



The Corporation of The Nation Municipality Minutes

Meeting Information

Meeting Number: 2023-04

Type: Zoning

Date: October 30, 2023

Time: 5:30 p.m.

Location: Town hall, 958 Route 500 West, Casselman

Chair: Francis Brière, Mayor

Prepared by: Julie Langlois-Caisse, Administrative Assistant

Video: https://youtu.be/AI4FUdUA_aU?t=3582

Presence of Council Members

Mayor Francis Brière, yes

Councillor Ward 1 Tim Stewart, yes

Councillor Ward 2 Alain Mainville, yes

Councillor Ward 3 Danik Forgues, yes

Councillor Ward 4 Raymond Lalande, yes

Councillor Ward 5 Daniel Boisvenue, yes

Councillor Ward 6 Marjorie Drolet, yes

Presence of Municipal Staff

Josée Brizard, CAO-Clerk

Guylain Laflèche, Director of Planning

Julie Langlois-Caisse, Administrative Assistant

Public Registration:In person attendees:

- Denis Pommainville
- Stéphanie Poirier
- David Mushing
- Phillippe Warren
- Brian Bramall
- Guy Legault
- Mathieu Jacques
- Francis Boulanger
- Denis Taillefer
- Jocelyne Sirard

Virtual attendees:

- Jean-Marc Daoust
- Luis Carvallo
- Francis Sigouin
- Michèle Boisvert
- Dave Shea

Agenda Items**1. Opening of the public meeting****Resolution:** 413-2023**Moved by:** Tim Stewart**Seconded by:** Danik Forgues

Be it resolved that the public meeting convened under Section 34 of the Planning Act (1990) be opened at **5:31 p.m.**

Carried

2. Presentation of the proposed amendments

- | | | |
|------------|------------------------------|------------------------------|
| 2.1 | 2176 Calypso Street, Limoges | ZBL-8-2023 (by-law 108-2023) |
| 2.2 | 2089 Calypso Street, Limoges | ZBL-9-2023 (by-law 109-2023) |

3. Comments

- | | | |
|------------|------------------------------|------------------------------|
| 3.1 | 2176 Calypso Street, Limoges | ZBL-8-2023 (by-law 108-2023) |
|------------|------------------------------|------------------------------|

Comments from Director of Planning Guylain Laflèche

The residential aspect of the proposed development does not conform with the Official Plan of the United Counties of Prescott-Russell and does not meet the intention of the provincial policy statement.

Comments of the Mayor, Francis Brière

We could build the exact same project across the street and no one could object to it. We need to accept this development because it is a 900-million-dollar investment and the birth of the City.

Comments from agencies

Ministry of Transportation

- See Appendix A for written comments from the Ministry of Transportation

Ministry of Environment, Conservation and Parks

- See appendix B for written comments from the Ministry of Environment, Conservation and Parks

United Counties of Prescott and Russell, Planning Department

- See appendix C for written comments from the United Counties of Prescott and Russell Planning Department

Response from Guylain Laflèche, Director of Planning

There are procedures, there are studies to be made to support the urban boundary policy to be changed. This application should not be supported by council as there are other tools.

Response from Mayor, Francis Brière

Based on conversation with the developer, for the commercial to be viable, you need to have residential there as well. By not allowing residential use, we are condemning that land to never be used, under his ownership. We need to make sure to exhaust every avenue to make sure this type of development happens.

Comments from Ward 5 Councillor Daniel Boisvenue

I accept the first two letters that came in. Those to me would be items that I expect to be looked at on a 900-million-dollar project, I expect them to review a full traffic study. On the environment side, I expect the developer to invest in our infrastructure and look at doing this the right way.

Looking at the map, you mentioned 66 feet, our planner mentioned that we must protect the areas along the highways. Why would we protect the areas along the highways in The Nation Municipality when we have that other area across the street that does not need to be protected? What is the difference between both sides of Limoges Road?

Response from Director of Planning, Guylain Laflèche

Policy is urban on the other side of the road, reason: due diligence done in the past to establish the policies and limits. There is a procedures and studies that can be done to change the urban boundaries. The developer is proposing the short way of doing this as just a zoning amendment. It should be studied under the proper process

Response from Mayor, Francis Brière

This process can and in the past have taken up to two years, sometimes longer. The province is screaming for housing, we are proposing 2100 units approximately. This would greatly benefit both The Nation and the UCPR when it comes to the taxes that would be levied of these 45 acres of land.

Comments from Ward 6 Councillor, Marjorie Drolet

Being a Limoges resident, I feel like this is the only spot where we could have this kind of infrastructure, residential and commercial. Limoges is growing so much and I feel like having commerce there would benefit everybody around. All services are getting saturated because the population is growing, and the commercial is not growing as fast as residential.

Response from Mayor, Francis Brière

The promoter would be extremely aggressive to have a grocery store there and possibly an LCBO. Including a 15-story high hotel that would bring money from outside the municipal from tourism.

Additional comment from Ward 5 Councillor, Daniel Boisvenue

On March 9th and 10th, the Eastern Ontario Warren's Caucus met and established a plan, hoping to have 7000 rental units added over 7 years. This project is just around 30% of those units in one project. These are the same Wardens that come from Prescott-Russell and all the above. 66 feet is going to put a stick in the spokes of the wheel.

Comment from Ward 1 Councillor, Tim Stewart

CMHC says we will be 4 million houses short in Canada by 2030. We need to build houses, everybody recognizes it. There is a process that could take

up to two years. What would be our chances of having this re-zoned after two years?

Response from Director of Planning, Guylain Laflèche

There is no guarantee.

Comment from Ward 2 Councillor, Alain Mainville

We already have difficulties with the current water and sewer infrastructure and we add such a project.

Response from Mayor, Francis Brière

The promoter knows very well that we have to plan and that we need to invest. The foundation is to give them the tools to start the process. There is going to be some residential, but it will be built on commercial. We will have to work in concert to ensure we are not building only residential. When we reach a certain percentage of residential, then we have to build the equivalent or more of commercial to be able to continue with the project. That we, the Municipality is protecting itself.

In person comments from members of the public

Comments from Phillip Warren, [REDACTED]

Mr. Warren thanks the administration, Council and Brigil for the efforts put into the project and allowing this meeting to occur.

Mr. Warren raised concerns about

- The time it will take to complete the project
- Misleading information received from Brigil in the past
- Lack of green space strategy in the proposal
- Brigil representatives not being present at the meeting to answer public questions about their concerns

Mr. Warren urges the municipality to influence Brigil in making sure these concerns are addressed.

Comments from Denis Pommainville, [REDACTED]

Mr. Pommainville raises concerns about:

- Potential traffic issues
- Potential infrastructure issues

Response from Mayor Brière:

It is certain that we will ask for a traffic study before proceeding.

In writing comments submitted on the Youtube Chat

Question from Jean-Marc D'Aoust, [REDACTED]

This project would take place over many years. Do we have any idea how long this would be?

Response from Guylain Laflèche

I do not have any statement from the developer about how many years it will take to build this.

Response from Mayor, Francis Brière

I think market conditions always determine that. We are not in a position to answer that in certainty tonight that is for sure.

Comments from Luis Carvallo, [REDACTED]

What authority does this council have in this case? It sounds like this proposal needs to be dealt with at the county level. We stand to loose time due to red tape if action is not taken sooner.

There are other options in Limoges for this but not on the Nation side. Russell is zoned for this and there is no reason why the Nation side should not be zoned equally along the highway corridor.

Additional question from Ward 2 Councillor, Alain Mainville

How much would it cost for the municipality to change the zoning? Could there be some opposition?

Response from Director of Planning, Guylain Laflèche

We have no idea how much it would cost. There can always be opposition. It is part of the process.

Response from Mayor Francis, Brière

From the promoter's point of view, without the mixed usage, they do not foresee any profit of doing it only commercial. We would therefore condemn this territory to stay this way. We could undertake the procedure of two or three years and the answer would still be no.

Question from Ward 2 Councillor, Alain Mainville

And in two or three years, how is the Municipality be involved in this? This will bring some requests.

Response from Director of Planning, Guylain Laflèche

We will have demographic requests. We will have to work with the studies and promoter. It takes time. No idea of the financial implications.

3.2 2089 Calypso Street, Limoges ZBL-9-2023 (by-law 109-2023)

In person Comments from the public

Comments from Denis Pommainville, [REDACTED]

Mr. Pommainville expresses concerns about the location of the exit, traffic and potential accidents. He proposed a few alternative options for the exit.

In writing comments submitted on the Youtube Chat

Comment from François Sigouin, [REDACTED]

Can the owner produce a more legible plan?

Question from Ward 2 Councillor, Alain Mainville

Si on met la sortie sur Bytown, est-ce que c'est un chemin qui appartient à la municipalité?

If we move the exit on Bytown, is that a road that belongs to the municipality?

Response from Director of Planning, Guylain Laflèche

Pour aller sur Bytown, il faudrait passer à travers une propriété privée. Il faudrait planifier avec eux.

To go on Bytown, we would have to pass through a private property. We would have to plan with them.

Question from Ward 5 Councillor, Daniel Boisvenue

If you put warehouses in there and tell me there is going to be 250 transport trucks coming in, it is going to make a big difference in my choice of the usage of the building than if you were telling me there will be 10 trucks. Knowing the exact use and the exact traffic of this set up, to me, is going to make a big difference.

Response from Director of Planning, Guylain Laflèche

I do not believe I can give a precise number. We do have ideas. We could ask a traffic count of their existing project.

4. Adjournment

Resolution: 414-2023

Moved by: Alain Mainville

Seconded by: Tim Stewart

Be it resolved that the public meeting convened under Section 34 of the Planning Act (1990) be adjourned at **6:17 p.m.**

Carried

Francis Brière, Mayor

Josée Brizard, CAO-Clerk

APPENDIX A

The Nation Municipality

Minutes of Public Zoning Meeting held on October 30th, 2023

From: [Nadeau, Alain \(MTO\)](#)
To: [Nicole Paquette](#)
Cc: [Corridor East \(MTO\)](#)
Subject: FW: ZBL-8-2023 & ZBL-902023
Date: October 12, 2023 9:07:00 AM
Attachments: [25_083f4019-958c-4266-b02b-019c901afa4f.png](#)
[website-icon-2_3b476ebe-2d24-462c-9df8-7cff704ffe9f.png](#)
[facebook_32x32_c08f8e9d-fdb2-427c-bcf3-ef68e3cc1756.png](#)
[twitter_32x32_a47585d6-442c-4be7-bbfc-ce59f2399745.png](#)
[Notice of Public Meeting Electronic ZBL-9-2023 w.pdf](#)
[Notice of Public Meeting Electronic ZBL-8-2023 rev 2.pdf](#)
[image001.png](#)

Good morning Nicole,

Thank you for the circulation, the Ministry of Transportation has no objection for the new zoning by-laws but since both parcels are located within our area of control, any future development would require MTO approvals.

If you have any questions, please do not hesitate to contact our office.

Alain Nadeau

Planner

Corridor Management Section | East Operations

Ministry of Transportation

347 Preston Street, Ottawa

613-720-2802 | alain.nadeau@ontario.ca



From: Nicole Paquette <NPaquette@nationmun.ca>

Sent: October 6, 2023 8:47 AM

To: Alain Mainville <Alain.Mainville@nationmun.ca>; Algonguin of Ontario

<algonquins@tanakiwin.com>; Amélie Deschamps <ADeschamps@nationmun.ca>; BELL (East Sector – Nation (portion), Casselman, Alfred-Plantagenet, Champlain, Hawkesbury, East-Hawkesbury <cornwallcell@bell.ca>; BELL (West Sector - Russell, Nation (portion), City of Clarence-Rockland <jeffrey.verreault@bell.ca>; Bell Canada <CA.circulations@wsp.com>; Bell Canada Development & Municipal Services Control Centre <planninganddevelopment@bell.ca>; Canadian National Railway <proximity@cn.ca>; CDSBEO Jean Willows <jean.willows@cdsbeo.on.ca>; CEPEO <planification@cepeo.on.ca>; Cogeco - Guy Lafrance <guy.lafrance@cogeco.com>; ronald.bender <ronald.bender@csdceo.org>; Cadieux, Mélissa Claire <MCadieux@prescott-russell.on.ca>; Périard, Marc-andré (United Counties of Prescott & Russell) <MAPeriard@prescott-russell.on.ca>; CUPR Travaux publics 1 <jbouchard@prescott-russell.on.ca>; Daniel Boisvenue <Daniel.Boisvenue@nationmun.ca>; Danik Forgues <Danik.Forgues@nationmun.ca>; Eastlink Corp. - Korey Taylor <korey.taylor@corp.eastlink.ca>; Embrun Hydro <Benoit@hydroembrun.ca>; Enbridge Eastern Region Crossing <notifications@enbridge.com>; Enbridge Gas Distribution

<MunicipalPlanning@enbridge.com>; Enbridge Gas Distribution - 2 <mark-ups@enbridge.com>; Enbridge Pipeline Inc <est.reg.crossing@enbridge.com>; Caroline Kuate <ckuate@eohu.ca>; Francis Brière <Francis.Briere@nationmun.ca>; Hydro 2000 (Alfred <Info@hydro2000.ca>; Michel Poulin <Michelpoulin@hydrohawkesbury.ca>; Hydro One – Distribution Provincial Lines <EastZoneScheduling@hydroone.com>; Hydro One - Mark Beaudette <mark.beaudette@HydroOne.com>; Hydro One – Real Estate <RealEstateZone4@HydroOne.com>; Hydro One – Zone 4 <zone4scheduling@HydroOne.com>; Hydro One Network Land Use Planning <landuseplanning@hydroone.com>; Hydro Ottawa Planning <thaminazaman@hydroottawa.com>; Infrastructure Ontario <NoticeReview@infrastructureontario.ca>; Josée Brizard <JBrizard@nationmun.ca>; Julie Langlois-Caisse <JLanglois-Caisse@nationmun.ca>; Land Parcel Unit MPAC <lpuconsents@mpac.ca>; Marjorie Drolet <Marjorie.Drolet@nationmun.ca>; Nadeau, Alain (MTO) <Alain.Nadeau@ontario.ca>; Ethier, Dan (MMAH) <Dan.Ethier@ontario.ca>; MRC Vaudreuil Soulange <llaplante@mrcvs.ca>; Kapusta, Stephen (MTO) <Stephen.Kapusta@ontario.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Ottawa Hydro 1 <ExternalCirculations@hydroottawa.com>; Poste Canada Post - Daniel Bedard <daniel.bedard@canadapost.postescanada.ca>; Raymond Lalande <Raymond.Lalande@nationmun.ca>; Sancore Development Inc. <bernard@bscl.ca>; Services de logement CUPR <alacelle@prescott-russell.on.ca>; SNC Laura Crites <lcrites@nation.on.ca>; South Nation Conservation (Planning <planning@nation.on.ca>; Tim Horton's <vendors@timhortons.com>; Tim Stewart <Tim.Stewart@nationmun.ca>; UC Stormont Dundas Glengarry <kcasselman@sdgcounties.ca>; UCDSB <planning@ucdsb.on.ca>; Via Rail Canada <paul_charbach@viarail.ca>; Videotron (Clarence-Rockland & Wendover <Andre.Arsenault@videotron.com>
Cc: planning@prescott-russell.on.ca; richardgodin@russell.ca; Guylain Lafleche <GLafleche@nationmun.ca>
Subject: ZBL-8-2023 & ZBL-902023

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APPENDIX B

The Nation Municipality

Minutes of Public Zoning Meeting held on October 30th, 2023

From: Orpana, Jon (MECP) <Jon.Orpana@ontario.ca>

Sent: Friday, October 27, 2023 3:16 PM

To: Guylain Lafleche <GLafleche@nationmun.ca>; planning@prescott-russell.on.ca

Cc: Lprevost@prescott-russell.on.ca; Ethier, Dan (MMAH) <Dan.Ethier@ontario.ca>

Subject: Municipality of the Nation - Zoning By-Law No. 2-2006, File ZBL-8-2023

Hello Folks,

MECP received a this circulation out of concerns regarding servicing and land use compatibility of the potential development that may be enabled from the passing of this proposed Zoning By-Law Amendment.

As our ministry deals with servicing related matters (approvals, compliance etc.) and concerns regarding land use compatibility between conflicting incompatible land uses. I have reviewed the material provided and please find below my comments regarding ZBL-8-2023.

It is our understanding that approval of this Zoning Change will enable the following:

This zoning by-law amendment proposes to change the zoning category of the properties from “Highway Commercial Zone (CH)” and “Industrial with restrictions Zone - Exception (ML-X3)” to “Highway Commercial Zone - Exception (CH-X10)”, in order to allow a combination of commercial uses and high-density residential uses, more specifically for high-rise residential towers up to 24 storeys high per the notice.

More specifically, this zoning application would bring in about 100,000 sq. ft. of commercial uses and about 2,000 residential units shared over three (24-storey towers) and approx. fourteen (4-storey blocks.) We are also aware that the property is designated under the trade and industry policy area at the official plan area and no official plan amendment was submitted or approved to support a change in designation to facilitate a change to residential uses at the County level nor is one anticipated.

My comments are as follows:

I have taken the liberty to speak with our Water Compliance Officer (formerly known as a Drinking Water Inspector) for the Limoges area regarding the proposal and the current status of the Limoges Lagoon water treatment plant (facility) and water supply wells servicing Limoges and surrounding area.

- The current population of Limoges is approx. 2, 048 residents representing an 18 % increase since the last census. Residential development pressures continue in most municipalities in the province which is reflective of this proposal which is significant at more than doubling the size of the Limoges population with one development proposal.
- I understand that there is a sewage collection forcemain that is directly next (west) of the proposed lot and connection will not be a challenge.

APPENDIX B

The Nation Municipality

Minutes of Public Zoning Meeting held on October 30th, 2023

- There were upgrades to capacity and performance undertaken at the waste water treatment plant with the addition of additional treatment technology in 2021 – 2023. Rated design capacity has been effectively increased to 3500 m³/day from 1500 m³/day. In addition effluent concentration limits and objectives were amended, along with loading limits and objectives which were considerations for the effluent receiver the Castor River. Based on these changes to concentration and loading limits the Limoges plant is not meeting its new ECA limits for a number of parameters (specifically cBOD₅, TSS, and Total Ammonia Nitrogen (TAN)).
- It is my understanding that the ministry has been working with the WWTP owners to work towards bringing the WWTP into compliance with the new limits. These efforts include hiring consultants to evaluate each treatment process and look at the overall treatment train which will result in different options. In addition there have been upgrades and tweaks that have and continue to be preformed and implemented during 2023. Most recently the tweaks that Limoges have undertaken at the WWTP seem to be improving as the trending ammonia has been on a steady decline but continues to exceed ECA limits overall.

All this to say that MECP overall has no immediate concerns regarding servicing of effluent volumes and the Water Compliance Inspector was not overly concerned regarding the scope and scale of the development from that perspective.

- However, MECP compliance staff still have ongoing concerns regarding the effluent quality exceedances and urges the municipality to be precautionary in its approach regarding this scale of development at this time. It would be desirable to have this WWTP facility in operational compliance before the municipality would seek to accommodate such a substantial development proposal thereby increasing sewage flows to such unprecedented levels in one proposal. This would also mean directing substantial sewage allocation to one parcel that is currently zoned “Highway Commercial Zone (CH)” and “Industrial with restrictions Zone - Exception (ML-X3)” at the expense lands already zoned for residential uses in the current zoning.

Other comments:

- This parcel is also located strategically at one of the limited 417 interchanges which could accommodate more appropriate industrial / commercial uses as other municipalities have located industrial / business parks at such locations. Related to this observation, we also have also land use compatibility concerns between a 400 series highway and such a dense sensitive residential land use.

This concludes my comments on the above mentioned planning application at this time.

Regards,

Jon

Jon K. Orpana [hear name](#)

APPENDIX B

The Nation Municipality

Minutes of Public Zoning Meeting held on October 30th, 2023

Regional Environmental Planner
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
Kingston Regional Office
PO Box 22032, 1259 Gardiners Road
Kingston, Ontario
K7M 8S5

Phone: (613) 548-6918

Fax: (613) 548-6908

Email: jon.orpana@ontario.ca

27 octobre 2023

Municipalité de La Nation
Monsieur Guylain Lafleche, Directeur de l'Aménagement du territoire
958, route 500 ouest Casselman ON K0A 1M0

Envoyé par courriel à : glafleche@nationmun.ca

OBJET : Demande de changement de zonage ZBL-8-2023, Municipalité de La Nation

Monsieur Laflèche,

Le département d'Urbanisme et de Foresterie ainsi que le département des Travaux publics des Comtés unis de Prescott et Russell ont complété la révision de la demande de changement de zonage citée en rubrique. Nous avons été surpris d'apprendre par le personnel que les seuls documents reçus à la municipalité sont en fait la demande de changement de zonage ainsi que des plans concept. Aucun document de support n'a été déposé pour justifier cette proposition.

Nous comprenons que cette demande propose de changer la catégorie de zonage de la propriété sise au 2179 rue Calypso de « Zone commerciale routière – (CH) » et de « Zone industrielle avec restrictions – exception (ML-X3) » à une « Zone commerciale routière - exception (CH-X10) » afin de permettre une combinaison d'usages commerciaux de service et d'usages résidentiels de haute densité.

Plus précisément, le concept présente une toute nouvelle communauté urbaine comprenant une variété de typologies résidentielles, dont environ : dix immeubles d'appartements de 4 étages, soixante-douze maisons en rangée superposées, un immeuble de 10 étages avec un podium de 4 étages, un immeuble de 12 étages avec un podium de 4 étages, un immeuble de 18 étages, et un immeuble de 20 et 24 étages avec un podium de 4 étages. Cette proposition vise l'ajout d'environ 2 000 unités d'habitation en créant une communauté beaucoup plus urbaine et dense que l'existant village de Limoges. De plus, ce concept prévoit environ 110 000 pieds carrés de surface commerciale répartie entre les différents podiums et deux immeubles commerciaux. Les activités commerciales proposées seront un mélange de bureaux, de commerces de proximité, de magasins et de boutiques. Le concept propose aussi un parc public, une place urbaine, une voie verte et un bassin de rétention.

La propriété possède une superficie d'environ quinze hectares. Elle est située à environ 825 mètres au sud des limites de la zone de peuplement de Limoges dans la Municipalité de La Nation. La propriété est localisée à l'intersection du chemin Limoges (chemin de comté numéro 5) et de la rue Calypso. Il s'agit d'une intersection très achalandée principalement due à la proximité du parc aquatique Calypso. L'autoroute 417 est située immédiatement au sud de la propriété et les rampes d'accès en bordent sa limite sud-ouest. Directement à l'est du site se trouve un magasin de matériaux de construction avec cour à bois.

Aucune analyse d'impact n'a été effectuée de la part des propriétaires. Il n'est donc pas possible pour la municipalité de mesurer l'effet de ce projet sur les propriétés voisines (par exemple, compatibilité des usages, ombrages des tours, etc.), sur les infrastructures municipales et routières, entre autres. Nous constatons par le fait même que la municipalité ne s'est pas prévalu des outils disponibles à même le Plan officiel des CUPR pour adéquatement gérer ses demandes d'aménagements.

Le terrain visé se situe dans le secteur des politiques de commerce et industrie selon l'Annexe « A2 » du Plan officiel des CUPR en vigueur depuis le 8 juillet 2023. Le paragraphe 2.6.1 du Plan officiel stipule que les usages institutionnels ne sont pas permis à l'intérieur du secteur des politiques de commerce et industrie, et le paragraphe 2.6.3 (6) stipule spécifiquement que les usages résidentiels y sont interdits. Par conséquent, l'ajout des usages résidentiels et institutionnels proposés n'est pas conforme aux politiques du Plan officiel des CUPR. De plus, l'ajout de certains usages commerciaux n'est pas autorisé sans être desservi par les services municipaux ce qui n'est pas précisé dans le règlement suggéré.

Sans se limiter aux usages demandés, cette proposition ne rencontre pas une multitude de politiques du Plan officiel des CUPR. Le Chapitre 2 du Plan officiel établit la marche à suivre lors d'expansion ou d'ajustement des limites des zones de peuplement ainsi que la conversion des zones d'emplois pour d'autres fins. En outre, la partie 2.6 du Plan officiel vise à protéger les zones d'emplois surtout les secteurs situés à proximité des principaux corridors de transport de marchandises comme l'autoroute 417. Cette proposition contrevient à tous les efforts effectués lors de la dernière révision du Plan officiel visant à rencontrer les intérêts provinciaux soit entre autres le développement ordonné des collectivités, la création de possibilités d'emploi et le choix approprié des lieux de croissance et d'expansion.

Lors de la dernière révision des zones de peuplement la Municipalité de La Nation par sa résolution 127-2022 datée du 28 mars 2022 a approuvé les modifications recommandées de son personnel afin d'ajuster certaines de ses zones de peuplement dont limites de Limoges. En aucun temps, cette propriété n'a fait l'objet de modification pour des fins autres que des usages commerciaux et industriels. La municipalité a déjà complété l'exercice d'attribuer sa croissance résidentielle et institutionnelle ailleurs.

Il y a lieu de mentionner que cette propriété fait l'objet d'un dossier d'ébauche de plan de lotissement. L'avis de réunion publique circulé pour ce changement de zonage ne mentionne pas cette information comme le précise le règlement de l'Ontario 545/06. Le numéro de dossier des Comtés unis pour l'ébauche de plan de lotissement est 070-S-17-005. Cette ébauche a été approuvée le 20 mars 2018 afin de permettre le développement d'un projet commercial et industriel en proposant deux blocs pour des fins commerciales, deux blocs pour des fins industrielles ainsi que deux rues. L'approbation de cette ébauche de plan de lotissement devait expirer le 20 mars 2023. Toutefois, les propriétaires ont obtenu un prolongement jusqu'au 20 mars 2028 pour compléter la réalisation du projet commercial et industriel. Par conséquent, l'ébauche de plan de lotissement approuvée ne permet pas les usages résidentiels et institutionnels proposés par ce changement de zonage.

À ce jour, aucune demande de modification à l'ébauche de plan de lotissement 070-S-17-005 n'a été déposée au département d'Urbanisme et de Foresterie des Comtés unis. Il est à noter qu'afin de considérer des modifications à cette ébauche de plan de lotissement, les propriétaires devront procéder avec une préconsultation auprès des Comtés unis comme stipulé au règlement 2018-71. L'un des critères sous le paragraphe 51(24) de la loi sur l'aménagement du territoire stipule qu'afin de recevoir une approbation favorable, l'ébauche de plan de lotissement doit déjà être conforme avec le plan officiel en vigueur. Par conséquent, aucune demande de modification à une ébauche de plan de lotissement ne pourra être considérée sans qu'une modification au Plan officiel des CUPR permettant le changement d'affectation ait été adoptée par le conseil des Comtés unis.

Le département des Travaux publics des CUPR souhaite partager leurs profondes inquiétudes concernant ce changement de zonage. Cette modification soulève d'importantes appréhensions, surtout si l'on considère la proximité de la propriété avec une intersection déjà problématique qui se trouve très près de l'autoroute 417.

L'intersection en question est une source de congestion routière et de problèmes de sécurité depuis l'ouverture du parc aquatique Calypso. L'introduction de tours d'habitation d'une telle ampleur ne manquera pas d'exacerber les problèmes existants. L'afflux potentiel de résidents et de visiteurs dans la zone augmentera considérablement le flux de circulation, menaçant la sécurité des piétons, mettant à rude épreuve l'infrastructure locale et intensifiant les défis de notre réseau de transport.

Si le développement urbain est essentiel au progrès, il est crucial de prendre en compte l'impact que de tels changements peuvent avoir sur le secteur. Dans le cas présent, l'aménagement proposé menace non seulement d'aggraver les embouteillages, mais soulève également des questions quant à la capacité du réseau de transport et des services publics à supporter un tel afflux de trafic.

Le département des Travaux publics demande aux autorités compétentes de réaliser une étude d'impact complète avant d'approuver le changement de zonage proposé.

Cette évaluation approfondie devrait prendre en compte la pression sur les réseaux de transport (local, CUPR et MTO) et les impacts sur les environs.

Nous souhaitons vous rappeler que la politique 7.2 du Plan officiel des CUPR précise que les décisions des conseils municipaux locaux doivent être cohérentes et conformes aux politiques du présent plan officiel. Nous sommes d'avis que cette demande de changement de zonage ne peut pas aller de l'avant sans le dépôt d'une demande de modification au Plan officiel des CUPR.

Il est à noter que le paragraphe 24(1) de la Loi sur l'aménagement du territoire stipule que nul ne doit adopter un règlement municipal à des fins non conformes à un plan officiel en vigueur. Par conséquent, le conseil municipal de la Municipalité de La Nation se doit de refuser cette proposition de changement de zonage, car elle n'est pas conforme au Plan officiel des CUPR.

À cet effet, la Corporation des Comtés unis de Prescott et Russell **s'oppose** à l'approbation de la demande de changement de zonage portant le numéro de dossier ZBL-8-2023 pour toutes les raisons exprimer ci-dessus, mais plus particulièrement le fait que cette demande n'est pas conforme au Plan officiel en vigueur.

Pour terminer, la Corporation des Comtés unis de Prescott et Russell demande d'être avisée de la décision du conseil municipal de la Municipalité de La Nation.

Veuillez agréer, l'expression de mes sentiments les meilleurs.

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Gérante en Urbanisme