

THE CORPORATION OF THE UNITED COUNTIES

OF STORMONT, DUNDAS AND GLENGARRY

BY-LAW NO. 5439

A BY-LAW to adopt Official Plan Amendment No. 22 to the Official Plan of the United Counties of Stormont, Dundas and Glengarry.

WHEREAS the Official Plan of the United Counties of Stormont, Dundas and Glengarry was adopted by Council on July 17, 2017, and approved by the Minister of Municipal Affairs and Housing on February 4, 2018.


AND WHEREAS Section 17 (22) of the Planning Act, R.S.O., 1990 provides for the adoption of an official plan (or amendment) by a municipal council.

AND WHEREAS Official Plan Amendment No. 22 is a site-specific amendment which permits Highway Commercial Uses including a Transportation Terminal and Warehouse/ Distribution Centre on the subject lands described as Concession 1, Part of Lot 9, Part 1 on RP14R5459; as shown on Schedule "A"


NOW THEREFORE the Council of the Corporation of the United Counties of Stormont, Dundas and Glengarry enacts as follows:

1. That Official Plan Amendment No. 22 to the Official Plan of the Corporation of the United Counties of Stormont, Dundas and Glengarry, attached hereto as Schedule "A" to this By-law, is hereby adopted.
2. That this By-law come into force and effect on the final passing thereof.

READ and passed in Open Council, signed and sealed this 20th day of February, 2024.



WARDEN



CLERK

SCHEDULE "A" TO BY-LAW No. 5439

**AMENDMENT NO. 22 TO THE
OFFICIAL PLAN FOR THE
UNITED COUNTIES OF STORMONT,
DUNDAS AND GLENGARRY**

Owner: 6059 4 Line Holdings Inc.

Official Plan Amendment
Special Land Use District

Township of South Glengarry



**UNITED COUNTIES OF STORMONT
DUNDAS AND GLENGARRY**

**CERTIFICATION OF COMPLIANCE WITH PUBLIC INVOLVEMENT AND NOTICE
REQUIREMENTS**

I, Kimberley Casselman, Clerk, hereby certify that the requirements for the giving of notice and the holding of at least one (1) public meeting as set out in Subsection 17(15) of the Planning Act, R.S.O. 1990, and the giving of notice as set out in Subsection 17(23) of the Planning Act, R.S.O. 1990, have been complied with.

Signed  _____
Kimberley Casselman, Clerk

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STATEMENT OF COMPONENTS

PART A - PREAMBLE

Introduces the actual Amendment but does not constitute part of Amendment No. 22 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry.

PART B - THE AMENDMENT

Consists of the following text, which constitutes Amendment No. 22 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry.

PART C - THE APPENDICES

Do not form part of Amendment No. 22 but are provided to clarify the intent and to supply background information related to the Amendment.

PART A – PREAMBLE

Purpose

The purpose of Amendment No. 22 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry, being an amendment initiated by an individual pursuant to Section 22 of the *Planning Act*, resulting in a Special Land Use District, in the Township of South Glengarry to permit Highway Commercial Uses including a Transportation Terminal and Warehouse/Distribution Centre. This special land use district will be reflected on Schedule A6 of the SDG OP.

Location

The subject property is described as being Part of Lot 9, Concession 1, in the former Township of Lancaster, now the Township of South Glengarry, located at 6059 4th Line Road (County Road 23) in the Agricultural Resource Lands District and is located approximately 500 metres north of Highway 401 on the east side of 4th Line Road. The subject property has an area of approximately 6.4 hectares, with approximately 270 metres of frontage on the 4th Line Road with two existing entrances, one to the north accessing the existing dwelling, agricultural buildings and cell tower and the other is midway along the property serving as a former agricultural entrance.

The subject property is bordered by 4th Line Road (County Road 23) to the west, a major CN rail corridor (twin tracks) to the north, a main branch to a municipal drain on the east and existing commercial properties to the south with Highway 401 just beyond the commercial use.

Basis

In the Official Plan for the United Counties of Stormont, Dundas and Glengarry, the property is presently designated as "*Agricultural Resource Lands District*". The purpose of this designation is to protect prime agricultural land for agriculture and agricultural-related uses. The subject property is currently developed with an existing dwelling, a cell tower, and former agricultural buildings. Existing works took place on the site in the summer of 2023 that replaced the agricultural farm field with gravel. It is proposed to establish a Transportation Terminal on the portion of the subject lands already disturbed. The terminal will consist of a parking area for transport trucks and trailers for a logistics company that relies on the HWY 401 corridor and convenient access for the Quebec market. It should be noted that the lands just south of the subject property, which function as an ESSO station are also owned by the applicant under a different corporation, but the Transportation Terminal will be a standalone use with not physical connections to other nearby properties. A total of roughly 246 truck and trailer parking spaces are anticipated for the site. While the number of parking spaces may seem excessive, not all spaces will be used simultaneously. The purpose of the site is to act as a staging area for the logistics company when trailers are needed at their Quebec operations. Even if each trailer were to leave the site each day, this would result in an approximate average 10 trucks leaving the site each hour (since it will be a 24-hour operation). This is unlikely given that trailers will be stored on site longer than one day.

The existing land uses in the immediate area are primarily commercial as it is along a transportation corridor with Agricultural Resource Lands surrounding the area. It is noted that all uses in the immediate area are zoned appropriately. Section 3.5.2.3. of the SDG Official Plan

state that "Highway oriented commercial uses should be directed to strategic locations on major thoroughfares, with service roads in proximity to major intersections where such uses benefit from exposure to large volumes of traffic."

Existing rural dwellings and buildings on the site would remain to the north with noise and privacy fencing provided between the use to protect existing amenity levels. A 10-metre-wide vegetated buffer is proposed along the Municipal Drain with 3 metre setbacks to 4th Line Road and abutting uses to the south. The concept plan also accommodates the potential realignment of the North Service Road based on a preliminary design from MTO. Chain link security fencing inside of the 3-metre buffer will be provided around the west, east and south boundaries. Access to the site will utilize an existing entrance shifted south close to the common boundary with 6095 4th Line Road.

The proposed special land use district would permit the applicant to utilize the subject property as a transportation terminal while also permitting warehousing/distribution centre to operate on the property. The proposal will complement nearby service stations to reinforce highway supportive land uses that better serve the transportation industry and travelling public.

PART B - THE AMENDMENT

The Introductory Statement

All this part of the document entitled, Part B - The Amendment, consisting of the following text and Schedule "A", constitutes Amendment No. 22 to the Official Plan for the United Counties of Stormont, Dundas, and Glengarry.

Details of the Amendment

The Official Plan of the United Counties of Stormont, Dundas and Glengarry is amended as follows:

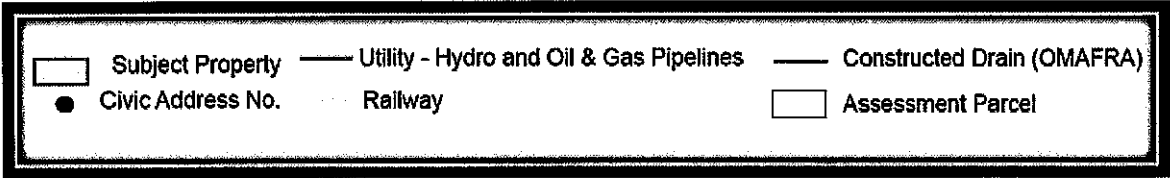
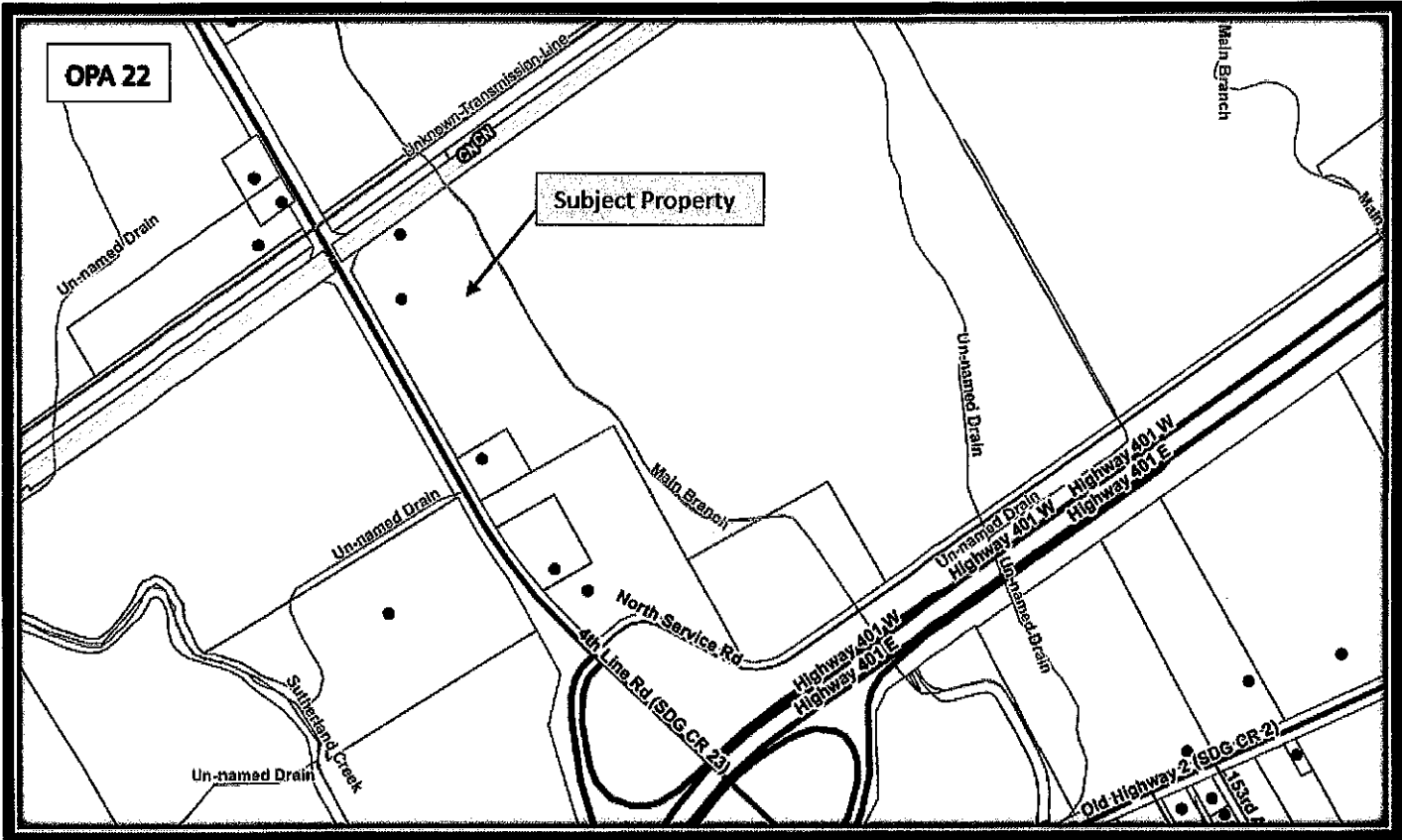
1. Schedule A6: Township of South Glengarry is hereby amended by re-designating the lands shown as "Subject Property" on Schedule "A" to Amendment No, 22 attached hereto, into "Section 9.1 Special Land Use Districts".
2. "Table 9.1.5- Special Land Use Districts, Township of South Glengarry" is hereby amended by adding the following:

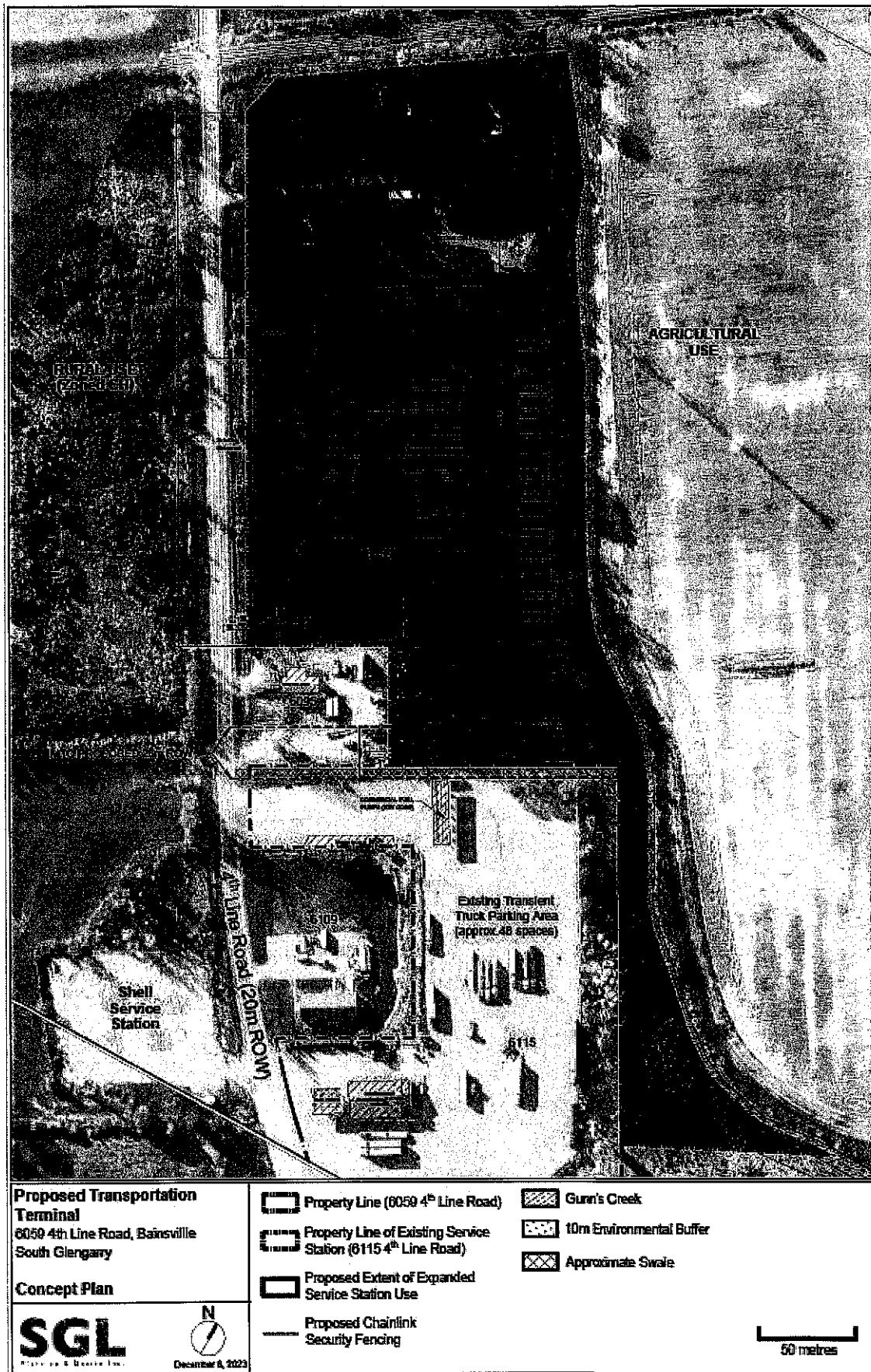
"Notwithstanding the Agricultural Resource Lands policies to the contrary, Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses shall be permitted".

Implementation

1. The existing policies of the Stormont, Dundas and Glengarry Official Plan respecting the Agricultural Resource Lands District and other general policies are still applicable to the subject lands.
2. The Amendment shall be implemented through an amendment to the Township of South Glengarry's Zoning By-law.

Schedule "A"
OPA 22





PART C – THE APPENDICES

APPENDIX A: NOTICE OF PUBLIC MEETING

APPENDIX B: RECORD OF PROCEEDING

APPENDIX C: PLANNING RATIONALE

Appendix A: Notice of Public Meeting

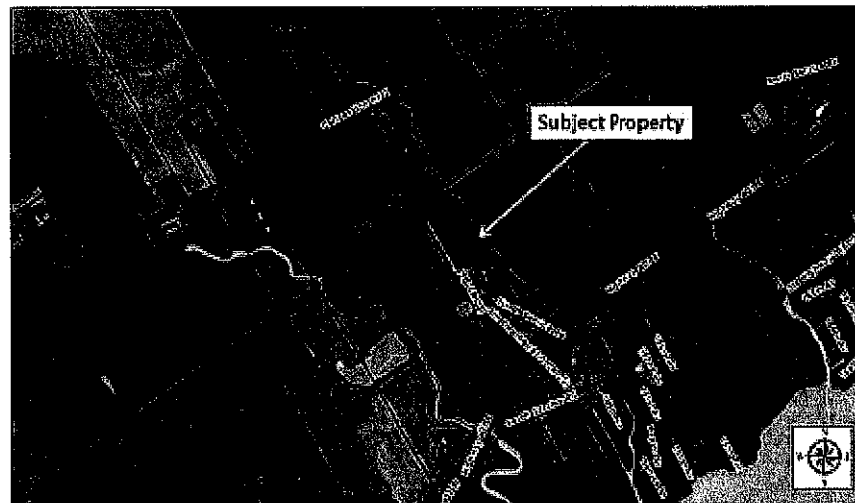


**Notice of Applications and Notice of a Public Meeting Concerning a Proposed
Official Plan Amendment and Zoning By-Law Amendment
Township of South Glengarry
SDG File – OPA-22
TOSG File – ZBLW-17-23**

TAKE NOTICE that the Council of the Corporation of the Township of South Glengarry gives public notice of a receipt of an application for an Official Plan Amendment to consider a proposed Official Plan Amendment to the United Counties of Stormont, Dundas, and Glengarry Official Plan in accordance with Subsections 17(15) and 22 of the Planning Act R.S.O. 1990, as amended and receipt of a complete application for a Zoning By-Law Amendment to consider a proposed zoning amendment to the Township of South Glengarry's Zoning By-Law 38-09 under Section 34 of the Planning ac. R.S.O 1990 as amended.

Land's Affected: Part of Lot 9, Concession 1, being part 1 of RP 14R5459, in the geographic Township of Lancaster, now in the Township of South Glengarry, County of Glengarry, located at 6055 4th Line Road (PIN: 671370262).

Key Map



Further Take Notice that the Council of the Township of South Glengarry will hold a public meeting on Monday, January 15th, 2024 at 6:30 p.m. to consider the proposed Official Plan Amendment and Zoning By-Law Amendment

Location:

Council Chambers located at the Tarten Hall, Char Lan Recreation Centre, 19740 John Street, Wilketstown

Proposed Official Plan Amendment:

The purpose of Amendment No. 22 to the Official Plan for the United Counties of Stormont, Dundas, and Glengarry, being an amendment initiated by an individual pursuant to Section 22 of the Planning Act, is to redesignate approximately 6.28 hectares of land in the Township of South Glengarry from the Agricultural Resource Lands designation to a Special Land Use District designation, in order to permit

Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses on the subject lands.

Proposed Zoning Amendment:

The purpose of the zoning amendment is to rezone the subject property from Highway Commercial (CH) to Highway Commercial – Exception Ten (CH-10) to permit the following:

- Part 7.1 - Add the following additional permitted uses: *Transportation Terminal and Warehouse/Distribution Centre*.
- Part 3.39(7)(c) - Reduce the required 30-meter watercourse setback for development and site alteration to 10 meters
- Part 3.37 - Permit shipping containers on the subject property located only in the rear yard and stacked no more than 2 high.
- Part 3.5 - Permitting a transportation terminal as a use without the erecting of a building on the subject property.
- Part 4.11(8) - Permitting more than 50% of lot frontage as driveways and parking

All other applicable provisions of Zoning By-law 38-09, as amended, shall continue to apply.

ANY PERSON may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the proposed Official Plan Amendment and/or the proposed Zoning By-Law Amendment.

If a person or public body does not make oral submissions at a public meeting or make written submissions in respect to the proposed Official Plan Amendment to the United Counties of Stormont, Dundas and Glengarry is approved or refused, the person or public body is not entitled to appeal the decision of the United Counties of Stormont, Dundas, and Glengarry to the Ontario Land Tribunal (OLT) and may not be added as a party to a hearing of an appeal before the OLT unless, in the opinion of the OLT, there are reasonable grounds to do so.

If you wish to be notified of the decision of the United Counties of Stormont, Dundas, and Glengarry in respect of the proposed Official Plan Amendment, you must make a written request to the United Counties of Stormont, Dundas, and Glengarry, 26 Pitt Street, Cornwall, Ontario, K6J3P2, Attention Megan Benoit, Planning Technician or at mboenot@sdgcounties.ca.

If a person or public body does not make oral submissions at a public meeting or make written submissions in respect to the proposed zoning by-law amendment to the Township of South Glengarry before the zoning by-law amendment is approved or refused, the person or public body is not entitled to appeal the decision of the Council of the Township of South Glengarry to the Ontario Land Tribunal (OLT) unless, in the opinion of the OLT, there are reasonable grounds to do so.

If you wish to be notified of the decision of the Township of South Glengarry in respect of the proposed zoning amendment you must make a written request to the Township of South Glengarry, P.O. Box 220, 6 Oak Street, Lancaster, Ontario, K0C1N0, Attention: Joanne Haley GM – Planning, Building and Enforcement or at jhaley@southglengarry.com.

IF A PROPERTY CONTAINS SEVEN OR MORE RESIDENTIAL UNITS, the owner is required to post this notice at a location that is visible to all of the residents.

ADDITIONAL INFORMATION relating to the proposed Zoning By-law Amendment is available between 8:30 a.m. and 4:00 p.m. Monday to Friday at the Township office. Please note that our Office will be closed from 12:00pm on December 22nd, 2023 until 8:30am January 2nd, 2024.

**DATED AT THE TOWNSHIP OF SOUTH GLENGARRY
THIS 20th DAY OF DECEMBER, 2023**

Joanne Haley
General Manager – Planning, Building and Enforcement
Township of South Glengarry
6 Oak Street, P.O. Box 220
Lancaster, Ontario K0C-1N0
Telephone: 613-347-1166 ext. 2201
Fax: 613-347-3411
E-mail jhaley@southglengarry.com

Appendix B: Record of Proceedings



Township of South Glengarry Council Meeting

Resolution Number 2024-031
Title: Official Plan Amendment - 6055 4th Line Road, Bainsville (J. Haley)
Date: Monday, February 5, 2024

Moved by Deputy Mayor Lang
Seconded by Councillor McDonell

BE IT RESOLVED THAT Staff Report 2024-19 be received and that the Council of the Township of South Glengarry recommend to the United Counties of Stormont, Dundas and Glengarry to approve the proposed Official Plan Amendment for the property legally described as Part of Lot 9, Concession 1, being part 1 of Reference Plan 14R5459, in the geographic Township of Lancaster, now in the Township of South Glengarry, County of Glengarry to redesignate the subject property from the "Agricultural Resource Lands" designation to the "Special Land Use District" designation, in order to permit Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses on the subject lands.

CARRIED

TIED

DEFEATED

POSTPONED


Mayor Lachlan McDonald

CERTIFIED A TRUE COPY

 2024-02-06
Kelli Campeau, Clerk Date



STAFF REPORT

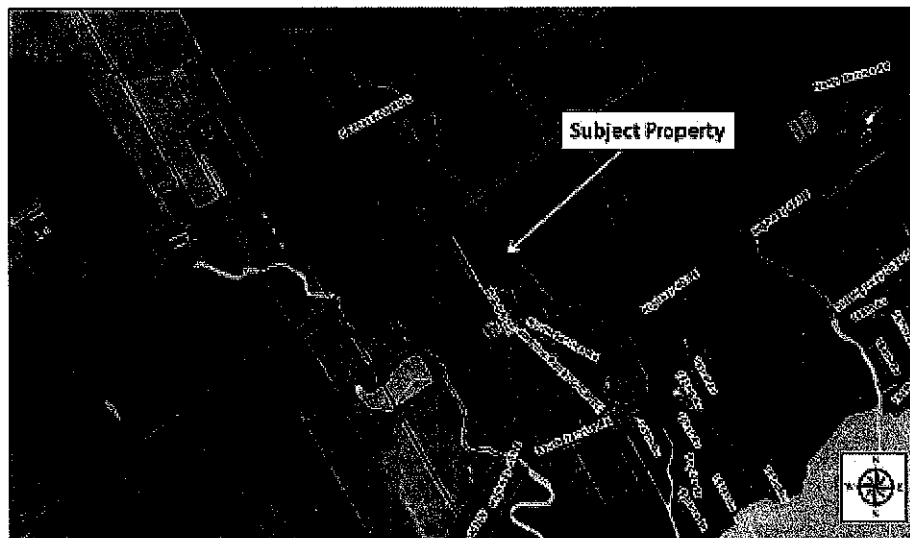
S.R. No. 2024-19

PREPARED BY: Joanne Haley, GM Planning, Building and Enforcement
PREPARED FOR: Council of the Township of South Glengarry
COUNCIL DATE: February 5, 2024
SUBJECT: Official Plan Amendment - 6055 4th Line Road, Bainsville

BACKGROUND:

Site Location:

1. Part of Lot 9, Concession 1, being part 1 of RP 14R5459, in the geographic Township of Lancaster, now in the Township of South Glengarry, County of Glengarry, located at 6055 4th Line Road (PIN: 671370262).



Owner/Applicant:

2. 4Line Holdings Inc./SGL Planning & Design Inc.

Description of Site and Surroundings:

3. The subject property is located on the east side of 4th Line Rd approximately 500 meters north of Highway 401 and it is approximately 15.51 acres in area. The northern portion of the subject land contains a single detached dwelling and accessory structures, and the southern portion was previously farmed prior to being filled with gravel prior to applying for the required approvals.
4. The lands surrounding the affected portion of the property are characterized as farmland to the east, farmland and residential to the north, residential and highway commercial to the west, and Highway 401 to the south, with a vacant Highway Commercial Lot and residential beyond the highway.

Summary of Requested Official Plan Amendment:

5. The purpose of Amendment No. 22 to the Official Plan for the United Counties of Stormont, Dundas, and Glengarry, being an amendment initiated by an individual pursuant to Section 22 of the Planning Act, is to redesignate approximately 6.28 hectares of land in the Township of South Glengarry from the "Agricultural Resource Lands" designation to "Special Land Use District" designation, in order to permit Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses on the subject lands.
6. The applicant wishes to establish a parking lot on the subject property to service the trucking industry by acting as a staging area for their business to store and access trucks and trailers which requires an Official Plan Amendment (OPA) as The United Counties of SDG Official Plan does not permit Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre as a use in the Agricultural Resource Lands designation.
7. The United Counties of Stormont, Dundas and Glengarry (SDG) accepted an Official Plan Amendment application where, if approved, the subject property will be designated as a Special Land Use District and will permit Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses on the subject lands.
8. On December 19th, 2023, SDG forwarded the OPA application to the Township and requested that we hold the public meeting. A Zoning By-law Amendment was also filed with the Township on December 10th, 2023. This application will be dealt with in a separate report at a later date if the Official Plan Amendment is approved.
9. Although the applicant wishes to establish a parking lot for the above-described uses, the parking lot was constructed in 2023 without approvals and permits. The OPA application and the Zoning By-law Amendment, if approved, will permit the parking lot to remain. The parking lot will also be subject to Site Plan Control (SPC)

approval. If approved, this may result in additional site works required to be completed to satisfy the SPC design and agency requirements.



ANALYSIS:

Policy and Regulatory Review

Provincial Policy Statement

10. The Provincial Policy Statement (PPS) 2020 provides policy direction on matters of provincial interest relating to land use planning and development. This policy provides for appropriate development, while protecting resources of provincial interest, public health and safety and the quality of the natural and built environment. All land use planning decisions must be consistent with the PPS. The PPS policies that apply to this proposed OPA are as follows:

- a. 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - i. Subsections 1.1.1, 1.1.3.1, 1.1.4.1, 1.1.4.2
- b. 1.2: Coordination
 - i. Subsection 1.2.6.1
- c. 1.3: Employment
 - i. Subsection 1.3.2
- d. 1.7 Long-Term Economic Prosperity
 - i. Subsection 1.7.1
- e. 1.8 Energy Conservation, Air Quality and Climate Change
 - i. Subsection 1.8.1

- f. 2.1 Natural Heritage
 - i. Subsections 2.1.1, 2.1.2, 2.1.8,
- g. 2.2 Water
 - i. Subsections 2.2.1, 2.2.2
- h. 2.3 Agriculture
 - i. Subsections 2.3.1, 2.3.3.1, 2.3.6.1, 2.3.6.2,
- i. 3.1 Natural Hazards
 - i. Subsections 3.1.1, 3.1.2, 3.1.4, 3.1.5

Official Plan Designation

11. The United Counties of Stormont, Dundas and Glengarry (SDG) accepted an Official Plan Amendment application where, if approved, the subject property will be re-designated from Agricultural Resource Lands to a Special Land Use District and will permit Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses on the subject lands. Should the OPA be approved, a Zoning By-law Amendment will be brought to Council for a decision.

Zoning By-law:

12. The subject property is currently zoned Highway Commercial in the Township's Zoning By-Law 38-09. A site-specific zoning amendment is required to be approved to permit a Transportation Terminal and Warehouse/Distribution Centre as uses on the subject lands and to reduce the watercourse setback from 30 meters to 10 meters. On January 30th, 2024, a scoped EIS was submitted to the Township to support the requested watercourse setback. This EIS will be peer reviewed.
13. The Township's Zoning By-law 38-09 conforms to the United Counties Official Plan and is consistent with the Provincial Policy Statement (PPS), 2020.

Public Consultation:

14. The proposed Official Plan Amendment and Zoning By-law Amendment was circulated to the neighbouring property owners within 120 metres of the proposed site; it was also advertised in the Standard Freeholder.
15. A public meeting was held on January 15, 2024. There were no verbal comments from members of the public in attendance at the public meeting and one written comment was received from the public requesting clarification on the proposed development and provided local knowledge in regard to traffic and access.
16. The proposed Amendment was also circulated to the Ministry of Transportation (MTO) and they have provided the following comments:

"Thank you for circulating the Zoning By-law Amendment 38-09 for the above referenced location to the Ministry of Transportation (MTO) for review and we have no objection to the proposed amendment.

The MTO has reviewed the application in accordance with the Public Transportation and Highway Improvement Act (PTHIA) and the Highway Corridor Management Manual to provide the following comments:

Under the authority of the PTHIA, the Ministry, through the issuance of permits, controls all land use within 45 metres of the highway right-of-way and the area within 395 metres of the centre-point of the highway intersection and any intersecting road. Please note that the subject land is within the Ministry's permit control area as defined by PTHIA. Therefore, Ministry approvals and permits are required prior to the construction and/or alteration of any buildings and/or structures and prior to the issuance of any municipal building permits or approvals as per Section 8. (2) (a) of the Building Code Act.

The permit application can be submitted online using the Highway Corridor Management Online Services at: <https://hcms.mto.gov.on.ca/>. The application to MTO should include at a minimum, a Site Plan, Traffic Impact Study, and a Stormwater Management Plan. Building and Land Use: A Building and Land Use permit is required for any development within the MTO's jurisdiction prior to construction. The application will require the following:

MTO will require a complete site plan which must include engineered, scalable, and stamped drawings that depict all existing and proposed structures or features with all applicable setbacks. MTO requires a 14m setback for all structures, internal roads, stormwater management, ponds, fire routes, required parking, parking for events etc.
Stormwater Management Report:

The Ministry will require a Stormwater Management (SWM) Report for this development. As a general principle, stormwater management plans must conform to the Ministry's requirement that post-development flows to the highway drainage system do not exceed pre-development flows. Stormwater control and drainage treatments must be constructed to Ministry standards. The Ministry generally does not accept rooftop or parking lot storage of storm water, in conjunction with orifice plates. The proponent should be advised that MTO will require that the owner will be liable for any maintenance costs that are incurred as a result of damages caused to the highway right-of-way, where the damage can be attributed to the drainage works associated with the proposed land development. The owner will bear any costs associated with the clean out of sediment within the highway drainage system resulting from the construction of the proposed land development. These conditions should

be addressed in the Stormwater Management Report and will be conditions on the MTO permit. MTO has an extensive drainage website located at:

<https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Portal/tp/tdViews.aspx?lang=en-US>

We would urge your drainage engineer to consult this MTO website prior to proceeding as it will provide detailed information on the MTO requirements for the Stormwater Management Report submission to the Ministry. MTO, as an agent of the Crown, will not issue an approval that will contravene another regulatory agency's statutory mandate. Therefore, prior to issuing any approvals, MTO requires confirmation that the necessary approvals from the municipality and other regulatory agencies have been granted, approvals in principle have been provided or no approvals are required."

17. The proposed Amendment was also circulated to the Raisin Region Conservation Authority (RRCA) and they have provided the following comments:

Thank you for the opportunity to review and comment on the above-mentioned zoning by-law and Official Plan amendment applications. Raisin Region Conservation Authority (RRCA) staff have reviewed these applications as per our delegated responsibility from the province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 175/06, and as a Source Protection Authority under the Clean Water Act.

The proposed amendment to the Official Plan is to redesignate the land from Agricultural Resource Lands designation to a Special Land Use designation, in order to permit Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses on the subject lands.

The proposed amendment to the Zoning Bylaw is to rezone the subject property from Highway Commercial (CH) to Highway Commercial – Exception Ten (CH-10) with the following site-specific amendments and provisions:

- Part 7.1 - Add the following additional permitted uses: Transportation Terminal and Warehouse/Distribution Centre.
- Part 3.39(7)(c) - Reduce the required 30-meter watercourse setback for development and site alteration to 10 meters.
- Part 3.37 - Permit shipping containers on the subject property located only in the rear yard and stacked no more than 2 high.
- Part 3.5 - Permitting a transportation terminal as a use without the erecting of a building on the subject property.
- Part 4.11(8) - Permitting more than 50% of lot frontage as driveways and parking.

- All other applicable provisions of Zoning By-law 38-09, as amended, shall continue to apply.

Our understanding is that the Official Plan and Zoning By-law Amendments are being proposed to bring the property into compliance with the County Official Plan and the local Zoning By-law. The subject property is proposed to be used as a transportation terminal and a staging area as outlined in the Planning Justification Report submitted with the application.

Natural Hazards (Flood Hazard, Hazardous Soils)

Gunn Creek runs along the eastern property line as shown on Map 1. The regulatory flood hazard has not been mapped on this property and was not available at the time of application submission.

As per the Provincial Policy Statement (PPS) 2020, Section 3.1.2, Development and Site Alteration shall not be permitted within d) a floodway. The floodway is the entire contiguous flood plain.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act.

Site alteration: means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

The RRCA has reviewed available soil mapping near the site location and is not aware of potentially hazardous conditions at this location (e.g. organic muck, karst formations).

The Conservation Authorities Act (O.Reg. 175/06)

Despite any zoning provisions, development and/or interference inside or adjacent to watercourses, inside or within 15m of floodplains, and inside or adjacent to Provincially Significant Wetlands (PSW) is regulated by the RRCA.

There are no evaluated PSWs on or adjacent to the subject property. The regulatory flood hazard has not been mapped on this property and was not available at the time of application submission. Development and/or site alterations adjacent to or within the regulated features along Gunn Creek shall require permits from the RRCA pursuant to board-approved permitting policies.

RRCA Permit Applications, Policies and Fee Schedule can be downloaded from our website: <https://rrca.on.ca/page.php?id=24>.

Clean Water Act

The site is not located close to a municipal drinking water supply. As such, there are no policies within the Source Protection Plan for the Raisin-South Nation Source Protection Region that would prohibit or limit development on this property.

The subject property is located over a groundwater aquifer, which has been evaluated through the Source Water Protection Plan Assessment Report. The vulnerability rating is assessed as and "medium" and "high". It is important to note that this is not uncommon, as the majority of the Raisin Region is considered to be located over a groundwater aquifer due to the underlying soils and geology of the area.

- There are no policies in the Source Protection Plan to prohibit development within this area.

Recommendation

At this time, The RRCA does not object to the Official Plan and Zoning Bylaw Amendments, provided that the applicant applies for a RRCA Permit since a portion of the property is within the RRCA's Regulated Area.

18. The proposed Amendment was also circulated to CN and they have provided the following comments regarding the proposed OPA:

"Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is adjacent to CN's Main Line. CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

1. Safety setback of principal buildings from the railway rights-of-way to be a minimum of 15 metres.
2. The Owner shall install and maintain a chain link fence of minimum 1.83 meter height along the mutual property line.
3. A minimum 30 metre setback is required for vehicular property access points from at-grade railway crossings.
4. The storm water management facility must be designed to control storm water runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including

ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from CNR and be substantiated by a drainage report to the satisfaction of the Railway.

CN anticipates the opportunity to review a detailed site plan and a storm water management report taking into consideration CN development guidelines"

And regarding the proposed ZBLA:

"CN has no objection regarding the rezoning of the subject p[roperty to Highway Commercial . However, it is noted that the subject site is adjacent to CN's Main Line. CN recommends the following protective measures for non-residential uses adjacent to Main Lines:

A minimum 30 metres building setback, from the railway right-of-way, in conjunction with a 2.5 metres high earthen berm or 2.0 metres for a secondary main line, is recommended for institutional, commercial (ie. office, retail, hotel, restaurants, shopping centres, warehouse retail outlets, and other places of public assembly) and recreational facilities (i.e. parks, outdoor assembly, sports area).

A minimum 15 metre building setback, from the railway right-of-way, is recommended for heavy industrial, warehouse, manufacturing and repair use (i.e. factories, workshops, automobile repair and service shops).

A minimum 30 metre setback is required for vehicular property access points from at-grade railway crossings.

A chain link fence of minimum 1.83 metre height is required to be installed and maintained along the mutual property line.

The storm water management facility must be designed to control storm water runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from CNR and be substantiated by a drainage report to the satisfaction of the Railway.

While CN has no noise and vibration guidelines that are applicable to non-residential uses, it is recommended the proponent assess whether railway noise and vibration could adversely impact the future use being contemplated (hotel, laboratory, precision manufacturing). It may be desirable to retain a qualified acoustic consultant to undertake an analysis of noise and vibration, and make recommendations for mitigation to reduce the potential for any adverse impact on future use of the property.

CN anticipates the opportunity to review a detailed site plan, and a storm water management report taking into consideration CN development guidelines"

19. The proposed Amendment was also circulated to the United Counties of SDG Transportation Department and SDG staff will include and consider their comments in their recommendation to County Council.

Recommendation:

20. This proposed Official Plan Amendment is being recommended to be approved by the United Counties of Stormont, Dundas and Glengarry as development will be required to be consistent with the PPS, 2020.

IMPACT ON 2024 BUDGET:

N/A

ALIGNMENT WITH STRATEGIC PLAN:

N/A

RECOMMENDATION:

BE IT RESOLVED THAT Staff Report 2024-19 be received and that the Council of the Township of South Glengarry recommend to the United Counties of Stormont, Dundas and Glengarry to approve the proposed Official Plan Amendment for the property legally described as Part of Lot 9, Concession 1, being part 1 of Reference Plan 14R5459, in the geographic Township of Lancaster, now in the Township of South Glengarry, County of Glengarry to redesignate the subject property from the "Agricultural Resource Lands" designation to the "Special Land Use District" designation, in order to permit Highway Commercial Uses including Transportation Terminal and Warehouse/Distribution Centre uses on the subject lands.

**Recommended to Council for
Consideration by:
CAO DOUG ROBERTSON**

Appendix C: Planning Rationale



1547 Bloor Street West
Toronto, Ontario M6P 1A5
☎ (416) 923-5632
✉ info@sglplanning.ca

December 15, 2023

Our File: PB.SG

Joanne Haley
Township of South Glengarry
6 Oak Street, Box 220
Lancaster ON K0C 1N0

VIA EMAIL: jhaley@southglengarry.com

Dear Ms. Haley:

**Re: Proposed Transportation Terminal – 6059 4th Line Road – Applications for
Official Plan Amendment and Zoning By-law Amendment**

Further to our meeting on December 15, 2023, please find enclosed a revised planning justification report from SGL Planning and Design Inc. dated December 15, 2023 to support the applications for an official plan amendment and a zoning by-law amendment.

Please note that the original cheques were couriered out to the Township and County on Monday, December 11, 2023. We also note that the outstanding OPA application fee for the Township in the amount of \$1,000.00 will be forwarded shortly.

We have also recently received the County's OPA template and will send the completed document to yourselves and the County on Monday, December 18 together with the revised and commissioned County OPA Application Form.

We continue to look forward to receiving MTO comments and will provide a Traffic Impact Study (TIS) as required.

Thank you again for your attention to these applications and we look forward to the potential public meeting on January 15, 2024. Should you have any questions or concerns, please do not hesitate to contact me at 705-796-7069.

Yours very truly,
SGL PLANNING & DESIGN INC.

A handwritten signature in black ink, appearing to read 'Tim Cane', is written over a horizontal line.

Tim Cane, MES, MCIP, RPP
Senior Associate

Planning Justification Report



Applications for Official Plan Amendment and Zoning By-law Amendment
Proposed Transportation Terminal
6059 4th Line Road

Prepared By:

Tim Cane RPP
SGL Planning and Design Inc.

December 15, 2023

SGL

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1 Introduction



Purpose of the Report

This Planning Justification Report has been prepared in support of applications for an Official Plan Amendment to the 2018 SDG Official Plan and a Zoning By-law Amendment to the Township of South Glengarry Comprehensive Zoning By-law No. 38-09 to permit the establishment of a Transportation Terminal at 6059 4th Line Road. The purpose of this report is to assess the merits of the proposal with respect to applicable planning policies including consistency with the Provincial Policy Statement (2020) and County SDG Official Plan.

Section 2 of this report provides an overview of the location and surrounding context of the subject site.

Section 3 of this report provides an overview and detailed description of the proposed development, as well as a description of the proposed Official Plan Amendment and Zoning By-law Amendment.

Section 4 of this report provides a detailed assessment of how the proposal is consistent with and conforms to Provincial and County policies.

Section 5 of this report provides a summary and conclusions.

2 Site and Context



2.1 Subject Lands

The Subject Lands are located approximately 500 metres north of Highway 401 on the east side of County Road 23 (4th Line Road)("CR23"). The site has a frontage of approximately 270m to CR 23 with two access points – one to the north accessing existing farm dwellings, agricultural buildings and cell tower while the second is midway along the frontage serving a former agricultural field. The site has a depth of approximately 170m resulting a total site area of approximately 6.4 ha. While the majority of the site is generally rectangular, there is an irregular portion that wraps itself around existing lots at 6095 and 6115 CR23. Refer to **Figure 1**.

The location and the context of the site could be generally described as an 'island site' bounded by CR23 to the west, major CN rail corridor (twin tracks) to north, municipal drain to the east, and existing commercial properties to the south with Highway 401 beyond. As a result, the character of the site and immediate surrounds is established by commercial and transportation uses.

Existing works took place on the site in the summer of 2023 that replaced the existing portions of the site used for cropping with gravel.

Surrounding the area further to the west, north and east are predominantly agricultural and rural uses. South of the subject lands is an existing Esso service station truck stop (6115 4th Line Road) approximately 4.5 hectares in size with two oversized access points off 4th Line Road to accommodate truck movements. The site is improved by 8 passenger vehicle fuel pumps with canopy, convenience store, restaurant, commercial refueling pumps (card lock), and truck weigh scale.

Also south of the subject lands on the west side of CR23 is a recently established Shell Service Station.

It is noted that the applicant, through numerous corporations, recently purchased lands on the northeast corner of the interchange between 4th Line Road (County Road 23) and Highway 401. These lands include 6115 CR23 (Esso Station), 6059 CR23 (Subject Lands), 6095 CR23 (commercial garage), and an un-addressed parcel of land adjacent to 6115 CR23 to the east and fronting North Service Road (LT8).

These planning applications are solely for the lands at 6059 CR23 and do not include any other lands that may be under control by the applicant. The proposed Transportation Terminal will be a standalone use with no physical connections to other nearby properties.

SGL

2.2 Context

The Subject Lands are located adjacent to commercial uses serving Highway 401. The lands north of interchange are recognized in the Township's existing Comprehensive Zoning By-law 38-09 through a Highway Commercial Zone that permits a wide range of commercial uses and services (refer to Figure 2 below). In the immediate vicinity of the subject lands are two highway service stations north of the interchange, together with a wood working shop (6109 CR23), and commercial garage (6095 CR23).



Figure 2: Highway Commercial Zone in the vicinity of the 401/4th Line Road Interchange. (Comprehensive Zoning By-law 38-09).

Commercial uses are also located on the south side of the interchange along Old Hwy 2.

While agricultural cropping is in the vicinity of the subject lands to the north and east, they are separated by physical features. To the north is a major CN rail corridor and hydro transmission corridor (refer to Figure 3) while to the east is the Gunn's Creek municipal drain (refer to Figure 4).

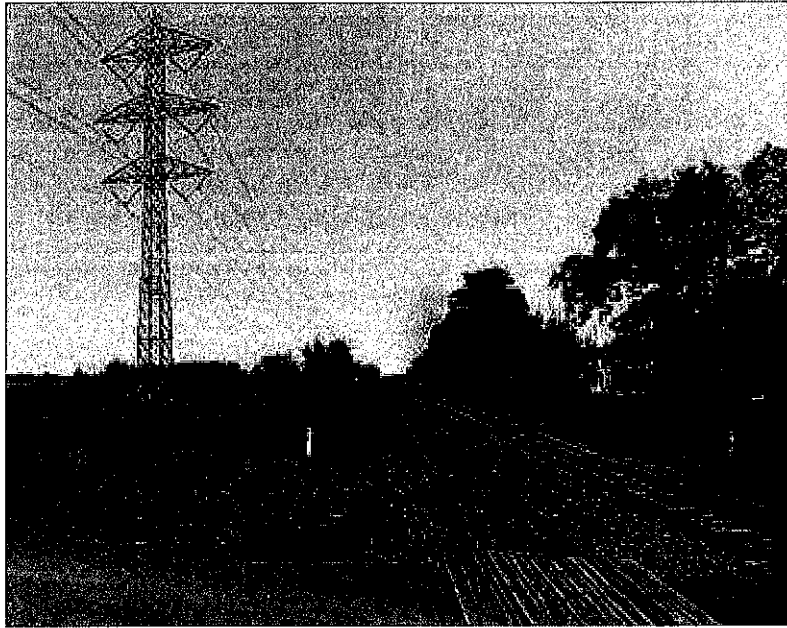


Figure 3: Hydro corridor and CN rail line north of the subject lands. Looking east from 4th Line Road with the Subject Lands to the right. (Google maps 2023).



Figure 4: Looking north from North Service Road above the Gunn's Creek culvert. Subject Lands to the west (left) and agricultural cropping to the right (west). (Google Maps 2016)



2.3 Proposal Description

2.3.1 The Proposal

It is proposed to establish a Transportation Terminal on the portion of the Subject Lands already disturbed. As per the Concept Plan submitted as Part B of the ZBA application (Appendix A), the Transportation Terminal will consist of a parking area for transport trucks and trailers for a logistics company that relies on the 401 corridor and convenient access to the Quebec market. No buildings or structures are proposed and the use would be limited to the existing area of the site that was disturbed in the summer of 2023. A total of approximately 246 truck and trailer spaces are anticipated for the site.

While the number of spaces may seem significant, not all trucks and trailers would be accessed or leave the site daily. The site essentially functions as a staging area for the

logistics company when trailers are needed at their Quebec operations. Even if each trailer were to leave the site each day, this would result in an approximate average 10 trucks leaving the site each hour (since it will be a 24-hour operation). This is unlikely given that trailers will be stored on site longer than one day.

All lands between the site and 401 are zoned for Highway commercial uses, with only one sensitive residential use west and south of the site, approximately 140 m from CR 23 on the same site as and behind the existing Shell Service Station.

A 10 m wide vegetated buffer is proposed along Gunn's Creek with 3 m setbacks to CR23 and abutting uses to the south. The design also accommodates the potential realignment of the North Service Road based on a preliminary design from MTO. Chain link security fencing inside of the 3 m buffer will be provided around the west, east and south boundaries. Access to the site will utilize an existing entrance shifted south close to the common boundary with 6095 CR23.

Existing rural dwellings and buildings on the site would remain to the north with noise and privacy fencing provided between the use to protect existing amenity levels. Intervening fencing and presence of trailers on site would likely reduce noise levels to the north part of the site from Highway 401.

Stormwater management on the site will be established through a future application for site plan approval. The parking surface will be gravel or asphalt depending on final detailed design.

2.4 Required Approvals

2.4.1 Official Plan Amendment

The Subject Lands are located in the Agricultural Resource Lands designation in the 2018 SDG County Official Plan. Table 5.2 of the OP identifies permitted uses within the existing designation including:

- Agricultural uses
- Agricultural-related uses
- Conservation, forestry and natural heritage uses
- Existing dwellings and dwellings on existing lots of record
- Public service facilities

Section 5.2 of the Official Plan's above list includes Agricultural-related uses. Specific Agricultural-related uses are not listed in the OP, consistent with Section 1.8.5 that speaks to uses generally permitted in a designation:

Examples of permitted uses provided in the land use policies of this Plan indicate the possible range of appropriate uses and are not all-encompassing unless otherwise stated; however, any proposed uses not listed shall only be permitted

where they are in conformity with the general intent and policies of the land use designations of this Plan.

Alternatively, Provincial policy documents suggest some examples including the following: livestock yards, farm equipment repair shop, cold/dry storage facilities, fertilizer storage and distribution facilities, and food and beverage processors.

It is noted that the only uses listed as "Prohibited" in Table 2 on Agricultural Resource Lands are "use that conflict with normal agricultural operation."

While the Subject Lands already have as-of-right uses through the Highway Commercial Zone, many of which would potentially have similar land use characteristics to those of Agricultural-related uses, a site-specific OPA is being proposed.

The purpose of the site-specific OPA is to allow defined uses, consistent with the Highway Commercial (CH) Zone, on an existing lot of record. The Subject Lands directly abut the existing Employment District designation to the west and south surrounding the highway interchange, between Highway 401 and CN rail corridor.

The OPA, if approved, would permit the establishment of transportation and warehousing related uses on the site.

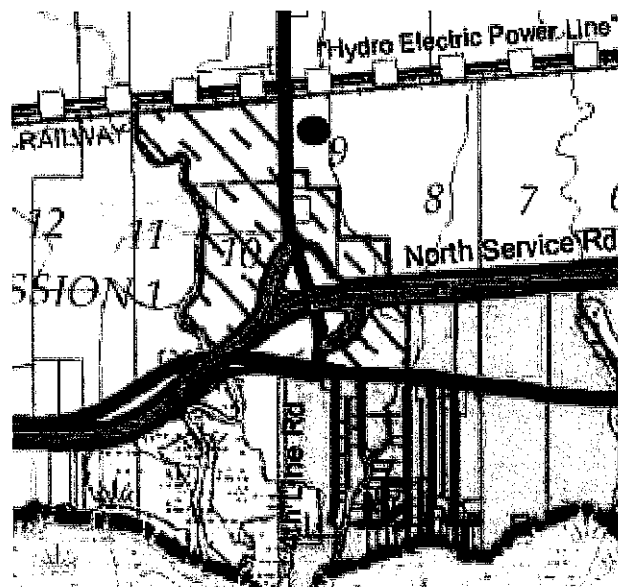


Figure 5: County of SDG 2018 Official Plan currently designating the Subject Lands as Agricultural Resource Lands (shown in white), with surrounding lands designated Employment District (shown in blue hatching). Subject Lands shown with red dot.

More specific permitted land uses would be established through the Township's Comprehensive Zoning By-law and the existing High Commercial (CH) Zone uses already permitted on the Subject Lands. A local zoning by-law amendment, if approved, will permit Transportation Terminal and Warehouse uses.

2.4.2 Zoning By-law Amendment

The subject site is currently zoned Highway Commercial (CH) which permits a wide range of as-of-right uses for the Subject Lands and surrounding area (refer to Figure 5). A site-specific exemption for the Highway Commercial Zone is proposed to permit a Transportation Terminal and potential future Warehouse/Distribution Centre on the Subject Lands.

Other uses, similar in appearance, operations or potential land use impacts to a Transportation Terminal, already permitted in the Highway Commercial Zone include:

- Agricultural Machinery Sales and Service
- Card Lock Establishment
- Contractor's Yard
- Farm Equipment Sales and Service Establishment
- Motor Vehicle Dealership
- Motor Vehicle Gas Bar
- Motor Vehicle Rental Agency
- Motor Vehicle Washing Establishment
- Private Transit Depot

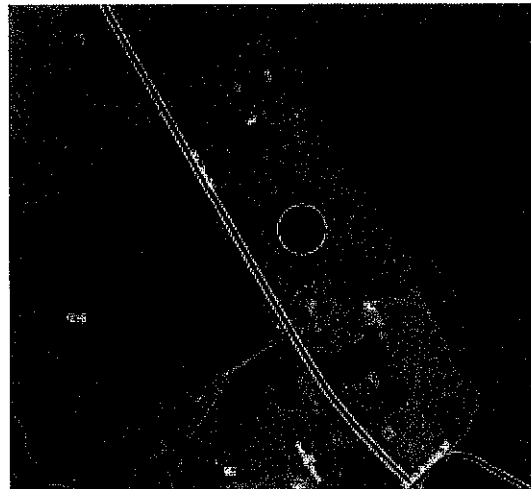


Figure 6: Highway Commercial Zone on the Subject Lands and adjacent properties. (Comprehensive Zoning By-law 38-09).

To provide for both the immediate need for a Transportation Terminal and potentially protect for related future warehousing and distribution operations, it is also proposed to permit Warehouse/Distribution Centre on the Subject Lands.

To implement the proposed concept plan shown in **Appendix A**, other resultant zoning provisions are proposed to avoid the need for minor variance applications later. These include:

- Maintaining a 3 m landscape buffer but allowing parking within the 15 m front yard setback;
- Reducing the minimum setback and buffer from Gunn's Creek from 30 m to 10 m. Details of the buffer and landscaping will be established through site plan approval in consultation with the Town and Conservation Authority (Section 3.39).
- Permitting for the possibility of shipping containers on site (Section 3.37).
- Allowing for the Transportation Terminal use without the need for an associated building or structure.

2.4.3 Site Plan Control

In addition to the applications for Official Plan Amendment and Zoning By-law Amendment, an application for Site Plan Control is required to permit the works on site. This application will consider detailed design matters with the Town, County, Conservation Authority and MTO. Examples of detailed design matters include, but are not be limited to, landscaping, fencing, parking surface, grading, stormwater control, access, and the municipal drain buffer.

3 Policy Considerations



The Provincial Policy Statement (2020) and the SDG County OP are the applicable policy documents which apply to the subject lands. Consistency of the proposed development, as applicable, with these documents is discussed in the following sections.

3.1 Provincial Policy Statement (PPS) 2020

The 2020 Provincial Policy Statement (PPS) encourages efficient land use and development patterns. Section 1.1.1 provides, in part, that *'healthy and liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;...*
- h) Promoting development and lands use patterns that conserve biodiversity; and*
- i) Preparing for the regional and local impacts of a changing climate."*

Consistency

The Subject Lands are located in an area isolated from the surrounding agricultural fabric as a result of major infrastructure and a watercourse. The proposed use supports the character of the area already established by major transportation corridors, hydro corridors and abutting Highway Commercial zones.

The location and use of the Transportation Terminal will promote cost-effective development patterns that help increase transportation efficiencies resulting in less potential climate change impact.

The isolated or 'island' nature of the site results in the Subject Lands having their predominant land use character established by the highway interchange and abutting highway commercial uses.

With respect to providing for the proper integration of land use planning, we understand that the proposed use would need to consider the Province's D-6 Compatibility between Industrial Facilities. We note that there is an existing sensitive land use (residential dwelling in existing farmhouse) already located on the

Subject Lands. A second residential dwelling located closer to the Subject Lands is no longer occupied and will be removed as part of any future approvals. The applications and concept plans recognize the existing dwelling by proposing a 1.8 m tight board privacy fence and landscaping as a buffer to proposed uses. This will reduce any potential off-site impacts despite existing background noise and amenity already being affected by the rail corridor, Highway 401 and highway commercial uses. In addition, the proposed Transportation Terminal is located approximately 85m away from the existing farmhouse. Guideline D-6 recognizes the proposed use as a Class 1 activity with a 70m potential influence area. Therefore the proposal exceeds the recommended minimum separation distance.

Similarly, Section 1.1.4.1 specifies that Rural Areas can include a combination of rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas. Policies for these areas include:

1.1.4.1 Healthy, integrated and viable rural areas should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;*
- b) promoting regeneration, including the redevelopment of brownfield sites;*
- c) using rural infrastructure and public service facilities efficiently;*
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;*
- h) conserving biodiversity and considering the ecological benefits provided by nature; and*
- i) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3.*

Consistency:

The proposed development is considered to be in a Rural Area as defined by the PPS 2020. While the SDG County OP designates the Subject Lands as Agricultural Resources Lands, most of surrounding lands are designated Employment District. Given the context of the site and the predominant designations to the west and south, a site-specific exemption to support a non-agricultural use in the Agricultural Resource Lands designation is considered consistent with Section 1.1.4.1 and meets the policy tests contained in Section 2.3.6 of the PPS.

The proposed OPA and resulting use will be consistent with the character of the vicinity while utilizing existing infrastructure that diversifies the local economic base. The proposed Transportation Terminal will directly support local businesses that would otherwise be competing with other nearby highway service stations along Highway 401 to the west and east.

The proposed buffer to Gunn's Creek will conserve biodiversity. Highway commercial activities can already occur as-of-right on the Subject Lands, however, the proposed OPA will formally recognize this existing condition in a manner that is consistent with PPS Policy 2.3.

Section 1.3.2 of the PPS speaks to the role of Employment Areas and supporting infrastructure.

Consistency:

Employment uses are already permitted on the Subject Lands. A site-specific OPA recognizing this existing permitted uses will reinforce the area's role in local and regional employment forecasts. At the same time, the OPA will complement adjoining lands already designated Employment District with uses that are compatible with the area and utilizes existing transportation infrastructure. This rational is supported by PPS policy in Section 1.67 Transportation Systems that seeks to make efficient use of existing infrastructure while reinforcing a land use pattern that reduces length of vehicle trips.

Section 2.1 of the PPS speaks to Natural Heritage and specially Section 2.18 speaks to development and site alteration on adjacent lands that avoids negative impacts on natural heritage feature

Consistency:

Application for site plan approval will ensure that an appropriate buffer is established to protect the natural heritage attributes of Gunn's Creek.

Section 2.3.6 Non-Agricultural Uses in Prime Agricultural Areas contains a series of policy tests in subsection 2.3.6.1 and 2.3.6.2 when permitting non-agricultural uses in prime agricultural areas. Specifically:

2.3.6.1 Planning authorities may only permit non-agricultural uses in prime agricultural areas for:

a) extraction of minerals, petroleum resources and mineral aggregate resources;

or

b) limited non-residential uses, provided that all of the following are demonstrated:

- 1. the land does not comprise a specialty crop area;*
 - 2. the proposed use complies with the minimum distance separation formulae;*
 - 3. there is an identified need within the planning horizon provided for in policy 1.1.2 for additional land to accommodate the proposed use; and*
 - 4. alternative locations have been evaluated, and*
 - i. there are no reasonable alternative locations which avoid prime agricultural areas; and*
 - ii. there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.*
- 2.3.6.2 Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible.*

Consistency:

For the purpose of this application, the policy tests of Part b) above have been applied, specifically:

- The land does not comprise of specialty crop area. Soils in the vicinity are Classes 1 to 3.
- The proposed Transportation Terminal is approximately 800 m south and east of the closest livestock operation. The proposal will not introduce a new sensitive receiver nor impact the existing farm operations given the separation distance and intervening rail and hydro corridors. There are existing homes already closer to the livestock operation than the proposed use.
- In terms of land need, the proposed use is on lands outside of a defined settlement area. This location is justified for the following reasons:
 - The lands are well suited for a space extensive use located near significant highway infrastructure. Use of the lands in this location will protect lands within settlement areas better suited for more intense employment uses and avoid truck traffic impacting more sensitive neighbourhoods.
 - The operations of the Transportation Terminal means that its location is a key priority for its efficient use and better access to the surrounding transportation system. If located in a settlement area, the use would reduce operational efficiencies and introduce a 24 hour use in a more sensitive location.
 - The site is located in an existing Highway Commercial Zone which permits non-agricultural uses as-of-right and has effectively already introduced non-agricultural uses in the Prime Agricultural Area.

- The site is adjacent to complementary land uses to serve the operation, its trucks, and its drivers.
- While in a Prime Agricultural Area, the site is located between two major transportation corridors, a County Road, and a municipal drain. The site is physically separated from the Prime Agricultural Area.
- The site-specific exemption for non-agricultural uses will reflect existing zoning and be compatible with the abutting Employment District designation.
- A review of soil classification mapping along the Highway 401 corridor, in the direct vicinity of interchanges, found limited alternative sites that would not be considered Prime Agricultural Areas. In particular, this Transportation Terminal is to serve the applicant's operations in Quebec and the 4th Line interchange is the closest interchange to the Provincial border.
- While there are already disturbed lands (lower priority agricultural lands) on the south side of the interchange of 4th Line Road and Highway 401, these lands are separated from the supporting service center uses on the north side. Separating the Transportation Terminal use from the Service Stations would result in increased traffic across the overpass and through the interchange.
- Regarding Section 2.3.6.2, the impacts of the Transportation Terminal will have no impacts of the adjoining cropping operations to the west. The proposal will not result in a sensitive receiver being established on the site that could otherwise affect other agricultural uses in the vicinity.

Regarding Section 3.1 Natural Hazards, any future development on the Subject Lands will occur after the completion of the Site Plan review process. The Raisin Region Conservation Authority will have the opportunity to confirm that the development is not impacted once the detailed design begins.

3.2 SDG County Official Plan

The following policies were considered in the preparation of the OPA and ZBA:

Section 1.8.3 Land Use

The proposed land use and alterations to the site did not occur prior to the SDG OP. This OPA seeks to expand to establish a site-specific exemption in the Agricultural Resource Lands designation to reflect the existing Highway Commercial Zone and to support a local ZBA that allows a Transportation Terminal and potential Warehouse/Distribution Centre.

Section 1.8.5 Permitted Uses

Section 1.8.5 of the County Official Plan (OP) speaks to permitted uses generally permitted in a designation:

Examples of permitted uses provided in the land use policies of this Plan indicate the possible range of appropriate uses and are not all-encompassing unless otherwise stated; however, any proposed uses not listed shall only be permitted where they are in conformity with the general intent and policies of the land use designations of this Plan.

While Section 5.2 of the Official Plan lists permitted uses in the designation including Agricultural-related uses, more specific Agricultural-related uses are not listed in the OP. Provincial policy documents suggest some examples including the following: livestock yards, farm equipment repair shop, cold/dry storage facilities, fertilizer storage and distribution facilities, and food and beverage processors.

Section 3.3 Rural Lands

Section 3.3 speaks to lands not located in Settlement Areas. The Subject Lands are located immediately adjacent to a designated Employment District at an existing Highway 401 interchange. The proposed OPA for a site-specific exemption in the Agricultural Land Resource designation is an appropriate and complementary land use for surrounding employment lands between major rail and road corridors, and with a limited interface to the surrounding Prime Agricultural Area.

Section 3.5.2.4 Industrial Areas

Policies within this section speak to industries being located to take advantage of existing infrastructure. The proposed Transportation Terminal located at the easternmost interchange of Highway 401 takes advantage of the site's location for the applicant's operations in Quebec. At the same time, the site results in little chance of land use conflicts given its location in an existing Highway Commercial Zone and being separated from any sensitive land uses. The location next to an existing service station with specialist services for trucking integrates with complementary land uses.

Section 4.3.6.6 Rail

The proposed Transportation Terminal does not result in the development of a sensitive land use and will therefore not impact the existing CN rail corridor.

Section 5.2 Resource Management Policies

Section 5.2 of the Official Plan lists permitted uses in the Agricultural Resource Lands designation. While the specific Transportation Terminal use is not listed in the OP, Provincial policy documents contemplate agricultural related uses that could have similar land use impacts including livestock yards, farm equipment repair shop, cold/dry storage facilities, fertilizer storage and distribution facilities, and food and beverage processors.

Section 5.2 also lists prohibited uses in the designation as "Uses which conflict with normal agricultural operations". The context of this site is defined by its location between a 400 series highway interchange and national rail corridor. To the west are other commercial and rural uses and to the east is agricultural cropping separated by a municipal drain and associated buffers. It is unlikely that the proposed use would conflict with any agricultural operations. This opinion is reinforced by the Highway Commercial Zone that has already been applied to the Subject Lands.

An OPA, if approved, a site-specific exemption would provide clarity on appropriate land uses at this specific location and its non-agricultural context. In light of existing land uses already permitted in the Highway Commercial zone, together with permitted agricultural-related uses with similar potential impacts, the exemption better reflects existing conditions, the proposed use, and meets the general intent and purpose of the County's Official Plan.

3.3 Township of South Glengarry Comprehensive Zoning Bylaw 38-09

The proposed ZBA is to provide for both the immediate need for a Transportation Terminal and potentially protect for related future warehousing and distribution operations, it is also proposed to permit Warehouse and Distribution Facilities on the Subject Lands.

The proposed concept plan shown in **Appendix A**, requires other resultant zoning provisions to avoid the need for minor variance applications later. These include:

- Maintaining a 3 m landscape buffer but allowing parking within the 15 m front yard setback;
- Reducing the minimum setback and buffer from Gunn's Creek from 30 m to 10 m. Details of the buffer and landscaping will be established through site plan approval in consultation with the Town and Conservation Authority (Section 3.39).
- Permitting for the possibility of shipping containers on site (Section 3.37).
- Allowing for the Transportation Terminal use without the need for an associated building or structure.

4 Conclusion



The applications for OPA and ZBA to establish a Transportation Terminal are considered good planning for the context of the Subject Lands. The Subject Lands are zoned Highway Commercial and already permit a wide range of similar uses to reflect their location adjacent to major transportation corridors.

The proposed applications will complement nearby service stations to reinforce highway supportive land uses that better serve the transportation industry and travelling public. The economic viability of the Employment District will be reinforced to the benefit of customers and the wider financial health of the Township and County.

In summary, the proposed development is consistent with the PPS, conforms to the SDG County Official Plan, and represents good planning.

Appendix A: Concept Plan

