

PLANNING JUSTIFICATION REPORT

5961 County Road 34, Township of South Glengarry

1733286 Ontario Inc.

PART I – INTRODUCTION, SITE & DEVELOPMENT CONCEPT

1.0 INTRODUCTION

Gagnon Walker Domes Ltd. ("GWD") acts as Planning Consultant to '1733286 Ontario Inc.', the registered owner of the property municipally known as 5961 County Road 34 in the Township of South Glengarry (hereinafter referred to as the "subject site").

GWD has been retained to provide planning consulting services; including the preparation of a Planning Justification Report in support of site-specific Official Plan and Zoning By-law Amendment Applications ("Amendment Applications") regarding the proposed redevelopment of the subject site for a Transportation Depot and Repair Bay Facility for trucks, farming and heavy equipment.

This Planning Justification Report has been prepared in support of the Amendment Applications. Subsequent sections of this Planning Justification Report describe the subject site and surrounding area, examine the Township's development standards, review the proposed development concept, and outline the planning rationale in support of the proposed Amendment Applications within the context of the current planning policy regime.

A Pre-Consultation Application was filed with the Township of South Glengarry on May 19, 2023, and two (2) Pre-Consultation Meetings were held on May 29, 2023, and June 22, 2023, with Township of South Glengarry and United Counties of Stormont, Dundas and Glengarry staff. The formal Pre-Consultation Meeting Notes were received on July 6, 2023, via email correspondence. The formal submission of the Amendment Applications occurred on November 11, 2024, with comments received on December 13, 2024 and December 18, 2024.

The Amendment Applications, inclusive of this revised Planning Justification Report and the other supporting Technical Plans and Reports (revised as appropriate) noted below, reflect the required supporting documents as identified in the July 6, 2023, correspondence.

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GWD is part of a multi-disciplinary consulting team that has collectively prepared technical supporting materials towards the advancement of the Amendment Applications and development concept. The Amendment Applications should be evaluated based on a review of this revised Planning Justification Report as well as the following additional supporting materials:

#	Document	Author	Date
1	Registered Owner Authorization / Completed Application Form		
2	Parcel Abstract		
3	Planning Justification Report	Gagnon Walker Domes Ltd.	July 2025
4	Draft Official Plan Amendment	Gagnon Walker Domes Ltd.	April 2024
5	Draft Zoning By-Law Amendment	Gagnon Walker Domes Ltd.	April 2024
6	Traffic Impact Study	Nextrans Consulting Engineers	April 2025
7	Agricultural Impact Assessment	Colville Consulting	April 2025

2.0 SITE DESCRIPTION and SURROUNDING LAND USES

2.1 Subject Site

The subject site is legally known as part of Lot 38, Concession 1, and is municipally known as 5961 County Road 34, in the Township of South Glengarry. The subject site is located on the east side of County Road 34, south of Concession Road 1, and measures approximately 5.33 hectares (13.19 acres), with a street frontage of approximately 191.26 metres (627.49 feet) along County Road 34.

The Subject Site is currently occupied by one (1) single detached dwelling. The majority of the subject site is vacant / agricultural, with trees and natural features along the southerly property limits, as well as across the northerly and easterly portions of the subject site. There is a watercourse feature within the natural feature area along the easterly limits of the subject site, travelling generally in a northwest to southeast direction. There is one (1) full moves access point to the subject site from County Road 34, leading to the existing single detached dwelling.

2.2 Surrounding Context

Immediately abutting land uses include:

- North: Agricultural, Single Detached Residential
- South: Agricultural
- East: Agricultural
- West: Agricultural

TAB 1 includes Google Earth Air Photos of the subject site and area context.



3.0 DEVELOPMENT PROPOSAL

By way of background, a Pre-Consultation Application proposing to re-develop the subject site for a Transportation Depot (tractor trailer parking) and Repair Bay (trucks, farming and heavy equipment) facility was filed with the Township of South Glengarry on May 19, 2023, and the Pre-Consultation Meetings were held on May 29, 2023, and June 22, 2023. The formal Pre-Consultation Meeting Notes, including the formal Amendment Application requirements, were received via email correspondence on July 6, 2023. The formal submission of the Amendment Applications occurred on November 11, 2024, with comments received on December 13, 2024 and December 18, 2024.

It is proposed that the subject site be redeveloped for a Transportation Depot (tractor trailer parking)/Repair Bay (trucks, farming and heavy equipment) facility that will serve to complement existing and planned uses in the surrounding community. The subject site is located on a road that provides convenient and direct access to Highway 401. The proposal will provide an appropriate contextual relationship to the surrounding area, as it will not negatively impact the ability of the larger more contiguous agricultural lots from continuing to be utilized for such purposes, as well as providing repair facilities for farming and agricultural equipment for the surrounding lands.

The following is a brief statistical summary of the proposal:

- Gross Site Area: 5.36 ha (13.24 ac);
- Environmental Features: 2.96 ha (7.30 ac);
- Net Developable Area: 2.40 ha (5.94 ac);
- One (1) one-storey Transportation Depot/Repair Bay Building;
- Transportation Depot GFA: 270 m² (2,906 ft²);
- Repair Bay GFA: 312 m² (3,358 ft²);
- Total GFA: 582 m² (6,264 ft²);
- Parking Required: 1 space per 25 m² (Transportation Depot) – 11 spaces
- 11 car parking spaces provided; and
- 139 truck and trailer parking spaces provided.

Vehicular access to the subject site shall continue to be provided from the location of the existing full moves access from County Road 34, with appropriate updates to the configuration of the access to accommodate the proposed uses.

A 5.0m Buffer Zone is proposed between the Buildable and Non-Buildable Area to protect the Woodlot and Creek that is located on the northerly, easterly and southerly boundaries of the subject site.

TAB 2 includes a copy of the Conceptual Site Plan.



In order to facilitate the redevelopment proposal, an Official Plan Amendment is required. The proposed Official Plan Amendment proposes the re-designation of the subject site from 'Agricultural Resource Lands' to 'Employment District' to permit the Transportation Depot/Repair Bay Facility.

Additionally, a site-specific Zoning By-law Amendment is also required to facilitate the redevelopment proposal. The proposed Zoning By-law Amendment proposes to rezone the subject site from 'Agricultural (AG)' to 'Heavy Industrial Zone (MH)' to permit the Transportation Depot/Repair Bay Facility.

TAB 3 includes a copy of the proposed Draft Official Plan and Zoning By-law Amendments.

We are of the opinion that the use being pursued does not adversely affect the surrounding uses; both current and future. Currently the lands to the north, west, south and east are occupied by existing Agricultural and associated single detached residential dwellings, on large land holdings. The subject site is a smaller parcel, with environmental/natural features on all three (3) sides of the property which effectively cuts this property off from the larger more contiguous agricultural parcels, making the subject site less conducive to farming than the surrounding lands. The subject site is located on a major road (County Road 34) with ease of access to existing Provincial 400-series highways (Highway 401). The proposed development includes various screening mitigation measures including landscaping/berming setbacks/buffers.

PART II - PLANNING FRAMEWORK & JUSTIFICATION

4.0 PLANNING FRAMEWORK & JUSTIFICATION

The development proposal has been reviewed in the context of the following governing planning policy documents:

- Planning Act, R.S.O. 1990, c.P.13, June 5, 2025;
- Provincial Planning Statement (October 2024);
- United Counties of Stormont-Dundas-Glengarry Official Plan (February 2018); and
- Township of South Glengarry Zoning By-law 06-2023.

The following outlines the planning justification for the proposal.

4.1 Planning Act, R.S.O. 1990, c.P.13 (June 5, 2025)

The Planning Act, R.S.O. 1990, c. P.13 ("*Planning Act*") requires the Council of a municipality in carrying out their responsibilities under the *Planning Act* to have regard to matters of Provincial interest as identified in Section 2. The *Planning Act* identifies a number of broad subjects of Provincial interest which are to be considered.



The Amendment Application has provided sufficient regard to the following matters of Provincial interest:

- (c) conservation and management of natural resources and the mineral resource base;
- (e) supply, efficient use and conservation of energy and water;
- (f) adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (k) adequate provision of employment opportunities;
- (l) protection of the financial and economic well-being of the Province and its municipalities; and
- (p) appropriate location of growth and development.

Based on a review of Section 2 of the Planning Act conducted for the preparation of this Report, the approval of the proposed development would not cause a conflict with the above-mentioned matters of Provincial interest as identified in this section of the Planning Act.

The particular applications as described in this Planning Justification Report is not subjected to the other matters identified in Section 2 of the Planning Act. In this regard, we are of the opinion that the proposed development has regard for matters of Provincial interest.

4.2 Provincial Planning Statement (October 2024)

The proposal has been reviewed in the context of the 2024 Provincial Planning Statement ("PPS"). The PPS was issued by the Province of Ontario under section 3 of the *Planning Act* and came into effect on October 20, 2024, replacing the Provincial Policy Statement (May 1, 2020).

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS supports improved land use planning and management. The objective of the PPS is to contribute to a more effective and efficient land use planning system with the goal of improving the quality of life within Ontario by supporting the principles of strong communities, supporting economic growth and fostering a healthy environment. Section 3 of the *Planning Act* requires that decisions regarding all planning matters shall be consistent with the established policy direction of the PPS.

According to the vision of the PPS, a successful Ontario will support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance.

The PPS states that Ontario's agricultural sector and sensitive areas will continue to form part of the province's economic prosperity and overall identity. Growth and development



will be prioritized within urban and rural settlements that will support and protect the long-term viability of rural areas, local food production, and the agri-food network. The proposed development supports this policy as it proposes an industrial development (economic activity) to an underutilized lot that is undersized for agricultural purposes and is physically separated from the adjacent larger contiguous agricultural lots. Further, the proposed development will not negatively impact the ability of the larger contiguous adjacent agricultural lands from continuing to operate for agricultural purposes. In addition, the proposal provides services for the surrounding agricultural area by providing repair services for agricultural vehicles and equipment, in addition to truck repairs, contributing to the economic prosperity of the County.

The proposed development is located on a major road which is identified by the Municipality as a 'through road' (truck road) with convenient and direct access to Highway 401. The site is a smaller site with natural features on all boundaries that physically 'cuts' it off from the larger surrounding agricultural properties. A similar condition and context exists on a property approximately 700 metres to the south which is utilized for the same use as what is proposed by the Amendment Applications.

Chapter 2 of the PPS speaks to policies related to the building of strong and healthy communities. Policy 2.1 of the PPS outlines specific objectives aimed at developing sustainable, healthy, livable and safe communities.

Policy 2.1.6.a of the PPS states that:

1. *Planning authorities should support the achievement of complete communities by:*
 - a. *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

This proposal meets this policy by providing the community with employment opportunities as well as meeting the service needs of the farming community in the township with the agricultural repair facility on site. By combining both uses on the site, the proposal helps the township meet its current and future employment goals.

Policy 2.6 of the PPS speaks to Rural Lands in Municipalities. Policy 2.6.1 states that on rural lands, the following uses are permitted:

- a. *the management or use of resources;*
- b. *resource-based recreational uses (including recreational dwellings not intended as permanent residences);*
- c. *residential development, including lot creation, where site conditions are suitable for the provision of appropriate sewage and water services;*
- d. *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;*



- e. *home occupations and home industries;*
- f. *cemeteries; and*
- g. *other rural land uses.*

While a transportation terminal is not a listed use that is allowed on rural lands, given the subject site's access to and location on an existing major road (County Road 34), and its proximity to the provincial highway system (Highway 401), the subject site efficiently uses the land and mitigates any potential negative impacts to the area. The major road has the ability to handle the truck capacity (as discussed in the Traffic Impact Study prepared in support of the Amendment Applications) and the close proximity to the highway system, minimizes the disturbance in the rural area.

The subject site is undersized for agricultural purposes, is not currently being farmed, and is physically separated from the adjacent agricultural lands, resulting in no changes to the agricultural land area that is currently being farmed. The proposal also provides economic opportunities in the Township and proposes to conserve the natural features on the subject site and by providing sufficient buffers to these features as part of the proposed development plan as well. The agricultural repair bays are noted as a permitted use according to the PPS, which the development proposal incorporates into the overall development plan.

Policy 2.6.2 of the PPS states that development that can be sustained by rural service levels should be promoted. This proposal supports this policy as it is located on a major road which can accommodate the truck traffic and is within close proximity to the provincial highway allowing convenient access to and from the subject site without negatively impacting the surrounding community.

Policy 2.6.3 of the PPS mentions that development shall be appropriate to the infrastructure which is planned or available. This proposal meets this policy as no additional infrastructure is required for the development. The development can be serviced by existing private on-site water and wastewater services.

Policy 2.6.4 of the PPS instructs that planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses. This proposal supports this policy. The proposed development will contribute to a diversity of economic uses (agricultural, industrial, logistics, etc.), including repair uses (both trucking and agricultural vehicles and equipment) within the area. The inclusion of repair uses for agricultural vehicles and equipment, in addition to the truck repair, will serve the needs of the surrounding agricultural lands. The proposed development seeks to efficiently utilize an undersized lot that is not conducive to agricultural use, is currently not being farmed, and is physically separate from the surrounding agricultural lands.

Policy 2.8.1 of the PPS states that planning authorities shall promote economic development by:



- a. providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- d. encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.*

In this regard, and as per Policy 2.8.1, the proposal serves to provide the community with a mix of employment opportunities, as well as diversifying the land use in the area while keeping within the character of the surrounding neighbourhood as the existing agricultural land base is not being disturbed. The subject site services the rural community with repair uses for agricultural vehicles and equipment, in addition to providing repair services for transportation users, while at the same time mitigating the effects of the proposed transportation terminal with its proximity to the highway system, by maintaining the natural heritage system features along the property limits which physically separates the subject site from the adjacent agricultural uses/

According to Policy 2.8.2.1 of the PPS, planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs. The necessary infrastructure is available for this proposal, as the subject site is located on a major road that is within close proximity of the highway system (Highway 401). While it is within the agricultural area, it is physically separated from the adjacent lands, with appropriate buffers introduced to maintain and protect the natural heritage system features which surround the subject site, as well as the agricultural lands beyond. The agricultural vehicle and equipment facility within the proposed development will provide a much needed service to the adjacent agricultural uses, within the agricultural community, assisting their clientele easily.

Policy 2.8.2.2 of the PPS instructs planning authorities that they shall protect employment areas that are in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations. This proposal is in proximity to a major goods movement corridor, which is Highway 401. In addition, the subject site itself is located on a Major Road (considered as a through road by the municipality) with direct and convenient access to Highway 401. The proposal represents an efficient use of an underutilized agricultural lot.

Policy 3.5.1 and 4.1.1 of the PPS talks about the need to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and ensure the long-term operational and economic viability of major facilities, as well as protecting natural features and areas for the long run. The proposed development concept provides appropriate buffers to the existing natural heritage system, contributing to maintaining and preserving the features, as well as the



large trees that surround the subject site around the perimeter serve to provide visual and noise buffers to the proposed development.

Policy 4.3.2.1 of the PPS states that in prime agricultural areas, permitted uses and activities are: agricultural uses, agriculture-related uses and on-farm diversified uses based on provincial guidance. Proposed agriculture-related uses and on-farm diversified uses shall be compatible with, and shall not hinder, surrounding agricultural operations. This proposal supports this policy by developing an undersized agricultural lot that is not conducive for agricultural purposes, is physically separated from the larger surrounding contiguous agricultural lands, will not hinder or negatively impact agricultural operations, and supports the surrounding agricultural lands by providing a repair facility for agricultural equipment and vehicles within the agricultural community.

Policy 4.3.5 of the PPS mentions that 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 identified in the official plan as provided for in policy 2.1.3 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.*

The proposal complies with these policies as the subject site is not within a specialty crop area; the development complies with the minimum distance separation formulae; the proposal helps the township meet its future employment goals and forecasts; and the location is in an area which can serve both the rural community while being in close and direct proximity to the highway and major road system (Highway 401 and County Road 34). The direct access to Highway 401 along County Road 34, which is a Major Road and a 'Through' Road, will serve to mitigate the truck traffic impact on the community.

Policy 5.3.2 of the PPS mentions that sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects. A portion of the Finney Creek Drain traverses the property along the eastern property limits and is within the natural heritage system features. These features are not proposed to be altered by the proposed



development concept. Appropriate buffers to the natural heritage system feature have been included to maintain and preserve the natural features. No negative effects on the water feature and natural heritage area are proposed.

4.3 United Counties of Stormont-Dundas-Glengarry Official Plan (February 2018)

The United Counties of Stormont-Dundas-Glengarry Official Plan (UCSDGOP) includes directions and policies that guide economic, environmental and community planning decisions for the whole County; including the Township of South Glengarry. The policies of the UCSDGOP establish a Regional policy foundation for the more detailed planning by local municipalities.

Designations and Classifications

The UCSDGOP includes schedules and figures which identify land use designations and key infrastructure components. Listed below are the most relevant schedules related to the consideration of the Amendment Application.

- Schedule A6: Land Use
 - *'Agricultural Resource Lands'*
- Schedule B6: Constraints Map
 - *'Woodlands'*

TAB 4 includes UCSDGOP Schedules.

Purpose and Basis

County Goals

The population and employment forecasts contained within the UCSDGOP note an increase in population but a decline in employment for the County as a whole. More specifically, by 2036, the population is expected to increase by 2,300 residents to 67,400 residents, whereas jobs are expected to decline by 2,400, resulting in a total of 18,000 jobs (Policy 2.1.3). This is a result of the aging population in the County, as the younger generation is moving away from the County.



Table 2.4 - PROJECTED TOTAL POPULATION GROWTH, 2016-2036

Municipality	2016	2021	2026	2031	2036	Net change	Compound Annual Growth (%)
South Glengarry	13,565	13,564	13,723	13,812	13,763	197	0.1
North Glengarry	10,528	10,365	10,391	10,366	10,292	-236	-0.1
South Stormont	13,431	13,493	13,706	13,839	13,815	384	0.1
North Stormont	7,222	7,200	7,282	7,323	7,295	72	0.1
South Dundas	11,173	11,252	11,489	11,654	11,657	484	0.2
North Dundas	11,715	12,107	12,640	13,099	13,236	1,522	0.6
Total	67,634	67,981	69,231	70,093	70,058	2,423	0.2

Table 2.6 - PROJECTED EMPLOYMENT GROWTH, 2016-2036

Municipality	2016	2021	2026	2031	2036	Net Change	Compound Annual Growth (%)
South Glengarry	4,837	4,704	4,570	4,452	4,432	-405	-0.4
North Glengarry	3,567	3,488	3,438	3,496	3,475	-92	-0.1
South Stormont	2,187	2,056	1,911	1,783	1,717	-470	-1.2
North Stormont	1,333	1,284	1,243	1,215	1,240	-93	-0.3
South Dundas	4,097	3,968	3,810	3,673	3,562	-534	-0.7
North Dundas	4,356	4,230	4,027	3,878	3,577	-779	-1.0
Total	20,377	19,730	18,999	18,497	18,003	-2,373	-0.6

With regard to the Township of South Glengarry specifically, the population is expected to grow by 197 residents by 2036, and employment is expected to decrease by 405 jobs by 2036. This reflects the County wide trend as a whole (Tables 2.4 and 2.6).

The proposed development will assist the Township of South Glengarry, as well as the County as whole, in addressing the expected decrease in employment in the future. The proposed transportation terminal / repair bay is located on a site that is not contiguous to the adjacent Agricultural lands, is physically separated from the agricultural lands, will not hinder the continued agricultural uses of the surrounding area, and is located on a major road which is identified by the Municipality as a 'through road' (truck road) in proximity to the provincial highway system.

Community Growth and Settlement

Section 3.0 of the UCSDGOP outlines that much of the growth and development in the County will be directed towards Settlement Areas while supporting the viability of the Rural Area. Within the Rural Areas, land uses are to be primarily resource or resource



based, with opportunities provided for other uses in locations which do not conflict with resource uses or activities and which meet applicable servicing standards.

While the subject site is located outside of a Settlement Area, Section 3.0 of the Official Plan does not preclude growth and development outside of Settlement Areas. The subject site is located within the Rural Area and is located such that it will not hinder the continued agricultural uses of the surrounding area, while providing an employment use that is located on a truck route, as well as being local serving with regard to providing farm equipment repair services. Minimal servicing is required to support the proposed use, which is accommodated on-site.

Objectives

Policy 3.1.3 of the UCSDGOP states that rural lands should be designated to accommodate development and redevelopment which have regard for the health, safety, convenience and needs of the County and its future. By providing repair services for farming equipment and vehicles within the agricultural community itself, this proposal helps support the active and future farming industry in the rural area of the County. In addition, the proposed development utilizes the existing access point to County Road 34 from the subject site, and in this regard, serves to maintain existing travel patterns in the context of expected ingress and egress to a property. As noted previously, County Road 34 is also identified as a truck route, providing ease of access for goods movement to the provincial 400-series highways and beyond, as well as ease of access for local residents and farmers to avail themselves of the proposed farm equipment repair services. The subject site is approximately 2.0 kilometres away from Highway 401 (a drive of roughly five (5) minutes), and does not extend deep into the rural area of the township/county.

Policy 3.1.6 of the UCSDGOP identifies the need to balance growth and settlement across the County with a mix of residential, employment, institutional, and recreational uses to help serve the long-term needs of the residents. This proposal contributes to the County's goal of balancing growth and settlement as it proposes an employment use on an identified truck route, as well as providing equipment repair services for the local farming community, while not hindering the surrounding agricultural uses.

Policy 3.1.7 of the UCSDGOP notes that the County shall promote development where it can be adequately serviced by public services and infrastructure. This proposal is in compliance with this OP Policy as it makes efficient use of existing road infrastructure (no road upgrades are required), and requires minimal servicing which can be accommodated on-site.

Policy 3.1.9 of the UCSDGOP speaks about conserving and protecting the natural heritage features and areas. The proposed redevelopment of the subject site respects the existing natural heritage features that traverse the north and eastern portions of the property, as well as along the southern boundary, and is inclusive of a 5.0 metre landscaped buffer zone. In this respect, the proposed development contributes to protecting a significant amount of natural heritage features on the property (including the existing Finney Creek Drain). There are opportunities to enhance the natural heritage features through the proposed landscaping, including additional tree planting.



Permitted Land Uses

Policy 3.5 of the UCSDGOP describes the scope of land uses permitted in the designated urban settlement areas and the rural lands. The policy notes that permitted uses in Resource Lands such as Agricultural Resource Lands (being the designation of the subject site) are identified in Table 5.2 of the Official Plan. These are described in a later section of this Planning Justification Report.

Notwithstanding, it is noted that Policy 3.5.2.4 of the UCSDGOP indicates that industrial uses should be located to take advantage of existing or planned infrastructure services, which include access to major roads. This proposal supports this policy criteria as the subject site is located on a major County Road (County Road 34) with ease of access to the nearby 400-series Provincial highway system (Highway 401), allowing for goods movement to move efficiently and minimizing the disturbance to the surrounding community.

Further, Policy 3.5.2.4 of the UCSDGOP mentions that outdoor storage and parking should be visually screened as to not detract the traveling public. This proposal also supports this requirement as it is naturally screened on the north, east, and south sides of the property with trees and vegetation, and a screening fence is proposed on the west side (street frontage) to not disturb the surrounding community.

Lastly, Policy 3.5.2.8 of the UCSDGOP states that municipalities shall have regard for the protection, conservation or enhancement of features or attributes of the natural environment and natural heritage features and areas through development (e.g. retention/planting of native vegetation, maintaining/adding to tree cover, natural land forms, wetlands, and habitat areas). This proposal supports the criteria of this policy as it does not encroach into the wooded area of the property, and will take measures to replant and maintain any natural features lost due to the development.

Public Services and Infrastructure Policies

Transportation

In keeping with the objectives of Policy 4.3.6.2 of the UCSDGOP, the proposed development is not proposing any new access points to County Road 34; rather, it is making use of the existing access point location to the subject site. Further, Policy 4.3.6.2 states that a Traffic Study may be required as a prerequisite to the approval of any new access or a change to an existing access or intersection spacing with a County Road. Through the Pre-Consultation process with County staff, the requirement for providing a Traffic Impact Study with this Application was identified, and in keeping with this request, a Traffic Impact Study has been completed by Nexttrans Consulting Engineers.

The subject site is of sufficient size to accommodate the proposed development, landscape buffers and natural heritage features, and if required, any land conveyances to provide the ultimate road ROW as per the objectives of Policy 4.3.6.2.



Resource Management

Objectives

The following objectives are identified in the Resource Management section of the UCSDGOP (Policy 5.1):

1. *To designate renewable and non-renewable resource lands for resource use.*
2. *To minimize land use conflicts between resource uses and surrounding land uses.*
3. *To allow for the sequential use of resource lands per provincial priorities.*
4. *To conserve, protect, and enhance the value of the natural environment including natural heritage features and areas.*
5. *To support agriculture and agriculture-related uses, and to protect agricultural lands for long-term use.*
6. *To review development applications affecting various resource activities against established protocols.*
7. *To manage and protect local natural heritage systems.*

The proposed development serves to meet or support the objectives as noted in Policy 5.1 of the UCSDGOP as it:

- Serves to minimize land use conflicts between resource uses and surrounding land uses by locating an employment use that also provides local serving repair services on an underutilized lot which is not conducive to agricultural use and is non-contiguous to the surrounding agricultural lands;
- Does not preclude or hinder the use of the surrounding contiguous lands for continued agricultural purposes;
- Provides appropriate landscape buffers to protect and preserve the existing natural heritage features traversing the subject site.

Resource Management Policies

Section 5.2 of the UCSDGOP stresses the importance of resource related economic uses for resource lands within the County. In the case of the subject site, this would be agriculture. The proposal serves to assist in meeting this objective of the UCSDGOP by providing farm equipment/vehicle repair services for the surrounding agricultural community within the community itself, in addition to locating an employment use with direct access to an identified goods movement corridor on a property that is not contiguous with, and is physically separated from the surrounding larger contiguous agricultural lands.



The following summarizes the permitted uses in the Agricultural Resource Lands designation as noted in Policy 5.2.2 and Table 5.2:

- *Agricultural uses;*
- *Agriculture-related uses and on-farm diversified uses (in accordance with Section 2.3.3.1 of the Provincial Policy Statement);*
- *Forestry use or woodlands*
- *Conservation uses;*
- *Existing dwellings and dwellings on lots created by consent under Section 8.12.13 and legally existing uses, buildings or structures;*
- *Public service facilities which are more appropriately located in the rural area because of their type, size or the catchment area they serve (in accordance with section 2.3.6.1 of the Provincial Policy Statement);*
- *Mineral aggregate operation as an interim use (see Section 5.4.3);*
- *Passive outdoor recreation use excluding buildings and golf courses;*
- *Natural heritage features and areas;*
- *Wayside Pits or Quarries; and*
- *Legally existing uses, buildings or structures.*

The following uses are not permitted in Agricultural Resource Lands (Policy 5.2.2):

- *Uses which conflict with normal agricultural operations.*

The following uses are permitted in Significant Woodlands (Policy 5.2.2):

- *Any use in the underlying land use designation subject to Section 5.5.7;*
- *Conservation Use;*
- *Any other natural heritage features and areas; and*
- *Legally existing uses, buildings or structures.*

The following uses are not permitted in Significant Woodlands (Policy 5.2.2):

- *Any development or site alteration which has a negative impact on the natural features or ecological functions for which the woodland has been identified subject to Section 5.5.4.*

An Official Plan Amendment will be required for the proposal. It is noted that in keeping with the uses noted above, the proposed development includes Agriculture-related uses



insofar as the farm equipment repair use, along with the truck repair within the repair facility/building. The proposed use will not conflict with normal agricultural operations as the subject site itself is undersized for agricultural uses, is currently not farmed, and is physically separated from the surrounding agricultural lands by the natural heritage system features that surround the subject site.

Agricultural Resource Lands

Policy 5.3 of the UCSDGOP explains how existing or proposed non-agricultural uses, buildings or structures may be expanded provided they are compatible with farm operations. The Agricultural Resource Lands are considered as prime agricultural area. Policy 5.3.1 notes that this determination may also include lands of lesser agricultural capability, woodlands, natural heritage features, etc. The proposed redevelopment is located on a parcel that is underutilized and is undersized for farming purposes, is non-contiguous to the surrounding agricultural lands, and is physically separated from the larger contiguous surrounding agricultural lands by a natural heritage feature that traverses most of the property boundaries, and is located on a major County Road (County Road 34) which is identified as a goods movement connector with convenient and direct access to the provincial 400-series highway system (Highway 401). The proposed development also includes the provisions of the repair of farming equipment and machinery in support of the local farming operations in the County within the repair component of the proposed building.

Policy 5.3.2.1 allows for agriculture-related uses that are farm-related commercial and industrial uses directly related to farm operations in the area that support agriculture, and benefit from being close to farm operations. The repair bay proposed in the development proposal includes the provision for the repair of farm vehicles and equipment, thereby supporting farm operations in the surrounding area, and will benefit from its location in proximity to farming operations and a major road. In addition, the employment (truck parking) use is located on a property that is physically separated from the larger surrounding contiguous agricultural lands, and will not be in conflict with, or hinder/preclude the surrounding agricultural uses from continuing, and in so doing, will make an efficient use of an underutilized parcel while contributing to the overall achievement of employment for the County.

Continuing on, Policy 5.3.2.1 lists criteria used to evaluate compatibility for an agricultural use; including the following:

- *The type and scale of use;*
- *That the use, where it is located on a farm, is clearly secondary to the main farm operation;*
- *That on-site farm-related uses are not likely to generate a future land severance;*
- *That the use does not interfere with normal farm practices; and*
- *That the use can be satisfactorily serviced with individual on-site water and sewage disposal systems. Impacts on agricultural operations from any agriculture-related uses that are secondary to the principal use of the property shall be mitigated.*



The subject site's location on a major County Road (County Road 34) which is identified as a goods movement connector and its proximity to the provincial 400-series highway system (Highway 401), its physical separation from the surrounding farming operations by the natural heritage features resulting in a parcel that is not viable for, or currently being used for agricultural purposes, make it an ideal location to allow for a Transportation Depot and Repair Bay Facility for trucks, farming and heavy equipment. Additionally, located two (2) properties south of the subject site is an agricultural products and service retailer. This property is roughly the same size as the subject site, is located within the same rural area and has the same official plan and zoning designations. This property has the presence of large trucks and trailers which help facilitate its services to the surrounding community. Our proposal is similar to the use that this property operates with, and will benefit the surrounding community just as the property to the south does.

Natural Heritage Features and Areas

Section 5.5.1 of the UCSDGOP encourages the protection of natural connections and linkages or corridors including rivers and streams and Valleylands that facilitate the movement of wildlife and fish, hydrological and nutrient recycling, genetic transfer, and energy flows through food webs.

The development proposal supports this policy as the natural features on the property are located outside of the proposed development area, with a landscape buffer included around the proposed parking area, including the entirety of the stream that runs through the northern and eastern parts of the subject site. In this regard, the proposal serves to maintain and protect the existing natural heritage resources.

Land uses permitted in Significant Woodlands include (Policy 5.5.4):

1. *Commercial timber operations including harvesting by commercial timber operators or the management of forests by private property owners should have an emphasis on sustainable forestry and stewardship.*
2. *Agricultural uses may be permitted on woodlands in Agricultural Resource Lands or in the rural area; this may include cutting for fuel wood.*
3. *Clear cutting for the expansion of farming operations, mineral aggregate extraction, green energy development, etc. is strongly discouraged. Best management practices will be encouraged including selective cutting and reforestation, preventing livestock grazing, and encouraging the identification, maintenance and enhancement of higher value woodlands.*
4. *Rural uses such as commercial or industrial uses, waste management facilities, salvage yards or other non-residential uses will be directed away from woodlands except for uses which demonstrate a dependency on the resource for their business e.g. golf course, campground, outdoor commercial recreational use or similar uses. Where it is necessary for a non-residential use to be located in or on adjacent lands to woodlands, such uses shall require an Environmental Impact Study which considers the significance of the vegetative communities, age, height and species composition, tree health, potential for water table changes, the value to wildlife habitat, the protection of wildlife corridors, maintaining uniqueness of the woodland stand and sets out measures, where applicable, for sustaining the woodland ecosystem (see Section 5.5.7). This assessment may include*



the preparation and implementation of a tree conservation plan as a condition of development. The tree conservation plan and other forest conservation measures may be implemented through site plan control and a site alteration By-law.

- 5. Rural residential uses will be permitted in woodlands where permitted by the underlying designation where they will not result in negative impacts to the natural feature or its ecological function. A scoped Environmental Impact Study may be required as a condition of development to inventory the resource. Site plan control and a site alteration By-law may be used to protect a higher value woodland where residential development is permitted. In general, rural residents will be encouraged to retain natural tree cover on their properties.*
- 6. Municipalities can retain woodlands in Urban and Rural Settlement Areas through land acquisition, parkland or other transfers, assistance through a trust fund, conservation easements and/or other means considered appropriate for resource conservation e.g. part of a stormwater management facility. A tree conservation plan should be required as a condition of development for a subdivision or a non-residential use.*
- 7. A Municipality may enact a tree conservation by-law under the Municipal Act to control the cutting of trees in woodlands or other significant areas of significant local interest.*
- 8. Private environmental stewardship programs and public education programs on woodland areas should be implemented.*

The development proposal supports these policies as the existing natural features on the property have been maintained, including the entirety of the stream that runs through the northern and eastern parts of the subject site. The proximity to the woodlands is noted, and a landscape buffer has been included in the proposal to respect and maintain/protect the woodlands and natural features on the subject site.

Implementation

Planning Act

Policies 8.12.1, 8.12.6 and 8.12.13.8 speaks to the requirement for pre-consultation prior to the submission for all Official Plan Amendment and Zoning By-Law Amendment applications. Applicants are strongly encouraged to attend the public meeting held for their application. In this regard, this provision of the Official Plan has been satisfied. A Pre-Consultation Meeting was held with Township and County Staff on May 29, 2023, with an additional Pre-Consultation Meeting having been held on June 22, 2023, during which submission requirements for the Formal Amendment Application was discussed.

Policy 8.12.13.8.a) notes that at the time of pre-consultation for an application for Official Plan Amendment, Zoning By-law Amendment, plan of subdivision/condominium, minor variance/permission, site plan, or consent, the County or local municipality may identify some or all of the following studies/reports as being required to form a complete application:



- i. *Retail Market Impact Study;*
- ii. *Municipal Financial Impact Assessment;*
- iii. *Urban Design Brief/Strategy;*
- iv. *Hydrogeological and Terrain Analysis;*
- v. *Geotechnical Investigation;*
- vi. *Groundwater Impact Assessment;*
- vii. *Environmental Impact Study (EIS);*
- viii. *Minimum Distance Separation (MDS) Analysis;*
- ix. *Record of Site Condition (RSC);*
- x. *Phase I Environmental Site Assessment (ESA);*
- xi. *Site Screening Questionnaire, where a Phase 1 Environmental Site Assessment is not required;*
- xii. *Noise and/or Vibration Study;*
- xiii. *Transportation Impact Study;*
- xiv. *Parking Study;*
- xv. *Servicing Options or Functional Servicing Report;*
- xvi. *Stormwater Management Plan;*
- xvii. *Planning Rationale;*
- xviii. *Heritage Impact Assessment;*
- xix. *Archaeological Assessment (land or marine);*
- xx. *Lighting Study;*
- xxi. *Architectural design and/or massing drawings;*
- xxii. *Shadow Study; and*
- xxiii. *Other studies which may be identified as relevant to the proposal.*

In this regard, for the purposes of the proposed development of the subject site, the County identified the following studies to be prepared in support of the Official Plan and Zoning By-Law Amendment Applications: an Agricultural Impact Assessment, a Traffic Impact Study, and a Planning Rationale. These three (3) reports have been completed and included with the Formal Amendment Application submission.



4.4 Township of South Glengarry Zoning By-law 06-2023

Zoning

1) 'Agricultural (AG)'

The Township of South Glengarry Zoning By-law 06-2023 zones the subject site Agricultural – AG. Permitted land uses in the AG zone are as follows:

- *Agricultural Use;*
- *Single Detached Dwelling;*
- *Bed and Breakfast;*
- *Communications Facility;*
- *Conservation Use;*
- *Any Dwelling with a Maximum of 2 Dwelling Units (subject to a site specific zoning amendment);*
- *Farm Produce Outlet;*
- *Equestrian Establishment (Riding Stable);*
- *Forestry Use Including a Sawmill;*
- *Garden Suite Subject to a Temporary Use By-Law;*
- *Greenhouse or Garden Nursery Excluding Sales;*
- *Home Industry;*
- *Home Occupation/Rural Home Business;*
- *Kennel or Cattery as an Accessory Use Only;*
- *One Accessory Dwelling Unit to a Permitted Non-Residential Use;*
- *Recreational Trail;*
- *Sod Farm;*
- *Veterinary Establishment; and*
- *Wayside Pit or Quarry.*

Lands zoned AG shall be subject to the following requirements and restrictions:



- Minimum Lot Area (Agricultural Use) - 1: 20 ha;
- Minimum Lot Area (Residential Use) - 2: 0.4 ha;
- Minimum Lot Frontage (Agricultural Use) - 3: 60 m;
- Minimum Lot Frontage (Residential Use) - 3: 40 m;
- Minimum Front Yard Depth - 4: 15 m;
- Minimum Exterior Side Yard Width - 4: 15 m;
- Minimum Interior Side Yard Width (Residential Uses) - 4: 5 m;
- Minimum Interior Side Yard Width (Non-Residential Uses) - 4: 10 m;
- Minimum Rear Yard Depth (Residential Uses) - 4: 10 m;
- Maximum Building Height - 5: 11 m;
- Maximum Lot Coverage: 20%; and
- Minimum Gross Floor Area: 75 m².

Agricultural Zone (AG) Footnotes:

- 1) *Agricultural uses will only be permitted on properties having an area of 2.5 hectares or greater.*
- 2) *Livestock is not permitted on a property with an area less than 2.5 hectares.*
- 3) *Lot frontage will be measured at the building line.*
- 4) *See Section 3.22 for kennel setbacks.*
- 5) *Silos excluded.*

TAB 5 includes Zoning By-law Map.

In order to facilitate the development proposal, a site-specific draft Zoning By-law Amendment is required and is included as part of the Amendment Application. Through a comprehensive review of the foregoing sections of this Report it is our opinion that the draft Zoning By-law Amendment advances the appropriate use of the lands for a Transportation Terminal/Repair Bay, and with appropriate setbacks should be supported.



PART III – SUPPORTING STUDIES

5.1 Traffic Impact Study

A Traffic Impact Study was prepared by NexTrans Consulting Ltd. in February 2024. The Report concludes:

- Based on the results of the capacity analysis under existing traffic conditions, all study area intersections currently operate with residual capacity (i.e. volume to capacity ratio or $V/C < 1.00$), with excellent levels of service and with minimal delay and queue lengths during both AM and PM peak hours.
- Based on the results of the capacity analysis under future background traffic conditions, all study area intersections are projected to operate with residual capacity (i.e. $V/C < 1.00$), with excellent levels of service and with minimal delay and queue lengths during both AM and PM peak hours.
- Based on the trip generation calculations, the proposed development is projected to generate a total of 18 two-way trips during AM peak hour (nine (9) inbound and nine (9) outbound) and 49 two-way trips during PM peak hour (27 inbound and 22 outbound).
- Under future total traffic conditions, all movements of the study area intersections analyzed, as well as the proposed site access onto County Road 34 are projected to operate with residual capacity, with excellent levels of service, and with manageable delay and queue lengths during both AM and PM peak hours.
- The MTO Design Supplement was reviewed to determine if auxiliary left turn lanes are warranted at the proposed site access. Based on the assessment, the warrants for a left turn lane are not warranted.
- Based on the rates prescribed in the governing zoning by-law for the proposed land use, the proposed development requires a minimum eleven (11) vehicle parking spaces. In comparison to the supply of eleven (11) vehicle parking spaces proposed on-site, the proposed parking supply is compliant with the minimum requirements of the governing zoning by-law.
- Given the proposed land use of transportation terminal/truck parking facility, the vehicle template for a WB-20 (TAC-2017) truck + trailer was used to confirm the maneuverability of the study and the swept path analysis demonstrates that the design vehicle can maneuver through the site unencumbered.
- The projected site traffic generated by the proposed development will have a negligible impact to the future operations of the study area road network.
- Based on the assessments completed in this study, auxiliary turning lanes are not required to support the development site traffic generated by the subject site.



5.2 Agricultural Impact Assessment

An Agricultural Impact Assessment was prepared by Colville Consulting Inc. in September 2024. The report concludes:

- The Subject Site does not form part of a specialty crop area, and no specialty crops were observed within the Study Area limit. Additionally, the Subject Site is considered to be lower priority agricultural lands for reasons that are further outlined in the report.
- Some potential impacts associated with the proposed development on the subject site are limited to the loss of prime agricultural lands, cultivatable land, and agricultural tile drainage. The net indirect impacts will be negligible with the implementation of the recommended mitigation measures.
- The proposed development on the subject site will comply with the MDS setback requirements.

PART III - CONCLUSIONS

6.0 CONCLUSIONS

The development proposal for a truck/trailer transportation depot and repair shop serves the needs of the surrounding community, as well as providing economic opportunities for the Township and County.

The proposed redevelopment is situated in close and direct proximity to the provincial highway system (Highway 401), and is located on a major County Road (County Road 34) which is identified as a goods movement connector.

The subject site is currently vacant and is not actively being farmed. The proposed development will bring additional economic opportunities to the residents and surrounding area, as well as to the Township and County. It is physically separated from the existing larger and more contiguous Agricultural lands by natural heritage features, limiting its viability as an agricultural parcel; it is currently not being farmed.

The Amendment Applications support the goals, objectives and policies articulated in all applicable Provincial, County and Township planning documents. Support for the redevelopment of the subject site will assist in achieving County and Township development and economic goals and objectives.

We look forward to working with County and Township staff on the processing of the Amendment Applications associated with the proposed redevelopment of the subject site.



Yours truly,

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