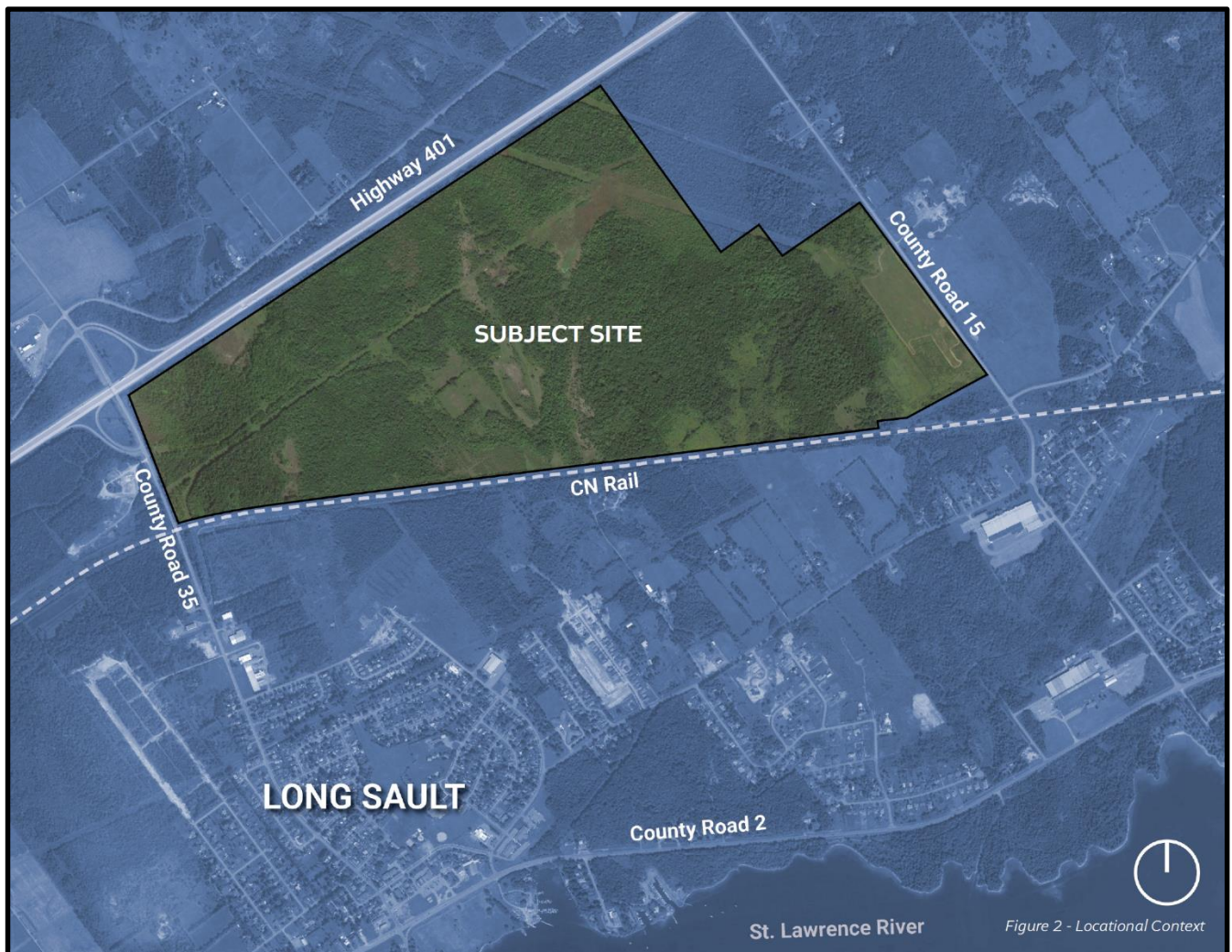


**Township of South Stormont**  
ACTION REQUEST  
Planning and Building Department



**To:** Council  
**From:** Karl Doyle, Director of Planning and Building  
**Date of Meeting:** May 10, 2023  
**Subject:** Draft Plan of Subdivision Comments - Avenue 31 Long Sault Logistics Village  
**SDG File:** 01-SS-S-2023  
**Owner/Applicant:** TMP Holdings Inc. / Avenue 31 Capital Inc.  
**Location:** Lots 1, 2, 3, Registered Plan 276 and part of lots 31, 32, 34, 36, 37, and 38, Concession 5, Geographic Township of Cornwall, Township of South Stormont, County of Stormont



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**Recommendation:**

That Council supports Plan of Subdivision Application No. 01-SS-S-2023, based on the conditions of approval described in Appendix A of the Action Request dated May 10, 2023 and further, that these conditions, representing the Township's formal comments on the proposal, be forwarded to the United Counties of Stormont, Dundas and Glengarry and the applicant.

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**Executive Summary:**

This report recommends these approval conditions representing the Township's formal comments on the proposal, be forwarded to the United Counties of Stormont, Dundas and Glengarry (SDG) and the applicant.

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**Background:**

A Plan of Subdivision application (Application No. 01-SS-S-2023) was received by the United Counties on February 10<sup>th</sup>, 2023, and forwarded to the Township of South Stormont for commentary. The proposed industrial development is located on Lots 1, 2, 3, Registered Plan 276 and part of lots 31, 32, 34, 36, 37, and 38, Concession 5, Geographic Township of Cornwall, Township of South Stormont, County of Stormont.

The following documents/studies were submitted as part of the application:

- **Planning Rationale, Draft Plan of Subdivision**, Long Sault Logistics Village, prepared for Camino, dated January 2023 by Public Urbanism
- **Functional Servicing Report**, Long Sault Logistics Village-Industrial Park, prepared for Avenue 31 Capital Inc., Revision 01, dated January 25, 2023 by J.L. Richards
- **Traffic Impact Study**, Long Sault Logistics Village, prepared for Avenue 31 Capital Inc., dated February 2023, by C.F. Crozier & Associates Inc.
- **Final-Geotechnical Report**, Proposed Rail Yard -Long Sault, ON, prepared for Willis Kerr Contracting Ltd., dated March 3, 2023 by WJM Consulting Limited
- **Phase 1 - Environmental Site Assessment**, Highway 401 at County Road 15, prepared for Avenue 31 Capital Inc., dated July 24, 2020 by Paterson Group Inc.
- **Stage 1 Archaeological Assessment**, Highway 401 at County Road 15, prepared for Avenue 31 Capital Inc., dated November 2020, by Paterson Group Inc.
- **Stage 2 Archaeological Assessment, Phase A - Long Sault Yard**, prepared for Avenue 31 Capital Inc. dated December 2021, by Matrix Heritage Inc.

- **Environmental Impact Study**, Long Sault Logistics Village, Avenue 31 Capital Inc., dated January 26, 2023 by CIMA+
- **Preliminary Draft Plan of Subdivision**, Lots 1, 2, 3, Registered Plan 276 and part of lots 31, 32, 34, 36, 37, and 38, Concession 5, Geographic Township of Cornwall, Township of South Stormont, County of Stormont, Revision D7 dated January 18, 2023 by Andrew J. Broxham, OLT, from Annis, O’Sullivan, Vollebakk Ltd; and **-Block Plan**, including Phase 1 & Phase 2.

## **Development Overview:**

The application for Plan of Subdivision is being made to facilitate the creation of a 274 ha (677 acres) industrial subdivision. This project will be carried out over two phases taking advantage of the site’s access to major rail and road transportation corridors (Highway 401 & CN Mainline). The first phase consists of 9 development Blocks and the second phase consists of 8 development Blocks (Railyard 24 ha) and 1 Block dedicated to a naturalized area (48 ha), totaling 17 development Blocks.

### **Phase I - Implementation Highlights**

- Construction of 32.0 metres County Road (Street A - Potentially “First Mile Road”) connected to County Road 35 (Moulinette Road) and signalized interchange and dedicated turn lanes, as detailed in TIS (Traffic Impact Study).
- Construction of new road cul-de-sac at east end of Block 5.
- Installation of watermain connection from Station Line Road.
- Re-alignment of central watercourse as needed for interim storm outlet.
- Connection of watermain to County Road 15 (Avonmore Road) (as required for fire-flow) or fire-flow to be provided by cisterns.
- Provision of hydro connection and natural gas connection from County Road 15 (Avonmore Road)
- Interim septic servicing may be required (as per the Servicing Options Study).
- Installation of wastewater sewers and western pump station as servicing is available from the Township (as per the Township’s Master Servicing Study - expected early June 2023).

### **Phase II - Implementation Highlights**

- Connection of the 32 metres County Road (Street A - Potentially “First Mile Road”) connection to County Road 15 (Avonmore Road).
- Installation of signalized intersection and any off-site dedicated turn lanes as needed on County Road 15. (Avonmore Road)
- Re-alignment of central watercourse as needed.

- Installation of wastewater sewers and eastern pump station as servicing is available from the Township (as per the Township's Master Servicing Study).

### Site Context - Appendix D - Preliminary Draft Plan of Subdivision

<b>Site Location</b>	Lots 1, 2, 3, Registered Plan 276 and part of lots 31, 32, 34, 36, 37, and 38, Concession 5, Geographic Township of Cornwall, Township of South Stormont, County of Stormont.
<b>Subject Property Area</b>	274 hectares (677 acres)
<b>Development Area</b>	<p><b>First (1<sup>st</sup>) Phase</b>  65.64 hectares (162.20 acres) North (Street A)  41.56 hectares (102.7 acres) South (Street A)</p> <p><b>Second (2<sup>nd</sup>) Phase</b>  37.31 hectares (92.2 acres) North (Street A)  45.89 hectares (113.40 acres) South (Street A)</p>
<b>Present Use(s)</b>	Vacant Lands - Majority of Site Previously Grubbed/Cleared
<b>Proposed Use(s)</b>	<p>Industrial Draft Plan of Subdivision</p> <p><b>First (1<sup>st</sup>) Phase</b>  Development Parcels - BLOCKS 16-1-2-3-4-5 North (Street A)  Development Parcels - BLOCKS 17-14-13 South (Street A)  North/South Combined = 107.20 hectares (264.90 acres)  Potential Building Square Footage = 3,500,000 sq ft  Naturalized Area BLOCK 18 = 48 hectares (118.61 acres)  Building Density (moderate range 20%-40%): 3,500,000 sq ft (Buildings)/ 11,537,484 sq ft (264.90 acres) = 0.30 or <b>30%</b>  (the building density moderate considering the large area)</p> <p><b>Second (2<sup>nd</sup>) Phase</b>  Development Parcels - BLOCKS 6-7-8-9 North (Street A)  Development Parcels - BLOCKS 15-12-11-10 South (Street A)  North/South Combined = 83.20 hectares (205.60 acres)  Potential Building Square Footage = 3,000,000 sq ft  Building Density (moderate range 20%-40%): 3,000,000 sq ft (Buildings)/ 8,954,496 sq ft (205.60 acres) = 0.34 or <b>34%</b>  (the building density is moderate considering the large area)</p>

<b>Official Plan Designation</b>	<u>Current</u> : Special Land Use Area and Special Land Use District
<b>Zoning By-law Designation</b>	<u>Current</u> : Heavy Industrial - holding (MH-h)
<b>Surrounding Land Uses</b>	North: Provincial Highway 401 East: County Road 15 (Avonmore Road) South: CN Mainline and Vacant Residential lands West: County Road 35 (Moulinette Road)

## **Planning Context**

### Provincial Policy Statement (PPS) 2020

Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Policy Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. The Vision is for long-term prosperity and social well-being by maintaining strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

The following sub-sections assess the application consistency with the PPS and evaluate how the proposed development is consistent with said policies.

Section 1.0 of the PPS contains policies for building strong and healthy communities. The applicable policies from this section have been listed below followed by an assessment of the applications conformity with the policies.

#### 1) Managing and Directing Land Use to Achieve Efficient and Resilient Development & Land Use Patterns

Policy 1.1.1 states that healthy, livable and safe communities are sustained by the following:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The Draft Plan of Subdivision application proposes employment uses on lands that the County of SDG and Township of South Stormont previously designated



(2014) and zoned (2015). New employment and taxes will result from the proposed logistics village development.

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), **employment (including industrial and commercial)**, institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The application proposes appropriate employment uses on a site previously designated and zoned accordingly, uses include Class 2 and 3 industries. The proposed development is strategically located in Eastern Ontario and will expand the mix of employment uses within the urban settlement boundary. Once the development is completely built out, it should strengthen employment options in a local and regional context. In particular, the proposal would offer an opportunity for larger freight and logistics users to establish at the subject site that provides both inter-provincial and international connections.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The proposed development will not cause adverse environmental, public health or safety concerns as evidenced by the Environmental Impact Study, Transportation and the Noise and Vibration study. The supporting studies have been prepared demonstrating compliance with upper tier requirements/guidelines. The subject lands are located north of existing CN main line, south of a 400 series highway, east and west of County Roads 15 and 35. A new road will bisect the development connecting existing County transportation corridors and Provincial Highway. The subject employment lands are physically separated by the CN mainline to the south and there is no opportunity for development activities to spill over into the village proper.

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The proposed industrial subdivision is designated as within the Urban Settlement Area within the United Counties of SD&G Official Plan. The settlement areas of the Township are areas that have been designated for concentrated development and have been either partially or fully serviced by municipal sanitary sewage system and water supply.

The intent is to develop the entirety of the lands on full municipal services when they become available. The first phase of the proposed development will be

partially serviced by municipal water and private individual facilities (septic). A Functional Servicing Report has been prepared in support of the application. The Servicing Options Study has been prepared in support of the proposed plan of subdivision which further elaborates on the proposed servicing strategy. Furthermore, the Township of South Stormont is currently undertaking a Master Servicing Study and Allocation By-Law Update

- h) promoting development and land use patterns that conserve biodiversity;*

The proposed Plan of Subdivision and future Site Plan applications will not impact biodiversity conservation. Through the Site Plan control approval process the proponent intends to promote biodiversity through the review of planting, grading and low impact development features on future lots. Furthermore, Block 18 which is approximately 48 hectares (118.61 acres) is earmarked to accommodate a naturalized area.

1.1.3.1 *Settlement areas* shall be the focus of growth and development.

The proposed plan of subdivision is located in a settlement area and will facilitate employment growth.

1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses.

This section emphasizes the need to promote vitality of settlement areas through implementation of efficient development patterns that effectively use infrastructure and public service facilities and minimize unnecessary public expenditures.

The proposed development is in keeping with the PPS (2020) intent to direct growth and development to designated settlement areas that maximize the use of municipal infrastructure.

The Township is currently undertaking a Master Servicing Study and Allocation analysis update for the provision of water and wastewater, both are being prepared by WT Infrastructure and will be presented to Council for adoption in the second quarter of 2023.

Water servicing to the site will be provided via a proposed looped watermain extended from the municipal main distribution system, west and east of the site.

To facilitate the timing of upgrades to the water and wastewater treatment plant in Long Sault, the interim solution to provide sanitary servicing to the BLOCKS

will be via the installation of the individual building's proposed septic systems. The intent is to develop the entirety of the lands on full municipal services when they become available. The ultimate sanitary servicing option consists of gravity sewers and pumping stations that outlet to the closest existing sanitary sewer on the eastern side of the site. Sanitary sewers will be constructed within the proposed main road ROW, starting on the western extent of the site.

The proposed development will efficiently use lands within the settlement area and existing transportation network(s). The Plan of Subdivision considers the impacts of climate change by ensuring protection of the natural heritage features on the lands and incorporating best practices for stormwater management.

The proposed 32 metre right-of-way, rail yard and connection to existing transportation network is freight supportive. Proximity to other land uses within the urban settlement area will support active transportation efforts, the intent is to introduce a standalone multi-modal pathway on either side of the right-of-way that will connect to existing and proposed multi-modal pathways in the community.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification, redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

This Section outlines that appropriate development standards should be promoted within settlement areas such that they facilitate intensification, redevelopment and compact form of development, while avoiding or mitigating risk to public health and safety. The proposed subdivision has been reviewed based on the Township of South Stormont Subdivision Design Guidelines to ensure that any outstanding issues are addressed through conditions of draft plan approval. The conditions of draft plan approval would include a requirement to enter into a subdivision agreement with the Township to address all aspects of development including road design, street lighting, drainage, stormwater management etc.

1.2.6.1 *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

The proposed rail yard in the Plan of Subdivision is considered a "Major Facility" by the PPS. The physical separation of the site by the CN Main Line (south limit) and Provincial Highway 401 (north limit) from the remainder of the Long Sault



Settlement Area, provides for an adequate separation distance from incompatible existing or proposed development.

The lack of any significant development within proximity of the lands, combined with the sheer size of the subject property (680 acres), will allow for the rail yard and ancillary employment uses to be developed with minimal anticipated impacts.

The Ministry of Environment, Conservation and Parks (MECP) D-Series Guidelines were reviewed as part of the submitted noise and vibration study, to ensure potential adverse impacts resultant from the proposed plan are considered and appropriately addressed. To date, no specific users have been identified for the proposed industrial park, individual assessments of land use compatibility will be required during site plan approval for each individual development parcel.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

This development proposal presents an opportunity for the Township of South Stormont to significantly improve the employment mix and economic competitiveness in eastern Ontario.

#### United Counties of SDG Official Plan (OP)

The proposed subdivision is designated as Urban Settlement Area - "Special Land Use Area" and "Special Land Use District" on Schedules SLA4b & A4a of the Stormont, Dundas, and Glengarry (SDG) Official Plan. The land designations were established via Official Plan Amendment 20 and approved by the County of SDG in 2014. Subsequently, the Township of South Stormont amended its Zoning By-law 2011-100 to conform to the County Official Plan in 2015.

Section 9.3.2 of the OP identifies the lands as a "Special Land Use Area" to allow for Employment Uses as described in Table 3.5, which include:

- Class I, II, and III industrial uses, as defined in the Ontario Ministry of Environment, - Conservation, and Parks (MECP) D-Series Guidelines;
- Transportation and distribution industries near transportation corridors;

- Office uses;
- Other associated retail and ancillary facilities. These may include limited to employment supportive commercial uses serving the employment area (e.g. hotels, restaurants, fitness centres, financial institutions, convention centres, service commercial uses) as defined in the implementing Township Zoning by-law or through a site-specific zoning amendment.

Under the "Special Land Use Area" designation, Section 9.3.2 of the OP also states that the lands are subject to the following policies:

1. That the Township will zone the lands for Employment Uses and protect the lands from sensitive land uses.
  - Lands zoned in 2015 Heavy Industrial - holding (MH-h) - Zoning By-law 2011-100 as amend.
2. The Township will include a Holding provision in the implementing Zoning By-law, which will include provisions to be considered by Council when the Holding Symbol will be removed.
  - The Holding category in effect and will be removed once development requirements have been satisfied.
3. The Township will not remove the Holding symbol on the lands until the Township has secured the provision of municipal water and sewer service extensions, through a Planning Act process, to ensure that these services shall be extended to the lands to support the future development.
  - Interim servicing solutions have been provided in the Servicing Brief, servicing agreements will be required between the Township and the proponent at time of Site Plan application.
4. That the Township will not remove the Holding symbol until a development proposal is received by the Township.
  - Development proposal has been received, removal of the Hold will be considered after individual site development approvals, associated agreements are obtained and infrastructure introduced.
5. That the Township will not remove the Holding until the Township is satisfied regarding any undertakings regarding cost sharing for the provision of the municipal servicing.
  - Continuing discussion, once the Township has completed the Master Servicing Study we will be in a better position to evaluate associated infrastructure improvement costs, anticipated completion of the study is June 2023.

6. That the Township is satisfied that any proposed intersection improvements required to serve the development are acceptable to the United Counties of Stormont, Dundas and Glengarry.
  - The County and Township are in favour of a signalized interchange at County Road 35 (Moulinette Road) and Highway 401 west of the subject site.

Section 3.5.2 of the Official Plan outlines applicable planning principles in the review of any development applications including adequacy of lot sizes, servicing capacity, frontage and access and land use compatibility. A detailed review of the subject application to the Official Plan planning principles has been undertaken. It further outlines community structure and design criteria in review of development applications. It outlines that compact development should be encouraged by directing it to vacant lands within existing settlement areas.

Considering the proposed development's strategic location it will take advantage of the existing CN main line, Provincial and County Road networks. The development site offers an efficient and appropriate method of travel for the intended freight and logistic operations. Both the CN mainline and road networks serve as physical barriers between the site and surrounding land uses. Furthermore, the sheer size of future buildings may serve as physical barriers and may even mitigate highway noise, future operations would mainly be conducted within the buildings. Through the site plan process we will review optimal building massing locations on each development parcel. Past approvals established the employment lands designation and we are of the opinion the subject lands continue to meet the intent of section 3.5.2 and is a suitable prime industrial location to accommodate the development proposal.

#### Township of South Stormont Zoning By-law No. 2011-100 as amended

The subject lands are intended to be zoned "Heavy Industrial - holding (MH-h)" under the Township of South Stormont Zoning By-law 2011-100. The proposed Draft Plan of Subdivision will be reviewed for compliance with the applicable Zoning By-law requirements once the Holding (h) provision is removed. The section below outlines applicable zone standards to the "Heavy Industrial - holding (MH-h)":

### **7.3 Heavy Industrial (MH) Zone**

#### **(a) Permitted Uses:**

- bakery;
- cannabis production and processing;
- industrial use, class 2 industry and class 3 industry;

- transportation terminal;
- warehouse;
- accessory uses such as a cafeteria, an office.
- Ancillary railway facilities
- Asphalt batching plant
- Concrete batching plant
- Grain drying facility
- Greenhouse commercial
- Livestock sales outlet
- Railway yard
- Recycling depot
- Recycling yard
- Sawmill
- Transfer station
- Transportation depot
- workshop

(i) Development on full services (Municipal water and sanitary sewers)

Lot Area (minimum)	1000 m <sup>2</sup>	(5005.22 sq.ft.)
Lot Frontage (minimum)	20 m	(49.21 ft.)
Yard Requirements (minimum)		
Front	7.5 m	(24.61 ft.)
Rear	7.5 m	(24.61 ft.)
Exterior Side	7.5 m	(24.61 ft.)
Interior Side	3 m	(9.84 ft.)
Building Height (maximum)	30 m	(98.43 ft.)
Accessory Building	12 m	(93.37 ft.)
Lot Coverage (maximum)	40%	

(ii) Development on private or partial services (Municipal water or sanitary sewers)

Lot Area (minimum)	1 ha	(2.5 acres)
Lot Frontage (minimum)	60 m	(196.85 ft.)
Yard Requirements (minimum)		
Front	12 m	(39.37 ft.)
Rear	12 m	(39.37 ft.)
Exterior Side	12 m	(39.37 ft.)
Interior Side	7.5 m	(24.61 ft.)
Building Height (maximum)	30 m	(98.43 ft.)
Accessory Building	12 m	(39.37 ft.)
Lot Coverage (maximum)	20%	

The Holding (h) provision is typically implemented in order to delay development until municipal services are available to a site. The subject lands are currently zoned "Heavy Industrial - holding (MH-h)". Once the site has been partially serviced and the subdivision agreement with securities has been registered with the Township, the owner has committed to an interim servicing agreement for the development a draft condition of approval. Staff are supportive of private wastewater infrastructure in the interim, the end goal is to connect each lot to municipal services when available. The holding category on each Block will be removed later on in the development process once a site plan approval is secured for each individual development parcel.

The above zone requirements are considered minimums for both full and partially serviced lots, greater setbacks and lots sizes can potentially be required through the subdivision process in accordance with the required studies, design specifications, functional layout, and other considerations. A draft condition of approval has been included to ensure that all requirements of the Township's Comprehensive Zoning By-law #2011-100 are maintained.

## **Discussion**

We have provided a Planning development processes overview that has been incorporated to provide the reader with a clearer understanding of the development regime.

### **Subdivision Process Overview**

The subdivision process establishes a precedent for future development on the lands in a logical fashion and provides clarity in respects to the phasing.



A subdivision is a tract of land that has been divided into several building lots or blocks. These lots or blocks can be used for residential, industrial, commercial, institutional (e.g. school) or open space/parks depending on the designation of the land within the Official Plan and Zoning By-law. An approved plan of subdivision is required in order for the lots and blocks to be sold or conveyed separately. A registered plan of subdivision is a legal document that outlines all the details and conditions required to develop a parcel of land.

When Draft Plan Approval is granted, made under delegated authority from the County of SDG, there are a number of conditions to be met by the Owner prior to final approval and registration. Among the conditions a requirement that the Owner enter into a subdivision agreement with the Township of South Stormont and will be responsible to provide a financial security and will be released once requirements have been fulfilled.

The responsibility for fulfilling the conditions of draft approval rests primarily with the Owner, as does the timing involved. After all the conditions of Draft Plan Approval have been met and where appropriate documented letters of clearance have been received, final approval can be given. The Subdivision Plan and agreement can then be registered in the land titles/registry system.

#### Site Plan Control Overview

The Planning Act allows the Township to pass a Site Plan Control By-law. The Site Plan Control By-law is a legal document that sets out whether development can proceed with or without site plan approval.

The site plan control process allows the Township to influence land development so that it is safe, functional, and orderly. It is also used to ensure that the development standards applied by the Township of South Stormont and other agencies are implemented and maintained. Building location, landscape treatment, mitigation features, pedestrian access, drainage control and parking layout are a few of the items addressed during review. Part of a formalized application, associated studies are typically submitted to support the intended development. Once the detailed design has been finalized the proponent is required to enter into a legal binding agreement with the Township and provide a financial security. The financial security will be released when the site is developed, staff reviews and inspects the development site to ensure it adheres to provisions of the agreement and conforms to the Schedule B (the approved site plan).

#### Lot Configuration and Lot Size - Full Service (FS) / Partial Service (PS)

With respect to the zoning of the subject site, a minimum lot frontage of 20m (FS) and 60m (PS) metres and minimum lot area of .25 acres (FS) and 2.5 (PS) acres is required to accommodate an industrial development.

The subject plan of subdivision proposes a total of 9 development lots in the First phase and 8 development lots in the Second phase totaling 17 development lots, that include large frontages that vary between 180 to 440 metres and above, the proposed frontages exceed the minimum requirements. The proposed lots comply with the minimum lot area requirements and are large enough to accommodate future industrial uses and should not have difficulty meeting applicable minimum required yard setbacks, each lot varies between 10 to 60 acres in size. Further analyses for compliance with applicable zoning standards will be evaluated once a development proposal is received for a specific user.

### Servicing

The Township is currently undertaking a Master Servicing Study and Water and Wastewater Allocation analysis update. The Township has seen significant residential and Industrial, Commercial, and Institutional (ICI) growth within the water and wastewater service areas of Ingleside and Long Sault. Due to the growth pressures in the service area, the Township retained WT/Infrastructure to prepare a Master Servicing Study within the service areas of Ingleside and Long Sault to identify capacity needs for water, wastewater, stormwater, and linear infrastructure considering existing users and anticipated growth.

The Township of South Stormont will also be considering a Capacity Allocation Policy to ensure servicing capacity is allocated in a sustainable and logical manner, using clearly defined and transparent processes to best serve the Township's development community and existing landowners. At this time the applicant has indicated the First phase will require (80-100 m<sup>3</sup>/per day) and the Second phase will require (40-90 m<sup>3</sup>/per day). Council will consider the request once the Capacity Allocation Policy has been reviewed and implemented.

Infrastructure extended to serve the development will be in accordance with Township design standards. WT Infrastructure has reviewed the proposed layout and recommends coordination with the Master Servicing Study to ensure optimization regarding water servicing, stormwater design and an overall pumping solution that would potentially take the pumping station off-site and share with other developments that would reduce operational costs.

### Water Supply - Proposed

The proposed subdivision will ultimately be serviced by municipal sanitary sewers and water supply. However, we are supportive of private wastewater infrastructure in the interim, this will be solidified via a servicing agreement.

Water servicing to the site will be provided via a proposed 300 mm diameter looped watermain extended from the municipal main distribution system, west and east of the site.

From the west side, the proposed watermain is to connect to the existing system (200 mm diameter) near the intersection of Moulinette Road (County Road 35) and McNiff Avenue. The watermain will travel north along Moulinette Road (County Road 35) right-of-way (ROW) then travel slightly east and continue north along the Station Lane ROW until reaching the CNR ROW; from there the watermain will require trenchless installation underneath the railroad. The main to continue north to the new road, whereby the line will span across the site to further service the proposed lots.

From the east side, the proposed watermain will connect near the intersection of Avonmore Road (County Road 15) and Jenkins Road to the existing 200 mm watermain. The watermain will travel north along Avonmore Road (County Road 15) ROW before reaching the CNR ROW, and Enbridge ROW where the watermain will require trenchless installation under the railway. The watermain will then travel north (approximately 700m from the connection point) to reach the eastern site entrance before travelling west along the proposed road (connecting with the watermain described from the east side to create a looped system).

As the project will be developed in two phases, the watermain will be reaching the limits of Phase I, a location just west of the large watercourse conveying flow from the northern wetland. This watermain will be capped at the end with the ability to extend and loop it to the eastern connection point in the future.

To achieve the required fire flows, there will be a requirement of either on-site cisterns, reservoirs, or usage of stormwater ponds, able to supply a useable storage volume. Storage location(s) will require a pump capable of providing the required fire flows.

#### Sanitary Servicing - Proposed

Sanitary sewers will be constructed within the proposed main road ROW, starting on the western extent of the site. There will be approximately 680 metres of sewer pipes (200 mm diameter) conveying sewage to the east to an outlet at the proposed sewage pumping station (SPS #1), west of the main watercourse (north to south). SPS #1 to discharge via a forcemain (+/- 530 m long) towards the east to outlets to a proposed sanitary maintenance hole. Sewage to further flow east (+/- 1720 m) via a gravity sewer (250 mm diameter) and outlet to a second proposed pumping station (SPS #2). SPS #2 to discharge via forcemain south along the Avonmore Road (County Road 15) ROW (+/- 700 m) and outlet an existing sanitary maintenance hole at Avonmore Road and Jenkins Roads intersection. The proposed main will need to cross under the existing Trans- Northern pipeline and CNR tracks along Avonmore Road.

We would comment at this time that subject to the Master Servicing Study, an alternative servicing approach may be considered to improve the efficiency of the system and reduce the impacts on existing Township infrastructure.

### Stormwater Management

The stormwater management criteria for the functional design of the site have been established by various approval agencies. Ministry of Environment, Conservation and Parks, and Raisin Region Conservation Authority (RRCA) and will have to adhere to the Townships Subdivision Design criteria.

There are watercourses on the eastern and western extents of the site to be maintained in the current channels. The watercourses throughout the site are to be realigned to facilitate development.

The proposed stormwater management for the site consists of two components. Development parcels will contain on-site stormwater management controls, on-site detention can be achieved via rooftop control, parking lot storage, dry-ponds, or a mixture of all three. Secondly, roadside ditches provide water quantity and quality control for the road runoff and convey flows to the receiving watercourse or culvert outlet at the controlled rate.

The stormwater management approach used will be designed and constructed to accommodate the build-out area. The stormwater management plan has been reviewed by the Raisin Region Conservation Authority and BCH Environmental Inc. (Technical Peer Review) who have provided draft plan conditions.

### Frontage and Access

Access to the proposed building lots will be provided by a 2.75 km, 32 metre-wide County Road running east-west through the site connecting to the County Road network at County Road 15 and 35. The development is proposed to proceed in phases from west to east, providing for an initial connection to County Road 35 and the Highway 401 interchange.

The County Road 35 entrance will be upgraded to achieve a minimum standard appropriate for industrial traffic, and the internal road planned for the subdivision will be situated and designed to allow for future upgrades as the site develops. The Ministry of Transportation (MTO) has been circulated for commentary. The United Counties of SDG are the authority having jurisdiction over the County Road network.

The Transportation Impact Assessment submitted with this application and the transportation impacts of the proposed development are appropriately

considered and addressed and further site-specific impact assessments may be required to be submitted with site plan applications as individual developments may warrant further review.

Avenue 31 has retained Morrison Hershfield Limited to assess alternatives for an intersection with County Road 35 (Moulinette Road). They will undertake a Group C Environmental Assessment under the Class Environmental Assessment for Provincial Transportation Facilities (2000) process. The recommended intersection alternative was presented at the public meeting along with the alternatives considered, evaluation, impact assessment and mitigation measures.

The Traffic Impact Assessment submitted for the development prepared by Croziers Consulting Engineers. The study has been reviewed by the County, WT Infrastructure and MTO and have provided draft plan conditions. Both the County and Township concur with the findings and recommendations contained within the Traffic Impact Assessment and are generally satisfied with the layout of the draft plan, including the right-of-way width for the proposed road.

The road network will be constructed to the County standards for a 32m Roadway Allowance Rural Cross Section. This can be generally summarized as an asphalt roadway consisting of two (2) 3.5m lanes, with two (2) 1.50m bicycle lanes and two (2) open drainage ditches on both sides. Previous discussions with the developer included the integration of a multi-modal pathway east and west on either side of the future roadway, this item will be further discussed during the design phase, a draft plan condition has been added.

There is a difference between the County and Township streetlight requirements, a typical streetlighting cross-section and electrical servicing plan submission has been included as a draft condition.

### Parkland

With respect to industrial subdivisions, the Township requires the Owner to convey up to 2% of the land included in the plan to the municipality for park purposes. Alternatively, the municipality may accept cash-in-lieu for all or a portion of the conveyance. This has been included as a condition of approval. Considering the intended use, the Township will not request a 2% conveyance of land for future park purposes.

### Stationary Noise Study

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Avenue 31 Capital Inc. to undertake a stationary noise assessment in support of a Site Plan



Control application (SPA) for the proposed industrial rail yard development and plan of subdivision for the subject site.

The assessment was performed based on theoretical noise calculation methods conforming to the Ministry of the Environment, Conservation and Parks (MECP) NPC-300 guidelines, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Procedure, the Canadian Transportation Agency Railway Noise Measurement and Reporting Methodology.

The results of the current study indicate that stationary noise levels received at nearby noise sensitive dwellings, generated by the proposed rail yard development, are expected to comply with NPC-300 sound level limits at all points of reception. The proposed industrial rail yard development is expected to be compatible with the surrounding noise-sensitive dwellings, provided the assumptions contained in the report are adhered to during design and operation of the rail yard.

The proposed industrial buildings will likely have most activities located inside the buildings. Proposed sources of noise may include on-site truck traffic, loading activities, and HVAC equipment. Most of the proposed facilities would be defined as a Class I or II industry, as per as per MECP's D Series Land Use Compatibility Guidelines.

Specific stationary noise and air quality impacts of the individual industrial properties onto the surroundings will be determined as part of a detailed study at a future stage (site plan) to ensure noise and air quality levels at nearby areas meet the NPC-300 and Ontario Regulation 419/ 05 criteria.

### Environmental Impact Statement

CIMA + in conjunction with Bowfin Environmental Consulting prepared an Environmental Impact Study (EIS) in support of the Draft Plan of Subdivision application for the development of Long Sault Logistics Village.

The proponent has presented the Draft M-Plan for a Plan of Subdivision (lot fabric and road alignment). Through the Urban Design on the project, they have identified incorporating various opportunities and constraints, including the natural features. This is to allow a holistic approach for the natural features. The majority of lands were cleared by others and are heavily disturbed and at various stages of revegetation. The Existing Conditions Report and Headwater Drainage Features Reports (Bowfin, 2020) were provided for review in 2020 and identified the presence of wetlands, woodlands, and fish habitat. The wetlands were evaluated by Bowfin staff, certified OWES, and found not to be significant. The results of the various SAR surveys identified the presence of Butternuts and the potential for bats. The draft lot fabric has identified the general location for a natural environment area (Block 18). The purpose of this Block will be to

ensure protection of the constraints fish habitat and woodland and the offers the opportunity to also protect a portion of the non-significant wetlands.

The report has been reviewed by BCH Environmental Inc. (County SDG consultant), Federal and Provincial agencies and draft plan conditions have been provided. Prior to plan registration, conditions will have to be satisfied so the road alignment for Street A can proceed in the location chosen and that development can proceed within this site that will be able to function with the natural environment to ensure appropriate protection of the natural features identified within the report.

### Archeological Stage 1 and 2

Matrix Heritage was contracted by Avenue 31 to conduct a Stage 2 archaeological assessment for the proposed industrial rail yard area development and plan of subdivision.

The previous Stage 1 assessment indicated that the study area had both pre-contact Indigenous as well as historical Euro-Canadian archaeological potential (Matrix Heritage 2021). The Stage 2 assessment of the Phase A development area did not find any archaeological resources present in the study area. Based on the results of this investigation it is recommended no further archaeological study is required for the subject property as delineated in the report.

### Financial

The Township's Draft Plan of Subdivision application fee costs \$2,500 and \$1,500.00 + applicable deposits are required to process the future agreement.

Hypothetically, the full buildout was to be completed tomorrow and current rates were applied, the following estimations would be based on a 6,500,000 square foot build out.

Building permit applications have not yet been submitted however, fees are estimated to be approximately \$5,655,000 when applying \$ .87 per square foot of ground floor area based on the current 2023 building finished rate.

The value for the current vacant industrial lands is currently assessed at \$1,574,790 based on MPAC data. Staff cannot produce a tax rate at this time as MPAC has not finalized their assessment for a similar logistics development located in Ingleside. Once the new assessment is released it will be used as a benchmark and this item will be re-visited.

Development Charges are estimated to be approximately \$1,950,000 (\$1,560,000) when applying non-residential rate of \$.3 per square foot as per the current rate, September 15th, 2023. If a development application was

received today a 20% discount would be applied resultant of Bill 23, there is a tiered reduction until 2027 (20%-15%-10%-5% reduction per annum).

Once the Master Servicing Study has been completed, the Township will consider amending the current DC Charge By-law to include water and wastewater infrastructure.

### Public Consultation

On March 27, 2023, the Township of South Stormont prepared a public meeting notice concerning the development, signs were posted at both end ends of the property fronting County Roads 15 and 35. Furthermore, the notices were sent out to landowners within the required influence area, posted on the Township's website and advertised on various municipal digital media platforms.

The Public Meeting (open house format) was held at the Township's community hall on April 13, 2023 between 6:00 pm and 8:00 pm. The meeting was facilitated by Avenue 31 and their consultants for both the Draft Plan of Subdivision and Environmental Class Assessment for the County Road 35 intersection design alternative. Staff from both the United Counties of Stormont, Dundas & Glengarry and South Stormont were in attendance. The public meeting was a success and well attended by the community, approximately 100(+/-) residents visited throughout the evening. Attendees were asked to sign in and provide feedback via a commentary form or via email, the commenting period ended on April 26<sup>th</sup>, 2023.

Following the public meeting, the submitted commentary was complied and provided to both the County and consultant. Furthermore, County and Township staff continued to receive commentary via email and met with residents both individually and in a group setting to answer questions regarding the proposed development. Avenue 31's consultants provided both the County and Township with formal commentary memorandums and have been included as part of this report for Council's review.

There is a common theme regarding the commentary received, and we have summarized them below;

Noise Impacts (rail yard, proposed operations, transportation)

Traffic Implications (Long Sault Village)

Safety (hazardous materials/fire)

Land use Compatibility (integration with the community)

Staff concurs with the associated supporting studies and commentary response submitted by the proponent's consultants. The abovementioned concerns will be further evaluated and addressed during the detailed design phase of the subdivision and site plan processes.

## **Conclusion:**

Township Staff recommends support for the submitted Avenue 31 Industrial Draft Plan of Subdivision application No. 01-SS-S-2023.

The proposed development conforms to the County of SDG Official Plan and Zoning By-law which permit a range of industrial and ancillary uses. It is the opinion of staff that the proposed Draft Plan of Subdivision is consistent with the Provincial Policy Statement (2020), SDG Official Plan, and meets the intent and purpose of the Township of South Stormont Zoning By-law No. 2011-100, as amended. The proposed development also supports the Township's strategic alignment as it will provide serviced employment lands that will support the local and regional economy once developed. This proposal represents good planning.

## **Attachments:**

**Appendix A - Draft Plan Conditions**

**Appendix B - Consultant Commentary Memorandum**

**Appendix C - Timeline**

**Appendix D - Preliminary Draft Plan of Subdivision**

**Appendix E - Avenue 31 Focus Group Summary 2021**

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## **Alignment with Community Strategic Plan:**

Goal 3: Economic Growth

Objective 3.3: Investment Attraction

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## **Risk and Asset Management Considerations:**

There is no risk in proceeding with the proposal as developing the subdivision is borne solely by the developer. The proposed subdivision will ultimately be serviced by municipal sanitary sewers and water supply and will tie into existing infrastructure.

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## **Options:**

1. That Council supports Plan of Subdivision Application No. 01-SS-S-2023, based on the conditions of approval described in Appendix A of the Action Request dated May 10, 2023 and further, that these conditions be forwarded to the United Counties of SDG and the applicant, representing the Township's formal comments on the proposal. This is the recommended option.
2. That Council advise the United Counties that the Township does not support the Plan of Subdivision Application 01-SS-S-2023.
3. Other.

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**Financial Impact:**

The costs of developing the subdivision are to be borne solely by the developer. The Township does not anticipate any unreasonable increases in costs to provide municipal servicing/services as a result of the subject lands being developed. Full buildout of the proposed development will add to the Township's tax base.

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**Others Consulted:**

Senior Management - Raisin Region Conservation Authority - SDG Counties - WT Infrastructure - Ministry of Transportation (MTO)