

# PLANNING RATIONALE

2688 Carp Road

Site Plan Application

September 21, 2017

Prepared for: Argue Construction Ltd.  
Prepared by: D.G Belfie Planning and Development Consulting Ltd.  
21 Pinecone Trail  
Stittsville, ON

## 1.0 Introduction

This Planning Rationale has been prepared in support of a Site Plan Control application to construct a new heavy equipment repair garage and offices at 2688 Carp Road. The building will be a total of 599 sq.m (6,447 sq.ft) in size. This report will demonstrate the appropriateness of the proposed development and how it conforms to the Provincial Policy Statement, the City of Ottawa Official Plan, the Carp Road Corridor Community Design Plan (CDP) and the Zoning Bylaw.

### 1.1 *Site Location / Existing Site Development*

The project site is located on a 3.2 hectare (7.9 acre) parcel of land located on the east side of Carp Road south of Reis Road. The property has approximately 45 metres of frontage on Carp Road and is an irregular shaped lot with a depth of approximately 310 metres. Huntley Creek runs along a portion of the south east boundary. South of the property is a commercial use. To the north, northeast, and east of the property are adjacent commercial and industrial properties. To the west of the property is Carp Road and additional industrial sites.

The property is currently a level, gravelled site with a slope along the southeast property line which descends towards Huntley Creek. This natural slope is vegetated with small shrubs, and small to large trees. The north side of the property is bounded by a slope which descends towards a ditch which runs along the northern property line. The northern property line has a hedgerow with some bushes and trees. An existing chain link fence is located along the Carp Road frontage south of the driveway access and along the southwestern property line. The existing entrance to the site will remain as will the existing steel gate.

The site will be used by the current owner in the operation of his trucking business, street cleaning business, an office, maintenance and repair of his trucks and winter storage of bagged, sealed topsoil stored on pallets. The only permanent structure currently on the site is a vinyl clad single bay garage which is used for vehicle maintenance. There are also shipping containers for storage of parts. The shipping containers and garage will be relocated as indicated on the site plan submitted with the application.

### 1.2 *Overview of Proposed Development*

In 2010 the property received site plan approval. Since that time the property has been acquired by a new owner who is requesting site plan approval for the construction of a new 599 square metre 1 storey repair garage with a two storey office component and the relocation of the existing building and storage containers. The current owner operates a trucking business, and street sweeping business. In order to allow the successful operation and growth of these businesses the owner requires a larger service repair garage, parts storage and office space.

The new building will be located in the northwest portion of the site. It will be a 1 storey building except for the office portion located at the southwest corner of the building which will be 2 storeys in height. Twenty vehicular parking spaces including one disabled space will be provided along the southern side of the building as will the main front door. The entrance doors

to the repair bays are on the west side of the building and the trucks will exit the repair bays on the east side of the building. A retaining wall will be built along the northern side of the building to create a flat area for trailers which will be used for storage of parts.

Twenty gravelled truck/trailer parking spaces and a snow storage area is proposed along the southwestern property line.

The existing vinyl clad single bay repair garage will be relocated to the southeast of the truck/trailer parking area and will be located so that it is more than 30 metres from Huntley Creek. This building will be used primarily for storage.

A seasonal (winter) open storage area and a snow storage area is proposed in the northeast portion of the site. Bagged, sealed topsoil will be stored over the winter on pallets in the open storage area. The topsoil is delivered to retail stores in the early spring.

The existing 10.1 metre wide entrance to the site from Carp Road will be retained and will be paved 21 metres past the property line to the existing steel gates.

A new drilled well is located to the northwest of the new building and a new septic system, dosing tank and bio filter system is proposed to the east of the new building. These new systems will provide drinking water and sanitary services to the new building.

Most of the trees that are currently found around the boundaries of the Site will be retained. As shown on the landscape plan submitted with the application, additional trees will be planted. A row of five sugar maples will be planted to the north of the existing driveway access from Carp Road. To the south of the driveway the Business signage will be erected. The sign will have a 0.8 metre high armor stone base with the sign mounted between two supporting posts. This area will be grassed and two red oaks will be planted in a grouping to the north of the sign, on the south side of the driveway. A grouping of 3 Colorado Spruce will be planted to the south of the sign.

The southwestern property line will be well treed with small and large trees such as Serviceberry, Colorado Spruce, White Cedar, Common Hackberry and Red Maple. The 15 metre setback from the top of the slope adjacent to Huntley Creek will be reforested with planting beds of native trees and shrubs as described in more detail on the landscape plan.

Building elevation plans have also been submitted. The building is designed with a lower architectural stone veneer apron with horizontal banding and vertical E.I.F.S. sections in contrasting colour on the main body of the building. Glass windows with black anodized aluminum window frames are proposed. Galvanized corrugated steel panels will clad the repair garage bays. The main door leading to the reception area and office space will be highlighted with a maple finished wood trellis/entrance canopy

Site servicing, grading plans and stormwater reports have been prepared by D.B.Gray Engineering Inc. A new septic system is proposed and a new drilled well has been provided. Storm drainage from the site will be directed to infiltration trenches located at various spots along the perimeter of the developed portion of the site. The infiltration trenches will promote groundwater recharge and thermal mitigation and improve stormwater quality by removing 80% of total suspended solids. The grading plan has been designed to address the quantity of stormwater runoff to ensure the release rate for post-development storm events will be less than the flow produced by the existing development.

A Slope Stability study has been prepared by Houle Chevrier dated August 24, 2017 which addresses the slopes on the north and south side of the property. The report notes that from a geotechnical perspective there is no issue with the relocation of the vinyl clad building on the south side of the property. On the north side there is no issue with the location of the new septic system and new building.

A Geotechnical Report has been prepared by Houle Chevrier dated June 27, 2017 and has provided information on the subsurface soil conditions, and recommendations for foundation design, septic bed, driveway and parking areas. The report has been submitted with this application.

A Hydrogeological Report has been prepared by Houle Chevrier dated August 30, 2017 and submitted with this application. The report confirmed there was appropriate quantity and quality of ground water from a newly drilled well on site.

McKinley Environmental Solutions has prepared an Environmental Impact Statement dated August 2017. The report notes the primary natural feature on the site is Huntley Creek and its associated riparian corridor along the southern boundary of the site. In 2010 a site plan was approved for this site which required a 15 metre setback from the top of slope along Huntley Creek. The existing graveled area of the site extends to this 15 metre setback, but the area within the 15 metre setback remains undeveloped. Under the current policy in the City of Ottawa Official Plan, the setback is either 15m from top of bank or 30 metres from the normal high water mark, whichever is greater. It is proposed that the existing developed area within the Site, which is defined by the existing limits of the gravel pad, should be maintained as this area was previously approved through the 2010 Site Plan Approval. However it is also proposed that all of the new and relocated permanent structures and septic system will be located outside of the 30 metre setback. To protect Huntley Creek, the 15 metre setback area will be reforested as show on the landscape plan. The EIS concludes that the proposed development is not anticipated to have a significant negative effect on the natural features and functions pending the implementation of the mitigation measure outline in the EIS.

## **2.0 Policy and Regulatory Framework**

### **2.1 Provincial Policy Statement**

The *Provincial Policy Statement, 2014* (PPS), issued under Section 3 of the *Planning Act*, provides for appropriate development and economic growth while protecting public health and safety and the quality of the natural and built environment. The Planning Act states that planning decisions, "shall be consistent with" policy statements issued under the Act.

Section 1.1.4 of the Provincial Policy Statement indicates "*rural areas are important to the economic success of the Province and our quality of life.*" The PPS further states "*It is important to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy*"

The specific policies indicate

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

- a. *building upon rural character, and leveraging rural amenities and assets;*
- b. *promoting regeneration, including the redevelopment of brownfield sites;*
- c. *using rural infrastructure and public service facilities efficiently;*
- d. *promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management of resources;*

The proposed site plan is in accordance with the Provincial Policy Statement. It is an efficient use of existing industrial land, makes use of existing road infrastructure, provides employment opportunities through the businesses located at the site and is designed to protect the natural resources in Huntley Creek through enhanced landscaping along the creek, and improved stormwater management which decreases runoff and improves the quality of the stormwater entering the creek.

## **2.2 City of Ottawa Official Plan**

The site is designated on Schedule A as “Carp Road Corridor Rural Employment Area”. The applicable policies in Section 3.7.5 indicate the following:

*Due to its strategic location and accessibility (anchored by the Highway 417 interchange in the south and the Carp Airport in the north), the Carp Road Corridor Rural Employment Area offers a unique and diverse range of employment and industrial opportunities. This is evident with the presence of a full range of industry sectors, which includes, but is not limited to, manufacturing, mining (aggregates), retail trade, construction, agriculture, transportation as well as personal, professional and business services. Also, new industries such as high technology businesses, environmental services, some value-added processing, wood and metal fabrication, and other activities choosing to relocate in rural employment areas will add to the diversification of both the urban and rural economies. The Carp Road Corridor provides opportunities for attracting industries that favour large amounts of land and the openness of a more rural site.*

*The Carp Road Corridor Rural Employment Area plays an important role in the development and well-being of the local economy. The diversity and the ability to attract a wide variety of industries has been one of the strengths of the Corridor. In order to remain successful in the future, this area must maintain the ability to allow for a diverse range of industrial uses while developing an appealing environment for those new industries willing to expand or relocate.*

### **Policies**

1. *The Carp Road Corridor Rural Employment Area is designated on Schedule A with the intent to reserve the land for rural industrial and commercial uses.*
2. *New development applications will conform to the policies in the community design plan.*
3. *The community design plan for the Carp Road Corridor shall provide direction to the Zoning By-law for future land uses.*

The proposed uses at this site are appropriate for rural industrial areas and are permitted under this designation.

## **2.3 Carp Road Community Design Plan**

### *Land Use:*

Under Schedule 1 of the Carp Road Community Design Plan the subject property is designated as “*Light Industrial Area*”. This designation permits light manufacturing plants, distribution, recycling and assembly plants, warehouses, service and repair shops, storage uses, transportation depots, contractor or construction related uses among others.

The proposed uses on the site conform to the uses permitted in a “Light Industrial Area”.

### *Transportation*

Carp Road is an existing arterial Road under Schedule G of the Official Plan. The Official Plan and Carp Road Community Design Plan indicate the right of way to be protected along Carp Road between Richardson Side Road to March Road is 30 metres. Land to create the 30 metre right of way width was given to the City of Ottawa when the property was originally severed.

This arterial road classification and right of way width is sufficient to accommodate the traffic volumes along Carp Road and the traffic from this site. The Official Plan indicates “The arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances.” They have been designed to accommodate both car and truck traffic. One of the benefits of the Carp Road Corridor for commercial and industrial uses is direct access to an arterial road with easy access to the 417. The existing driveway to the site is 10.1 metres wide and will remain at this width. The driveway will be paved from Carp Road and the 21 metres past the property line to the existing steel gates. This will provide ample space for the trucks to turn smoothly into or out of the site.

### *Visual Appearance and Design Guidelines*

One of the objectives of the Carp Road CDP is to enhance the visual appearance of the corridor and maintain the rural landscape. It is considered one of the best ways to market the Corridor and encourage new uses to locate in the Corridor.

A number of guidelines are provided in the CDP. Table 1 lists these guidelines and identifies how the proposed site plan addresses these guidelines.

**Table 1  
Visual Appearance and Design Guidelines**

<b>CDP Guideline Section 7</b>	<b>Site Plan</b>
Row of trees along the corridor – should consist of large growing trees 3 – 6 metres outside the right of way.	A row of 5 large growing sugar maples will be planted along the north side of the driveway. They are located outside the right of way. To the south of the driveway 3 Colorado Spruce and 2 large growing red oak trees will be planted outside the right of way
Berm or green landscape edges to hide unsightly uses within the Corridor	Colorado Spruce and red oaks will be planted along Carp Road frontage and along the southern property line it will be well treed with small and large trees such as Serviceberry, Colorado Spruce, White Cedar, Common Hackberry and Red Maple to provide screening of the truck and trailer parking from Carp Road corridor
Erect low farmstead type laid stone walls intermittently along the roadside as an identifiable signature of the Carp Road Corridor	To reinforce the dry laid stone wall theme along Carp Road, the business signage along the frontage of the property will have 2 rows of armour stone no more than 0.8 metres (2 feet) in height as the base of the sign.
Locate parking at the rear or side of buildings or provide a greater setback to allow planting to mitigate the effects of parking	Parking in front of the main building is set well back from Carp Road, approximately 90 metres. The front corner of building will have a landscape bed with a red maple surrounded by rosa rugosa (rose) bushes. .
Locate storage and service areas at rear of buildings	Storage trailers will be located at rear of the main building. The relocated existing vinyl clad building will be set well back from Carp Road – more than 100 metres
Preserve as many trees as possible	Existing trees and shrubs along property lines will be retained as much as possible. .
Compensate for removal of existing trees by extensive planting in open space corridor, entry features, “gateways” and on site landscape areas	Extensive planting in the open space corridor along Huntley Creek is proposed, also along the southwest property line. New trees will be added along the Carp Road frontage.
Plant trees along the corridor – a mix of trees with more coniferous than deciduous	A mix of large trees – sugar maples, oaks and Colorado Spruce are proposed
Provide landscaping at front of building	A planting bed with a maple tree and rosa rugosa (rose) bushes is proposed at the southwest corner
Use landscaping, decorative fences to screen unsightly uses	Landscaping is proposed along the southern property line and along Carp Road frontage. An existing chain link fence will be retained along Carp Road and southern property line. Chain link fencing will provide security to the

	site. Landscaping will be provided along the chain link fence.
Site Design	The proposed site plan will provide for a neater, more orderly looking site with a new architecturally designed office, repair garage building, specific areas for truck parking, specific driving lanes, open storage at the rear of the site and an enhanced green corridor along Huntley Creek and along the southern property line and a treed frontage along Carp Road.

## 2.4 City of Ottawa Zoning Bylaw 2008-250

The subject property is zoned RG5 “Rural General Industrial subzone 5”. The purpose of the RG5 zone is to:

*(1) permit the development of light industrial uses in areas mainly designated as **General Rural Area, Village and Carp Road Corridor Rural Employment** in the Official Plan;*

*(2) accommodate a range of light industrial uses and limited service commercial uses for the travelling public; and,*

*(3) regulate development in a manner that respects adjacent land uses and will have a minimal impact on the surrounding rural area.*

The RG5 zone permits the proposed businesses – the trucking business, the street sweeping business and repair of the associated trucks and vehicles. These various businesses are permitted under the zoning definitions of “heavy equipment and vehicle sales, rental and servicing” which permits the servicing of heavy vehicles as well as the storage of heavy vehicles including transport trucks and trailers. A storage yard is a permitted use and is defined as an area used for outdoor storage including the storage of vehicles, construction, building or landscaping material and the storage of heavy vehicles and allows an accessory maintenance garage for the service and repair of vehicles and equipment. The office use is a permitted conditional use as long as it is located on the same property as the principal use.

Table 2 identifies how the proposed development is in compliance with the RG5 Zone provisions as required by the City of Ottawa Zoning Bylaw.

**Table 2**

<b>Zone Provision</b>	<b>Required</b>	<b>Provided</b>
Minimum Lot area	4000 sq.m. (0.4ha)	3.2 ha
Minimum Lot Width	30 metres	45 m
Minimum Front yard setback	12 m	Approx. 90 m

(main building)		from Carp Road and 52 metres from nearest westerly side property line
Minimum Interior side yard setback (Main building )	4.5 m	10 m to northerly property line 52 metres to westerly side property line
Minimum Interior side yard setback (Accessory building - Relocated vinyl clad building)	4.5 m	4.5 m to westerly side lot line
Rear yard setback (main building)	7.5 m	191.5 m
Rear Yard setback (accessory building)	7.5m	Greater than 100 metres
Maximum building height	15 m	8.4 m
Maximum lot coverage	50%	2.2%
Maximum permitted size of accessory building (relocated vinyl clad building)	Cumulative gfa of 300 sq.m	108.5 sq..m
Parking Spaces – heavy equipment servicing, and office and storage yard	Heavy equipment servicing -0.75/100 sq.m in this case 3.5 spaces  Office 2.4/100 sq.m – in this case 6 spaces	20
Barrier free parking	1	1
Parking aisle width	6.7m	6.7 m
Parking space size	2.6m x 5.2 m	2.6 x 5.2
Outdoor storage	Not permitted in front or corner side yard. Must be screened from residential use and public streets	Not applicable
Setback to watercourse – main and accessory buildings	30 metres to normal high water mark	Greater than 30 metres

### 3.0 Preconsultation

A pre-consultation application meeting was held in June, 2017 attended by the Applicant and the City Planner, Lorraine Stevens

The following studies were requested by the City as part of the submission package for the Site plan control application:

- Planning Rationale
- Site, landscape, grading and drainage, erosion and sediment control plan and site servicing plan

- Servicing Options and Stormwater Management Brief
- Scoped Hydrogeological Study
- Geotechnical Study
- Phase 1 ESA
- Survey
- Architectural Building Elevation Drawings
- Signage detail

These plans and reports have been submitted as part of the application.

## **4.0 Conclusions**

Based on the analysis conducted, it can be concluded that the proposed site plan is consistent with the policies, goals and objectives of the Provincial Policy Statement, the City of Ottawa Official Plan, and the Carp Road Community Design Plan. It conforms or exceeds the minimum RG5 zone requirements. The proposed development is an appropriate land use in this location and the design is compatible with the adjacent industrial/commercial uses.

Prepared by:

Deborah Belfie  
D.G. Belfie Planning and Development Consulting Ltd.  
21 Pinecone Trail  
Stittsville, ON  
K2S 1E1