

To: Karl Doyle, Director of Building & Planning, Township of South Stormont
Peter Young, Director of Planning and Economic Development Services, United
Counties of Stormont, Dundas, and Glengarry

From: Paul Hicks, Principal | Urban Planner, Re: public Urbanism

Date: April 21, 2023

**Re: Long Sault Logistics Village, Application for Draft Plan of Subdivision, Long Sault,
ON – Summary of Public Information Session**

On April 13th the Township hosted a public meeting to discuss the above-noted draft plan of subdivision (in conjunction with an open house for an associated environmental assessment process). Given the level of interest by the public, Avenue 31 feels it is appropriate to provide a follow up. Our office has prepared this memo on behalf of Avenue 31 with the intention of providing a summary of the two major discussions that took place at the public meeting, namely:

- How has the developer been consulting with the community to date?
- How are community concerns being addressed?

Public Consultation / Outreach to Date

- Communications firm Intelligent Futures was hired in Fall 2021 as a 3rd party to provide on-going public engagement to help guide the urban design of the project and support an open and transparent consultation process.
- Initial outreach for the proposed railyard development occurred from October 6 to November 30, 2021.
- Information related to the project was communicated to identified stakeholders and shared with the public through local advertisements (Cornwall Seaway News), as well as a project website (www.caminolvs.com). A presentation to Council was also made to introduce the project to Council.
- Additionally, the public was invited to engage and provide feedback throughout the process by email or survey during later Fall 2021. The survey was distributed by email to an interested stakeholder list, circulated by the Township, and paper copies were made available at the Township office.
- Throughout 2021 and 2022, the Township of South Stormont and the Counties of SDG provided notification to residents about the project through various methods, including mail-out notifications, a sign posted on site, hosting a public information session, and creating a portal on the municipality's website. The information portal contains all technical reports for both the November 2021 Site Plan and the current January 2023 plan of subdivision application.
- As a follow-up to the 2021-2022 general consultation, focus group discussions, and survey; a summary report was subsequently posted on the developer's project website (www.caminolvs.com "As We Heard It"). The report highlights the top themes and

feedback heard from 245 respondents. Additionally, there were 1,562 unique visitors and 2,583 page views on the project website during the duration of the engagement phase. 130 people viewed the presentation to Township Council via the website, with 77 individuals subscribed to receive up project updates via the website.

Community Concerns

In response to community concerns raised during the April 13th public meeting, we have prepared a summary of how specific issues of concern (e.g. noise, traffic, land use compatibility) have or will be addressed as part of the planning and development process. Please note that most of the following matters have been examined in greater detail in the reports accompanying the plan of subdivision application.

Noise & Vibration

- Noise and vibration is analysed and peer reviewed by professional engineers at two levels: First at the overall subdivision level, where it is modelled based on anticipated and theoretical uses (proposed types of land uses); and second, at the site level, where noise and vibration is modelled based on an actual proposed use.
- The Noise Report undertaken by Gradient Wind Engineering concludes that for the proposed general types of land uses, anticipated on-going noise levels (ex. locomotive idling) and impulsive noise levels (ex. shunting noise from rail cars) will comply with required minimum guidelines (NPC-300).
 - The assessment was 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 assessment also included considerations for the site plan drawings received from Avenue 31 Capital Inc. in October 2021, correspondence received from the local railway authority, Gradient Wind's experience with similar rail yard developments, surrounding street layouts, and recent site imagery.
 - The results of the study indicated 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 therefore expected to be compatible with the surrounding noise-sensitive dwellings, provided the assumptions outlined in Section 2.1 of the assessment are adhered to during design and operation of the rail yard.
- Any new proposed residential development adjacent to the CN Rail line would have to undertake a noise study and demonstrate how the future residential uses would be protected from noise related to the pre-existing rail line and future industrial uses north of the rail line, regardless of the Long Sault Logistics Village proposal.
- The Long Sault Logistics Village project will not likely increase the number or frequency of trains on the CN main line.

- The Provincial Policy Statement and the County Official Plan provides guidance on locating residential uses adjacent to designated Employment Areas (including Industrial lands).
- Once individual tenants are identified for each lot, they will be required to undertake further detailed noise assessments depending on the proposed use and proximity to area residences. This would be part of the Site Plan Approval process administered by the Township of South Stormont.
- Federal and provincial guidelines are in place to guide rail operations, covering matters including the use of train whistles and how site noise can be effectively mitigated. For example, Transport Canada governs the use of train whistles, and the Canadian Transportation Agency oversees railway noise measurement and reporting methodology.

Traffic

- The nature of traffic used in modeling for the site is mostly related to passenger vehicles coming to and from work at the Long Sault Logistics Village.
- Truck traffic will access the site directly from the Hwy 401/County Road 35 interchange. There is no reason for trucks to drive through or into the village of Long Sault unless they are making a delivery.
- Passenger vehicles and commercial truck traffic will access the site via a new County Road bisecting the subject lands. This road would be a designated trucking route.
- The Counties can petition the Ministry of Transportation to have the new County Road designated as the Emergency Detour Route when the road is fully constructed and connected to both County Road 15 and County Road 35.
- Required improvements to the Moulinette Road/Hwy 401 interchange are currently proceeding through the Environmental Assessment and approvals process in accordance with MTO requirements. This process is being led by Morrison Hershfield. It is anticipated that a new signalized intersection will be in place as part of the development of Phase I.
- Once individual tenants are identified for each lot, they will be required to undertake further detailed assessments of potential traffic impacts depending on proposed uses and anticipated trip generation.

Land Use Compatibility

- Assessments of land use compatibility are evaluated using the Ministry of Environment, Conservation and Parks' D-Series Guidelines.
- The Ministry of the Environment Conservation and Parks have provided concurrence with respect to the project team's classification of the proposed uses on the site.
- The existing CN mainline and associated rail traffic currently separates the proposed development area from residential areas to the south.
- Under provincial policy, planned industrial areas such as the subject plan of subdivision are to be protected from encroachment by sensitive land uses such as residential uses.

- As residential development proceeds south of the CN mainline, it will be required to buffer/mitigate potential impacts from the CN mainline and future industrial uses on the subject lands.

Safety

- All buildings and facilities developed on site will be subject to the Ontario Building Code and Fire Code.
- Through the Township, local emergency services are consulted both at the subdivision stage and individual site development stage.
- The proposed industrial subdivision is being developed in accordance with the "Guidelines for New Development in Proximity to Railway Operations (2013)", as will any proposed residential developments to the south.
- No user has come forward proposing to store any hazardous materials on the site, and the site is not being marketed for such purposes. Notwithstanding this, it should be noted that CN currently transports all types of goods (including hazardous materials) on the existing rail line.
- Transportation and storage of hazardous materials is regulated by the provincial and federal governments and any individual development proposal must abide by those regulations.
- Logistics villages and other transportation hubs are regulated by a series of federal regulations designed to ensure community safety and to support effective community integration.

Please do not hesitate to contact me should you have any questions or require further information.

Sincerely,

A handwritten signature in black ink that reads "Paul Hicks". The signature is fluid and cursive, with the first name "Paul" and last name "Hicks" clearly distinguishable.

Paul Hicks, Principal | Urban Planner
Re: public Urbanism

GRADIENTWIND

ENGINEERS & SCIENTISTS

April 24, 2023

Avenue 31 Capital Inc.
801-250 City Centre
Ottawa, Ontario
K1R 6K7

Re: Comment Response Letter
Long Sault Rail Yards
Long Sault, South Stormont, Ontario
Gradient Wind File No.: 21-361-Response Letter

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 Long Sault Rail Yard and a plan of subdivision for an industrial business park located south of Highway 401 and west of Avonmore Road in Long Sault, South Stormont, Ontario (*ref. GW21-361-Stationary Noise Assessment, dated December 5, 2023*). This letter is to respond to the following comment received from the Municipality via e-mail correspondence in April 2023:

Comment: *The figures shown do not illustrate the future phases of development, nor do they address the zoning of the adjacent lands. It appears that the 50 dBA contour would impinge on lands that are zoned residential and are under pending development.*

Gradient Wind: Gradient Wind assessed only future developments which have been approved for construction at the time of the study, November 2021. These include the Fenton Farms Subdivision and the John Chase Subdivision. Should other vacant lands abutting the subject site be developed, these lands would be subject to a detailed noise assessment, due to proximity to the rail corridor, to satisfy the requirements of a draft plan of subdivision or site plan application. This would include any noise control measures (such as noise barriers) to ensure transportation noise levels are in compliance with the MECP NPC-300 noise guidelines criteria.

Should you have any questions, or wish to discuss our findings further, please call us (613) 836-0934 or contact us by e-mail at joshua.foster@gradientwind.com. In the interim, we thank you for the opportunity to be of service.

Sincerely,

Gradient Wind Engineering Inc.



Michael Lafortune, C.E.T.
Environmental Scientist



Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File #21-361-Response Letter

MEMORANDUM

TO: Jennifer Murray, P. Eng., MBA
Vice President, Land Development
Avenue 31 Capital Inc.

CC: Stephen Kapusta, Corridor Management, MTO
Peter Young, Director of Planning/Economic Development, United Counties
Benjamin De Hann, Director of Transportation, United Counties
Karl Doyle, Director of Planning, Township of South Stormont
Paul Hicks, RePublic Urbanism

FROM: Nick Crockford
Environmental Planner
Morrison Hershfield Limited

PROJECT No.: 230125700

RE: LSLV April 13, 2023, Public Meeting
EA Comments and Responses

DATE: 4/19/2023

This memo provides a summary of the comments received by Morrison Hershfield during the public meeting for the Highway 401/County Road 35 intersection Environmental Assessment. This meeting was held in conjunction with the meeting for the subdivision plan for the Long Sault Logistic Village development application. This meeting was held in the Township of South Stormont Community Centre on April 13, 2023, from 6:00pm to 8:00pm.

Attendance

- Over 50 people signed the sign in sheet, many others attended but did not sign in. Difficult to say exactly how many people attended but likely 70-80 people based on how full the room was and the turnover of people.
- There were a number of County and Township staff in attendance.
- Media was also in attendance.

Comments on the EA

- There was a lot of discussion with the public on what routes they thought trucks would take through the community. The benefit of a direct connection to the Highway 401 interchange was explained.
- People inquired about a potential new interchange at County Rd 15/Avonmore Road. Given the current interchange provides sufficient capacity for the anticipated traffic from the development, a new interchange is not warranted.
- No consensus on roundabout vs. signalization, though most agreed with the evaluation presented and thought ultimately a signal would be fine, even if they personally preferred a roundabout.
 - Proponents of the roundabout alternative noted concerns with power outages at signalized intersections causing traffic problems in the community.
- Various other comments were received about potential ramp changes, the EA process, and how the EA related to the development process.

Non-EA related Comments

- Many attendees raised concern with the current Highway 401 Emergency Detour Route (EDR) which causes a major traffic issue in Long Sault. It was explained that the EDR and accidents/closures of the 401 are not within the control of the development but people raised this issue due to the increase of truck traffic from the development needing to use the EDR during a closure would compound an existing issue.
- A lot of concerns were raised around train/truck noise, air quality, and traffic in the community.
- There were also many people that voiced support of the project.

In summary, the Open House was well attended, the community was engaged in the project and the process, and had a variety of comments and questions.

Comment sheets were provided with a deadline of April 26, 2023. Any comments received via the comment sheets will be responded to and document. Upon completion of the comment period, the recommended alternative will be finalized, and impact assessments will be completed. It is anticipated the EA will be completed in May/June.

