

AMENDMENT NO. 17
TO THE
OFFICIAL PLAN
OF THE COUNTY OF RENFREW

Prepared For: The County of Renfrew and the
Township of Greater Madawaska

Prepared By: County of Renfrew
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September 2019

**AMENDMENT NO. 17
TO THE
OFFICIAL PLAN
OF THE COUNTY OF RENFREW**

This Amendment was adopted by the Council of the Corporation of the County of Renfrew by By-law ___ in accordance with Sections 17 and 22 of The Planning Act on the ___ day of ___, 20__.

WARDEN

CORPORATE
SEAL OF
MUNICIPALITY

CAO/CLERK

This Amendment No. 17 to the Official Plan of the County of Renfrew, which has been adopted by the Council of the Corporation of the County of Renfrew, is hereby approved in accordance with Section 17(34) of The Planning Act.

Date

Approval Authority

**THE CORPORATION OF
THE COUNTY OF RENFREW**

BY-LAW NO. _____

The Council of the Corporation of the County of Renfrew, in accordance with the provisions of Sections 17 and 22 of the Planning Act, hereby enacts as follows:

1. Amendment No. 17 to the Official Plan of the County of Renfrew, consisting of the attached text and Schedule 'A,' is hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment No. 17 to the Official Plan of the County of Renfrew.
3. This By-law shall come into force and take effect on the day of final passing thereof.

This By-law given its FIRST and SECOND reading this _____ day of _____, 20__.

This By-law read a THIRD time and finally passed this _____ day of _____, 20__.

WARDEN

CORPORATE
SEAL OF
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CAO/CLERK

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COUNTY OF RENFREW

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THE CONSTITUTIONAL STATEMENT

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

PART B - THE AMENDMENT consisting of the following text and Schedule 'A' constitutes Amendment No. 17 to the Official Plan of the County of Renfrew.

PART A - THE PREAMBLE

Purpose

To redesignate the lands shown on Schedule "A" attached hereto from "Rural" and "Mineral Aggregate" to "Rural-Exception Five" to permit automotive retail and tourism commercial uses as additional uses at the Calabogie Motorsports Park.

Location

The lands affected by this amendment are located in part of Lots 13, 14 and 15, Concessions 7 and 8, geographic Township of Bagot, as shown on the Key Map.

Basis

The Official Plan of the County of Renfrew was adopted by the Council of the County of Renfrew on March 27, 2002 and was approved by the Minister of Municipal Affairs and Housing on June 16, 2003.

The application for Official Plan and Zoning By-law Amendment was first submitted in 2010 and was circulated to the MMAH and the County of Renfrew Engineering and Public Works Department for comments. A revised application for Official Plan Amendment was submitted on February 14, 2012 based on comments from the Ministry of Municipal Affairs and Housing, Ministry of the Environment, Conservation and Parks, Ministry of Natural Resources and Forestry and the County of Renfrew Engineering and Public Works Department. The Application was re-activated on February 14, 2019 and a public meeting was held on May 9, 2019. A revised application was submitted to the County of Renfrew on July 15, 2019. The revised OPA is similar to the original submission but has been updated to reflect correspondence from MMAH and correspondence from the Township of Greater Madawaska regarding the submitted Noise Assessment.

The subject lands are designated "Rural-Exception Five", "Rural" and "Mineral Aggregate" on Schedule "A" to the Official Plan. The owners have applied for an amendment to the Official Plan and Zoning By-law to allow a wider range of uses related to the motor sports park and that would enhance Calabogie Motor Sportstrack as a tourist destination. The proposed future development is illustrated on concept plans which were submitted with the amended application. The proposal includes the following as illustrated on the concept plan:

- (a) Thirty-six (36) villas with garages as shown in Blocks 1, 2 and 3.
- (b) Garages/Automobile storage buildings as shown in Block 4.
- (c) A clubhouse facility to include a banquet hall that would accommodate up to 300 guests, eating establishment/restaurant facilities and/or food concessions, offices, meeting rooms, classrooms, pro shop, exercise facilities, VIP rooms overlooking the track and indoor recreation facilities

such as a spa, pool, sauna, gymnasium and exercise facilities. It is estimated that a floor area of approximately 2,500 m² (26,910 ft²) would be necessary to accommodate the proposed clubhouse facility. The proposed location of the clubhouse is shown in Block 5.

- (d) One staff parking area is shown in Block 6.
- (e) Viewing and parking areas for hosting up to 3,000 spectators at special events within two viewing areas shown as Block 7a and 7b. Block 7b has been proposed as a second spectator viewing area. Block 7b will share the parking area and requirements with Block 7a. It is estimated that a total of 1,000 on-site parking spaces where one (1) parking space per three (3) spectators will be required for special event parking. The existing and proposed paved parking surfaces within Block 5 (666 spaces) and future gravel-surfaced parking areas within Block 8 (230 spaces) and Block 9 (915 spaces) will be sufficient to accommodate on-site parking requirements for spectators at special events.
- (f) Commercial and garage development in Block 10. Commercial development would be automotive related commercial development. Examples would include automotive manufacturers, parts manufacturers and/or dealers who wish to use the track and promote the sales and servicing of their automotive products.
- (g) Garages/Automobile storage buildings as shown in Block 11.
- (h) Outdoor recreation trails for passive and active recreational uses on lands located outside of the core operations area are shown on Concept Plan A-1. Trail usage will be limited primarily to low-impact uses such as walking trails, mountain bike areas, ATV's and snowmobiles in areas where there are existing bush trails. Trail usage will not include off-road racing events for motorcycles, dirt bikes or racing events.
- (i) To permit public address systems to be utilized on site.

The remainder of the site will remain in either a "Mineral Aggregate Resource" or "Rural" designation to allow only existing uses, open spaces and active and passive recreation along existing trails.

Surrounding Land Uses

North: Two full lots (approximately 2 km) of vacant bush land, the Madawaska River and residential development along the north shore of the Madawaska River on Calabogie Road (County Rd 508).

South: A full lot and a half (approximately 1 km) of vacant bush land and Fleming's aggregate pit, Stones Lake and residential development on the south side of Stones Lake.

East: Fleming's licensed aggregate pit and at least four concessions of vacant bush land.

West: A full concession of wetlands and vacant land, to Lanark Road (County Rd 511) along which there is sparse residential development.

Background

The entire holding is approximately 485 hectares (1200 acres) in area and is accessed by Wilson Farm Road that runs west from the site out to Lanark Road (County Road 511).

In 2004 and 2007 the Ontario Municipal Board issued orders 2149 and 0292, respectively that implemented the "Rural-Exception Five" designation to allow the current Calabogie Motorsports Park. The policies of the Rural-Exception Five designation, as ordered by the OMB defined and permitted the motor sport track and a limited number of related uses on-site. The policy also prohibited major spectator events including motor racing, drag racing, and demolition events and limited the number of spectator seating to 125. The policy also outlined measures by which noise levels at the track could be controlled.

The several studies have been submitted with the applications to amend the Official Plan and Zoning By-law supporting the proposed expansion of the track. The studies include a:

- Stage 1 and a Stage 2 Archaeological Study
- Hydrogeological Evaluation
- Environmental Impact Statement and Addendums
- Traffic Impact Study
- Noise Impact Assessment
- Servicing Options Report
- Aggregate Resource Information
- Planning Justification Report

The planning justification report concludes that this proposed amendment to the Official Plan complies with the purpose and objectives of the Official Plan and is consistent with the policies of the Provincial Policy Statement. The proposed development represents good planning because it will strengthen and diversify the Township's economic base, maintain the quality of the natural and built environment, be adequately buffered/separated from adjacent uses and will reduce potential noise impact from the track.

An application to rezone the property will require approval from the Township of Greater Madawaska in addition to the requirements of Site Plan Control.

PART B - THE AMENDMENT

All of this part of the document entitled Part B - The Amendment, consisting of the following text and Schedule "A", constitutes Amendment No. 17 to the Official Plan of the County of Renfrew.

Details of the Amendment

The Official Plan is amended as follows:

- a) Subsection 5.4 (E) (1) "Rural – Exception Five" of the Official Plan is amended by deleting it in its entirety and replacing it with the following new subsection:

"(E) Greater Madawaska

(1) Rural – Exception Five

Notwithstanding any policies of the Plan to the contrary, for those lands designated Rural – Exception Five on Schedule "A" (Map 2 of 2) and located within Part of Lots 14 and 15, Concession VII, Part of Lots 13 and 14, Concession VIII and all of Lot 15, Concession VIII in the geographic township of Bagot, now in the Township of Greater Madawaska, the following policies shall apply:

- (a) In addition to the uses permitted in the Rural designation, the uses permitted within the Rural – Exception Five designation shall include a motor sport track, automotive related retail, maintenance and storage uses, and tourism-related commercial uses.
- (b) A motor sport track shall mean a paved track, not wider than 12 metres and used for the purpose of accommodating recreational and educational non-motorized events and motor sports including, but not limited to, driving schools, car clubs, corporate motoring activities, promotions, vehicle demonstrations and does not include drag racing or demolition events. Accessory track related facilities including parking and paved paddocks, as well as buildings for administration, maintenance and track control facilities shall also be permitted. Seating areas for spectators on the entire site shall be limited to one or more structures or areas with a combined total capacity of not more than 3,000 persons. No more than 3,000 spectators per day shall be permitted at the motor sport track. Accessory spectator facilities such as food concessions and souvenir shops shall also be permitted. The motor sport track shall operate in accordance with Ministry of Environment noise guidelines and the Township noise by-law.

It is recognized that there are significant and unique noise issues

related to the operation of the motor sport track, which could have impact on the surrounding community. It is also recognized that new noise sources such as temporary public address systems and/or sound systems, spectators and noise emitted from non-track related automotive uses could have noise impacts. In order to mitigate these impacts, Council shall consider the use of noise control measures that can include but not necessarily be limited to the following:

- i) the establishment of appropriate setbacks and buffering provisions in the implementing Zoning By-law;
 - ii) the use of Site Plan Control to establish buffering requirements for the track and any other new noise sources;
 - iii) the implementation of a Noise By-law that would contain specific provisions for controlling noise-generating activities at the track and other noise sources;
 - iv) the use of a Licensing By-law and/or a Noise By-law with permitting requirements for the implementation a Noise Plan that would include the requirement for annual monitoring of the race track operation and any other noise sources to ensure that noise levels are consistently below established maximum levels. The By-law(s) could also include conditions that would limit hours and days of motor racing, allow for municipal on-site monitoring and other such items that would reduce off-site noise impacts.
- (c) Provisions for monitoring and controlling traffic operations at the intersection of County Road 511 (Lanark Road) and Wilson Farm Road during special motor sport track events will be included in a site plan agreement with the Township to the satisfaction of the County of Renfrew Engineering and Public Works Department. Should traffic operation problems be identified by the County of Renfrew within the first five (5) years of the execution of the site plan agreement, the motorsport track owners will be required to construct auxiliary turn lanes at the intersection of County Road 511 (Lanark Road) and Wilson Farm Road at the owner's expense and to the satisfaction of the County of Renfrew.
- (d) Permitted automotive commercial uses related to the motor sport park shall include buildings, structures and facilities for the sale of vehicles, vehicle parts, accessories and tools as well as buildings and garages for the repair, maintenance and storage of vehicles.
- (e) Permitted tourism commercial uses related to the motor sports park and four-season tourism development shall include a clubhouse, eating establishments, accommodation units, indoor

and outdoor recreation facilities, recreation trails, tourist retail stores, other resort-type development and related accessory uses. A clubhouse shall include facilities such as a banquet hall, restaurant, meeting rooms, classrooms, pro shop, VIP track-observation rooms, and indoor recreation facilities such as a spa, pool, sauna and exercise facilities. Accommodation uses shall include tourist accommodation units and villas with rental garages, which will be available to both track users and the travelling public. Existing recreational trails shall include passive recreational uses such as hiking, cycling and cross country skiing and active recreational uses such as all-terrain vehicles (ATV's) and snowmobile usages.

- (f) Lands located within the Rural-Exception Five designation shall be recognized in a special tourism commercial zone in the Township's implementing zoning by-law. Undisturbed woodland areas within the site shall be retained as a vegetated buffer area and rezoned to a holding (h) zone category until such time as future development is proposed. Under the holding provisions, interim uses shall be limited to existing uses, open space, and passive recreational uses along existing trails. Prior to removing the holding (h) symbol, Council shall be satisfied that adequate areas of natural vegetation and buffering will be maintained in areas surrounding the motor sports track and site plan controls are implemented to address the following:
 - i) Stormwater management plans using best management practices for the preservation of existing topography and natural features.
 - ii) Lot grading, drainage, vegetation protection and construction mitigation plans for the protection of any wetland and aquatic habitat.
 - iii) A tree retention plan and construction mitigation measures for protecting trees in areas proposed for villa accommodation units."
- b) Schedule "A" of the Official Plan is amended by redesignating lands located within Part of Lots 13, 14 and 15, Concession VIII in the geographic Township of Bagot, now in the Township of Greater Madawaska, from Rural, Mineral Aggregate, and Environmental Protection to Rural – Exception Five as shown as on Schedule "A" attached hereto.


Implementation And Interpretation

The implementation and interpretation of this amendment shall be in accordance with the respective policies of the Official Plan of the County of Renfrew.

AMENDMENT NO. 17 TO THE OFFICIAL PLAN OF THE COUNTY OF RENFREW

SCHEDULE 'A'

(Part of Lots 13, 14 & 15
Concessions 7 & 8 in the
Geographic Township of Bagot)

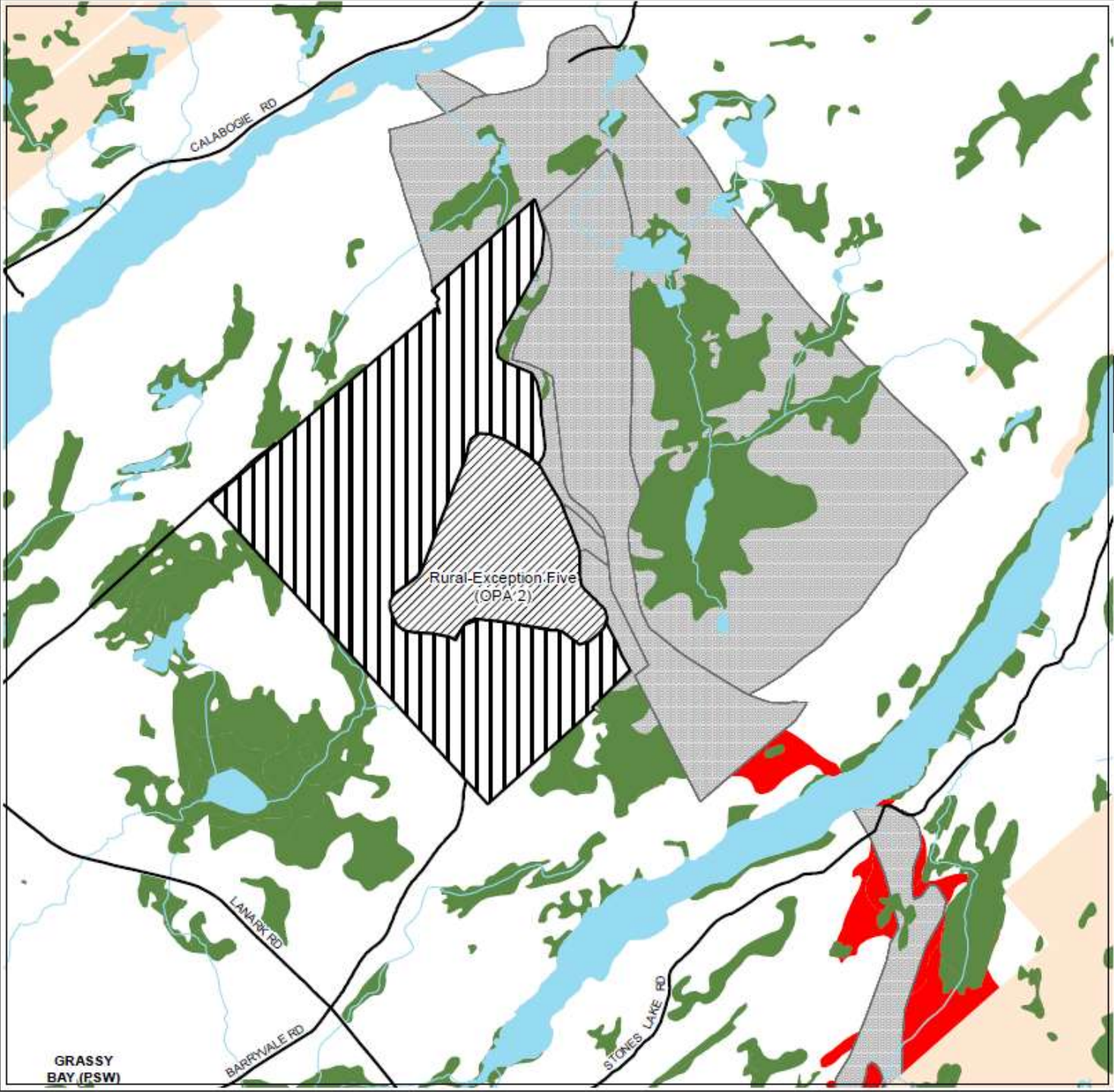
 Area affected by this Amendment
From Rural, Mineral Aggregate and
Environmental Protection
To Rural-Exception Five

COUNTY of RENFREW OFFICIAL PLAN LEGEND

-  Road
-  Permanent Streams and Rivers
-  Lakes and Rivers
-  At Capacity Lakes
-  Urban Community
-  Village Community
-  Non County Areas
-  Special Policy Exception Areas
-  Active Waste Disposal Site
-  Inactive Waste Disposal Site
-  Environmental Protection Area
-  Rural
-  Crown Land
-  County Forest
-  Mineral Aggregate
-  Mining Resource
-  Agriculture



1:25,000



GRASSY
BAY (PSW)

Note: This schedule forms part of Amendment No. 17 to the Official Plan of the County of Renfrew and must be read in conjunction with the written text.