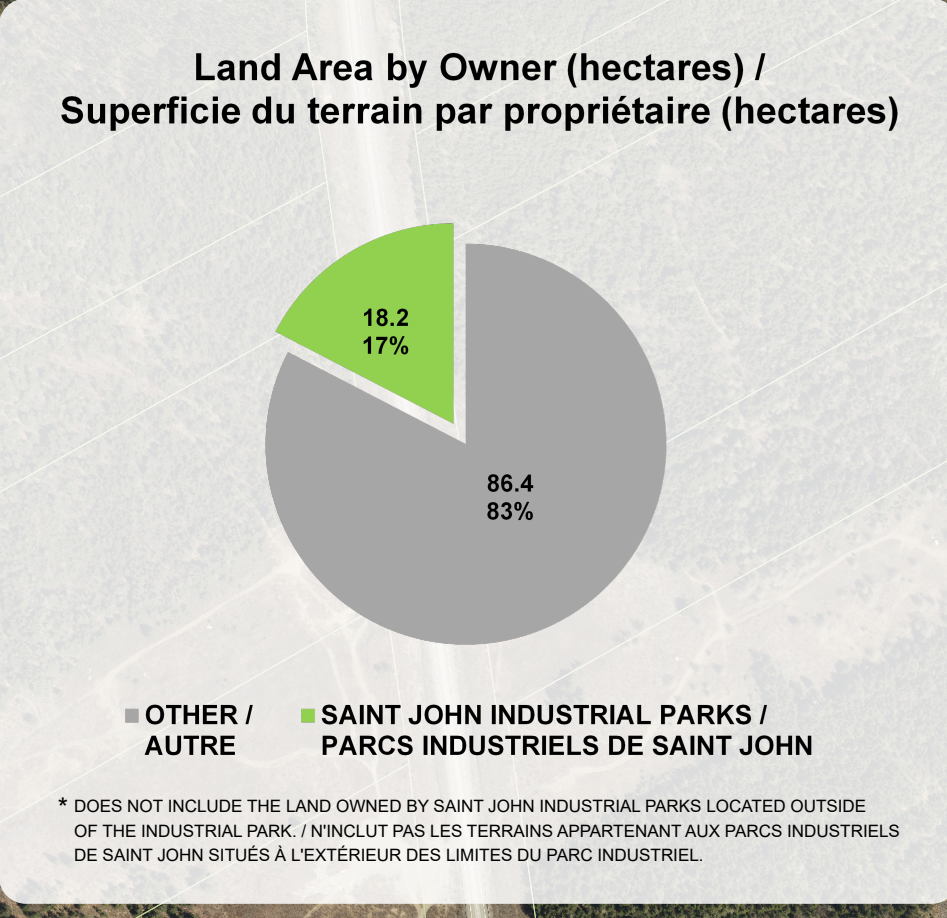


- Industrial Park Boundary / Limite du parc industriel
- Property Owned by Saint John Industrial Parks / Propriété appartenant aux parcs industriels de Saint John
- Property Parcel / Parcelle de propriété

McAllister Industrial Park / Parc industriel McAllister



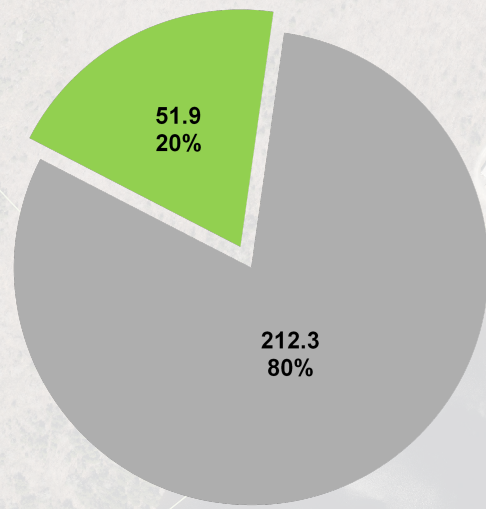
- Industrial Park Boundary /
Limite du parc industriel
- Property Owned by Saint John Industrial Parks /
Propriété appartenant aux parcs industriels de Saint John
- Property Parcel /
Parcelle de propriété



* DOES NOT INCLUDE THE LAND OWNED BY SAINT JOHN INDUSTRIAL PARKS LOCATED OUTSIDE OF THE INDUSTRIAL PARK. / N'INCLUT PAS LES TERRAINS APPARTENANT AUX PARCS INDUSTRIELS DE SAINT JOHN SITUÉS À L'EXTÉRIEUR DES LIMITES DU PARC INDUSTRIEL.

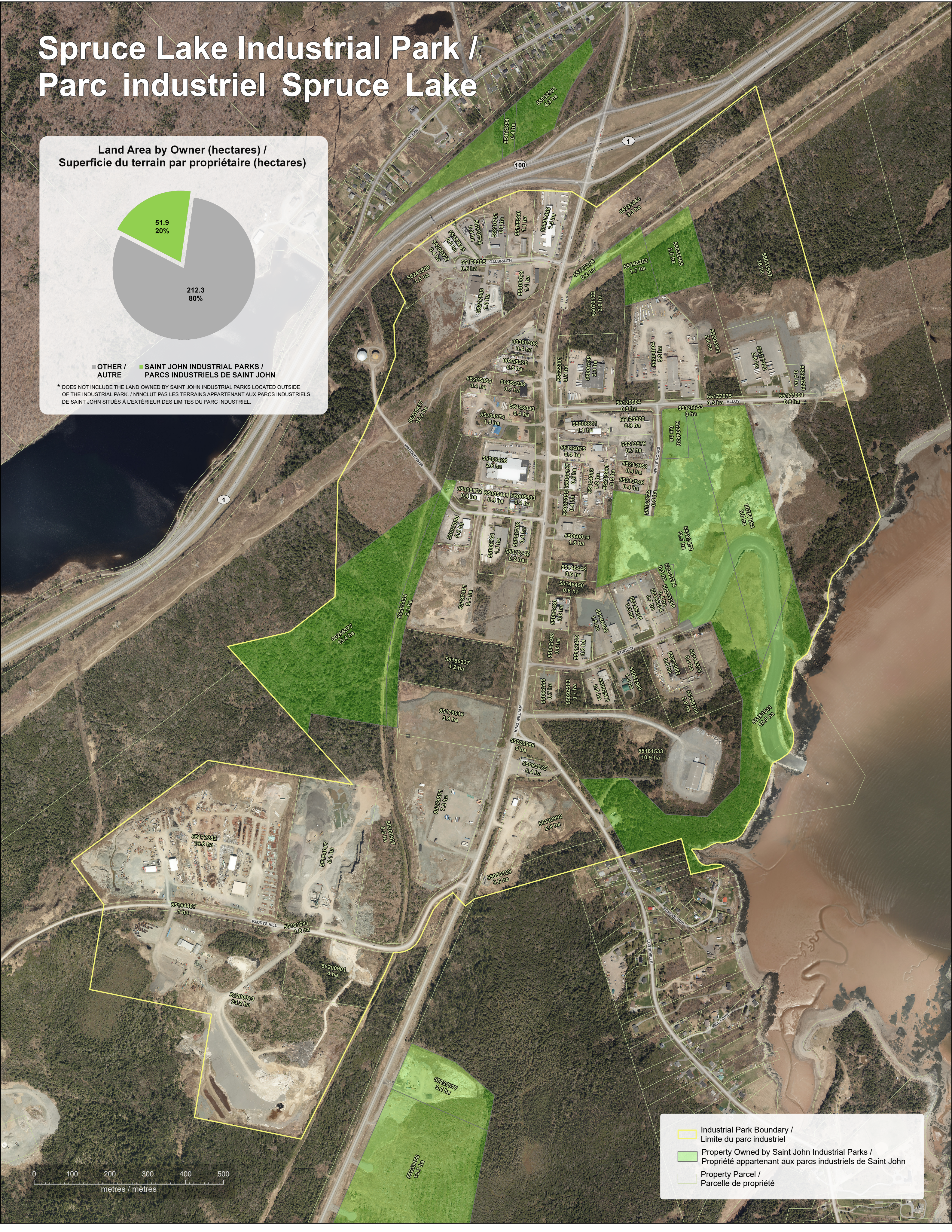
Spruce Lake Industrial Park / Parc industriel Spruce Lake

Land Area by Owner (hectares) /
Superficie du terrain par propriétaire (hectares)



■ OTHER / AUTRE ■ SAINT JOHN INDUSTRIAL PARKS / PARCS INDUSTRIELS DE SAINT JOHN

* DOES NOT INCLUDE THE LAND OWNED BY SAINT JOHN INDUSTRIAL PARKS LOCATED OUTSIDE OF THE INDUSTRIAL PARK / NINCLUT PAS LES TERRAINS APPARTENANT AUX PARCS INDUSTRIELS DE SAINT JOHN SITUÉS À L'EXTÉRIEUR DES LIMITES DU PARC INDUSTRIEL.

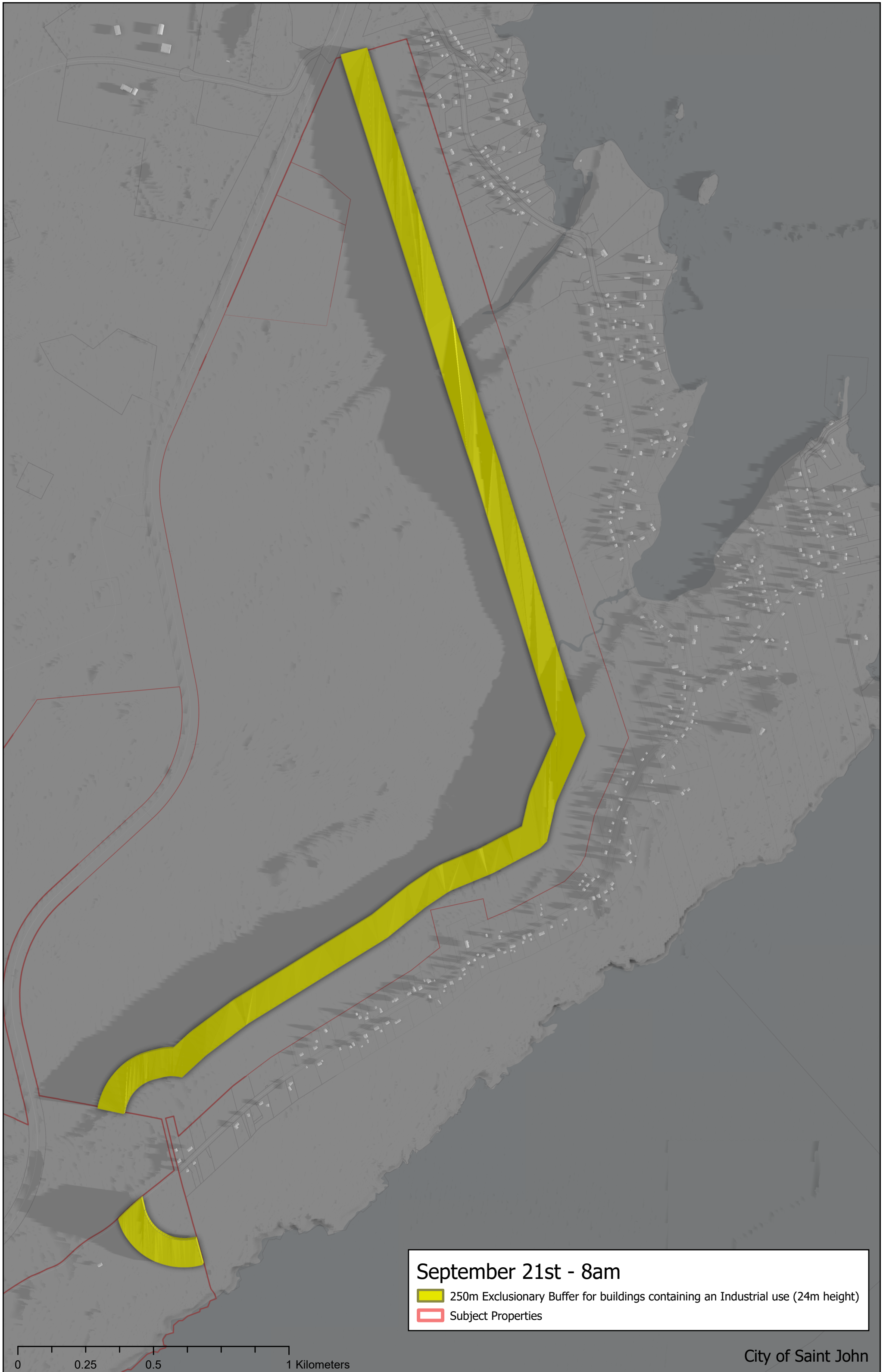


- Industrial Park Boundary / Limite du parc industriel
- Property Owned by Saint John Industrial Parks / Propriété appartenant aux parcs industriels de Saint John
- Property Parcel / Parcelle de propriété





Appendix III – Shadow Study

Date	Time	Height	Shadow impact on residential properties
Scenario 1 – 24 Metre Building			
December 21st	9:00 AM	24m	Negligible
December 21st	3:00 PM	24m	Negligible
September 21st	8:00 AM	24m	Negligible
September 21st	6:00 PM	24m	Negligible
Scenario 2 – 48 Metre Building			
December 21st	9:00 AM	48m	Negligible
December 21st	3:00 PM	48m	Negligible
September 21st	8:00 AM	48m	Negligible
September 21st	6:00 PM	48m	Negligible

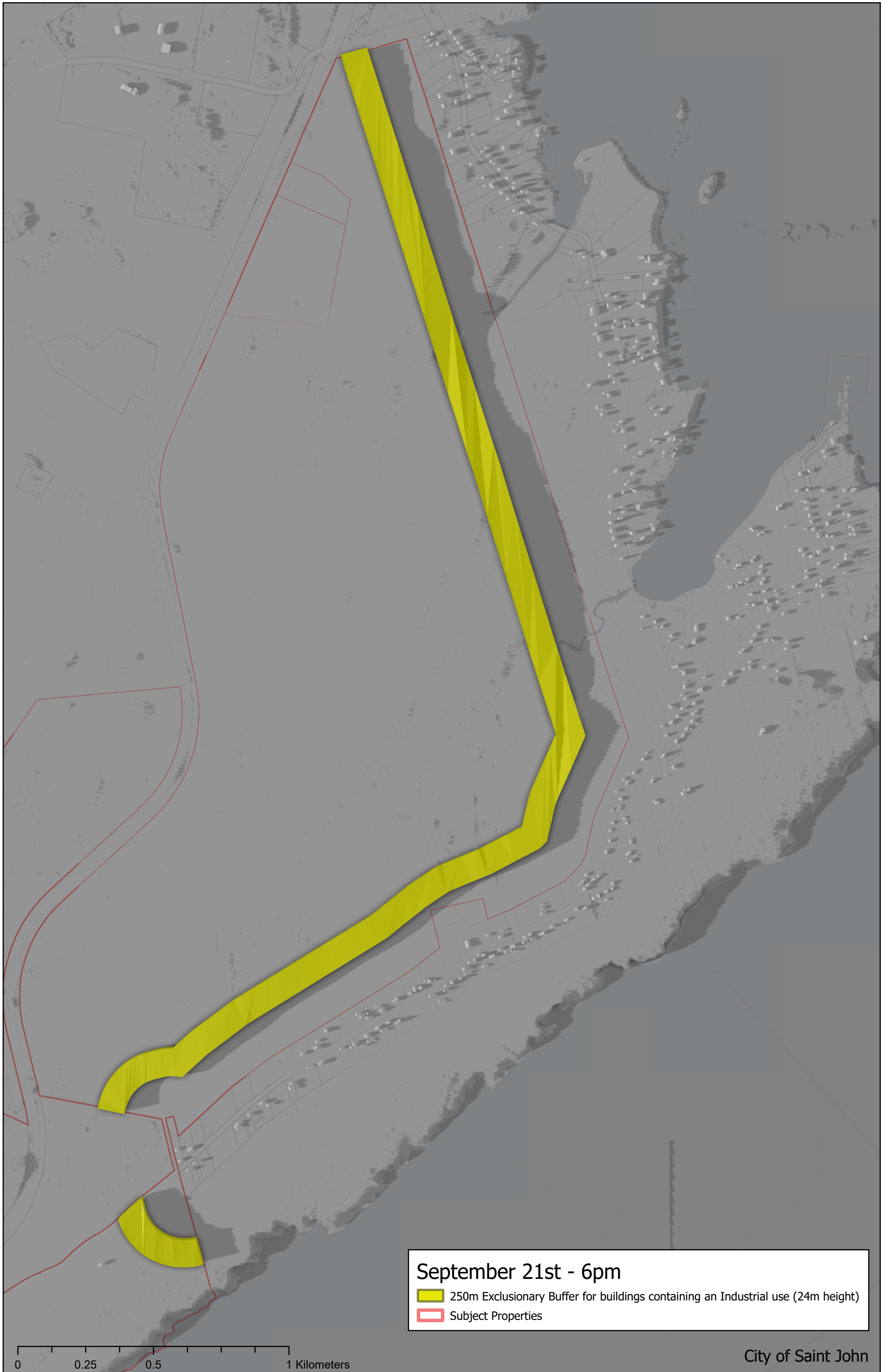


September 21st - 8am

-  250m Exclusionary Buffer for buildings containing an Industrial use (24m height)
-  Subject Properties

0 0.25 0.5 1 Kilometers

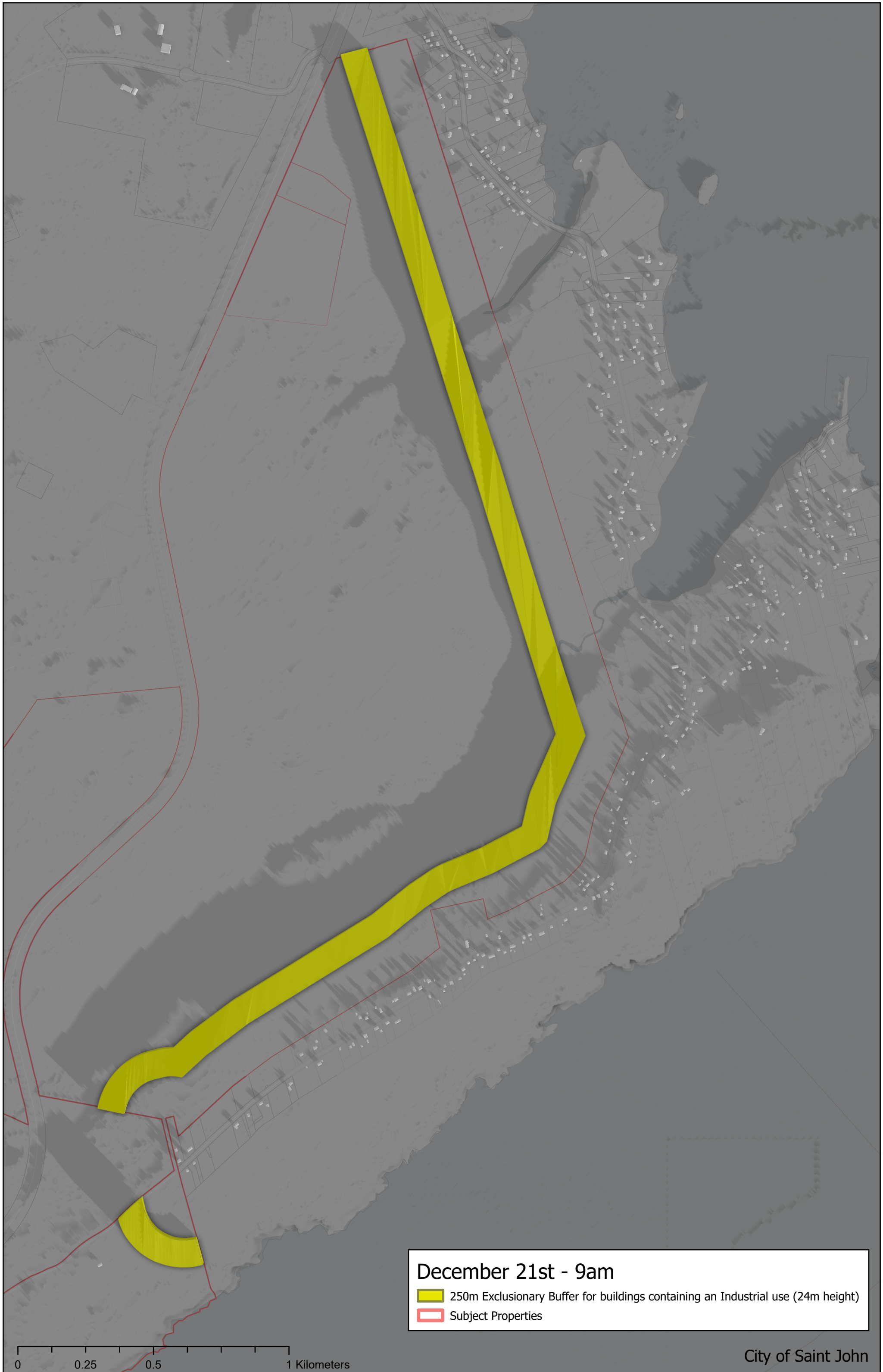
City of Saint John





September 21st - 6pm
■ 250m Exclusionary Buffer for buildings containing an Industrial use (24m height)
▭ Subject Properties

0 0.25 0.5 1 Kilometers

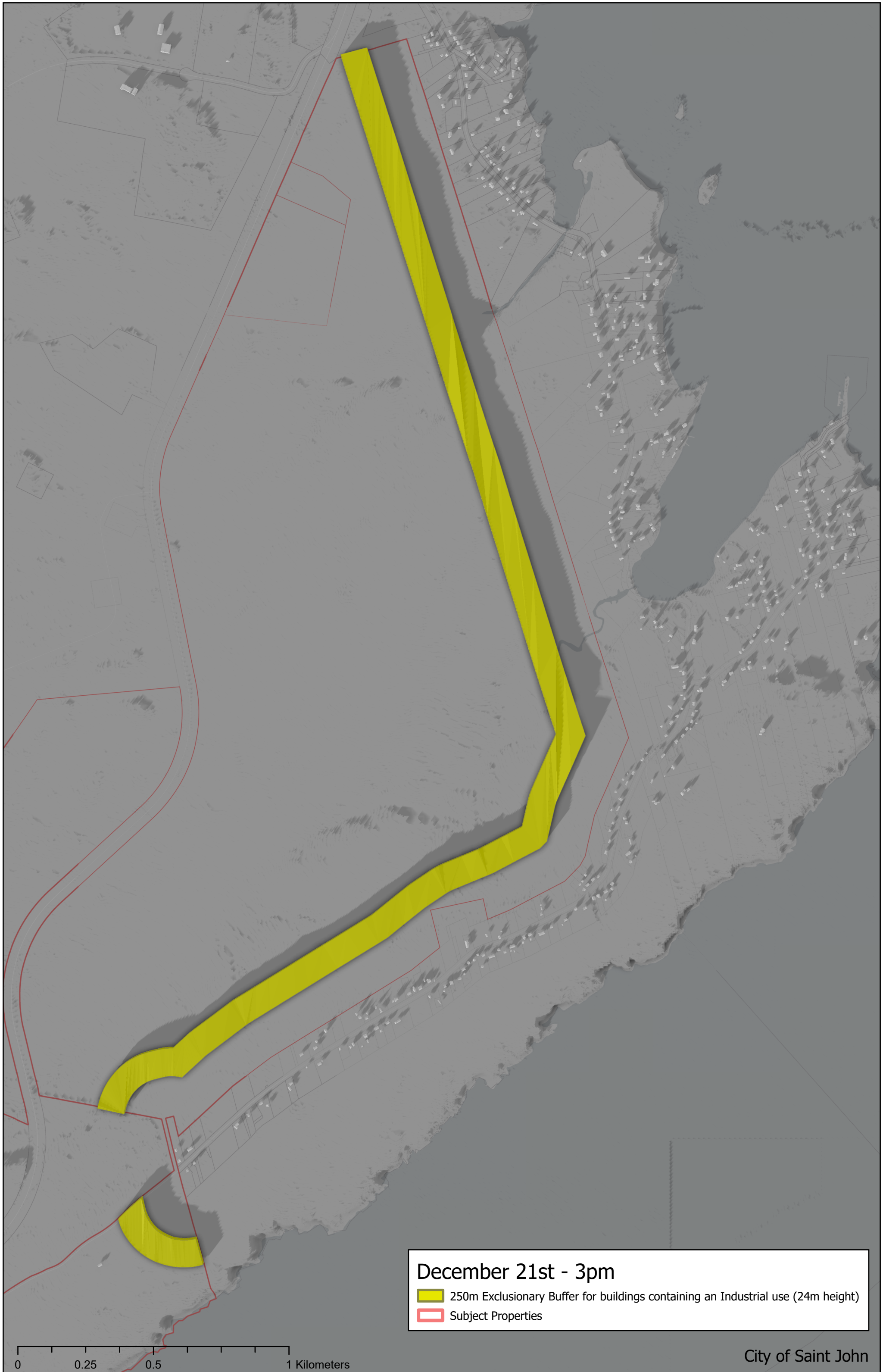
City of Saint John



December 21st - 9am

-  250m Exclusionary Buffer for buildings containing an Industrial use (24m height)
-  Subject Properties

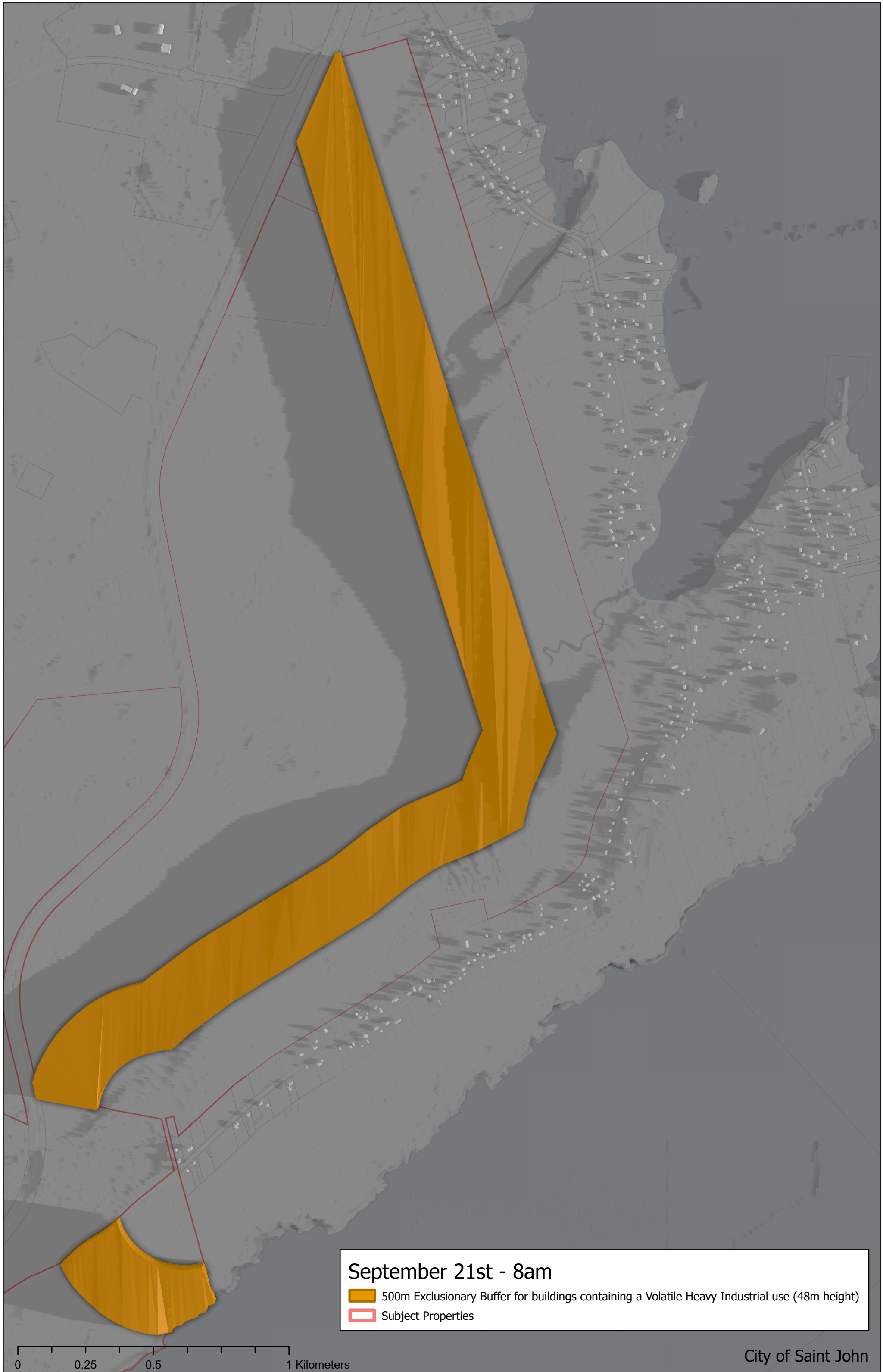
0 0.25 0.5 1 Kilometers





December 21st - 3pm
■ 250m Exclusionary Buffer for buildings containing an Industrial use (24m height)
▭ Subject Properties

0 0.25 0.5 1 Kilometers

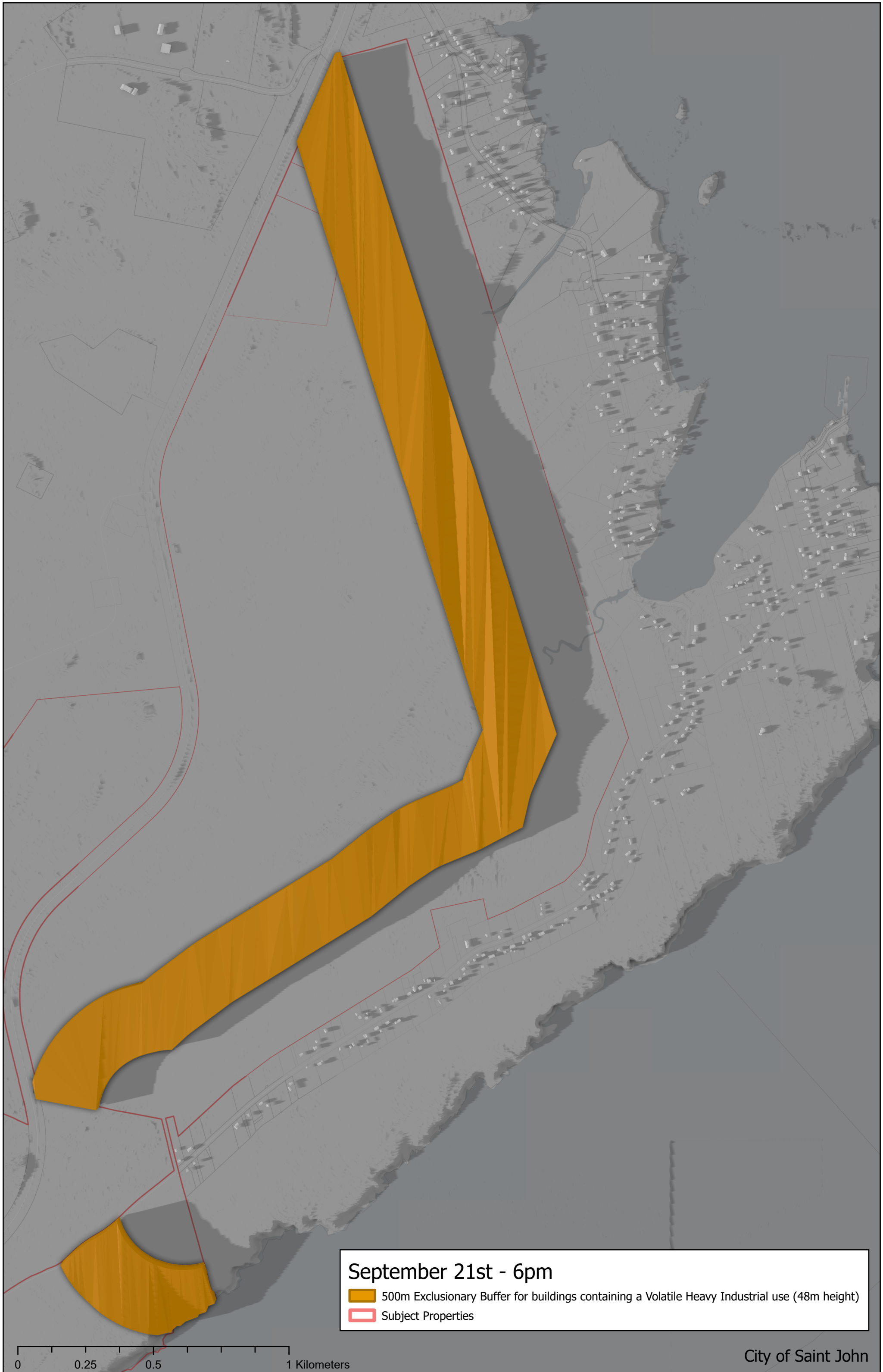
City of Saint John





September 21st - 8am

-  500m Exclusionary Buffer for buildings containing a Volatile Heavy Industrial use (48m height)
-  Subject Properties

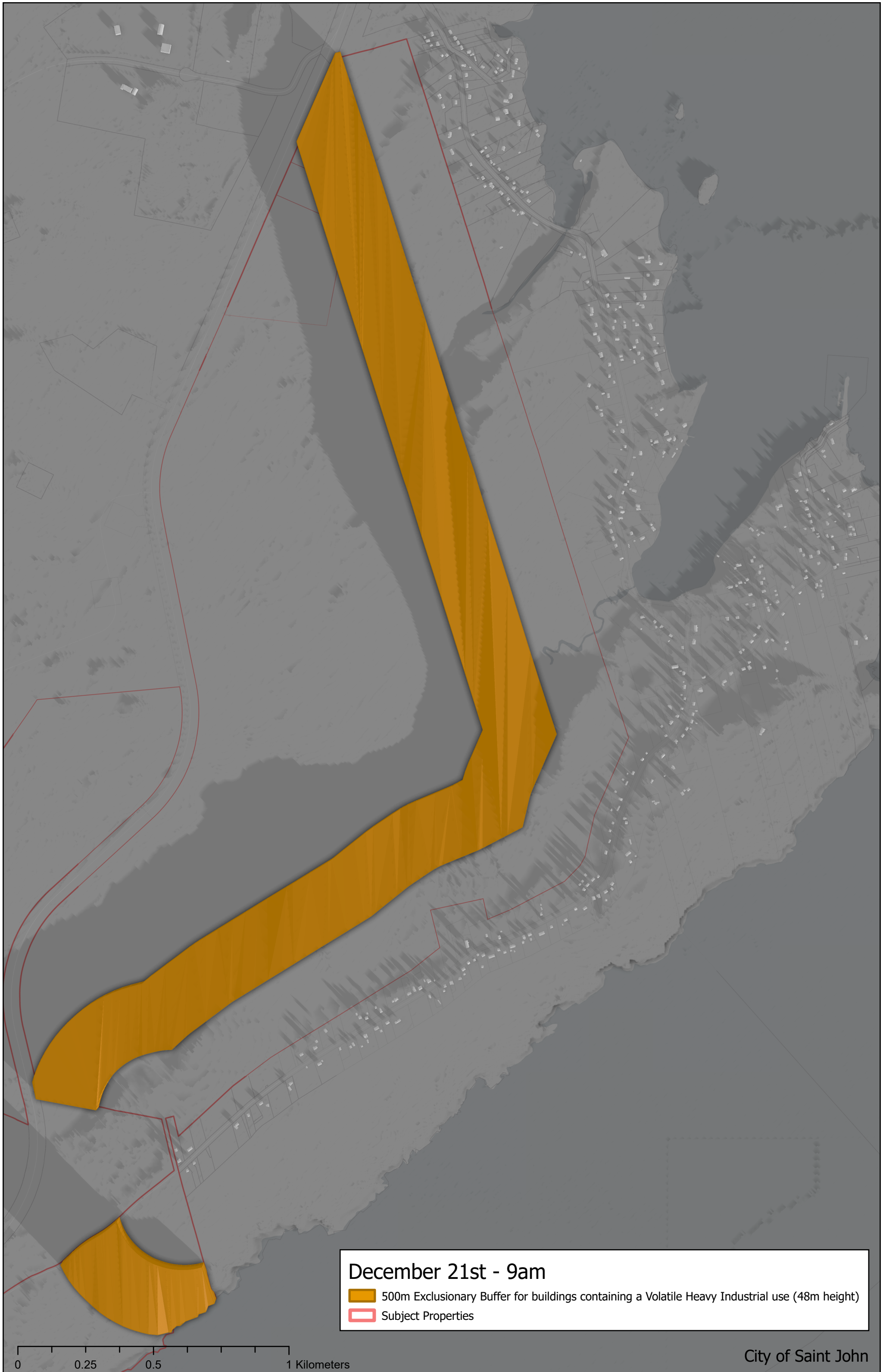
0 0.25 0.5 1 Kilometers





September 21st - 6pm

-  500m Exclusionary Buffer for buildings containing a Volatile Heavy Industrial use (48m height)
-  Subject Properties

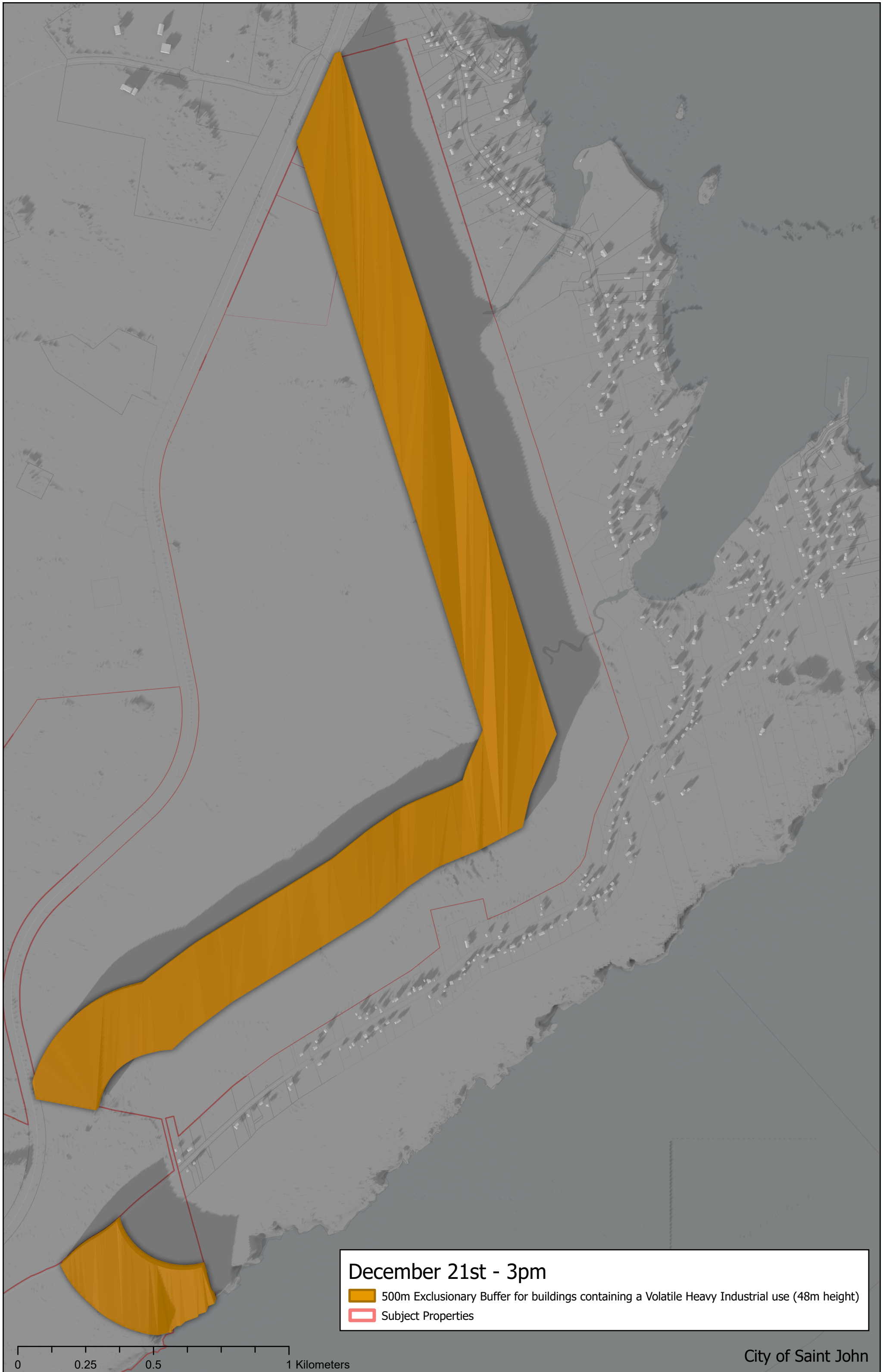
0 0.25 0.5 1 Kilometers





December 21st - 9am

-  500m Exclusionary Buffer for buildings containing a Volatile Heavy Industrial use (48m height)
-  Subject Properties

0 0.25 0.5 1 Kilometers



December 21st - 3pm

-  500m Exclusionary Buffer for buildings containing a Volatile Heavy Industrial use (48m height)
-  Subject Properties

0 0.25 0.5 1 Kilometers



Appendix IV – Minutes of Lorneville CLC Meetings

Topic	Date	Location	Start Time	End Time	Duration
Meeting 1	November 5th 2024	Virtual	6:30 PM	8:25 PM	1 hour 55 minutes
Meeting 2	November 19th 2024	Lorneville	6:30 PM	8:50 PM	2 hours 20 minutes
Meeting 3	December 3rd, 2024	Lorneville	6:30 PM	9:40 PM	3 hours 10 minutes
Meeting 4	December 17th 2024	Lorneville	6:30 PM	10:40 PM	4 hours 10 minutes
Meeting 5	January 7th 2025	Lorneville	6:30 PM	8:40 PM	2 hours 10 minutes
Meeting 6	January 21st 2025	Lorneville	6:30 PM	10:20 PM	3 hours 50 minutes
Meeting 7	February 4th 2025	Lorneville	6:30 PM	11:00 PM	4 hours 30 minutes

Lorneville Community Liaison Committee

MINUTES - Preliminary Planning Meeting

Tuesday, November 5th

Location: Virtual

Time: 6:30 PM

Attendees:

Name	Representative
David Dobbelsteyn, Co-Chair	City of Saint John
Ian Fogan	City of Saint John
Adam Wilkins, Co-Chair	Lorneville
Shayne Galbraith	Lorneville
Sherri Colwell-McCavour	Lorneville

Regrets: None

David Dobbelsteyn welcomed everyone to the meeting, and the group did roundtable introductions.

There were five topics that the CLC discussed:

1. Which individuals does the Lorneville Community want to represent them on the CLC?

The representatives of Lorneville shared that they intended to have 5 to 6 community representatives at meetings in case someone needed to miss a meeting.

There was consensus from everyone that there should be commitment that designated representatives of the applicant and the community will have the same representatives at all meetings as far as possible so there is continuity.

2. How formal or informal does the Lorneville Community want the CLC and its meetings to be?

There was general discussion on options, with consensus reached that the meetings should be semi-formal, with agendas and minutes taken for each meeting, and co-chaired by representatives of both parties as this is a joint initiative. The Committee agreed that David Dobbelsteyn and Adam Wilkins would chair the Committee. At this point the intention is not for formal terms of reference, but for agendas to be put together ahead of time, and presentations to be arranged as required for each subsequent meeting.

3. What is your preferred frequency, times, and location of meetings?

There was agreement that meetings should be on Tuesday evenings every other week. The City is interested in reporting back to Common Council by the end of January, with the majority of topics discussed in subsequent CLC meetings between now and then, with an option to continue CLC discussions post January for topics that may not be as urgent or time sensitive.

Proposed Meeting Schedule

Date	Time	Location
Tuesday, November 19th, 2024	6:30 PM	Lorneville Community Centre
Tuesday, December 3rd, 2024	6:30 PM	Lorneville Community Centre
Tuesday, December 17th, 2024	6:30 PM	Lorneville Community Centre
Tuesday January 7th, 2024	6:30 PM	Lorneville Community Centre
Tuesday, January 21st, 2024	6:30 PM	Lorneville Community Centre
Tuesday, February 4th, 2024	6:30 PM	Lorneville Community Centre

4. Will the CLC representatives be empowered to make decisions, or do they need to report back, and to whom?

Both Parties acknowledged that representatives would have a broad level of authority to discuss topics and share perspectives on behalf of their constituents, but there would be times would both parties would need to check in, or report back to their constituencies.

5. Topics of discussion for the CLC

Lorneville is interested in discussing the following topics (in no ranked order)

- Settling issues that have been hovering for 50 years such as addressing leachate from old dump site
- Financial Cost
- Timelines
- Environmental and Community Impacts
- More information on the Gravel Pads
- Concerns regarding egress from the Lorneville
- Protecting Well Water
- Any Land that should not be considered
- Buffers
- Protecting the land for future areas
- Understanding Planning Language such as Zoning, Municipal Plan designation, and what is meant by Heavy Industry
- Concerns with volatile uses near children
- Safety
- Traffic
- Why can't it be located elsewhere – like near the windmills.
- Any other points in their letter raised to PAC

The City is Interested in discussing (in no ranked order)

- The Communities feelings and opinions on the proposed expansion of the Industrial Park
- Public Benefits the Community may be interested in
- What types of uses the Community may be interested in seeing or not seeing on the proposed lands. For example, the community already shared it does not want Shredding to be permitted.
- Why Lorneville, and not elsewhere?

There was also acknowledgement from both parties that the community was interested in discussion regarding the EIA. The City conveyed its lack of jurisdiction in regulating EIAs but was open to having discussion on the topic at a high level while reiterating that the community should feel empowered to share their feedback on the EIA directly with the Province of New Brunswick.

6. Other Topics

Representatives of Lorneville shared that the process has felt rushed, and that there is broad distrust in the community, especially after decades of broken promises or negative impacts from prior decisions of the City or the Province such as regarding the old Paddy's Hill Landfill

There was discussion about whether elected Councillors could sit on the Committee. It was discussed that Councillors need to refrain from sitting on the Committee because there will be a public hearing on this matter where they are required to remain unbiased.

There was acknowledgement that there will be topics where the parties may not be able to come to agreement, but both parties committed to working together collaboratively in a spirit of openness and respect.

There were questions from the Lorneville community about whether the CLC was simply a rubber stamp. The City conveyed that it had paused the public process on its application so it could engage in meaningful dialogue with the Community and work to better address concerns from the community and make any changes to the proposal that the community and the city feel would create a better outcome.

Adjournment

The Meeting Concluded at 8:25PM

Lorneville Community Liaison Committee

MINUTES – Meeting 2
Tuesday, November 19th
Location: Lorneville Community Centre
Time: 6:30 PM

Attendees:

Name	Representative
David Dobbelsteyn, Co-Chair	Applicant
Ian Fogan	Applicant
Rob Kelly	Applicant
Ian MacKinnon	Applicant
Adam Wilkins, Co-Chair	Lorneville
Shayne Galbraith	Lorneville
Sherri Colwell-McCavour	Lorneville
Paul Mangin	Lorneville
Sarah Betts	Lorneville
Dawn Alexander	Lorneville

Regrets: Jacqueline Boucher, City of Saint John

Also Present: N/A

David Dobbelsteyn welcomed everyone to the meeting, and the group did roundtable introductions.

1. Topics of Discussion

David reviewed the list of topics that the Committee agreed to discuss at Meeting 1 and shared a proposed timeline for when those topics would be discussed. The Applicant would intend to bring in subject matters experts to discuss the topics in depth when they are scheduled for discussions, such as bringing in Professional Planners for questions on planning and zoning, or representatives of the Provincial Government to give an update on the EIA.

Topic	Proposed By	19-Nov	03-Dec	17-Dec	07-Jan	21-Jan	04-Feb
Financial Cost	Lorneville	YES					
Timelines	Lorneville	YES					
The Communities feelings and opinions on the proposed expansion of the Industrial Park	Applicant	YES					
More information on the Gravel Pads	Lorneville	YES					
Any Land that should not be considered	Lorneville		YES				
Why can't it be located elsewhere – like near the windmills	Lorneville		YES				
Why Lorneville, and not elsewhere?	Applicant		YES				
Buffers	Lorneville			YES			
Understanding Planning Language such as Zoning, Municipal Plan designation	Lorneville			YES			
What is meant by Heavy Industry	Lorneville			YES			
What types of uses the Community may be interested in seeing or not seeing on the proposed lands. For example, the community already shared it does not want Shredding to be permitted.	Applicant			YES			
Environmental and Community Impacts	Lorneville				YES		
Concerns with volatile uses near children	Lorneville				YES		
Safety	Lorneville				YES		
Protecting Well Water	Lorneville					YES	
Protecting the land for future areas	Lorneville					YES	
Any other points in their letter raised to PAC	Lorneville					YES	
Public Benefits the Community may be interested in	Applicant						YES
Settling issues that have been hovering for 50 years such leachate from old dump site	Lorneville						YES
Concerns regarding egress from the Lorneville	Lorneville						YES
Traffic	Lorneville						YES

2. The Communities feelings and opinions on the proposed expansion of the Industrial Park

- There was a broad-based discussion on a wide variety of topics including and questions from the Lorneville community on the status of the EIA and whether or not the planning application for the Spruce Lake Industrial Park Expansion would continue if the EIA were denied. There were general questions of why zoning is a separate matter from the EIA, and the residents of Lorneville expressed that they have felt the entire process has been rushed.
- The applicant stated to the Committee that it had read all letters and correspondence from the Lorneville Community that was shared with the Planning Advisory Committee
- The applicant offered to bring in subject matter experts from the Province to the meeting on January 7th to give a briefing to the Committee on the status of the EIA.
- Members of Lorneville shared concerns with Heavy industry in their backyards and concerns about egress if there was ever a spill, explosion or incident requiring them to get out.
- Lorneville is concerned about the removal of the trees, and both parties admit that care must be taken as any trees that are cut down are slow to regrow.
- Lorneville is still upset about their land being expropriated for Industrial Development, and then never returned to them what that development did not materialize.
- Lorneville is still upset about the Barge Terminal and feels that economic benefits that were promised have never materialized.
- Some members of Lorneville want a 1.5km buffer. The City reminded the Committee that Buffers would be discussed at the meeting on Dec 17th.
- Lorneville shared that they pay full property taxes and get the least amount of services in the City.

3. Financial Cost

The applicant shared that cost of constructing gravel pads would be in the millions of dollars, but construction would depend on a viable project with a solid business case. There is a strong likelihood that any future developer would pay for the development costs as government has not budgeted for site upgrades.

4. Timelines

The applicant reiterated that it was interested in concluding the majority of the work of the Community Liaison Committee by the end of January 2025 and would report back to Council on any findings arising from the discussions of the Community Liaison Committee.

The Applicant reminded the Committee that even if Phase 1 of the EIA is approved, there will likely be additional EIAs for any future large development projects in the area.

5. More Information on the Gravel Pads

The Committee discussed the size and scale of the gravel pads. Lorneville expressed concern at the size of the land and wondered why such large gravel pads are needed. The Applicant shared that while there are a number of opportunities knocking on the door, there is no formal

project committed to Saint John. The applicant needs to build pad ready sites to attract business opportunities as you cannot simply show a developer a forest. The City would intend to run services (Water and Sewage) to the Northwest Corner of the lot, and then it would be the responsibility of any future developers of the site to run infrastructure on their site (roads, water, sewage) where they needed it.

However, it was acknowledged by the applicant that pads would only be developed in phases once the EIA and rezoning is approved – AND – there is a viability business development opportunity with solid business case. Opportunities New Brunswick is the lead on confidential discussions with Investment Attraction. However, the applicant offered to bring Envision Saint John to the next meeting to discuss the types of opportunities that are potentially coming to Saint John.

6. Other Topics

- The Lorneville Community is interested in seeing a report drafted in 2011 by Boreal Environment regarding ecologically sensitive areas in the Spruce Lake Industrial Park.
- The City reviewed a new planning tool that was being considered to protect adjacent property owners – a **Risk Assessment**. There was consensus from the Lorneville representatives that giving authority for a development officer to require a Risk Assessment for future development would be of interest to them.
- There were concerns from the Lorneville Community that the City or the Province is not correctly regulating improper uses in existing areas of Lorneville.
- Some members of Lorneville offered to give a tour for staff and City Councilors. The Applicants shared that this might be challenging for Councilors as then need to maintain objectivity, but the offer for staff to participate can be revisited.

Adjournment

The Meeting Concluded at 8:50 PM

Lorneville Community Liaison Committee

MINUTES – Meeting 3
Tuesday, December 3rd, 2024
Location: Lorneville Community Centre
Time: 6:30 PM

Attendees:

Name	Representative
David Dobbelsteyn, Co-Chair	Applicant
Jacqueline Boucher	Applicant
Rob Kelly	Applicant
Ian MacKinnon	Applicant
Adam Wilkins, Co-Chair	Lorneville
Shayne Galbraith	Lorneville
Sherri Colwell-McCavour	Lorneville
Paul Mangion	Lorneville
Sarah Betts	Lorneville
Dawn Alexander	Lorneville

Regrets:

Ian Fogan, City of Saint John

Also Present:

Jeff Cyr, Envision Saint John

Walter Fuerniss, Envision Saint John

1. Roll Call

2. Approval of Minutes

2.1. Minutes Meeting 2 – November 19, 2024

Mr. Galbraith requested revisions on the minutes from Meeting Two – November 19, 2024

- Regarding the Removal of Trees: “The concern is with the proposed 266 acres of trees, that once this area is cleared and grubbed and covered with gravel pads, the trees won’t grow back at all.”

- Regarding Expropriation: a number of members of the Community still remember the expropriation of 1981 and remain upset that the land was never returned to their families as promised when the planned developments did not materialize.
- Barge Terminal – Lorneville is still upset about the aborted Barge Terminal at Splanes Beach / Maguires Cove which resulted in the elimination of a ballfield and convenient vehicle access to the beach and parking area overlooking the beach.
- The city shared the cost of constructing the gravel pads would be in the vicinity of \$30M dollars.
- Mr. Mangion asked if the committee would hear from Opportunities New Brunswick about the types of business opportunities and industries that are expressing interest in locating in Saint John

3. Topics of Discussion

3.1. Preliminary Discussion

- Tender and Construction
 - o The Committee discussed the time for tendering the gravel pads and the engineer’s estimates for costs.
 - o The Applicant shared that putting infrastructure and gravel pads on City property would be approximately \$30M but would need to check.
 - o There were questions from Lorneville about why the tender did not go forward. RDC shared that tendering did not proceed in part due to pausing as a result of public feedback to slow the process down.
 - o The applicant stressed the importance of developers obtaining Social license when looking at the types of uses that may be developed in Lorneville.
- Familiarization Tour
 - o There was a brief discussion on Lorneville providing a Tour of Lorneville
 - o The Committee agreed to Discuss later and Shayne would provide Itinerary so the applicant could determine who could attend the tour.

3.2. Why Lorneville, and not elsewhere?

Jeff Cyr, Executive Director, Economic Intelligence & Real Estate with Envision Saint John, gave a presentation to the Committee on Economic Development opportunities in Saint John, and specifically ones that could be geared towards being located in Lorneville.

Envision Saint John has an independent Board of Directors and is primarily funded by the Fundy Regional Service Commission with a mandate to coordinate economic development on behalf of the municipalities of the Fundy Region.

A copy of a similar presentation was shared with the City's Growth Committee in a public meeting on Nov 19th at City Hall and be accessed: <https://pub-saintjohn.escribemeetings.com/filestream.ashx?DocumentId=19674>

Mr. Cyr spoke about the importance of Economic Based Jobs (That provide Exports) vs Service Based Jobs (that provide services to a local population e.g., teachers, barbers, grocers, etc., Industrial Uses such as manufacturing are typically Economic Based Jobs and every economic based job will support 4-5 other local service-based jobs.

There are over 5,000 Industrial Economic Based Jobs in Saint John which support over 20,000 Community Based Jobs, and a population of 62,000 people in the entire Region, or approximately 48% of the population in the region.

Reasons for Lorneville's attractive value proposition related to Economic Development

- Access to Cold Salt (i.e., Ocean) Water
- Access to large volumes of Raw Industrial Water
- Access to Infrastructure Servicing (Potable Water and Sewage)
- Access to Very high levels of electricity (50%+ of provincial supply) in close proximity
- Access to Green and Non-Emitting Electricity – Windmills, and Point Lepreau
- Access to Highway
- Access to a large Port for import and export of goods with excess capacity
- Large local labour force
- Saint John has a robust chemical supply chain.
- Sufficient population base and housing stock
- Availability from local post-secondary institutions to train workforce for emerging opportunities.
- Large areas of vacant land – each in excess of 100+ acres
- Potential Access to at least One Class 1 Railway – CPKC, CN, and CSX Connect to Saint John
- Large preexisting industrial base in Saint John that would be end-users or 'off-takers' of products produced locally.

Emerging Opportunities for Saint John include:

- Battery Supply Chain
- Green Hydrogen
- Data Centre
- Port and Logistics Hub

Some members of the Lorneville Community had questions, concerns, or reservations about all these types of uses. There was concern from Lorneville members about Hydrogen storage and the risks that could present.

There were comments from Lorneville members that the applicant seemed overly focused on Economic Opportunities, and not on impacts to residents. The Applicant shared that this specific meeting was to discuss economic opportunities and impacts on residents would be discussed at a future meeting.

There was discussion about a non-emitting data centre in Millidgeville that is next door to residences and most people would not even know was a data centre.

Site Specific Needs:

- Sites must be large enough for each development opportunity (100+ acres)
- Land must be serviced.
- Approvals must be uncomplicated – with a clear approval process with minimal risk.
- Speed to Market is critical, for Zoning, Site Preparation, and Site Servicing

New developments in Lorneville could generate:

- hundreds if not thousands of new jobs, which would trigger 4-5 jobs throughout Greater Saint John for every job created.
- It would create significant demand for new housing,
- support for local businesses, such as restaurants and other service-based businesses,
- Generate significant payroll and property taxes for all levels of Government to provide better and more robust services in Saint John.

3.3. Why can't the Industrial Park be located elsewhere – like near the windmills?

- The Applicant clarified that there is less than 45 acres of City controlled land in the industrial parks on the East Side and 48 acres of City controlled land in Lorneville that is split up.
- There is insufficient electrical supply on the east side to accommodate any larger scale projects.
- There is limited ability to acquire other land of the volume needed in Saint John as there are major deficiencies such as
 - o Excess Rock
 - o No Ocean or Raw Water
 - o Limited or No Electricity

- Limited Access to Highway or Rail
- Size of Land
- The Committee discussed the option of moving the development lands to western side of King William Road. The City shared that due to setback requirements of the windmills, it would make any development extremely challenging.
 - The City agreed to bring a map illustrating windmill buffers to a future meeting.

3.4. Any Land in the Planning Application that should not be considered?

- The Committee gathered around a projector screen for this exercise and recognized that residents of Lorneville would prefer it if no development takes place in the areas proposed for rezoning.
- There was consensus from the applicant and Lorneville that no development should take place on or near Provincially Significant Wetlands.
- The City offered to minimize setbacks from King William Road so to leave as much buffer as possible between any future developments and the residential properties.
- The City reshared that it excluded a substantial portion of land (about 180 acres) to the South of Lorneville Road from being rezoned and intends to keep that land rural and naturalized.
- While there was discussion on other lands that should be removed from consideration, there was no further consensus from both the Applicant and Lorneville representatives at this time on any lands that should be excluded from rezoning.

4. Next Meeting

4.1. The next CLC Meeting will be held on December 17th, 2024, at 6:30 PM

5. Adjournment

5.1. The meeting adjourned at 9:40 PM

Lorneville Community Liaison Committee

MINUTES – Meeting 4
Tuesday, December 17th
Location: Lorneville Community Centre
Time: 6:30 PM

Attendees:

Name	Representative
David Dobbelsteyn, Co-Chair	Applicant
Ian MacKinnon	Applicant
Ian Fogan	Applicant
Adam Wilkins, Co-Chair	Lorneville
Shayne Galbraith	Lorneville
Sherri Colwell-McCavour	Lorneville
Paul Mangion	Lorneville
Dawn Alexander	Lorneville
Vince Edgett	Lorneville

Other: Mark Reade, RPP, MCIP; Jennifer Kirchner, RPP, MCIP

Regrets: Jacqueline Boucher, Rob Kelly, Sarah Betts

1. Roll Call

2. Approval of Minutes

2.1. Minutes Meeting 3 – December 3, 2024

David reminded the committee that the minutes are simply a snapshot of discussion topics at each meeting – rather than verbatim notes. Both parties confirmed that they were not recording the meeting, and each party was welcome to take their own notes and minutes if they wanted to capture more detail.

3. Other Business

Additional Questions from the Lorneville Community

3.1. What **IS** the City's Overall Plan For this Proposed Expansion?

This has been discussed in Meeting 2 and 3. The Applicant is proposing to rezone the site to create pad ready sites. Pad Ready does not mean that the City intends to cut all trees down and put down gravel pads right away, rather it is creating a friendly regulatory location that is available to be quickly developed by interested parties once they sign agreements with Government. Gravel Pads will generally only be constructed as developers sign agreements to build and that overall implementation could take decades.

3.2. What **ARE** the actual required setback distances from the Wind Turbines and what **ARE** the implications on the Proposed Expansion?

Discussed later in this meeting

3.3. What **IS** the plan for dealing with TRAFFIC in the Industrial Park?

Discussion topic for February 4th Meeting

3.4. What **IS** the **Justification** for seeking to rezone the whole parcel of land right to the back property lines of residences?

The Applicant pointed out that interested developers each need an average of 40 to 150 acres per project to consider development in Saint John. Lack of available land was discussed at length in meeting 3 along with the rationale for 'Why Lorneville'.

There will also be buffers throughout the rezoned area that limit uses to only certain areas and significant areas of wetlands, streams that will limit the footprint of development. The amount of land proposed for rezoning will allow for decades of development.

The City offered to share the updated justification report prepared for the Public Hearing and PAC

4. Presentation

Jennifer Kirchner, Community Planning Manager, and Mark Reade, Senior Planner, both with the City of Saint John's Community Planning Department gave a presentation the covered the following topics:

4.1. Understanding Planning Language such as Zoning or Municipal Plan designation

4.2. What is meant by 'Heavy Industry'?

4.3. What types of uses the Lorneville Community may be interested in seeing or not seeing on the proposed lands

The Community representatives voiced opposition to all uses, especially if they take place at or beyond 150 metres of any residential property line. The Applicant pointed out that there are existing permitted uses in the area that would likely be abhorrent to the community and not in the interest of the City (such as Logging); the City is interested in using the area to create modern jobs, which is why it wants to rezone the area.

Thought Exercise

David Dobbelsteyn briefed the Committee on a new planning phenomenon present in some Canadian jurisdictions called ‘*Ministerial Zoning Orders (MZO)*’ which allow the Provincial Government in Ontario or Nova Scotia for example to overrule local government on planning matters. The Scenario the Committee was asked to explore was as follows:

The Government of NB issues a blanket MZO for Lorneville and approves of a new industrial park with no input from the City or the Community. If you had input, which types of permitted uses are you more or less comfortable with:

There was general understanding that some uses would have little to no conflict with homes, while others could pose larger conflicts and if built, should be set back as far away as possible – if permitted at all.

Use	Thought Exercise Feedback from Committee - Community and City
Asphalt Plant;	Generally opposed to use
Bulk Fuel Storage Depot;	Generally opposed to use, unless it is built far from residences and kept in isolated quantities for safety reasons
Cannabis Production Facility,	No significant opposition, other than comments on buffers
Cannabis Processing Facility;	No significant opposition, other than comments on buffers
Cement Plant;	Generally opposed to use
Concrete Plant;	Generally opposed to use
Electrical Generation Station;	Opposed to use if it is dirty and emitting like Colson Cove. Potentially open to cleaner facility e.g. Solar, provided there is sufficient buffer from homes. Community is concerned about explosive nature of some products such as Hydrogen
Heavy Industrial Use;	Generally opposed to use
Medium Industrial Use;	Residents generally doesn't want any industrial uses in their backyards, but the committee acknowledged that some medium uses may be appropriate with large enough buffers, or if there were non conflicting uses (e.g. parking)between homes and the primary use. The City informed the committee that some of the medium industrial uses could be large format with large buildings, or campus style with many clustered buildings, but the goal would be to create appropriate buffers and setbacks, so that uses the community was more concerned with were built closer to King William Road, with lighter to non-conflicting uses being placed on the eastern side of the property nearer to the buffer proposed to separate the area from homes
Outdoor Storage,	No significant opposition, other than comments on buffers
Project Accommodation,	No significant opposition, other than comments on buffers
Service and Repair, Industrial;	Residents generally doesn't want any industrial uses in their backyards, but the committee acknowledged that some medium uses may be

	appropriate with large buffers, or if there were non conflicting uses (e.g. parking)between homes and the primary industrial use
Transportation Depot;	No significant opposition, other than comments on traffic and noise mitigation
Transportation Terminal;	No significant opposition, other than comments on traffic and noise mitigation
Warehouse Facility	No significant opposition, other than comments on traffic and noise mitigation

5. Buffers.

The Planning Staff reviewed a proposed permanent 150m (492ft) vegetative & treed buffer that would have a different Municipal Plan designation from the rest of the site: **Park and Natural Area** and would create a permanent buffer between any development lands and residential properties. Any setbacks proposed for the Overall Rezoning would be in addition to this 150m buffered area.



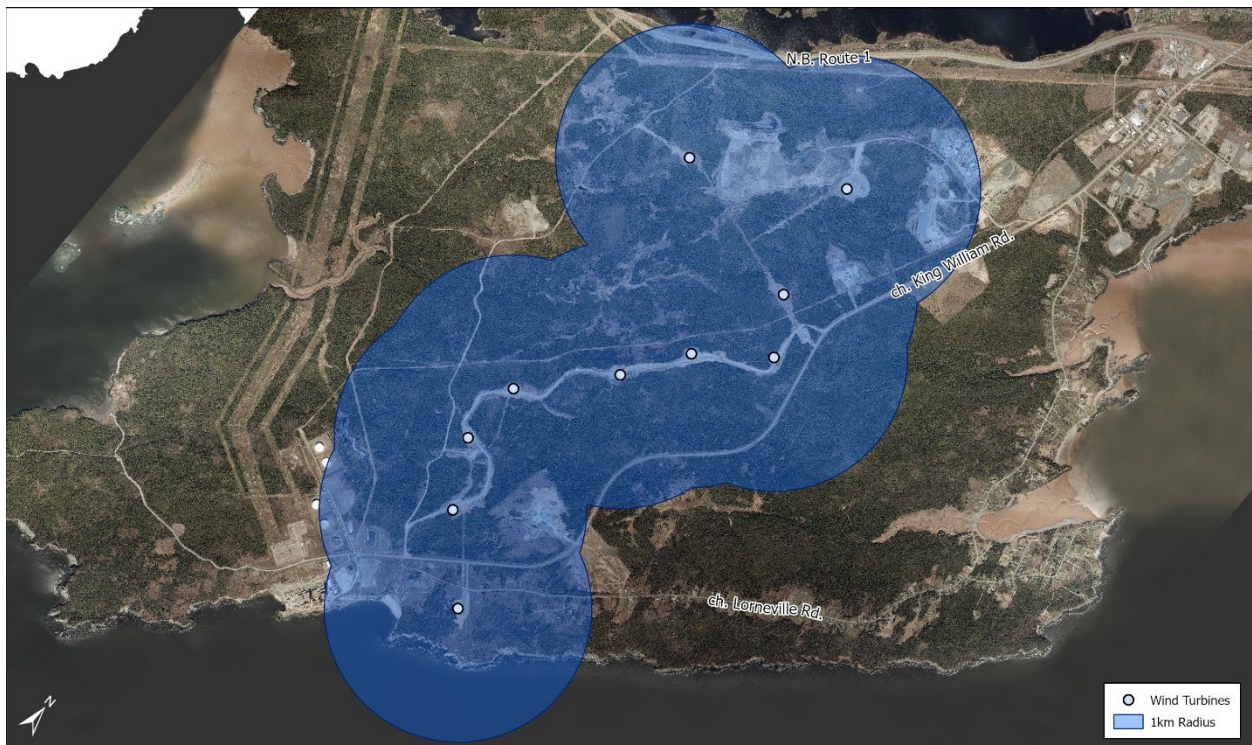
Planning Staff and the Applicant shared that setbacks for industrial uses are typically listed in the Zoning By-Law, and it is unlikely that the City would create different setbacks for a use in one area and not another – they are standardized for a reason.

However, the City plans to explore zone standards that permit certain primary uses in areas that would be farther away from homes, and secondary non-conflicting uses that would be in areas closer to homes such as parking, laydown areas, storage, etc.

The Community had questions about LU 77 which refers to a 1.5km buffer. Planning Staff informed the Committee that this language was created in reference to the refinery, and any futures large and dirty uses like another refinery. The language is a best practice, and not a regulation, nor does it prohibit development within 1.5km of incompatible land uses. The City shared with the Committee that there was no scenario where a 1.5km buffer would be entertained in Lorneville as that would exclude 100% of the area the City is proposing to rezone. Instead, the City is not proposing to permit any use that would resemble heavy polluting industry.

Planning staff reviewed buffers that would be in place adjacent to streams and watercourses. There was discussion amongst the committee about whether those buffers should be anywhere from 15m to 60m. The City reminded the community that the types of development being considered for this area need lots of land, and if buffers are too large it would mean hard conversations about not having any development or having development where a preferred buffer distance must be minimized. Some of those buffers could be in addition to the 150m park and natural area, buffers from King William Road, and buffers around streams and watercourses.

There was also a discussion on the buffers for the windmills. The Planning staff shared a map that showed the 1000-meter setback from the base of each large windmill to any habitable building.



6. Next Meeting

6.1. The next CLC Meeting will be held on January 7th, 2024, at 6:30 PM

7. Adjournment

7.1. The meeting adjourned at 10:40 PM

Lorneville Community Liaison Committee

MINUTES – Meeting 5

Tuesday, January 7th

Location: Lorneville Community Centre

Time: 6:30 PM

Attendees:

Name	Representative
David Dobbelsteyn, Co-Chair	Applicant
Ian MacKinnon	Applicant
Ian Fogan	Applicant
Rob Kelly	Applicant
Adam Wilkins, Co-Chair	Lorneville
Shayne Galbraith	Lorneville
Sherri Colwell-McCavour	Lorneville
Paul Mangion	Lorneville
Dawn Alexander	Lorneville
Vince Edgett	Lorneville
Sarah Betts	Lorneville

Others Present:

Crystale Harty (EIA Branch, Department of Environment and Local Government)

Courtney Johnson (EIA Branch, Department of Environment and Local Government)

Kristen Banks (Dillon Consulting)

Gordon Dazell (Community Member)

Leah Alexander (Community Member)

Regrets: Jacqueline Boucher, Applicant

1. Roll Call

2. Approval of Minutes

2.1. Minutes Meeting 4

Additional Comments on the Minutes of Meeting 4

- Regarding Gravel Pads there is no intention from the applicant of constructing gravel pads unless there is an actual developer intending to construct a project and that has a strong business case.
- Can a list of City owned Land in Spruce Lake Industrial Park be sent to the Committee?
- Designating wetlands as parks and natural area

3. Topics of Discussion

3.1. Environmental and Community Impacts

Members of the EIA Branch of the Department of Environment and Local Government were in attendance to answer questions from the committee on matters relating to the EIA. Kristen Banks from Dillon Consulting, who is representing the applicant regarding the EIA was also present to answer questions along with representatives of the City of Saint John and the Regional Development Corporation.

Questions from the Community

(note: Questions and responses are captured generally and not verbatim; Questions were from community members on the CLC and responses were provided by staff of one of the City of Saint John, RDC, Dillon Consulting or DELG)

Question: How long is the EIA in effect?

Response: There may be a condition for the proponent to re-register after 5 years unless consent of the Minister is provided.

Question: Under what circumstances would a comprehensive review be mandated for an EIA, and can it be required in this instance?

Response: A comprehensive review is not required for a project of this scale (i.e. Gravel Pads) it may be required for more complex projects such as a nuclear project.

Question: **Is the Provincial Government in a conflict of interest when they regulate EIAs where they are the applicant?**

Response: No. The Minister [of Environment and Local Government] is independent of the process and will make an informed decision based on all the information provided, including the feedback from the community and the professional feedback of the Technical Review Committee, which includes regulators from Departments in other levels of Government.

Question: **What are you doing about the violation of the WAWA (Watercourse and Wetland Alteration) permits in the area?**

Response: DELG is working through compliance on the WAWA violations from contractor cutting trees and will follow up with the Saint John Office tomorrow. When dealing with compliance issues, a landowner or their contractor who violates the conditions of a WAWA permit is given the opportunity to first remediate the issue.

Further Discussion: The City provided an overview to the committee about how it reviews development permits for any development, and will check on requirements for WAWA permits, and withhold issuing a permit until it receives proof of a WAWA permit when required.

Question **What buffer is required around water courses?**

Response: Development can be allowed within a buffer zone as long as a permit is obtained. There is a requirement to obtain a WAWA permit within 30 metres of a wetland or watercourse, and the Province reviews thousands of WAWA permit applications annually.

Development is not permitted on Provincially Significant Wetlands. In the case of this proposal, the applicant is proposing a 15-metre buffer around watercourses, which would require a WAWA permit. This proposal, including this specific 15m buffer request is being reviewed by the EIA Technical Review Committee.

Questions **If you [DELG] allow the removal all the regulated wetlands, won't that have an impact on the provincially significant wetlands (PSW) downstream?**

Response: Provincial wetland regulators are on the EIA Technical Review Committee and will flag any concerns about upstream impacts on PSWs. No decision has been made by the Technical Review Committee, but generally speaking as the current proposal is only for an area that has regulated wetlands, and not the PSWs, the Technical Review Committee will focus primarily on direct impacts on the regulated wetlands. Additional monitoring conditions may be imposed through the EIA to determine if there are any potential future impacts on PSWs

Further Discussion: The City is also intending to impose a condition of having monitoring wells around the perimeter of the properties near residences and would impose a requirement for a monitoring program as a condition of development.

Question: **How does the destruction of all these wetlands impact climate change?**

Response: The Technical Review Committee considers direct impacts from the loss of wetlands. There is a recognition that the loss of wetlands does have environmental impacts, and any new wetlands created elsewhere, to offset this loss may take a while to get fully established, which is why there is a requirement to offset the loss of wetlands at a 2 to 1 ratio.

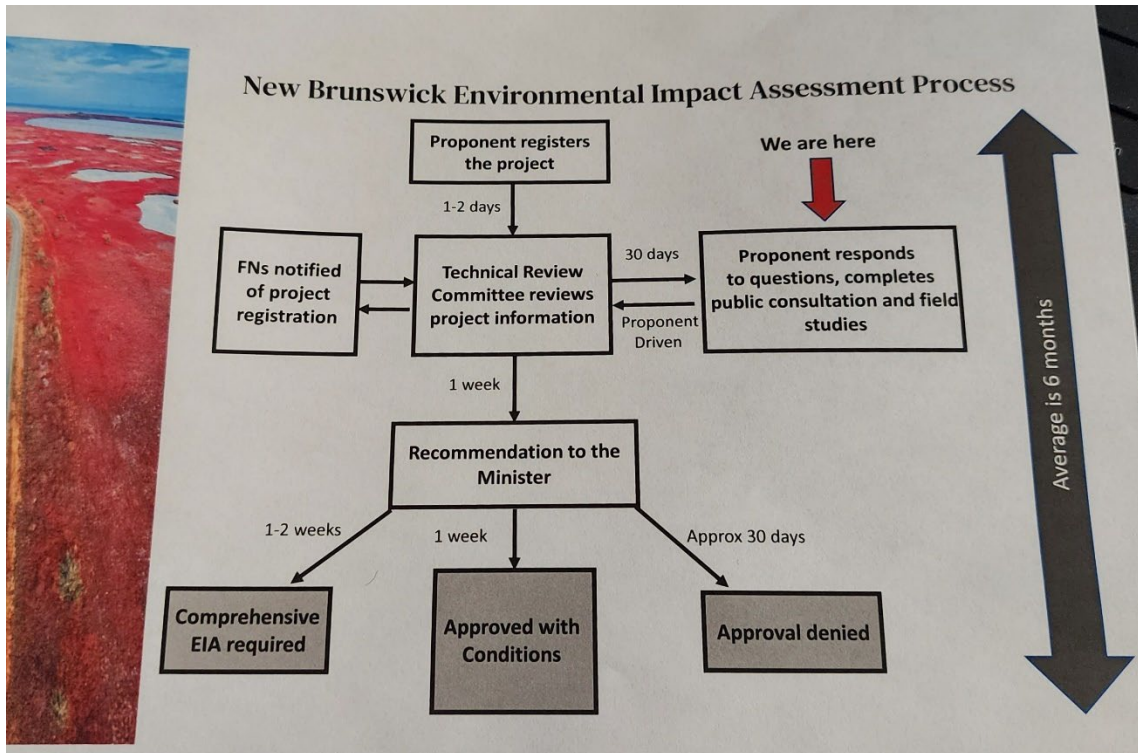
Question: **Where is the application in the EIA process currently?**

Response: [DELG Staff shared an EIA Flowchart and reviewed the EIA process with the Community Liaison Committee (CLC).]

The process is still in the Red Arrow Phase. It is very common for an applicant to claim a proposed quick project timeline. EIA reviews can happen within 3 months, but 6 months is the average. This project was registered in June 2024 and has been under review for almost 7 months.

Further Discussion: As part of the process, the Technical Review Committee may have follow up questions for an applicant, and in this case, there has already been one round of questions asked of the applicant, and responded to, and a second round of questions to the applicant with responses yet to be submitted by the applicant.

DELG staff also provided information to the Community Liaison Committee on how to submit a Right to Information request to obtain information on the project status and questions and responses.



Question: Were socio-economic considerations included as part of the EIA?

Response: There was a brief section in the EIA submission with high-level information around socio-economic considerations. The section was brief because the proposal for phase one only calls for the development of gravel pads.

Further Discussion The City reminded the CLC that the long-term hope is that new development will be attracted to the area that will generate hundreds, if not thousands of jobs and millions of dollars of new tax revenues to offer better services and benefits to the entire community.

Question: We have been told that there is no specific developer committed to building anything on the site. When was the last time there was an EIA application without a development project?

Response: Moncton.Industrial.Development has gone through a similar process of establishing a new industrial park first before knowing which type of development projects would follow.

Question: The Community has concerns about Health and Mental Health impacts as a result of the development. Will the Technical Review Committee review health impacts of the project?

Response: In the case of this application (for Gravel Pads) the Technical Review Committee is reviewing the application on its technical merits, and not on potential purported health issues that would be challenging to quantify. It is not anticipated that there would be health impacts from the creation of gravel pads, particularly with a significant buffer from residences. Future large-scale development may require an additional EIA application, and those parameters could be considered once a specific project is proposed at that time.

Further Discussion Common Council considers the potential impacts of land uses on neighbouring property owners and residents in an area as part of the rezoning process, and it is common for residents in areas near new development proposals to speak to Council during public hearings about potential health impacts from new development, including feedback on the loss of enjoyment of their properties as a result of new development.

Question **Why does the EIA claim that Lorneville residents embraced the project when it is obvious that the community opposes Heavy Industrial Development in the area?**

Response The applicant meant no offence to the community, and did not mean to imply that they were supportive of this specific development proposal. In retrospect, the applicant would have been more precise in this language:

[Lorneville. continues. to. have. strong. ties. to. its. past. while. embracing. the. evolution. and. growth. of. the. Spruce. Lake. Industrial.Park;Pg.78?EIA.Submission]

particularly in light of the feedback received from the community in the last 8 months. The statement was more a recognition that for decades Lorneville has been surrounded by industrial development, including the existing Spruce Lake Industrial Park, Coleson Cove, and most recently the Burchill Windfarm.

Further Discussion DELG and City staff, both conveyed to the CLC, that feedback received over the last 8 months has been heard very loud and clearly, and that information will be shared with the Minister of Environment, and Common Council respectively.

Question: **What is the risk assessment of the existing Spruce Lake Industrial Park**

Response: The City / Saint John EMO have a Municipal Emergency Response Plan that identifies hazards, including from industrial properties, all throughout the City and how the City responds to and presents emergencies.

The City also has a working group consisting of all operators of major industrial sites and Saint John EMO to review emergency preparedness, training, and specific hazard mitigation.

Further Discussion There are (and often) conditions imposed on many industrial properties and operators by one or more levels of Government to protect nearby residents and property owners from negative impacts and potential hazards from industrial operations.

Question: Why has Dillon not responded to all questions from residents regarding the EIA?

Response: Dillon has responded to inquiries it has received from the community or forwarded comments regarding rezoning to the City.

Further Discussion There was surprise from some residents on the committee that some members had received very comprehensive responses to all their questions, and others had not received an answer, which may indicate an issue with e-mail filters, or that the correspondence was referred to the City.

The City clarified that it does not typically respond individually to feedback (e.g. letters and e-mails) received from the public, and instead forwards it verbatim to PAC and Common Council, so that it is in the public record, and considered by those bodies during their deliberations.

Question: The Mayor has publicly discussed potential community benefits. Will this committee have a discussion on that topic?

Response: The topic of Community Benefits is a topic of discussion for the February 4th Meeting of the CLC.

3.2 Topic: Concerns with Volatile Uses Near Children

Discussion tabled.

3.3 Topic: Safety

Discussion tabled.

4. Other Business

- Request: Can we include a definition of “Environment” for the future?

The Meeting adjourned at 8:40 pm

Lorneville Community Liaison Committee

MINUTES – Meeting 6

Tuesday, January 21st

Location: Lorneville Community Centre

Time: 6:30 PM

Attendees:

Name	Representative
David Dobbelsteyn, Co-Chair	Applicant
Ian MacKinnon	Applicant
Ian Fogan	Applicant
Adam Wilkins, Co-Chair	Lorneville
Shayne Galbraith	Lorneville
Sherrri Colwell-McCavour	Lorneville
Paul Mangion	Lorneville
Dawn Alexander	Lorneville
Vince Edgett	Lorneville
Sarah Betts	Lorneville

Others Present:

Jeremy Clack, P.Eng., Municipal Engineer, City of Saint John

Regrets: Rob Kelly (Applicant)

1. Roll Call

2. Approval of Minutes

2.1. Minutes Meeting 5

Lorneville asked for confirmation that a new Landfill would not be permitted in Lorneville.

The City staff confirmed that Landfills are not a permitted use that is being considered for the area as previously discussed with the Committee.

3. Topics of Discussion

3.1. Protecting Well Water

Jeremy Clack, P.Eng, Municipal Engineers with the City of Saint John gave a presentation titled Stormwater.Management.and.Protection.of.Groundwater.

The City permits no development that creates an adverse effect.

- An “Adverse Effect” means impairment of or damage to, or the ability to cause impairment of or damage to:
 - a Storm Drainage System;
 - the Sewer System;
 - human health or safety;
 - property;
 - the environment; and
 - the stability of a slope or top of a bank.
- Adverse Effects include erosion, flooding, and icing on Streets.

Storm Drainage Design Criteria Manual.

- A Manual to be used by engineers and designers for analysis and design of stormwater drainage systems.
- Designers analyze the development site and measure the area of all various surfaces broken down by their permeability, comparing the site condition before development to what is proposed.
- Engineers use computers to model stormwater and the impacts of the permeability of surfaces and can account for all terrain types including wetlands.
- A computer model is created of the pre- and post-development conditions that estimates the amount of stormwater runoff generated during 1 in 5 and 1 in 100-year return period rainfall events.
- Stormwater control facilities must control site runoff in all conditions up to and including the 1 in 100-year return period rainfall event.
 - 1 in 5 Year Storm
 - 20% chance of happening annually
 - 115 mm of rain in 24 hours
 - 1 in 100-year Storm
 - 1% chance of happening annually
 - 191 mm of rain in 24 hours is a 1 in 100-year storm.

Stormwater Management

- Mr. Clark reviewed the concept of how any modelling of water runoff and drainage needs to account for pre and post development flows.
- Stormwater Control: Collecting, storing and releasing stormwater in a controlled manner.
- Low-Impact Development: Reducing the amount of stormwater runoff generated at the source.
- Stormwater Quality Management: Removing common contaminants from street and parking lot runoff before release into the environment.

- Flows from the control facilities are restricted so that they can only flow out at a rate less than or equal to the calculated pre-development rate.

- There was a robust discussion on failing permit.
 - Mr. Clack discussed how developers may be required, at their own expense, to implement mitigations to store, filter, or slow water drainage in order to receive a permit.

Low Impact Development

- Limiting the proportion of impermeable areas in the development site used for buildings, parking, driveways, and walkways.
- Site layout and grading design that sheds runoff from impermeable surfaces onto permeable and landscaped areas, and uses swales, ditches, subdrains, etc. to collect and convey stormwater runoff.
- Preserving key natural areas, particularly wetlands, for their water storage capacity and use as a groundwater recharge zone. Also includes development of facilities that mimic natural processes such as engineered wetlands.
- Maximizing infiltration by the above practices and making use of stormwater control facilities that allow for infiltration, such as ponds, underground detention chambers, rain gardens, bioswales, etc.

Discussion on Acts, Regulations and Best Practices in protecting Groundwater.

- Clean Environment and Water Acts
- “Environment” includes soil, water, air, plant, and animal life (including human life), and social, economic, cultural, and aesthetic conditions that influence the life of humans.

Stormwater Quality Management

- Discussion of design methods for the treatment of stormwater
- “First flush” refers to the initial surge of water at the beginning of rainfall that contains the highest concentration of contaminants.

The Lorneville Community representatives had follow-up questions:

Q:What can you do to ensure that well water remains good quality?

A: The City can require mitigations to maintain a good ground water recharge process. The City will also impose a condition of a well monitoring program around the perimeter of the zoned area near residential properties.

Q: The Committee asked if the model could account for Leachate from Paddy's Hill.

A: Mr. Clack said that typically a Hydrogeologist would need to review impacts from things like leachate.

Q: Can runoff from heavy industry impact our wells?

A: A development is not permitted to cause an Adverse Effect. There would also be filters and oil containment systems on parking surfaces to collect and filter water runoff.

To protect against spills, the best practice is two levels of containment, primary and secondary, and the entire containment system requires a certificate of approval from the NB Department of Environment and Local Government. The secondary containment needs to be engineered, impermeable, and able to contain 110% or more of the storage tank capacity, so that if the primary containment were to leak, it would be captured entirely by the secondary containment system.

In addition, this first EIA is only for Gravel Pads, which are not at all considered Heavy Industry. If there are future phases of development which include industrial uses, those may require a subsequent EIA, which would give considerations to protect against runoff.

Q: Do approvals to operate require routine inspections?

A: Yes, most systems required routine maintenance, and annual inspections

3.2. Protecting the land for future areas

The Committee discussed the most recent EIA application changes shared with the Technical Review Committee including keeping a 150 vegetative buffer between homes and the expansion area.

3.3. Any other points in Lorneville's letter raised to PAC.

4. Other Items.

4.1. The Committee had Questions about Leachate Dumping off Alloy Dr.

- Commissioner Ian Fogan confirmed that Leachate from Crane Mountain is deposited into an approved collection system on White Rocks Road so that it has time to deconcentrate before reaching the Lancaster Wastewater Treatment Facility.

4.2. The Community wants it on the record that they have created trails for hiking and snowshoeing in the RDC lands.

4.3. Presentation from Shayne Galbraith on Marsh Brook Crossing

- Issue is that culvert is completely submerged.

- Community upset \$1.4M was spent poorly on a bad fix, and do not want poor solutions like that to continue.
- The Community was concerned that the clearcutting would make the issue worse.

4.4. What is meant by Development Ready Land vs Industrial Land?

- In the context of the justification report, which references the report authored by Deloitte, Development.Ready.Land is land that is zoned appropriately for specific industrial uses, has access to all required utilities, such as water, sewer, electricity, natural gas, telecommunication lines. It has road access and is not subject to restrictions that would prevent development.
- Pad. Ready. Sites are Development Ready Lands, that are also cleared, graded, compacted, may have plumbing installed, and are ready for construction.
- Industrial.Lands are lands where industrial uses may be permitted, and the land may be development ready, or it may not be development ready, e.g. no utilities, road access, or other restrictions

4.5. Staff informed the Committee that after the February 4th meeting, which is the final scheduled meeting of the Lorneville CLC, City staff would begin to work on adjustments to the planning application and make changes to the proposed zone standards based on the robust feedback of the Committee and Community.

There was a frank discussion regarding the timing of meetings, and the Community shared concerns that there were still more topics to discuss. The City shared that it was open to further feedback from the community on any topic, but that it needed to begin the work on amendments to the planning application as the City needs to be able to inform developers in a timely matter whether or not any type of industrial expansion would be permitted in Lorneville. Staff intend to begin drafting amendments after the February 4th meeting and offered to bring report to the Lorneville CLC for their review and feedback prior to it being shared with Common Council.

Ian MacKinnon, (General Manager, Saint John Industrial), shared that once the work of this Committee concluded, specifically regarding the discussions on the planning application, he would be interested in having an ongoing Community Liaison Committee for the Spruce Lake Industrial Park made up of members of the Lorneville Community, Industrial Stakeholders, and members of Saint John Industrial who would meet a few times annually to discuss ongoing matters of mutual interest or concern.

5. Next Meeting

5.1. The next CLC Meeting will be held on February 4th, 2025, at 6:30 PM

6. Adjournment

6.1 The meeting adjourned at 10:20

Lorneville Community Liaison Committee

MINUTES – Meeting 7

Tuesday, February 4th

Location: Lorneville Community Centre

Time: 6:30 PM

Attendees:

Name	Representative
David Dobbelsteyn, Co-Chair	Applicant – Y
Ian MacKinnon	Applicant – Y
Ian Fogan	Applicant - Y
Adam Wilkins, Co-Chair	Lorneville – Y
Shayne Galbraith	Lorneville - Y
Sherri Colwell-McCavour	Lorneville - Y
Paul Mangion	Lorneville - Y
Dawn Alexander	Lorneville - Y
Vince Edgett	Lorneville – Y
Sarah Betts	Lorneville - Y

Others Present: Tim O'Reilly, P.Eng., Director of Public Works & Traffic Engineer, City of Saint John

Chris Watson (Lorneville),
Gordon Dazell (Lorneville);

Regrets: Jacqueline Boucher, Applicant

Rob Kelly, Applicant

1. Roll Call

2. Approval of Minutes

- Discussion of well-monitoring system

3. Topics of Discussion

3.1. Concerns regarding egress from Lorneville.

- 3.1.1.** The City presented an option for the development of Burchill Rd as a point of secondary access, with controlled access to the east bound lanes of the Highway. This secondary access route would cost millions to develop but could be built if there is enough demand in the area for new industrial development that would require it and

offset the cost of the Provincial Government to construct it. Residents feel it should be built anyway, and the City reminded residents that there is no budget capacity to develop Burchill Rd at this current time. City staff mentioned that there could also be an option for a developer to bear the cost of developing the road rather than Government.

3.1.2. There was a discussion regarding the differences in definition of access vs egress. Secondary access would provide another publicly accessible way in and out of Lorneville for personal and commercial vehicles. Egress may use access roads, or alternate means for First Responders to get residents out of the neighbourhood if it ever needed to be evacuated – such as trails, via water (ocean) or even helicopters. Staff reminded residents that before evacuations are considered by Saint John EMO, the first course of action is typically an order to shelter in place. Lorneville is also large enough, that if there was an order to evacuate, residents could be temporarily to another area of Lorneville in the unlikely event that egress was impeded.

3.2. Public Benefits the Community may be interested in.

3.2.1. Community agreed to provide a preferential list to the City within a week via e-mail.

3.3. Traffic.

3.3.1. Tim O'Reilly, P.Eng., the City's Director of Public Works and Transportation and a Traffic Engineer spoke about Traffic, Goods movement, and ensuring that residents are looked after.

3.3.2. Mr. O'Reilly shared information about Traffic Impact Studies and when there may or may not be required.

3.3.3. The City would consider adding a centre turning lane (i.e. a third lane) to King William Road is large enough development comes to the Spruce Lake Industrial Park Expansion area.

3.3.4. Mr. O'Reilly noted that the Traffic on King William Road, as verified by recent traffic impact studies, is currently 100 vehicles per hour at its peak. Per road design best practices, you need 3400 vehicles per hour to consider two additional lanes. With over 97% available capacity on King William Road there is significant capacity to handle large increases in traffic.

3.3.5. There was a discussion of residents (pedestrians and cyclists) who walk the Lorneville Loop (Lorneville Road and King William Road). There are no sidewalks planned at this point for King William Road even with industrial development, but there could be consideration given to alternate walking trails as a community benefit.

Questions from the Community:

- **Q:** Do you have a study on the construction phase
- **A:** No traffic study required as the majority of traffic would be dump trucks carrying gravel fill, and that traffic impact is expected to be small.

- **Q:** Where would the gravel (for the gravel pads) come from?
- **A:** Levelling of the ground would occur primarily by cut and fill excavation where earth is removed from high areas (cut) on site and used to fill in low areas (fill). Any gravel required would be trucked in from local quarries.

3.4. Settling issues that have been hovering for 50 years such leachate from old dump site.

3.4.1. Harvesting Clams

Q: Can you harvest clams at Frenchman’s Creek?

A: The City does not have jurisdiction over the harvest of shell fish in the Bay of Fundy, and advised members to contact the Department of Fisheries and Oceans and or check their online Shellfish Harvesting Map: <https://egisp.dfo-mpo.gc.ca/vertigisstudio/web/?app=84572c5703a24d0cbe062d2d7ba126d7&locale=en>

3.4.2. Capping the Old Landfill

There was a discussion of how the old landfill was capped and how monitoring wells were setup. Wells are monitored three times annually and have been since 2007. Results are sent annually to the Department of Environment and Local Government, and initially they were also submitted to DFO. Neither DFO nor the DELG have requested the city modify the monitoring program. The Engineered Wetland for the landfill was cleaned out in 2007.

3.4.3. Existing Industrial Park Issues

3.4.3.1. Scrap Yards

The Community had questions about Scrap Yard monitoring, and City staff reminded residents that scrap yards / salvage dealers are licensed by the Province of New Brunswick.

3.4.3.2. Questions about Illegal Dumping

Residents inquired about illegal dumping. City staff said that it is an issue in various parts of the City, but it has an enforcement program to deal with it, and it encouraged residents to use the City’s online complaint work if it is aware of specific cases of illegal dumping or contact the City’s customer service desk to report an illegal dump site:

Customer Service: 506-658-4455

Online Form: <https://saintjohn.ca/en/city-hall/permits-licenses-and-service-requests/service-request/waste-recycling/illegal-dumpingunsightly-premises/illegal-dumping>

3.5. Safety

3.5.1. There was a brief discussion of the proposed requirement for Risk Assessments as part of the zone standards that will be created.

3.5.1.1. There was a brief discussion on the Municipal Emergency Response Plan, which staff informed the committee was developed by SJEMO in consultation with Industry stakeholders and Emergency responders and experts. The Plan is Hazard Specific:

https://saintjohn.ca/sites/default/files/documents/Municipal%20Emergency%20Response%20Plan_AUG%204%202021.pdf

3.5.2. Volatile Use Near Children

3.5.2.1. There was an acknowledgement that no one wants volatile uses in close proximity to residential areas and the City would be working to redefine the zone standards, including setbacks and buffers based on the feedback of the Lorneville Community Liaison Committee

3.6. What is the future use of Lorneville

3.6.1. There was a discussion on the importance of defining community benefits that could be realized as the area develops.

3.6.2. There was a discussion of upcoming Community Planning Exercises including a discussion of a Growth Strategy and then the 10-year review of the Municipal Plan – Plan SJ

3.7. Alternative Locations

3.7.1.1. Staff reviewed City’s vacant land inventory with the Committee to show there is currently no available land of sufficient size owned by the City to create an industrial park elsewhere.

3.8. The Committee also re-reviewed the letter the community previously shared with PAC Letter

3.9. Discussion of Future Community Liaison Committee Meeting

GM Ian MacKinnon shared that there was interest in having a permanent Community Liaison Committee for the Spruce Lake Industrial Park that would meet quarterly, or as often as required, and involve stakeholders from industry, residents, and Saint John Industrial, and the City.

4. Other Business

- 4.1. Monitoring Wells – The Community remains concerned about contamination of well water
- 4.2. Lorneville wants to make it known that the community has invested lots of volunteer hours in cleaning up their neighbourhood.
- 4.3. The Community is still not satisfied with the proposed 150 vegetative buffer, and does not want any industrial development in the area beyond what is already owned the City of Saint John
- 4.4. The Community expressed frustration that they still do not know what is coming in terms of future development.

- 4.5. There was a Discussion of next steps. City Staff are going to draft a report based on all the CLC meetings, make proposed changes to the Zone Standards and then share that recommendation with the Community Liaison Committee and the City's Planning Department. This will then be followed by a public hearing in late March or April

5. Next Meeting

There will be another CLC meeting on March 11th to review the staff report and changes to the planning application based on discussions by the Lorneville Community Liaison Committee.

6. Adjournment – 11 pm