

PLANNING RATIONALE

DRAFT PLAN OF SUBDIVISION

LONG SAULT LOGISTICS VILLAGE

COUNTY ROAD 35 / COUNTY ROAD 15
SOUTH STORMONT, ON

JANUARY 2023



PLANNING RATIONALE

DRAFT PLAN OF SUBDIVISION

LONG SAULT LOGISTICS VILLAGE - PHASE A

COUNTY ROAD 35 / COUNTY ROAD 15
SOUTH STORMONT, ON

January 2023

The information contained in this document produced by Re: public Urbanism is solely for the use of the Client for the purpose for which it has been prepared. Re: public Urbanism undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

Prepared for: Camino LVS

Prepared by: Re: public Urbanism

TABLE OF CONTENTS

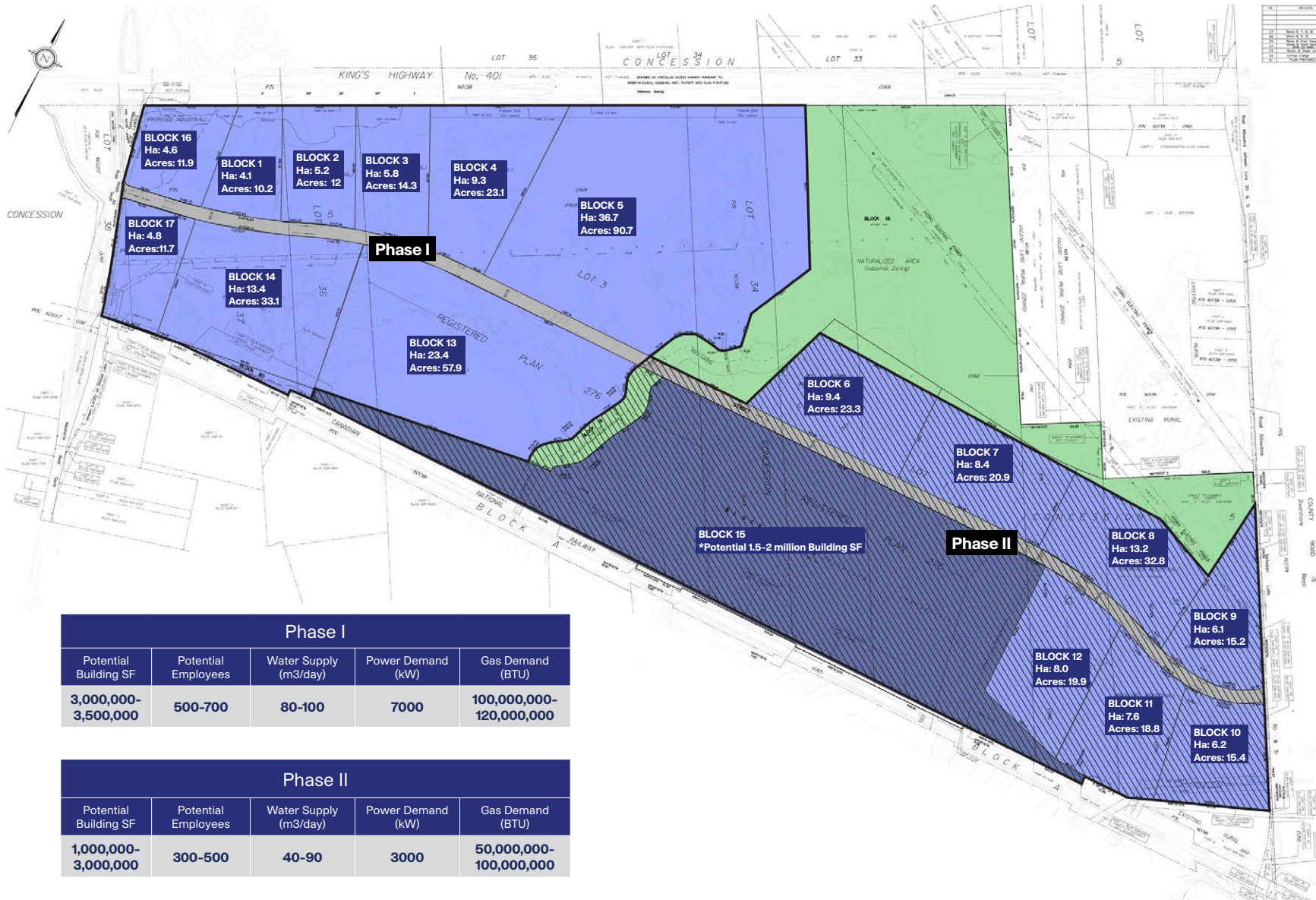
1.0	INTRODUCTION	4
2.0	OVERVIEW OF SUBJECT LANDS & LOCAL CONTEXT	6
2.1	Site Location	6
2.2	Site Details	6
2.3	Current Official Plan Designation	8
2.4	Current Zoning	9
2.5	Local Context	10
3.0	PROPOSAL	12
3.1	Project Description	12
4.0	POLICY FRAMEWORK & RATIONALE	14
4.1	Provincial Policy Statement 2020	14
4.2	United Counties of SDG Official Plan (2018)	16
4.3	Township of South Stormont Zoning By-law (2014)	18
4.4	Township of South Stormont Subdivision & Site Plan Design Guidelines	
5.0	PROJECT VISION & URBAN DESIGN CONSIDERATIONS	20
5.1	Project Vision	20
5.2	Urban Design Analysis	20
5.3	Urban Design Inspiration & Strategy	22
6.0	PHASING PLAN	24
7.0	CONCLUSION	26

1.0 INTRODUCTION

Avenue 31 Capital Inc., has retained Re: Public Urbanism to prepare this planning rationale in support of a proposed draft plan of subdivision application affecting six contiguous properties in the northernmost area of the Long Sault Urban Settlement Area. The purpose of this application is to facilitate the development of intermodal logistics and industrial park. This project will be carried out over two phases taking advantage of the site's access to major rail and road transportation corridors (Highway 401 & CN Rail Mainline), proximity to the St. Lawrence Seaway, and strategic location in the Eastern Ontario.

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 proposed plan of subdivision;
- **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** summarizes the urban design vision and approach for the proposed development;
- **Section 6.0** 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 7.0** is the conclusion and recommendations on the proposed application.



PRELIMINARY

DRAFT PLAN OF SUBDIVISION OF
 REGISTERED PLANS 1, 2, 3
 REGISTERED PLAN 276
 and
 PART OF LOTS 31, 32, 34, 36, 37 & 38
 CONCESSION 5
 Geographic Township of Cornwall
 Township of South Stormont
 COUNTY OF STORMONT
 Prepared by Arnie, O'Sullivan, VOORBAK LTD.



SURVEYOR'S CERTIFICATE
 I, the undersigned, being a duly qualified and duly sworn Surveyor, do hereby certify that the foregoing is a true and correct copy of the original plan as shown to me by the owner thereof.

AREA SCHEDULE

Block	Area (Acres)	Area (Hectares)
1	10.2	4.1
2	12	4.8
3	14.3	5.8
4	23.1	9.3
5	90.7	36.7
6	23.3	9.4
7	20.9	8.4
8	32.8	13.2
9	15.2	6.1
10	15.4	6.2
11	18.8	7.6
12	19.9	8.0
13	57.9	23.4
14	33.1	13.4
15	33.1	13.4
16	11.9	4.6
17	11.7	4.8

- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 54-17 OF THE PLANNING ACT**
- (a) site plan
 - (b) site plan
 - (c) site plan
 - (d) site plan
 - (e) site plan
 - (f) site plan
 - (g) site plan
 - (h) site plan
 - (i) site plan
 - (j) site plan
 - (k) site plan
 - (l) site plan
 - (m) site plan
 - (n) site plan
 - (o) site plan
 - (p) site plan
 - (q) site plan
 - (r) site plan
 - (s) site plan
 - (t) site plan
 - (u) site plan
 - (v) site plan
 - (w) site plan
 - (x) site plan
 - (y) site plan
 - (z) site plan

Phase I

Potential Building SF	Potential Employees	Water Supply (m3/day)	Power Demand (kW)	Gas Demand (BTU)
3,000,000-3,500,000	500-700	80-100	7000	100,000,000-120,000,000

Phase II

Potential Building SF	Potential Employees	Water Supply (m3/day)	Power Demand (kW)	Gas Demand (BTU)
1,000,000-3,000,000	300-500	40-90	3000	50,000,000-100,000,000

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 located 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 274 ha, 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 three 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 on 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.



Highway 401

County Road 15

SUBJECT SITE

County Road 35

CN Rail

LONG SAULT

County Road 2

St. Lawrence River

Figure 2 - Locational Context



2.3 CURRENT OFFICIAL PLAN DESIGNATION

The subject lands are 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 OP 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.

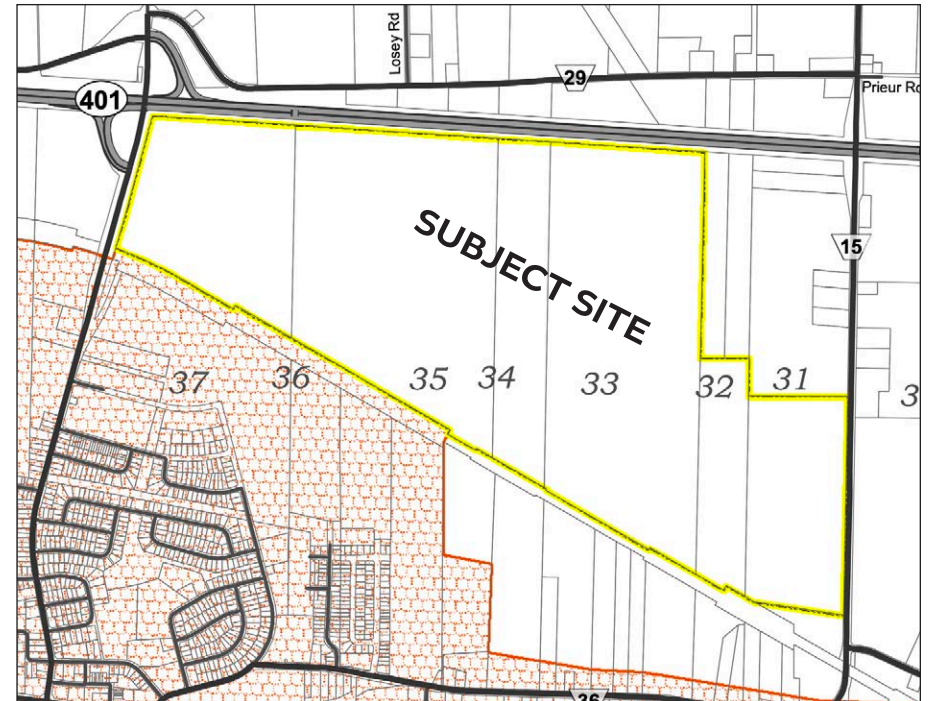


Figure 3 - United Counties of SDG Official Plan : Schedule SLA4b

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 the MTO requires that an Interchange Highway Access Management Plan (IHAMP) be completed to ensure a plan is in place and understood by any developer. To that end, the Official Plan further states that the County and Township of South Stormont will proactively work with MTO to develop an IHAMP.

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

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)• Enbridge natural gas pipeline and Trans Northern 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



SUBJECT SITE

Rural Industrial

CN Kingston Subdivision Main Line

Active Pit

Former Pit

Future Residential

Open Space

Future Residential

Commercial Industrial

Pipeline Corridor

Existing Residential

Industrial

Existing Residential

Existing Residential

Existing Residential

Existing Residential

General Rural

Open Space / Institutional

Open Space / Institutional

Existing Residential

Figure 5 - Surrounding Land Use Context

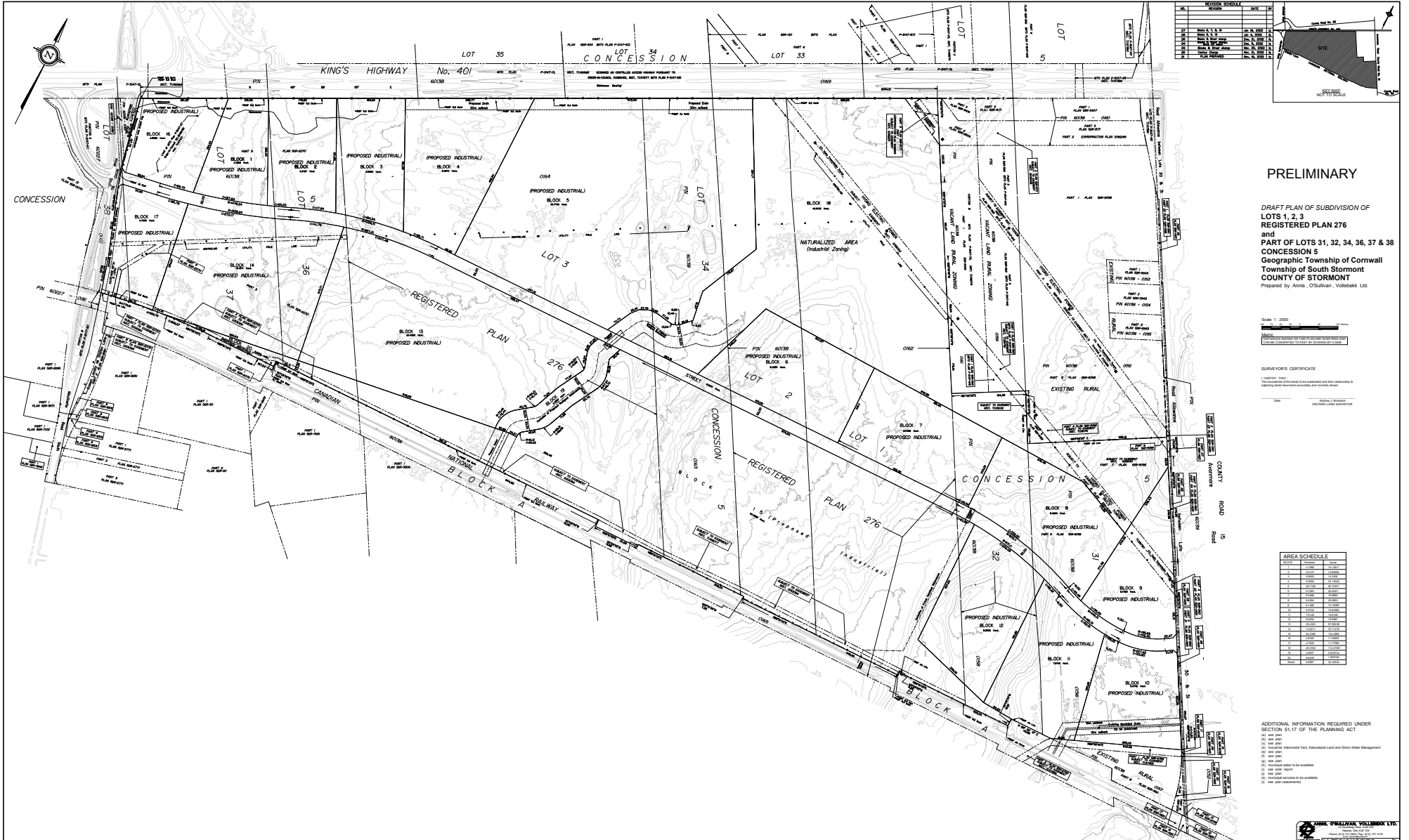
3.0 PROPOSAL

3.1 PROJECT DESCRIPTION

This application for plan of subdivision is being made to facilitate the creation of a 274 ha industrial subdivision composed of 17 industrial building lots, two of which are intended to be used to develop a 24 ha rail yard and intermodal laydown facility. Two additional blocks totalling 48 ha and composed of natural heritage area and a drainage channel are also proposed and intended to be kept in their natural state. Access to the proposed building lots will be provided by a 2.75 km, 32 metre-wide municipally-owned “spine road” running east-west through the site connecting to the county road network at County Roads 15 and 35. The overall intention 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 mainline) as well as proximity to the nearby St. Lawrence Seaway. The development is proposed to proceed in Phase I and Phase II from west to east, providing for an initial connection to County Rd 35 and the Hwy 401 interchange.

As an industrial subdivision, each individual lot will be subject to the Township of South Stormont’s Site Plan Control By-law, and individual site plan approval processes which will address detailed development such as location of access points to the subdivision’s spine road; detailed stormwater management, grading and drainage; and site servicing.

At this time, no specific users and tenants have been identified for the proposed park, however a site plan application and zoning by-law amendment (to remove a holding symbol on a portion of the lands) has been submitted to the Township of South Stormont to facilitate the development of the proposed rail yard and intermodal laydown area (proposed on Blocks 15 and 20) adjacent to the Canadian National Railways’ mainline. 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. A small office and associated accessory buildings are also included as part of that submission.



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 plan of subdivision. *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 effective and efficient approaches to land use planning that protect provincial interests, public health and safety, and the quality of the natural and built environment, 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 to the broader region. Specifically, the proposal would provide an opportunity for larger freight and logistics users to establish along a 400-series highway and CN mainline 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 delineated within the SDG OP, and is the primary growth centre in the Township of South Stormont. The proposed plan of subdivision will complement and introduce a greater mix of land uses and employment opportunities to 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 in the plan of subdivision 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) provides 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 reviewed in the preparation of this application through the submitted noise study, in order to ensure that potential adverse impacts as a result of the proposed plan are considered and appropriately addressed. As no specific users have been identified for the proposed industrial park, individual assessments of land use compatibility will need to be required during site plan approval for each individual development.

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 mix 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 - particularly those industrial users requiring larger sites and easy highway and rail access. With the continued population growth in Long Sault, and increasing importance of the logistics sector to the 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 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.

The subject site is located within the Long Sault Urban Settlement Area; however, it is located outside of the Urban Service Limits and one of the primary conditions associated with the removal of the applicable 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 (such as a site plan control process), to ensure that these services shall be extended to the lands to support the future development. While it is the intent to develop the entirety of the lands on full municipal services until such time as they become available, the applicant is proposing to use interim private individual on site services. A Servicing Options Study has been prepared in support of the proposed plan of subdivision which further elaborates on the proposed servicing strategy.

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. Generally speaking, stormwater management on the site will take advantage of the existing drains and watercourses, 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 and Conservation Authority’s stormwater quantity and quality requirements. A stormwater management report has been prepared in support of the proposed plan of subdivision which further elaborates on the proposed solution.

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 plan of subdivision will allow for interconnectivity with other regions of the province via the rail line, and the future build out 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. A transportation impact assessment has been prepared in support of the proposed plan of subdivision assesses these potential impacts and proposed mitigation phasing and mitigation.

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.

The proposed plan of subdivision will 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.

In support of this application an environmental impact statement (EIS) was completed to investigate and evaluate 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*. The EIS concluded that 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. As such no issues that impact the layout or proposed use of the plan of subdivision have been identified. Features identified as potentially present and requiring further investigation through detailed EIS at the site plan stage are Endangered and Threatened species/habitats, Unevaluated wetlands (including coastal), Woodlands, and Fish habitat.

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

In support of this application 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 recommended. No issues that impact the layout or proposed use of the plan of subdivision have been identified and areas requiring further investigation through a stage II assessment will be investigated at the site plan stage.

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.

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.*

The ultimate build out of the site will establish a range of industrial facilities involving but not limited to, logistics, freight, and warehousing and as such 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 Glengarry.*

These lands fall within the Ministry of Transportation's (MTO) permit control area. Due to the limited frontage on County Road 35, the MTO requires that an Interchange Highway Access Management Plan be completed to ensure a plan is in place and understood by any developer. The County and Township of South Stormont will proactively work with MTO to develop an Interchange Highway Access Management Plan. A requirement for an Interchange Highway Access Management Plan shall also be triggered by a specific proposal.

With respect to the additional provisions contained with 9.3.2 of the OP, the current zoning on the lands includes a holding or 'H' symbol on the lands which will prohibit any premature development on the site until the these provisions have been satisfied. The Servicing Options Study and Transportation Impact Assessment submitted with this application provides details on the phasing of infrastructure and development to the entire site and will act as the basis for the site-by-site removal of the holding symbol through individual site plan applications for individual lots.

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, it is recognized that no servicing allocations have been made to the subject lands and extensions of servicing infrastructure will eventually be required, bringing the lands within conformity with Policy 3.2.1.6. The Servicing Options Study submitted with this application addresses how this will be achieved.

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 from incompatible users applicable to the proposed development were investigated in accordance with the Ministry of Environment Conservation and Parks (MECP) D-Series Guidelines. It is important to note that as the subject lands have already been identified by the United Counties of SDG and Township of South Stormont for heavy industrial employment uses, it is incumbent on sensitive land uses in proximity to the subject site to demonstrate compatibility with the planned function of this site (being heavy industrial uses). While no significant concerns have been identified through this analysis at this time, it is noted that future impact assessments and/or mitigation measures on a site-by-site basis will be necessary and are appropriately conducted at site plan stage.

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.

As outlined in the accompanying Servicing Options Study, the intent for the full build out of the site is municipal servicing. However, during the interim period until full services are available, individual on-site water/sewage are currently being considered.

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 and Ministry of Environment, Conservation, and Parks (MECP), as applicable. The overall stormwater management solution for the site is further detailed in the accompanying Stormwater Management Report and identifies a master plan level stormwater management approach. Individual site plan applications on the future development blocks will identify how the stormwater criteria are met for those development blocks.

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 the first phase intending to be from Moulinette Road. The existing Moulinette Road entrance will be upgraded to achieve a minimum standard appropriate for industrial traffic, and the internal road planned for the subdivision will be situated and designed so as to allow for future upgrades as the site develops. The MTO has been involved in the planning process for the development, and will be coordinated with for the design of the second phase. The United Counties of SDG are the authority having jurisdiction over County Roads 35 and 15.

A Transportation Impact Assessment submitted with this application will ensure the transportation impacts of the proposed development are appropriately considered and addressed and further site-by-site impact assessments may be appropriate given the varying intensity of individual developments.

Section 5.5 outlines the policies applicable to natural heritage features, including water, wetlands, natural habitats, etc. Policy 5.5.7 states that 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.

As previously noted an Environmental Impact Statement was completed in support of this application to address the natural heritage policies of both the PPS and the County OP. The EIS did not identify any concerns with respect to the proposed plan of subdivision, subject to the incorporation of mitigation measures and

design considerations to ensure that features were appropriately addressed and impacts mitigated at the site plan stage.

Section 18.12.13 of the OP outlines the criteria that the County shall use to evaluate all land division applications (including both plans of subdivision and consent applications) including pre-consultation, application and fee payment, required studies and plans, and general access and servicing criteria.

The proposed plan of subdivision has been subject to the standard application review process to-date including a statutory pre-consultation (held October 20, 2023) and the identification of all required plans and studies. At the noted pre-consultation, the applicant was provided with a list of all studies and reports namely:

- Planning Rationale
- Lot Grading and Drainage Plan, Preliminary
- Stormwater Management Plan
- Servicing Options Report
- Transportation Impact Assessment (TIA)
- Noise & Vibration Study
- Draft Plan of Subdivision
- Archaeological Assessment, Stage 1
- Phase I Environmental Site Assessment
- Environmental Impact Assessment

All of which have been submitted accompanying this application, and all of which address the general land division criteria outlined in this section.

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.

All proposed lots will be well in excess of the minimum lot standards contained in the Zoning By-law and development on all proposed lots will be required to demonstrate compliance with the By-law upon application for both site plan approval and building permit.

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 proposed plan of subdivision involves the development of industrial development, 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 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 this plan.

5.0 PROJECT VISION & URBAN DESIGN CONSIDERATIONS

5.1 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.

5.2 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 coincide with those areas of the site with the most prominent frontages and viewsheds. High quality architecture, landscaping, and site orientation will

- 1 Moulinette Road (523m)
- 2 Avonmore Road (824m)
- 3 Highway 401 (2,095m)

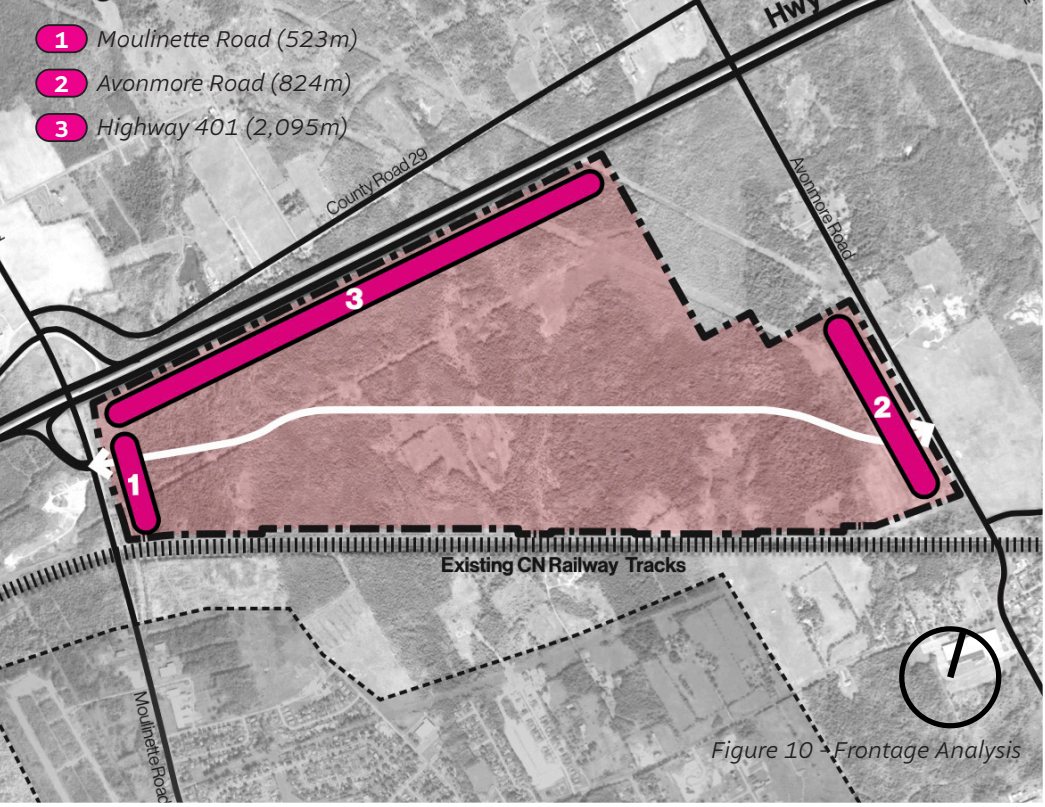


Figure 10 - Frontage Analysis

- A Major Intersection and Gateway
- B Gateway

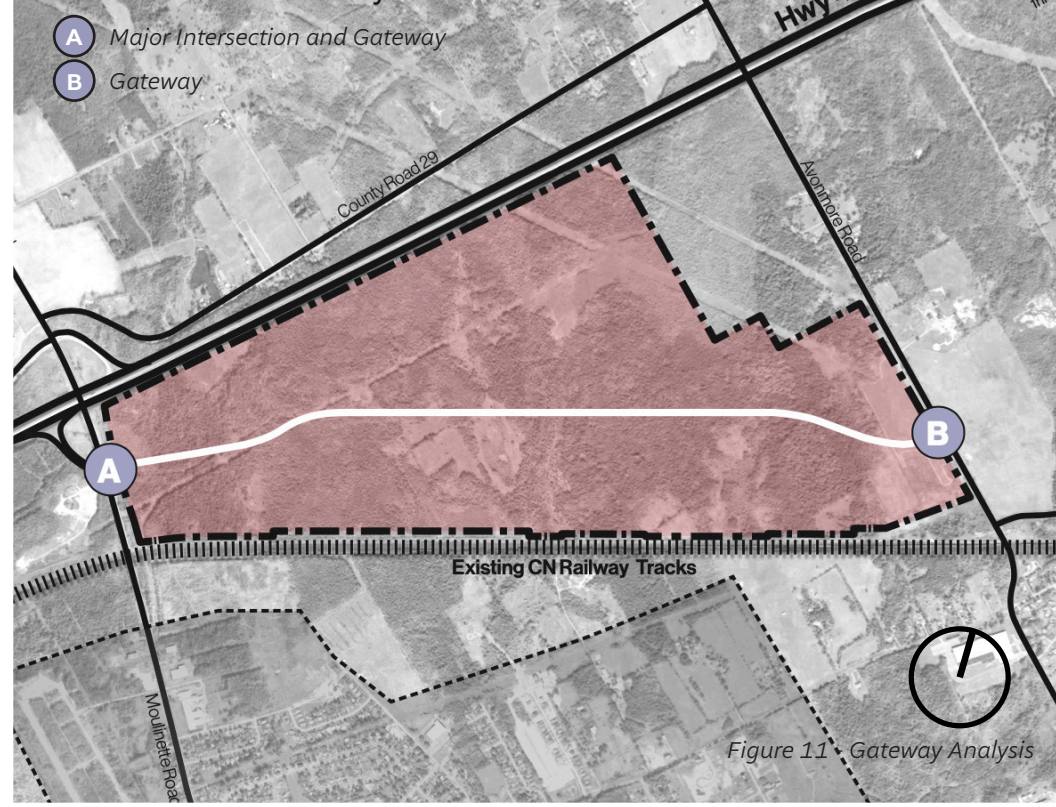


Figure 11 - Gateway Analysis

- High Community Impact
- Low Community Impact

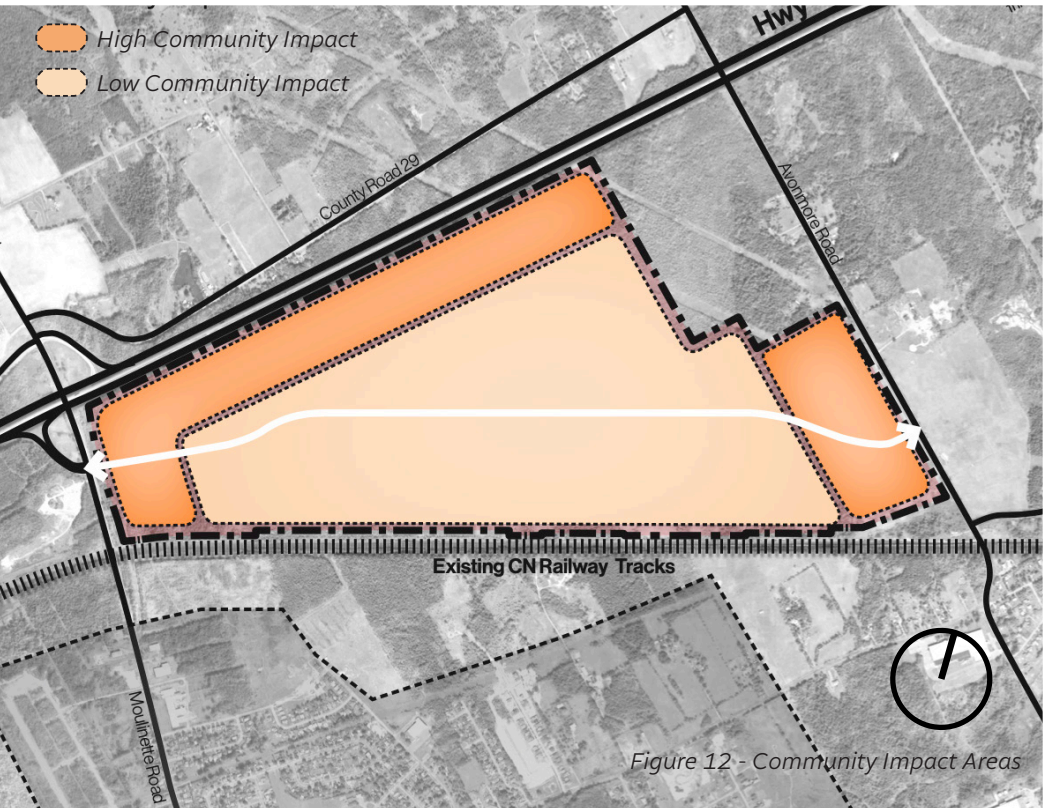


Figure 12 - Community Impact Areas

- High Order Uses & Architecture Standards
- High Order Landscape Treatment
- Major Gateway Treatment
- Minor Gateway Treatment

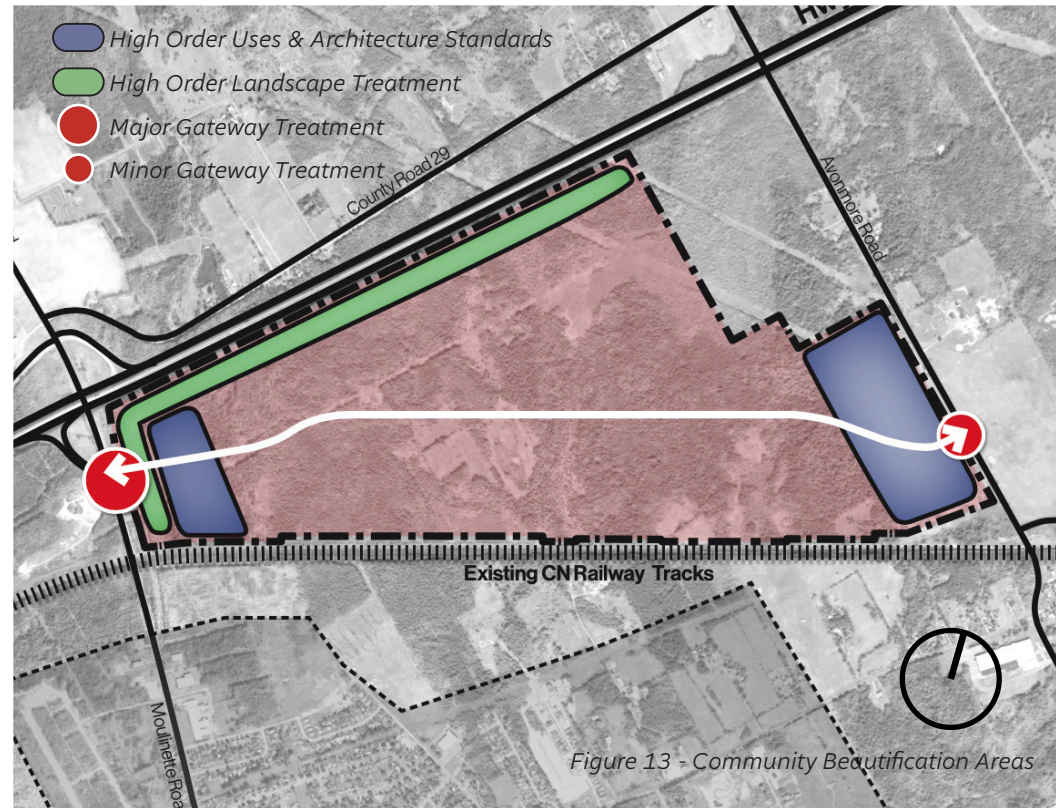


Figure 13 - Community Beautification Areas

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.

5.3 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 14d - Building/building materials inspiration



Figure 14c - Infrastructure inspiration



Figure 14e - Wayfinding and gateway inspiration

6.0 PHASING PLAN

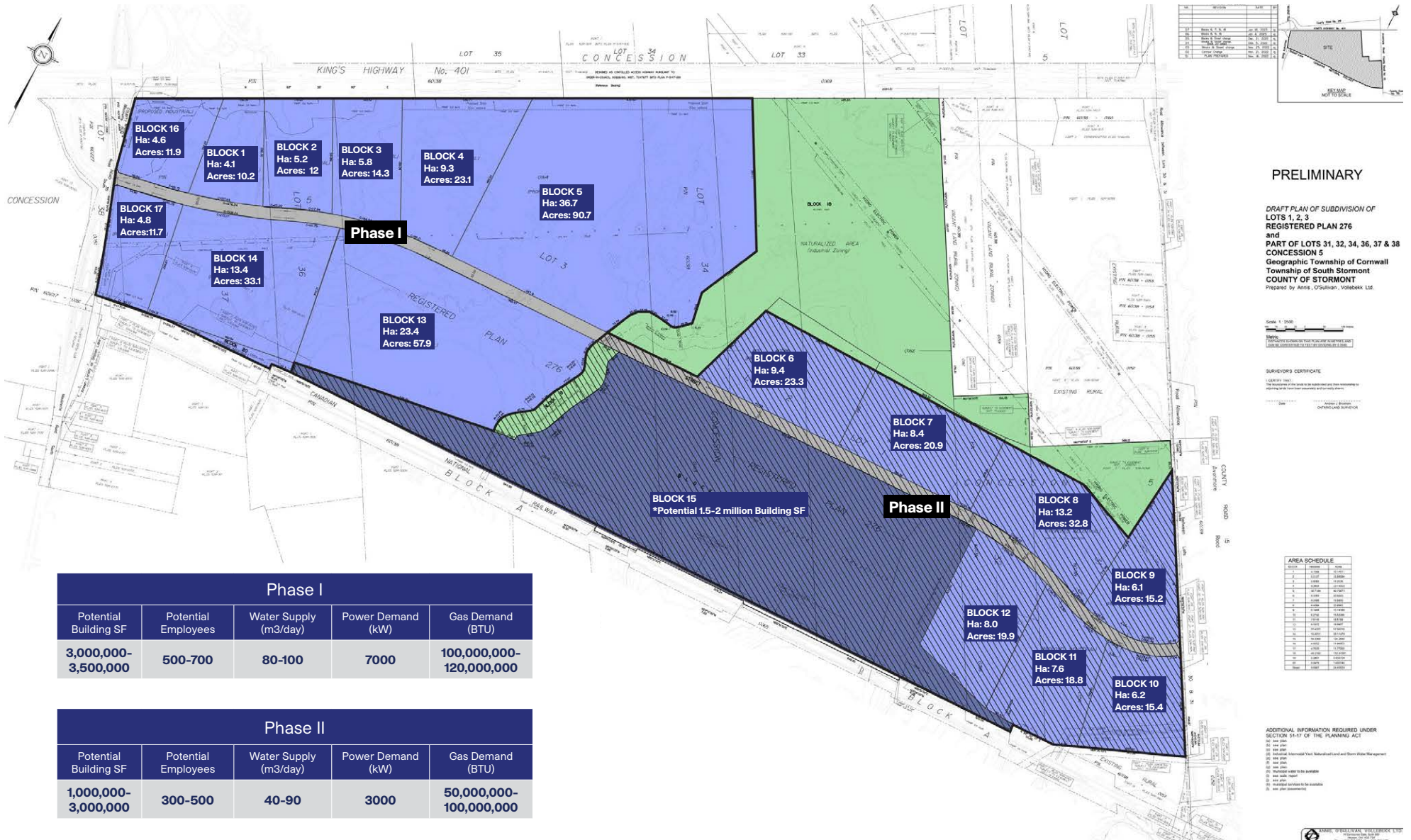
The following section provides further detail on the phasing plan proposed for the site. Within each phase, details such as anticipated built square footage, required planning applications, and triggers for studies and/or infrastructure upgrades are included. Each phase is identified on Figure 15.

Phase I - Implementation Highlights

- Construction of 32.0m county rd (Street A) connected to County Rd 35 and signalized interchange and dedicated turn lanes, as detailed in TIA.
- Construction of new road cul-de-sac at east end of Block 5.
- Installation of watermain connection from Station Line Rd.
- Re-alignment of central watercourse as needed for interim storm outlet.
- Connection of watermain to County Rd 15 (as required for fire-flow). Or fire-flow to be provided by cisterns.
- Provision of hydro connection and natural gas connection from County Rd 15
- Interim septic servicing may be require (as per the Servicing Options Study).
- Installation of wastewater sewers and western pump station as servicing is available from the Township (as per the Township's Master Servicing Study).

Phase II - Implementation Highlights

- Connection of the 32.0m county rd (Street A) connection to County Rd 15.
- Installation of signalized intersection and any off-site dedicated turn lanes as-needed on County Rd 15.
- Re-alignment of central watercourse as-needed.
- Installation of wastewater sewers and eastern pump station as servicing is available from the Township (as per the Township's Master Servicing Study).



PRELIMINARY

DRAFT PLAN OF SUBDIVISION OF
 LOTS 1, 2, 3
 REGISTERED PLAN 276
 and
 PART OF LOTS 31, 32, 34, 36, 37 & 38
 CONCESSION 5
 Geographic Township of Cornwall
 Township of South Stormont
 COUNTY OF STORMONT
 Prepared by Arns, O'Sullivan, Vorobek Ltd.



SURVEYOR'S CERTIFICATE
 I, the undersigned, being a duly qualified and licensed Surveyor in the Province of Ontario, do hereby certify that the foregoing is a true and correct copy of the original plan as filed in my office.

AREA SCHEDULE

Block	Area (Ha)	Area (Acres)
1	4.1	10.2
2	5.2	12.9
3	5.8	14.3
4	9.3	23.1
5	36.7	90.7
6	9.4	23.3
7	8.4	20.9
8	13.2	32.8
9	6.1	15.2
10	6.2	15.4
11	7.6	18.8
12	8.0	19.9
13	23.4	57.9
14	13.4	33.1
15	1.5-2	3.7-5.0
16	4.6	11.4
17	4.8	11.7

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT
 1. See plan.
 2. See plan.
 3. See plan.
 4. See plan.
 5. See plan.
 6. See plan.
 7. See plan.
 8. See plan.
 9. See plan.
 10. See plan.
 11. See plan.
 12. See plan.
 13. See plan.
 14. See plan.
 15. See plan.
 16. See plan.
 17. See plan.
 18. See plan.
 19. See plan.
 20. See plan.
 21. See plan.
 22. See plan.
 23. See plan.
 24. See plan.
 25. See plan.
 26. See plan.
 27. See plan.
 28. See plan.
 29. See plan.
 30. See plan.
 31. See plan.
 32. See plan.
 33. See plan.
 34. See plan.
 35. See plan.
 36. See plan.
 37. See plan.
 38. See plan.
 39. See plan.
 40. See plan.
 41. See plan.
 42. See plan.
 43. See plan.
 44. See plan.
 45. See plan.
 46. See plan.
 47. See plan.
 48. See plan.
 49. See plan.
 50. See plan.
 51. See plan.
 52. See plan.
 53. See plan.
 54. See plan.
 55. See plan.
 56. See plan.
 57. See plan.
 58. See plan.
 59. See plan.
 60. See plan.
 61. See plan.
 62. See plan.
 63. See plan.
 64. See plan.
 65. See plan.
 66. See plan.
 67. See plan.
 68. See plan.
 69. See plan.
 70. See plan.
 71. See plan.
 72. See plan.
 73. See plan.
 74. See plan.
 75. See plan.
 76. See plan.
 77. See plan.
 78. See plan.
 79. See plan.
 80. See plan.
 81. See plan.
 82. See plan.
 83. See plan.
 84. See plan.
 85. See plan.
 86. See plan.
 87. See plan.
 88. See plan.
 89. See plan.
 90. See plan.
 91. See plan.
 92. See plan.
 93. See plan.
 94. See plan.
 95. See plan.
 96. See plan.
 97. See plan.
 98. See plan.
 99. See plan.
 100. See plan.

Phase I

Potential Building SF	Potential Employees	Water Supply (m3/day)	Power Demand (kW)	Gas Demand (BTU)
3,000,000-3,500,000	500-700	80-100	7000	100,000,000-120,000,000

Phase II

Potential Building SF	Potential Employees	Water Supply (m3/day)	Power Demand (kW)	Gas Demand (BTU)
1,000,000-3,000,000	300-500	40-90	3000	50,000,000-100,000,000

7.0 CONCLUSION

As detailed in this report, the purpose of the subject applications is to facilitate the development an industrial park focused on intermodal logistics. 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 draft plan of subdivision is 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

