



## Economic Development and Planning Committee

Tuesday, May 2, 2017, 6:00 pm  
City Hall, Council Chambers

### Committee Members

Councillor D. LeSueur,  
Chair  
Councillor J. Baker  
Councilor J. Earle  
Councillor M. Kalivas  
Mayor D. Henderson,  
Ex-Officio

### Areas of Responsibility

Economic Development  
Planning  
Chamber of Commerce  
DBIA  
Heritage Brockville

Economic Development  
Advisory Team  
Museum Board  
Library Board  
Arts Centre  
Tourism

Page

## PUBLIC MEETING AGENDA

### Item

3 - 19

1. 2017-048-05

Proposed Amendment to Zoning By-law 050-2014,  
Part Lot 15, Concession 2, Stewart Blvd., Brockville,  
Owner: Brockmoor Development Corp. Ltd.

*THAT Report 2017-048-05 be received as information and that a report on this matter be prepared by Staff for consideration of the Economic Development Planning Committee at a future meeting.*

20 - 27

2. 2017-049-05

Proposed Amendments to the Official Plan  
and Zoning By-law 050-2014, Part of Block 54,  
Plan 67, City of Brockville,  
Parkland Between Havelock Street  
and Schofield Avenue and Strowger Boulevard,  
Owner: City of Brockville  
Applicant: Habitat for Humanity

*THAT Report 2017-049-05 be received as information and that a report on this matter be prepared by staff for consideration of the Economic Development Planning Committee at a future meeting.*

Economic Development and Planning Committee - Public Meeting  
May 2, 2017

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28 - 148      3.      2017-050-05

Proposed Amendment to the Official Plan  
and Amendment to Zoning By-law 050-2014,  
Draft Secondary Plan for the Brockville  
Employment Lands (Parkdale Avenue West,  
Stewart Boulevard and Victoria Road), City of Brockville

*THAT Report 2017-050-05 be received as information and that a report on this matter be prepared by staff for consideration of the Economic Development Planning Committee at a future meeting.*

25April2017

**REPORT TO THE ECONOMIC DEVELOPMENT PLANNING COMMITTEE - PUBLIC  
MEETING – 2 MAY 2017**

**2017-048-05**

**PROPOSED AMENDMENT TO ZONING  
BY-LAW 050-2014, PART LOT 15,  
CONCESSION 2, STEWART BLVD.,  
CITY OF BROCKVILLE  
OWNER: BROOKMOOR DEVELOPMENT CORP. LTD.  
APPLICANT: NOVATECH ENGINEERING  
FILE: D14-020<sub>(050-2014)</sub>**

**D. DICK  
DIRECTOR OF PLANNING (Acting)  
ANDREW MCGINNIS  
PLANNER II**

**RECOMMENDATION**

THAT Report 2017-048-05 be received as information and that a report on this matter be prepared by Staff for consideration of the Economic Development Planning Committee at a future meeting.

**PURPOSE**

To provide information for purposes of conducting a Public Meeting under the Planning Act respecting an Application for Amendment to City of Brockville Zoning By-law 050-2014.

**BACKGROUND**

Novatech Engineering, represented by Ms. Danna See-Har and Mr. Adam Thompson, Agent for Brookmoor Development Corporation Limited, Owner of lands described as Part of Lot 15, Concession 2, City of Brockville, County of Leeds, has filed an application for amendment to City of Brockville Zoning By-law 050-2014. The lands which are the subject of the application are located on the east side of Stewart Blvd., as shown on **Schedule “A”** attached hereto.

Brookmoor Development Corporation Limited intends to sell the parcel north of 601 Stewart Blvd. (CFJR Radio Station), being approximately 1.86 hectares in size with frontage on Stewart Blvd. of 143.5 m and an average depth of 163.4 m. The application for an amendment to Zoning By-law 050-2014 seeks to rezone this parcel from RU – Rural Zone to C4 – Commercial Corridor Zone to facilitate the construction of an Automobile Service Station, accessory car wash and convenience store. The remainder of the lands are proposed to be left vacant for future development of uses permitted in the C4 – Commercial Corridor Zone. A site plan of the proposed development is attached to this report as **Schedule “B” and Schedule “B-1”**.

2017-048-05

Public Meeting - Proposed Amendment to Zoning By-Law 050-2014  
 Part Lot 15, Conc. 2, City Of Brockville  
 Owner: Brockmoor Development Corp. Ltd.  
 Applicant: Novatech Engineering  
 File: D14-020(050-2014)

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## **ANALYSIS**

### Zoning and Official Plan Information:

Official Plan Designation: Corridor Commercial Area (no change requested)

Existing Zoning: RU – Rural Zone  
 Proposed Zoning: C4 – Highway Commercial Zone

To view the uses permitted within the C4 – Highway Commercial Zone, Table 6.1 of Zoning By-law 050-2014 is attached as **Schedule “C”** for reference.

### Site Characteristics:

Total Area: 1.86 hectares  
 Frontage: 143.5 m on Stewart Blvd.  
 Average Depth: 163.4 m

The subject land is currently vacant with some areas of the site below the grade level of Stewart Blvd. Vegetative cover is mostly scrub brush with an irregular band of trees along a portion the eastern side (rear) of the lot.

Photos of the subject property are attached as **Schedule “D”**.

### Surrounding Land Use:

North:	Lands to the north are zoned RU-7 – Rural Special Exception Zone and are occupied by Brockville Landscape Depot.
South:	Lands located directly south are zoned RU – Rural Zone and occupied by the CFJR Radio Station. Further south and adjacent the radio station, the lands are zoned C2 – Local Commercial Zone and occupied by the Butcher Shop.
East:	Lands to the east are occupied by a residential neighbourhood comprised of semi-detached dwellings and townhouse dwellings zoned R4 - General Residential Zone (Wilmont Young Place) and low-rise apartment buildings (4 storey) zoned R5 – Multiple Residential Zone (Cartier Court).
West:	Lands to the west and across Stewart Boulevard are zoned H1-C4 – Highway Commercial Zone and are presently vacant.

### Comments Received are summarized below:

1. Steve Allen, Supervisor of Engineering, Environmental Services Department:
  - Not opposed to the application.

2017-048-05

Public Meeting - Proposed Amendment to Zoning By-Law 050-2014  
Part Lot 15, Conc. 2, City Of Brockville  
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File: D14-020(050-2014)

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2. Conal Cosgrove, Director of Operations, Operations Department:
  - No comments with respect to the application.
3. Brent Caskenette, CBO, Planning Department – Building Services Division:
  - No comments or concerns with this application or proposal.
4. Greg Healy, Chief Fire Prevention Officer, Brockville Fire Department:
  - No concerns at this time.
5. Scott Fraser, Chief, Brockville Police Service
  - Proximity to residential. Is the carwash going to be operational 24/7?
  - Possible traffic issues.
6. Sandra MacDonald, City Clerk
  - No concern
7. Michael Dakin, Resource Planner, Cataraqui Region Conservation Authority
  - No concern with the proposed zoning amendment.
  - CRCA will conduct a full review at time of Site Plan Control Submission.
8. Allison Sadler, Municipal Planning Advisor, Enbridge Gas Distribution
  - No objection to the proposed application.
9. Peggy Deslauriers, Delivery Planning, Canada Post
  - No comments on the re-zoning.
10. Pierre Tetrault, French Public School Board
  - No objection and no comments.
10. Karolyn Bois, French Catholic School Board
  - No objection and no comments.
11. Concerned Neighbours (Letter attached as Schedule “E” to this report)
  - Object to zoning change:
    - Existing water course
    - Fuel Storage
      - Risk outweighs the commercial benefit.
    - Business Risk, area will become overserved by this type of use.
    - Barrier/Esthetics
      - Lighting will be easily seen and disturbing to residents
    - Should approval be granted, comments need to be included in the Site Plan Control Agreement.
    - Strong consideration on the Business Risk/Need, high potential for failure.

2017-048-05

Public Meeting - Proposed Amendment to Zoning By-Law 050-2014  
Part Lot 15, Conc. 2, City Of Brockville  
Owner: Brockmoor Development Corp. Ltd.  
Applicant: Novatech Engineering  
File: D14-020(050-2014)

### Potential Issues for Discussion:

1. Appropriateness of the requested zoning
2. Appropriateness of the proposed use(s) (Service Station, C-Store and Car Wash)
3. Traffic impacts.
4. Future development issues, if any.
5. Compatibility of proposed uses with existing adjacent residential uses.

### **POLICY IMPLICATIONS**

The contents of this report are provided for information purposes for the Public Meeting. Following the Public Meeting, Planning Department Staff will prepare a report which will include review and consideration of policies that are relevant to the requested amendment.

### **FINANCIAL CONSIDERATIONS**

A complete application for amendment to City of Brockville Zoning By-law 050-2014 has been received, including all applicable fees. Any additional costs relating to the rezoning of the lands is the responsibility of the applicant.

### **CONCLUSION**

A Report on this matter, including a detailed analysis of the proposed amendment, review and consideration of the issues raised at the Public Meeting and a recommendation from Planning Staff, will be prepared for consideration of the Economic Development Planning Committee at a future meeting.



D. Dick, CPA, CA  
Director of Planning (Acting), and  
Director of Corporate Services



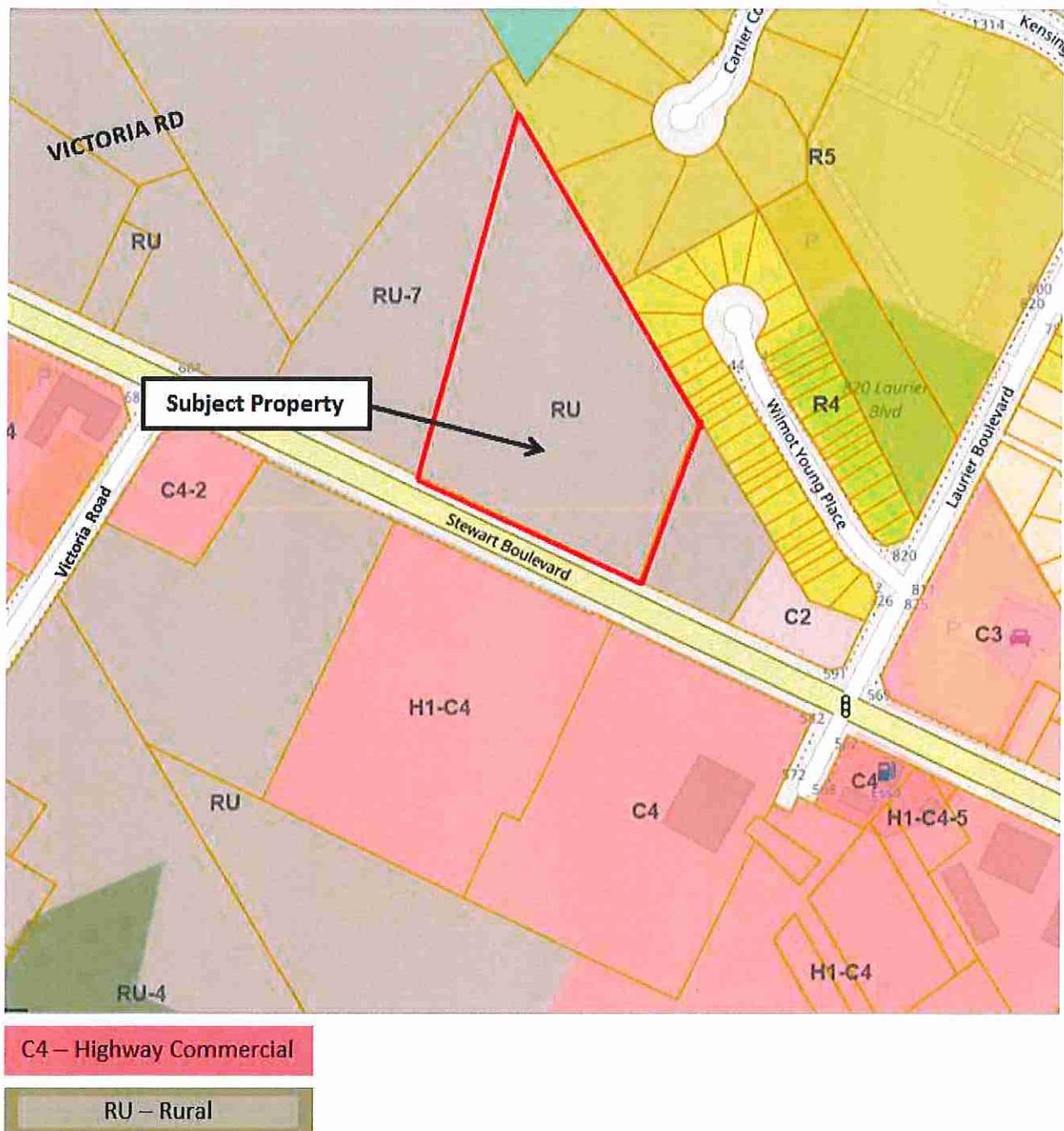
A. McGinnis, MCIP, RPP, Dipl.M.M.  
Planner II



B. Casselman  
City Manager

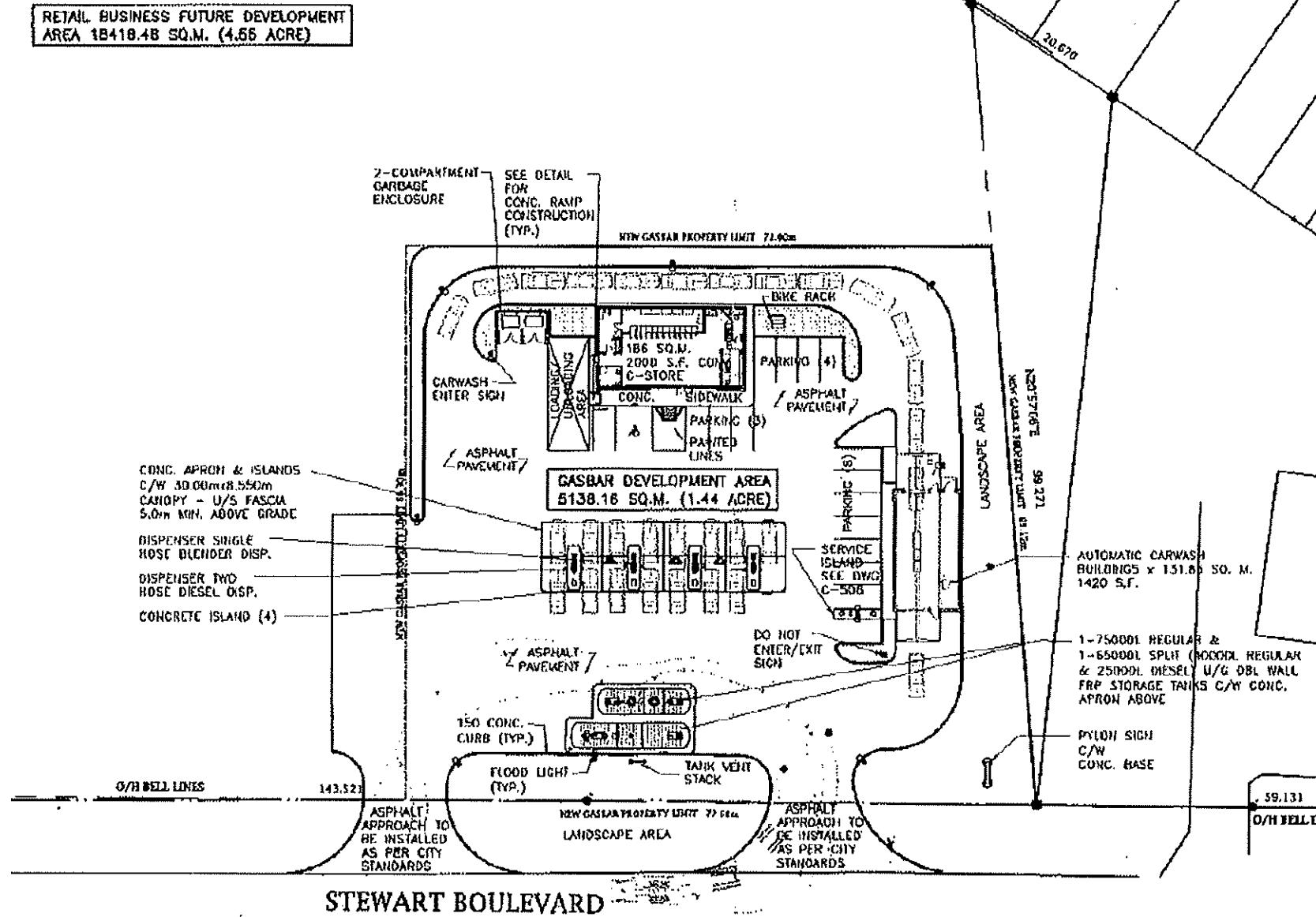


## SCHEDULE "A" TO REPORT 2017-048-05





# SCHEDULE "B-1" TO REPORT 2017-048-05



# SCHEDULE “C” TO REPORT 2017-048-05 w No. 050-2014

## 6.0 COMMERCIAL AND MIXED USE ZONES

### 6.1 PERMITTED USES

Unless otherwise permitted in this By-law, no person shall, within any Commercial or Mixed Use Zone, use any land or erect or cause to be erected or used, any building or structure, except in accordance with the uses permitted in **Table 6.1**.

**Table 6.1 – Permitted Uses in Commercial and Mixed Use Zones**

The following uses are permitted in the zones corresponding to the columns where an “X” is identified. Where an “E” is identified, only legally existing uses shall be permitted.

Use	Mixed Use			Commercial					
	MD	MW	MC	C1	C2 <sup>(2)</sup>	C3 <sup>(2)</sup>	C4	C5	C6 <sup>(3)</sup>
<b>Residential Uses</b>									
Apartment Dwelling as part of a Mixed Commercial/Residential Building (1)	X	X	X						
Apartment Unit (1)	X	X	X	X	X	X	X	X	X
Bed and Breakfast	X	X							
Dwelling Unit (1, 5)		X							
Group Home (1)	X	X							
Retirement Home	X	X							
Boarding/Rooming/Lodging House	X	X							
<b>Non-Residential Uses</b>									
A									
Adult Day Care	X	X	X	X	X	X	X	X	X
Arcade	X	X	X		X	X	X	X	X
Artist's Workshop	X	X	X	X	X	X		X	X
Assembly Hall	X	X			X	X	X		X

City of Brockville Comprehensive Zoning By-law No. 050-2014

**Table 6.1 – Permitted Uses in Commercial and Mixed Use Zones**

The following uses are permitted in the zones corresponding to the columns where an "X" is identified. Where an "E" is identified, only legally existing uses shall be permitted.

Use	Mixed Use			Commercial					
	MD	MW	MC	C1	C2 <sup>(2)</sup>	C3 <sup>(2)</sup>	C4	C5	C6 <sup>(3)</sup>
Auctioneer's Establishment						X	X		
Automobile Body Shop (1)							X		
Automobile Rental Agency	X	X				X	X		X
Automobile Repair Garage (1)	E					X	X		
Automobile Gas Bar (1)	E				E	X	X		
Automobile Sales Establishment (1)	E					X	X		X
Automobile Service Station (1)	E				E	X	X		
Automotive Trade Use						X	X		

**B**

Bakery	X				X				X
Bake Shop	X	X	X	X	X	X		X	X
Business and Professional Offices	X	X	X		X	X		X	X
Business Incubator/Accelerator	X	X	X		X	X		X	X
Business Service Establishment	X	X	X		X	X		X	X

**C**

Car Wash (as a principal use)						X	X		X
Catering Service	X	X	X		X	X	X		X
Clinic or Medical Office	X	X	X	X	X	X		X	X

## City of Brockville Comprehensive Zoning By-law No. 050-2014

**Table 6.1 – Permitted Uses in Commercial and Mixed Use Zones**

The following uses are permitted in the zones corresponding to the columns where an "X" is identified. Where an "E" is identified, only legally existing uses shall be permitted.

Use	Mixed Use			Commercial					
	MD	MW	MC	C1	C2 <sup>(2)</sup>	C3 <sup>(2)</sup>	C4	C5	C6 <sup>(3)</sup>
Commercial Greenhouse						X	X		
Commercial Recreation Establishment	X	X	X		X	X	X	X	X
Commercial School	X	X	X		X	X			X
Commercial Use	X	X	X		X	X			X
Computer Service	X	X	X		X	X		X	X
Contractor's Establishment	X				X	X	X		X
Convenience Store	X	X	X	X	X	X	X	X	X
Courier Service	X		X		X	X	X		X
Custom Workshop	X	X	X		X	X			X
<b>D, E</b>									
Day Nursery	X	X	X	X	X	X	X	X	X
Delicatessen	X	X	X	X	X	X		X	X
Department Store			X						X
Dry Cleaning Outlet	X	X	X	X	X	X		X	X
Dry Cleaning Plant			X		X	X		X	X
<b>F</b>									
Factory Outlet									X
Farmer's Market	X	X	X			X	X		
Film, Television and Recording Studio	X	X	X		X	X			X
Financial Service	X	X	X		X	X		X	X
Flea Market					X	X	X		

## City of Brockville Comprehensive Zoning By-law No. 050-2014

**Table 6.1 – Permitted Uses in Commercial and Mixed Use Zones**

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Use	Mixed Use			Commercial					
	MD	MW	MC	C1	C2 <sup>(2)</sup>	C3 <sup>(2)</sup>	C4	C5	C6 <sup>(3)</sup>
<b>G</b>									
Grocery Store	X	X	X		X	X		X	
<b>H</b>									
Health Club	X	X	X		X	X	X		X
High Technology Retail Store	X	X	X		X	X	X	X	X
Home Appliance Store	X		X		X	X	X	X	X(3)
Home Decorating Store	X		X		X	X	X	X	X(3)
Home Furnishing Store	X		X		X	X	X	X	X(3)
Home Improvement Store	X		X		X	X	X		X(3)
Hotel	X	X	X		X	X	X		X
<b>I, J, K</b>									
Industrial Equipment Sales, Service and Rental									X
Industrial and/or Automotive Supply						X	X		X
Industrial Mall									X
Industrial Service									X
Industrial Use, Light									X
<b>L</b>									
Large Format Retail Uses									X(3)
Laundromat	X	X	X	X	X	X		X	X

## City of Brockville Comprehensive Zoning By-law No. 050-2014

**Table 6.1 – Permitted Uses in Commercial and Mixed Use Zones**

The following uses are permitted in the zones corresponding to the columns where an "X" is identified. Where an "E" is identified, only legally existing uses shall be permitted.

Use	Mixed Use			Commercial					
	MD	MW	MC	C1	C2 <sup>(2)</sup>	C3 <sup>(2)</sup>	C4	C5	C6 <sup>(3)</sup>
<b>M, N</b>									
Marina		X							
Marine Sales and Service		X				X	X		X
Medical Laboratory	X		X	X	X	X		X	X
Mixed Commercial/Residential Building (1)	X	X	X		X	X			
Motel					X	X	X		X
<b>O</b>									
Outside Storage (1) (as an accessory use)						X	X		X
<b>P, Q</b>									
Parking Lot/Parking Garage (as a principal use)	X	X	X						X
Personal Service Establishment	X	X	X	X	X	X		X	X
Pet Shop	X	X	X		X	X		X	X
Photographic Service	X	X	X		X	X		X	X
Post-Secondary Institution	X	X							
Printing Establishment	X	X	X		X	X		X	X
Private Club	X	X	X		X	X			X
<b>R</b>									
Recreational Vehicle Sales, Service and Rental						X	X		

## City of Brockville Comprehensive Zoning By-law No. 050-2014

**Table 6.1 – Permitted Uses in Commercial and Mixed Use Zones**

The following uses are permitted in the zones corresponding to the columns where an "X" is identified. Where an "E" is identified, only legally existing uses shall be permitted.

Use	Mixed Use			Commercial					
	MD	MW	MC	C1	C2 <sup>(2)</sup>	C3 <sup>(2)</sup>	C4	C5	C6 <sup>(3)</sup>
Research and Development Establishment	X	X	X		X	X		X	X
Restaurant	X	X	X		X	X	X	X	X
Restaurant - Take-Out	X	X	X	X	X	X		X	X
Retail Store	X	X	X		X	X		X	X(3)
Retail Warehouse			X		X	X	X		X(3)
<b>S</b>									
Seasonal Use	X	X	X		X	X	X	X	X
Self-Service Storage Facility						X	X		
Semi-Permanent Covered Structure (as an accessory structure)				X	X	X	X	X	X
Service and Repair Shop	X	X	X	X	X	X			X
Shopping Centre			X						
Sub Post Office	X	X	X	X	X	X	X	X	X
Supermarket	X		X		X	X	X		
Swimming Pool Sales and Service							X		X
<b>T</b>									
Taxi Dispatch Office	X	X	X		X	X		X	X
Taxi or Vehicle Sharing Service Facility						X	X		
Testing or Research Laboratory									X
Theatre	X	X	X		X	X	X		X

## City of Brockville Comprehensive Zoning By-law No. 050-2014

**Table 6.1 – Permitted Uses in Commercial and Mixed Use Zones**

The following uses are permitted in the zones corresponding to the columns where an "X" is identified. Where an "E" is identified, only legally existing uses shall be permitted.

Use	Mixed Use			Commercial					
	MD	MW	MC	C1	C2 <sup>(2)</sup>	C3 <sup>(2)</sup>	C4	C5	C6 <sup>(3)</sup>
Towing Service							X		
Transportation Depot			X			X	X		X
<b>U</b>									
Undertaker's Establishment (4)	X	X				X	X		X
Used Automobile Sales Establishment (1)					X	X	X		
<b>V</b>									
Veterinarian's Office	X			X	X	X		X	X
Vocational Training Centre	X	X	X		X	X	X	X	X
<b>W, X, Y, Z</b>									
Warehouse							X		X
Wholesale Establishment	X		X		X	X			X

**Notes to Table 6.1:**

- (1) This use is subject to additional provisions under the General Provisions (Section 3.0).
- (2) Total commercial space on any lot in the C2 and C3 Zones is limited to a gross leasable area of not more than 7,500.0 m<sup>2</sup>.
- (3) Notwithstanding any other provision of this By-law, the C6 Zone shall be subject to the following special provisions:
  - a) The maximum gross leasable area of individual retail uses denoted shall be limited to 7,700.0 m<sup>2</sup>.
  - b) The maximum cumulative gross leasable area of all retail uses denoted shall be as follows:

## SCHEDULE "D" TO REPORT 2017-048-05



## SCHEDULE "E" TO REPORT 2017-048-05

Planning Department  
 City of Brockville  
 1 King St. West  
 Brockville ON  
 K6V 7A5  
 Hand Delivered

April 21, 2017



Regarding Proposed Amendment to By-Law 050-2014

We are owners of adjacent property [REDACTED] Our comments below can be considered as our objection to the change in zoning being proposed to accommodate an auto service station, car wash and convenience store. We have several concerns noted here:

### **ENVIRONMENTAL**

This is the most important of our concerns. The land being rezoned is, as we understand it, reclaimed swamp land. [REDACTED], there is a water run off leading to the property under zoning change consideration. We want to make certain there is no barrier to this water run off. Heavy rains and winter snow melt follow a pattern that has been in place we believe since the mid 1990's when the homes were built.

Beyond that, we are concerned there will be automobile fuel stored underground on the site. We understand there are regulation regarding underground storage of such hazardous materials.

Regardless, any spills, leaks or fires would be very dangerous [REDACTED]

Remediation of any such event is known to be incredible costly and time consuming. Therefore, we believe the risk outweighs any commercial benefit.

### **BUSINESS RISK**

The proposal indicates auto service, car wash and convenience store. We are concerned the area will become overserved by this type of business in this location. There is auto service and convenience store 1 block away at the corner of Stewart Blvd and Laurier Ave. There is fuel sales 1 block north at Stewart Blvd and Victoria Road. There are no less than 3 service stations with car wash facilities at Stewart Blvd and Parkdale Ave corners adjacent to highway 401. It appears to us the area is quite well served by existing facilities in much more prominent locations. The concern here is the white elephant property that will be left should this enterprise fail. Resale of these types of properties is extremely difficult. One only need look at the same Stewart/Parkdale corner and vacant former gas bar location as evidence. That goes beyond the Environmental issue noted above as a business failure will create protective demands on the underground assets that may be difficult to secure.

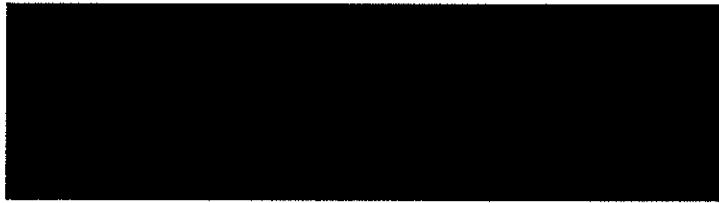
### **BARRIER/ESTHETICS**

The property in question appears to be of sufficient size to provide appropriate visibility barriers from traffic and lighting. We anticipate this operation could be open 24/7. While there may be peaks of activity, there will always be highly placed lighting that could be easily seen from and bright enough during darkness hours to be disturbing.

#### CONCLUSION

While we stand by our objection to the change on what we are submitting here, we do wish to add a final point. Should this change go ahead and this business be established, we very strongly believe the City of Brockville needs to include our concerns in any Site Plan Agreement with the owners. Careful adherence to all hazardous materials we believe is a mandatory requirement already automatic. Creating a Barrier of significant proportion to protect neighbours from view, noise, lighting is also an important separation necessary between a highly visible commercial enterprise and a quiet residential neighbourhood. We also believe the review process carefully consider the Business Risk/Need here. Adding another to the already extensive list along the Stewart Blvd appears to us to be an unnecessary addition with high potential for failure.

Paul Hockat  
Jessi Hockat



Ken Marks  
Heather Murphy  
Elizabeth MacRae



20 April 2017

**REPORT TO THE ECONOMIC DEVELOPMENT PLANNING COMMITTEE - PUBLIC  
MEETING – 2 MAY 2017**

**2017-049-05**

**PROPOSED AMENDMENTS TO THE  
OFFICIAL PLAN AND ZONING BY-LAW  
050-2014, PART OF BLOCK 54, PLAN 67,  
CITY OF BROCKVILLE, PARKLAND  
BETWEEN HAVELOCK STREET, SCHOFIELD  
AVENUE AND STROWGER BOULEVARD.**

**OWNER:** CITY OF BROCKVILLE

**APPLICANT:** HABITAT FOR HUMANITY

**AGENT:** DAVE ANNABLE, ANNABLE DESIGNS

**FILES:** D09-06 AND D14-021<sub>(050-2014)</sub>

**D. DICK**  
**DIRECTOR OF PLANNING (Acting)**  
**ANDREW MCGINNIS**  
**PLANNER II**

**RECOMMENDATION**

THAT Report 2017-049-05 be received as information and that a report on this matter be prepared by staff for consideration of the Economic Development Planning Committee at a future meeting.

**PURPOSE**

To provide information for purposes of conducting a Public Meeting under the Planning Act respecting Application for Amendment to the City of Brockville Official Plan and Application for Amendment to City of Brockville Zoning By-law 050-2014.

**BACKGROUND**

On 25 August 2015, Council for the City of Brockville approved the donation of Part of Block 54, Plan 67, City of Brockville, County of Leeds, to Habitat for Humanity in support of their on-going home ownership program.

27 March 2017, Mr. David Annable, agent for Habitat for Humanity and authorized agent for the City of Brockville, filed applications for amendment to City of Brockville Official Plan and to the City of Brockville Zoning By-law 050-2014, which, if approved, would permit the subject lands to be used for two (2) separate single detached dwellings. The lands which are the subject of the application are located on the north side of Havelock Street, east side of Strowger Boulevard and south of Schofield Avenue, as shown on **Schedule "A"** attached hereto. A proposed site plan of the property is also shown on **Schedule "B"**.

The subject lands are currently vacant and being utilized vacant City parkland.

2017-049-05

Public Meeting - Proposed Amendments to Official Plan and Zoning By-Law 050-2014

Part of Block 54, Plan 67

Owner: City of Brockville

Applicant: Habitat for Humanity

Agent: Dave Annable, Annable Designs

Files: D09-06 and D14-021<sub>(050-2014)</sub>

## ANALYSIS

### Zoning and Official Plan Information:

Official Plan Designation: Parks and Open Space Area subject to Community Park Policies

Proposed OP Amendment: Neighbourhood Area

Existing Zoning: OS – Open Space Zone

Proposed Zoning: R3 – General Residential Special Exception Zone (to permit severance of the property and construction of two (2) single detached residential dwellings with reductions to the exterior side yard requirements.

### Site Characteristics (see Schedule “B” attached to this report):

Total Area (pre-severance): 1,170.0 m<sup>2</sup>

Frontage – Havelock St: 20.5 m

Frontage – Schofield Ave: 24.0 m

Depth – Strowger Blvd: 52.4 m

Total Area Lot A (post-severance): 608.1 m<sup>2</sup>

Frontage – Schofield Ave: 24.0 m

Depth – Strowger Blvd: 26.2 m

Total Area Lot B (post-severance): 561.8 m<sup>2</sup>

Frontage – Havelock St: 20.5 m

Depth – Strowger Blvd: 26.2 m

Due to the shape of the proposed lots, the interior side yard (eastern property line) being angled and the dwelling design selected, the applicants have requested a reduction the minimum exterior side yard setback requirement from 4.5 metres to 4.0 metres in order to mirror the two dwellings. Due to the angled property line (east), the frontage for proposed Lot “B” (20.5 m) is substantially smaller than Lot “A” (24.0 m), which, without a small reduction to the exterior side yard, ample area for meeting the parking requirements may become an issue.

The subject lands are currently occupied by a community park. Photos of the subject property are attached as **Schedule “C”**.

### Surrounding Land Use:

North: (across Schofield Ave.)	Lands to the north are zoned OS – Open Spaces and occupied by a community park.
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2017-049-05

**Public Meeting - Proposed Amendments to Official Plan and Zoning By-Law 050-2014****Page 3**

Part of Block 54, Plan 67

Owner: City of Brockville

Applicant: Habitat for Humanity

Agent: Dave Annable, Annable Designs

Files: D09-06 and D14-021<sub>(050-2014)</sub>

South: (across Havelock St.)	Lands to the south are zoned OS – Open Space and occupied by tennis courts and a community park – Schofield Park.
East:	Lands to the east are zoned R3 – General Residential Zone and occupied by single detached dwellings.
West:	Lands to the west are zoned E2-3 General Employment Special Exception Zone and occupied by multiple employment uses at 100 Strowger Boulevard, the APEX Building.

Comments Received are summarized below:

1. Sandra MacDonald, City Clerk, Clerks Office
  - No concerns regarding the proposed amendments.
2. Brent Caskenette, CBO, Building Services Division, Planning Department:
  - No comments or concerns regarding the noted amendments.
3. Steve Allen, Supervisor of Engineering, Environmental Services Department:
  - Not opposed to the application.
  - These are not serviced lots, servicing will have to be completed prior to construction to insure service gradients are met.
4. Greg Healy, Chief Fire Prevention Officer, Fire Department:
  - No concerns at this time.
5. Conal Cosgrove, Director of Operations, Operations Department:
  - No comments with respect to this application.
6. Doug Hone, Brockville Mobile Accessibility Advisory Committee
  - No objections to this residential development.
7. Peggy Deslauriers, Delivery Planner, Canada Post
  - No comments for the development of the 2 lots.
8. Ministry of Municipal Affairs and Housing, Morgan Alger – Planner:
  - No comments.

Potential Issues for Discussion:

1. Appropriateness of the requested Official Plan Amendment.
2. Appropriateness of the requested Zoning By-law Amendment.
3. Requested reduction to the exterior side yard requirement for both lots.
4. Appropriateness of use of unimproved parkland for single detached dwellings.
5. Availability of municipal services.

2017-049-05

Public Meeting - Proposed Amendments to Official Plan and Zoning By-Law 050-2014  
Part of Block 54, Plan 67  
Owner: City of Brockville  
Applicant: Habitat for Humanity  
Agent: Dave Annable, Annable Designs  
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## POLICY IMPLICATIONS

The contents of this report are provided for information purposes for the Public Meeting. Following the Public Meeting, Planning Department Staff will prepare a report which will include review and consideration of policies that are relevant to the requested amendments.

## FINANCIAL CONSIDERATIONS

A complete application for Amendment to City of Brockville Official Plan and Amendment to the City of Brockville Zoning By-law 050-2014 has been received, including all applicable fees. Any additional costs relating to the re-designation, rezoning, future severance and subsequent development of the lands is the responsibility of the applicant.

## CONCLUSION

A Report on this matter, including a detailed analysis of the proposed amendments, review and consideration of the issues raised at the Public Meeting and a recommendation from Planning Staff, will be prepared for consideration of the Economic Development Planning Committee at a future meeting.



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David Dick, CPA, CA  
Director of Corporate Services and  
Director of Planning (Acting)



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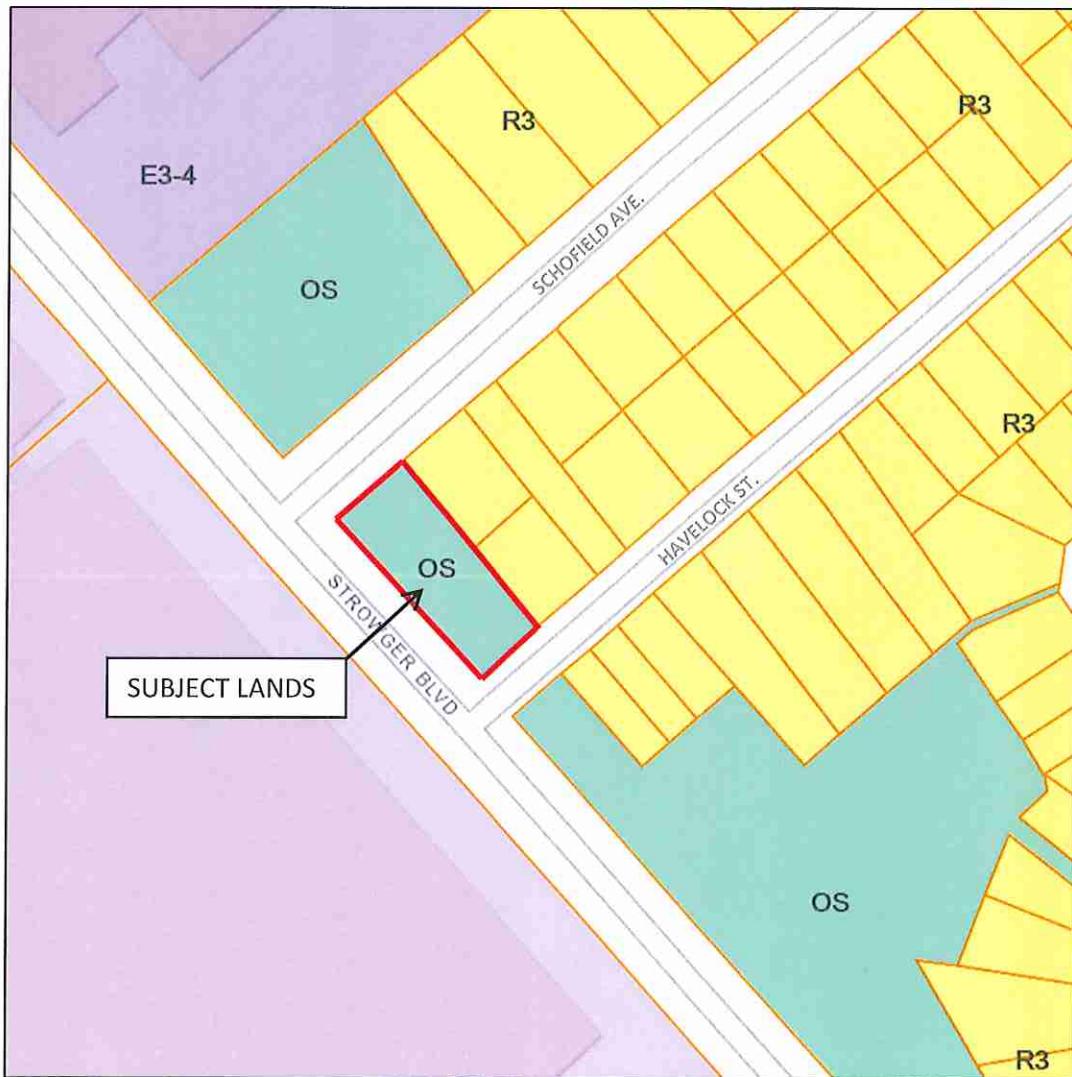
Andrew McGinnis, MCIP, RPP, Dipl.M.M.  
Planner II



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B. Casselman  
City Manager

## SCHEDULE "A" TO REPORT 2017-049-05



**SCHEDULE "B" TO REPORT 2017-049-05**

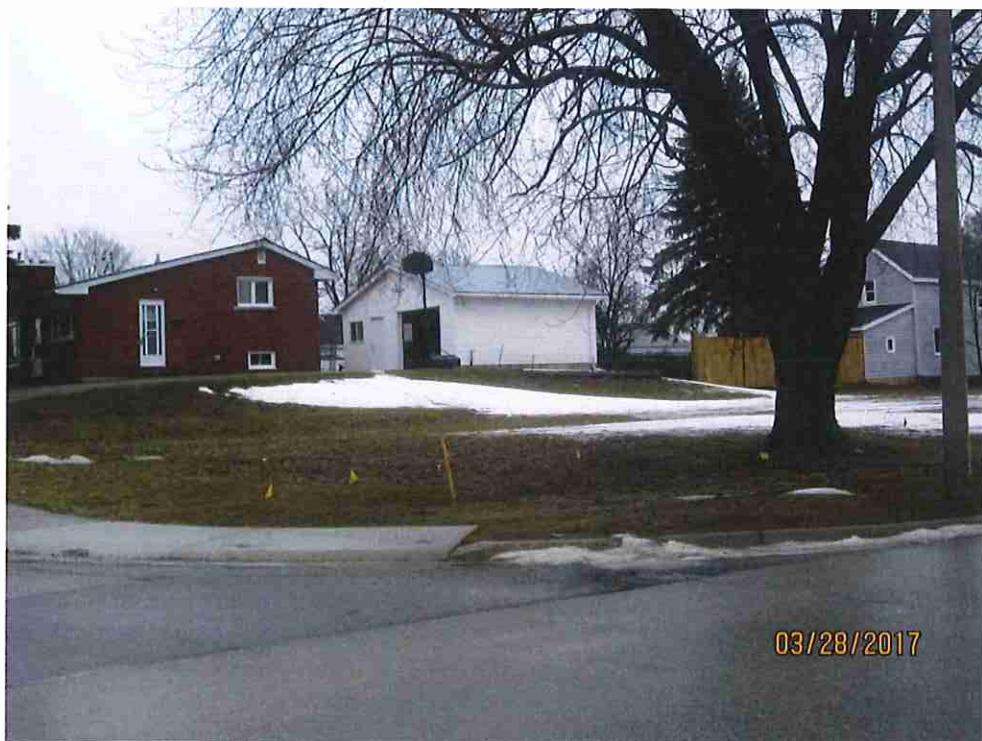
<b>Site Plan Proposal</b> For: <b>Habitat for Humanity Proposed Sites "A" &amp; "B"</b> Being: <b>PART OF BLOCK 54, 67 COMPILED PLAN NO. 67 CITY OF BROCKVILLE COUNTY OF LEEDS</b>	<b>DESIGN NOTES:</b> (C. P. Services) 1. All dimensions and lot coverage indicated on this plan are approximate values only. 2. Any proposed changes or additions to the existing structures shown must be submitted to the City of Brockville for a Building Permit. 3. This plan is subject to change at any time by the city engineer, town engineer or the supervisor of surveys. Any changes shall be made in accordance with the applicable by-laws. 4. A full set of plans and detailed information concerning the proposed project is available at the city hall, town hall or supervisor of surveys. 5. All proposed structures, including the proposed new building, must be approved by the city engineer or town engineer before construction can begin. 6. Construction must commence within one year of the date of issuance of this plan.	<b>GENERAL NOTES:</b> 1. This plan is subject to change at any time by the city engineer, town engineer or the supervisor of surveys. 2. Any proposed changes or additions to the existing structures shown must be submitted to the City of Brockville for a Building Permit. 3. This plan is subject to change at any time by the city engineer, town engineer or the supervisor of surveys. Any changes shall be made in accordance with the applicable by-laws. 4. A full set of plans and detailed information concerning the proposed project is available at the city hall, town hall or supervisor of surveys. 5. All proposed structures, including the proposed new building, must be approved by the city engineer or town engineer before construction can begin. 6. Construction must commence within one year of the date of issuance of this plan.	<b>REVISONS &amp; SELFES</b> PROJECT NUMBER: <b>652</b> PLAT NUMBER: <b>SP1</b> INSTRUMENT: <b>Plan 652, Subdivision and Building Plan SP1</b> DRAWN BY: <b>C. P. Services</b> CHECKED BY: <b>R. J. Hart</b> APPROVED BY: <b>R. J. Hart</b> DATE ISSUED: <b>January 12, 2017</b>																																																																																																																																																																																																																																																								
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Lot M	120-0-015	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
Lot N	120-0-016	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
Lot O	120-0-017	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
Lot P	120-0-018	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
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Lot U	120-0-023	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
Lot V	120-0-024	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
Lot W	120-0-025	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
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Lot Y	120-0-027	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				
Lot AA	120-0-028	120 ft. by 52 ft.	120 ft. by 52 ft.	6,240 sq. ft.	23.1%	120 ft. by 52 ft.	Residential																																																																																																																																																																																																																																																				

**SCHEDULE "C" TO REPORT 2017-049-05**





03/28/2017



03/28/2017

**26 April 2017**

**REPORT TO THE ECONOMIC DEVELOPMENT PLANNING COMMITTEE - PUBLIC  
MEETING – 2 MAY 2017**

**2017-050-05**

**PROPOSED AMENDMENTS TO THE  
OFFICIAL PLAN AND AMENDMENTS TO  
ZONING BY-LAW 050-2014  
DRAFT SECONDARY PLAN  
FOR THE BROCKVILLE EMPLOYMENT LANDS  
(HIGHWAY 401, STEWART BOULEVARD AND VICTORIA ROAD)  
CITY OF BROCKVILLE  
FILES: D09-07 AND D14-022<sub>(050-2014)</sub>**

**D. DICK  
DIRECTOR OF PLANNING (Acting)  
J. FAURSCHOU  
PLANNER I**

**RECOMMENDATION**

THAT Report 2017-050-05 be received as information and that a report on this matter be prepared by staff for consideration of the Economic Development Planning Committee at a future meeting.

**PURPOSE**

To provide information for purposes of conducting a Public Meeting under the Planning Act respecting the Draft Secondary Plan and proposed Amendments to the City of Brockville Official Plan and proposed Amendments to the City of Brockville Zoning By-law 050-2014 to implement the findings of the Employment Lands Secondary Plan.

**BACKGROUND**

The City of Brockville retained MMM Group Limited (MMM) in June 2015 to implement the recommendations of the City's Employment Lands Review (ELR). The ELR identified an urgent need for employment lands, in particular large parcels, in Brockville and recommended that a Secondary Plan be prepared to determine the lands within the designated Urban Reserve Area in the City's northwest quadrant to provide additional employment land supply. These lands are currently located outside of the City's Urban Boundary and to bring them into the City's Urban Boundary, a Comprehensive Review is required in accordance with the policies of the Official Plan.

MMM has prepared the Secondary Plan in draft. The implementation of the Secondary Plan, once finalized, is done through amendments to the Official Plan and to the Zoning By-law. Accordingly, draft Amendments to Official Plan and draft Amendments to Zoning By-law 050-2014 have also been prepared by MMM Group.

All of the documents require review by City Council, which is the approval authority for Official Plan and Zoning By-law Amendments. The process of public consultation in accordance with the Planning Act has been commenced and the Public Meeting

2017-050-05  
Employment Lands Review  
Draft Secondary Plan,  
Official Plan Amendments and  
Zoning By-law Amendments  
Owner: City of Brockville  
Files: D09-07 and D14-022<sub>(050-2014)</sub>

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scheduled for 02 May 2017 is one step in the process. Given the complexity of the process, a Public Open House was held on 05 April 2017 to provide an introduction and opportunity for the Public to be briefed on the process and the draft documents and to provide additional lead time to review documentation and to consider comments for submission at the 02 May 2017 Public Meeting.

## ANALYSIS

The subject lands are those lands referred to as "Brockville Employment Lands", being an irregular shaped area lying north of the 401 corridor, west of Stewart Boulevard, east of the City/Township of Elizabethtown-Kitley boundary and south of Victoria Road with frontage on Victoria Road, Laurier Boulevard, Chelsea Street and Parkedale Avenue and are as shown on **Schedule "A"** to this Report. The subject lands are currently vacant with the exception of development associated with the Brockville Highland Golf Club.

### Zoning and Official Plan Information:

#### Official Plan Designation (Proposed):

The purpose of the proposed Amendments to the Official Plan for the City of Brockville is to amend Section 4.7 and Schedules "1", "3" and "6", inclusive, to implement the Employment Lands Secondary Plan.

#### Proposed Zoning (Proposed):

The purpose of the proposed Amendments to City of Brockville Zoning By-law 050-2014, is to add a new E2-5 - General Employment Special Exception Zone and rezone various lands to RU - Rural Zone and E.P. - Environmental Protection Zone to implement the policies of the proposed Official Plan Amendment with respect to the Brockville Employment Lands Secondary Plan.

The draft Secondary Plan, including all supporting studies, the draft proposed Amendments to the Official Plan for the City of Brockville and the draft proposed Amendments to City of Brockville Zoning By-law 050-2014, have been previously presented, in whole, to Council. In addition, the documents have been made available on the City website in two locations, the "News" section and a section entitled "New Employment Area Review", in the Planning Department and upon request through the Planning Department.

2017-050-05  
**Employment Lands Review**  
**Draft Secondary Plan,**  
**Official Plan Amendments and**  
**Zoning By-law Amendments**  
**Owner: City of Brockville**  
**Files: D09-07 and D14-022<sub>(050-2014)</sub>**

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Accordingly, the primary documents, without the supporting studies indicated as Appendices to the Secondary Plan, have been appended to this report:

- City of Brockville Employment Land Secondary Plan Report, December 2016/Draft, attached as **Schedule “B”** to this Report;
- Amendment No. XXXX-XX to the Official Plan for the City of Brockville/Draft, attached as **Schedule “C”** to this Report; and
- By-law 20XX-XXX to Amend Comprehensive Zoning By-law 050-2014/Draft, attached as **Schedule “D”** to this Report.

#### Site Characteristics:

(Lands Within the irregular shaped area lying north of the 401 corridor, west of Stewart Boulevard, south of Victoria Road and east of the City/Township of Elizabethtown-Kitley boundary):

Frontage - Victoria Road:	104 m
Frontage - Chelsea Street:	35 m
Frontage - Parkedale Avenue (North Side):	879 m
Frontage - Parkedale Avenue (South Side):	1,153 m
Shape – Irregular:	

#### Surrounding Land Use:

North: (Victoria Road)	Lands to the north are zoned RU-Rural Zone and are occupied by a range of residential dwellings fronting Victoria Road.
West: (Township of Elizabethtown-Kitley)	Lands to the west are located within the Township of Elizabethtown-Kitley and are zoned RU-Rural Zone and predominantly vacant.
East:	Lands to the east, fronting on Stewart Boulevard, Parkedale Avenue and a private road, are zoned C4-Highway Commercial Zone, C3-General Commercial Arterial Zone and I1-Institutional Zone and are occupied variously by a range of commercial uses, older residential dwellings and a church.
South:	Lands to the South are identified by the 401 corridor. The south side of the 401 corridor is zoned OS-Open Space Zone to the west and E2-General Employment Zone to the east.
<b>Note:</b> For clarification purposes, North is considered to be towards Victoria Road, South towards the 401 corridor, East towards Stewart Boulevard and West towards the City/Township of Elizabethtown-Kitley boundary.	

2017-050-05  
 Employment Lands Review  
 Draft Secondary Plan,  
 Official Plan Amendments and  
 Zoning By-law Amendments  
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Department and Agency Comments received to-date (26 April 2017) are summarized below and may be attached in their entirety as Schedule “E-1”:

1. Greg Healy, Chief Fire Prevention Officer, Fire Department, 10 April 2017:

*“After reviewing the proposal for the above-note project, please be advised that this department has no concerns at this time.”*

2. Conal Cosgrove, Director of Operations, Operations Department:

*“The Operations Department supports the recommendations contained within the Traffic Impact Study as well as the Technical Memorandum regarding the Stewart Boulevard/Highway 401 Interchange.”*

3. Ministry of Municipal Affairs and Housing, Morgan Alger/Karen Currie – Planner, 20 April 2017:

*“the Ministry would like to circulate the draft amendment to some of our partner ministries. We anticipate being able to provide comments by the end of June.”*

4. Enbridge Pipelines Inc., Chris Pincombe, C.E.T., Lands and ROW Administrator - Crossings, Eastern Region. See attached e-mail dated 20 April 2017:

*“Enbridge Pipeline Inc. has reviewed the subject application and does not have any facilities within the area and has no concerns with the amendment.”*

5. Conseil Des Ecoles Catholiques De Centre Est, Karolyn Bois, Planification en immobilisations, See attached letter dated 12 April 2017:

*“Le Consiel des Ecoles catholiques du Centre-Est (CECCE) a revu la demande susmentionee et ne s'y oppose pas.*

*Esperant que ces renseignements vous seront utilites, je vous prie d'agreeer, Monsieur, l'expression de mes sentiments distingués.” Conseil Des Ecoles Catholiques De Centre Est, Karolyn Bois, Planification en immobilisations, 12 April 2017:*

*Translation - “The Catholic school council of centre east review the question mentioned below and do not oppose it.*

*With hope that the information is useful to you, I'm asking you to agree, Monsieur, with the feelings that I've expressed.”*

2017-050-05  
Employment Lands Review  
Draft Secondary Plan,  
Official Plan Amendments and  
Zoning By-law Amendments  
Owner: City of Brockville  
Files: D09-07 and D14-022<sub>(050-2014)</sub>

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6. Ministry of Transportation, Stephen Kapusta, MCIP, RPP, Corridor Management Planner. See attached letter dated 20 April 2017.

*"Overall, we do not have much in the way of immediate concerns with the proposed designation of these employment lands. We would however like to be involved in the Secondary Plan process. I am curious to know the boundaries of that Secondary Plan."*

*In general, there are some concerns with the Stewart Boulevard interchange if there is to be more traffic added to it in the future. But we can handle that in time."*

7. Cataraqui Region Conservation Authority, Michael Dakin, Resource Planner. See attached letter dated 21 April 2017.

8. BMAAC, Doug Hone. 20 April 2017:

*"BMAAC has no issue with this until such time as development details begin to emerge in the form of construction projects."*

Public Comments received to-date (26 April 2017) since the Public Open House held on 04 April 2017 are summarized below. Public comments have been attached in their entirety as Schedule "E-2":

1. *Rani Tolton – See attachments:  
20 April 2017 (date stamped)  
24 April 2017*
2. *Neal Tolton – See attachment:  
06 April 2017 (date stamped)*
3. *Patti Whyte – See attachments:  
10 April 2017, notification requirements dated 13 April 2013  
19 April 2017*
4. *Robert Millar – See attachment:  
21 April 2017*
5. *Ann Clapperton – See attachment:  
21 April 2017*
6. *Mrs. R. Mitchell – See attachment:  
25 April 2017*

2017-050-05  
Employment Lands Review  
Draft Secondary Plan,  
Official Plan Amendments and  
Zoning By-law Amendments  
Owner: City of Brockville  
Files: D09-07 and D14-022<sub>(050-2014)</sub>

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7. *Garth McGill – See attachments:*  
*10 April 2017 (2)*  
*24 April 2017 (2)*
8. *Citizen for Progress Without Hardship (CPH) – See attachment.*  
*09 September 2015 – resubmission*  
*21 April 2017 – Minutes of Open House 05 April 2017 – recorded by Ann Clapperton, Secretary-CPH, and submitted by Ann Clapperton on behalf of CPH.*

Potential Issues for Discussion:

1. Appropriateness of the requested Official Plan Amendments.
2. Appropriateness of the requested Zoning by-law Amendments.
3. Appropriateness of the proposed uses for the subject lands.
4. Potential traffic impact and routing.
5. Neighbourhood concerns – Summarized as follows. See attached comments for details:
  - Mitigation of Impacts;
  - Residual Residences;
  - Stewart Boulevard Widening;
  - Traffic Study;
  - Studies Regarding Impact of Transport Traffic;
  - Public Safety;
  - Golden Winged Warbler and habitat Designation Status;
  - Criteria for Selecting Industry/Businesses for Brockville;
  - Using/Promoting Available Serviced land; -
  - Evidence for Transportation, Warehousing and Wholesale Trade;
  - Available Land;
  - Phase Development Rationale;
  - Hazards;
  - Transparency;
  - Employment Lands Review;
  - Projection of Data; -
  - Mapping Orientation.

2017-050-05  
Employment Lands Review  
Draft Secondary Plan,  
Official Plan Amendments and  
Zoning By-law Amendments  
Owner: City of Brockville  
Files: D09-07 and D14-022(050-2014)

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#### 6. CPH (Citizens for progress without Hardship) Questions:

Environment, Stormwater Management, Threatened or Endangered Species, Traffic (Parkdale/Stewart/401 Interchange), Noise Attenuation, Trans Northern Pipelines, Landfill Site, Archaeology, Servicing (Water/Sewer/Gas/Hydro), Financial Impacts, Negative Impacts on Quality of Life, Unknown Threats/Impacts/Use of Lands/Access, Transparency/Collaboration, Project Financial Viability.

### POLICY IMPLICATIONS

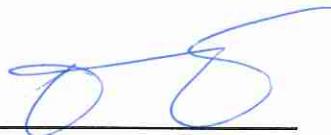
The contents of this report are provided for information purposes for the Public Meeting. Following the Public Meeting, Planning Department Staff will prepare a report which will include review and consideration of policies that are relevant to the requested amendments.

### FINANCIAL CONSIDERATIONS

All costs associated with completion, integration and implementation of the Secondary Plan, Official Plan Amendments, Zoning By-law amendments, and supporting documents are the responsibility of the City of Brockville.

### CONCLUSION

A Report on this matter, including a detailed analysis of the proposed amendments, review and consideration of the issues raised at the Public Meeting and a recommendation from Planning Staff, will be prepared for consideration of the Economic Development Planning Committee at a future meeting.



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David Dick, CPA, CA  
Director of Corporate Services and  
Director of Planning (Acting)



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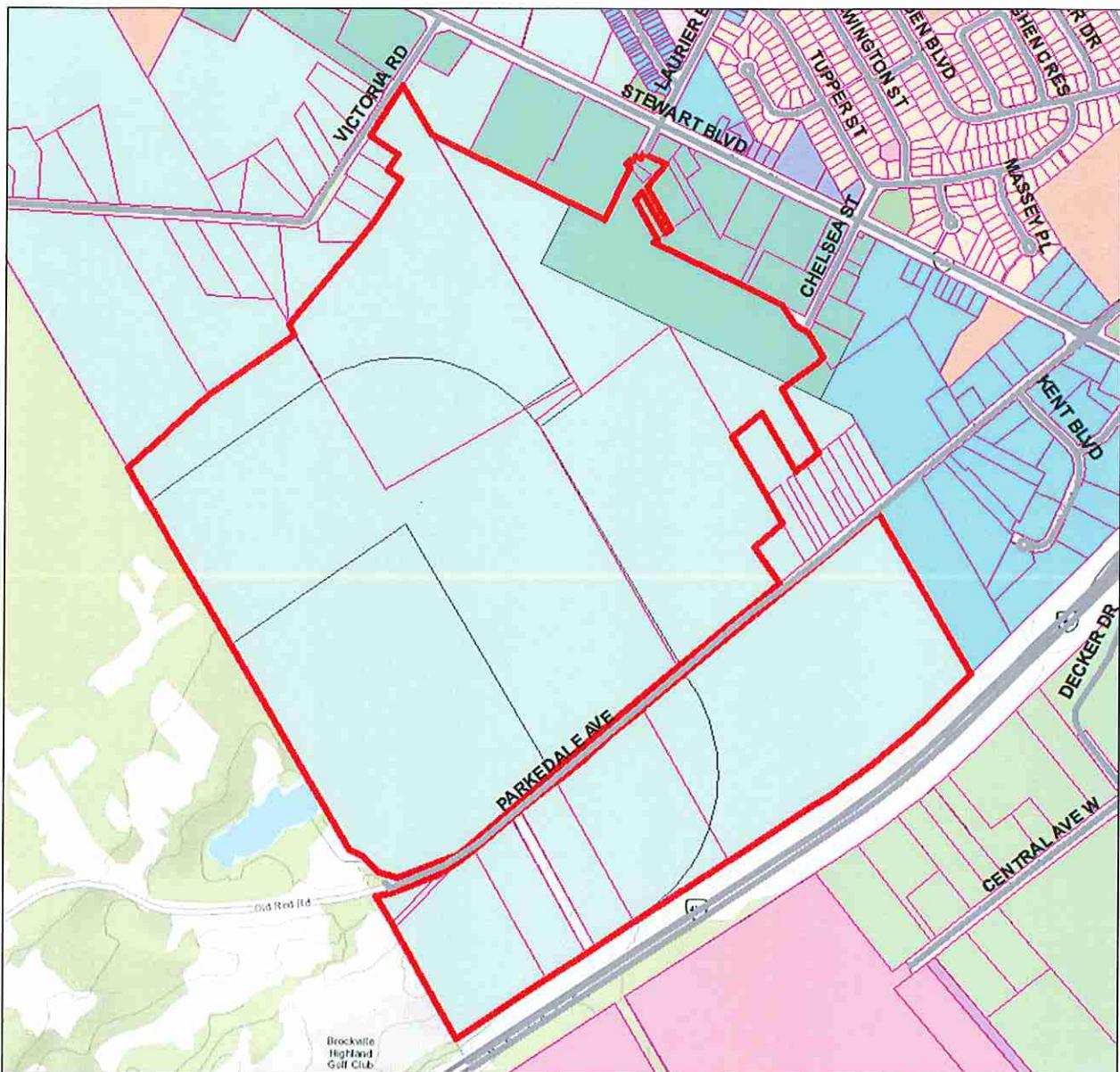
J. Faurschou, MCIP, RPP  
Planner I



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B. Casselman  
City Manager

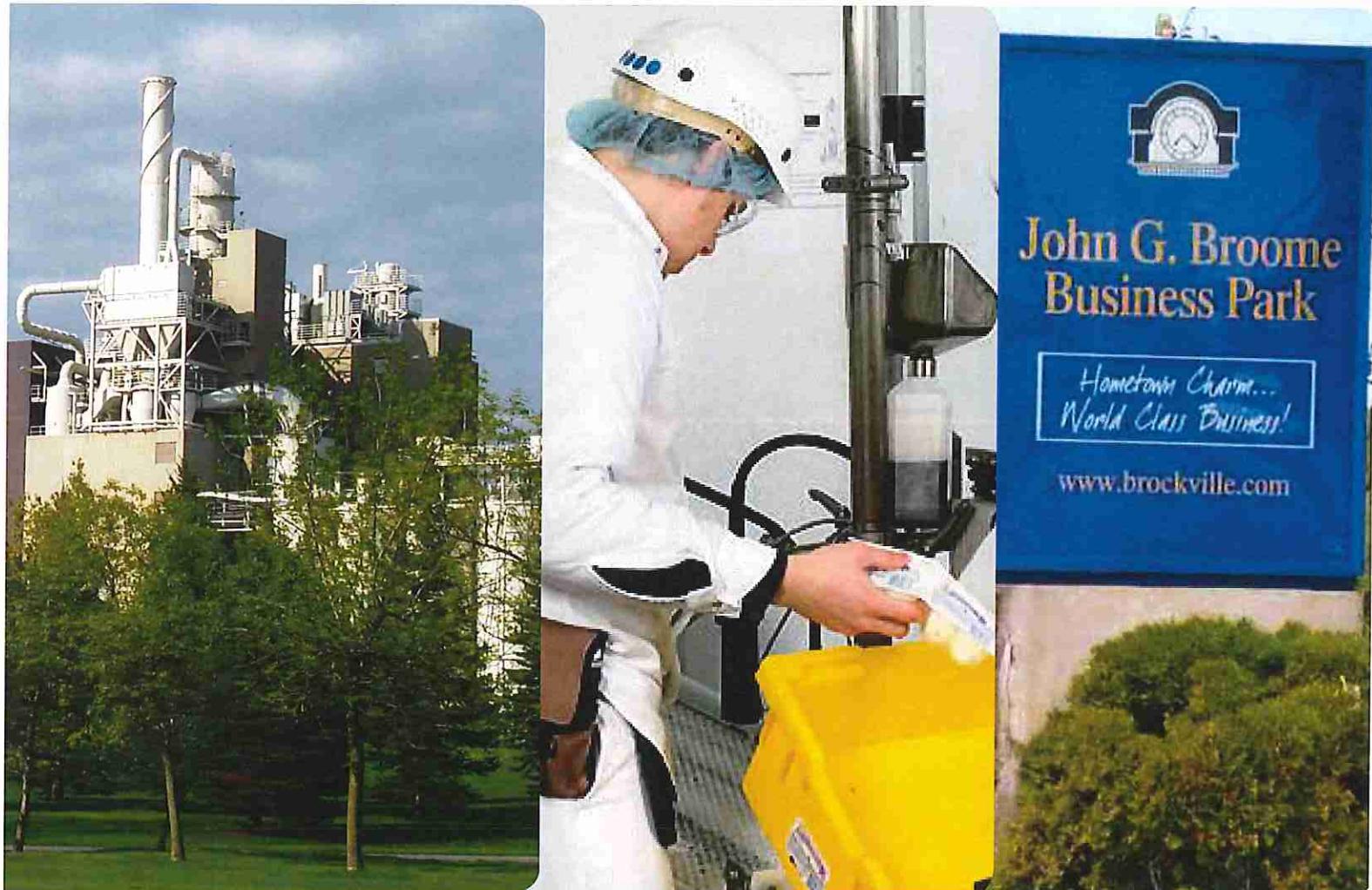
Schedule "A" to Report 2017-050-05



**LANDS SUBJECT TO PROPOSED OFFICIAL PLAN AMENDMENT, ZONING BY-LAW  
AMENDMENT AND NEW SECONDARY PLAN ARE SHOWN ABOVE – OUTLINED IN  
RED.**

**FILE NUMBERS:**    **OFFICIAL PLAN - D09-07**  
                        **ZONING BY-LAW - D14-22**

Schedule "B" to Report 2017-050-05



# CITY OF BROCKVILLE EMPLOYMENT LANDS SECONDARY PLAN REPORT

December 2016 | Draft  
1415025-001



**MMM Group Limited**  
100 Commerce Valley Drive West  
Thornhill, ON Canada L3T 0A1  
t: 905.882.1100 | f: 905.882.0055  
[www.mmmgrouplimited.com](http://www.mmmgrouplimited.com)

December 9, 2016  
File No. 14.15025.001

Ms. Maureen Pascoe Merkley, MCIP, RPP  
Director of Planning  
City of Brockville  
1 King Street West, P.O. Box 5000  
Brockville, ON K6V 7A5

**RE: City of Brockville Secondary Plan Report**

Dear Ms. Pascoe Merkley,

MMM Group Limited is pleased to submit this Draft Secondary Plan Report for the City's review. We have prepared this report in accordance with the work plan provided to you in our letter dated June 18, 2015.

We are happy to discuss the details, conclusions and implications of this Secondary Plan Report at a time that is convenient for you. Please feel free to call me to discuss.

Yours truly,

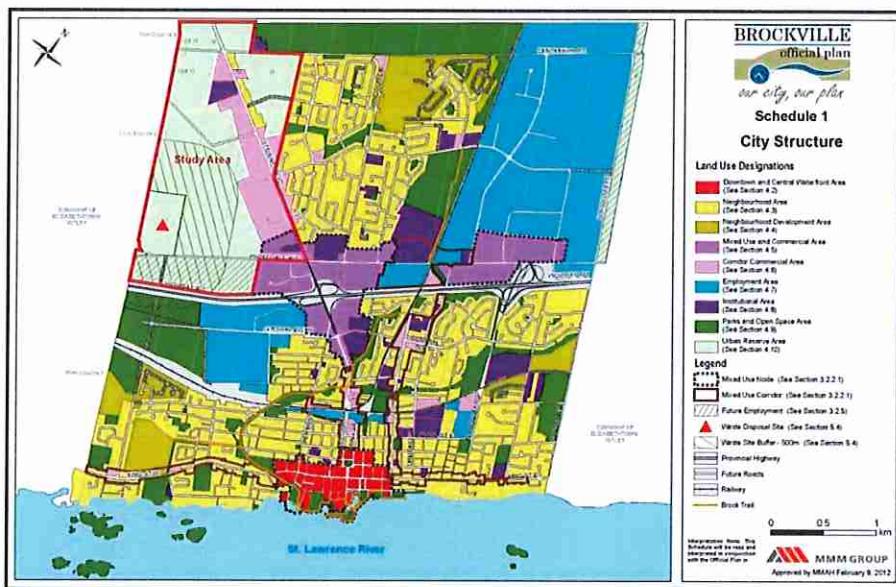
**MMM Group Limited**

A handwritten signature in black ink that reads "Chris Tyrrell".

Chris Tyrrell, MCIP, RPP  
National Vice President  
Planning, Landscape Architecture & Urban Design

## EXECUTIVE SUMMARY

An Employment Lands Review (ELR), conducted in June 2015 by MMM Group Limited (MMM) for the City of Brockville, identified an urgent need for additional employment land supply, specifically, supply that can accommodate employment uses on large parcels. The ELR identified certain lands within the City's northwest quadrant, designated as Urban Reserve Area in the Official Plan, as the last remaining developable area in the City that can support an employment area to accommodate large-lot employment uses (Exhibit i below). As a result, the ELR recommended that a Secondary Plan be prepared to determine which lands within the northwest quadrant would be appropriate to accommodate large-lot employment uses. However, the potential supply identified for a new employment area is currently outside of the City's Urban Boundary and, as a result, a detailed Secondary Plan must be prepared that meets the Official Plan's Comprehensive Review requirements.



**Exhibit i - Study Area/Urban Reserve Area on City's Official Plan Schedule**

The purpose of this Report is to present the planning analysis and opinion to support the development of a Secondary Plan for the study area, and to satisfy the requirements for a Comprehensive Review.

This report reviews the existing conditions within the study area, and provides a summary of the planning and policy context in the City of Brockville. Supporting studies intended to facilitate the Secondary Plan for the study area are then summarized. To ensure that the supporting studies were adequately scoped, a preliminary analysis was undertaken to determine which lands could be suited for employment uses. The

preliminary analysis of lands within the study area considered, but was not limited to, the following conditions:

- Proximity of existing City services;
- Proximity of the City's existing road network;
- Amount of land identified in the Employment Land Review undertaken in Phase 1 of this Project;
- Initial identification of constraints based on the Official Plan; and
- Proximity of existing sensitive land uses.

The outcome of the analysis served to inform the supporting studies, and to refine the study area boundary. Studies undertaken in support of the Secondary Plan included the following:

- Environmental Impact Statement (EIS)
- Financial Impact Assessment
- Water, Wastewater & Stormwater Analysis
- Traffic Impact Assessment
- Stage 2 Archaeological Assessment
- Land Use Within 500M of Landfill Site

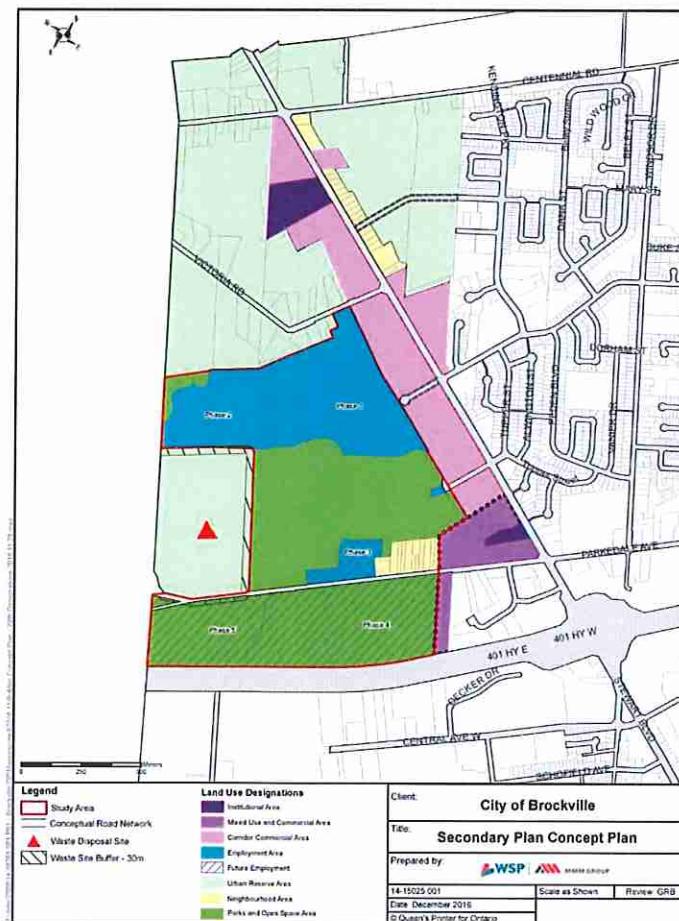
The results of the supporting studies concluded the following:

- Based on the results of the EIS, approximately 36 hectares of land is available that generally avoids any significant environmental features that need to be conserved, excluding two intermittent streams and a small number of butternut trees.
- The lands outside of the 36 hectares, approximately around the centre of the scoped study area, have been identified as conservation lands due to the existence of important environmental features. The significance of having these identified as conservation lands is that they will be protected for the long term and added to the City's Natural Heritage System, which allows for the connection of wildlife corridors and protection of wetlands and woodlands.
- The Financial Impact Assessment concluded that due to the proximity of infrastructure, as identified previously, the amount of revenue that may be generated by bringing new employment uses online far outweighs the upfront costs that would be incurred by extending municipal water and sewer services and a roadway to the proposed Employment Area.
- Municipal servicing is available adjacent to the scoped study area. Analyses of the existing water, wastewater, and stormwater systems indicate that there is sufficient capacity to accommodate employment uses for the long term, without the need to upgrade the City's systems. To ensure

there are no impacts on the stormwater systems from a quality and quantity perspective, all stormwater is to be managed on-site.

- Minimal upgrades are necessary to accommodate employment uses in the scoped study area and the existing transportation network will be utilized. Access will be provided from Stewart Boulevard, which have the appropriate design configuration and available capacity to accommodate the additional employment development.
- No archaeological resources were found within the scoped study area.
- Employment uses within 500M of the closed landfill site were determined to be appropriate.

The results of the supporting studies provided the direction to establish the Secondary Plan Area boundary. A land use concept, as shown in "Exhibit ii" was then prepared to define how the lands within the Secondary Plan Area may be considered for employment uses. The concept focuses on maximizing the development potential for employment area uses, while minimizing the potential for land use conflicts between existing and future uses.



**Exhibit ii - Secondary Plan Concept**

The Secondary Plan concept identifies a gross total of approximately 76 ha for development through five phases, which may be revised based on demand and individual need.

- Phase 1 is approximately 20 ha.
- Phase 2 is approximately 16 ha.
- Phase 3 is approximately 3.5 ha.
- Phase 4 is approximately 24.7 ha.
- Phase 5 is approximately 12.5 ha.

As a result of the supporting studies and associated analyses, as well as the preparation of the detailed Secondary Plan Report, the Comprehensive Review and Secondary Plan requirements identified in the City's Official Plan have been met.

To implement the Secondary Plan, an amendment to the City's Official Plan and Zoning By-law will be required. If approved, the amendments will continue to be implemented in conjunction with the balance of the provisions of the Official Plan and Zoning By-law.

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## APPENDICES

- Appendix A – Employment Area Lands Review
- Appendix B – Environmental Impact Statement
- Appendix C – Financial Impact Assessment
- Appendix D1 – Traffic Impact Analysis
- Appendix D2 – Technical Memorandum Respecting Highway 401 and Stewart Blvd. Interchange
- Appendix E – Stage 2 Archaeological Assessment
- Appendix F – Land Use Within 500M of Landfill Site

## STANDARD LIMITATIONS

This report was prepared by MMM Group Limited (MMM) for the City of Brockville (City) in accordance with our work agreement. This report is based on information provided to MMM which has not been independently verified.

The disclosure of any information contained in this report is the sole responsibility of the City. The material in this report and all information relating to this activity reflect MMM's judgment in light of the information available to us at the time of preparation of this report. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. MMM accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions based on this report.

MMM warrants that it performed services hereunder with that degree of care, skill, and diligence normally provided in the performance of such services in respect of projects of similar nature at the time and place those services were rendered. MMM disclaims all other warranties, representations, or conditions, either express or implied, including, without limitation, warranties, representations, or conditions of merchantability or profitability, or fitness for a particular purpose.

This Standard Limitations statement is considered part of this report.

## 1 INTRODUCTION & PURPOSE

The City of Brockville retained MMM Group Limited (MMM) in June 2015 to implement the recommendations of the City's Employment Lands Review (ELR). The ELR identified an urgent need for employment lands, in particular large parcels, in Brockville and recommended that a Secondary Plan be prepared to determine the lands within the designated Urban Reserve lands in the City's northwest quadrant (hereinafter referred to as the "study area") to provide additional employment land supply. These lands are currently outside of the City's Urban Boundary and to bring them in, a Comprehensive Review is required in accordance with the policies of the Official Plan. This study area represents the last remaining developable area in the City that can accommodate large-scale employment area development.

The purpose of this Report is to present a planning analysis and opinion to support the development of a Secondary Plan for certain lands within the study area and satisfy the Provincial and local requirements for a Comprehensive Review. This Report outlines the basis for establishing a Secondary Plan for employment uses on certain lands within the study area in the context of Provincial Policy and the City of Brockville's Official Plan and Zoning By-law. Furthermore, this Report provides contextual support for an Official Plan and Zoning By-law Amendment to implement the Secondary Plan.

The process of preparing a Secondary Plan within the study area satisfies both Provincial policy and the City's Official Plan as it relates to a Comprehensive Review. Specifically, it provides the required narrative and rationale to support a new employment area by examining and analyzing the surrounding existing land uses, existing natural heritage features, infrastructure (water, wastewater, stormwater, and transportation), and future growth and associated land need. Expansion of the City's Urban Boundary into the study area will be examined through the lens of a Comprehensive Review; giving rise to a preferred land use and subsequent concept.

## 2 AREA LOCATION & DESCRIPTION

The study area boundary is generally coincident with the boundaries of the City's Urban Reserve Area identified in the Official Plan in the northwest quadrant. This area is generally located north of Highway 401, just east of Stewart Boulevard to Kensington Parkway, south of the City's northern municipal boundary, and east of the City's western municipal boundary, as seen in Exhibit 1. The study area features the following:

- Victoria and Centennial Roads traverse east-west through the northern part of the study area, which provide direct access for a number of rural residential properties;
- Parkedale Avenue traverses east-west through the southern part of the study area, providing access for a few rural residential properties, a golf course, and adjacent municipality, the Township of Elizabethtown-Kitley;
- The City's former waste disposal site, is bounded by the study area's western boundary and Parkedale Avenue to its south;
- A variety of small-lot residential parcels and vacant lands ranging from under 1 ha to over 40 ha;
- Trans Northern Pipeline, which bisects the lands; and
- Substantial vegetation (trees/scrub).



Exhibit 1 - Study Area

Examining the existing land uses located in proximity to the study area is a vital component in assessing the potential effects of the proposal and to determine which lands should comprise the Secondary Plan Area and accommodate employment uses. As such, they can be summarized as follows:

- a mix of commercial/highway commercial and residential uses, fronting on Stewart Boulevard;
- an existing employment area/uses in the Western Industrial Park, immediately south of Highway 401;
- a number of highway commercial uses in proximity to the Stewart Boulevard and Highway 401 interchange
- established residential uses along, and in proximity to, Kensington Parkway;
- a number of existing rural residential properties immediately north of the study area, along Centennial Road; and
- the Township of Elizabethtown-Kitley within the United Counties of Leeds and Grenville, to the west of the City of Brockville boundary.

The study area benefits from proximity and convenient access to Highway 401, a key provincial transportation corridor that connects Brockville to much of the Province and to border crossings linking Eastern Ontario with New York State and the eastern US. Certain lands within the study area also have direct frontage on Stewart Boulevard, Centennial Road, and Parkedale Avenue, which are important arterial roads providing convenient access to surrounding municipalities and to Highway 401. The study area also has access to municipal water and sewer at the eastern edge at the termination of Laurier Boulevard, immediately west of Stewart Boulevard.

## 3 PLANNING CONTEXT

Land use planning in City of Brockville is guided by a number of Provincial and Municipal documents. These documents include the *Planning Act*, the Provincial Policy Statement, 2014 and the Brockville Official Plan and Zoning By-law. These documents, as they relate to the study area, will be examined and discussed in the following subsections.

### 3.1 Planning Act

The *Planning Act* provides the authority for establishing a land use planning framework in Ontario. Section 2 of the *Act* identifies 18 matters of Provincial interest that municipal councils "shall have regard to" when carrying out their responsibilities under the *Act*; of note is the provision of adequate employment opportunities. The *Planning Act* defines "areas of employment" as designated land within an official plan intended to protect and support clusters of business and economic uses including manufacturing, warehousing, office, retail associated with an employment uses and ancillary uses.

### 3.2 Provincial Policy Statement, 2014

The 2014 Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, establishes provincial direction in regards to planning matters including building strong healthy communities, the wise use and management of resources and protecting public health and safety. Section 3 of the *Act* also requires that municipal planning decisions shall be consistent with the PPS. As detailed in the ELR, the PPS requires municipalities to ensure that sufficient land, particularly in appropriately serviced settlement areas, is made available to meet projected needs. Other broad policy directions contained in the PPS that the Secondary Planning process will need to consider include:

- Promoting efficient and cost-effective development and growth patterns
- Providing sufficient land and infrastructure to accommodate anticipated growth;
- Supporting an appropriate range of employment opportunities;
- Minimizing land consumption and servicing costs;
- Avoiding the creation of environmental and health and safety issues; and
- Protecting natural features and resources for the long-term.

Key sections of the PPS, relevant to the establishment of a Secondary Plan for Brockville's urban reserve, relate to settlement areas, employment areas, and comprehensive review policies.

#### 3.2.1 Settlement Areas

The PPS defines settlement areas as urban or rural areas within a municipality where development is concentrated and a mix of land uses are provided. In the City of Brockville Official Plan, the settlement

area is defined as the urban area. The PPS further states that growth and development are to be focused within settlement areas, where opportunities for intensification and redevelopment should be accommodated. Such growth is required to be based on densities and a mix of land uses which efficiently use land and infrastructure, promote energy efficiency while minimizing negative impacts to air quality and climate change, support active transportation and transit (where it is existing, planned or may be developed), and are freight-supportive.

Consideration of settlement area expansions may only occur at the time of a comprehensive review and need to demonstrate that sufficient opportunities for intensification and redevelopment are not available within the existing settlement area and necessary or planned infrastructure and public services can be provided in a financially viable manner and protect public health and safety and the natural environment (Section 1.1.3.8).

### **3.2.2 Employment Areas**

Section 1.3 of the PPS requires that planning authorities “promote economic development and competitiveness by:

- a) Providing for an appropriate mix and range of employment and institutional 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;
  - c) Encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities; and
  - d) Ensuring the necessary infrastructure is provided to support current and projected needs.”
- (Section 1.3.1)

These considerations help to ensure that municipalities are well prepared to meet the demand for employment areas throughout the planning horizon of the official plan. Most critically, employment areas are to be protected from absorption by other non-employment land uses, particularly in proximity to major goods movement facilities and corridors. Consideration of the conversion of lands within employment areas to other land uses is therefore also restricted through a comprehensive review (Section 1.3.2.2). In addition to land supply considerations, municipalities are also required to ensure that necessary infrastructure is, or will be made, available to support current and projected growth needs. It is noted, however, that employment areas can be protected for the long term, beyond the 20-year planning horizon, provided that lands are not designated beyond the planning horizon.

### **3.2.3 Comprehensive Review**

In regards to settlement area expansions and the conversion of employment lands, the PPS defines a comprehensive review as an official plan review or amendment initiated by the planning authority, which:

1. Is based on a review of population and employment projections; considers alternative directions for growth or development; and determines how best to accommodate the development while protecting provincial interests;
2. Utilizes opportunities to accommodate projected growth or development through intensification and redevelopment; and considers physical constraints to accommodating the proposed development within existing settlement area boundaries;
3. Is integrated with planning for infrastructure and public service facilities, and considers financial viability over the life cycle of these assets, which may be demonstrated through asset management planning;
4. Confirms sufficient water quality, quantity and assimilative capacity of receiving water are available to accommodate the proposed development;
5. Confirms that sewage and water services can be provided; and
6. Considers cross-jurisdictional issues.

It is noted that item 1 from the aforementioned list of considerations is primarily addressed by the ELR, whereas this report addresses items 2 through 6, where applicable. It is furthermore noted that the PPS definition for comprehensive review establishes that the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary or development proposal.

## **3.3 City of Brockville Official Plan**

The City's Official Plan establishes how lands are to be used and growth is to be accommodated over a 20 year period. In particular, the Plan identifies requirements for the preparation and consideration of initiatives to expand the City's Urban Area, undertake Secondary Plans, and create new Employment Areas. It also establishes policy requirements with respect to conserving Natural Heritage Features and their Functions and minimizing impacts on the Environment.

The Plan also identifies policies for lands outside of the Urban Boundary, designated as "Urban Reserve Area". At least a portion of these lands were anticipated to accommodate employment uses. Additional details regarding this designation are provided in Section 3.3.2. The balance of this section provides an overview of the present status of the study area lands with respect to Official Plan policies and highlights the relevance of specific Official Plan process requirements regarding the proposed Urban Area expansion and subsequent Secondary Plan.

### 3.3.1 Study Area Status & Context

As shown in Exhibit 2, the study area contains a number of existing land use designations. It is also noted that a Future Employment overlay designation applies to lands located along Highway 401 in the southern portion of the study area. Contextually, the study area is bounded:

- To the north by the City limit shared with the Township of Elizabethtown-Kitley. Lands in the Township are designated Commercial and Rural.
- To the east by lands designated Parks and Open Space, Neighbourhood Area, Commercial Corridor and Mixed Use and Commercial Area;
- To the south by Highway 401 and lands designated Employment Area and Parks and Open Space area as well as a mixed use node located at the interchange of Highway 401 and Steward Boulevard; and,
- To the west by the City limit shared with Elizabethtown-Kitley. Lands adjacent to the subject land in Elizabethtown-Kitley are designated Mineral Resource with the northern portion designated Rural.

Land use designations within the Study Area include: Urban Reserve; and in various locations along Stewart Blvd., Commercial Corridor; Neighbourhood Area; Institutional; and Mixed Use and Commercial Area.

Key physical considerations shown in Exhibit 3 include:

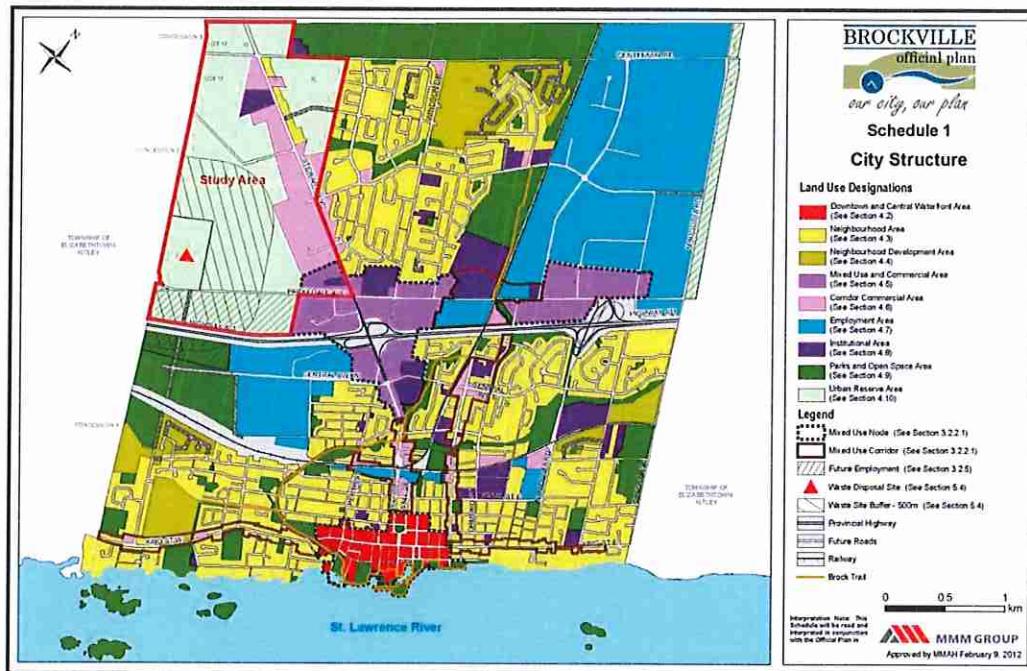
- a former waste disposal site and its associated 500 metre overlay buffer;
- a large portion of the study area being occupied by significant woodlands;
- a watercourse that traverses the study area in proximity to the closed waste disposal site and forms a part of the Cataraqui Region Conservation Authority Screening Area; and
- a golf course along Highway 401 at the south end of the study area, which is identified as a private recreational area.

### 3.3.2 Urban Reserve Area – Section 3.2.7 and 4.10 of the Official Plan

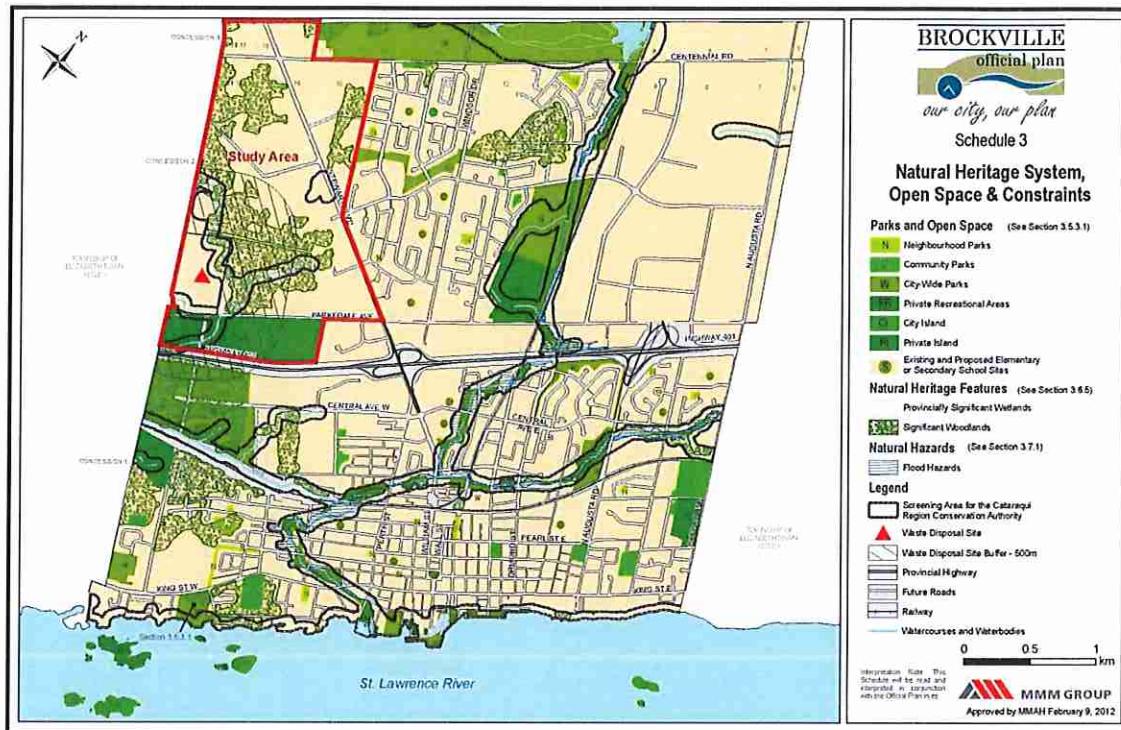
The Urban Reserve Area designation was established in the Official Plan to protect a supply of undeveloped lands outside of the City's urban area intended to accommodate future development outside of the intended Planning Horizon. While existing uses are permitted to continue, land division and other development that may prevent the expansion of urban land uses are prohibited. By establishing lands to be reserved for future growth through the establishment of an Urban Reserve, development can be focused into logical areas, ensuring effective servicing and linkages to the existing City structure.

Permitted uses within this designation are limited to existing and compatible rural uses, agriculture-related uses and parks and open space uses (OP Section 4.10). Development within the Urban Reserve Area must protect for future residential, employment, commercial, institutional and community related uses, parks and open spaces.

The Official Plan indicates that to redesignate lands within the Urban Reserve Area, the lands need to be brought into the City's urban boundary. To accomplish this, a Secondary Plan and an Official Plan Amendment, including associated planning studies, are required to be completed. Furthermore, land can only be brought into the urban area and made available for development through a comprehensive review (Section 3.2.7) as discussed further in Section 3.3.3 of this report.



**Exhibit 2 - City Structure**



**Exhibit 3 - Natural Heritage System, Open Space & Constraints**

### 3.3.3 Secondary Plan Policies – Section 6.4.1.1 of the Official Plan

A Secondary Plan is a tool that the Official Plan enables to guide the establishment of land uses and orderly development in more specific areas and methods than through a typical Official Plan Review. Implementation of a Secondary Plan involves the preparation and approval of an Official Plan and Zoning By-law Amendment.

Brockville's Official Plan specifically requires that a Secondary Plan be prepared and implemented in order to permit the redesignation and subsequent development of lands in the Urban Reserve Area. In addition to taking into account future land uses, the Official Plan requires that the Secondary Planning process consider potential effects on existing land uses within the defined study area boundary.

Section 6.4.1.1 of the Official Plan identifies a number of requirements that a Secondary Plan shall include:

- A statement of the basis or rationale for the preparation of the secondary plan;
- A description of the area under study and the role and relationship of the area to the City as a whole;

- A description of the current land use, ownership, built and natural environment and infrastructure in the area;
- A statement of the desired land use arrangement for the area;
- Goals and objectives appropriate for the area including how they are in keeping with the overall goals and objectives of the Official Plan; and
- A concept plan showing:
  - Land use;
  - Public facilities;
  - Transportation network;
  - Municipal services;
  - Cultural, built and natural heritage features,
  - Phase of development and infrastructure;
  - Policies to achieve the goals and objectives; and,
  - Implementation measures.

This Report represents the supporting studies needed to provide the necessary background to support the Secondary Plan; the additional studies required are summarized in Section 4 of this report with complete versions found in the appendices.

### **3.3.4 Urban Area Expansion Policies – Section 3.2.3 of the Official Plan**

The Urban Area is intended to be the focus of growth through development, infilling on existing lots, and intensification. All development in this area must be accommodated on full municipal services and have year-round access to appropriate transportation infrastructure. All designations within the City of Brockville, with the exception of the Urban Reserve Area, are considered a part of the Urban Area.

During the preparation of the City's Official Plan, the growth projections concluded that the Urban Area had sufficient land to accommodate the City's anticipated growth to 2031. However, a more recent growth analysis undertaken as part of the City's 2015 Employment Lands Review indicated that components of the City's employment land supply (i.e. large lot supply) was being exhausted at rates faster than anticipated during the Official Plan Review. A comprehensive review (Section 3.2.3.4) is therefore required to address urban area expansion options related to bringing additional large-lot supply online.

This review, which is consistent with the requirements of the PPS, requires the City to demonstrate that:

- i. there are not sufficient opportunities for growth within the urban area;
- ii. opportunities for intensification within the urban area have been considered;
- iii. the amount of land considered in the expansion is justified;

- iv. the expansion is a logical extension of the urban area and will be serviced by full municipal services;
- v. the land is physically suitable for expansion when considering hazard lands and natural heritage;
- vi. the transportation network can accommodate the expansion;
- vii. there are suitable community and public facilities available;
- viii. phasing, financing and construction of the expansion have been considered;
- ix. impacts to cultural heritage have been considered, and;
- x. cross-jurisdictional issues have been addressed.

These considerations will be examined in subsequent sections of this report.

### **3.3.5 Employment Areas Policies – Section 3.2.5 of the Official Plan**

Employment Areas are the focus for employment growth and permit a variety of uses including manufacturing, logistics operations, warehousing, distribution, offices and related industrial and business park uses. These areas are protected specifically for such uses and do not permit institutional or commercial uses as conversion to other uses from employment is discouraged. In addition to protective policies, which apply to the City's existing Employment Areas, the Urban Reserve Designation in the Official Plan also applies to Future Employment Areas that have been identified to protect land for Employment Areas needed beyond the 20-year planning horizon. These lands are identified along the Highway 401 corridor as the proximity to major goods movement facilities and corridors is encouraged in the Official Plan.

The purpose of Employment Areas is to promote economic development and competitiveness by providing a range and mix of employment uses and maintaining a range of suitable sites for development. Employment Areas are to be on full municipal services with appropriate transportation infrastructure and protecting natural heritage features. Traffic generated by Employment Areas should be directed to arterial roads and kept away from local residential streets (Section 3.2.5.5).

Expansions to the boundaries of Employment Areas may only be considered at the time of a comprehensive review, which is outlined in Section 3.3.4 of this report. It is noted that the requirements for an expansion of an Employment Area boundary are very similar to those required for an expansion to an urban area; however, an Employment Area expansion must also consider issues of incompatibility with sensitive land uses as well as increased traffic volumes.

Development within Employment Areas must also comply with appropriate separation distances from sensitive land uses or transportation routes and that for Employment Areas that front on to Highway 401

or arterial roads, uses should be limited to prestige employment and open storage should be screened from these transportation routes. Development within an Employment Area must also consider adequate off-street parking, landscaping, and screening.

### **3.3.6 Natural Heritage Features and Functions Policies – Section 3.6.5 of the Official Plan**

Natural Heritage Features are important assets that have been identified in the Official Plan. As stated previously, a large portion of the study area is occupied by significant woodlands. "Significant woodlands are areas which are ecologically important in terms of species composition, age of trees and stand history" (Section 3.6.5.24). Significant woodlands provide both environmental and economic benefits for private and public members of the community. In addition, it is noted that while there are benefits to the community in protecting significant woodlands, one of their primary purposes is to provide a habitat for wildlife, including Significant Habitat of Endangered Species and Threatened Species. Prior to development occurring within significant woodlands or within a 120 metre area of influence around significant woodlands, an Environmental Impact Statement (EIS) must be completed and development may only proceed if it has been demonstrated that there will be no negative impacts on natural features or ecological functions. The City, Cataraqui Region Conservation Authority and the Ministry of Natural Resources must be satisfied that no negative impacts will occur.

This requirement for an EIS has been addressed in Section 4.2 of this Report.

### **3.3.7 Human-Made Hazards Policies – Section 3.7.2 of the Official Plan**

The Official Plan acknowledges that the historic use of land in the City has resulted in the potential for some land to be contaminated as a result of previous activities. These sites, namely the City's closed waste disposal site, represent a potential hazard to human health, ecological health and the natural environment. However, these lands also represent opportunities for potential redevelopment and reintegration into the community, if they are properly remediated to accommodate a new use.

The closed waste disposal site can be seen on Exhibit 2 and Exhibit 3; a new waste disposal site is not contemplated within the City. Any development to occur within the 500 metres buffer surrounding the closed waste disposal site must prepare a study, which meets the requirements of the Ministry of the Environment and Climate Change guidelines, and examines mitigation measures for land uses near the waste disposal site. Development occurring within 25 years of the closure of the site, being December 31, 2000, must receive approval from the Ministry.

The City is currently undertaking work and holding discussions with the Ministry to reduce the buffer surrounding the closed waste disposal site. This is explained and explored further in this report.

### **3.3.8 Holding Provisions Policies – Section 6.4.2.1 of the Official Plan**

A Holding Zone is a tool used in accordance with the provisions of the *Planning Act*, Official Plan, and Zoning By-law for those lands that are considered premature or inappropriate for development until such time that the proponent has met certain conditions or requirements.

The Official Plan identifies a number of provisions in which a holding zone may be used and the process to have the holding zone lifted once the certain conditions or requirements have been met. According to the Plan, the provisions in which a holding zone may be used include, but are not limited to, the following:

- the timing of the provision of municipal services;
- the phasing and logical progression of development;
- the provision of adequate service or road infrastructure and works;
- the required land assembly;
- the installation of noise attenuation measures, where required;
- the completion and confirmation that environmental contamination remediation has occurred on site, or that satisfactory verification of suitable environmental site condition is received by the City;
- the completion of the appropriate supporting study(ies) to the satisfaction of the City, in consultation with other agencies, as required;
- confirmation that the requisite permits and approvals from external authorities have been received;
- the completion of a development or the subdivision of land, including the negotiation of a development or subdivision agreement;
- that site plan approval has been granted by the City, and a site plan agreement has been entered into, pursuant to the provisions of the *Planning Act*;
- that the specific policies of this Plan have been complied with; and/or
- additional actions or requirements may be identified in the Official Plan through a site-specific or general amendment, at the discretion of the City.

A Holding Zone is one of the tools identified in the Official Plan that would allow potential employment lands to be designated and zoned to permit certain uses while controlling the phasing of certain lands.

### 3.4 City of Brockville Zoning By-law 050-2014

The Zoning By-law is the City's primary regulatory tool for implementing Official Plan policies. It contains provisions that regulate the use of land and the size, height, density and location of buildings on those lands within the City.

In the City's Zoning By-law 050-2014, lands within the study area are zoned to accommodate a variety of land uses, depending on their location. As depicted on Exhibits 4 and 5, lands in proximity to Stewart Boulevard and the intersection of Parkedale Ave and Stewart Boulevard are zoned to accommodate "Commercial and Mixed Uses" and "Highway Commercial" uses, with two parcels being zoned for Institutional use.

As indicated in previous sections, to accommodate Employment uses in the study area, a change in land use is required. Therefore, a rezoning will be necessary to permit employment uses. The results of any additional studies may also be implemented into the implementing Zoning Amendment. This is discussed further.

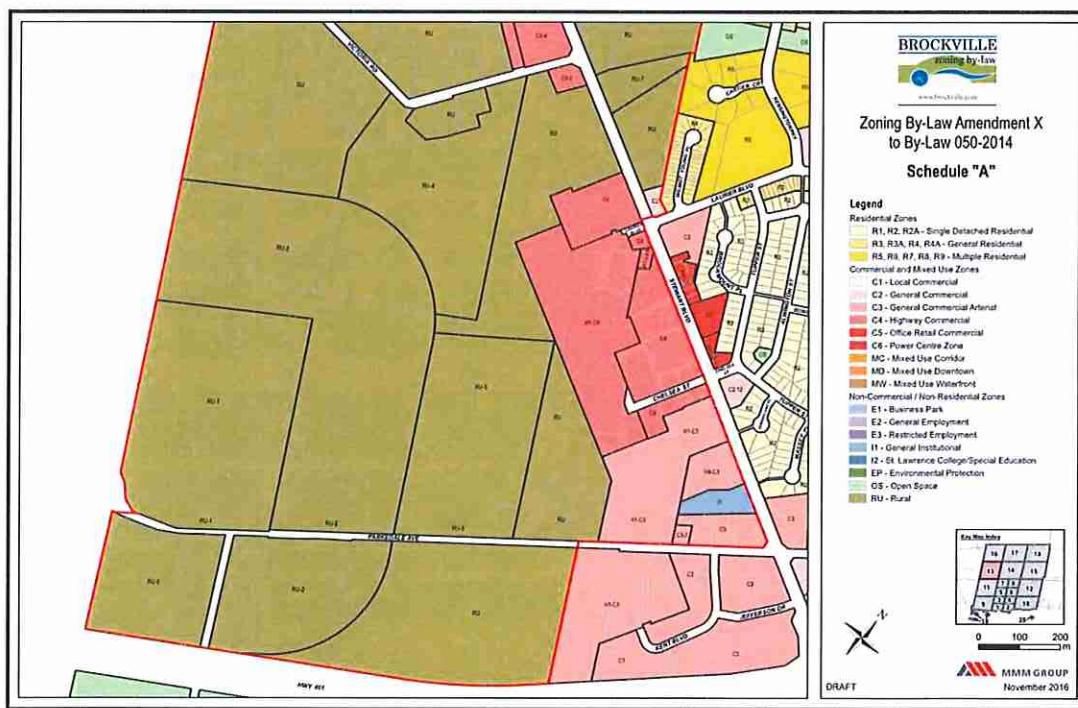


Exhibit 4 - City of Brockville Zoning By-law Schedule "A" Map 13

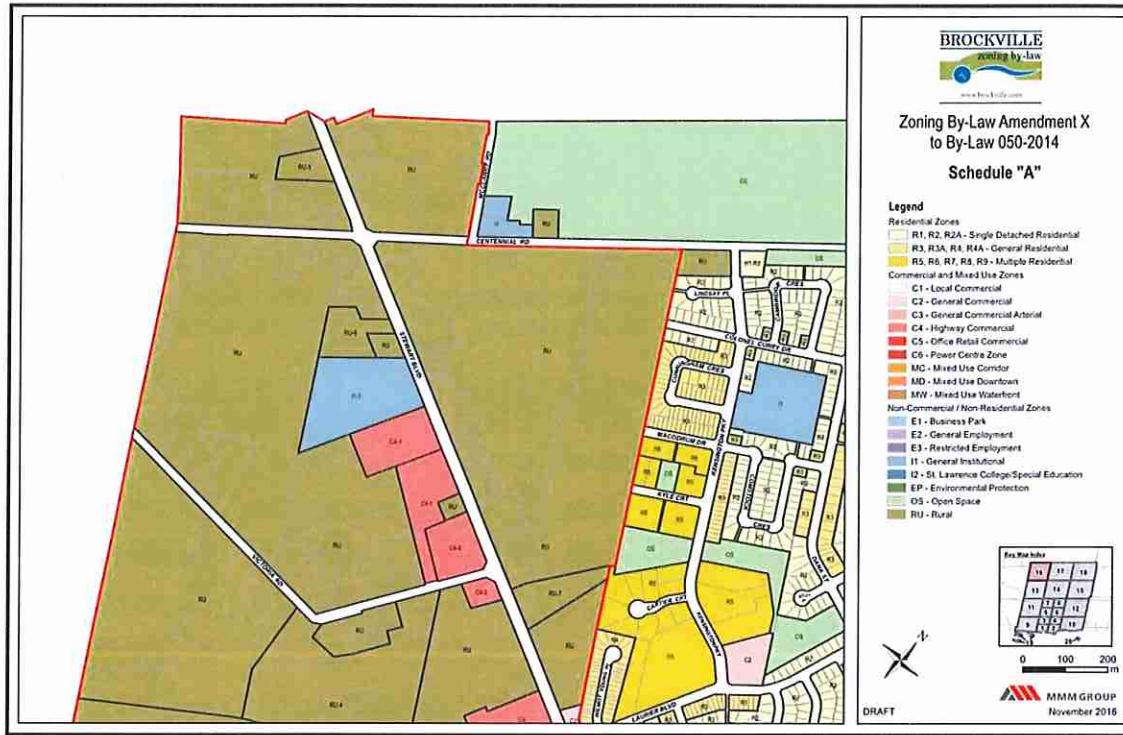


Exhibit 5 - City of Brockville Zoning By-law Schedule "A" Map 16

## 4 SUMMARY OF SUPPORTING STUDIES

In order to facilitate the Secondary Plan for the study area, a number of supporting studies were completed. However, to ensure that the supporting studies were adequately scoped, a preliminary analysis was undertaken to determine which lands may be suited for employment uses including, but not limited to, the following:

- Proximity of existing City services;
- Proximity of the City's existing road network;
- Amount of land identified in the Employment Land Review undertaken in Phase 1 of this Project;
- Initial identification of constraints based on the Official Plan; and
- Proximity of existing sensitive land uses.

Once this preliminary analysis was undertaken, this information was incorporated into the supporting studies and the boundary, as shown in Exhibit 1, was reduced. The following is a summary of each of the supporting studies; however, the detailed reports can be found in the Appendices.

### 4.1 Employment Land Review

MMM Group Limited, in association with Strategic Projections Inc., completed the Employment Land Review for the City of Brockville in June 2015. The study concluded that the total serviced supply could be exhausted prior to 2021 as emerging developments in the City's Employment Areas are trending towards more land extensive businesses, requiring lots that are over 4 ha. In this respect, given the demand for large lots, the City's supply may be exhausted prior to 2031, with the serviced parcels exhausted as early as 2016.

The strategic directions of the study are as follows:

- **Expedited Servicing of Remaining Designated Large Lots** - One unserviced large parcel remains within the Broome Business Park that, if serviced, could accommodate the development of low density, land extensive employment uses. It may be cost effective and strategically desirable to extend municipal services to this large lot as an interim action until more large lot supply can be brought online.
- **Planning Study for Future Employment Area / Urban Reserve Area in Northwest Quadrant** - There are only two remaining areas that could accommodate large-lot employment area development in the City including the Future Employment Area reserve and the Urban Reserve Area in the northwest quadrant. Based on a preliminary review of both areas against the City's Official Plan and input received from the City, the most appropriate candidate is the northwest quadrant given its ability to accommodate larger lots, ability to be easily serviced, its topography,

and its access to the necessary transportation infrastructure. However, should the lands within the northwest quadrant be considered for future development, additional planning studies will be required, including an analysis to confirm feasibility of lands in the northwest quadrant for this purpose, followed by a Secondary Plan process, which would include a phasing and implementation program.

- **Economic Impact Study to Accommodate Proposed Land Extensive Developments -** The City does not have designated employment lands available to accommodate proposed developments that require large parcels of land. Should these projects advance, it is recommended that the City undertake an Economic Impact Study that would:
  - a) Redefine the overall baseline residential and non-residential land needs in the City;
  - b) Identify the spin-off economic benefits; and
  - c) Redefine the City's needs for community and neighbourhood services.

The complete version of the Employment Lands Review Report may be found in Appendix A to this Report.

## 4.2 Environmental Impact Statement

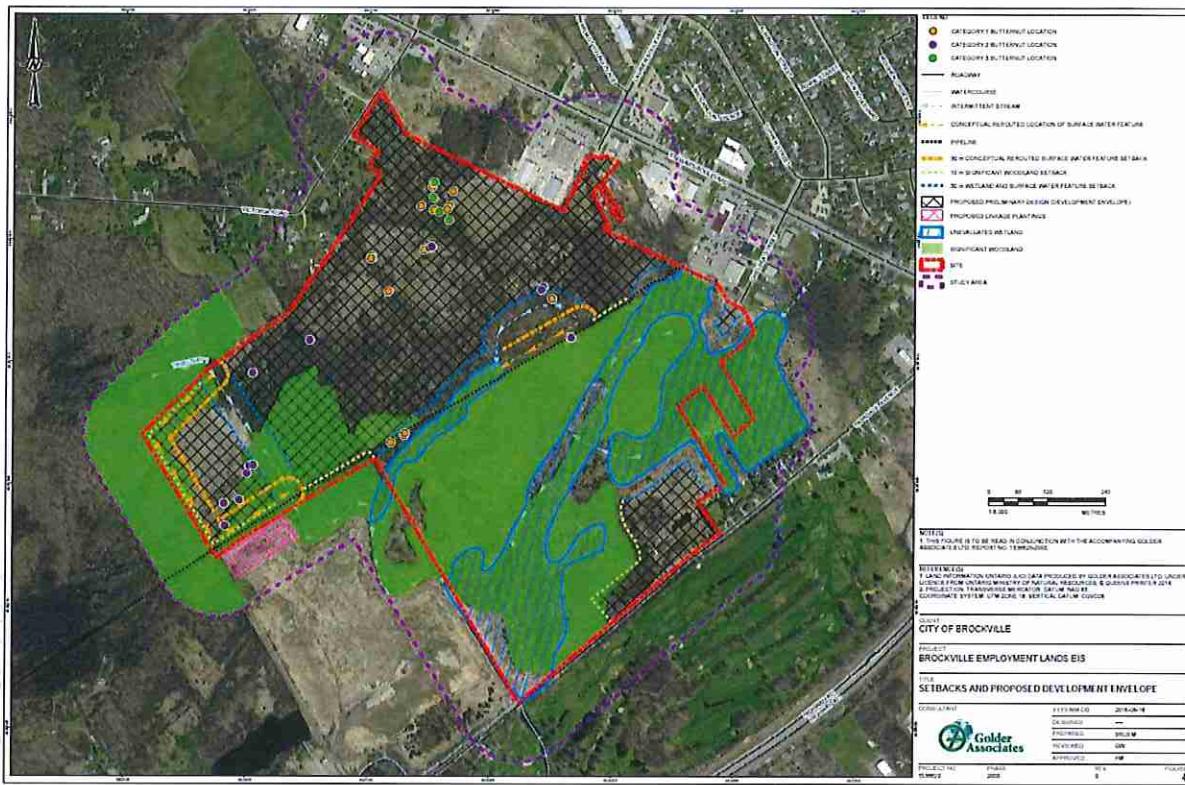
In accordance with Section 3.6.5 of the Official Plan, which requires the preparation of an Environmental Impact Statement (EIS) prior to development occurring within significant woodlands or within a 120 metre area of influence around significant woodlands, an EIS was prepared by Golder Associates. The Report assessed the potential natural heritage features that may be associated with the scoped study area to determine development constraints and opportunities. These features may include, but are not limited to, Species at Risk (SAR), significant plant communities, significant wildlife habitat, and surface water features and aquatic habitat. The process to determine natural heritage features on Site was based on desktop background data review followed by site reconnaissance and field surveys..

The proposed development has been assessed for potential environmental impacts under the Provincial Policy Statement, and other policies and regulations, including the City of Brockville Official Plan, as well as the *Endangered Species Act*.

Based on these analyses, it is expected that there will be no negative impacts to the significant natural features and functions on the Site or in the adjacent lands. These conclusions are based on the following recommendations:

- Maintain the development envelope shown on Exhibit 6;
- Establish and protect all setbacks as shown on Exhibit 6;

- Refrain from removing vegetation during the active season for breeding birds (April 15 – August 15), unless construction disturbance is preceded by a nesting survey conducted by a qualified biologist;
- Allow wildlife the opportunity to leave the construction area safely (ensure gaps in construction boundary fencing are maintained until vegetation clearing is complete);
- Create compensation habitat for shrub/early succession breeding birds on adjacent lands prior to removal of these habitats on-site;
- Undertake additional vegetation plantings as shown on Exhibit 6 at or before construction; and,
- Implement mitigation as outlined below and Section 8 of the Report during the construction and operational phases of the project:
  - Contamination and Spill Management: A response plan will be developed that will be implemented immediately in the event of a sediment release or spill of a deleterious substance and an emergency spill kit will be kept on-site.
  - Erosion and Sediment Control: An erosion and sediment control plan will be developed to minimize the risk of sedimentation in surface water features.
  - Operation of Machinery: Machinery will be operated on land outside of the proposed 30 m setback to surface water features. All refueling, washing, and servicing of machinery will be completed beyond 30 m of surface water features.
  - Permitting: A permit from the CRCA will be required prior to undertaking any works within 30 m of the surface water features, if contemplated as part of detailed design.



**Exhibit 6 – Proposed Development Concept and Constraints**

Provided all mitigation measures as presented in the Report are followed, the Project, based on the proposed preliminary design in Exhibit 6, can be constructed without significant negative impacts on the natural environment. If a reduction of the proposed setbacks listed in the report is contemplated at the detailed design stage, further study may be required to support permit applications to relevant agencies. Further, detailed mitigation and monitoring plans may be required as part of permitting and approvals, including removal of butternut trees and works in and around surface water features, if contemplated as part of detailed design. Each of these additional requirements should be addressed as part of an EIS Addendum at the detailed design stage, as necessary.

The complete version of the Environmental Impact Study may be found in Appendix B to this Report.

### 4.3 Financial Impact Assessment

One of the components of the Secondary Plan requirements is to evaluate municipal financial risk relating to infrastructure investments associated with the proposed Employment Area. It includes a qualitative summary of revenue tools available to the City and an analysis of the cost and revenue factors associated with the Secondary Plan. The conclusions of the Financial Impact Assessment may be summarized as follows:

- Based on preliminary screening of potential revenue tools, it is recommended that the City make use of property taxes and user fees to finance infrastructure spending, as these are the most appropriate revenue tools, given that they are self-raised and more easily implemented.
- Through an analysis of estimated revenues and expenditures associated with the Secondary Plan, it was determined that the new Secondary Plan is unlikely to pose financial risk to the City of Brockville, and could generate a positive fiscal outcome of approximately \$11.7M under Option 1 (see Exhibit 13) and \$8.2M under Option 2 (see Exhibit 14). This is due to the fairly low capital investment necessary, and the significant increase in property tax revenue associated with build out.
- From a risk-minimization standpoint, it would be prudent for the City to undertake more detailed market demand and financial feasibility studies prior to the implementation of each phase of the Secondary Plan as more reliable, locally-specific and current data will be available in relation to market absorption, infrastructure cost and revenue efficiency factors.

The complete version of the Financial Impact Assessment may be found in Appendix C to this Report.

#### **4.4 Water, Wastewater, & Stormwater Analyses**

Understanding the ability to service the study area with water and sewer services is fundamental to expanding the City's urban boundary into the Urban Reserve Area. The City's Official Plan provides specific policy guidance regarding water, wastewater, and stormwater systems. The Plan requires that all new development be serviced by water and sewer services (Section 5.3.1.1) and that those systems operate within their designed capacity (Section 5.3.1.2). The Plan also requires that applications involving significant development need to ensure that runoff is controlled and mitigated on site, addressing potential adverse impacts downstream from a quantity and quality perspective (Section 5.3.5.1).

The City's Water Systems Division of the Environmental Services Department operates and maintains the Water Treatment Plant as well as the reservoirs and booster pumping stations throughout the City. The Water Distribution Section of the Public Works Division operates and maintains the water distribution system (pipes, valves, hydrants, etc.).

The City has one Water Treatment Plant (WTP) which is located at 20 Rivers Avenue and draws water from the St. Lawrence River. The WTP is a Class III treatment plant with a maximum capacity of 36.4 ML/d of treated drinking water for distribution. The WTP is a conventional, direct filtration purification plant which serves the entire City of Brockville (22,000 persons) as well as a portion of the Township of Elizabethtown-Kitley (350 persons). The City's water distribution system is shown in Exhibit 7.

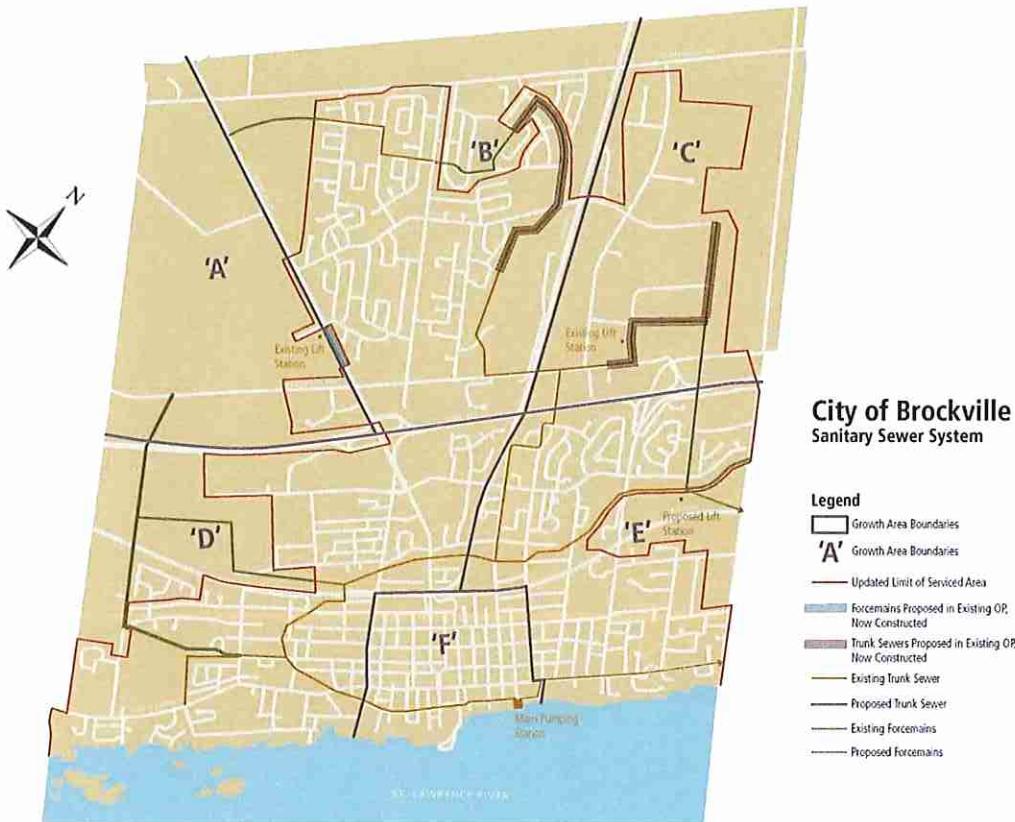


**Exhibit 7 – City of Brockville Water Distribution System**

Based on the 2014 data provided by the City, the WTP operated at only 29% of its design capacity ( $36,400 \text{ m}^3/\text{day}$ ), treating an average of  $10,473 \text{ m}^3/\text{day}$ . In addition to the WTP data provided, the City has indicated that there continues to be significant capacity available to accommodate new development, including establishing a new Employment Area in the Northwest Quadrant of the City. From the standpoint of water distribution, there is currently a 300 mm diameter watermain located on Stewart Boulevard at the termination of Laurier Boulevard, at the edge of the study area. Based on input from the City, this watermain is adequately sized to meet the proposed demand in a new Employment Area and can be easily extended to the study area.

The City's Water Pollution Control Centre (WPCC) is located just east of the City limits in the Township of Elizabethtown-Kitley. The associated wastewater systems are shown in Exhibit 8. In 2014, the WPCC operated at 76% of its design capacity ( $21,800 \text{ m}^3/\text{day}$ ), treating an average of  $16,533 \text{ m}^3/\text{day}$ . Currently, there is a 375 mm diameter sanitary sewer line on the eastern boundary of the Study area located along

Stewart Boulevard at the termination of Laurier Boulevard, approximately 150 metres from the study area.

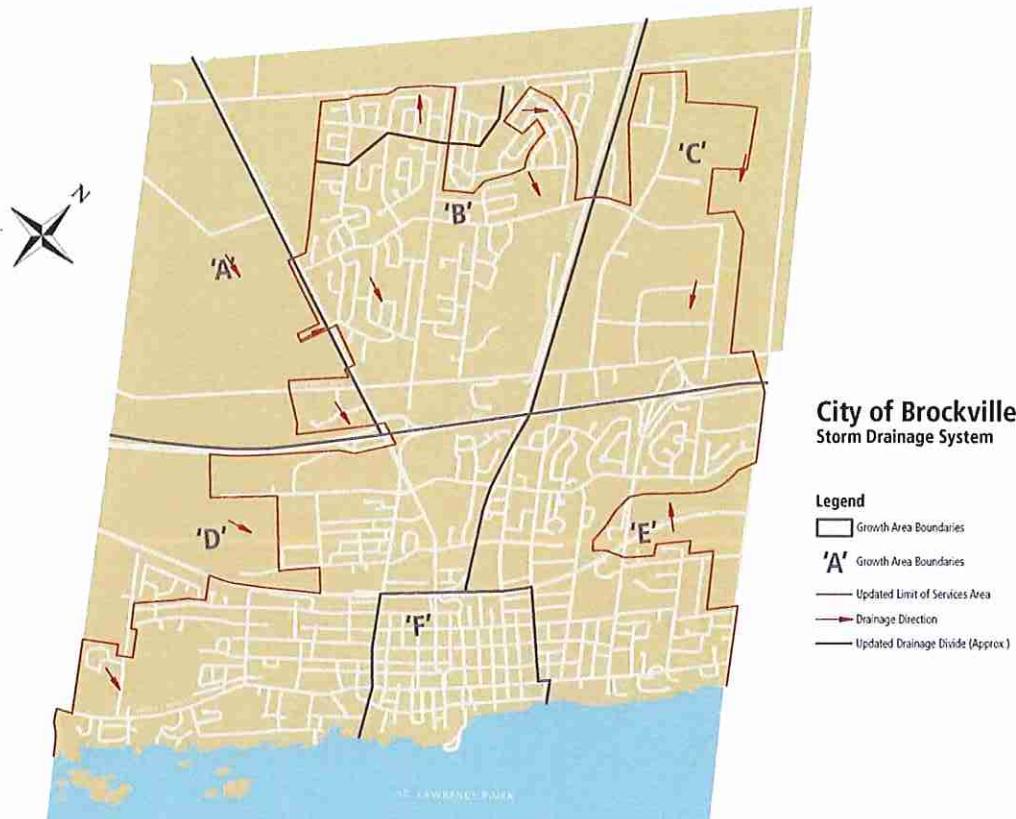


**Exhibit 8 – City of Brockville Sanitary Sewer System**

This sanitary sewer line along Stewart Boulevard flows to a downstream pumping station located at the intersection of Chelsea Street and Stewart Boulevard. The pumping station has a design capacity of approximately 6,000 m<sup>3</sup>/day and as of 2014, operates at 5% of its capacity (300 m<sup>3</sup>/day). In discussions with the City, Employment Areas currently within the City do not generate significant amounts of wastewater due to the nature and type of the uses. As a result, it is reasonable to assume that the type of uses proposed in the new Employment Area in the study area will generate low amounts of wastewater, and can be treated within the City's existing WPCC capacity. Furthermore, the wastewater system in this area is adequately sized to meet the proposed demand from a new Employment Area and can be easily extended to the boundaries of the study area.

The City's existing stormwater system is divided into six sections as shown in Exhibit 9. As noted in the existing Official Plan, the lands north of Highway 401 (with the exception of the industrial development east of California Avenue) are within the drainage area of the existing stormwater detention basin located north of the Memorial Centre, between Millwood Avenue and the CPR rail line. The purpose of the

detention basin is to provide flood control for Buells Creek, which mitigates any adverse effects on the downstream reaches of Buells Creek and Butlers Creek.



**Exhibit 9 – City of Brockville Storm Drainage System**

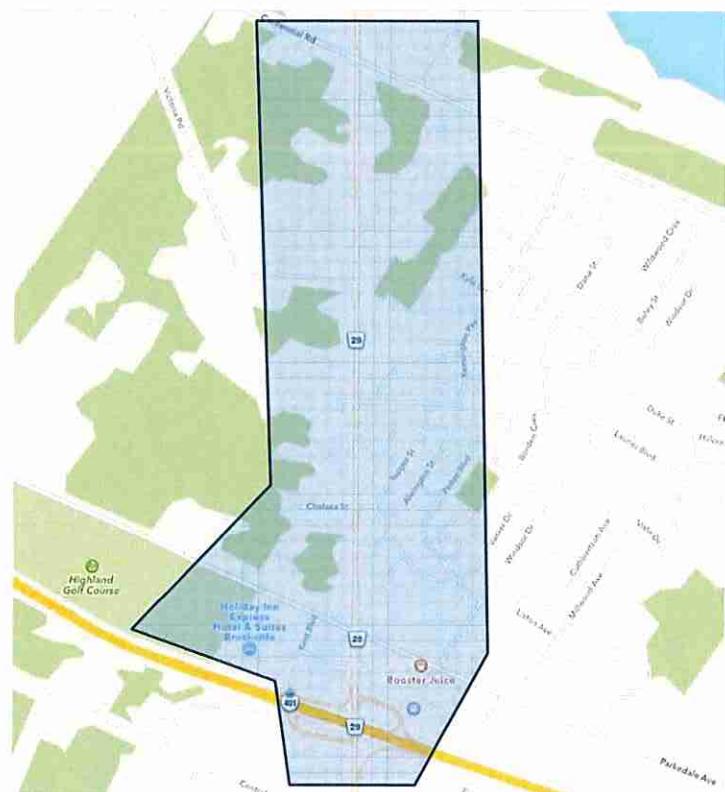
Development of the lands north of Highway 401 has occurred more recently than the lands to the south, and as such, the storm sewer systems have been designed in accordance with contemporary standards, in a planned manner.

With respect to the lands north of the Highway 401 corridor, the storm sewer systems (including stormwater management facilities) must continue to be designed in accordance with current City requirements as well as the Provincial/CRCA Stormwater Planning and Design Manual criteria in a planned manner. Furthermore, the City has indicated that it intends to require individual employment uses to manage any stormwater on site to ensure there are no post-flow issues in the system. As a result, any on-site stormwater retention will be reviewed and approved by the City on an individual basis through the Site Plan review process.

In summary, the City has capacity within its water and wastewater systems to accommodate anticipated development within the study area. Furthermore, the location of these services is at the termination of Laurier Boulevard, which the City intends to extend prior to development being approved. Lastly, the City will require that all stormwater be managed on site to ensure that there are no impacts on the system from a quality and quantity perspective. As a result, it is reasonable to suggest that it is within the City's means to service new development in the study area.

## 4.5 Traffic Impact Analysis

BT Engineering was retained by the City of Brockville to complete a Transportation Impact Assessment (TIA) in the study area, shown in Exhibit 10, based on the establishment of an Employment Area within the City's Urban Reserve Area and earlier concepts indicating location and size of developable parcels.



**Exhibit 10 – TIA Study Area**

Overall, the existing roadway network within the study area operates at a reasonable level of service; however, opportunities exist to optimize the traffic operations. As development of the proposed Light Industrial / Business Park proceeds, which will increase traffic demands, it is recommended that:

- Traffic signal timing modifications at the intersection of Stewart Boulevard and Jefferson Drive ultimately include the provision of a northbound left turn phase.
- A northbound left turn phase also be implemented at the intersection of Stewart Boulevard and Laurier Avenue during the am peak period with Phase 1 of the planned development.
- Protection be made for the future provision and installation of left turn lanes on Stewart Blvd at the intersection with Laurier Blvd. to improve traffic operations and safety.

BT Engineering also studied the Stewart Boulevard/Highway 401 interchange to determine if it could accommodate long combination vehicles (LCVs) to serve the City's existing Broome Business Park and potential uses within the proposed Business/Industrial Park. BT Engineering determined that accommodating LCVs is possible provided the following improvements are undertaken:

- Provision of a channelized right turn lane onto northbound Stewart Boulevard at the North Ramp Terminal. Channelizing the right turn movement coming off westbound Highway 401 would have some property impacts but it would allow the right turn radius to be increased so that LCVs could be accommodated.
- Adjusting the location of the southbound stop bar on Stewart Boulevard at the South Ramp Terminal would enable LCVs, exiting eastbound Highway 401, to complete the left turn movement onto northbound Stewart Boulevard without conflicting with southbound traffic.
- The wheel tracking of LCVs on the ramps' existing paved shoulders may require reconstruction of the existing shoulders of the North – West, East – North/South and West – North/South ramps unless the existing ramps were constructed with full depth asphalt.

It was also determined that access to eastbound Highway 401 cannot accommodate LCVs without the construction of the Long Range Plan for the interchange. This would involve replacing the N-E inner loop ramp with a diamond interchange configuration. That requires replacement of the existing Stewart Boulevard structure to provide a southbound left turn lane onto a new N-E ramp since widening the existing structure, which is nearing the end of its service life, appears to be impractical.

The movement of LCV's through the interchange should be re-examined as part of the preliminary and detailed design of any long term interchange improvements. It appears that some minor adjustments to the preliminary ramp geometry may be required if LCV's are to be accommodated.

If reconstruction of the ramp shoulders, as an interim improvement, is proposed to accommodate some LCV movements, consideration should be given to implementing the short-term operational improvements to the Highway 401 exit ramps as identified in the previous Highway 401 Interchange Study.

The complete version of the Traffic Impact Analysis, along with the Technical Memorandum Regarding Highway 401 and Stewart Boulevard Interchange, may be found in Appendices D-1 and D-2 respectively to this Report.

## 4.6 Stage 2 Archaeological Assessment

The Archaeologists Inc. was contracted by the City of Brockville to conduct a Stage 2 Archaeological Assessment of the study area. The subject property is situated within the city boundaries in the northern part of the city, just west of Stewart Blvd/Hwy #29 and east of the former municipal landfill site.

In advance of the Stage 2 assessment, a Stage 1 background study of the subject property was conducted in order to document the archaeological and land use history and present condition of the site. During the background analysis, several sources were referenced to determine if features or characteristics that may identify the potential for pre-contact and post-contact archaeological resources to exist.

A Stage 1 background study of the subject property was conducted to provide information about the property's geography, history, previous archaeological fieldwork and current land condition in order to evaluate and document the property's archaeological potential and to recommend appropriate strategies for Stage 2 survey. The Stage 1 background study concluded that the property exhibits archaeological potential due to the following onsite characteristics:

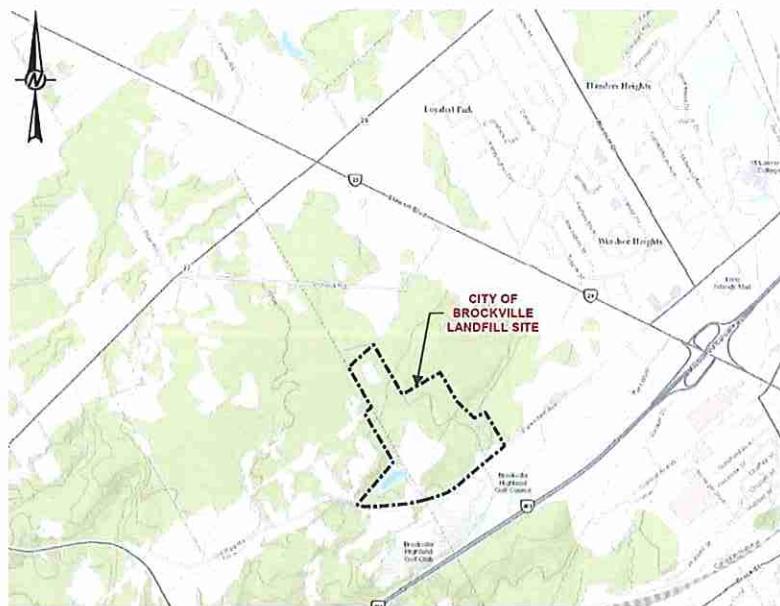
- The 1878 Historical Atlas of the United Counties of Leeds and Grenville, Ontario, indicates that the subject property lies adjacent to two historic transportation routes, i.e. Stewart Blvd.
- The 1878 Historical Atlas of the United Counties of Leeds and Grenville, Ontario, indicates that there are five structures depicted within the lots associated with the subject property although none appear to be directly within the subject property.
- An existing watercourse runs through the subject property.

A Stage 2 property assessment was conducted to document all archaeological resources on the property, to determine whether the property contains archaeological resources requiring further assessment, and to recommend next steps. In accordance with the 2011 Standards and Guidelines for Consultant Archaeologists, and the characteristics of the property, it was determined that the Stage 2 survey be conducted by test pit survey. As a result of the Stage 2 property assessment and analysis of the test pit survey, it can be concluded that there are no archaeological resources within the subject property. The report recommends that no further archaeological assessment of the property is required to permit development of the Employment Area.

The complete version of the Stage 2 Archaeological Assessment may be found in Appendix E to this Report.

#### 4.7 Land Use Within 500M of Landfill Site

The Brockville Landfill is located on Part of Lot 17, Concession 2 (see Exhibit 11). The Brockville Landfill was in operation from about 1964 until it closed on December 31, 2000. The total area of the Brockville Landfill Site is approximately 41.86 hectares, including a 14.18 hectares of fill.



**Exhibit 11 – Closed Waste Disposal Site**

Based on the review of existing information pertaining to the closed Brockville Landfill Site and associated understanding of the proposed land development to the north and east of the landfill (municipally serviced industrial or light industrial), adverse effects from the closed landfill site are not anticipated. Therefore, in accordance with MOECC Guideline D-4, industrial or light industrial land use within 500 metres of the fill area is considered appropriate.

Considering that the nearest off-site location within the proposed development area is approximately 40 metres from the fill area, specification of a 30 metre buffer from the fill area, for the purpose of restricting land use (in accordance with MOECC Guideline D-4), is not required. An amendment to the City of Brockville Landfill Site ECA, to exclude the area of the former sludge lagoons from the landfill Site, will be required in order to develop this portion of the lands.

The complete version of the Land Use Within 500M of Landfill Site Report may be found in Appendix F to this Report.

## 5 SECONDARY PLAN CONCEPT

The intent of this Report is to study the feasibility of establishing a new Employment Area on certain lands within the study area. Under the current Official Plan, uses that would be proposed within an Employment Area are not currently permitted. To permit these uses, the Official Plan requires the preparation of a detailed Secondary Plan that identifies an area boundary, and assesses how land within the area may be used, how it may be accessed and serviced, and what potential impacts may arise from establishing the Employment Area.

As noted in Section 2 of this report, an overall study area boundary was established to determine which lands are appropriate for employment uses. As discussed previously, the overall study area is generally coincident with the boundaries of the City's Urban Reserve Area identified in the Official Plan, located north of Highway 401, just east of Stewart Boulevard to Kensington Parkway, south of the City's northern municipal boundary, and east of the City's western municipal boundary. Once the overall study area boundary was established, a detailed assessment was undertaken to determine the lands that are appropriate for employment uses, further defining the Secondary Plan Area. This assessment also included removing lands that may be considered undevelopable and excluding other lands from further consideration for urban uses, based on the following factors:

- potential impacts on, or proximity to, sensitive land uses;
- environmental or other constraints;
- lands representing a logical future extension of residential development; or
- other intervening land uses that may redevelop over time but currently pose an impediment to immediate development.

The results of the exclusionary analysis informed the preparation of a Secondary Plan Area, which is significantly smaller than the overall study area identified in Section 2. To assist in understanding how the lands within the Secondary Plan Area will be considered for employment uses, a land use concept was prepared as depicted in Exhibit 12. The concept focuses on maximizing the development potential for employment area uses, while minimizing the potential for land use conflicts between existing uses (e.g. closed waste disposal site and rural residential lots) and future uses.

The land use concept maintains the "Future Employment Area" overlay identified in the Official Plan along the Highway 401 corridor and south of Parkedale Avenue, and recognizes the location of a large existing recreational land use (golf course). The concept also proposes to extend the "Future Employment Area" overlay to include other lands in proximity that should be considered for future employment uses but because of intervening land uses and issues with immediate serviceability, they could not be considered for immediate development. Furthermore, it is also noted that the amount of land represented by the

"Future Employment Area" and proposed extension, exceeds the City's immediate need for employment development. As a result, appropriate phasing of servicing and development will be required, in line with phasing shown on Exhibit 12. Near-term employment area development will focus on vacant lands in the Secondary Plan Area, which are generally located north of Parkedale Avenue and south of Victoria Road. The remainder of the study area, specifically the lands located north of Victoria Road and east of Stewart Boulevard, will remain designated as Urban Reserve until such time as a need for these lands is confirmed through further study, as required by the City's Official Plan. It was determined, however, that due to the configuration of the uses identified in the Concept, a residual area of existing residential lands remained along Parkedale Ave, east of the identified "Phase 3" lands on Exhibit 12. While these lands are not intended for Employment Uses at this time, it is recommended that they be brought into the City's Urban Area to allow for a more contiguous land use structure.

The development of this Secondary Plan and concept plan reflect key policy parameters applicable to the establishment of a new Employment Area in the City, as described in Section 3.2.5 of the City's Official Plan. In particular, the Plan requires that these new Employment Areas in the City:

- promote a diverse economic base by maintaining a range and choice of suitable employment sites that support a range of employment and ancillary uses;
- are the focus of major concentrations of industrial-related employment growth and development in the City, which may include manufacturing, logistics operations, warehousing, distribution, offices and related industrial and business park uses, in addition to ancillary commercial uses serving the Employment Area; and
- do not support institutional uses or destination-oriented commercial and shopping uses, such as Large Format Retail uses.

The Secondary Plan is intended to establish a new Employment Area designed to accommodate large-lot employment uses. It is also the intent of the proposed Plan to permit a variety of employment uses of varying sizes. This will ensure that a sufficient range and choice of lots exist to accommodate projected demand while establishing an overall land use pattern that meets the goals, objectives, and policies for Employment Areas and associated uses supported in the City's Official Plan. The Secondary Plan Concept designates a gross total of approximately 76 ha through five phases as identified on Exhibit 12 to this Report.

- Phase 1 is approximately 20 ha;
- Phase 2 is approximately 16 ha;
- Phase 3 is approximately 3.5 ha;
- Phase 4 is approximately 24.7 ha; and

- Phase 5 is approximately 12.5 ha.

Development of the new Employment Area is intended to be phased in conjunction with initial work occurring southwest of the intersection of Victoria Road and Stewart Boulevard, generally at the termination of the Laurier Boulevard extension as it approaches the Secondary Plan Area, as identified on Exhibit 12, and then extending west as additional access is needed for new development.

Phases 1 and 2 represent the largest contiguous developable area in the study area. Phase 1 has been configured to be approximately 20 hectares as the ELR identified that the City may require up to 20 hectares of additional large lot serviced lands and is the most efficient to access and service. Phase 2 represents the balance of the contiguous developable area and a logical progression for development. Phase 3 is an isolated and smaller parcel of land, which has direct access from Parkedale Avenue and is close to Highway 401; however, due to the current land need and constraints related to immediate serviceability, Phase 3 is being identified to be protected for future employment. Subsequent Phases 4 and 5 will then occur to the south along Parkedale Avenue, which have been brought into the City's Urban Area but remain designated as Parks and Open Space to recognize the existing use of the lands as a golf course while continuing to protect them for future employment. It was recognized that these lands were too large to retain as one phase and have been configured based on existing environmental constraints, which includes a watercourse. It should be noted that the configuration of Phases 2 through 5, including any internal road networks and access, may be refined based on the rate of development and be reconfigured based on incurring demand.

The lands identified for each phase generally avoid any significant environmental features that need to be conserved, pursuant to the recommendations in the EIS, excluding two intermittent streams and a small number of butternut trees. The two intermittent streams were not removed from the overall land area due to the additional study requirements needed to determine how the intermittent streams on the Phase 1 and 2 lands may be altered or relocated, if required. The few butternut trees would need to be evaluated further, or incorporated into the design, prior to development occurring.

The lands outside of the identified phases, generally between Phases 1 and 2 at the north and Phase 3 at the south, have been identified as conservation lands due to the existence of important environmental features, which were evaluated in the EIS. The significance of having these identified as conservation lands is that they will be protected for the long term and added to the City's Natural Heritage System, which allows for the connection of wildlife corridors and protection of wetlands and woodlands.

In addition to the lands identified in each of the five phases, a small area of approximately 0.21 ha, located at the termination of Chelsea St., is identified as "Employment Area" on Exhibit 12. The area is

not currently included within the identified phases, though it could be used to round out the existing development at the terminus of Chelsea St.

Section 4.3 of this Report outlines the likely financial implications of establishing an Employment Area in the study area. It was concluded that, due to the proximity of infrastructure, as identified previously, the amount of revenue that may be generated by bringing new employment uses online far outweighs the upfront costs that would be incurred by extending municipal water and sewer services to the proposed Employment Area.

As confirmed in Section 4.4 of this Report, municipal servicing is available adjacent to the study area. Analyses of the existing water, wastewater, and stormwater systems indicate that there is sufficient capacity to accommodate employment uses for the long term, without the need to upgrade the City's systems. It is envisioned that the area would be serviced by the water and wastewater systems that terminate at Laurier Boulevard immediately east of the study area. To ensure there are no impacts on the stormwater systems from a quality and quantity perspective, all stormwater is to be managed on-site.

The existing transportation network will be utilized to service the additional employment uses. Access will be provided from Stewart Boulevard, which have the appropriate design configuration and available capacity to accommodate the additional employment development. Smaller, internal road networks may be established as development proceeds within the study area; however, at this time, it is premature to configure a more detailed network given that future users may have variable needs and parcel size requirements.

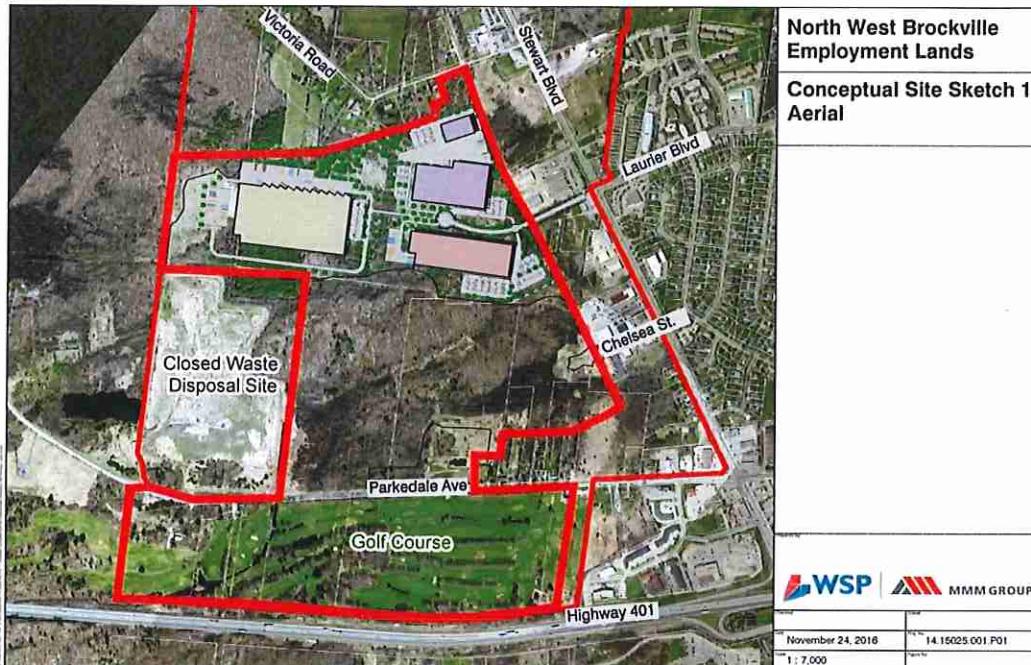
Based on the analyses of the study area and associated available land, the adequacy of the transportation and waste/wastewater infrastructure, and complementary land uses along Stewart Boulevard, the creation of an employment area and requisite urban area expansion represents a logical growth strategy for the City. Furthermore, given the presence of the closed waste disposal site in the southwest corner of the study area, and the restrictions associated with establishing sensitive land uses in proximity to the site, the establishment of employment uses in the area, as proposed, is an appropriate alternative. The retention of the remaining Urban Reserve within the study area also protects for future expansion of other complementary uses at such time as a need is identified, and subject to detailed site analysis.



### Exhibit 12 - Secondary Plan Concept

To assist in understanding how the lands may be developed over time, a Development Concept was prepared as shown in Exhibits 13 and 14. It should be noted that this is for conceptual purposes only and intended to show potential density and a general layout. Should the need from any Employment Area

users require the lot configurations and internal road network to be altered, this will not require additional study or amendments to the Official Plan.



**Exhibit 13 - Development Concept – Multiple Large-Lot Users**



**Exhibit 14 - Development Concept – Single Large Lot User**

## 6 CONCLUSIONS

The City's employment land supply was established during the last Official Plan Review based on analysis completed in 2009. The 2015 Employment Land Review identified a need for additional large-lot employment lands within the City of Brockville, which arose as a result of circumstances that could not have reasonably been predicted in the 2009 analysis.

Based on the latest analysis, which utilized 2011 Census results, the existing supply of serviced large lots within the Urban Area is unlikely to meet projected employment demand to 2031, and may be exhausted as early as 2016. While some vacant employment lands remain available within the City's Urban Area, those particular parcels are not generally aligned with the needs of the local market, which are trending towards businesses requiring serviced lots of over 4 ha in size.

The City's ELR identified an urgent need for approximately 11 to 19 ha of additional land to be provided in the form of serviced lots capable of accommodating large employment uses. In response to the identified need, this Secondary Plan has been prepared for the Urban Reserve Area lands located in the City's northwest quadrant, with the goal of providing additional employment land supply for Brockville. The proposed lands are currently outside of the City's Urban Boundary and represent the last remaining developable lands in the City that could accommodate large-scale employment area development. The identified lands had been previously contemplated for future urban development, with the intention that some portion thereof would accommodate some form of employment uses.

To permit the City to allow development within the Urban Reserve Area, a Comprehensive Review was required. The results of the Comprehensive Review undertaken as part of the preparation of this Secondary Plan found that:

- with the mix of complementary uses located along Stewart Boulevard, the creation of the employment area is a logical extension of the existing urban area with the City;
- the City has the capacity for both water and sewer services to service the additional employment lands in the study area;
- the existing transportation network can support the proposed designation;
- employment development in the study area will not compromise any cultural heritage resources since a Stage 2 Assessment determined the absence of any such resources in the study area;
- the Environmental Impact Study determined that provided all mitigation measures in the Report are followed, the Project, based on the proposed preliminary design, can be constructed without significant negative impacts on the natural environment; and

- the phasing of development would permit a large-scale employer to initially develop west of Stewart Blvd. north of the pipeline, and allow for future development to occur south along Parkedale Ave.

The Secondary Plan concept identifies a gross total of approximately 76 ha for development through five phases. Phase 1 includes approximately 20 ha of land, Phase 2 includes 16 ha of land, Phase 3 includes 3.5 ha of land, Phase 4 includes 24.7 ha of land, and Phase 5 includes 12.5 ha of land. Given the variety of potential uses that could be located within the proposed Employment Area, future development will need to adhere to required separation distances and buffering requirements. In addition, the implementation of appropriate mitigation measures will be required to minimize impacts on nearby residential uses and natural heritage features and their functions. It should be noted that the recommended phasing may be revised if a large-lot employment use were to locate on lands identified on the Land Use Concept within the first or second phases.

The objectives and key directions of the Secondary Plan are summarized as follows:

- A concept land use plan for the development of a new Employment Area on lands located in the City's northwest quadrant;
- The proposed Employment Area will be integrated with existing street connections;
- Existing uses are recognized, and recommendations are provided to ensure land use compatibility through separation distances, as well as appropriate buffering;
- Requirements for new development to be on full municipal services and to occur in a logical and orderly manner based on the identified phasing;
- Policies to direct development away from hazardous lands and sites and to require more precise delineation of the limits of these areas and developable lands through more detailed studies required in connection with development proposals;
- The planned land use pattern will promote connectivity and integration with existing uses, guide the future location of roads, intersections, parks and open space lands/conservation lands, and provide for the distinction between the public realm and private lands,
- Specific criteria for development will be included in the amending Official Plan policies to ensure that:
  - development will contribute to meeting the population and/or employment growth forecasts;
  - servicing is in place prior to development being permitted;
  - necessary transportation infrastructure has been improved, where needed, in accordance with the Traffic Impact Study;

- land use compatibility and appropriate urban design requirements are adhered to including, but not limited to:
  - building orientation;
  - façade and landscaping treatments;
  - buffering of adjacent sensitive land uses where necessary;
  - the location of parking areas; and
  - provision of sidewalks, community trails, pedestrian crossings and signage.
- natural heritage features and their functions are maintained and, where possible, enhanced.
- The servicing strategy addresses the provision of municipal services for future development, policies for phasing of development, direction for the construction, maintenance and extension of services, and policy direction for implementing on-site stormwater management facilities.
- The goals and key directions of the Secondary Plan are in keeping with, and support the goals and objectives of, the City of Brockville Official Plan. In particular, the Secondary Plan for the new proposed Employment Area:
  - Assists in retaining and attracting young people to ensure the City's sustained viability into the future, through the provision of additional lands for future employment opportunities;
  - Assists in maintaining a strong employment base by supporting the retention and expansion of existing employment, and providing appropriate lands to support new employment.
  - Provides employment land with access to Highway 401, as a strategic transportation corridor; and supports the creation of economic development opportunities associated with the Highway 401 exposure;
  - Directs employment growth to appropriate locations that provide sufficient existing and planned infrastructure
  - Ensures there are sufficient lands designated for employment uses within the City;
  - Prompts an investment in infrastructure to attract and support business development and investment;
  - Is sensitive to emerging trends in the employment sector and provides land of an attractive size to accommodate large-scale employment area development;
  - Supports the attraction of a wide range of employment uses, increasing local employment opportunities;
  - Identify, protect and enhance the natural forms, features and functions within the City, where possible and appropriate;

- Protect Provincially Significant Wetlands and significant habitat of endangered species and threatened species by directing development and site alteration away from such areas, by carefully evaluating the potential impacts of development on adjacent lands, and by striving to protect areas of significant woodland, wildlife habitat and valleylands; and
- Ensure that the principles of environmental stewardship and protection are maintained for public lands intended for conservation, including Community and City-wide Parks.

By completing this Secondary Plan Report, the requirements for the preparation of a Secondary Plan, which includes the Comprehensive Review requirements, outlined in the Official Plan have been met. To implement the Secondary Plan, an amendment to the City's Official Plan and Zoning By-law, which requires public consultation and consideration by Council, will be required. If approved, the amendments will continue to be implemented in conjunction with the balance of the provisions of the Official Plan and Zoning By-law.

**Schedule "C" to Report 2017-050-05**

Brockville Employment Lands Secondary Plan  
*Official Plan Amendment (Draft)*

**AMENDMENT NO. xxx**  
**TO THE OFFICIAL PLAN FOR**  
**THE CITY OF BROCKVILLE**

Brockville Employment Lands Secondary Plan  
Official Plan Amendment (Draft)

THE CORPORATION OF THE CITY OF BROCKVILLE

BY-LAW NO. xxxx- xx

A By-law to adopt Amendment No. xxx to the Official Plan for the City of Brockville

WHEREAS the Council of the Corporation of the City of Brockville, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. xxx to the Official Plan for the City of Brockville shall be and is hereby adopted.

Read three times and finally passed in open Council this xxth day of xxxx, xxxx

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Mayor

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Clerk

Brockville Employment Lands Secondary Plan  
*Official Plan Amendment (Draft)*

**THE CONSTITUTIONAL STATEMENT**

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedules "A", "B", and "C", constitutes Amendment No. xxx of the City of Brockville Official Plan.

Brockville Employment Lands Secondary Plan  
*Official Plan Amendment (Draft)*

**AMENDMENT NO. xxx**

**OF THE CITY OF BROCKVILLE OFFICIAL PLAN**

**PART A - THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to amend Section 4.7 and Schedules "1", "3", and "6" of the City of Brockville Official Plan to implement the Employment Lands Secondary Plan.

**Location:**

The lands subject to this Amendment are generally located within the City's Urban Reserve Area in the northwest quadrant of the City, and are indicated on the attached Schedule "A".

**Basis:**

The basis for this Amendment is contained in the Secondary Plan Report xxxx-xx, as adopted by Council on xxxx. The City has undertaken a comprehensive review and initiated an amendment to the City of Brockville Official Plan to expand the Urban Area and to redesignate additional Employment Area lands to permit the development of large-lot employment uses, which the City is unable to accommodate due to insufficient supply of suitably designated land. In support of the initiative, the City has undertaken a Secondary Plan along with background analyses provided by an Employment Lands Review, Environmental Impact Statement, Traffic Impact Study, Financial Impact Assessment, Land Use Within 500M of Landfill Site, and Stage 2 Archaeological Assessment.

This Amendment also intends to bring residual residential lands into the City's Urban Boundary thereby creating a more contiguous land use structure.

**PART B - THE AMENDMENT**

This part of the document, entitled "Part B - The Amendment", and consisting of the following changes to the text and Schedules, constitutes Amendment No. xxx of the City of Brockville Official Plan.

**Details of the Amendment**

The City of Brockville Official Plan is amended as follows:

1. Section 4.7.4 Site Specific Policy Area is amended by adding "Section 4.7.4.4" after "Section 4.7.4.3" as follows:

Brockville Employment Lands Secondary Plan  
*Official Plan Amendment (Draft)*

#### **“4.7.4.4 SSPA – Northwest Employment Area**

##### **4.7.4.4.1 Permitted Uses**

- a. Permitted Uses shall include:
  - i. Light industrial uses such as light manufacturing or processing, warehouses, wholesale establishments, prestige employment, and small-scale offices and business services.
  - ii. Retail and Commercial uses associated with, and clearly ancillary to, the main employment use.
  - iii. Uses accessory to any of the permitted uses in the Employment Area.

##### **4.7.4.4.2 General Land Use Policies**

It shall be the policy of the City that:

- a. Areas that shall be protected for Future Employment are identified on Schedule 1. These lands represent Future Employment Land and shall be protected from incompatible land uses due to their strategic location in the City and access to major transportation corridors.
- b. Development within an Employment Area should be compatible with adjacent residential uses and the zoning by-law will establish a range of uses that minimize land uses conflicts and promote sound urban design.
- c. These lands have been identified to accommodate uses that require large-lots, which may result in a variability of lot configurations and sizes as the lands build out over time. As a result, an internal road network has not been identified on any Schedules to this Plan. New roads may be constructed without an amendment to this Plan and may be identified on the Land Use Schedules as the Plan is regularly reviewed and updated.
- d. A holding symbol "H" shall be applied to certain lands in accordance with the provisions Section 6.4.2.1 of the Official Plan until Council is satisfied that:
  - i. Development has been phased appropriately and lands are needed to accommodate development.
- e. The City shall require the use of onsite stormwater management facilities for new developments, where appropriate, to mitigate development impacts on stormwater quantity and quality downstream.
- f. Prior to development occurring, a hydrogeological study shall be prepared to determine groundwater sensitivity and vulnerability and ensure that there are no impacts to quality and quantity of groundwater.

##### **4.7.4.4.3 Natural Heritage Features and Functions**

It shall be the policy of the City that:

- a. Development shall be accompanied by a strategy that provides for enhancements or additional measures of protection between intervening development and any identified environmental features, in consultation with MNRF, CRCA, and approved by the City.

**Brockville Employment Lands Secondary Plan  
Official Plan Amendment (Draft)**

- b. Watercourses may be deepened and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions established in Brockville Employment Lands Environmental Impact Study, October 2016, and Federal, Provincial and Conservation Authority regulations.
- c. If any watercourse is to be moved or rehabilitated, it is intended that the watercourse will be reconstructed in a location identified in the Brockville Employment Lands Environmental Impact Study, October 2016 such that the form and function of the intermittent stream is retained or enhanced. The reconstruction of the intermittent stream shall be carefully considered through a detailed hydrological and hydrogeological assessment.

#### **4.7.4.4.4 Land Use & Built Form Policies**

It shall be the policy of the City that:

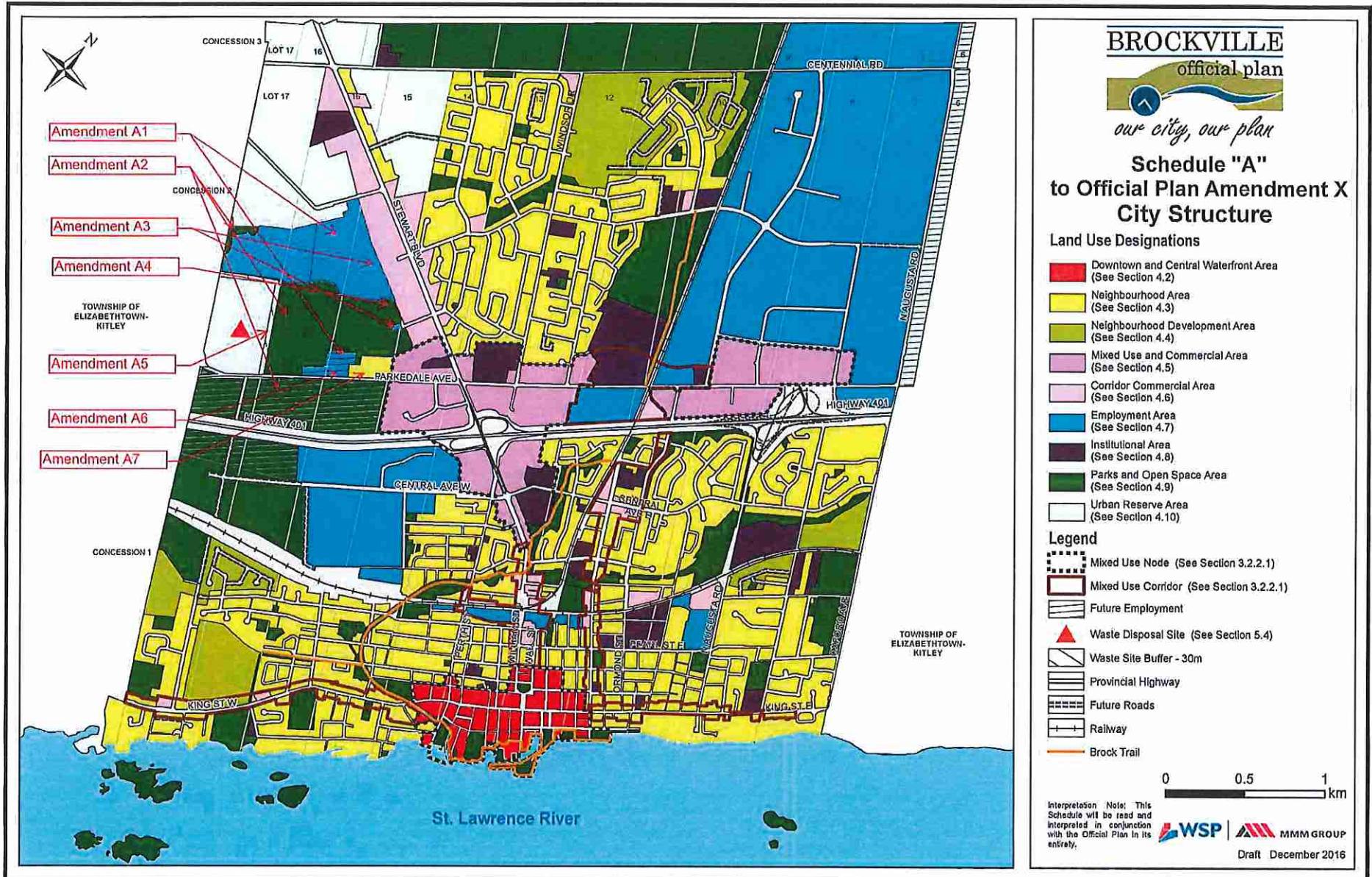
- a. Industrial uses shall generally be limited to self-contained uses that produce and/or store a product where there is a low probability of fugitive emissions.
- b. Open storage shall be screened such that it is not visible from nearby residential uses, Highway 401, or any Arterial or Collector Roads.
- c. Those uses that create or potentially create extreme environmental stress as a result of air, odour, noise, and/or vibration emissions, and/or the generation and/or handling of solid or liquid wastes shall only be considered if they meet the MOE Guidelines and an impact assessment is submitted that is satisfactory to the City.
- d. For uses that exhibit any or all of the following characteristics, the City shall be satisfied that the proposed use is compatible with any nearby uses:
  - i. outdoor storage of goods and materials;
  - ii. frequent shipment of products and/or materials;
  - iii. long production hours and shift operations/unusual hours of operation;
  - iv. large volumes of traffic at off-peak hours; and/or
  - v. likelihood of nuisances, such as noise, odour, dust, lighting or vibration.
- e. Prior to development or site alteration, the City shall be satisfied that development will meet the relevant MOE Guidelines for land use compatibility. An appropriate separation distance shall be established between an industrial land use and any sensitive land use or for lands abutting Highway 401 or City Roads and enforced through site plan control. Specific development requirements may include, but are not limited to:
  - i. building orientation, design and setbacks;
  - ii. landscaping and screening;
  - iii. access controls;
  - iv. road improvements and widenings;
  - v. restrictions on the range of permitted uses; and
  - vi. restrictions on outside storage.
- f. Vehicle access shall be oriented such that industry-related traffic is discouraged from using local roads where other options may be available.

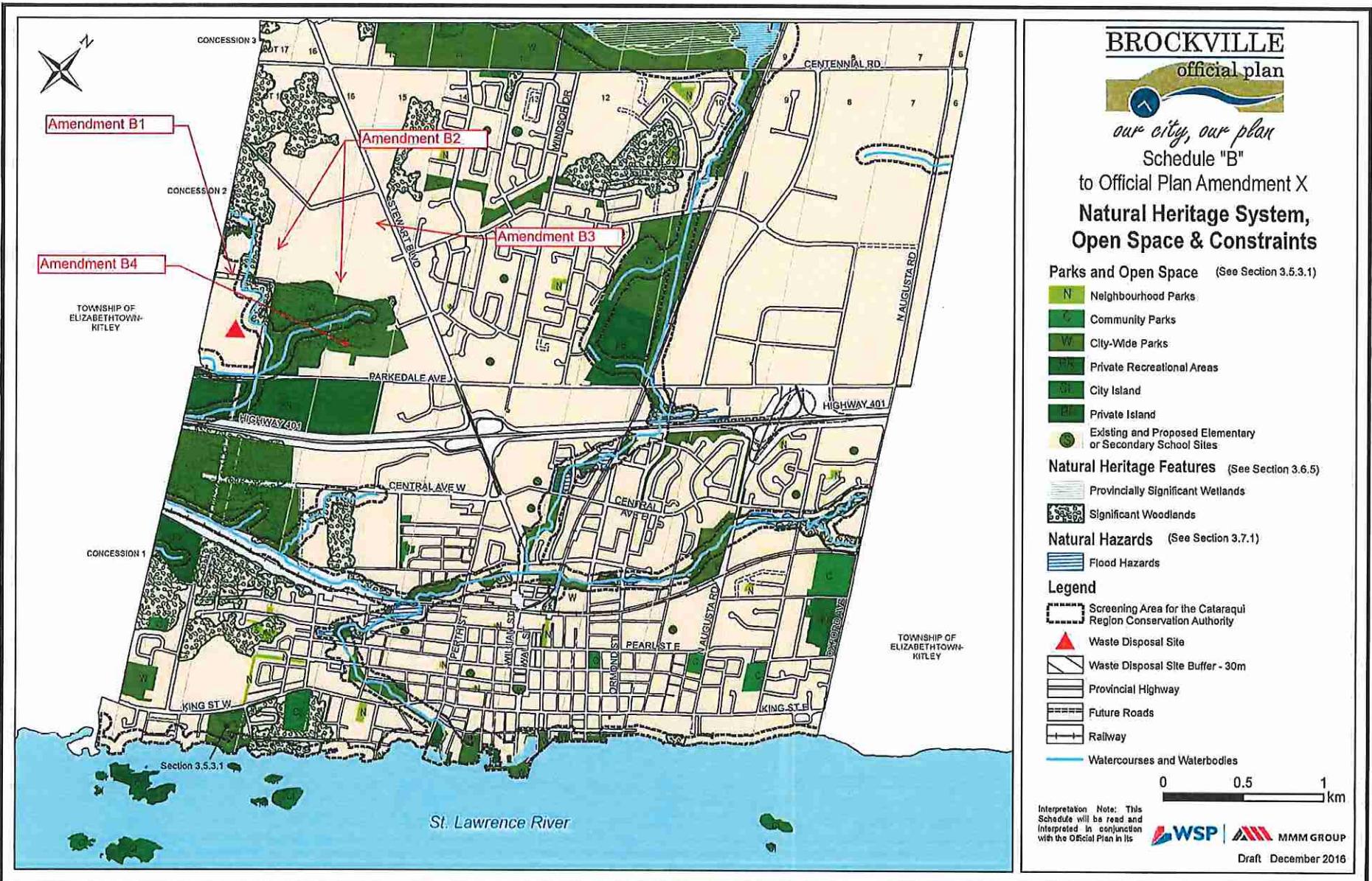
**Brockville Employment Lands Secondary Plan  
Official Plan Amendment (Draft)**

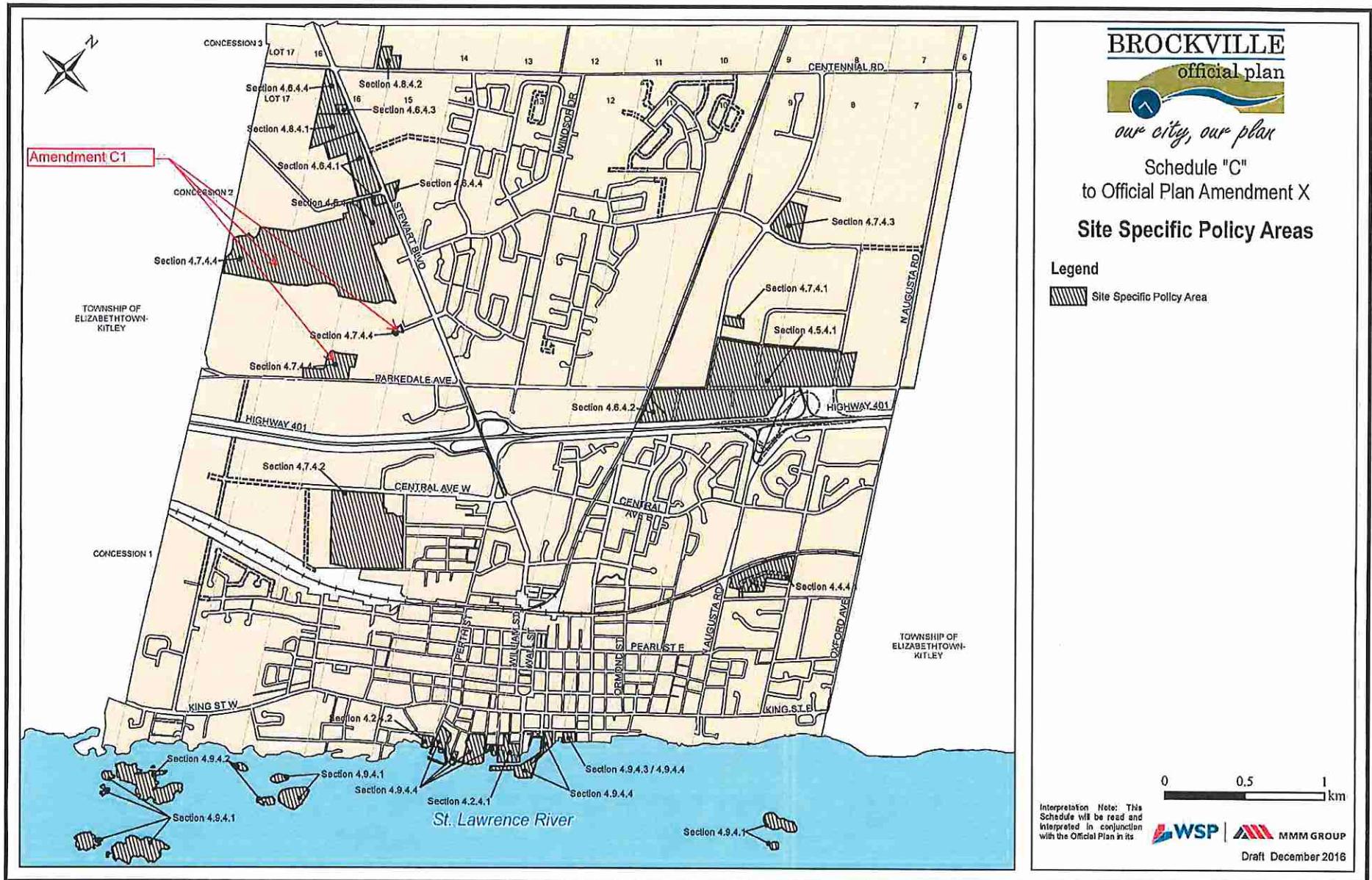
- Loading facilities and service areas shall be located to avoid conflict between pedestrian circulation, service vehicles and movement along the public rights-of-way and visibility from roadways.
- g. Industrial uses shall be developed and oriented in such a manner to ensure protection and screening of active facades and loading areas from all sensitive land uses.
2. Schedules "1", "3", and "6" of the City of Brockville Official Plan shall be amended in accordance with Schedules "A", "B", "C", attached hereto.
- a. Schedule "A" amends Schedule "1" by:
    - i. Redesignating certain lands from "Urban Reserve Area" to "Employment Area" identified as "Amendment A1".
    - ii. Redesignating certain lands from "Urban Reserve Area" to "Parks and Open Space Area" identified as "Amendment A2".
    - iii. Redesignating certain lands from "Corridor Commercial Area" to "Employment Area" identified as "Amendment A3".
    - iv. Redesignating certain lands from "Corridor Commercial Area" to "Parks and Open Space Area" identified as "Amendment A4".
    - v. Reducing the extent of the "Waste Disposal Site Buffer" from 500m to 30m identified as "Amendment A5".
    - vi. Adding the "Future Employment" overlay on certain lands identified as "Amendment A6".
    - vii. Redesignating certain lands from "Urban Reserve Area" to "Neighbourhood Area" identified as "Amendment A7".
  - b. Schedule "B" amends Schedule "3" by:
    - i. Reducing the extent of the "Waste Disposal Site Buffer" from 500m to 30m identified as "Amendment B1".
    - ii. Removing an area identified as "Significant Woodlands" identified as "Amendment B2".
    - iii. Removing an area identified as "Screening Area for the Cataraqui Region Conservation Authority" identified as "Amendment B3".
    - iv. Identifying certain lands as a "City-Wide Park" identified as "Amendment B4".
  - c. Schedule "C" amends Schedule "6" by:
    - i. Adding one new "Site Specific Policy Area" identified as "Amendment C1".

### **Implementation and Interpretation**

The implementation and interpretation of this Amendment shall be in accordance with the policies of the City of Brockville Official Plan.







## Schedule "D" to Report 2017-050-05

Brockville Employment Lands Secondary Plan

*Zoning By-law Amendment to Comprehensive Zoning By-law 050-2014, as amended (Draft)*

### THE CORPORATION OF THE CITY OF BROCKVILLE BY-LAW NO. 20xx-xxx

Being a by-law to amend Comprehensive Zoning By-law 050-2014, as amended, with respect to the Brockville Employment Lands Secondary Plan in the City of Brockville

**WHEREAS** Section 34 of the *Planning Act*, as amended, permits the councils of municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

**AND WHEREAS** the Council of the Corporation of the City of Brockville considers it desirable to amend Zoning By-law 050-2014 to implement the policies of Official Plan Amendment No. XXX with respect to the Brockville Employment Lands Secondary Plan.

**NOW THEREFORE** the Council of the Corporation of the City of Brockville enacts that By-law 050-2014, as amended, being the Comprehensive Zoning By-law for the City of Brockville, shall be and is hereby amended as follows:

1. That Section 7.3.2 be amended by adding a new Special Exception Zone as follows:

#### "7.3.2.5. E2-5 Zone

The uses permitted in the E2-5 Zone shall be limited to the following:

- Courier Service
- Day Nursery (as an accessory use)
- Industrial Use
- Industrial Use – Light
- Medical Laboratory
- Business and Professional Office
- Outside Storage (as an accessory use), which is subject to additional provisions under the General Provisions (Section 3.0 of By-law 050-2014)
- Research and Development Establishment
- Semi-Permanent Covered Structure (as an accessory structure), which is subject to additional provisions under the General Provisions (Section 3.0 of By-law 050-2014)
- Testing and Research Laboratory
- Transportation Depot
- Transportation Terminal
- Warehouse

**Brockville Employment Lands Secondary Plan**  
*Zoning By-law Amendment to Comprehensive Zoning By-law 050-2014, as amended (Draft)*

- Wholesale Establishment

The following special provisions shall apply to the E2-5 Zone:

- Maximum Building Height – 20 m

All other zone requirements will be in accordance with the provisions of the E2 Zone.

**Additional Setbacks** - Notwithstanding the lot and building requirements in Table 7.2(a), where an E2-5 Zone abuts an RU Zone, which is occupied by a residential use, an additional setback of 30 m shall apply from the building face or outside storage, whichever is closer, to the minimum yard setback.

**Outside Storage and Outside Working Areas** - No outside storage shall be permitted within 30.0 metres of the front lot line or within 7.5 metres of any side or rear lot line. All outside storage and outside working areas shall be fenced with a 2.5 metre solid fence so as to screen the outside storage and outside working area from being seen from adjacent properties and/or roads.

**Landscaping** – In addition to the Planting Strip provisions of Section 3.34, where an E2-5 Zone is within 30 m from an RU Zone that is occupied by a residential use, the entire yard that is facing the RU Zone, with the exception of the driveway, shall be landscaped. The first 3.0 m of yard shall be landscaped and a hedge row of spruce trees and Lombardy Poplar or Norway Maple trees shall be planted along the entire length of the property line.

2. Schedule "A" Zone Map 13, of By-law 050-2014, as amended, is further amended by rezoning certain lands from RU to E2-5 as indicated by "Amendment A1" on Schedule "A" to this By-law.
3. Schedule "A" Zone Map 13, of By-law 050-2014, as amended, is further amended by rezoning certain lands from RU-2 to E2-5 and RU as indicated by "Amendment A2" on Schedule "A" to this By-law.
4. Schedule "A" Zone Map 13, of By-law 050-2014, as amended, is further amended by rezoning certain lands from RU-4 to E2-5 as indicated by "Amendment A3" on Schedule "A" to this By-law.
5. Schedule "A" Zone Map 13, of By-law 050-2014, as amended, is further amended by rezoning certain lands from H1-C4 to E2-5 as indicated by "Amendment A4" on Schedule "A" to this By-law.
6. Schedule "A" Zone Map 13, of By-law 050-2014, as amended, is further amended by rezoning certain lands from RU-2 and RU-3 to H3-E2-5 as indicated by "Amendment A5" on Schedule "A" to this By-law.

Brockville Employment Lands Secondary Plan  
*Zoning By-law Amendment to Comprehensive Zoning By-law 050-2014, as amended (Draft)*

7. Schedule "A" Zone Map 13, of By-law 050-2014, as amended, is further amended by rezoning certain lands from RU, RU-2, RU-3, RU-4, and H1-C4 to EP as indicated by "Amendment A6" on Schedule "A" to this By-law.
8. All other provisions of By-law 050-2014 shall continue to apply.

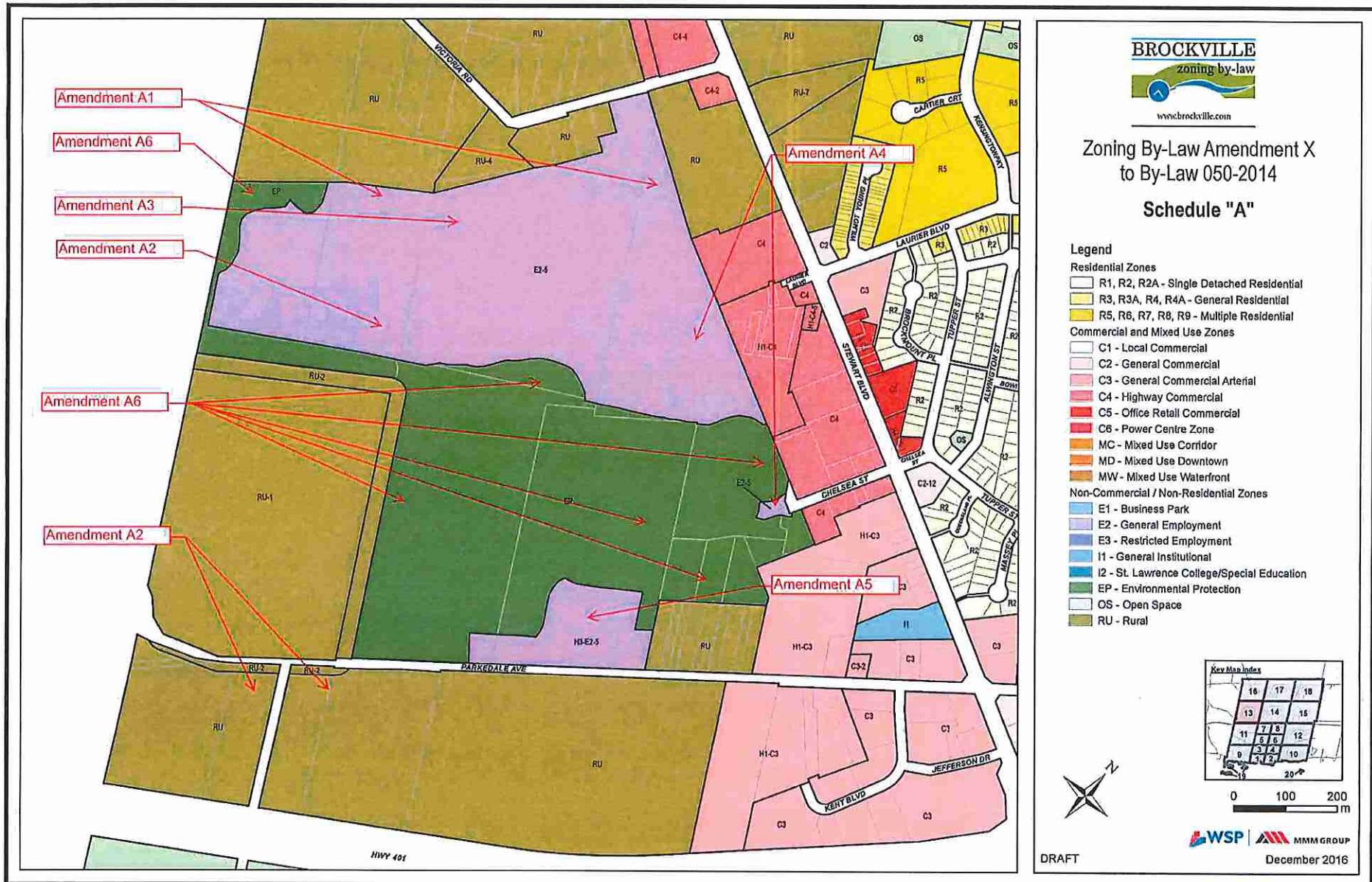
Read three times and passed  
by Council on the XX day of  
XXXXXX, XXXX

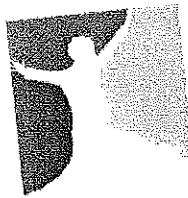
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Mayor

---

Clerk



**Schedule “E-1” to Report 2017-050-05**

**CONSEIL DES  
ÉCOLES CATHOLIQUES  
DU CENTRE-EST**

*Le meilleur conseil  
qu'on puisse vous donner*

Service des immobilisations - planification

12 avril 2017

Monsieur Jonathan Faurschou  
City of Brockville  
1 rue King Ouest,  
CP 5000  
Brockville (Ontario) K6V 7A5

Votre référence : D04-0022



**Objet : Demande de modification au règlement de zonage  
Brockville Employment Lands, Brockville**

Monsieur,

Le Conseil des écoles catholiques du Centre-Est (CECCE) a revu la demande susmentionnée et ne s'y oppose pas.

Espérant que ces renseignements vous seront utiles, je vous prie d'agréer, Monsieur, l'expression de mes sentiments distingués.

Karolyn Bois  
Planificatrice en immobilisations,

KB/bd

c.c. Dossier X5-0718 (Brockville/2017)  
Chrono

GoogleDrive/Planification/Lettres planification/KB L170412\_7

## **Jon Faurschou**

---

**From:** Kapusta, Stephen (MTO) <Stephen.Kapusta@ontario.ca>  
**Sent:** Thursday, April 20, 2017 4:08 PM  
**To:** Jon Faurschou  
**Subject:** RE: Notice of Statutory Public Meeting for Proposed Amendments to The Official Plan and Zoning By-Law 050-2014 and a New Secondary Plan  
**Attachments:** D14-022\_D09-07BrockvilleEmploymentLandsMinistryCommentsApril202017.pdf

Good Afternoon Jon,

Please see the Ministry of Transportation's comments in the attached file. A hard copy of our comments will follow in the mail shortly.

Overall, we do not have much in the way of immediate concerns with the proposed designation of these employment lands. We would however like to be involved in the Secondary Plan process. I am curious to know the boundaries of that Secondary Plan.

In general, there are some concerns with the Stewart Boulevard interchange if there is to be more traffic added to it in the future. But we can handle that in time.

Sincerely,

**Stephen Kapusta MCIP, RPP**

Corridor Management Planner  
 Ministry of Transportation - Eastern Region  
 1355 John Counter Boulevard  
 Postal Bag 4000  
 Kingston, ON K7L 5A3  
 Phone (613)545-4834  
 Fax (613)540-5106  
 Toll Free 1(800)267-0295  
[Stephen.Kapusta@Ontario.ca](mailto:Stephen.Kapusta@Ontario.ca)



**From:** Jon Faurschou [mailto:[jfaurschou@brockville.com](mailto:jfaurschou@brockville.com)]

**Sent:** April-20-17 1:14 PM

**To:** circulations@mmm.ca; Jeremy.godfrey@bell.ca; leesample@hotmail.com; ryan@careerservices.ca; doughone@hotmail.com; Jeff.desloges@canadapost.ca; Peggy.deslauriers@canadapost.ca; mdakin@crca.ca; Frank.dwyer@dfo-mpo.gc.ca; Joan.mays@healthunit.org; Vyke.krishnapillai@hydroone.com; Steve.durant@hydroone.com; Alger, Morgan (MMA/MHO); Kapusta, Stephen (MTO); Beverly.disney@mpac.ca; dpresley@mhbclan.com; wwatt@tnpi.com; Est.reg.crossing@enbridge.com; Raymond.beshro@cn.ca; Josie.tomei@cpr.ca; Roger.cauley@cdsbeo.on.ca; Sarah.crawford@ucdsb.on.ca; Harry.f@zpplan.com; jfarber@foglers.com; telenis@orhma.com; Bodrug\_mark@timhortons.com; Phil.dawes@ucdsb.on.ca; Lesley.todd@uclg.on.ca; Tutak, Alison; Guy.lafrance@cogeco.com; bkalivas@elizabethtown-kitley.on.ca;

Municipalplanning@enbridge.com; Mark.mullan@enbridge.com; boisk@ecolecatholique.ca;  
 Pierre.tetrault@cepeo.on.ca; Barbara Kalivas; Yvonne Roberts ([yrobert@elizabethtown-kitley.on.ca](mailto:yrobert@elizabethtown-kitley.on.ca)); Greg Healy; Brent Caskenette; Scott Fraser; Conal Cosgrove; Peter Raabe; Steve Allen  
**Cc:** Bob Casselman; Sandra MacDonald; Stephanie Dunbar; David Dick; Ghislain Pigeon  
**Subject:** RE: Notice of Statutory Public Meeting for Proposed Amendments to The Official Plan and Zoning By-Law 050-2014 and a New Secondary Plan

Good Afternoon,

Please accept this e-mail as a reminder to provide comments on the Brockville Employment Lands. As noted on the attached Notice, comments would be appreciated by 21 April 2017. If you are unable to meet this date, please provide indication as to when you will be able to provide comment. If you have provided comment, thank you.

Jonathan

*J. Faurschou, MCIP, RPP*

Planner I (Senior)  
 City of Brockville  
 P.O. Box 5000  
 Brockville, Ontario  
 K6V 7A5  
 Fax (613) 498-2793  
 Tel (613) 342-8772, ext. 4449

**From:** Jon Faurschou

**Sent:** Friday, April 07, 2017 1:38 PM

**To:** 'circulations@meee.ca'; 'Jeremy.godfrey@bell.ca'; 'leesample@hotmail.com'; 'ryan@careerservices.ca'; 'doughone@hotmail.com'; 'Jeff.desloges@canadapost.ca'; 'Peggy.deslauriers@canadapost.ca'; 'mdakin@crca.ca'; 'Frank.dwyer@dfo-mpo.gc.ca'; 'Joan.mays@healthunit.org'; 'Vyke.krishnapillai@hydroone.com'; 'Steve.durant@hydroone.com'; 'Morgan.alger@ontario.ca'; 'stephen.kapusta@ontario.ca'; 'Beverly.disney@mpac.ca'; 'dpresley@mhbcpplan.com'; 'wwatt@tnpi.com'; 'Est.reg.crossing@enbridge.com'; 'Raymond.beshro@cn.ca'; 'Josie.tomei@cpr.ca'; 'Roger.cauley@cdsbeo.on.ca'; 'Sarah.crawford@ucdsb.on.ca'; 'Harry.f@zpplan.com'; 'jfarber@foglers.com'; 'telenis@orhma.com'; 'Bodrug\_mark@timhortons.com'; 'Phil.dawes@ucdsb.on.ca'; 'Lesley.todd@uclg.on.ca'; Tutak, Alison; 'Guy.lafrance@cogeco.com'; 'bkalivas@elizabethtown-kitley.on.ca'; 'Municipalplanning@enbridge.com'; 'Mark.mullan@enbridge.com'; 'boisk@ecolecatholique.ca'; 'Pierre.tetrault@cepeo.on.ca'; Barbara Kalivas; Yvonne Roberts ([yrobert@elizabethtown-kitley.on.ca](mailto:yrobert@elizabethtown-kitley.on.ca)); 'Greg Healy'; Brent Caskenette ([bcaskenette@brockville.com](mailto:bcaskenette@brockville.com)); 'Scott Fraser'; 'Conal Cosgrove ([ccosgrove@brockville.com](mailto:ccosgrove@brockville.com))'; Peter Raabe; Steve Allen

**Cc:** Bob Casselman; Sandra MacDonald; Stephanie Dunbar; David Dick; Ghislain Pigeon

**Subject:** Notice of Statutory Public Meeting for Proposed Amendments to The Official Plan and Zoning By-Law 050-2014 and a New Secondary Plan

Please accept this e-mail, including attachment, as Notice of Statutory Public Meeting for Proposed Amendments to The Official Plan and Zoning By-Law 050-2014 and a New Secondary Plan

Attached please find Notice for the following applications:

1. D14-022(050-2014) and D09-07 – Zoning By-law amendment and Official Plan Amendment

Additional details and background studies are available at the following link:

<http://www.brockville.com/index.cfm?ID=987>

Please provide your comments by 21 April 2017.

**Ministry of Transportation**

Corridor Management Section  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Tel.: 613 545-4834  
Fax: 613-540-5106  
Stephen.Kapusta@ontario.ca

**Ministère des Transports**

Section de gestion des couloirs routiers  
1355, boulevard John Counter  
CP/Service de sacs 4000  
Kingston (Ontario) K7L 5A3  
Tél.: 613 544-2220  
Téléc. 613 540-5106



J. Faurschou – Planner I  
City of Brockville  
One King Street West, P.O. Box 5000  
Brockville, ON K6V 7A5

April 20<sup>th</sup>, 2017**Attention: J. Faurschou**

**RE: Brockville Employment Lands – File: D14-022, D09-07  
Highway 401 Brockville Area**



The Ministry has reviewed the proposed rezoning and official plan amendment. Overall, the Ministry does not have concerns regarding the proposed employment lands designation. Please be aware that part of the lands identified in the rezoning and official plan amendment fall within the Ministry of Transportation's permit control area under the Public Transportation and Highway Improvement Act R.S.O. 1990. The only lands that are within the Ministry's permit control area are the lands that are adjacent to Highway 401. The remaining lands are not in permit control. Regardless of permit control, the Ministry would still like to be kept aware of any development proposals in this development area.

For the lands that are within permit control, as a condition of any development on those lands, the Ministry will require a traffic impact study and stormwater study. Some developments may also require noise studies and illumination plans. Setbacks from Highway 401 are very important and the Ministry will be looking to protect for a future 6 and/or 8 lane Highway 401. It is therefore recommended that any developer proposing to develop those lands, consult with the Ministry early so that we can ensure compliance with our development requirements.

Regardless of whether any future development is within permit control, the Ministry would very much like to be notified of any development interest in these employment lands. The Ministry has designs for the improvement of the Stewart Boulevard interchange with Highway 401, but at this time, there are no plans to implement those designs. Increases in traffic volumes as a result of development of this area will have an impact on the Stewart Boulevard interchange. Therefore, ensuring the Ministry is aware of future development pressures helps the Ministry better plan for the future.

Previous discussions with the City of Brockville indicated an interest in partnering with the Ministry to address the Stewart Boulevard interchange with respect to making it compatible with Long Combination Vehicles (LCVs). Therefore, as part of this proposed plan, it may be prudent to once again revisit those discussions, particularly if the goal is to attract industry that may need the use of LCVs as part of their goods movement. Likewise, the Ministry would very much like to be involved in the Secondary Plan process that has been identified with this rezoning and official plan designation. Please keep us notified of any upcoming meetings to discuss these lands.

-2-

If you have any questions, please do not hesitate to contact me at (613)545-4834.

Sincerely,



Stephen Kapusta MCIP, RPP  
Corridor Management Planner

cc      Ottawa Area Office  
          Corridor Management



**CATARAQUI REGION CONSERVATION AUTHORITY**  
1641 Perth Road, P.O. Box 160 Glenburnie, Ontario K0H 1S0  
Phone: (613) 546-4228 Toll-free (613 area code): 1-877-956-CRCA  
Fax: (613) 547-6474 E-mail: crca@cataraquiregion.on.ca  
Websites: www.cleanwatercataraqui.ca & www.cataraquiregion.on.ca



April 21, 2017

File: OP/BR/73/2017  
ZBL/BR/72/2017

**Sent by Email**

Jonathan Faurschou  
Planner I (Senior)  
City of Brockville  
P.O. Box 5000  
Brockville, ON  
K6V 7A5

Dear Mr. McGinnis:

**Re: Application for Official Plan Amendment D09-07 (City of Brockville)  
Application for Zoning By-law Amendment D14-022 (City of Brockville)  
Brockville Employment Lands  
Part Lots 14-17, Con. 1 & 2; Vacant Parcels north of Parkedale Ave., west of Stewart Blvd. & south of Victoria Rd.  
City of Brockville  
Waterbody: Unnamed Tributary & Unevaluated Wetland (Grants Creek Sub-Watershed)**

CRCA staff have reviewed the above-noted Official Plan Amendment and Zoning By-law Amendment for the Brockville Employment Lands Secondary Plan including the following supporting material:

- Background Information – New Employment Lands, City of Brockville, undated
- Report 2016-159-12, City of Brockville, dated December 8, 2016
- City of Brockville Employment Lands Secondary Plan Report, WSP/MMM Group, Dec. 2016
- Draft Official Plan & Zoning By-law Amendment Schedules, City of Brockville, undated
- Environmental Impact Study, Golder Associates, October 2016
- Constraints & Opportunities Assessment, Golder Associates, October 29, 2015
- Report 2017-022-02, City of Brockville, dated February 16, 2017

Further to our preliminary review comments, provided to City staff in an email dated January 12, 2017, we provide the following comments for the consideration of Council, City of Brockville staff, and the City's consultants.

**Proposal**

The proposal relates to the adoption of the Brockville Employment Lands Secondary Plan with the intent to add a large area of municipally-owned land in the City's northwest to the Urban Boundary. Doing so will facilitate the future development of the Employment Lands with a variety of uses, mainly large-scale commercial/industrial in nature.

Mr. Faurschou (D09-07 & D14-022 – Brockville Employment Lands)  
April 21, 2017

The purpose of the Official Plan Amendment is to amend Section 4.7 and Schedules 1, 3, and 6 to implement the Employment Lands Secondary Plan. The purpose of the Zoning By-law Amendment is to add a new General Employment Special Exception zone (E2-5) to implement the policies of the OP and Secondary Plan and to ultimately permit the proposed uses.

### **Site Description**

The subject lands encompass multiple parcels in the City's northwest that are predominantly vacant. The lands, which generally coincide with the City's Urban Reserve area, are roughly 130 ha in total and consist of a mixture of open fields, deciduous upland forest, coniferous plantation, low-lying wetland, a former landfill site and a manicured golf course. The topography is varied, with rolling fields and forest areas, a central wooded plateau area and adjacent valleylands.

The lands are located within the Grants Creek subwatershed - a relatively small catchment area that flows into the St. Lawrence River via Grants Creek, located southwest of the subject lands. Local drainage is mainly to the south/southwest via overland flow and through two watercourses that merge in the approximate centre of property. The merged watercourse then becomes a tributary to Grants Creek. Smaller intermittent watercourse tributaries feed into the eastern branch of the main watercourse on the subject lands. A moderately sized unevaluated wetland area is located within the valley near the centre-south of the subject lands. The wetland is comprised of a mixture of meadow marsh and treed/thicket swamp. A large area is currently wooded, forming an extensive, contiguous forest area that accounts for a major portion of the City's woodland. Much of this area has been identified in the Official Plan as Significant Woodland and has been assessed by the Environmental Impact Study (EIS).

### **Discussion**

CRCA staff have been involved in the review of the Secondary Plan process since 2015 and have worked closely with the City and City's consultants regarding matters of interest to the CRCA.

Our main interests in the proposal are the protection of natural heritage features and areas (significant woodlands, species-at-risk, wetlands, etc.), the protection of surface water features (watercourses), the avoidance of natural hazards associated with watercourses and wetlands, the protection of drinking source water and the provision of adequate stormwater management.

### Natural Heritage Features / Areas

The scope, methodology, and assessment provided in the EIS are robust and consistent with applicable guidelines. CRCA staff are satisfied with the study and do not see any need for substantive changes or revisions at this time. Staff do not feel a peer-review is warranted. The EIS author's findings and recommendations provide a satisfactory level of protection for the core natural features present in the study area as well as sufficient setbacks/buffers to avoid disturbance and impacts in the long-term. The resulting development envelope is appropriate in our opinion.

1. Staff continue to recommend that the minor corrections to policy/legislative context references on page 4 of the EIS document (pg. 9 of Appendix B) be made prior to finalization of the document. See our January 12, 2017 email for specific revision recommendations.

Staff have reviewed the Report to Council 2017-022-02 including the discussion from the City's consultant MMM Group regarding the inclusion/designation of the natural heritage areas recommended for protection (pages 3-4 of the report).

Mr. Faurschou (D09-07 & D14-022 – Brockville Employment Lands)  
 April 21, 2017

2. We strongly encourage Council to continue to include these lands within the Secondary Plan and apply the appropriate Official Plan designation (“Parks and Open Space”) to protect the City’s natural heritage areas and features. This recommendation is consistent with “Option 2” as discussed in the report by the consultant.

These lands were recommended for protection by a qualified environmental consultant in accordance with the 2014 Provincial Policy Statement and the applicable implementation document, the Natural Heritage Reference Manual (MNRF). Proper designation of these lands is critical to the long-term protection of the City’s natural heritage and is consistent with the intent of the City’s Official Plan policies. Any future proposed changes to the area recommended for protection must be subject to additional environmental assessment in accordance with the Official Plan and Provincial Policy Statement.

Further to the discussion on page 5 of Report to Council 2017-022-02, CRCA staff reiterate that the lands recommended for protection (i.e. lands outside the preliminary design envelope) are not appropriate for the construction/installation of stormwater management facilities or other related infrastructure/development.

3. Stormwater management facilities and associated development should be located entirely outside of the protected natural heritage areas (e.g. significant woodlands, wetlands, watercourses) and at appropriate setbacks as recommended either by the EIS or as required by the CRCA through the authority’s regulation (O. Reg. 148/06). These facilities are considered development/site alteration as defined by the PPS and the CRCA’s O. Reg. 148/06.
4. There appears to be a minor error on page 37 of the Secondary Plan Report in the first sentence in the bullet point. “Provincially Significant Wetlands” should be “Provincially Significant Woodlands”. There are no PSWs present in the study area.

#### Watercourses

In general, we do not have objections with the recommended watercourse modifications identified in the EIS on the Setbacks and Proposed Development Envelope drawing (Figure 4) and discussed in the other documents. While these changes are relatively minor and are likely feasible from a hydrologic and ecological protection perspective, it is important to note that there is a regulatory process that must occur (e.g. CRCA permit approval, possible review by MNRF and DFO) before these changes are made.

Staff have had preliminary discussions on the viability/feasibility of some of the proposed changes and are certainly open to additional discussion. However, at this point it is our position that enshrining any of the proposed changes in the Secondary Plan and associated Official Plan Amendment and Zoning Amendment would be pre-mature.

5. Currently, the Secondary Plan concept plan, draft Official Plan Schedule and Zoning map are all based on the development envelope post-watercourse alteration. We suggest that this is not appropriate without the proper hydrologic and ecologic assessment to support the watercourse modifications and obtain CRCA permit approvals.

It may be appropriate to show the proposed alteration in the figures/schedules/maps for general reference purposes but only if these changes are labeled as “proposed” in a consistent manner.

Mr. Faurschou (D09-07 & D14-022 – Brockville Employment Lands)  
 April 21, 2017

Currently, the draft zoning amendment schedule ('A') includes an EP area that coincides with the redirected watercourse route for the tributary at the northwest of the subject lands. However, the draft OPA schedule does not.

6. We recommend that either the change not be shown at all and the existing watercourse location be shown instead, or, that the proposed location be shown and labeled as "proposed watercourse relocation" consistently in all documents.
7. Staff do not support the proposed OPA text found in Section 4.7.4.4.3 (b) of the draft amendment. This section implies that multiple changes to watercourses on the subject lands can be made – some of which the CRCA would not support. For example, "consolidating" a watercourse with another one is not something we would permit. We recommend this section be deleted altogether as it is misleading and could cause confusion.
8. We recommend revisions to the proposed Official Plan Amendment text found in Section 4.7.4.4.3 relating to proposed watercourse alterations. Please refer to the attached pdf mark-up showing our recommended text.

#### Stormwater Management

9. We recommend that the Secondary Plan include specific stormwater management targets for future development to adhere to directly in the Employment Lands Secondary Plan (e.g. pages 22-23).
10. We recommend standards to ensure water quality of downstream features is protected and that flood potential is minimized. Specifically, we recommend quantity control at the post=pre-development runoff level for the 2 through 100-year runoff events and quality control at the "normal" (i.e. 70% TSS removal) level.
11. We also strongly encourage use of alternative stormwater techniques such as Low Impact Development (LID) features in a treatment train approach to help replicate the natural hydrologic cycle, promote groundwater recharge and provide improved contaminant removal. Staff are happy to assist in drafting an applicable policy.

As noted in the natural heritage section, above, stormwater management facilities must not be located within the areas recommended for protection and their associated setback areas.

#### Source Water Protection

The subject lands include areas identified as a Highly Vulnerable Aquifer (HVA) and Significant Groundwater Recharge Area (SGRA) by the CRCA in a 2011 Assessment Report for the Cataraqui Source Protection Area. It is important to note that this is not uncommon, as nearly 90 percent of the entire Cataraqui Region is considered to be within an HVA or SGRA due to underlying soils and geology (e.g. fractured limestone).

As mandated by the *Clean Water Act*, the CRCA's 2012 Source Protection Plan identifies specific activities that are considered to be drinking water threats within an HVA/SGRA. These activities include but are not limited to the handling/storage of: large quantities of dense non-aqueous-phase liquids (DNAPLs), commercial fertilizers and pesticides, liquid fuel, and road salt. It is possible that uses involving some of these activities may become established within the Employment Lands Secondary Plan area.

Mr. Faurschou (D09-07 & D14-022 – Brockville Employment Lands)  
April 21, 2017

Section 5.5.1 of the Source Protection Plan states that proposals (through the *Planning Act*) involving a risk activity should incorporate measures/management practices to adequately manage the risk to groundwater associated with the activity.

In order to protect sensitive groundwater areas, it is important that proper consideration be given to the Source Protection Plan during high-level planning processes such as the adoption of a Secondary Plan and associated Official Plan Amendments.

12. We recommend that appropriate policy references be included in the Secondary Plan and Official Plan Amendment text. Specifically, we recommend that a reference to the presence of the HVA/SGRA within the Secondary Plan area be included in the report document (e.g. section 4.4. of the Secondary Plan Report) and that the Official Plan include a specific policy(ies) consistent with Section 5.5.1 of the Source Protection Plan.

**Recommendation**

CRCA staff are supportive of the principle and intent of the proposed Employment Lands Secondary Plan and the associated Official Plan and Zoning By-law Amendments required to implement the Plan. However, prior to approval, **we recommend that the above-noted items (1-12) relating to natural heritage protection, waterbody protection / natural hazard avoidance, stormwater management, and source water protection be addressed to the satisfaction of the CRCA.**

We recommend deferral of applications D09-07 and D14-022 at this time.

Please inform this office in writing of any decisions made by the City of Brockville regarding these applications. If you have any questions, please contact the undersigned at (613) 546-4228 extension 228, or via e-mail at [mdakin@crca.ca](mailto:mdakin@crca.ca)

Yours truly,



Michael Dakin  
Resource Planner

Attachment: Draft OPA Section 4.7.4.4.3 - CRCA revised text

Delete sub-section (b) in its entirety

Brockville Employment Lands Secondary Plan  
Official Plan Amendment (Draft)

- b. ~~Watercourses may be deepened and/or relocated and consolidated with other watercourses provided that the watercourse feature, as well as the function of the watercourse, is maintained in accordance with the directions established in Brockville Employment Lands Environmental Impact Study, October 2016, and Federal, Provincial and Conservation Authority regulations.~~
- c. ~~If any watercourse is to be moved or rehabilitated, it is intended that the watercourse will be reconstructed in a location identified in the Brockville Employment Lands Environmental Impact Study, October 2016 such that the form and function of the intermittent stream is retained or enhanced. The reconstruction of the intermittent stream shall be carefully considered through a detailed hydrological and hydrogeological assessment.~~

Revise to: "If any watercourse is to be altered in any way, it is intended that such changes will be in accordance with the recommendations of the...[EIS]...such that the form and function of the watercourse is retained or enhanced. Any such changes are subject to a detailed hydrological and hydrogeological assessment and permissions from applicable Federal, Provincial and Conservation Authority (i.e. CRCA) regulations."

### Built Form Policies

City that:  
 shall generally be limited to self-contained uses that produce product where there is a low probability of fugitive emissions.  
 shall be screened such that it is not visible from nearby Highway 401, or any Arterial or Collector Roads.  
 create or potentially create extreme environmental stress as odour, noise, and/or vibration emissions, and/or the generation

and/or handling of solid or liquid wastes shall only be considered if they meet the MOE Guidelines and an impact assessment is submitted that is satisfactory to the City.

- d. For uses that exhibit any or all of the following characteristics, the City shall be satisfied that the proposed use is compatible with any nearby uses:
  - i. outdoor storage of goods and materials;
  - ii. frequent shipment of products and/or materials;
  - iii. long production hours and shift operations/unusual hours of operation;
  - iv. large volumes of traffic at off-peak hours; and/or
  - v. likelihood of nuisances, such as noise, odour, dust, lighting or vibration.
- e. Prior to development or site alteration, the City shall be satisfied that development will meet the relevant MOE Guidelines for land use compatibility. An appropriate separation distance shall be established between an industrial land use and any sensitive land use or for lands abutting Highway 401 or City Roads and enforced through site plan control. Specific development requirements may include, but are not limited to:
  - i. building orientation, design and setbacks;
  - ii. landscaping and screening;
  - iii. access controls;
  - iv. road improvements and widenings;
  - v. restrictions on the range of permitted uses; and
  - vi. restrictions on outside storage.
- f. Vehicle access shall be oriented such that industry-related traffic is discouraged from using local roads where other options may be available.

## Schedule "E-2" to Report 2017-050-05

### Questions for the City of Brockville

Questions asked to be submitted in writing at the April 5, 2017 Open House.

Submitted to: Johnathan Faurschou  
jfaurschou@brockville.com

From Rani Tolton  
[REDACTED]



The City and the MMM Group use the 2015 Employment Lands Review (ELR) for the evidence that a new industrial development is URGENTLY needed.

Mr. Bender stated that the Official Plan (OP) Information was developed during the last economic recession period between 2008 and 2009. Therefore, the information does not reflect the new realities. He also stated that Information for the OP was not updated from 2008/2009 even though the OP came into effect in 2012.

#### Question 1. Evidence for Transportation, warehousing, and wholesale trade

The 2015 ELR uses data from the 2011 census.

*Part A: "Brockville's transportation, warehousing, and wholesale trade sector represented a large proportion of its employment share, although lower than the provincial average." "The 2011 National Household Survey (NHS Profile, Brockville, CY Ontario, 2011; NHS Profile, Ontario, 2011)" is referenced along with Exhibit4. (pg 13-14 2015 ELR)*

I. Exhibit 4 -- Table title actually references Statistics Canada, 2015. What data are you really using? Is this 2011 data or 2015 data?

II. If one uses the 2011 NHS Census data available online at:

<http://www12.statcan.gc.ca/nhs-enm/2011/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=3507015&Data=Count&SearchText=Brockville&SearchType=Begins&SearchPR=01&A1>All&B1>All&Custom=&TABID=1> and  
<http://www12.statcan.gc.ca/nhs-enm/2011/dp-pd/prof/details/page.cfm?A1>All&B1>All&Code1=35&Data=Count&Geo1=PR&Lang=E&SearchPR=01&SearchText=Ontario&SearchType=Begins&TABID=1>

Transportation and Warehousing was 4.3% of all industries for Brockville while for Ontario it was 4.6%.

Wholesale trade for Brockville was 3.4% and for Ontario 4.6%.

The 2015 ELR combines these two industries -- therefore Transportation, Warehousing, and Wholesale Trade combined for Brockville was 7.7% and for Ontario this was 9.2%.

Does the City consider 7.7% "a large proportion of its employment share", larger than health, social services, retail trade (greater than 30%)?

**Part B: On page 17/18 ELR and Exhibit 6 of the 2015 ELR**

**For Wholesale trade:**

Data is shown from 2001 to 2014 – there was a 73% increase in Wholesale trade.  
 From 2001 to 2011 there was an increase of 71%. (percentage not shown but data available from table and can be calculated)  
 It is important to note that from 2011 to 2014, there was an increase in Wholesale trade by only 1.1%.

Using table and numbers from Exhibit 6:

2001 – 2011	71.0%		
2001 – 2006	56.6%	figures ELR shows only:	2001 – 2014 - 73.01%
2006 - 2011	9.2%?		
<b>2011 - 2014</b>	<b>1.1%</b>		

**For Transport and Warehousing:**

From 2001 to 2014 – an increase of 15.10% is shown.  
 From 2001 to 2011 – there was an increase of 12.2%. (percentage not shown but can be calculated)  
 It is important to note that from 2011 to 2014 – the increase was only 2.6%

2001 – 2011	12.2%		
2001 – 2006	17.1%	Figures ELR shows only:	2001- 2014 - 15.1%
2006 - 2011	-4.2%		
<b>2011 – 2014</b>	<b>2.6%</b>		
2006 - 2014	-1.6%		

I. Does the City believe a 1.1% to 2.6% increase in any area is worthy of destroying environmentally sensitive lands? And investing millions of dollars?

II. Please explain how the data shows an URGENT need to change the OP?

III. The data would have been evident even in 2008/2009 – Why was “urgent” need not declared at the time the OP was developed and discussed in the public consultation process?

IV. Why are the statistics being manipulated to present “alternate facts”?

**Part C: Data per Exhibit 7 of 2015 ELR**

The census has two separate entities Transportation, warehousing as one entity and Wholesale trade as a second industry. The 2015 ELR combines these to make a new entity: Transportation, warehousing & wholesale trade.

2001-2006	2.08%	Figures used as evidence 2001-2014=2.05%
2006-2011	-0.04%	
2011-2014	0.00%	

- I. Why make one entity when the census separates these two industries?
- II. How does the above data support the statement "transportation, warehousing, and Wholesale trade sector which gained significantly"?
- III. Data used for the OP was from 2008/2009 as stated by Mr. Bender, slide presentations, and 2015 ELR. The "new data" shows a negative decrease from 2006 onwards. The data available in 2008/2009 would have shown a 2.08% increase from 2001-2006 which is greater than the 2.05% being used as evidence. Therefore, why was the "urgent" need not recognized in the OP?

**Part D. Available Land pg. 23 and Exhibit 11 2015 ELR**

*"With respect to the employment lands supply and demand balance in competing jurisdiction, it was noted that Brockville had a relatively limited amount of designated supply available Exhibit 11 (Statistics Canada, 2015; Watson & Associates, 2015; MMM Group Limited 2014)"*

- I. What is the purpose of Exhibit 11?
- II. Which City/township has the least land available per capita? Kingston has the least amount of land available at 0.21% per capita not Brockville. Therefore, the presentation of the data again is being used to lend the wrong perception. If Brockville is in such dire straits in regards to land shortages, why is the manipulation of data necessary?

**Question 2. Phase 1 and Phase 2 are to be developed first**

Mr. Bender stated at the Open House that Phase 4 and 5 were not going to be developed first as the City did not own these lands but did own Phase 1 and Phase 2 lands.

Development of Phase 4 & 5 makes more sense as these lands are closer to the 401 and there would be less trucks going through the City.

I. Why did the City not buy Phase 4 & 5 first?

II. There are still many hurdles to go through before Phase 1 & 2 can be functional, if at all. The lagoons still need to be separated, 37 acres of land must still be allocated for the Golden-Winged Warbler habitat, and butternut trees need to be protected, to mention only a few of the hurdles.

Therefore why is the City so determined to spend so much money when in a "crunch" situation to continue on a long, lengthy, and useless path, especially when other strategies are possible?

III. Why are the developmental costs of Phase 3 not included in the overall discussion?

IV. Is it the intention of the City to develop Phase 3 or is Phase 3 no longer part of the City's plans for development?

**Question 3: Hazards**

Slide 4 December 2016 City of Brockville Draft Secondary Plan Report

It states:

*"Features or perhaps HAZARDS are:*

- Rural residential properties*
- Golf course*
- The city's former waste disposal site*
- A variety of small-lot residential parcels and vacant lands*
- Trans Northern Pipeline*
- Substantial vegetation (trees/shrub)"*

I. Why are these hazards not identified in the 2015 ELR?

II. Is the Trans Northern Pipeline aware of the City's plans? Has the City contacted Trans Northern Pipeline regarding mitigation of this important hazard?

#### **Question 4. Other Supporting Studies**

The City employed Golder Associates to conduct a preliminary report *titled "Constraints and Opportunities Assessment to Support Secondary Planning Related to a Large Development Parcel in Brockville, Ontario" dated October 29, 2015 Project No. 1536620.*

- I. Why was the public denied access to this report even though it was referenced in the Golder Environment Impact Study of October 2016?
- II. Why was a formal Freedom of Information request required to obtain this report?
- III. Since the City commissioned this report, what public procedures were taken to obtain approval for funding this report? Did it go through Council or another committee? If so, please provide the records? If not, did it go through in an In Camera meeting? If yes, then why?
- IV. This report has been available since 2015. Why were councillors so surprised at the December 13, 2016 Council meeting and visibly aghast at having spent money buying lands that could not be used?
- V. Were the Councillors made aware of the above referenced study and if so, when?

#### **Question 5. Transparency regarding the Industrial development in the North-West Quadrant of the City**

The mayor and the previous economic development person have publicly stated on February 7, 2017 that "*We started the process looking at the industrial park prior to Giant Tiger approaching us.*" Records show that the City was serious about the industrial development as early as 2011/2012 by hiring Golder Associates to produce a report for the use of these lands, dated March 9, 2012. There are also a number of emails illustrating the City's determination in proceeding with this development.

- I. Why did the City try to blind side the citizens from 2011/2012 onwards when the ink on the OP was barely dry?
- II. Where in the public records are the discussions and the debates about the industrial development?
- III. Why are there no discussions of funding for the industrial development in the public forum? The councillors discuss ad nauseam about 3 toilets and 2 urinals for the firefighters at a cost of less than \$5,000.00 but \$1,800,000.00 gets passed at the budget meeting without even a slight purr. Why is that? In regards to the industrial development, why have the citizens of Brockville been locked out of the conversation from the start regarding the direction they wish their City to proceed?

Question 6. Pg. 20 2015 ELR

*"The population is aging, in concert with a general out-migration of younger-age cohorts"*

*"This trend represents one of the risks to Brockville's economy that could be mitigated by leveraging its strengths and ensuring that the employment land supply is sufficient to attract new business investment. That will, in turn, create jobs and mitigate out-migration of younger-age cohorts."*

*pg. 23 ELR "With respect to education, Brockville has a higher proportion of graduates with a High School Certificate or Equivalent, apprenticeship or Trades Certificate or Diploma and College, CEGEP or Other Non- University Certificate or Diploma than the provincial average (Exhibit 10)"*

- I. Does the City believe that young people especially with an education will stay in Brockville to take a job in a warehouse?
- II. Does the City think a warehouse job will decrease out-migration of younger-age cohorts?
- III. Is it possible that perhaps the older population is related to retired persons from urban areas such as GTA, Ottawa, and Montreal moving to a less urban area and thus increasing the number of older residents? Has this been investigated further?

**Question 7. Part A. Projection of Data**

- I. Exhibit 16 shows **projected** data for 2015 from 2014 data. Exhibit 13 shows SPI population projections were incorrect for 2016. Therefore, should this not send out red flags that other projections for 2015, 2016 and onwards are incorrect?
- II. Regardless, Exhibit 16 illustrates declining employment projections within the employment areas from 2031 to 2041. Verbal and financial projections for the North-west quadrant industrial development to be fully functional have been made for 6-10 years into the future.

**Part B.**

Exhibit 30, Confirmed Near Term Development, pg 47 2015 ELR

*"Development proposals for these parcels have advanced to the point where estimated employment and use information are available. Key information regarding these four parcels is summarized in Exhibit 30."*

- I. What are the four parcels of lands referred to in Exhibit 30?
- II. What is the status of the projection of approximately 300 jobs over 3 years?
- III. Is this industrial development really a viable possibility? It has already been 5 years from 2012 and there are still many hurdles to conquer. Would it not be prudent to spend time, money and energy on more viable options? Sometimes it is better to say, we made a mistake and cut the taxpayer's losses at 2 million dollars instead of 4+ million dollars.

**Question 8. Further Studies**

Golder Associates Report June 30, 2016, Project No. 1650593

*"However, one parameter (vinyl chloride), which is the only VOC that has been measured above the laboratory detection limits since 2010, is occasionally at a concentration that exceeds the non-potable groundwater standard for medium and fine textured soils (as per Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act, MOE, 2011). Therefore, prior to development of the lands that abut the eastern boundary of the CAZ, it is recommended that soil and groundwater be evaluated in accordance with O.Reg. 153/04. If any soil or groundwater parameters are found to exceed the applicable generic standards, property-specific standards could be developed, in accordance with O.Reg. 153/04, in order to support land development."*

*At the open house the question was asked "If the city is aiming for certified land, does the groundwater need to be done first? The response from Mr. Bender was something to the effect of "Yes, one would assume. For certified development parcel, the City should do it."*

I. Have soil and groundwater studies been completed? If not, why not? It would seem prudent to do these studies before additional monies are spent. When is it expected that these studies will be completed?

2015 ELR pg. 55

*"Should these projects advance, it is recommended that the City undertake an Economic Impact Study that would:*

- a) Redefine the overall baseline residential and non-residential lands needs in the City;*
- b) Identify the spin-off economic benefits; and*
- c) Redefine the City's needs for community and neighbourhood services."*

II. When will the City be undertaking an Economic Impact Study as suggested by the City's consultants?

**Jon Faurschou**

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**From:** A & R Tolton [REDACTED]  
**Sent:** Monday, April 24, 2017 1:09 AM  
**To:** Jon Faurschou  
**Subject:** Questions  
**Attachments:** Questions for the City of Brockville 2.pdf



Hello Jon:

I realize the date April 21, 2017 has passed. However, if one considers that there was no time limit given for April 21 and one could potentially have placed this in the box outside the City.

Anyway, I would appreciate if these questions could be considered.

Thank You

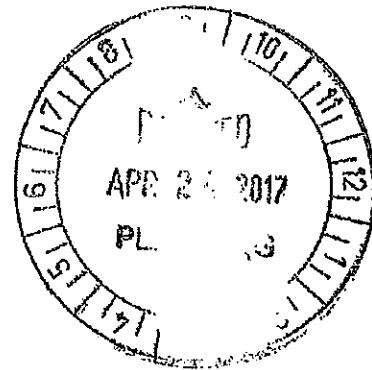
Rani

Questions for the City of Brockville - 2

Questions asked to be submitted in writing at the April 5, 2017 Open House.

Submitted to Johnathan Faurschou  
[jfaurschou@brockville.com](mailto:jfaurschou@brockville.com)

From Rani Tolton



1. In Schedule "B" to Report 2016-159-12, page 4, under Basis, 2<sup>nd</sup> paragraph:

*"This Amendment also intends to bring residual residential lands into the City's Urban boundary thereby creating a more contiguous land use structure."*

- I. What does it mean by "residual residential lands"?
- II. Which homes are affected by these "residual residential lands"? Please designate these "residual residential lands" on a map.
- III. In what ways will incorporating these "residual residential lands" into the City's Urban boundary affect the homeowners that may live on these "residual residential lands"?

2. On the City website <http://www.brockville.com/index.cfm?ID=987>, under Background Information.

*"Over the course of the next few years, the City of Brockville was approached by several businesses looking to develop large-lot employment uses. Upon examining potential locations, no lands were shovel-ready and the City lost the opportunities."*

- I. What were the businesses that approached the City or at least the type of businesses?
- II. When did these businesses approach the City of Brockville?
- III. How much land were they requesting to set up their businesses?
- IV. Does the number of businesses in number I also include the Tomlinson Asphalt plant and Giant Tiger?

3. On the City website <http://www.brockville.com/index.cfm?ID=987>, under Background Information – New Employment Lands

**"Between 2008 and 2012, the City undertook the process to prepare a new Official Plan. As part of this process, the City prepared a number of background reports. One of the reports included a Growth Analysis that identified how many people and jobs were going to be located in the City over the next 20 years.**

**Upon completion of the Growth Analysis, the City then determined the amount of land that would be needed to accommodate the additional people/jobs. Upon completion of the land needs work, it was determined that the City's current Urban Area was sufficient to accommodate growth for the next 20 years. The land that was not needed to accommodate growth over the next 20 years was identified as an "Urban Reserve".  
(Schedule 1 to the Official Plan for the City of Brockville)"**

- I. If between the years 2008 and 2012, it was determined that land was not needed to accommodate growth over the next 20 years -

Why then did the City, about 2011, start the process rolling in using the North West Quadrant for Industrial Development and keep this fact hidden until 2015?

4. On the City website <http://www.brockville.com/index.cfm?ID=987>, under Background Information – New Employment Lands

**"The Recommendations of the Report further emphasized that:  
The North West Urban Reserve Area represents a logical area for further investigation"**

At the Open House of April 5, 2017. The response from Mr. Bender to examining other areas for industry, or other comparisons was always to the effect of:

"this was what they were asked to do"

- I. How can this type of direction and mandate be considered to "represent a logical area for further investigation"? This like the 2015 Employment Lands Review manipulates statistics (alternate facts) to try to demonstrate what the client (the City) wants the consultants to report. How can this be considered an unbiased report?

5. MMM Group was going to participate in a teleconference with MMAH staff in Kingston to discuss the review of the Official Plan sometime after June 18, 2015.

- I. Did this teleconference take place?

- II. What was the result of this teleconference? Please share the results of this teleconference specifically any suggestions or recommendations that MMAH made at this teleconference or upon further communication with MMAH.

City of Brockville  
Employment Lands

**April 5, 2017  
Public Open House  
Comment Sheet**



Further to the discussion this evening, do you have any comments or issues regarding the proposed Secondary Plan?

Transfer study recommendations Not understandable  
 Stewart Blvd. goes East-West (Heading about 180°)  
 So described turn lane makes no sense  
 Perhaps Engineer can use description of  
 what turn lane is from + to. or perhaps  
 they should acquire a compass  
 Diagrams would help also be better  
 if they connect righter one what  
 way is North!

Please provide your name, address, postal code, and email (if available) so that we can notify you of upcoming events:

Alex Patterson	[Redacted]	[Redacted]
[Redacted]		
[Redacted]		
[Redacted]		

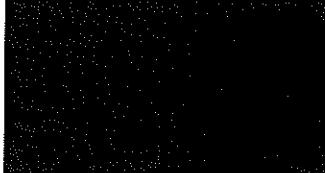
Please complete and place in the box provided, or send to:

Jonathan Faurschou, MCIP, RPP  
 Planner I  
 jfaurschou@brockville.com  
 (613) 342-8772, ext. 4449

April 19, 2017

Questions for the City of Brockville, submitted to Jonathan Faurschou by email:  
jfaurschou@brockville.com

From Patti Whyte



Dear Mr. Faurschou,

As advised at the City's "open house" meeting of April 5<sup>th</sup>, please find below my questions in writing, with regard to the proposed employment lands development, zoning by-law amendments, official plan, new secondary plan.

To set the tone for some of my inquiries, I wish to advise you, for the public record, that I contacted the City of Brockville Planning Department in September 2014 PRIOR to purchasing my home [REDACTED] to ask about the status of the land [REDACTED]. I was ASSURED by the Planning Department of this City that these lands [REDACTED] were identified in the Official Plan as not to be considered for development until AT LEAST 2031 at the earliest, and even then unlikely. Neighbours and realtors were not aware of the City's plans to change this status. Know that I would not have purchased this home had I been advised otherwise – and now must seek mitigation of possible (probable) impacts because of the City of Brockville's lack of transparency.

#### Question #1 – Mitigation of Impacts

Since learning of the proposed industrial development, citizens of Brockville have been seeking assurance from the City that safeguards will be in place in any considerations for proposed industrial development, including for the safety of well water supply and septic systems, as well as other environmental concerns such as noise, light pollution, septic issues, noxious chemicals, endangered and species at risk, etc.

As one [REDACTED] by any such development, the safety, quality and quantity of my water supply as well as the integrity of my well structure and septic system are huge concerns.

An answer to the following questions is required and requested before any development, blasting, roadwork etc. proceeds, so that residents can protect themselves and ensure appropriate consideration and documentation, that the City might require as proof, should there be negative impact.

- i. What will be the City's role in ensuring the safety of my well water supply should it be impacted during any phase of the development of these lands? i.e. who will be responsible for ensuring the safety of my well water supply during any and all phases of development of the lands such as the City is proposing? (from infrastructure, road work, construction, blasting, dust / debris impact, through the actual construction phase of specific industry/business, through to whatever actual business/industry is permitted to operate on the lands as per City decisions.)

- ii. What specific mitigations will the City offer should there be impact on structure of my well (and septic) and/or quantity/quality of my well water? (For example, pay for a new well, or to replace casings, ruptured pipes, etc.; replace with city water supply at no cost, provide bottled water and well testing during phase until long-term impact can be determined, etc.)
- iii. What will the City consider to be 'impact' and what will the City require as proof of 'impact'?

#### **Question #2 - "Residual Residences"**

The City recently shared secondary plan and zoning by-law amendments which indicate the intention to bring "residual residences" into the urban reserve zoning designation. Could you please provide the following information:

- i. How many residual residences are there?
- ii. Where are they?
- iii. How have people been notified?
- iv. What might the impacts of rezoning be on these residents/residences, in the short-term and the longer-term?

#### **Question #3 – Stewart Boulevard Road Widening**

Mr. Bender, in a conversation with the Veenstra's, stated that Mr. Veenstra (Sr.?) has been awarded a City contract for road widening of Stewart Boulevard.

- i. Where on Stewart Blvd. specifically will this road work take place?
- ii. What specifically will this work entail?
- iii. How will residents/businesses that currently exist along the frontage be impacted?
- iv. Have any residents or businesses that might be impacted been notified?
- v. What are the planned dates for commencing, and for completing the work?
- vi. Was the contract tendered?
- vii. What is the value of the contract?

#### **Question #4 – Traffic Study**

##### **Part A: Dated and Flawed**

The traffic study is dated and flawed - the data relates to the road running in an incorrect direction and is dated 2012. The Highway 29 corridor traffic has increased visibly since I moved into my home [REDACTED], and many Brockville residents comment upon how busy Hwy 29 has become as they travel into and out of this City. It is also difficult to exit and enter Victoria Road onto Stewart Boulevard. I am repeatedly passed by both cars and transports while waiting to turn from Stewart onto Victoria – in either direction – they do not stop, do not slow down and there is no passing lane. Walking the road is often impacted by drivers travelling well above the posted speed limit of 40 km/hr taking Victoria Rd. as a 'short cut' through to Lyn.

- i. What is the rationale that this 2012 study is sufficient for decision making purposes with regard to the needs of Brockville and traffic along the Stewart Boulevard to the 401 corridor in 2017, particularly given the fact that traffic is bound to increase with proposed development?

- ii. Does the City plan to undertake a more current traffic study, using current data to better determine the needs should the proposed industrial development come to fruition? If yes, what will this involve? If no, why not?
- iii. The impact of increased traffic will go beyond the proposed Laurier Blvd. entrance to and from the 401. How does the City intend to ensure the safety of those living on Victoria Road when it becomes even more dangerous turning onto this road? Road Widening to provide a designated passing lane? Traffic lights? Please advise regarding planned mitigation.

#### **Part B: Studies regarding Impact of Transport Traffic**

The City continues to propose the possibility of a transportation warehouse/ transfer station (such as the Giant Tiger facility in Johnstown) on the 'proposed industrial development' lands.

- i. In preparing for the likelihood of such use, given such a business were to be permitted, has the City undertaken studies on the impact to residents of Brockville due specifically to the anticipated numbers of transports and long combination vehicle transports that will be travelling into and out of the City to the 'proposed industrial development'?
- ii. Has the City undertaken any comparative studies (with other City's with similar transportation warehouses/businesses, including those entering and exiting our existing north end industrial 'parks') to estimate what the #'s of vehicles would likely be and applied this information to a study of anticipated traffic patterns in and out of our City on and off the 401 as well as through Hwy 29?

To these questions above;

If yes, please share the data/studies/considerations.

If no, please provide your rationale and comments about how the City can move forward with appropriate decisions about the types of industry / business to be permitted or the necessary infrastructure and traffic controls that will be needed, keeping public safety at the forefront of its considerations.

#### **Part C - Public Safety**

The incidence of transport truck mishaps, spills and accidents is a growing reality. It is recognized that the corridor from Kingston through to Prescott / Johnstown has seen numerous accidents involving transports over recent years as the transport traffic increases.

- i. Does the City have an **updated** Emergency Plan in place for dealing with the increased likelihood of accident, mishap / chemical spills etc. within or near the City limits?
- ii. The City of Brockville has seen a transport truck flip over onto its side as it exited the 401 into our City. This transport could very well have been moving dangerous chemicals and the impact could have been great. How does the City intend to address the real safety risks to residents should a new industrial corridor attract the transport trucks that are moving dangerous goods? (such as was recently the case on the 401 near Mallorytown with a toxic spill requiring environmental remediation and impacting many people.)

- iii. Has the City considered the resulting impact on air quality and safety to residents of Brockville through large industrial use and/or increased transportation traffic? (Studies reflect that increased fumes from increased transport truck traffic impact health.)
- iv. Has the City developed any criteria for determining, approving, and/or limiting the types of cargo that will be permitted to travel into and out of Brockville and/or be stored in the location of this 'proposed industrial development' to minimize risk to residents should a transportation warehouse (or other industry) be permitted? (i.e. toxic chemicals)

#### **Question #5 - Golden Winged Warbler and Habitat Designation Status**

The City purchased approximately 40 acres of land that was designated as habitat for the Golden Winged Warbler which was restricted from any development due to a pre-existing lease between the landowner and the Solar Farm to provide habitat for this species at risk, identified during construction of the solar farm. This warbler must be protected and provided with suitable habitat of appropriate size.

The City initially advertised in the Recorder and Times that they were legally moving to expropriate the land, and then somehow were apparently able to purchase it without expropriation, and also somehow managed to remove the 25 year habitat lease and its restrictions from the land. The Solar Farm had to find other land for the warbler, subsequently entering into a new lease, now directly with the City of Brockville, within the area of the proposed industrial park development.

- i. What steps did the City need to take to remove the original habitat lease?
- ii. How were the new lands that the City is leasing to the Solar Farm selected, who has ensured they are suitable and appropriate to the species' survival and what were the criteria used?
- iii. Has the new habitat been formally registered or designated (i.e. through MOECC, MNR) by either the solar farm or the City?
- iv. What are the plans to ensure the warblers' movement to the new habitat is successful and who is responsible for this?
- v. What are the plans to mitigate impacts from surrounding (proposed) industrial development on the species and their proposed new habitat?
- vi. What are the plans for monitoring this, both in the short term and the long term, and who is responsible for this?

#### **Question #6: Criteria for Selecting Industry/Businesses for Brockville**

Any industry at any cost, without consideration and mitigation of impact, whether on a few or on many, is not acceptable.

- i. What criteria will the City of Brockville use to ensure that businesses or industries that might express interest in Brockville are suitable to the location and residents of Brockville?
- ii. What guidelines are in place upon which to base your decisions about what is, or is not acceptable for Brockville?

#### **Question #7: Using/Promoting Available Serviced Land?**

Drive around Brockville, in particular the areas of existing business parks, as well as Central Avenue West, and you will see many signs of land available, or empty storefronts available, for lease or purchase, serviced and unserviced, large parcels and small, owned by the City or privately. It is difficult to determine from the City's website how much land is actually available in Brockville, as the maps are old and there is a disclaimer indicating the information may not be accurate.

- i. How much serviced industrial land is presently available in Brockville overall? And land zoned business/commercial? (Please offer a breakdown based on location and size, largest to smallest of those 5 acres or more).
- ii. How much unserviced industrial land is presently available in Brockville overall? And land zoned business/commercial? (Please offer a breakdown based on location and size, largest to smallest of those 3 acres or more).
- iii. Is Central Avenue West land (previously proposed as location for asphalt plant) still considered as available industrial lands? If yes, how much land is there? If not, why not?
- iv. The old Black & Decker building on Central Avenue West is also available - advertising for a business to lease it. Is this being considered as a location for industrial use and if not, why not?
- v. Is the City of Brockville working with Elizabethtown to bring business to a large parcel of land already appropriately zoned and available, as referenced on City Website as exceeding 100 Acres, with 20 acres owned by the City and the remainder by Elizabethtown, and if so, what is specifically being undertaken? If not, why not?
- vi. What is the City of Brockville doing to bring business and industry to the vacant lands and empty storefronts and warehouses that are already available in our City, whether owned by the City or privately? What is the total number of vacant buildings, storefronts, warehouses and other business/industrial spaces in Brockville?

#### **Question #8 - Closing Question and Remarks:**

Why is the City of Brockville pushing to rezone and develop a new industrial area in Brockville, with the intent to bring the large industrial player or players, when this area is not suitable for such large-scale development? It is surrounded by residences, has a closed landfill, is impacted by environmentally protected lands, endangered species, and species at risk, and travel would be through a high traffic corridor. Additionally, any development of this land and necessary infrastructure will continue to be at a huge cost to Brockville taxpayers.

The north end industrial parks were well planned and designed – with access to the 401 and with large greenspaces, (including the memorial park fields) and smaller business ‘buffers’ between industry / warehouses and residential areas, serving to minimize impacts such as traffic, noise, light pollution, species at risk, etc.

A large industry or business development as proposed for the northwest quadrant of Brockville is NOT suitable nor has this undertaking been well planned. The impacts that industrial zoning and development will be sure to have on residences (as well as the nearby environmentally protected lands) will still require mitigation (well water quality and quantity, safety, dust, light, noise, air

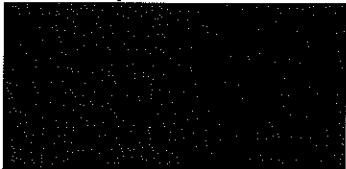
pollution, traffic, green space/buffers/fencing/landscaping, etc.) The impacts on residents travelling along Stewart Blvd. both to and from work as well as into and out of Brockville will also become a greater challenge.

This proposed industrial development is NOT reflective of the vision of Brockville expressed by residents during the development of the City's Official Plan. At what point do the Citizens of Brockville have a real voice, through true consultation and collaboration such as was undertaken in developing the Official Plan? Taxpayers' dollars would be better spent focussing efforts on bringing additional small vibrant businesses more suited to our community to this area and filling existing vacant spaces with those most likely to spark interest in future growth -- entrepreneurs would add to the culture -- and economy -- of Brockville far more than an industrial giant.

Thank you for the opportunity to respond, and for your consideration.

Sincerely,

Patti Whyte



## **Jon Faurschou**

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**From:** Jon Faurschou  
**Sent:** Thursday, April 13, 2017 4:51 PM  
**To:** [REDACTED]  
**Cc:** David Dick  
**Subject:** RE: wo Concerns - Advertising and Signage related to public meetings and Amendments to Official Plan / Zoning Bylaw / New Secondary Plan

Good Afternoon Ms. Whyte,

Thank you for your opinion on the steps taken in regard to providing Notification for the upcoming Statutory Public Meeting under the Planning Act, as it pertains to the Brockville Employment Lands.

Notification is legislated under Ontario Regulation 543/06 for Official Plan Amendment (<https://www.ontario.ca/laws/regulation/060543>) and under Ontario Regulation 545/06 for Zoning By-laws (<https://www.ontario.ca/laws/regulation/060543>) under the Planning Act, an excerpt is provided below:

*"(3) Notice shall be given in the manner described in the following subsections of this section:*

1. Subsection (4) or (7).
2. Subsection (8).
3. Subsection (9).
4. Subsection (11) or (12). O. Reg. 543/06, s. 3 (3)."

*"(4) Notice shall be given,*

*(a) by personal service or ordinary mail, to every owner of land within 120 metres of the subject land, subject to subsections (5) and (6); and*

*(b) by posting a notice, clearly visible and legible from a public highway or other place to which the public has access, at every separately assessed property within the subject land or, if posting on the property is impractical, at a nearby location chosen by the clerk of the municipality or the secretary-treasurer of the planning board. O. Reg. 543/06, s. 3 (4)."*

Letters were sent to every owner of land within 120 metres of the subject land.

E-mails were sent when no address was provided.

Letters were hand delivered when no e-mail was provided.

Five standard signs have been erected on streets as follows:

- Victoria Avenue (1);
- Chelsea Street (1);
- Laurier Boulevard (1); and
- Parkedale Avenue (2).

*"(7) Notice shall be given by publishing a notice in a newspaper that, in the opinion of the clerk of the municipality or the secretary-treasurer of the planning board, is of sufficiently general circulation in the area to which the proposed official plan or plan amendment would apply that it would give the public reasonable notice of the public meeting or open house, as the case may be. O. Reg. 543/06, s. 3 (7)."*

Notice was placed in the Recorder and Times Newspaper on Thursday 06 April 2017.

The Planning Department has issued notice in accordance with Subsection 4) ~~and~~ 7) in an effort to reach a larger audience.

*"(8) Every person and public body that has given the clerk of the municipality or the secretary-treasurer of the planning board a written request for a notice to which this section applies (including the person's or public body's address, fax number or email address) shall be given notice by personal service, ordinary mail, fax or email. O. Reg. 543/06, s. 3 (8); O. Reg. 180/16, s. 1 (2)."*

Notice was sent as per Clause 8.

*"(9) Notice shall be given, by personal service, ordinary mail, fax or email, to all the following persons and public bodies, except those who have notified the clerk of the municipality or the secretary-treasurer of the planning board that they do not wish to receive notice: "*

Notice was sent as per Clause 9.

In addition:

- An announcement was made and discussed briefly at the Open House held on 05 April 2017.
- A poster has been placed on the Front window of City Hall and at the entrance to the Planning Department offices.
- Notice has been posted on the City website as follows: <http://www.brockville.com/index.cfm?ID=987>
- Notice has been requested to be posted on the City website in the "News" section.

The matter of additional notification has been discussed with the Acting Director of Planning, Mr. David Dick. No additional advertising is contemplated as the requirements under the Planning Act have been met and exceeded.

Jonathan

*J. Faurschou, MCIP, RPP*

Planner I (Senior)  
City of Brockville  
P.O. Box 5000  
Brockville, Ontario  
K6V 7A5  
Fax (613) 498-2793  
Tel (613) 342-8772, ext 4449

**From:** Patti [REDACTED]  
**Sent:** Monday, April 10, 2017 8:15 PM  
**To:** Jon Faurschou; Andrew McGinnis  
**Cc:** Lorraine Bagnell  
**Subject:** wo Concerns - Advertising and Signage related to public meetings and Amendments to Official Plan / Zoning Bylaw / New Secondary Plan

April 10, 2017

Dear Mr. Faurschou,

Re: Posted Notice Signs re Proposed Amendments to the Official Plan and Zoning By-Law 050-2014 and a New Secondary Plan

**For the Public Record -**

**1. Meeting Notifications are NOT Sufficient:**

Following the "public" open house of April 5, 2017 - the notice of such having received one public advertisement in the local Recorder and Times on March 9, 2017, none on local radio - and further, the notice about an important "Statutory Public Meeting" of May 2nd, again only advertised in the local newspaper on April 6, 2017, which you stated would be the only advertisement notifying residents of Brockville of this important meeting - I am writing to express my concerns that, in doing the bare, legal minimum to notify residents of Brockville, the City of Brockville is doing its residents great disservice. As a community member expressed to me long ago, and I quote, "Not everyone takes the paper."

You indicated at the April 5 open house that the City also posts the notice on its website and on its door. I don't know many Brockville residents who believe the City would not be more vocal should a meeting be important to residents, nor would the general public go looking for such unknown meetings. I don't believe the City of Brockville is doing enough to be considered transparent about its business, to seek input, or to inform Brockville residents.

The development of the Official Plan of 2012 was a lengthy process - this, too, should be a process that involves Brockville residents should there be a 'redesign' of the vision for Brockville that was part and parcel of the 2012 Official Plan. The City owes it to the residents of Brockville do to better - and do more - in this regard.

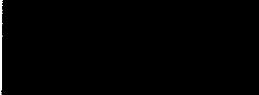
**2. Placement of Signs re Zoning Bylaw Amendment**

Mr. Faurschou, these too, are not sufficient. Residents of Victoria Road do not see the sign that faces the street, as it cannot be seen while travelling in either direction, unless one were to look sideways...and it certainly can't be seen from Stewart Boulevard. A second sign, placed at the dead end of Laurier Blvd beside Home Hardware can barely be seen from the intersection. Further, there is NO SIGN indicating that any lands beside Home Hardware or in the general area of the proposed business park are under review with regard to zoning. Yes, perhaps this is because Mr. Walker owns the land directly on the road frontage; I can't speak for the City. However, I propose it is time to ensure a billboard is erected on the site so that those who travel this route on a daily basis are made aware of the City's plans for proposed by-law amendments that are certain to impact them.

I am requesting further action by the City with respect to the above, and appreciate your prompt response to my concerns, given that the City's meeting is May 2nd, and the timeline to respond to the advertisement should one wish to do so but be unable to attend the meeting, of April 21st is tight - and fast approaching.

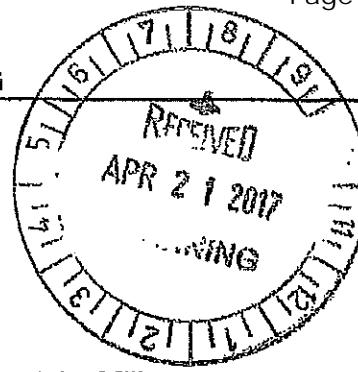
Sincerely,

Patti Whyte



**SUBMISSION to PUBLIC MEETING**

2017-04-21

**SUBMISSION to PUBLIC MEETING [ May 2, 2017 ]**

**re. PROPOSED AMENDMENTS TO THE OFFICIAL PLAN and  
a NEW SECONDARY PLAN for the "EMPLOYMENT LANDS"**

by: Robert A. Millar, B.Sc., P.Eng. (ret.), CITE

**PURPOSE of this SUBMISSION:**

- To review and comment on the "Traffic Impact Study" (and the related "Technical Memorandum Respecting Highway 401 and Stewart Blvd. Interchange") of the Proposed Amendments to the Official Plan.
- To recommend immediate and short term actions based on the above review.

**RECOMMENDATIONS:**

1. This Official Plan Amendment process be delayed until a more visionary look at all aspects of Transportation is completed. It is, after all, a part of the total City's Official Plan that sets directions into a long range future (2031/2035) and not a 'quick-fix' for a hastily defined need.
  - a. Stewart Blvd. is more than just the immediate traffic volumes at signalized intersections based on 5 year old data and very approximate assumptions.
  - b. Other modes of Transportation should be analyzed in more depth:
    - i. Opportunities for encouraging Transit use';
    - ii. Accommodating Commercial Vehicles;
  - c. If "Large Commercial Vehicle" (LCV – i.e. double trailer units) are a serious consideration, their impacts on Stewart Blvd. deserve much more study.
2. A complete, City-wide, Transportation Plan (as MANDATED by the 2011 Official Plan) is a priority before any Traffic Analysis in any specific area of Brockville can be complete.
3. The above notwithstanding, there are infrastructure projects that could be initiated immediately by the City, in preparation for any future traffic needs in the study area:
  - a. Establish a construction program to eventually provide a continuous left turn lane on Stewart Blvd. through the study area (with or without widening), to reduce conflicts when accessing adjacent properties;
  - b. Plan for more interior road connections in the development area, to reduce the need for closely spaced signalized intersections on Stewart Blvd., to facilitate traffic flow in, and access to, the area, and to encourage more use of Transit.

## SUBMISSION to PUBLIC MEETING

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### Rationale:

BT Engineering can be congratulated on their work in generating the impacts of large scale warehousing on the signalized intersections up Stewart Blvd. This may be what was asked of this consultant, but the result is far from a complete analysis of the traffic impacts on that arterial road through to the horizon year of 2035. Several points must be considered:

c. Stewart Blvd. is more than the signalized intersections:

- i. Both sides of this arterial through the "study area" are lined with residential, commercial and retail lots, each with one or more entrance / exits to the properties. Turn movements in and out of these lots, plus any line ups behind the signals, might well cause safety issues or at least possible congestion at certain times.
- ii. Additional signalizing intersections are proposed – effectively one at each road into the 3 Phases of development.
  - (a) The spacing of that many, adding to the close spacing of existing signals on the same road, is not appropriate for an "arterial road", which is intended mainly to expedite through traffic.
  - (b) Too many signals, too close together are difficult to 'coordinate' their timings to allow a continuous flow of vehicles. This leads to congestion, stop & go traffic, and delays, which then lead to frustrated drivers who are inherently unsafe.
- iii. It is proposed that new "left-turn" lanes be provide at certain intersections.
  - (a) Given the spacing of intersections, these left turn lanes on Stewart Blvd. may end up 'joining together' to effectively produce a continuous left-turn lane all the way up Stewart Blvd.
- iv. Planning for more interior road connections in the development area, and making a continuous left turn lane a design standard for Stewart Blvd. would eliminate many of these issues – maybe even eliminating the need for one of the new signals in the process.

d. The traffic volumes generated, and conclusions drawn, are necessarily based on some assumptions:

- i. Existing traffic demands in the study area were obtained from weekday traffic counts recorded by the City of Brockville during the spring and summer of **2012**. It was assumed that these counts would closely reflect the existing traffic operations." (Section 2.2 of BT Engineering's report).
  - (a) Anecdotal comments, including concerns by Police of increasing accident rates at Parkdale Ave. / Stewart Blvd. intersection, question the validity of this assumption.
- ii. The "Trip Generation" factors used to estimate the new traffic volumes was assumed to be an "average" taken from several "text book" estimates AND it was assumed that only warehouse type facilities would be built on the land.

## SUBMISSION to PUBLIC MEETING

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- (a) What are the chances that another Giant Tiger sized warehouse will be the only next proposal.??
  - iii. To be complete, the volumes generated must also include the traffic generated by the rest of the City as other growth happens over the same time span.
    - (a) This of course can not be done, since the City has never completed a City wide Transportation Plan, as MANDATED by the 2011 Official Plan.
    - (b) Thus the traffic analysis provided assumes that all 3 Phases of the "Employment Lands" happed instantaneously in 2012.
  - iv. A 'range' of impacts, not based on physical size, but on the expected number of employees and activity associated with the development, would be more appropriate for decision making.
- e. The other modes of transport are not given enough consideration:
- i. How could Transit play a larger role in servicing this area.?
    - (a) Is 30 min. service between 6:45 am and 6:15 pm, the 60 min. service until 11:00 pm going to be adequate.??
    - (b) How much of the land is within acceptable walking distance to the bus routes?
  - ii. Commercial Vehicles of all types and sizes will be a large component of the traffic generated by the envisioned land uses of this area:
    - (a) Their relative volumes and impacts on the study area are not discussed at all.
    - (b) Appendix D2 is a report on "Large Commercial Vehicles" (LCV – i.e. double trailer units)
      - 1) This only looked at one specific design factor (turning radius), in one specific area (401 / Stewart Blvd. interchange);
      - 2) If LCVs are a serious consideration, their impacts on Stewart Blvd. will be significant and deserve much more study. [ In terms of: left turns at other locations, signal timings, road capacity, their length (of 36.6 m = 120') blocking full intersections &/or multiple intersections creating "grid-lock", along with issues of how the Transport Industry needs to setup their operations to uncouple and distribute multiple trailers. ]

*Robert A. Miller  
Brockville*



## **Jon Faurschou**

**From:** anneclapperton [REDACTED]  
**Sent:** Friday, April 21, 2017 2:18 PM  
**To:** Jon Faurschou; Andrew McGinnis  
**Subject:** Secondary Plan and Rezoning Questions for the Record  
  
**Importance:** High

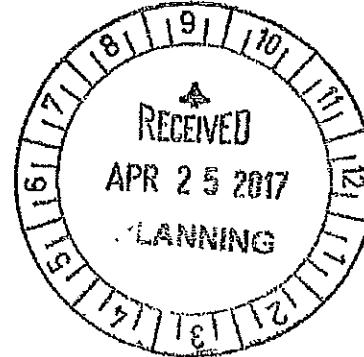
Following the April 5th, 2017 Open House, here are some questions to be put on record and for which I am seeking specific answers.

1. In the Financial Analysis, it was recommended that the City source the necessary funds for developing the land for purchasing from property taxes and user fees. Does this mean that the home owners of Brockville are going to bear the financial burden of developing this property?
2. Should the rezoning bylaw pass, what then is the process for public consultation? Will the public or at least nearby residential properties be notified and consulted before the land is sold to any developer? If not required by law, statute or regulation, will City Council undertake to make sure we are informed before the final purchase/lease of any of these lands.
3. At the Open House, several times there was reference to the immediate need for 20 hectares. This suggests that there is/are potential buyers. Who and/or specifically what type of business are these "knocks on the door" coming from?
4. At the December 13, 2016 City Council meeting, the official minutes state that it was decided "THAT the documents be provided to the Ministry of Municipal Affairs for review". Have these documents (draft secondary plan and proposed rezoning bylaw) now been set to MMA for comment and review. Has the City received a response? And if so, what are the specific comments and recommendations?
5. Before rezoning and after rezoning, the City needs to submit various reports to various Ministries for review. Which Ministries recommendations are binding and which are not, i.e. just suggested recommendations? Is there a difference between before and after rezoning? If so, specifically what is it?
6. Is the City still going forth with a request to the Province to have the land certified as "shovel ready". I am not sure of the exact terminology but you know what I mean. Has the City submitted such an application? Will the City make this application available and when? If submitted, has any response been received and if so exactly what? Can you please provide me with exactly what information is required for such certification?
7. The Citizens for Progress with Hardship (CPH) has previously and recently resubmitted its list of concerns. Will you please respond to each and every one of these issues specifically.

Thanking you in advance and looking forward to your response. Can you please confirm receipt of this email and inclusion for May 2nd, 2017 EDP meeting.

Anne Clapperton, CPH Secretary

City of Brockville  
Employment Lands



**April 5, 2017  
Public Open House  
Comment Sheet**

Further to the discussion this evening, do you have any comments or issues regarding the proposed Secondary Plan?

Yes! With the knowledge of the studies done, why on earth would the council proceed with any further plans for development?

Why was there such a rush, and no public discussions?

Why would city council allow Dave Paul to change the date on a legal document? Originally Dave gave me until October 31<sup>st</sup> to vacate, then suddenly change the date and only allow me two months to find a new home to purchase. It's a good thing I had an excellent Realtor!

Do any of you have a conscience? With the knowledge of the studies, why was there not a public meeting prior to this "fistful that is happening now?"

Prior to the "friendly expropriation" Why did Dave Paul not do more background checks on that strip of land??

Please provide your name, address, postal code, and email (if available) so that we can notify you of upcoming events:

Mrs. R. Mitchell

[REDACTED]

Why was it ok to "squander tax payers money" on land that the city can't use now, but you couldn't give me enough to purchase a

home in Brockville so I would continue to be a Brockville tax payer.

Please complete and place in the box provided, or send to:

Jonathan Faurschou, MCIP, RPP  
Planner I  
jfaurschou@brockville.com  
(613) 342-8772, ext. 4449

## **Jon Faurschou**

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**From:** Garth McGill [REDACTED]  
**Sent:** Monday, April 10, 2017 7:53 PM  
**To:** Jon Faurschou  
**Subject:** Financial Statements

Hi Jonathon, this is an enlargement on one of my questions from the Open House meeting April 5, 2017.

**RE: Additional Financial Impact spread sheets.**

The industrial park project is described as 130 acres purchased by the city plus another 14 acres of city owned land presently under application to be severed from the closed landfill site for a total of 144 acres. Including the lagoon area the MMM Group describes the industrial park total including the lagoon area as phase 1 as 49.4 acres, phase 2 as 39.5 acres (includes 14 acres lagoon area) and phase 3 as 8.6 acres, for a total of 97.5 acres. The reduction in size is as result of reclassification of wetlands and habitat or 46.5 acres now designated as park land.

I believe two additional 25 year projections need to be completed in addition to the ones included in the 2016 MMM Secondary Plan. One cash flow should be done on the assumptions listed below and the other should be a break even analysis, also on the assumptions listed below. Both projections should be footnoted that the 14 acres lagoon area is subject to severance approval from MOEE.

**Expenditures**

1. – Should be inclusive of all construction costs of all 3 phases. The MMM Fiscal Impact cash flow tables show only phase 1 and 2. The similar construction costs of roadway, water main, sanitary sewers, storm water and transportation similar should be included for phase 3. If phase 3 is not planned to be developed in the 25 year period, then the servicing costs should be excluded. Likewise if it is to be developed in the 25 year time frame, the servicing costs should be included in the financial impact.
2. – Detailed Development charges should include:
  - All Golder Associates consulting fees for all lagoon reports, D-4 landfill buffer amendments, and ECA amendment fees for lagoons.
  - Legal fees pertaining to the purchase of the 5 properties for the industrial park, including expropriation fees.
  - All consultant fees for the preparation of the Secondary plan, including Golder Associates, all MMM Group fees connected to the industrial park including the ELR report, BTE Engineering (2 reports), stage 1 & 2 Archaeology reports, the Woodland Dynamics Scoped environmental Impact Assessment and any other consultant fee or legal fees not afore mentioned.
  - Internal roads construction complete with curbing, signage and lighting, carrying cost of land investment, commissions for land sales.
  - Initial costs and yearly costs thereafter for replacing Significant Wildlife Habitat of 37 acres either in landfill rehabbing or leasing costs of similar habitat.
  - Compensation costs for the endangered butternut trees.
  - Cost of storm water management systems.
  - The costs of preparing stage 1 and 2 Environmental Assessments.

**Revenues**

**Jon Faurschou**

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**From:** Garth McGill [REDACTED]  
**Sent:** Monday, April 10, 2017 7:51 PM  
**To:** Jon Faurschou  
**Subject:** Incurred expenses

Hi Jonathon,

Question: RE, Industrial Park Expenses other than property purchases.

I would like to have a total of all related expenses since 2012 to date of the following:

- All Golder Associates consulting fees for all lagoon reports, D-4 landfill buffer amendments, and ECA amendment & MOEE fees for lagoons separation.
- Legal fees pertaining to the purchase of the 5 properties for the industrial park, including expropriation legal fees and any surveying costs.
- All consultant fees for the preparation of the Secondary plan:
- Golder Associates EIS study
- All MMM Group consulting fees connected to the industrial park including the ELR report,
- BTE Engineering (2 reports),
- Stage 1 & 2 Archaeology reports,
- The Woodland Dynamics Scoped environmental impact Assessment and
- Any other consultant fee(s) or legal fees not afore mentioned.

Regards, Garth McGill

**Jon Faurschou**

**From:** Garth McGill [REDACTED]  
**Sent:** Monday, April 24, 2017 8:22 AM  
**To:** Jon Faurschou  
**Subject:** Servicing



Hi Jonathon,

On page 101 of 480 in the MMM Secondary Report, last point:

"Municipal servicing is available adjacent to the scoped study" would seem to me to be inaccurate. The water distribution map "Exhibit 7" shows Parkedale Ave existing water main terminating just west of Stewart. The statement is however correct for phase 1 & 2 as the water main terminus is the end of Laurier Blvd. I am not clear on how servicing of phase 3 will occur.

My question is: Will the city set the record correct regarding the water availability for the scoped study area in the MMM report and detail how phase 3 will be serviced?

Regards, Garth McGill

April 24, 2017

## **Jon Faurschou**

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**From:** Garth McGill [REDACTED]  
**Sent:** Monday, April 24, 2017 10:11 AM  
**To:** Jon Faurschou  
**Subject:** Parkedale Ave  
**Attachments:** Hydro Pole.jpg

Hi Jonathon, it seems there are items included in the MMM Secondary Report that did not get updated after the reclassification of the undevelopable lands where taken out of the scoped study. Some parts seem updated but not others. Surely \$100k should demand a higher level of accuracy! Here is another example:

*"Minimal upgrades are necessary to accommodate employment uses in the scoped study area and the existing transportation network will be utilized. Access will be provided from Stewart Boulevard, which have the appropriate design configuration and available capacity to accommodate the additional employment development".*

This would lead the reader to believe all the phases of the industrial park will be accessed from Stewart Blvd, when in fact the updated traffic study states "*A westbound left turn lane be constructed on Parkedale Avenue at the proposed entrance to Phase 4 of the development*" I believe this entrance is to service Phases 3, 4 & 5.

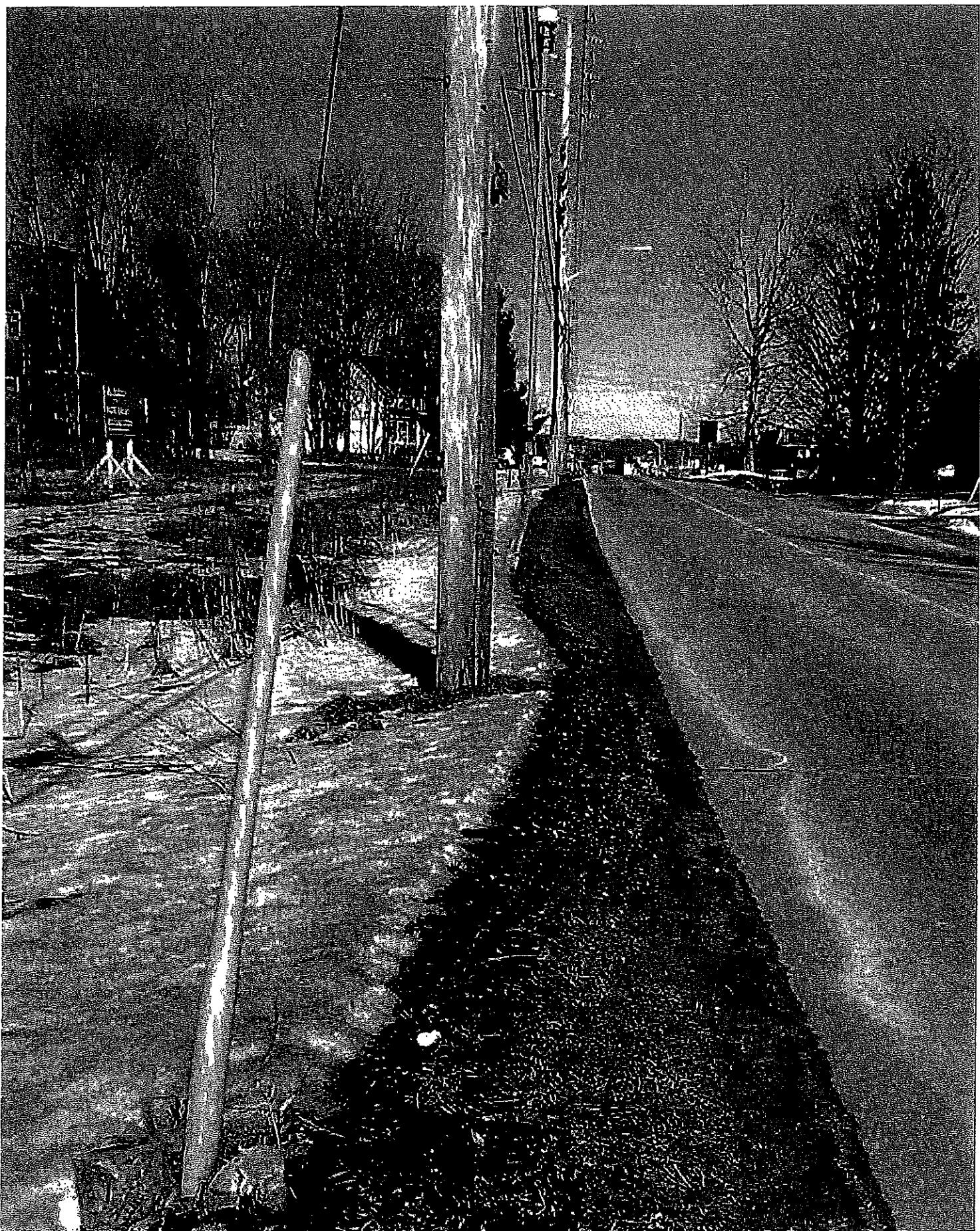
The attached photo illustrates the present dangers of pedestrian and cycling public on Parkedale, who have to enter into the traffic lane to pass the hydro poles. On the day of the photo the available shoulder was about 18 inches. Parkedale Ave without any upgrades would change from the dangerous status to very dangerous status! Putting additional heavy truck traffic on Parkedale Ave west compounds an already bad situation.

Frankly, Jonathon the Draft Secondary Report deserves a re-write to bring all items into sync. There are cases of differing land amounts between the two BTE Engineering Reports and the MMM report. As well BTS reports Parkedale Ave east/west with sidewalks on both sides, which is correct up to Kent Blvd, but is incorrect west of Kent Blvd. As the picture shows no sidewalks on Parkedale Ave west.

My question is" will the City commit to a re-write or at least an errors and corrections addendum of the MMM Secondary report?

Regards, Garth McGill

April 24, 2017



The Citizens for Progress without Hardship (CPH) have released their concerns and submitted to the City of Brockville officials on February 25, 2016. The CPH is hoping this list will serve as a foundation for discussions as the project moves forward. Well water quality and quantity and natural resources top the list.



	<b>City Concerns (Presented to CPH on Sept 9, 2015)</b>	<b>CPH Comments</b>	<b>CPH Concerns (Feb 8, 2016)</b>
1	Environment	<p>Well water quantity/quality and structural integrity vulnerable from Business Park during construction and following years.</p> <p>Residential septic systems vulnerability from blasting during construction</p> <p>Natural Resources           <ul style="list-style-type: none"> <li>• Significant Woodlands in Business Park</li> <li>• CRCA watershed set backs</li> </ul> </p> <p>Residential foundations and interior plaster damages from blasting. Some houses may be sitting on same rock being blasted or close to it.</p> <p>Environmental Stewardship</p>	<p>1.1- Hydrological impact study on local wells from potential loss of aquifers.</p> <p>1.2- Should studies indicate major impact, municipal water supply should be considered.</p> <p>1.3- Comprehensive Well Protection Policy, including replacement in case of well failure, including semi-annual water level monitoring.</p> <p>1.4- Residential well survey to verify well locations, depths, water levels to establish pre-construction conditions.</p> <p>1.5- Well replacement policy from blasting vibration damages.</p> <p>1.6- Should impact occur to a well, ongoing temporary supply to be provided.</p> <p>1.7- Potential septic impact study from blasting and construction from adjacent business park.</p> <p>1.8- Independent septic systems assessments prior to construction.</p> <p>1.9- Septic system replacement policy.</p> <p>1.10- City of Brockville subject to same OP standards.(See Addendum, items 3 &amp; 4)</p> <p>1.11- Proponent funded peer EIS on Business Park and adjacent lands.</p> <p>1.12- Respect OP-3.6.7, Items 4/5/6-Environmental Impact Study and Policies. (See Addendum #5)</p> <p>1.13- CRCA 30 metre set back screening area per OP Schedule 3, plus other wetland setbacks as identified and submitted to CRCA.</p> <p>1.14- Pre-blast survey's completed on all adjacent residences with private wells and septic.</p> <p>1.15- Visual inspection of foundations prior to any blasting.</p> <p>1.16- Follow safe blasting procedures, monitor and record vibrations at pre assigned locations.</p> <p>1.17- Follow all blasting rules and city by-laws.</p> <p>1.18- Predetermine blasting damages limits and liability.</p> <p>1.19- Homeowner involvement</p> <p>1.20- Respect OP 4.3.3, Sec, 4 iii. Neighbourhood commercial Uses within the neighbourhood Area. (See Addendum)</p> <p>1.21- Responsible environmental stewardship of lands, endangered/threatened species and old growth forests.</p>
2	Stormwater Management	<p>Stormwater management design is critical for residents with wells as it must manage flood control runoff, preserve wetlands integrity and prevent aquifer pollution from, i.e. road salt/ parking lot contamination.</p> <p>Shallow soils and rock outcroppings in Business Park may restrict construction of stormwater ponds.</p>	<p>2.1- Meet/exceed CRCA requirements' for flood control and wetlands reserve.</p> <p>2.2- Meet/exceeds Ministry planning and design criteria.</p> <p>2.3- Hydrogeological studies required including test wells to better understand groundwater movement in proposed business park and its relationship to local residential wells.</p> <p>2.4- Risk assessment of storm water management systems causing contamination (i.e., salt) on localized aquifers.</p> <p>2.5- Annual residential well testing for potential contaminants from business park.</p>
3	Threatened or Endangered Species	<p>Natural Heritage considerations may constrain business park development in certain areas.</p> <p>Natural Heritage Information Center (NHIC) has identified various bird species to be at risk in Business Park area.</p> <p>Business Park identified as habitat for species listed as Special Concern.</p>	<p>Butternut Trees</p> <p>3.1- Number and locations of all butternut trees by qualified arborist.</p> <p>3.2- Qualified butternut assessor to conduct assessment on tree health.</p> <p>3.3- Follow MNR replacement plantings ratios and select location.</p> <p>Endangered &amp; Threatened Species</p> <p>3.4- Follow MNR recommendations to conduct Ecological Site Assessment to determine species and species habitat in Business Park.</p> <p>3.5- Establish Safe Harbour Sites for endangered and threatened species if required.</p> <p>3.6- Create new habitat or enhance existing habitat for Eastern Meadowlark, Bobolink and Whip Poor Will if required.</p> <p>3.7- Follow and conform to Endangered Species Act, 2007.</p> <p>3.8- Respect OP-3.6.5,# 15 requirements: if habitat identified in area, an Environmental Impact Study (EIA) shall be required for all development within 120 metres of land adjacent to areas identified as Significant Habitat Endangered Species, Threatened Species &amp; Special Concern Species.(See Addendum # 3)</p> <p>3.9- Respect Op-3.6.5 Items 26/27/28, Minimizing our Impact on the Environment. (See Addendum #4)</p>

	<b>City Concerns (Presented to CPH on Sept 9, 2015)</b>	<b>CPH Comments</b>	<b>CPH Concerns (Feb 8, 2016)</b>
		Business Park identified as habitat for species listed as Special Concern (Continued)	3.10- Follow MNR recommendations to conduct Ecological Site Assessment to determine species and species habitat in Business Park. 3.11-Species of Special Concern, Golden Warbler, Common Nighthawk.
4	Traffic (Parkedale/Stewart/401 Interchange)	A major issue is getting LCV's (Long Combination Vehicles) and other large truck units off 401 via North Augusta Rd to Business Park. Potential transportation, warehousing and wholesale trade sectors will seek direct routes off 401.	4.1- The 1991 City of Brockville Traffic Study needs updating to meet logistical needs of potential truck traffic. 4.2- Safety of pedestrians, cyclists and drivers is vitally important. 4.3- Servicing increased truckers demands for food and fuel. How? Where?
5	Noise Attenuation	Business Park development will mean noise generation from Commercial or Industrial type of businesses.  Other Sensory Concerns <ul style="list-style-type: none"><li>• Odour (industrial)</li><li>• Visual</li><li>• Dust Control</li></ul>	5.1-Respect Op 4.3.3, Sec 4ii. (See Addendum #6) 5.1- Ensure that applicable sound level criteria are approved by the MOE. 5.2- Noise impact studies are completed. 5.3- By-laws in place to establish truck routes and avoid roads in residential areas. 5.4- Install noise attenuation measures i.e., berms around Business Park for residences in immediate area of Business Park in consultation with residents. 5.5- Plant/Maintain a minimum 30 meter green belt mixed growth forest around Proposed Business Park.  5.6- Zoning classification to restrict manufacturing types. 5.7- MOE Air Quality standards. 5.8- Residential buffer zone with minimum 3 metre trees in height. 5.9- Berm construction design in consultation with residents. 5.10- Maximum building height limits by-law. 5.11- Control dust during construction periods
6	Trans Northern Pipeline	Safety will be major issue with this 50+ year old pipeline, especially any blasting operations.	6.1- Ensure community well being and safety by pipeline involvement in keeping with all regulations and legal regulations particular blasting.
7	Landfill Site	Landfill and lagoon area	7.1- Maintain 500 meter buffer zone integrity.
8	Archaeology	Stage 1 Background Study completed December 5, 2013	8.1- Stage 2 Archaeological Study to be completed. 8.2- Determine if any cultural heritage values exist in Business Park.
9	Servicing (Water/Sewer/Gas/Hydro)	Servicing should only proceed when all other issues resolved	9.1- Servicing should only proceed when all other issues resolved
		<b>Additional CPH Comments, Feb 15, 2016</b>	<b>Additional CPH Concerns, Feb 15, 2016</b>
		Financial Impacts <ul style="list-style-type: none"><li>• Property values</li><li>• Insurance costs</li><li>• Taxes</li></ul>	a) Property protection policy for devalued residential homes. b) Compensation for increases due to residential insurance or tax increases.
		Negative Impacts on Quality of life <ul style="list-style-type: none"><li>• Lifestyle</li><li>• Loss of Privacy</li><li>• Loss of Rural Living</li><li>• Loss of enjoyment of use of property</li></ul>	c) Priceless
		Unknown threats/impacts/use of lands/access	d) Open and transparent communication and consultation with residents now and the future in keeping with the Municipal Transparency Act.
		Transparency/Collaboration	e) The city assured taxpayers, following the asphalt plant incident that there would be transparency and public consultation prior to any new proposals with respect to land development.
		Project Financial Viability. Taxpayers deserve to know the short term and long term costs and revenues.	f) Respect OP 6.3.1 Item 4 v, Amendments to the Official Plan (See Addendum #7) g) Complete financial impact study on the City, along with total capital investment projection and 20 year revenue and expense cash flows.

## Addendum & References to CPH Concerns Brockville Business Park- February 8, 2015

1) OP refers to city of Brockville Official Plan, February 9, 2012

2) EIS refers to Environmental Impact Study

3) Source: Official Plan, Feb 9, 2012, Minimizing our Impact on the Environment, Significant Woodlands.

Sec. 3.6.5, Item 15,

- Development and site alteration shall not be permitted on land adjacent to the Significant Habitat of Endangered Species and Threatened Species, unless the ecological function of the adjacent land has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. For the purposes of this policy, the extent of adjacent land shall be defined as 120 metres. If the results of an EIS, which includes an ecological site assessment, identify that habitat for an endangered species or threatened species may be present, consultation with the MNR is required for further technical advice on delineating significant habitats of endangered species and threatened species. An EIS shall be required for all development proposals within 120 metres of land adjacent to areas identified as being the Significant Habitat of Endangered Species and Threatened Species.

4) Source: Official Plan, Feb 9, 2012, Minimizing our Impact on the Environment, Significant Woodlands.

3.6.5, Items 26/27/28

- 26. Development or site alteration proposed in a Significant Woodland feature illustrated on Schedule 3 shall be subject to the completion of an EIS prior to development or site alteration. Development or site alteration in a Significant Woodland feature shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.
- 27. Development and site alteration shall not be permitted on land adjacent to a Significant Woodland feature unless it has been demonstrated that there will be no negative impacts on the Significant Woodland feature or on their ecological functions. For the purposes of this policy, the extent of adjacent land shall be 120 m from the edge of the Significant Woodland. Subject to the policies of Section 3.6.7, an EIS shall be required for all development proposals on lands adjacent to an identified Significant Woodland.
- 28. Prior to considering development and/or site alteration on or within adjacent lands or abutting areas of a Significant Woodland, the City, in consultation with the Cataraqui Region Conservation Authority and MNR, will be satisfied that the EIS demonstrates that there will be no negative impacts on the habitat values upon which the species depend directly and indirectly, and any related ecological functions.

5) Source: Official Plan, Feb 9, 2012, Environmental Impact Study (EIS) Policies

3.6.7, Items 4/5/6

- 4. The City shall require that an EIS be carried out and completed by qualified professionals in the field of ecology, terrestrial and/or aquatic biology, environmental planning and/or relevant earth sciences.
- 5. The scope and extent of an EIS shall be established based on the nature of the development proposal, which may be defined in the Guidelines or Terms of Reference for the preparation of the EIS.
- 6. The nature and scope of a particular development proposal shall serve to define the type of EIS and review criteria to be addressed.

6) Source: Official Plan, Feb 9, 2012 Neighbourhood Commercial Uses,

4.3.3, Sec 4 iii.

- iii. landscaping, fencing, berthing and other screening shall be provided adjacent to residential land uses where appropriate;

7) Source: Official Plan, Feb 9, 2012 Amendments to the Official Plan.

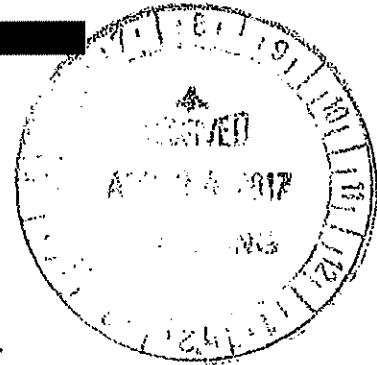
6.3.1 Item 4 v.

- The City shall consider the following criteria when reviewing applications to amend this Plan:  
v.- the impact of the proposed amendment on the financial sustainability of the City.

**Jon Faurschou**

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**From:** anneclapperton [REDACTED]  
**Sent:** Friday, April 21, 2017 10:22 AM  
**To:** Jon Faurschou  
**Subject:** Open House Notes  
**Attachments:** 17.04.05OpenHouseFinal.docx  
  
**Importance:** High



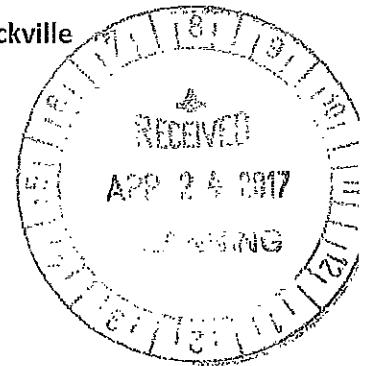
Jon, to be put on the record, here are the CPH notes of the April 15th Open House.

Thank you for the binder yesterday. Please thank whoever did all the work to put it together. Much appreciated.

Anne Clapperton

**City of Brockville – Open House – Employment Lands Northwest Brockville  
Notes by Citizens for Progress without Hardship (CPH)**

**Wednesday, April 5, 2017  
Memorial Centre, Brockville  
6:00 ~ 8:30 PM**



- 1. 6:00 – 6:30 p.m. Displays**
  - a. Displays of the draft secondary plan were available for public to view including Secondary Plan documents. Greg Bender (MMM), Jon Faurschou (City Planner) and Alexander McGinnis (City Planner) were available for questions. Attendees were asked to sign in and sheets were provided for questions and comments to be submitted.
- 2. There were about 25 attendees mainly those informed by email or post who indicated to City interest to be notified of meeting. There was one notice in the R&T and somewhere on the City's website there was a notice (i.e. minimum statutory notice).**
- 3. 6:30 - Call to Order**
  - a. Jon Faurschou called the meeting to order and introduced Greg Bender from MMM and Andrew McGinnis, another City planner to answer questions. The Chair mentioned that there were sheets at the back of the room for people to submit written questions and the City would respond as soon as possible.
  - b. The next step will be a statutory meeting under the Planning Act which will be held by the Economic Development Planning Committee on May 2<sup>nd</sup> at City Hall. It will be advertised in paper, etc. as required by the Planning Act. People can either make presentations and/or email comments in and/or bring to the Committee.
- 4. Presentation (attached)**
  - a. Greg Bender (MMM) gave a presentation of the history, issues, secondary plan. Greg encouraged reviewing boards for good understanding of context. Reiterated submitting of questions to guarantee on record and guarantee answer.
  - b. The presentation is attached. Rather than reiterating this information the rest of the notes will focus on the Q&As.
  - c. Bender noted that above and beyond regulated requirements, the draft Secondary Plan proposes additional setbacks, screening, etc. to help mitigate impacts of development on residents.
  - d. Questions asked during presentation are included in Annex 1 below.

5. Q&A – The meeting was then opened up to Q&A. Requested that people also submit comments in writing. After May 2<sup>nd</sup> can still submit comments for city consideration until final secondary plan put before Council.

- a. Detail of the Q&As are below in Annex 1.

6. Adjournment

- a. The Chair stated that there would be the EDP meeting on May 2<sup>nd</sup> at City Hall where oral and written presentations could be presented. Also, any questions and comments should be submitted to Jon Faurschou and they would be responded to as soon as possible.
  - b. Committee will respond to public questions and then back to EDP usually a month later. The cycle of go back to drawing board or move forward continues until EDP approves.
  - c. Once EDP approves, then to City Council for approval.
  - d. Jon Faurschou adjourned the meeting around 8:30 p.m.

Garth McGill, CPH Chair

Tel:

email:

<b>April 5, 2017 Open House Memorial Centre Questions and Answers</b>		<b>Annex 1</b>
<b>Question</b>	<b>Answer</b>	
<b>1. Dave – Wells</b>  We've already asked the City questions about any negative impact of the proposed development on our wells and to date have not had any response. What will the City do to compensate residents should something happen to our water supply resulting from the development?	The City's Intent is to do a groundwater study to ensure what impacts, if any. There are 'protocols' in place for the City to address a situation should the wells be affected negatively. Suggest you submit in writing and/or ask at a future Council meeting to get a response.	
<b>2. Garth – LCVs</b>  My impression is that LCVs could not get access to the NW area via Stewart Blvd. interchange without modifications to 401 accesses. The proposed amendment as is basically shows that they can get in but not out if going eastbound. Three exits could be modified but problem there is still a problem should LCVs want to enter 401 and go eastbound. This would be rather costly. Therefore, misleading to say access could be accommodated.	Bender – we don't need to accommodate LCVs to move forward with development. Everybody looking for large lots do not need LCVs.	
<b>3. Garth – Cornwall vs Brockville</b>  Why should we aim at same target market? Cornwall is more competitive and has the ability to serve their needs better – more land, reduced costs, ready to go, lower hydro rates and more cost effectively. How can consultants recommend this target market to Brockville?	Consultants were asked to look at this area by the City	
<b>4. Garth – Sign at Broome Park – 80 acres available?</b>  At Broome Park, there is a sign that 80 acres of land are still available. If so, what's the hurry with this land? Also, given the lagoons are still not on Board, the land mass is not confirmed.	The consultant did not really know about the acreage but understood from the City that it is piecemeal vacant lands with no large lots and that there are ownership issues. The NW Quadrant study was originally triggered by someone "knocking at the door".	
<b>5. Garth – N/W as 'easy to develop'?</b>  The consultant was asked if he had ever walked the land. Garth then spoke	The consultant has not walked the land. The NW lands are owned by the	

<p>to the land's geography and topography. The NW area compared to Broome industrial park (originally class 1 or 2 farmland and levelled) is raw, bedrock, 40+ acres undevelopable, has Grant's creek, significant wildlife habitat that needs to be replaced and established before starting development, etc. What is the city's timeline to get everything done before development can proceed?</p>	<p>City and this is driving the study.</p>
<p><b>6. Garth – Warbler Habitat</b>  What is the compensation/relocation strategy for the warbler habitat?</p>	<p>The strategy has to happen between City and Golder</p>
<p><b>7. Garth – Financial Projections (slide referencing 8 to 11 M in 25 years)</b>  Does this include the 46 acres classified as undevelopable? Is that cost (through reduction of acreage, increased cost per acre) going to be added to costs of project or delegated to some balance sheet account?  Since these projections are based on 100% sales within two years, will you provide 2 additional projections:</p> <ol style="list-style-type: none"> <li>1. To apply to the financial analysis, the sale of land that follows same historical sales trends as Broome <ul style="list-style-type: none"> <li>• Broome was started about 25 years ago</li> <li>• Still 80 available acres</li> <li>• How can we possibly reach the projected numbers as proposed?</li> </ul> </li> <li>2. How many years will it take to break even if we reference the same trend?</li> </ol> <p>Garth also requested that the projections/analysis be explained in terms that people can readily understand. The financial viability is not looking as rosy as suggested in the presentation. It will be very expensive to develop given the geography/topography of the area (bedrock, raw land, wetlands, 37 acres to rehabilitate, lagoons, etc.).</p>	<p>When original estimates done, it included all the lands. But the numbers presented tonight only include the lands identified as developable.</p> <p>Bender asked Garth to submit questions to the City and the City can decide if they want to instruct MMM to do this. The consultants would also require the city to provide them with the data to undertake such an analysis.</p>

<p><b>8. Robert – Costs</b></p> <p>What are the infrastructure, carrying costs, costs of sales, legal costs or other related to development sale etc. The City has taken on the role of developer and needs to act as such – and use real numbers.</p>	<p>Bender stated he can get a better answer from a colleague. He Understood that these costs were put in as a lump sum as an assumption.</p> <p>The consultant said to send question to City.</p>
<p><b>9. Veenstra</b></p> <p>Where is the ‘party’ that was interested in the land and walked away? This whole project is no longer feasible. Why are they not here addressing us – would help explain.</p> <p>Said there is no longer a need for this land; maybe years ago, too late!</p>	<p>Bender replied that there still an immediate need for 20 hectares.</p> <p>Numbers re demand have changed. Official plans need to evolve and be updated every 5 years. There is new legislation and it needs to be determined where city fits into that. Need to have discussion with city to make sure responding to current trends and not those in 2008</p> <p>Businesses need larger lots. Demand coming from urban centres where land is too expensive and companies are looking to relocate along transportation corridors.</p>
<p><b>10. Rani - Old Data</b></p> <p>Asked why this ‘urgent’ need was based on 2006 data – makes no sense</p> <p>In 2013 City asked MOECC to reduce 500 metre landfill buffer which was kept from public. The actions and forecasts are inconsistent. More a question of transparency.</p>	<p>Consultant was not able to answer questions and responded that need to ask these questions to the City.</p>
<p><b>11. Ron Z – ‘Urgent Need’</b></p> <p>Is there another potential client knocking at the door, i.e. the current urgent need for 20 hectares?</p>	<p>It was suggested that the consultant had been told that the City has had a number of inquiries, but nothing specific. Needs have been based on information from the City.</p>
<p><b>12. Patti – Available land in Brockville</b></p> <p>There is land being advertised on the City website which references approx. 100 acres, 20 acres owned by City remainder by Elizabethtown. Why hasn’t this been considered?</p>	<p>Bender could not speak to this but each municipality is required to have land available (provincial requirement). The consultants were asked to look specifically at the NW quadrant lands.</p>
<p><b>13. Rani – Data Apples and Oranges</b></p>	<p>Bender said to submit question to the city</p>

<p>Sometimes the data used just Brockville as the basis; other times report groups populations of Elizabethtown and Augusta etc. into Brockville. Inconsistent use of data in arriving at conclusions makes the conclusions not valid!</p>	
<p><b>14. Anne – re property taxes and user fees to get land ‘shovel ready’</b> Whose property taxes? Brockville residents?</p>	<p>Bender said no residential property taxes would be used. It is the developers' property taxes through the development of the lands, not from residences. City can front end costs from other sources but in end from the developed land property taxes.</p>
<p><b>15. Garth – slide referencing ‘no impact to ground water’</b> Is it the City's or the industrial/commercial developer's responsibility to ensure there is no impact to ground water resulting from development of the NW quadrant?</p> <p>If city is aiming for certified land, does the groundwater study not need to be done first?</p> <p>The majority of city residents don't have fears of unsafe water vs those in area of proposed industrial development who are on wells. We think about our water. We have concerns about potential parking lots where salt can run off and get into the water supply; and destruction of tree cover resulting in water run off not getting into aquifer; how will all of this impact MY WELL?</p> <p>We've been told no city water, ever because of costs. Will the City assure us of a well protection policy?</p>	<p>Bender replied that it's up to the city to either do this upfront or give to the developer. Either can do groundwater study.</p> <p>Bender → Yes, one would assume. For certified development parcel, the City should do it.</p> <p>Bender – not requirements of the study we undertook for the City but before development groundwater study needs to be done.</p>
<p>Garth reminded the city we sent 25 items to their attention in 2015 and #1 on the list was our water. Yet we see no references seen to this list.</p> <ul style="list-style-type: none"> <li>- Why was this not addressed in the secondary report?</li> <li>- The ground water study is just one stage – developers still have to meet requirements/storm water run off plan.</li> </ul>	<p>Jonathan said he has not seen the concerns list and asked Garth to resend. The City is now looking at groundwater study. There is concern about quantity and quality of runoff and this requires in-depth studies.</p>

Will the City / JF will commit to working with our group on this issue including a peer review?	Jon F asked Garth to send him questions and he will try to get answers. And will make sure questions also in Environmental Services Department files who take care of water and sewage.
<b>16. Anne – for the site plan we have no input</b>  Is my understanding correct that once Council has approved the Secondary Plan and Rezoning, there will be no public consultations for specific companies purchasing and developing the lands e.g. asphalt plant?	Bender spoke to the rezoning as being very important.  McGinnis - Once rezoning is in place, and if developer passes City's basic assessment, matches requirements under zoning bylaw, goes to organizations for review (MOECC, CRCA), then staff approves development requests. Any requests will go to public unless a City Councillor puts it forward to a (public) meeting? Need to make sure everything is covered now.
<b>17. Patti – Rerouting the Creek</b>  In the context of the quality of the water, in one of the articles there is reference to relocating/rerouting the creek. How can this be good for the quality of the aquifers for the water provided to our wells?	CRCA and MOECC should be representing the public in this. They say if you take water off site it has to go somewhere and not back to site. They require you to take care of this. Referring to map showed where there was potential for recalibration of the creek in three areas.
<b>18. Rani -- TSC 2006 and Quality of Water</b>  In the issue of the proposed TSC having an entrance off Victoria Rd, the City (Peter Raabe) had a document stating this would affect the wells on Victoria Rd. However, through a request to the City, it was determined that the official files had been shredded since their retention period had passed. Given the TSC conclusion, why is it not expected that this development would not also have a negative impact on the Victoria Rd. wells?  It was suggested that Mr. Raabe be asked for the document as it could be in his personal files.	John F. said there will be no access from Victoria Rd as it is not designed for such traffic as is Stewart Blvd. There is planned work for widening Stewart Blvd and bringing in more services (Veenstra interest) which is coming up soon. Without the referenced Raabe document saying that the proposed TSC development would negatively impact Victoria Rd. water supply, Jon F. could not comment further.
<b>19. Patti – Advertising of Meetings</b>	

For tonight's meeting, there was only one notice in the March 9 R&T. This development is important enough that all Brockville residents need to be informed about the meetings and have the opportunity to understand what is going on in their City. Right now, people who will be impacted by this development do not know about it.

Jon F stated that the City is putting an ad in tomorrow's paper about the May 2<sup>nd</sup> meeting. The City also posts a notice on their website and apparently has a notice on the building when such meetings are held. Any residents within 400 metre proximity of the development and those who have been asked to be informed of meeting are so advised. The City is not in the habit of informing residents by mass mail. There are also signs put on the properties for rezoning. The City has done all that is required by Statutes and in addition has held this Open House.