

PLANNING RATIONALE

REMOVAL OF HOLDING SYMBOL
& SITE PLAN CONTROL APPROVAL

LONG SAULT LOGISTICS VILLAGE - PHASE A

COUNTY ROAD 35 / COUNTY ROAD 15
SOUTH STORMONT, ON

NOVEMBER 2021



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November 2021

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1.0 INTRODUCTION

Camino LVS, has retained Re: Public Urbanism to prepare this planning rationale in support of a proposed Zoning By-law Amendment (ZBLA) and application for Site Plan Control (SPC) approval affecting six contiguous properties in the northernmost area of the Long Sault Urban Settlement Area. The purpose of these applications is to facilitate the development of the first phase of an intermodal logistics village. This project will be carried out over multiple phases taking advantage of the site's access to major rail and road transportation corridors (Highway 401 & CN Rail Mainline), proximity to the St. Lawrence Seaway, and strategic location in the Eastern Ontario.

The proposals outlined herein include:

- an amendment to the Township of South Stormont Zoning By-law No. 2011-100 to remove the holding ("H") symbol from the lands within Phase A of the proposed development; and,
- an application for Site Plan Control approval for the development of a rail yard, maintenance building, and internal access road within Phase A of the proposed development.

This rationale has been organized as follows:

- Section 2.0 provides an overview of the subject lands, including site location, notable features, current uses, and the local land use context in the immediate vicinity;
- Section 3.0 provides an overview of the development proposed as part of Phase A of the Long Sault Logistics Village, as well a description of the zoning amendment and proposal site plan;
- Section 4.0 analyses and summarizes the policy frameworks applicable to the proposal including the Provincial Policy Statement, United Counties of Stormont, Dundas, and Glengarry Official Plan, Township of South Stormont Zoning By-law;
- Section 5.0 lists the supporting application materials and studies prepared for the proposal and identified by the Township as being required to constitute a complete application;
- Section 6.0 outlines the project vision and urban design considerations that will inform the overall development the lands as the Long Sault Logistics Village is established;
- Section 7.0 provides a high-level summary of the phasing plan for the Long Sault Logistics Village, including brief details on infrastructure and development triggers at each phase;
- Section 8.0 is the conclusion and recommendations on the proposed amendment and application for site plan control.

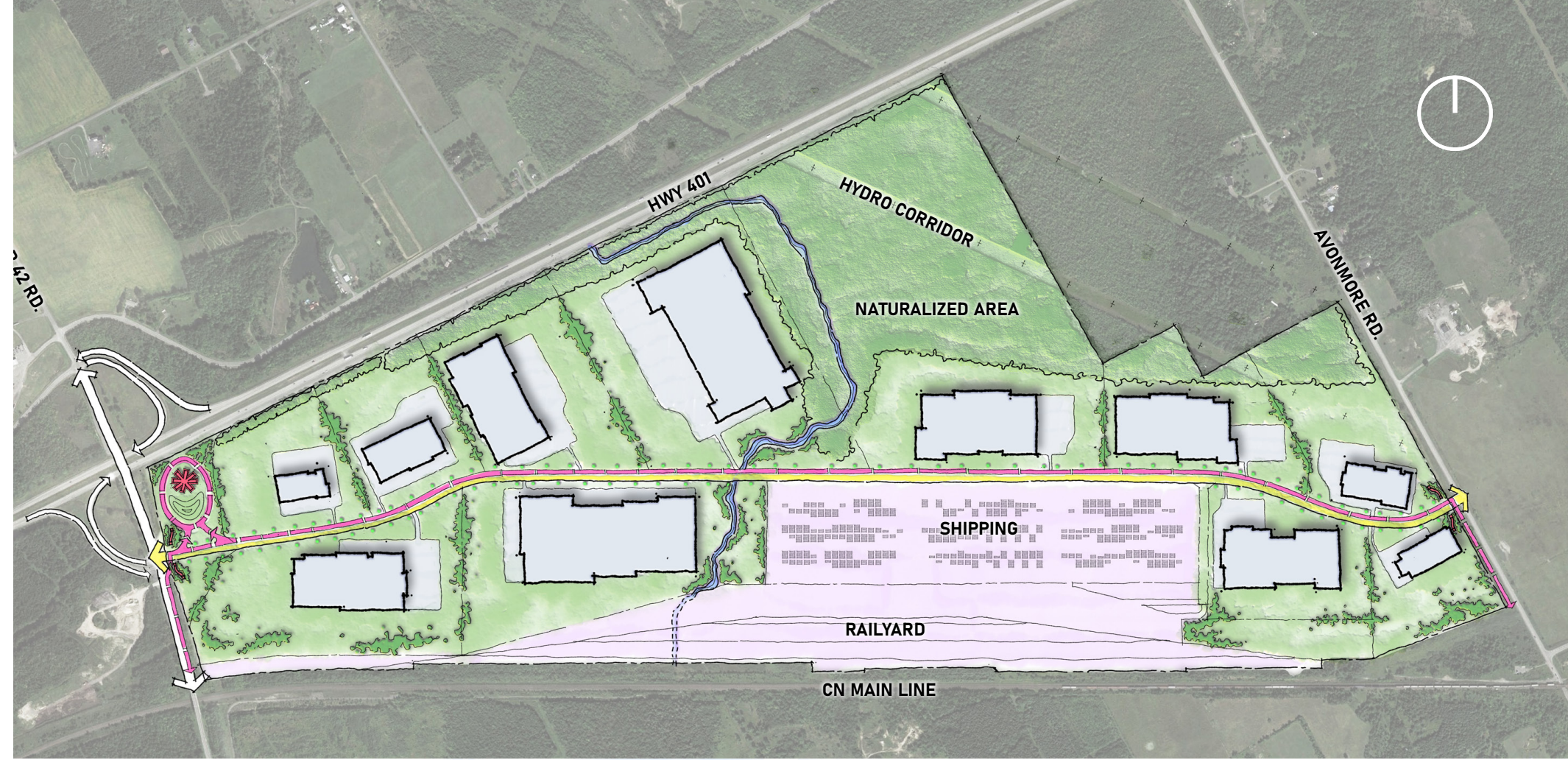
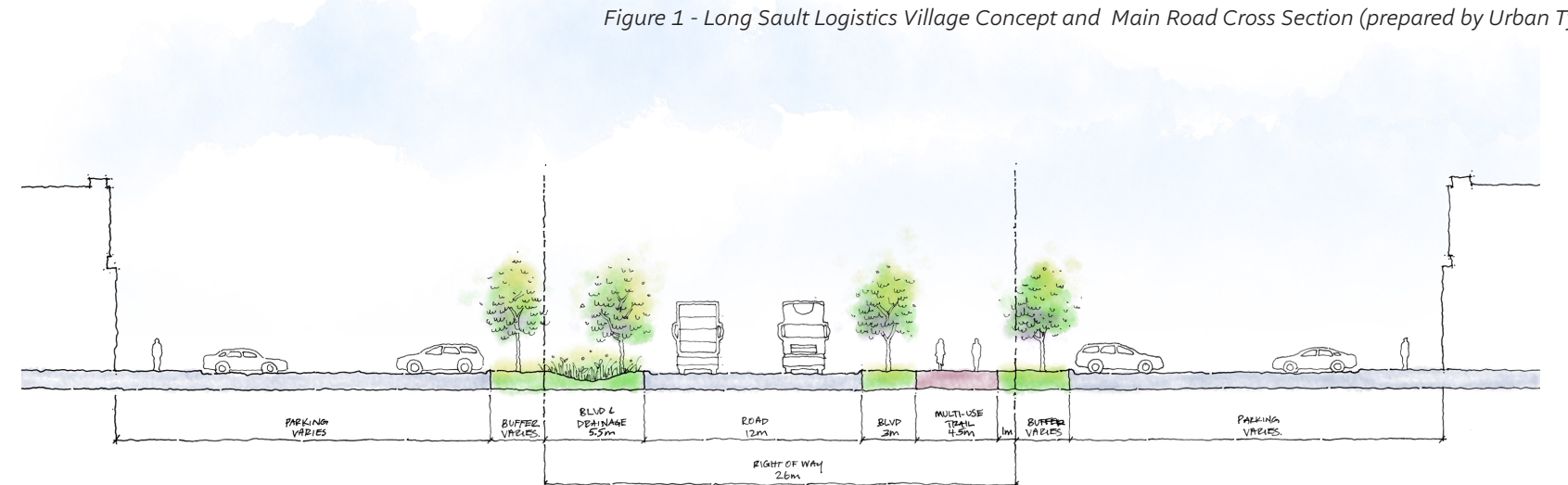


Figure 1 - Long Sault Logistics Village Concept and Main Road Cross Section (prepared by Urban Typology)



2.0 OVERVIEW OF SUBJECT LANDS & LOCAL CONTEXT

2.1 SITE LOCATION

The subject lands are situated within the Long Sault Urban Settlement Area at a strategic location along one of the busiest shipping and transportation corridors Canada. The site is bordered on the north by Highway 401; in the south by a CN Rail Mainline; in the west by County Road 35; and in the east by County Road 15. The City of Cornwall is located approximately 10 km east on Highway 401, along with an international border crossing to the United States. One-hundred and twenty-five kilometres further east is the City of Montreal. Approximately 80 km west lies the Highway 401/416 interchange, providing access to the City of Ottawa approximately 95 km north, as well as an additional border crossing to the United States.

The subject lands are an assembly of six contiguous parcels (consolidation shown in Figure 2, opposite), although the lands will be treated as a single site for the purposes of this report and the future development proposed. These parcels include (from west to east):

- Concession 5, Part of Lots 36, 37, & 38; being Parts 1 to 8 on 52R-2070;
- Lot 3 on Plan 276;
- Concession 5, South Part of Lot 34;
- Lots 1 & 2 on Plan 276;
- Concession 5, Part of Lot 32; and
- Concession 5, Part of Lot 31; being Parts 6 to 9 on 52R-5058.

2.2 SITE DETAILS

The subject lands are approximately 272 ha (671 acres), with open frontage on County Roads 15 and 35. Access is currently provided via semi-improved or “agricultural” entrances from County Roads 35 & 15.

The lands have been extensively disturbed by significant clearing of trees and earthworks in the past, and are now primarily composed of low brush and shrubs scattered throughout. The lands are transected by 3 existing drains, which act as an outlet for a wetland complex in the northeastern periphery of the site (as well as general site drainage). These drains currently divert water south and under the CN Rail Line via culverts. A number of other, smaller drains and outlets are also found throughout the site. Elevations vary, with the lowest elevations situated in both the middle and far east portions of the site, contrasted by hills between these areas.

Two infrastructure corridors also transect the subject lands, both delineated by linear areas of cleared vegetation in figure 2: the first is a twinned transmission line corridor in the northeast of the site (running southeast to northwest) operated by Hydro One Networks under an unregistered easement and the second is a smaller-scale single transmission line corridor running west to east on the northern half of the lands also maintained by Hydro One Networks.



St. Lawrence River

Figure 2 - Locational Context

2.3 CURRENT OFFICIAL PLAN DESIGNATION

The subject lands are currently designated “Special Land Use Area” and “ Special Land Use District” on Schedules SLA4b & A4a of the Stormont, Dundas, and Glengarry (SDG) Official Plan, as shown in Figure 3. This Official Plan (OP) is the only applicable Plan in the Township. 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 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.
2. The Township will include a Holding provision in the implementing Zoning By-law, which will include provisions to be considered by Township Council when the Holding Symbol will be removed.
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 extension, through a Planning Act process, to ensure that these services shall be extended to the lands to support the future development.
4. That the Township will not remove the Holding symbol until a development proposal is received by the Township.
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.
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.

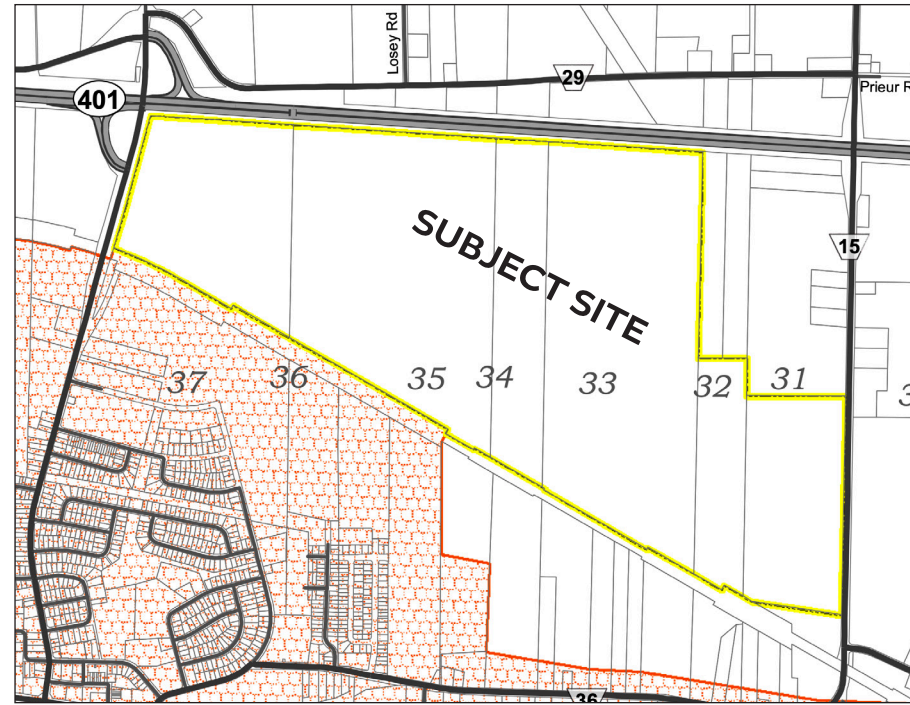


Figure 3 - United Counties of SDG Official Plan : Schedule SLA4b

The Official Plan also notes that the lands fall within the Ministry of Transportation's (MTO) Permit Control Area and that, due to the limited frontage on County Road 35, the MTO requires that an Interchange Highway Access Management Plan be completed as part of a development application.

The proposed development (namely the proposed railyard) under this submission is considered an industrial use, and is permitted under the current OP designation.

2.4 CURRENT ZONING DESIGNATION

The subject lands are currently zoned “Heavy Industrial - holding (MH-h) Zone” under the Township's Zoning By-law (ZBL) No. 2011-100, as shown in Figure 4. Section 7.3 of the ZBL establishes the permitted uses and provisions applicable to the uses in the MH Zone, which include:

- Bakery
- Cannabis Production and Processing
- Class II & III Industries (as defined by the MECP D-Series Guidelines)
- Transportation Terminal
- Warehouse
- Accessory uses such as a cafeteria or office

The proposed development under this submission is considered a heavy industrial use, which is permitted under the current zoning.

Holding symbols are typically added to zones to prohibit the development of certain lands until such a time as the policies of the OP, provisions of the ZBL, and/or any other development-related conditions are satisfied. At which time, it may be removed via amendment under Section 36 of the Planning Act. To that end, Section 7.3(e) of the ZBL states that the holding (-h) symbol applied to the subject lands is intended to ensure that development does not occur until such a time as municipal services are available.

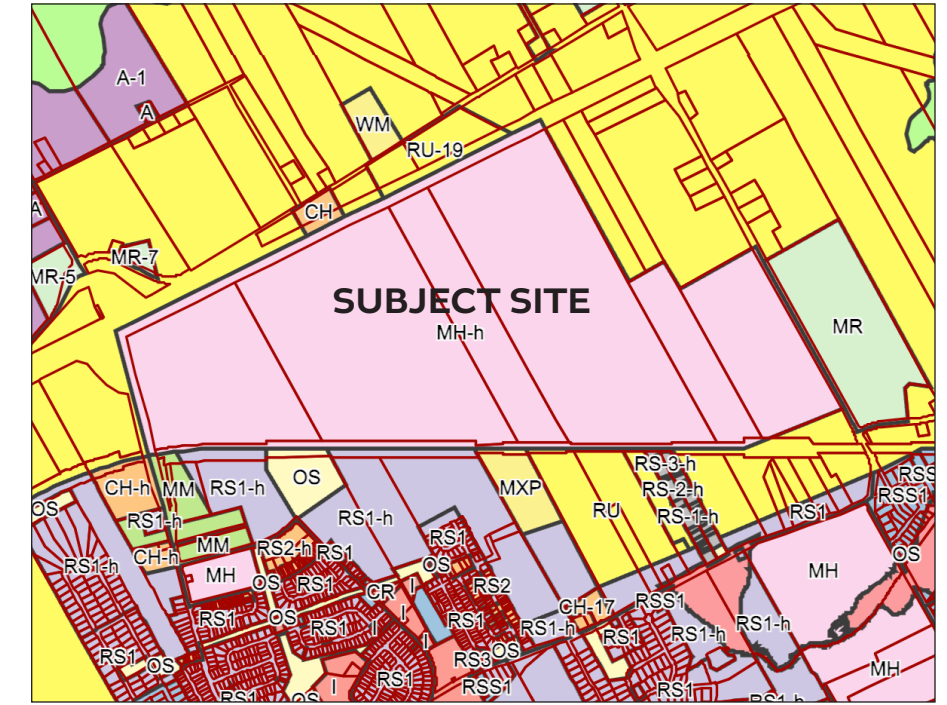


Figure 4 - Township of South Stormont Zoning By-law Designations

2.5 SURROUNDING LAND USE CONTEXT

Surrounding lands were examined to provide an understanding of the local land use context of the area. The findings of this investigation are provided in Figure 5 and the table below.

NORTH	<ul style="list-style-type: none"> • Highway 401 right of way, which acts as a physical barrier and buffer between the site and lands to the north • Mix of rural farmland and rural strip development along the County Road 15 (Avonmore Road) & County Road 29, North of Highway 401 • Heavily forested areas immediately northeast of the subject lands, which contain hydro transmission corridors and limited rural residential development closer to County Road 15 (Avonmore Road)
EAST	<ul style="list-style-type: none"> • County Road 15 (Avonmore Road) • Lands designated for Rural Industrial - existing rural industrial trucking/contracting operation located on lands immediately east of the subject site on County Road 15 (Avonmore Road) • Mix of Rural farmland and strip development on east side of County Road 15 (Avonmore Road) and further along County Road 36 (Post Road) • Union Gas and pipeline corridor which crosses County Road 15 (Avonmore) and south under the CN main line
SOUTH	<ul style="list-style-type: none"> • CN Kingston Subdivision Main Line, which acts as a physical barrier and buffer between the site and remainder of the settlement area • South of the west-half of the subject lands is a mix of current, developing, and future residential growth areas. There is a notable industrial area fronting on County Road 35 (Moulinette Road) south of the Railway. • South of the east-half of the subject lands is a former aggregate pit, as well as a mix of low-density rural-residential properties fronting on County Road 36 (Post Road). Exception to this low-density development is a recently approved plan of subdivision further east on County Road 36 (Post Road). • Further south of County Road 36 (Post Road) is a heavy industrial employment area, home to a handful of manufacturing/shipping businesses
WEST	<ul style="list-style-type: none"> • County Road 35 (Moulinette Road) & Highway 401 interchange • Active aggregate operation located on west side of County Road 35 • Undeveloped, forested, rural lands



Figure 5 - Surrounding Land Use Context

3.0 PROPOSAL

3.1 PROJECT DESCRIPTION

The overall intention for the subject lands is to establish an intermodal logistics village, seeking to take advantage of the site's access to major rail and road transportation corridors (Highway 401 & CN Rail) as well as proximity to the nearby St. Lawrence Seaway. The full buildout of the site will be achieved through a phased-approach to development. At this time, only Phase A is proposed to be developed (area of development outlined on Figure 6). Further information on subsequent phases is provided in Section 7.0 of this report.

The main focus of Phase A is the construction of a rail yard and connections to the existing CN Kingston Subdivision Main Line. An internal driveway will be constructed to access the rail yard, which will be upgraded as part of future phases to serve as a "spine" road through the site. This phase will also involve site preparation and planning for future phases, including establishing preliminary plans for grading, stormwater management, and servicing works. A 897 square metre (9,652 square foot) maintenance/office building is also proposed immediately east of the rail yard (detailed on Figure 8, following page), which will allow for repairs, servicing, and shelter of cars and engines. The internal office will accommodate administrative activities and site staff. The mean height of the building is 8.8 metres (29 feet). An additional building is also planned as part of Phase A as an office expansion, should the need arise for more space in the future - while the general location of the building is shown on the site plan, specific details on the dimensions of the building have not yet been finalized.

The rail yard will consist of 15 individual rail sections or "shunting tracks", allowing for parking, rearrangement, storage, and loading/unloading of train cars. The design of the rail yard, as well as connection to the CN Main Line is currently being coordinated with CN Rail. It is anticipated that the eastern spur line connecting the main line to the rail yard will split east of the County Road 15/CN Rail crossing, with the western spur line splitting near the County Road 35 overpass. The paved area immediately north of the rail yard will act as a parking, staging, and storage area for freight.

Activities within Phase A will consist of rail car storage and light transloading (rail to truck / truck to rail) of goods. Materials and equipment are also likely to be stored intermittently within the area north of the shunting tracks. The maintenance/office building will house railyard locomotives and other equipment to be used/maintained on the site. The railyard hours of operation are planned to be 6:00 AM to 6:00 PM for the first year, with the goal of accommodating a 24-hour operation in the future. The number of onsite employees per shift is anticipated to range from 8-10. The internal roadway serving the rail yard will also serve as an access to the building and office area, which will include parking for 27 vehicles (including 1 barrier free space).

For Phase A, the internal driveway proposed from County Road 15 (Avonmore Road) will remain private but will be designed to a minimum municipal standard to allow for an appropriate transition to a public roadway in the future as the site develops. The internal driveway will be gravel surfaced in the interim; however, the staging/storage yard north of the rail yard and the parking area around the maintenance/office building will be paved with asphalt.

An individual on-site water/wastewater system is proposed to serve the development at this time. As phasing progresses, the long-term servicing options for the site - whether it be full municipal services, partial services, or private on-site services - will be explored further and coordinated with the requirements of the Township of South Stormont to ensure the development adheres to the minimum requirements of the Provincial Policy Statement (PPS) and the SDG Official Plan. Further information on servicing is provided in the functional servicing report prepared in support of the submission.

Grading and stormwater works will be required in order to facilitate the development of the rail yard, and the project's engineering team has been working with the Township and Conservation Authority to ensure all minimum standards are adhered to. It is anticipated that a realignment of the natural drainage courses through the middle of the site will be necessary in order to accommodate the proposed development. In consultation with the Department of Fisheries and Oceans (DFO), three of the watercourses on the property are considered fish habitat. Given the Phase A grading and drainage designs propose alterations to these watercourses, a permit for alteration has been submitted to the Raisin Region Conservation Authority (RRCA), and further approvals are pending from the DFO. The project team is developing comprehensive grading and stormwater plans to ensure future development is considered in the early stages of the project. Further information on grading and stormwater works are provided in Section 5.0.

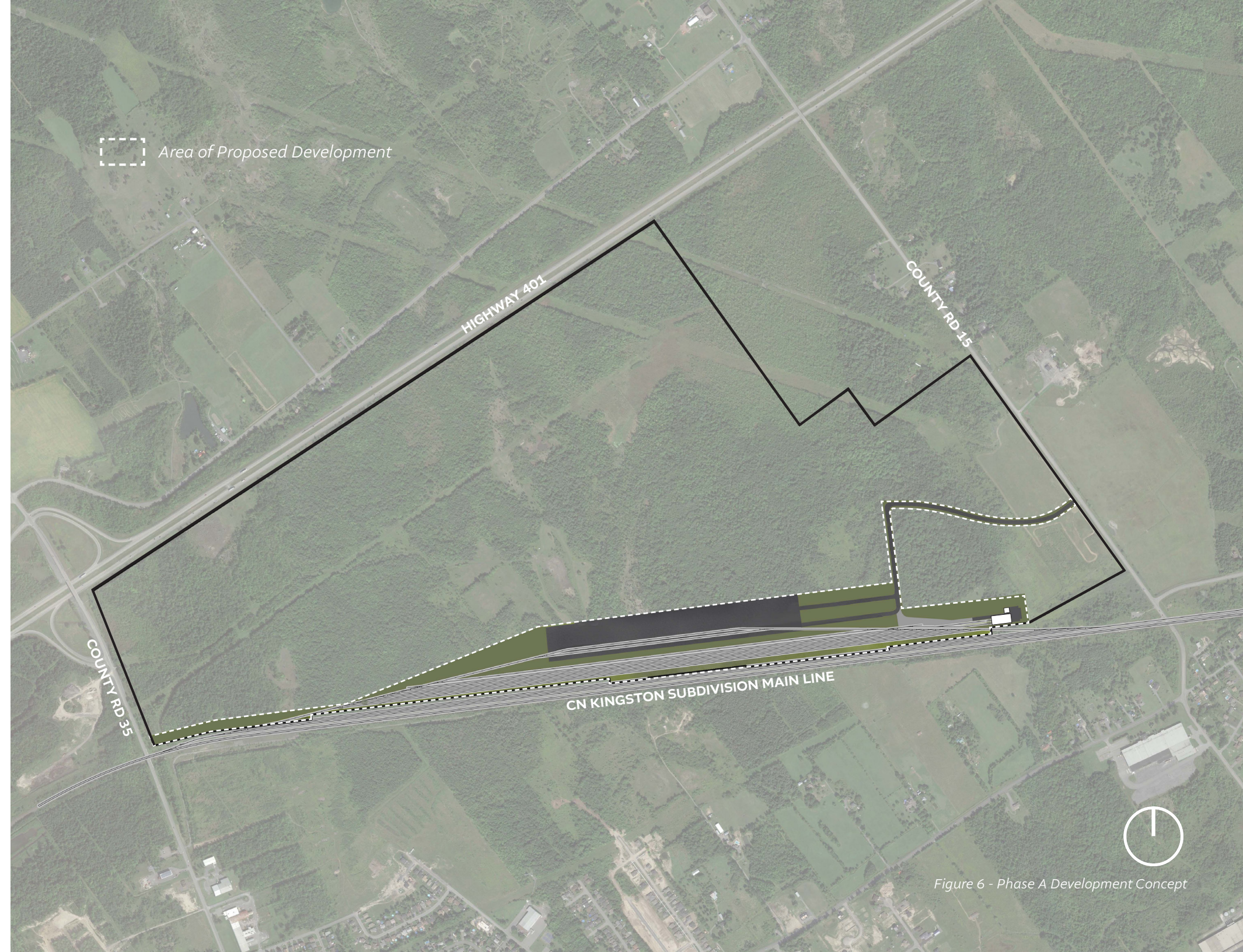


Figure 6 - Phase A Development Concept

3.2 LIFTING OF HOLDING SYMBOL

The purpose of the proposed amendment to the Zoning By-law is to remove the holding (“H”) symbol from Phase A of the proposed development, identified in Figure 7 (right). The removal of the holding symbol will allow for the development of the rail yard, internal road, and maintenance/office buildings on the Phase A lands, and lay the foundation for the remainder of the park to be built out in future phases.

The removal of the holding symbol is contingent on satisfying the conditions in Section 9.3.2 of the Official Plan (described in Section 2.3 of this report) and Section 7.3(e) of the Zoning By-law, which are largely associated with ensuring the site is/can be appropriately serviced. As part of this Phase, the project team is seeking a removal of the holding symbol only from the Phase A area, which does not involve any significant building construction, and which is intended to be served by individual on-site systems for water and sewer.

3.3 SITE PLAN CONTROL APPROVAL

Site plan approval is required to facilitate the proposed development under the Township’s Site Plan Control By-law. As such, a site plan control application has been prepared and submitted, along with the required drawings, technical information, and studies (this rationale forming part of that submission). Figure 8 (opposite) provides context to the description of the proposed development in Section 3.1. A review of the proposed development against the zoning provisions of Section 7.3 (Heavy Industrial Zone) of the Zoning By-law is provided in Section 4.3 of this report. Details on conformity with other applicable policy and regulation are also provided in Section 4.0.

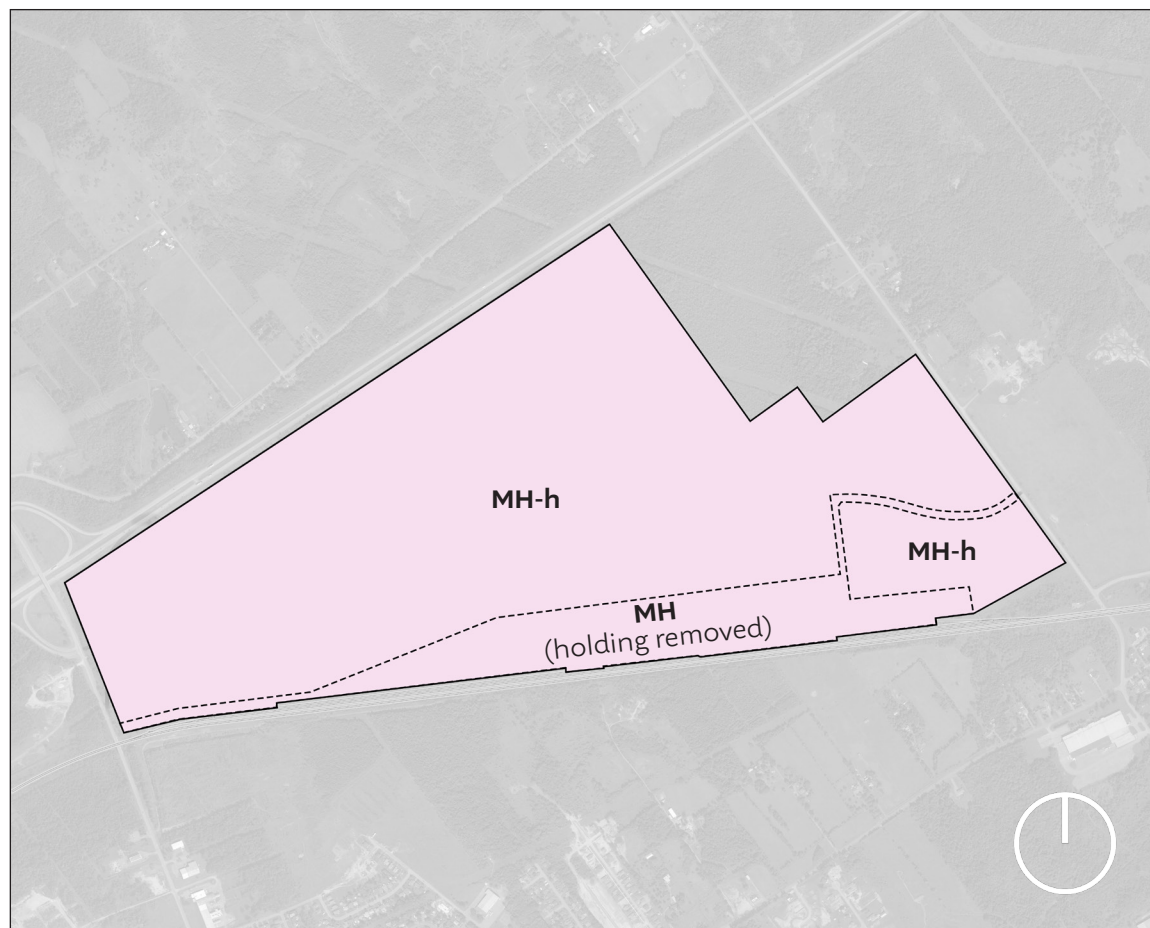


Figure 7 - Area affected by proposed holding lift

Development Standards		
i) Development on private services		
	Required	Provided
Lot Area (minimum)	1 ha (2.5 acres)	271.6 ha
Lot Frontage (minimum)	60 m (96.85 ft.)	(City 15) 824 m (City 35) 523 m (401) 2,100 m
Yard Requirements (minimum)		
Front	12 m (39.37 ft.)	378 m
Rear	12 m (39.37 ft.)	2656 m
Exterior Side	12 m (39.37 ft.)	1625 m
Interior Side	7.5 m (24.61 ft.)	10.9 m
Building Height (maximum)	30 m (98.43 ft.)	8.8 m (mean)
Accessory Building	12 m (39.37 ft.)	0
Lot Coverage (maximum)	20%	-0.5%
Parking Requirements (spaces)	1 per 80 s.m. GFA (11 Spaces)	27 Spaces (1 BF Incl.)
Parking Space Dimensions: 6.1 m (L) x 3.1 m (W) Parking Aisle Width: 9.2 m (W)		



SITE PLAN LEGEND	
-----	PROPOSED RAIL YARD
-----	PROPOSED BUILDINGS
-----	PROPOSED PARKING
-----	FROM 401 RAIL LINE

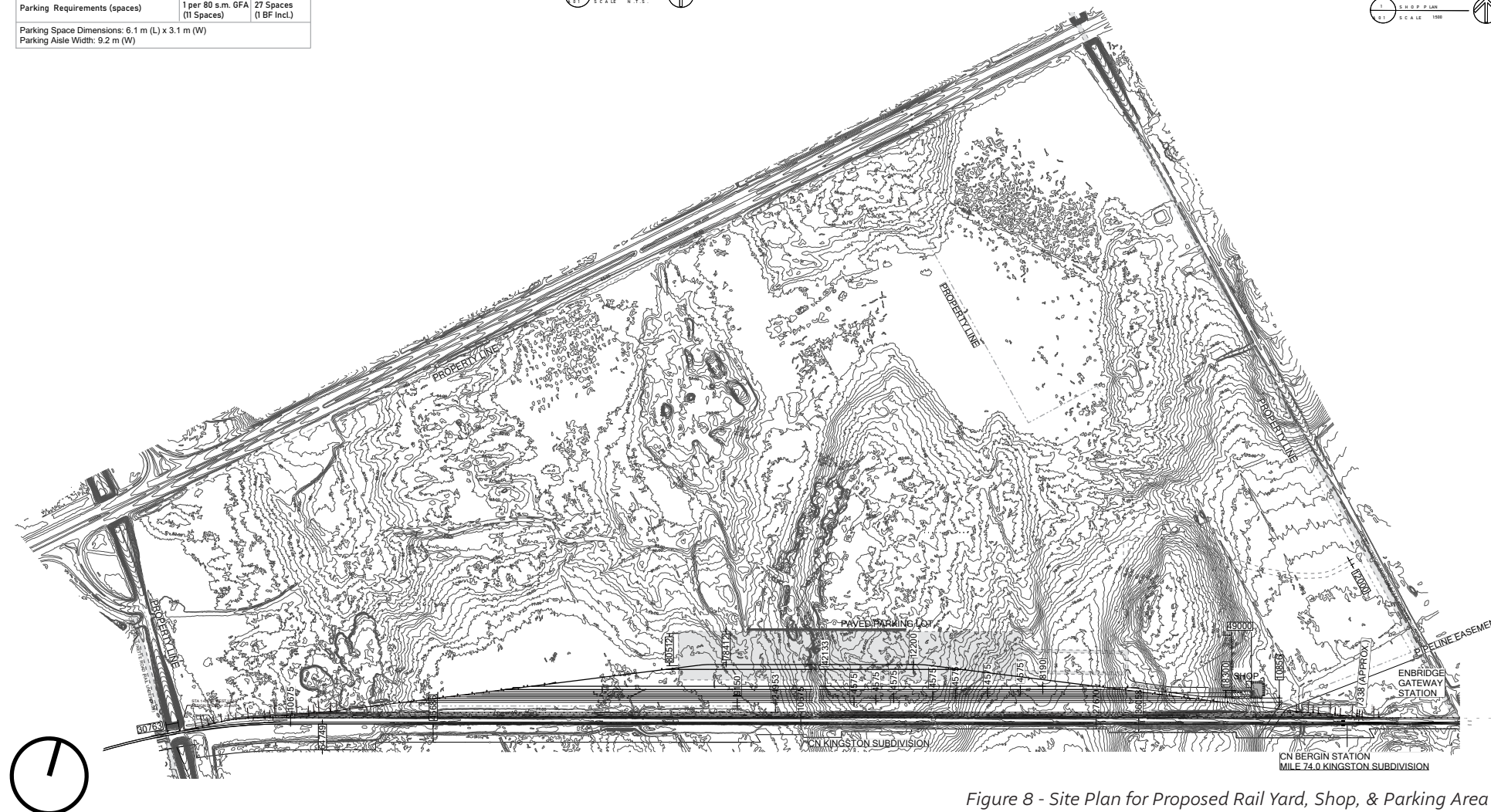
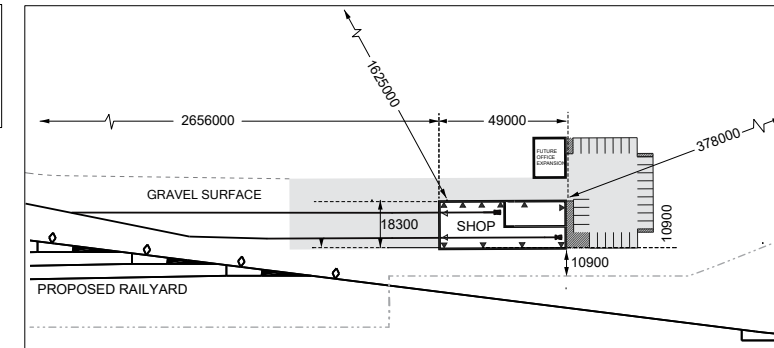


Figure 8 - Site Plan for Proposed Rail Yard, Shop, & Parking Area

4.0 POLICY FRAMEWORK & RATIONALE

This section contains an analysis of all relevant policies, regulations, and guidelines applicable to the subject lands and the proposed development. *Italicized text* summarizes the relevant planning directive, followed by an analysis and rationalization of the directive in plain text.

4.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) is the Province's policy statement on land use planning and Section 3 of the Planning Act requires that decisions affecting planning matters 'be consistent' with policy statements issued under the Act. The purpose of the PPS is to promote more effective and efficient approaches to land use planning that protect resources of provincial interest, public health and safety, and the quality of the natural and built environment, in order to help build resilient and sustainable communities across the province.

Section 1.1.1(b) states that healthy, livable and safe communities are sustained in part by:

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; and,*
- *accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs*

The proposed development will establish a strategic employment area in Eastern Ontario, situated directly adjacent to a 400-series highway interchange and future build-out of the site will help establish and support job growth in the Township and broaden the mix of uses in the Long Sault Settlement Area providing a diverse range of employment options for the broader region. Specifically, the proposal would provide an opportunity for larger freight and logistics users to establish along a main provincial artery with inter-provincial and international connections.

Section 1.1.3.1 states that Settlement areas shall be the focus of growth and development, and that land use patterns in these areas shall be based on densities and a mix of land uses which, among other aspects, are freight-supportive.

The Long Sault Settlement Area is defined within the SDG Official Plan, and is the primary growth centre in the Township of South Stormont. The development proposal seeks to build out a significant area for employment purposes. The development will complement and offset the considerable rates of residential growth, at a location that has excellent access to a 400-series highway, 2 County Roads, and an existing main line rail corridor, all of which are supportive of the freight-based functions and land uses proposed.

Section 1.2.6.1 states that 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 is considered a "Major Facility" by the PPS. The physical separation of the site by the CN Main Line (along the south boundary) from the remainder of the Long Sault Settlement Area (as well as the Highway 401 to the north) allows for an adequate separation distance from incompatible development. Furthermore, the lack of any significant development within proximity of the lands, combined with the size of the site, will allow for the rail yard and ancillary/employment uses to be developed with minimal anticipated impacts. Accordingly, the Ministry of Environment, Conservation and Parks (MECP) D-Series Guidelines were referenced in the preparation of this rationale, as well as a noise and vibration study, in order to ensure that potential adverse impacts as a result of the proposed development are considered and appropriately addressed.

Section 1.3.1(a)(b) states that Planning authorities shall promote economic development and competitiveness in part by:

- *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs*
- *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*

The proposed development presents an opportunity for the Township to significantly improve its employment options and economic competitiveness in the region. The site's strategic location adjacent to a major 400-series highway, as well as proposed connection to a CN Rail main line, will result in a highly appealing location for potential employers to establish themselves - particularly those industrial users requiring larger sites and easy highway access, given the limited opportunities in the Region. With the continued growth in the Township and Long Sault, and increasing importance of the logistics sector in today's economy, this proposal allows the Township to support an increasingly diversified economic base that takes into account the needs of businesses and job-seekers.

Sections 1.3.2.6 states that planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations, and that major goods movement facilities and corridors shall be protected for the long term, and that freight-supportive approaches should be used in

the development of lands within or adjacent to these facilities or corridors.

Both Highway 401 and the CN Rail main line are classified as "Major Goods Movement Corridors" in the PPS, and the proposed development (as well as future prospective uses on the site) would constitute a "Major Goods Movement Facility". The Township and United Counties have already acknowledged and recognized the strategic importance of the subject lands through land use changes to protect the lands for employment uses. This proposal is aligned with the intended heavy industrial user-base of the lands, and planned function of the area as an employment hub, particularly for larger-scale freight and goods movement industries.

Section 1.6.6 establishes the provincial policies respecting sewage, water, and wastewater servicing arrangements for development. This section further establishes the following servicing hierarchy, in order of preference: municipal; private communal; individual on-site; wherein selection criteria is based on whether the most preferred service arrangement is available, planned, or feasible. Section 1.6.6.4 states that where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

The subject site is located within the Long Sault Urban Settlement Area; however, it is located outside of the Urban Service Limits (i.e. there are no available connections to water or sewer at the time of writing). One of the main conditions associated with the holding symbol currently applied to the lands is the Township's requirement for the provision of municipal water and sewer service extension, through a Planning Act process (i.e. site plan approval, zoning amendment), to ensure that these services shall be extended to the lands to support the future development. While it is the intent of the proponent to develop the entirety of the lands, this will be carried out over a number of phases. Therefore, in consultation with the Township, the proponent is proposing to establish private individual onsite services as part of Phase A, with the intention of preparing a more comprehensive servicing plan/ options report as part of future phases. This may include a range of options from full municipal servicing, to partial servicing, to private onsite. A Functional Servicing Report has been prepared in support of the proposed development which examines potential servicing options for Phase A and subsequent phases.

As detailed in Section 4.2 of this report, Section 4.3.3.6 of the SDG Official Plan states where industrial or commercial uses are proposed, individual on-site water supply and sewage disposal systems may be used where appropriate to serve the development and where approval from the Principal Authority under Section 8

of the Building Code has been obtained. If a system greater than 10,000 litres/day is required, the Ministry of Environment and Climate Change is the approval authority under the Ontario Water Resources Act.

Section 1.6.6.7 states that planning for stormwater management shall: be integrated with planning for sewage and water services; minimize/prevent increases in contaminant loads; minimize erosion and changes in water balance; mitigate risks to human health, safety, property and the environment; maximize the extent and function of vegetative and previous surfaces; and, promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

Stormwater runoff currently flows uncontrolled from the northeast to the south of the property. The property is composed of previous natural ground-cover, in developing Phase A, impervious areas will be introduced on the property. The impervious area, along with Township/Raisin Region Conservation Authority design requirements, will require the site to implement a stormwater quantity and quality management system. As such, a stormwater management plan has been prepared in support of the proposed development, which takes into account future phases of site development to ensure a coordinated approach. Generally speaking, stormwater management on the site will take advantage of the existing drains and watercourses traversing the lands, and will utilize a combination of an on site detention areas, quality treatment units, best management practices and low impact development principles to ensure the proposed development will meet the Township's stormwater quantity and quality requirements. Stormwater management for the site will be further developed and refined as part of the site plan control process for future development on the site, will meet the minimum requirements of the Township of South Stormont and Raisin Region Conservation Authority, and achieve a high level of conformity with section 1.6.6.7 of the PPS.

Section 1.6.6 states that efficient use should be made of existing and planned infrastructure, and that as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

In addition to the Highway 401 and CN Main Line corridor infrastructure, there are also two County Roads servicing the site (35 & 15). The proposed development of Phase A will allow for interconnectivity with other regions of the province via the rail line, and the future buildout of the site will seek to take full advantage of connections to Highway 401, allowing for intermodal connections and opportunities.

Section 1.6.8.2 and 1.6.8.3 states that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with,

and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The intended users for the site are logistics and logistics-related, and require higher order road access and close proximity access to provincial highways. The proposal is compatible with and supportive of the long-term purposes of the Highway 401 and CN Main Line corridors as important regional / inter-provincial economic arteries. A master planned approach to the development will ensure that negative impacts on the 401 and rail corridors will be mitigated against.

Sections 1.7.1(a)(g) states that Long-term economic prosperity should be supported in part by promoting opportunities for economic development and community investment-readiness., as well as providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.

As the first Phase of a multi-phase park on the subject lands, the rail yard intends to establish the foundation upon which other employment/industrial uses will develop on the site. As the site develops, the access to a main rail line and major highway corridor will be highly desirable to prospective users/industries, particularly those affiliated with logistics and freight/goods movement.

Section 1.8.1(d) states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities.

The subject site is situated near an existing 400-series highway interchange, rail main line, and is well-served by the existing local arterial road network. As the site develops, improvements will be made to the efficiency of the transportation network and access to these corridors, thereby reducing the higher fuel consumption rates and emissions associated with urban travel for larger vehicles. Further sustainable site/building design is planned to be incorporated into the overall development of the site.

Sections 2.1 and 2.2 establish policies respecting the protection of Natural Heritage features and water.

Bowfin Environmental Consulting Inc. (Bowfin) was retained by Camino LVS to provide an investigation and evaluation into the natural heritage features that would be protected under the Planning Act, Endangered Species Act, Fish and Wildlife Conservation Act, Species at Risk Act, and Fisheries Act. A headwater drainage feature report was also prepared by Bowfin. As part of the existing conditions analysis

carried out, no Provincially Significant Wetlands (PSWs), significant valleyland, significant wildlife habitat, or Areas of Natural or Scientific Interest (ANSI) were identified on or within 120 metres of the subject lands. Notwithstanding this, no major concerns have been identified. Features identified as present and requiring further investigation through an Environmental Impact Study (EIS) were Endangered and Threatened species/habitats, Unevaluated wetlands (including coastal), Woodlands, and Fish habitat. Further detail is provided in the existing conditions report and EIS prepared as part of this submission and referenced in Section 5.0 of this report.

Section 2.6 requires that planning authorities conserve and protect cultural heritage resources including archaeological resources.

Paterson Group was retained to undertake a Stage I Archaeological Assessment of the subject lands in order to ensure any cultural heritage resources present on the lands were appropriately investigated and addressed. The assessment included a review of the updated provincial archaeological site databases, a review of relevant environmental, historical and archaeological literature, and primary historical research. The results of this assessment concluded that the study area has both pre-contact Indigenous as well as historical Euro-Canadian archaeological potential, including factors such as known 19th-century historical settlement in the immediate area, proximity of historical road networks, water sources, and well-draining soils. Additionally, the study noted that there are registered Euro-Canadian and Indigenous archaeological sites in proximity to the study area. Accordingly a Stage II archaeological assessment was subsequently recommended and undertaken by Camino. Further detail is provided in the assessment prepared as part of this submission and referenced in Section 5.0 of this report.

Section 3.2 establishes policies to reduce the potential for public cost or risk to residents from human-made hazards

Phase I Environmental Site Assessment (ESA) was carried out by Paterson Group Inc. The purpose of the Phase I ESA was to research the past and current use of the site and study area and identify any environmental concerns with the potential to have impacted the subject property. Based on the results of the assessment, a Phase II ESA was not required for the subject lands. Further detail is provided in the Phase I ESA prepared as part of this submission and referenced in Section 5.0 of this report.

4.2 UNITED COUNTIES OF SDG OFFICIAL PLAN (2018)

As outlined in Section 2.3 of this report, the subject lands are currently designated “Special Land Use Area” and “ Special Land Use District” on Schedules SLA4b & A4a of the United Counties of SDG Official Plan (OP), as shown in Figure 3. 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 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.*

In our opinion, the proposed Rail Yard is considered a Class II industrial facility as defined in the MECP D-Series Guidelines. The ultimate build out of the site will establish a range of class II industrial facilities involving but not limited to, logistics, freight, and warehousing. The proposed uses of the lands are permitted under the current OP designation.

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.*
2. *The Township will include a Holding provision in the implementing Zoning By-law, which will include provisions to be considered by Township Council when the Holding Symbol will be removed.*
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 extension, through a Planning Act process, to ensure that these services shall be extended to the lands to support the future development.*
4. *That the Township will not remove the Holding symbol until a development proposal is received by the Township.*
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.*
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 Glengary.*

With respect to the proposed lift of the holding symbol and development of a rail yard under Phase A, Policies 3, 4, and 5 apply. Crozier Consulting Engineers was retained to provide civil engineering services related to civil servicing. Crozier has prepared a Preliminary Civil Servicing Strategy for the lands, which includes an

overview of proposed water/sanitary servicing arrangements and considerations for full build-out. Following a preliminary investigation, it was concluded that the subject property can be serviced via connections to the existing municipal water and sanitary infrastructure to meet the objective of the regulatory agencies. However, due to the reserve capacity limitations of the Wastewater Treatment Plant and the Water Treatment Plant, infrastructure improvements will be required to support the entirety of the proposed development. In order to guide future development of the property in a coordinated manner, a Master Stormwater Management and Servicing Plan for the subject property is being developed. Further information on the proposed servicing arrangements is provided in Section 5.0.

Considering the nature of development associated with Phase A and general absence of buildings and infrastructure other than rail lines (except for one building for office space, repairs, and maintenance activities), the use of private individual on-site services is being considered. This is on the understanding that, as part of future phases, upgrades and municipal servicing connections may be required as necessary to serve the lands. Final servicing arrangements and agreements will be coordinated with the Township of South Stormont.

Further to Section 9.3.2, Policy 8.12.7.2 outlines the general conditions required to be satisfied for the removal of a holding symbol. This policy states that the holding “H” may be removed by by-law when the [circumstances outlined in Policy 9.3.2] have been satisfied and the following conditions, where applicable, are met:

1. *Approval of servicing the site /area is given or servicing of adequate standards is provided on the site;*
2. *A proposal is submitted for a site that conforms to the policies of the Official Plan;*
3. *A phasing plan is submitted;*
4. *Architectural or design drawings and studies, where applicable, are submitted showing the required features; and,*
5. *Financial securities have been submitted (e.g. bond or letter of credit).*

As detailed above, overall servicing for the full buildout of the site will be continuously coordinated with Township staff, but that one of the interim servicing arrangements for Phase A would be individual on-site servicing. This is supported by the OP, where the Township is satisfied, and would fulfill the requirements for condition 1 above. As described in this Section, the proposed development of Phase A is in conformity with the OP as it constitutes an employment use specifically identified in the Special Land Use District applicable to the site, thereby satisfying condition 2. In accordance with Condition 3, a phasing plan has been prepared as part of this rationale, and will guide the overall Master Stormwater and Servicing Plan for the subject lands to ensure development at an appropriate pace and scale aligned with available infrastructure and demand. Conditions 4 & 5 will be satisfied through the

normal procedures of the Site Plan Control process administered by the Township.

Section 3.2.1.6 states that development shall be directed first and foremost to lands within the designated Urban Service Limits as illustrated on the Land Use Schedules for Urban Settlement Areas. Development, other than infill on existing lots of record, may be permitted under limited and/or temporary circumstances beyond the Urban Service Limits in accordance with Sections 4.3.5 and 4.3.6.

While the Urban Service Limits are not delineated on the OP Schedules covering the Long Sault Urban Settlement Area. While it is understood that no servicing allocations have been made to the subject lands extensions of servicing infrastructure will eventually be required, bringing the lands within conformity with Policy 3.2.1.6.

The size of the subject lands are more than appropriate to accommodate the proposed rail yard and future build-out of the lands for larger-scale employment/ industrial users. As the site has been master-planned for development in multiple phases, matters respecting setbacks, separation distances, natural heritage feature buffers have been considered to ensure all development complies with minimum requirements.

The servicing needs of the site, as well as the capacity for existing municipal systems was considered as part of the development of the overall functional servicing report in support of the proposal (see Section 5.0). There are no concerns with respect to the feasible serviceability of Phase A and future development - this will be further confirmed as part of the subsequent development of future phases.

The subject lands maintain significant frontages on County Road 35 (Moulinette Road) to the west, and County Road 15 (Avonmore Road) to the east. Considering the sheer scale of the site, internal roadway planning has been incorporated into the master plan of the site, which will be transferred to the appropriate road authority as part of future phases/subdivision of the lands.

With respect to measures for landscaping, buffering, screening, and land use compatibility, the location of the site and proposed rail yard would allow for considerable separation from incompatible development south of the rail line. The size of the site allows for significant separation from the main County Roads at the west and east extents of the lands, and the existing CN main line at the south is situated at a considerably higher grade than the proposed location of the rail yard, allowing for physical buffering (in addition to considerable tree cover). Further information on compatibility is provided in Sections 4.5 & 4.6.

Section 3.5.1.5 of the OP states that municipalities shall have regard for the recommended separation distances and/or influence areas as set out by the Ministry of the Environment and Climate Change (MOECC) for Class I, II and III industries.

The projected influence area and impacts on incompatible users applicable to the proposed rail yard were investigated in accordance with the Ministry of Environment Conservation and Parks (MECP) D-Series Guidelines. While no significant concerns have been identified through this analysis at this time, it is noted that future impact assessments and/or mitigation measures will likely be necessary to consider further residential intensification immediately south of the rail line. Further information on compatibility is provided in Section 4.5. It is important to note that the subject lands have already been identified by the United Counties of SDG and Township of South Stormont for heavy industrial employment uses.

Section 3.5.2 of the OP outlines the planning guidelines to be used by local municipalities in reviewing development applications. As it relates to this proposed development, Section 3.5.2.4 states that industries should be located to take advantage of existing or planned infrastructure or transportation services (air, rail, water, and road), and locations shall be avoided which create land use conflicts.

The proposed site of development is seeking to take advantage of the existing CN main line, Highway 401, and robust county road system, all of which offer efficient and appropriate methods of travel for freight and logistics, while at the same time acting as physical barriers or separations between the site and surrounding land uses. It is in the opinion of the project team that the subject lands embody the intent of this policy for industry location.

Section 4.3.3 outlines the policies applicable to servicing and reiterates the servicing hierarchy outlined in the PPS. This section states that full water and sewage disposal services are the preferred servicing for urban settlement development. However, individual on-site water supply and sewage disposal systems may be used if the site is suitable for the long-term provision of such services with no negative impacts.

In coordination with the preliminary servicing strategy prepared by Crozier, the intent for the full build out of the site is municipal servicing. However, as part of Phase A, individual on-site water/sewage are currently being considered, given the lack of demand for water and sewer associated with this phase. All servicing options - full municipal, partial, and private on-site servicing - will be reviewed for the full-build-out of the site as part of the Functional Serviceability Report and as part of future phases of development.

Section 4.3.3.4 supports this proposed arrangement, stating that *“Development outside the Service Limits shall only be permitted in compliance with Section 4.3.3. Such development shall be connected to municipal services when made available, provided capacity is available to service the development”*. All servicing will be coordinated with the Township to ensure the policies of the OP and servicing requirements are satisfied in relation to the holding removal.

Section 4.3.4 outlines the policies related to stormwater management, which are generally aligned with those in the PPS. A stormwater management plan is required as part of the proposed development.

All stormwater management must comply with the policies and standards of the Township, Raisin Region Conservation Authority (RRCA), and Ministry of Environment, Conservation, and Parks (MECP), as applicable. Stormwater management was included as part of Crozier’s Preliminary Civil Servicing Strategy, which is further outlined in Section 5.0. Stormwater management planning for the site will achieve a high level of conformity with minimum applicable requirements.

Section 4.3.6 outlines the policies related to transportation and related infrastructure. Of note to this development, this section states that “access to provincial highways is restricted and development shall only be permitted with applicable approvals. Subject to MTO approval”.

There are existing entrances from Avonmore Road and Moulinette Road leading into the site, with the primary access for Phase A intending to be from Avonmore Road. The Avonmore Road entrance will be upgraded to achieve a minimum standard appropriate for industrial traffic, and the internal (private at this time) roadway planned for Phase A will be situated and designed so as to allow for future upgrades as the site develops. While there are longer-term plans for a connection to the site from County Road 35, no development or upgrades are being considered near the highway/west side of the site at this time. The MTO has been involved in the planning process for the development and will be coordinated with for the design of future phases. The United Counties of SDG are the authority having jurisdiction over County Roads 35 and 15.

A traffic review was prepared by Crozier Consulting Engineers in order to ensure the transportation impacts of the proposed development (Phase A, as well as the overall build-out of the site) are appropriately considered and addressed. The findings of this review and updates are further outlined in Section 5.0. Based on the preliminary findings of these reviews, there will be considerable upgrade requirements to the areas around the County Road accesses/future intersections serving the site; however, no significant concerns were identified. A TIA has also been prepared in support of Phase A, as outlined in Section 5.0.

Section 4.3.6.6 outlines the policies for rail, which states that “rail corridors are recognized as important economic and transportation linkages in the County, and that Land use controls will be used to protect these corridors for current use and the potential upgrade to high speed or rapid passenger service”. Detailed studies (e.g. noise, vibration, safety) may be required for development proposals within 1 km of a freight rail yard.

The OP does not provide direction in relation to the establishment of new rail infrastructure or yards outside of evaluating land use compatibility under the

MECP D-Series Guidelines. However, it is of note that new sensitive land uses south of the CN mainline will be required to investigate potential impacts through detailed studies (noise, vibration, safety, etc.). Further detail is provided in Section 4.5.

Section 5.5 outlines the policies applicable to natural heritage features, including water, wetlands, natural habitats, etc. Per Policy 5.5.7, an Environmental Impact Study (EIS) shall be prepared in support of a planning application to assess the potential impact of a proposed development and/or site alteration on a natural heritage feature, area, or linkage and shall determine whether the proposed development, redevelopment or site alteration should or should not be permitted, in whole or in part.

Bowfin was retained to conduct an investigation of the site, and included the preparation of a natural heritage existing conditions report, headwater drainage feature assessment. These documents ultimately formed the background of the eventual EIS, which did not identify any significant concerns with respect to the proposed development, subject to the incorporation of mitigation measures and design considerations to ensure that features were appropriately addressed and impacts mitigated. Further information can be found in Section 5.0.

4.3 TOWNSHIP OF SOUTH STORMONT ZONING BY-LAW NO. 2011-100 (2021 CONSOLIDATION)

The subject lands are currently zoned “Heavy Industrial - holding (MH-h) Zone” under the Township of South Stormont Zoning By-law (ZBL) No. 2011-100, as shown in Figure 4. Section 7.3 of the ZBL establishes the permitted uses and provisions applicable to the uses in the MH Zone, which include:

- Bakery
- Cannabis Production and Processing
- Class II & III Industries (as defined by the MECP D-Series Guidelines)
- Transportation Terminal
- Warehouse
- Accessory uses such as a cafeteria or office

Section 7.3(e) of the ZBL states that the holding (-h) symbol applied to the subject lands is intended to ensure that development does not occur until such a time as municipal services are available.

Holding symbols are typically added to zones to prohibit the development of certain lands until such a time as the policies of the OP, provisions of the ZBL, and/or any other development-related conditions are satisfied. At which time, it may be removed via amendment under Section 36 of the Planning Act.

In our opinion, a rail yard such as the one proposed can be considered a Class II industry which, defined by the MECP D-Series Guidelines, means:

“A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours”

The following zoning table (right) has been prepared to provide an overview of the proposed development’s performance against the minimum provisions of the zoning by-law. Please note that the zoning by-law does not contain provisions regulating the design, location, setbacks, or other aspects of a rail yard. Based on this review, the proposed development can achieve a high level of conformity with the minimum requirements of the Zoning By-law.

Development Standards		
i.) Development on private services		
	Required	Provided
Lot Area (minimum)	1 ha (2.5 acres)	271.6 ha
Lot Frontage (minimum)	60 m (196.85 ft.)	(Cty 15) 824 m (Cty 35) 523 m (401) 2,100 m
Yard Requirements (minimum)		
Front	12 m (39.37 ft.)	378 m
Rear	12 m (39.37 ft.)	2656 m
Exterior Side	12 m (39.37 ft.)	1625 m
Interior Side	7.5 m (24.61 ft.)	10.9 m
Building Height (maximum)	30 m (98.43 ft.)	8.8 m (mean)
Accessory Building	12 m (39.37 ft.)	0
Lot Coverage (maximum)	20%	<0.5%
Parking Requirements (spaces)	1 per 80 s.m. GFA (11 Spaces)	27 Spaces (1 BF Incl.)
Parking Space Dimensions: 6.1 m (L) x 3.1 m (W) Parking Aisle Width: 9.2 m (W)		

4.4 TOWNSHIP OF SOUTH STORMONT SUBDIVISION & SITE PLAN DESIGN GUIDELINES

These guidelines were prepared by the Township to provide minimum design requirements for new development. This document was reviewed for applicability to the proposed development and has been taken into consideration as part of the detailed design of Phase A, including servicing, stormwater, and site design.

Given the proposal involves the development of a rail yard, internal access road,

open storage area, and storage shed, many of the guidelines are not applicable at this time (with respect to servicing, road design, etc.). Notwithstanding this, a considerable amount of grading and hardspace will be introduced as part of the first phase of development. As such, Section 5.0 of the guidelines, dealing with stormwater management, were reviewed and taken into consideration as part of the development of these plans. Further information can be found within the supporting technical documents submitted as part of the application for site plan control, outlined in Section 5.0 of this report.

4.5 ONTARIO MINISTRY OF ENVIRONMENT, CONSERVATION, AND PARKS (MECP) GUIDELINE D-6

In considering the D-Series Guidelines, it is important to note that the guidelines state that they do not normally affect a change in land use, an expansion, or new development, for either a facility or a sensitive land use which is in compliance with existing zoning, and official plan designations. The subject lands are currently zoned and designated for heavy industrial uses.

Township staff have identified the need to evaluate the potential impacts that may be introduced by the proposed development. The Ontario Ministry of Environment, Conservation, and Parks (MECP) maintains a series of environmental land use planning guides - the “D-Series Guidelines” - to address land use compatibility considerations and requirements for industrial land uses, sensitive lands, sewage and water services, as well as private wells. Guideline D-6: Compatibility between Industrial Facilities, provides guidance for both land use planning authorities and proponents in determining what types of land uses are appropriate near industrial facilities, and how to evaluate and address potential impacts due to incompatibilities.

Section 1.2.2 states that the guideline applies to all types of proposed, committed and/or existing industrial land uses which have the potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, dust and others, either through normal operations, procedures, maintenance or storage activities, and/or from associated traffic/transportation. The proposed rail yard would have the potential for point source and fugitive air emissions, and was therefore reviewed against the D-Series Guidelines at the request of the Township. To supplement this review and address concerns with potential point source emissions, a stationary noise assessment was prepared by Gradient Wind and submitted as part of the proposal, in accordance with MECP NPC-300 Guidelines. The findings of this assessment are incorporated into this section.

Within the scope of the Guidelines, the proposed rail yard would be considered a Class II industrial facility, which is defined as:

A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there

are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.

Influence Area and Minimum Separation

Under Section 4.1.1 of the Guidelines, the influence or “investigation” area wherein potential incompatibilities or impacts may exist for a class II industrial land use is 300 m. This is shown on Figure 9c. This influence area does not necessarily indicate a setback requirement or locations where impacts will be experienced, but rather an area which should be investigated to identify potential impacts. Section 4.1.2 of the Guidelines clarify that the actual influence area (overall range within which an adverse effect would be or is experienced) for a particular facility is site and operation-specific. In addition to this, Section 4.3 of the Guidelines recommend a minimum separation distance of 300 metres between a class II industrial use and a sensitive use (ex. Residence). In accordance with Section 4.4.3, the 300 m influence area and 70 m recommended minimum separation distances shown on Figure 9c are measured from the boundary of the Rail Yard area. Typically, where incompatible developments are proposed within the minimum separation distances, mitigation measures are employed to reduce negative impacts (ex. safety/acoustical barriers used to separate rail lines and residential development).

Land Use Discussion

The primary point source impacts anticipated for the proposed rail yard include noise and vibration. Emissions from normal use of train engines within the rail yard and truck traffic may also be considered a point source impact, but are not expected to be a concern due to the site’s size and separation from adjacent lands. It is anticipated that the proposed activities within the rail yard will result in comparable, if not lesser, point source impacts from those currently experienced from the CN Main Line. One residence is located within the 300 m influence area of the rail yard, with the majority of those uses being located southwest of the lands. There are no existing or proposed dwellings located within the minimum recommended separation distance of 70 m at this time.

Future residential development on the lands immediately south of the CN main line could have the highest potential to be incompatible with the rail yard; however, the presence of the existing CN Main Line already results in noise/vibrational impacts to these lands as it is a primary, high-frequency line. These areas are identified on Figure 9. Much of the lands identified for future residential development will be subject to further zoning and/or subdivision approval processes - both of these instances will trigger a requirement for compatibility assessment under the D-Series Guidelines, noise and vibration studies, and/or the employment of mitigation measures as part of the development process to ensure impacts between the rail yard, rail line, and residential development are addressed.

As mentioned, the presence of the CN Main Line already triggers requirements for future residential development to undertake noise and vibration studies as part of any rezoning and subdivision within 300 m of the line. While mitigation measures are intended to be incorporated in the design of the rail yard (particularly along the outer limits of the site) the majority of mitigation for noise, vibration, and other impacts will already be required for and incorporated into future residential development south of the rail line, which will help to reduce noise impacts on residences from the rail yard. The effectiveness of mitigation measures incorporated into residential development south of the rail line is evidenced in the noise assessment prepared by Gradient Wind (summarized in the following section) - specifically in the modeling for noise impacts on the Fenton Farm Subdivision, which includes a berm and acoustical noise barrier separating the subdivision from the CN Rail Line. It can be argued that as further residential development occurs south of the rail line, additional mitigation features such as berms and acoustical barriers will collectively reduce the overall noise impacts of the rail yard on the community.

Stationary Noise Assessment

Gradient Wind Engineering (Gradient Wind) was retained to undertake a stationary noise assessment in support of the proposed development. The goal of the assessment was to calculate the future noise levels on surrounding noise-sensitive dwellings produced by stationary noise sources and ensure that exterior noise levels do not exceed the allowable limits specified by MECP Guidelines. A brief summary of the noise assessment is provided in this section - full details on the study can be found in the assessment report submitted with the proposal.

The main sources of noise identified in the assessment include idling locomotives within the rail yard and impulsive noise (i.e. bangs/banging) caused by shunting of train cars. The following assumptions were made in the analysis:

- Two locomotives idle in the proposed rail yard on the east side of the yard, towards the shop. This location models a “worst-case scenario” as it is nearest to the closet point of reception. The locomotives idle for the entirety of a given 1-hour period.
- Train shunting produces impulsive which occur more than 9 times in a given 1-hour period during the daytime, evening and nighttime periods.
- During the evening and nighttime periods, rail yard operations are reduced by 50%.

The results of the study indicated that stationary noise levels received at nearby noise sensitive dwellings are expected to comply with NPC-300 sound level limits at all points of reception. Accordingly, the proposed development is expected to be compatible with surrounding noise-sensitive dwellings, provided the assumptions described above are adhered to for the design and operation of the rail yard. Sound gradients for projected noise are shown below (please refer to the full assessment for further detail). The Fenton Farm Subdivision has been highlighted to show how

noise impacts can/will be reduced by berming and acoustical barriers required as part of future residential development south of the rail line.

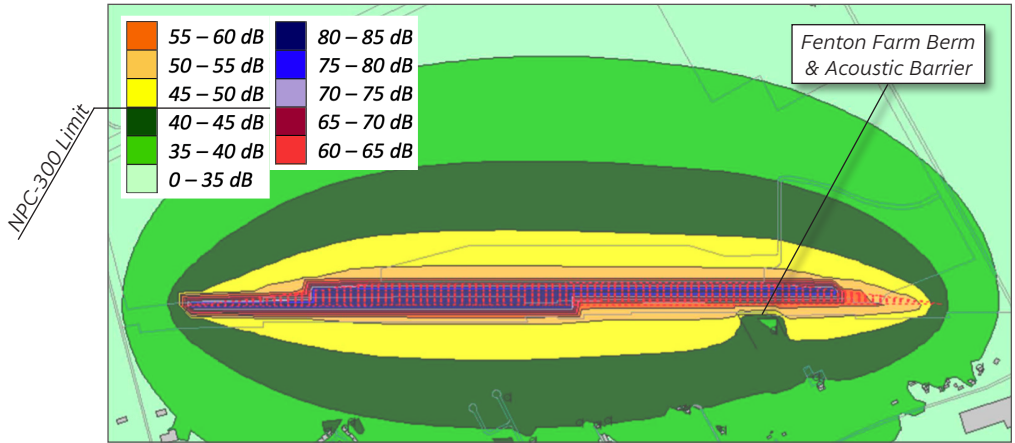


Figure 9a - Projected impulse noise contours from train shunting activities

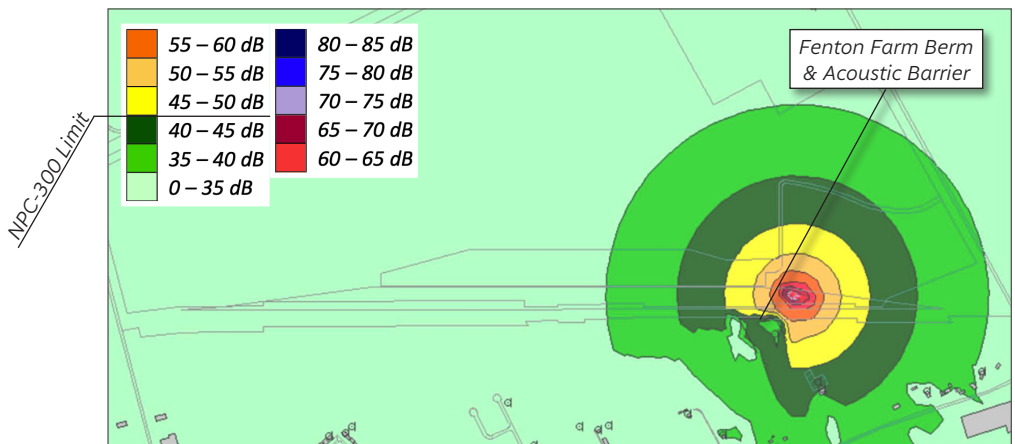


Figure 9b - Projected stationary noise contours from train engine idling

In considering the D-Series Guidelines and findings of the noise assessment, it is in our opinion that potential impacts on exiting/future sensitive uses around the site will be minimal. Furthermore, it is our opinion that noise impacts can and will be adequately mitigated for future residential development south of the CN Main Line through the use of measures such as berms, acoustical barriers, and specific building/construction methods (which are all typically required for development adjacent to rail lines).



Figure 9c - Land Use Context within 300m of Proposed Rail Yard

5.0 SUPPORTING STUDIES & TECHNICAL INFORMATION

The following studies and supporting information were identified in consultation with Township of South Stormont Staff as being required to constitute a complete application. A brief summary of each document and the conclusions/recommendations, where applicable, is provided in this section. Full copies of the reports have been provided as part of the submission package.

5.1 LONG SAULT RAIL YARDS SITE PLAN – RE:PUBLIC URBANISM (NOVEMBER 2021)

This site plan was prepared in support of the proposed zoning amendment and site plan control application, outlining Phase A of the proposed development. This document is intended to be reviewed in conjunction with the this rationale, technical drawings, and studies and information listed in the remainder of this section.

5.2 URBAN DESIGN VISIONING DOCUMENT - URBAN TYPOLOGY (NOVEMBER 2021)

This document provides an overview of the urban design analyses and considerations that will inform the overall vision for the development of the park. Matters discussed include major gateway points, landscaping, building/site design, local connectivity, wayfinding, and branding.

5.3 PHASE I ENVIRONMENTAL SITE ASSESSMENT - PATERSON GROUP INC. (JULY 2020)

The purpose of this Phase I ESA was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the subject property. Based on a review of available historical information, the subject site has never been formally developed, and has historically been partially used for agricultural purposes. The neighbouring properties within the vicinity of the subject site have historically been used for residential or agricultural purposes. The results of the assessment indicate that a Phase II - Environmental Site Assessment is not required for the subject site.

5.4 STAGE 1 ARCHAEOLOGICAL ASSESSMENT - PATERSON GROUP INC. (NOVEMBER 2020)

Paterson Group conducted a Stage 1 archaeological assessment of the study area. The Stage 1 assessment included a review of the updated Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) archaeological site databases, a review of relevant environmental, historical and archaeological literature, and primary historical research. Based on the results of this investigation it is recommended that a Stage 2 archaeological assessment be conducted by a licensed consultant archaeologist which, at the time of writing, is currently being prepared.

5.5 WETLAND EVALUATION - BOWFIN ENVIRONMENTAL CONSULTING INC. (NOVEMBER 2020)

Bowfin carried out an evaluation of the wetlands on the property. No existing Provincially Significant Wetlands (PSWs) are identified on the property. The report concluded that the wetland complexes on the site did not score high enough on the relative evaluation scales to be considered significant.

5.6 HEADWATER DRAINAGE FEATURE ASSESSMENT - BOWFIN ENVIRONMENTAL CONSULTING INC. (NOVEMBER 2020)

This report outlines the findings of the evaluation of the site's headwater drainage features. Several site visits were carried out in the preparation of the report, and included fish community sampling, fish habitat assessment, amphibian surveys and headwater flow visits. The report noted that the entire site has been disturbed, either from agricultural activities or from the previous clearing, slash and ruts in the channel, and culverts in poor condition, of which have affected how the water systems would function naturally. Notwithstanding this, the report classified each of the headwater features onsite and assigned one of six management recommendations for each, ranging from Protection, Conservation, Mitigation, Maintain Recharge, Maintain/ Replicate Terrestrial Linkage, and No Management Required. The findings of this report informed the eventual Environmental Impact Study published in November 2021.

5.7 ENVIRONMENTAL IMPACT STUDY - PHASE A - BOWFIN ENVIRONMENTAL CONSULTING INC. (NOVEMBER 2021)

This study was informed by the Wetland Evaluation and Headwater Feature Assessments carried out by Bowfin in 2020. The EIS report provides a summary of findings and an assessment of the functions and values of the natural features on site. It assesses the features to determine their significance following the applicable guidelines as referred to in the Official Plan. This report provides the findings of the site investigations, relevant to Phase A, assesses natural heritage features functions and values (in Phase A or as a whole, as appropriate), provides avoidance and mitigation measures and identifies where further consultation/permitting is required (i.e. from Fisheries and Oceans Canada (DFO), and/or Ministry of Environment, Conservation and Parks (MECP)). The conclusions of the study include the following:

- The results of the various Species at Risk (SAR) surveys identified the presence of Butternuts and the potential for bats. The Butternut Health Assessment (BHA) was submitted, and the butternuts will be registered online, and the appropriate offsetting measures undertaken. To protect the bats, no tree that is >10 cm in diameter will be removed during the bat active season (April 1 to September 30). Further, the removal of any vegetation will be avoided between April 5 and August 28, to avoid potential contraventions to the Migratory Bird Convention Act (MBCA).
- The potential impacts to fish and fish habitat are being reviewed by Department of Fisheries and Oceans (DFO) and final decisions on avoidance and mitigation measures will be determined through that process.
- Concurrent with the site plan application for Phase A, an application for "For Development, Interference With Wetlands and Alterations to Shorelines and Watercourses" will also be made to the Raisin River Conservation Authority (RRCA) by the proponent.

While additional consultations with DFO and RRCA are required for the alterations to fish habitat and wetland, it is in Bowfin's professional opinion that all other impacts were assessed and can be mitigated through the use of common mitigation measures. With respect to the fish and fish habitat, the previously heavily disturbed nature of the site and its location as headwaters suggests that adequate on site

offsets can be found. It is anticipated that through on-going discussions with DFO and RRCA solutions can be identified to ensure that there is no net negative impacts to the natural environment resulting from development.

5.8 STATIONARY NOISE ASSESSMENT - GRADIENT WIND ENGINEERS (NOVEMBER 2021)

Gradient Wind undertook a stationary noise assessment for the proposed development. 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, site plan drawings received from Avenue 31 Capital Inc. in October 2021, correspondence with 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 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 outlined in the report are adhered to during design and operation of the rail yard.

5.9 TRAFFIC IMPACT STUDY (DRAFT) - CROZIER CONSULTING ENGINEERS (OCTOBER 2021)

The TIS assesses the impacts of the proposed Phase A (rail yard) development on the boundary road network and recommends required mitigation measures if warranted. The proposed industrial development is forecast to generate a total of 32 and 29 two-way trips during the weekday a.m. and p.m. peak hours, respectively. Based on this study findings, it was concluded that the proposed development will not materially impact the operations of the boundary road network, and that the Site Plan Application can be supported from a traffic operations perspective. Further study will be carried out as part of future phased development.

5.0 SUPPORTING STUDIES & TECHNICAL INFORMATION

5.10 GEOTECHNICAL REPORT - WJM CONSULTING LTD. (MARCH 2021)

The purpose of the geotechnical investigation was to define the subsoil and groundwater conditions across the site and to develop geotechnical recommendations regarding construction, use of existing materials and backfill, groundwater control, rail and pavement structure, building foundations and slab-on grade construction. Environmental testing on the site was not included with the scope of work. The report did not identify any major geotechnical concerns and provides recommendations for site preparation, design, and an overview of suitability of ground materials for construction/development activities.

5.11 PHASE A FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT - CROZIER CONSULTING ENGINEERS (NOVEMBER 2021)

This report is intended to support lifting of the Holding Provision for the site for Phase A only. Additional studies and reports will be completed for future phases to support lifting of the remainder of the Holding Provision. This report is intended to be read in conjunction with the technical drawings prepared and submitted by Crozier. The report states that Phase A can be serviced in accordance with minimum requirements and standards, and outlines the following conclusions and recommendations:

1. Two watercourses which transect Phase A will be realigned in order to provide a more efficient development concept. These watercourses are the subject of a report entitled 'Headwater Drainage Feature Assessment' (Bowfin, 2020) which indicates that form and function of the watercourses can be preserved through the realignments. An application for the realignments has been submitted to the Department of Fisheries and Oceans (DFO) for consideration.
2. Access to the Site will be provided by an entrance road from Avonmore Road (Street A) and through a private access road (Street B).
3. The domestic water servicing for the proposed development will be provided by a private well.
4. Fire protection for the shop building will be provided by a cistern and a dry hydrant.

5. Sanitary servicing for the proposed development will be provided by a privately owned onsite sewage system, designed by others in accordance with the Ontario Building Code.
6. The proposed stormwater management strategy for Phase A includes the use of multiple enhanced grassed swales to address water quality requirements and over-sized trapezoidal channels for flood storage. It is noted that naturally flat topography lends itself well to the use of enhanced swales which require gentle longitudinal slopes. Infiltration BMP's may be considered at the detailed design stage, but high groundwater is expected to be an issue.
7. The grading of Phase A is governed by the overall drainage system for the proposed development and proposed sanitary forcemain extension. Grades are matched along the eastern, western and southern property limits and along the northern development limits.

6.0 PROJECT VISION & URBAN DESIGN CONSIDERATIONS

6.1 PROJECT VISION

The following section provides an overview of the Long Sault Logistic Village Visioning document, prepared by Urbantypology. This document outlines the overall vision and inspiration for the Long Sault Logistics Village, built through the urban design analyses carried out for the site.

The project lands are planned to become an intermodal logistics village that will bring world class industries, technologies, and jobs to the area. This project is a significant design and construction exercise that will be adding a significant amount of development to Long Sault and adding to its sense of place. As part of the design process, the project will utilize industry best practices with progressive urban design strategies to set us on a course of action that is healthy, sustainable and impactful.

Long Sault is a town with a fascinating history, small town character and charm, and unique parks/seaway setting along the St. Lawrence River. The town itself is walkable with an abundance of outdoor amenities and active living which are key for a healthy community. We recognize the importance these features and within the project looking into creating multi-modal pathways to connect to them.

From an urban design perspective, the project has a unique opportunity to be the gateway of the town of Long Sault. For the first time, this project will bring the town right on the Hwy 401 and will be the first thing people see when they get off the interchange. This frontage is important for the project, but we believe that this is very important for the town. Careful design considerations will be made at this important intersection.

The vision of this project is one of “Innovation + Quality of Life”.

- **Innovation** – implementing global sustainable practices and striving to be a game changing project of world class industry, technology, and jobs, while revitalizing and modernizing the rail infrastructure
- **Quality of Life** - The community is enhanced by the project through thoughtful design considerations and promoting strategies for healthy active living.

6.2 URBAN DESIGN ANALYSIS

In developing the vision of the project, Urbantypology carried out an urban design analysis of the site, which focused on the following aspects:

- **Site frontage along major corridors (Figure 10)**
 The subject site is flanked on the west, north, and east by Moulinette Road (County Road 35), Highway 401, and Avonmore Road (County Road 15), respectively. All of these corridors accommodate high volumes of traffic, and the site’s frontage along them is significant at 523 m on Moulinette Road, 824 m on Avonmore Road, and 2,100 metres on Highway 401. Considering the prominent location of the site along these major corridors, it will be important to ensure that a high level of site and building design is incorporated into these areas.
- **Major intersections and gateways serving the site (Figure 11)**
 As the site develops, a new spine road will be constructed (Portage Avenue), bisecting the site into north and south halves. This roadway will form a connection between Avonmore Road and Moulinette Road, including two new intersections. At full buildout, the Moulinette Road intersection is likely to become a major gateway not only to the site, but to the Village of Long Sault, considering it would form part of the Highway 401 interchange. Special treatments in these “gateway areas” (special landscaping design, wayfinding signage, etc.) will be used to enhance feelings of arrival in the community/logistics village, fostering a warm and welcome experience to travelers. Specific attention will also be paid to the accessible design of these intersections, ensuring they can be safely navigated by a range of users from pedestrians/cyclists to private vehicles to tractor-trailers.
- **Prominent viewsheds of the site from major corridors**
 The site enjoys significant frontages on three major roadways - this allows for a high degree of site visibility, especially considering the relatively flat topography of the lands adjacent to the road corridors. Highway 401 accommodates the highest frequency and volume of traffic; therefore, site and building design should be oriented to creating pleasant and high quality views from this corridor. While not as prominent as those from Highway 401, the viewsheds from Moulinette Road and Avonmore Road are still considerable. At the west end of the site, attention to the northeast views from the road will be very important, considering the flyover rail crossing increases the heights of travelers. The scenario is somewhat similar on Avonmore road (albeit not as significant), as the southbound lane travels down a hill, again allowing for better views onto the site than those directly beside the site at the same elevation.
- **Community impact areas (Figure 12)**
 The site was broken into two distinct impact areas: High Impact Areas, and Low Impact Areas. Unsurprisingly, the high impact areas identified

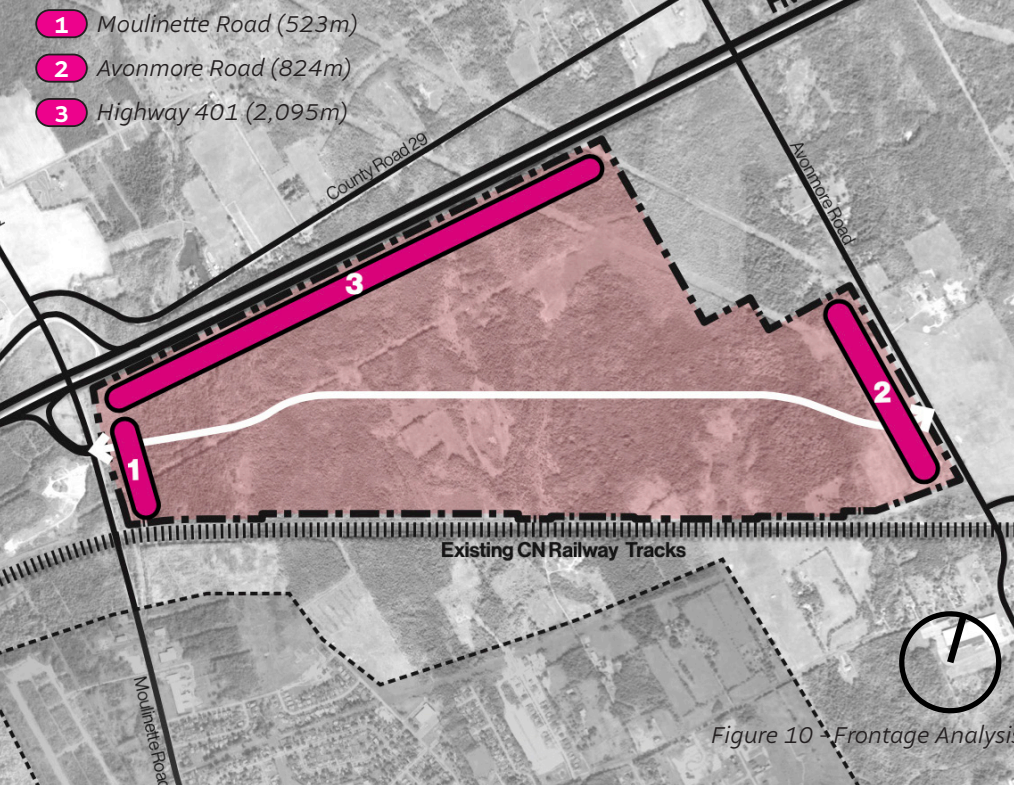


Figure 10 - Frontage Analysis



Figure 11 - Gateway Analysis

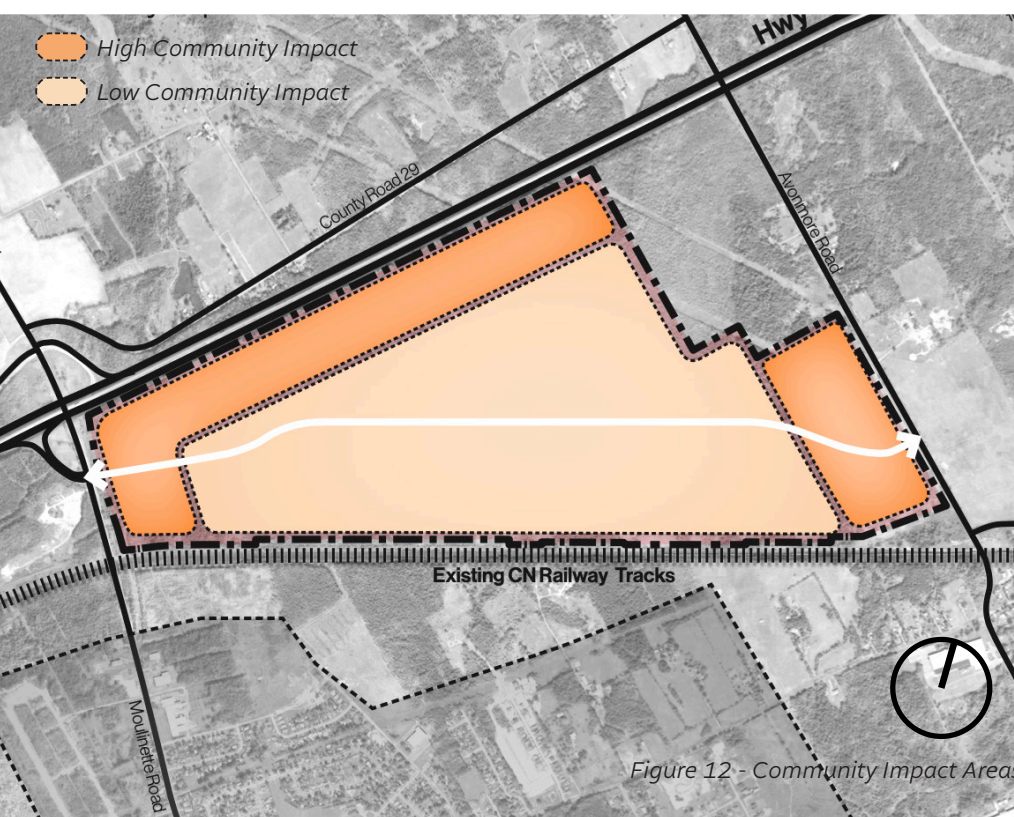


Figure 12 - Community Impact Areas

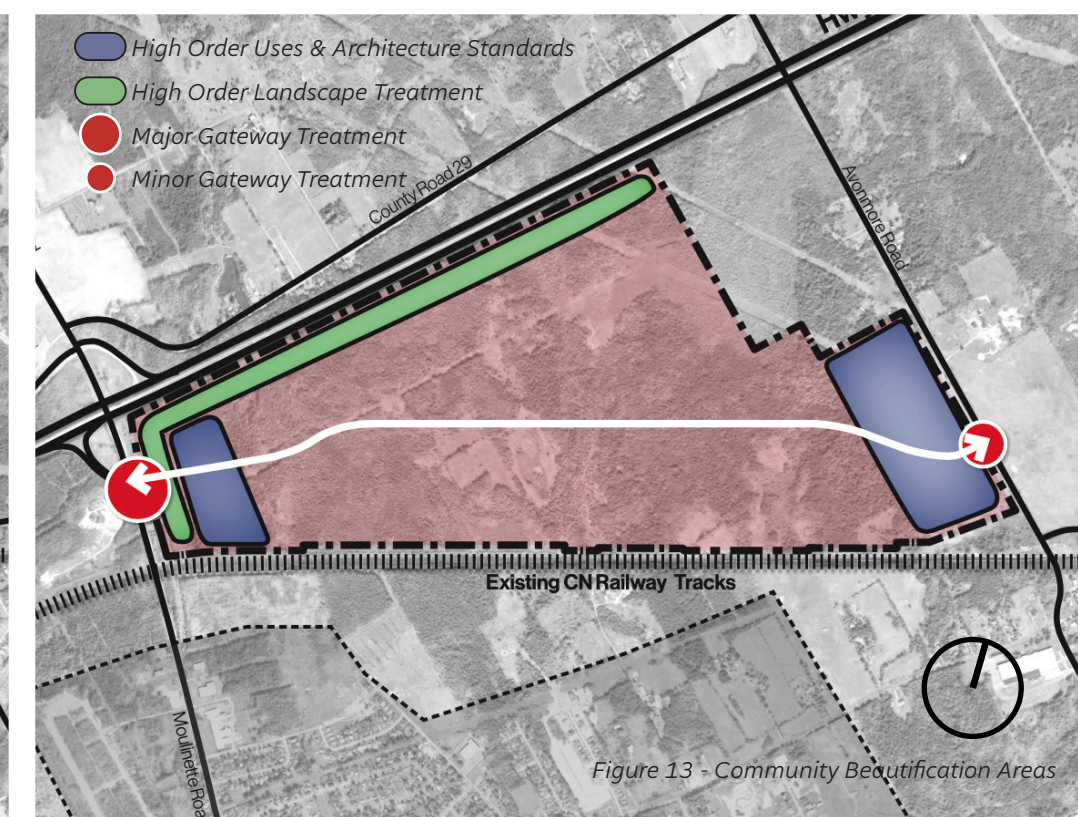


Figure 13 - Community Beautification Areas

coincide with those areas of the site with the most prominent frontages and viewsheds. High quality architecture, landscaping, and site orientation will be crucial to ensuring the impacts experienced are positive here. The internal areas of the site are considered low impact areas due to the fact that they are less visible and likely to be less traveled through by the general public. While a high degree of design will be employed throughout the development of the site, these areas will not be as key of a focus as those along the west, north, and east perimeters.

• **Community beautification focus areas (Figure 13)**

The west and east areas of the site were identified as being well-suited for higher landscaping and architectural standards, due to their location at major gateways to the site/Long Sault. As part of this, careful consideration will also be given to the uses proposed in these areas as the site develops. Through this, the goal will be to incorporate a land use transition from heavier industrial activity in the interior of the site and a mix of lighter industrial and/or commercial development around the gateways. This will reduce potential for negative visual and operational impacts on the roadways and users.

• **Connections with existing trail networks**

Long Sault already enjoys its location along the Ontario Waterfront Bike Trail, which meanders through the Long Sault Parkway and St. Lawrence River. As the community grows, it will be important to consider allowing for more recreation/transportation options - whether it be for function or leisure. Accordingly, part of the urban design analysis also explored a potential option for the creation of a new bicycle/multi-use trail. This connection would start at the Waterfront Trail at the County Road 2/Avonmore Road intersection, looping up and through the site along Portage Avenue, and returning to the waterfront again via Moulinette Road. This connection would also allow for further opportunities for branching trails and paths to other areas of the community, essentially creating a “Long Sault Loop”.

• **Integration with Long Sault community and Parkway**

Further to the above, the Saint Lawrence Parkway is a major tourist destination and well-visited park. Given the site’s strategic and prominent location at the Highway 401 interchange, the urban design analysis also contemplates the potential to connect the parkway and other points of interest in the community via a “discovery centre”, which could provide guidance to travelers on local amenities, attractions, history, and culture. This feature would also further reinforce the interchange area at the west end of the site as a major gateway to the community.

6.3 URBAN DESIGN INSPIRATION & STRATEGY

Based on the analyses carried out for the site (outlined above), a six-point urban design strategy has been identified for implementation as the Long Sault Logistics Village is developed:

1. *A Community-Centered Gateway Experience*
2. *Enhanced Landscape Treatments and Strategies at Important Intersections and Frontages*
3. *Elevated Architectural Details and Materials at Key Locations*
4. *Paths and Trails Systems for Running, Biking, and Compact Personalized Electric Vehicles*
5. *Signage and Wayfinding Strategies to Benefit the Project and Town*
6. *Integration and Promotion of Green Technologies and Energy Optimization Strategies*



Figure 14a - Long Sault community inspiration



Figure 14b - Intermodal freight operations inspiration



Figure 14c - Infrastructure inspiration



Figure 14d - Building/building materials inspiration



Figure 14e - Wayfinding and gateway inspiration

7.0 PHASING PLAN & INFRASTRUCTURE TRIGGERS

The following section provides further detail on the phasing plan proposed for the site. Within each phase, details such as anticipated built square footage, required planning applications, and triggers for studies and/or infrastructure upgrades are included. Each phase is identified on Figure 15.

PHASE A - CREWS Railyard & Maintenance Shop

- See Section 3.0 of this Rationale

PHASE B - Buildings B1 to B4 (Industrial & Commercial Users)

Phase B will see the upgrade of the private internal road to approximately the midway point of the site, which will serve as the main artery through the lands. The intent is for this roadway to be dedicated as a public right-of-way and connect to County Road 15 (Avonmore Road). This phase will also see the establishment of a mixed industrial area in the east area of the site along the County Road.

Built Area

- Phase B only - 96,155 m² (1,035,000 ft²)
- Cumulative (Phases A+B) - 97,084 m² (1,045,000 ft²)

Implementation Highlights

- Lifting of holding zone & site plan control approval
- Watercourse alteration permit from RRCA as required
- Confirmation of limits of protection of woodlands near Avonmore Rd
- TIA to MTO during Site Plan Control review. To be confirmed if MTO Land Access Permit required.
- Truck traffic to be routed via County Rd 29, north of Hwy 401. Warrant for traffic signal at Hwy 401 off-ramp to be reviewed, as well as additional turn lanes at Avonmore Rd, Moulinette Rd, and County Rd 29.
- MTO to provide an update on any planned improvements to Hwy 401 & Avonmore Rd.
- Construct eastern 1km of on-site main spine road (Portage Avenue).
- Intersection design and possible off-site improvements (ie. turn lanes, etc) on Avonmore Rd. Traffic signal warrants to be reviewed.
- Gateway features & landscaping for East entrance to Logistics Village.

- Confirm servicing options for Phase B. Private servicing will require Groundwater Impact Assessment, MECP, ECA Approvals. Municipal water connection would be to the Long Sault-Ingleside Water Treatment Plant (WTP) via Avonmore Rd (required to cross the CN Main Line). It is anticipated that the existing WTP can accommodate Phase B. Municipal wastewater connection would be to the Long Sault Wastewater Treatment Plant via Avonmore Rd, north of the CN Main Line on West side of Avonmore Rd.
- Upgrades to WWTP will likely required as part of Phase B.
- On-site Stormwater Management for quality & quantity, outlet to roadside ditches and/or natural watercourses.

PHASE C - Storage Yard, Buildings C1 & C2 (Industrial Users)

The intermodal freight yard will be developed in Phase C, expanding the existing rail yard established in Phase A. This will allow for freight storage, loading/unloading, and transition between road to rail. This phase will also see the central road extended to the west, connecting County Road 15 with County Road 35, and allowing for more direct access to the Highway. A further industrial area will also be established north of the central road.

Built Area

- Phase C only - 117,000 m² (1,259,380 ft²)
- Cumulative (Phases A+B) - 214,084 m² (2,304,380 ft²)

Implementation Outline

- Lifting of holding zone & site plan control approval (likely for remainder of site)
- Construction of western 1km of on-site main spine road (Portage Avenue), connecting Avonmore and Moulinette Rd. Review traffic signal warrant for intersection of Portage Avenue / Moulinette Rd & Hwy 401 off-ramp.
- Off-site and intersection design for Moulinette Rd. - may be turn lanes required. Review potential turn lane requirements needed at County Rd 29 and Moulinette and / or Avonmore for on-going truck access.
- Watercourse alteration permit from RRCA (as required). Depending on limits of work previously completed. On-site stormwater with outlet to central watercourse.
- TIA to MTO during Site Plan Control review. To be confirmed if MTO Land Access Permit required.

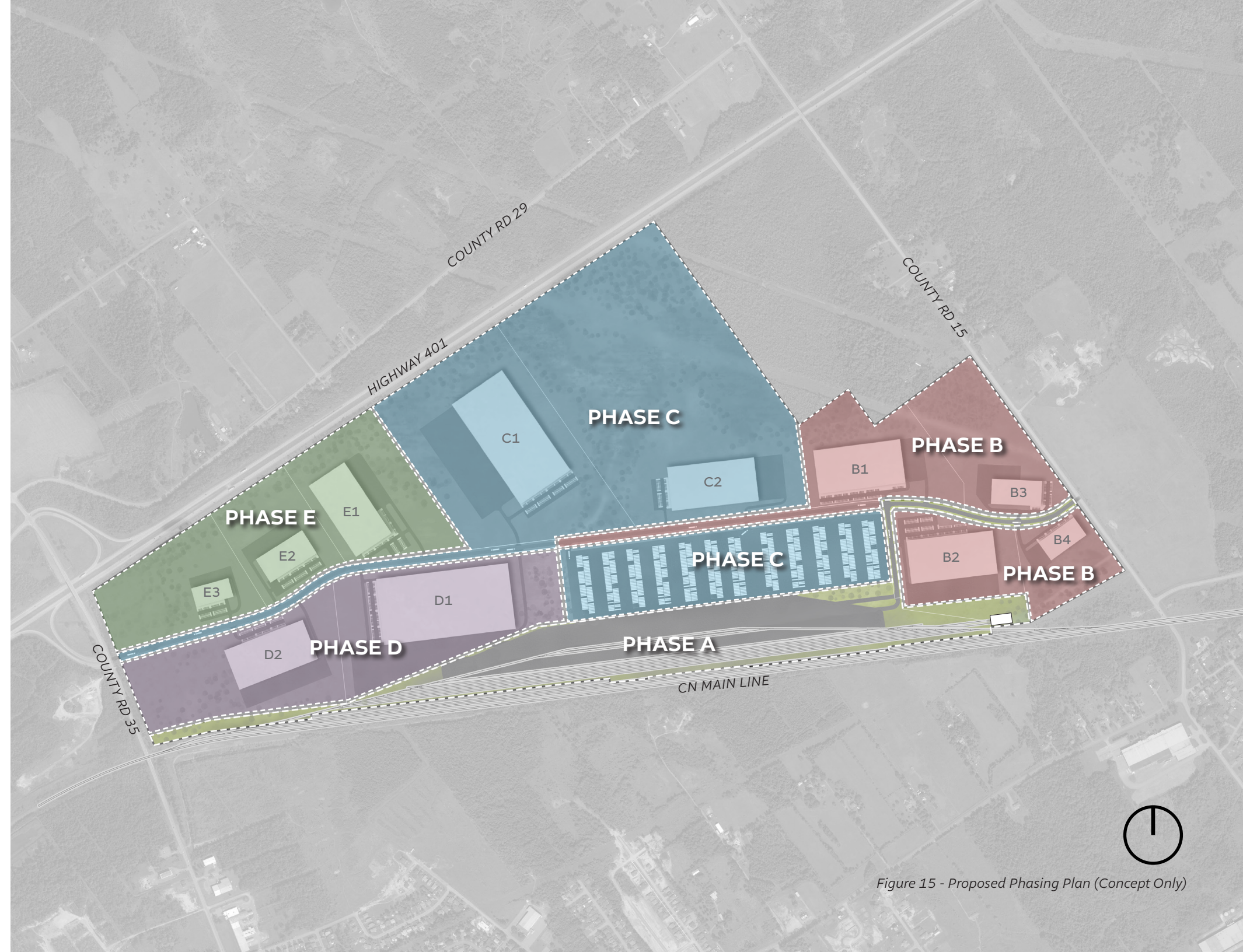


Figure 15 - Proposed Phasing Plan (Concept Only)

- MTO Finalized Concept for any interchange upgrades required
- Additional off-site traffic improvements that may be identified/required (to be confirmed through TIA):
 - *Traffic signal control at the Highway 401 and Moulinette Road ramp terminals;*
 - *Auxiliary turn lanes at the Highway 401 ramp terminals with Moulinette Road;*
 - *Auxiliary turn lanes on Moulinette Road at the Highway 401 ramp accesses;*
 - *Traffic signal control at the proposed access(es) to Avonmore Road;*
 - *Secondary access to Avonmore Road;*
 - *Auxiliary turn lanes at the proposed access(es) to Avonmore Road (e.g. northbound left- turn lane and southbound right-turn lane);*
 - *Auxiliary turn lanes at the intersection of Avonmore Road and County Road 29*
 - *Auxiliary turn lanes at the intersection of Moulinette Road and Country Road 29*
- Confirm options of on-site private water & wastewater or connection to municipal services. Private servicing will require Groundwater Impact Assessment, MECP ECA Approvals. Municipal water connection would be to the Long Sault-Ingleside Water Treatment Plan (WTP) via Avonmore Rd (required to cross the CN Main Line). Looping via extension of future spine road to Moulinette Rd.
- It is anticipated that the existing WTP will need to be upgraded for Phase C.
- Municipal wastewater connection would be to the Long Sault Wastewater Treatment Plant via Avonmore Rd (Future PS #2), north of CN Main Line on West side of Avonmore Rd TBC. Looping connection for the West side of property – ie. Phase C PS #2 and PS#1 (TBC) and D, E to PS #1, (TBC)

PHASE D - Buildings D1 & D2 (Industrial Users)

With the extension and connection of the central spine road with County Road 35 (Moulinette Road), a further employment area will be established in the western half of the site, which will have excellent access to the rail yard, rail, central road, and Highway 401.

Built Area

- Phase D only - 126,810 m² (1,364,970 ft²)
- Cumulative (Phases A+B) - 340,894 m² (3,669,350 ft²)

Implementation Outline

- Site Plan Control & lifting of all remaining Holding Zone for remainder of site (if not previously completed)
- Any off-site improvements required for Moulinette Rd. (ie. turn lanes, etc.)
- No further watercourse alteration permits anticipated (depending on limits of work previously completed). On-site stormwater with outlet to central watercourse under CN line and/or to Moulinette Rd, roadside ditch (via portage Avenue roadside ditch).
- TIA to MTO during Site Plan Control review. MTO Land Access Permit required.
- MTO to finalize any proposed interchange upgrade requirements
- Confirm options of on-site private water & wastewater or connection to municipal services. Private servicing will require Groundwater Impact Assessment, MECP ECA approvals.
- Municipal water connection would be to the Long Sault-Ingleside Water Treatment Plan (WTP) via future spine road to Moulinette Rd (TBC).
- Any further upgrades to WTP will need to be completed for Phase D.
- Municipal wastewater connection would be to the Long Sault Wastewater Treatment Plant via looping connected for the West side of property for Phase D. Any additional upgrades to the WWTP may be needed for Phase D.
- Gateway Features designed and construction completed at Moulinette Rd entrance.
- Finalize any community amenities, multi-use path through the site, etc.

PHASE E - Buildings E1 to E3 (Industrial & Commercial Users)

As part of the final phase, it is intended that a further employment area be established, consisting of smaller lots and buildings, with more diverse users not necessarily requiring co-location with the railway/freight yard.

Built Area

- Phase E only - 61,215 m² (658,913 ft²)
- Cumulative (Phases A+B) - 402,109 m² (4,328,263 ft²)

Implementation Outline

- Site Plan Control & lifting of all remaining Holding Zone (if not previously completed)
- Any off-site improvements required for Moulinette Rd. (ie. turn lanes, etc.)
- No further watercourse alteration permits anticipated (depending on limits of work previously completed). On-site stormwater with outlet to central watercourse under CN line and/or to Moulinette Rd, roadside ditch (via portage Avenue roadside ditch).
- TIA to MTO during Site Plan Control review. MTO Land Access Permit required.
- MTO to finalize any interchange upgrade requirements. Any additional off-site traffic improvements that may be required will be confirmed through TIA.
- Confirm options of on-site private water & wastewater or connection to municipal services. Private servicing will require Groundwater Impact Assessment, MECP ECA Approvals.
- Municipal water connection would be to the Long Sault-Ingleside Water Treatment Plan (WTP) via looping via extension of Portage Avenue to Moulinette Rd TBC. Would already be constructed and in-place by Phase E
- Any further upgrades to WTP will need to be upgraded for Phase E. Likely that all off-site upgrades would be previously completed in Phase D.
- Municipal wastewater connection would be to the Long Sault Wastewater Treatment Plant via looping connected for the West side of property for Phase E. Any additional on-site or off-site PS TBC. Any additional upgrades to the WWTP TBC for Phase E. Likely that all off-site upgrades would be previously completed in Phase D.
- Finalize any community amenities, multi-use path through the site, etc.
- Confirm potential for an on-site community-service or tourism kiosk at Hwy 401 interchange.

8.0 CONCLUSION

As detailed in this report, the purpose of the subject applications is to facilitate the development of the first phase of a future intermodal logistics village. This project will be carried out over multiple phases, seeking to take advantage of the sites excellent access to major provincial rail and road transportation corridors (Highway 401 & CN Rail), and strategic economic location in the Eastern Ontario region. The project will create new opportunities for economic development, growth, job creation, and competitiveness for South Stormont and the United Counties in the broader economic landscape of Ontario, while minimizing impacts on incompatible uses within the existing fabric of Long Sault, due to the site's location and presence of physical rail, road, and natural buffers.

As demonstrated in this rationale through a review of the subject lands and surrounding context, analysis of applicable planning policy and related frameworks, and with support from the associated technical studies, it is respectfully submitted that the proposals for:

- Site Plan Control approval for the development of a rail yard, storage building, and internal access road within Phase A of the proposed development; and,
- Amendment to the Township of South Stormont Zoning By-law No. 2011-100 to remove the holding (-h) symbol from the lands within Phase A of the proposed development;

are consistent with the Provincial Policy Statement; conform to the United Counties of SDG Official Plan; and represent good planning.



Jesse McPhail, BA
Urban Planner
Re: public Urbanism



Paul Hicks, MCIP, RPP
Urban Planner | Principal
Re: public Urbanism