



Planning Rationale in Support of an Application for Site Plan Control

**8015 Russell Road
Ottawa, ON**

**Prepared by:
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Land Development Consultants**

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1.0 Introduction

Holzman Consultants Inc. has been retained by LRL Engineering, on behalf of its client, Mr. Bob Cousins of C&C Transportation, to prepare a planning rationale in support of an application for Site Plan Control at 8015 Russell Road, in Ward 19 (Cumberland) of the City of Ottawa (the “Subject Property”).

The purpose of the application is to facilitate the development of a garage and office building with a footprint of approximately 1,895 m² (the “Proposed Development”) which is to be occupied by C&C Transportation (the “Applicant”), a locally-owned trucking, logistics and heavy-duty towing business.

This report provides a description of the existing conditions, the Proposed Development and a review of the applicable land use planning policies, including the Provincial Policy Statement (“PPS”), the Official Plan (“OP”), and Zoning By-law. It is our professional opinion that the application for Site Plan Control is supported by the PPS, OP and Zoning and represents an appropriate use of the Subject Property.

2.0 Site Overview

The Subject Property consists of 8.99 hectares of vacant land at the northeast corner of Russell Road and Frank Kenny Road, approximately a 4 minute drive northwest of the rural community of Vars. The Subject Property, which is tapered at its western and eastern extremities, is roughly rectangular in shape with frontage of approximately 642 m on the north side Russell Road and approximately 104 m of frontage along the east side of Frank Kenny Road.

The topography of the Subject Property is generally flat with a gentle slope to the south. It is mostly lacking in tree cover.



Exhibit ‘A’ – Subject Property as seen from Russell Road.



Exhibit ‘B’ – Looking west down Russell Road with the Subject Property on the right.

Legally described as PT LT 20 CON 7 CUMBERLAND; BEING PT 1, PLAN 4R30804, CITY OF OTTAWA and forming part of PIN 14552-0197, the Subject Property was created by a severance

consented to by the Committee of Adjustment on the 15th day of September, 2017. On the 9th day of February, 2018 ownership was transferred to the Applicant's corporation, 2572768 Ontario Inc. As a condition of the Consent, the City registered a Notice on title to the Subject Property which provides that it *“does not guarantee the quality or quantity of the groundwater” and that it provides “no responsibility, financial or otherwise, to provide solutions to the deficiency”*.

The surrounding land uses are:

- **North:** Single-family residential and a commercial/industrial building (Vars Concrete) fronting on the east side of Frank Kenny Road;
- **East:** Tomlinson Ready Mix (Vars Plant) fronting on the north side of Russell Road;
- **South:** Vacant, agricultural lands and farm structures on the south side of Russell Road, both east and west of Frank Kenny Road;
- **West:** Single-family residential and agricultural lands on the west side of Frank Kenny Road.



Exhibit 'C' – Google Earth air photo looking north from Hwy 417, with Subject Property outlined in blue

Apart from the foregoing land uses the most significant development in Cumberland Ward is a proposed integrated waste disposal site known as Capital Region Resource Recovery Centre (“CRRRC”). The proponent of the development, Taggart Miller Environmental Services, has submitted applications for OP amendment and Zoning amendment to permit this use on a 175 hectare site bounded by Boundary Road, Devine Road, Frontier Road and Highway 417. Given that the Subject Property is at least 5 km northeast of CRRRC we do not foresee any conflicts with the Proposed Development.

3.0 Description of Proposed Development

The Applicant only proposes to develop approximately 3.5 hectares in the central-west portion of the Subject Property as illustrated in Exhibit ‘D’. The frontage of the developed area on Russell Road will be 220 metres.



Exhibit ‘D’ – Subject Property outlined in blue with area of Proposed Development in red.

As depicted in Exhibit ‘E’, the Proposed Development will consist of a new pre-engineered, metal-clad building with a footprint measuring 36.6m wide by 51.8 m deep containing a tow truck bay and garage with multiple drive-in doors, a parts room, office space (approximately 279 m²). A paved parking area with 40 spaces will be located in front of the building with a paved trucking court around the majority of the building.



Exhibit 'E' – Rendering of proposed building

The Proposed Development will be served by a private well and septic field and a stormwater retention pond southeast of the building, parallel to the Russell Road frontage. Vehicular access will be from a new entrance off Russell Road, located at the western edge of the area of Proposed Development, approximately 170 metres east of Frank Kenny Road.

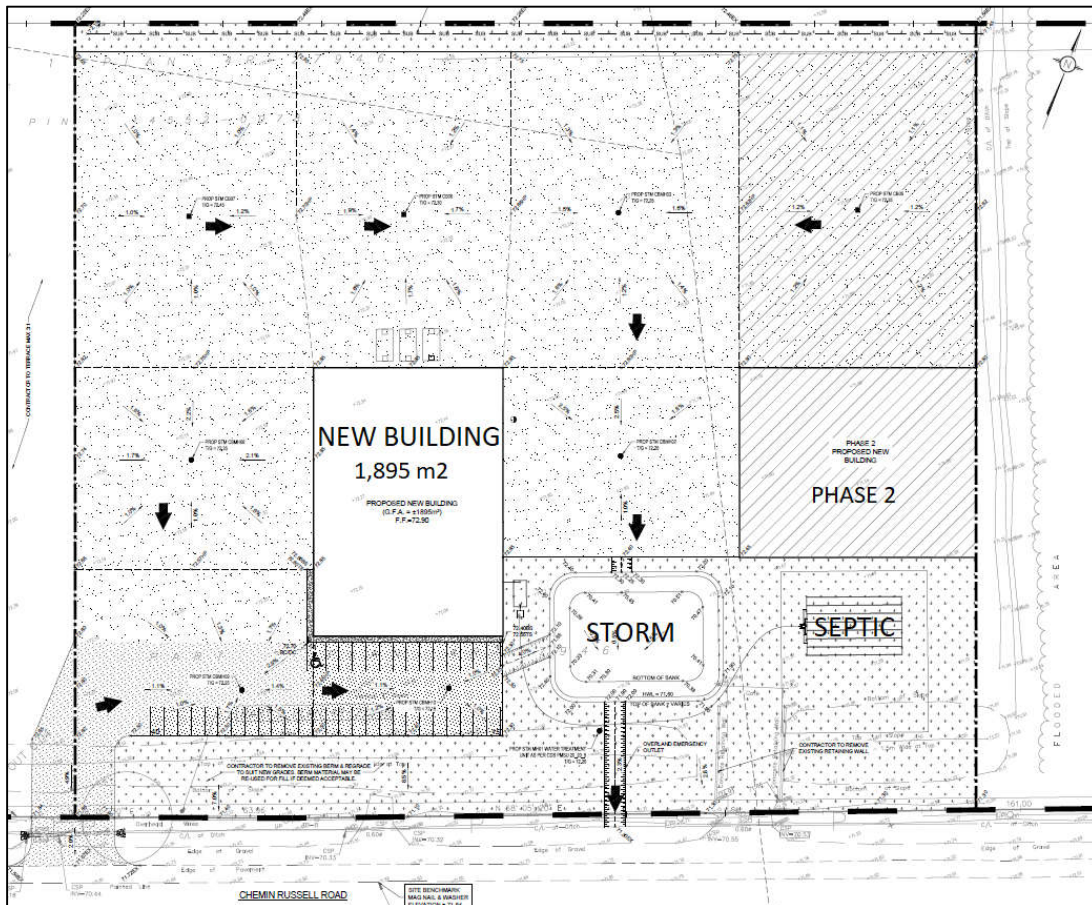


Exhibit 'F' – Site Plan for Proposed Development

A future phase of development contemplates a building with a footprint of 1,675m² on the east side of the Subject Property; however, this is not part of the current application for Site Plan Control. Phase 2 has only been included in the site plan drawing to allow for the appropriate sizing of services (water and sanitary) and stormwater management.

4.0 Planning Context

The applicable policy framework includes an examination of the Province of Ontario's land use planning directives expressed in the PPS and the City of Ottawa's policies expressed in the OP and Zoning By-law.

4.1 Conformity with the PPS

The PPS, issued under Section 3 of the Planning Act, sets out the vision for Ontario's land use planning system. The PPS encourages the wise management of land to ensure efficient development patterns that will satisfy the current and future needs of communities throughout the Province. While the PPS focuses growth and development within urban areas and rural settlement areas, it also aims to support the viability of rural areas. The importance of leveraging rural assets and amenities to ensure the economic success of the Province is specifically laid out in Section 1.1.4.

The Proposed Development offers an opportunity to promote "*diversification of the economic base and employment opportunities*" in a rural area as outlined in Section 1.1.4.1 of the PPS. Furthermore, the Proposed Development is consistent with policies of the PPS as:

- It is compatible with the rural landscape and can be sustained by rural service levels (Section 1.1.5.4);
- It is appropriate to the infrastructure that is available (Section 1.1.5.5); and
- It places no constraints on surrounding agricultural or resource-related uses (Section 1.1.5.7).

Section 1.1.5.9 of the PPS provides that new land uses must comply with the minimum distance separation ("MDS") formulae which are guidelines developed by the Province to separate uses so as to reduce incompatibility concerns related to odour from livestock facilities. As part of our inspection of the Subject Property we noted a farming operation with buildings in the vicinity of the Subject Property located at 5120 Frank Kenny Road at the southwest corner of Frank Kenny Road and Russell Road. We interviewed Mr. Herve Lacroix, the owner of these lands, by telephone and he confirmed that his operation is limited to fruit and vegetable farming with no livestock or manure storage. We consulted with Mr. John O'Neill of Ontario Ministry of Agriculture, Food and Rural Affairs ("OMAFRA") who advised that notwithstanding the low risk of the situation that we conduct an MDS I calculation based on a Type A land use for the Subject Property. Through a review of GeoOttawa air photos we estimated the area of the storage buildings at 5120 Frank Kenny Road at 1,152 m². Using OMAFRA's Agrisuite software we calculated a setback distance of 294 m whereas the estimated distance to the Proposed Development is 400 m. Accordingly, there is no existing or potential conflict.

4.2 Conformity with OP

Schedule A of the OP designates the Subject Property as being part of the Rural Natural Features Area with General Rural Area lands to the east and Agricultural Resource Area lands to the north,

west and south. As defined in Section 3.2.4 Rural Natural Features Areas “*contain significant woodlands, wetlands, and wildlife habitat that were identified by the Natural Environment Systems Strategy in the 1990s*”. Furthermore, the OP provides that any development within or adjacent to an area designated Rural Natural Features “*must be assessed in terms of its impact on the area’s natural features and functions, particularly impacts arising from the extent of disturbance and the location of buildings.*”

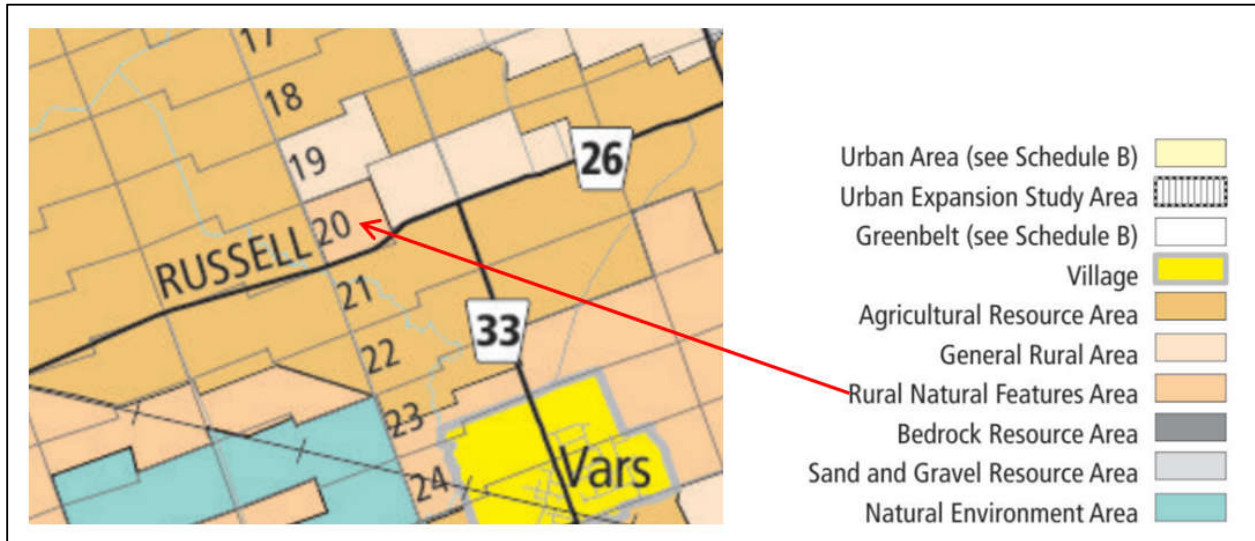


Exhibit ‘G’ – Excerpt from City of Ottawa, Rural Policy Plan with the Subject Property noted as being in the Rural Natural Features Area.

More specifically, development and site alteration are not permitted within this land use designation unless an Environmental Impact Statement (“EIS”) demonstrates that there will be no negative impacts as defined in Section 4.7.8 on the natural features within the area or their ecological functions. As referenced in Section 5.0 of this planning rationale, the Applicant engaged Muncaster Environmental Planning Inc. (“Muncaster”) to prepare an EIS to assess the existing conditions and natural features, to determine the impact of the Proposed Development and to recommend mitigation measures. Muncaster noted that the Subject Property was historically disturbed with no tree cover of note as early as 1976. There was subsequent stripping of topsoil and levelling with fill. Muncaster’s EIS concluded that provided certain mitigation measures are implemented no deleterious impacts are anticipated from the Proposed Development.

The Subject Property is not in an area of Environmental Constraints (Schedule K) nor is it part of the Natural Heritage system (Schedule L1)

The provisions of Section 3.7.2 for the General Rural Area also apply to Rural Natural Features. The policies of the General Rural Area are supportive of non-agricultural uses *that “due to their land requirements or the nature of their operation, would not be more appropriately located within urban or Village locations”*.

Both Russell Road and Frank Kenny Road are two-lane undivided roads with rural cross-sections and they are designated as “existing arterials” on the Rural Road Network (Schedule G) of the

OP. These roadways are designed and purposed to handle larger volumes of traffic, including industrial truck traffic. The intersection of Russell Road and Frank Kenny is controlled with a 4-way stop, although the transition from westbound Russell Road to northbound Frank Kenny Road has a dedicated right turn, protected by a triangular island.

Schedule J of the OP identifies Russell Road as an “on-road cycling route” and Frank Kenny Road is a “scenic entry route”. The increased level of traffic that will be generated in the area by the Proposed Development is nominal and will not pose any significant threat to the foregoing.

4.3 Conformity with Zoning By-law

As illustrated in Exhibit ‘G’, The Subject Property is zoned RH (Rural Heavy Industrial). The stated purpose of the RH (Rural Heavy Industrial) Zone is to:

- “permit the development of heavy industrial uses...”
- “accommodate a range of heavy industrial uses and limited service commercial uses at locations which are neither environmentally sensitive nor in close proximity to incompatible land uses”; and
- “regulate development in a manner that respects adjacent land uses and will have a minimal impact on the rural area.”



Exhibit ‘H’ – City of Ottawa Zoning Map (Subject Property outlined in blue)

The permitted uses in the RH Zone include:

- heavy equipment and vehicle sales, rental and servicing

- heavy industrial use
- light industrial use
- parking lot
- service and repair shop
- storage yard
- truck transport terminal
- warehouse

The provision of the RH Zone are as follows:

Zoning Mechanism	Provisions
Minimum lot width	50 m
Minimum lot area	8,000 m ²
Minimum front yard setback	15 m
Minimum rear yard setback	15 m
Minimum interior side yard - abutting industrial zone	3 m
Minimum interior side yard – other cases	10 m
Minimum corner side yard setback	15 m
Maximum principal building height	15 m
Maximum lot coverage	50 %
Outdoor storage	<p>a) outside storage is not permitted within any required front yard or corner side yard;</p> <p>(b) outside storage must be screened from abutting residential uses and public streets by an opaque screen at least 1.8 metres in height from finished grade</p>

Based on our review of the Applicant's site plan the Proposed Development will conform to the relevant provisions of the RH zone.

With respect to parking, the minimum parking space rates as set out in Section 101 of the Zoning By-law require 0.8 spaces for every 100 m² of gross floor area for heavy industrial uses and truck transport terminals. Based on a gross floor area of 1,895 m² only 16 parking spaces are required. The Applicant's site plan shows 40 parking spaces.

In summary, the proposed Site Plan appears to be in full compliance with the City of Ottawa's Zoning Bylaw in all respects.

5.0 Integrated Environmental Review

In accordance with the requirements set out by the City of Ottawa, numerous professionals were retained to conduct testing and analysis which assess the environmental attributes of the site and the associated proposal. Each study is summarized below:

Tree Conservation Report and EIS (prepared by Muncaster): The EIS assessed the existing conditions and natural features of the Subject Property and concluded that in light of the fact that the lands were historically disturbed there is no tree cover or natural characteristics of note that will be disturbed by the Proposed Development. No species at risk or natural heritage features, as identified in the PPS and OMNR (2010) were observed. Muncaster sets out a series of mitigation measures that are to be implemented and maintained in order to minimize any deleterious impacts on the natural environment.

Phase 1 Environmental Site Assessment (prepared by LRL Associates Ltd.): The Phase 1 noted two areas of potential environmental concern for which additional soil and groundwater investigation were suggested:

- earth moving activities appear to have taken place on the western portion of the Subject Property until 2008; and
- concrete manufacturing plant east of the Subject Property.

A Phase II was not conducted.

Geotechnical Investigation (prepared by LRL Associates Ltd.): The purpose of this investigation was to identify subsurface conditions across the site and to provide guidelines on the geotechnical engineering aspects of the design of the Proposed Development, including construction considerations. Given the highly technical nature of the recommendations it is advised that readers refer directly to the engineering report.

Hydrogeological Assessment and Terrain Analysis (prepared by LRL Associates Ltd.): A test well was installed at the Subject Property to assess the quality and quantity of the bedrock aquifer. The maximum drawdown throughout the test was 10% of the available water column. It is recommended that the wells for the Proposed Development be installed into the bedrock up to the depth of the test well (36.6m). With respect to water quality, certain of the tested parameters were reported above the Ontario Drinking Water Standards. Accordingly, the assessment recommends regular testing and treatment options. The terrain analysis concluded that unconsolidated material at the Subject Property is appropriate for construction of an on-site subsurface sewage disposal system with a fully raised leaching bed with a suggested area of 882 m².

Site Servicing and Stormwater Management Report (prepared by LRL Associates Ltd.): The site services and stormwater design have taken into consideration the future Phase 2 expansion at the Subject Property.

- A new well on the north side of the Subject Property will service the water supply needs to a peak demand of 1.07 L/s.
- Three underground water reservoirs will provide 190,000 L of capacity for purposes of fire protection.
- The proposed septic system and leaching field at the southeast corner of the Subject Property will be sized to treat 2,850 L/day.
- Overland grading has been designed to convey stormwater into a dry pond, with the 100-year storm flow being controlled by an undersized pipe downstream of the pond.

Summary of Integrated Environmental Review

The suggested mitigation and assessment directions will be adhered to and accordingly, have contributed to the overall design and approach to this project. The signatures below indicate concurrence by the consultants responsible for the above-noted studies.

Tree Conservation Report and Environmental Impact Statement

Muncaster Environmental Planning Inc.

Per: _____
Bernie Muncaster Date

Phase I Environmental Site Assessment

LRL Associates Ltd.

Per: _____
Date

Geotechnical Investigation

LRL Associates Ltd.

Per: _____
Stephane Leclerc Date

Hydrogeological Assessment and Terrain Analysis

LRL Associates Ltd.

Per: _____
Matthew Whitney Date

Site Servicing and Stormwater Management Report

LRL Associates Ltd.

Per: _____
Guillaume Brunet Date

6.0 Summary and Conclusions

1. The application for Site Plan Control will permit the development of a low-density industrial use in a rural area in adherence to the policies laid out in the PPS.
2. The application is consistent with the intentions of the Official Plan and, as evidenced by the EIS prepared by Muncaster, the Proposed Development will not jeopardize or disturb any of the natural features found at the Subject Property.
3. The Proposed Development is entirely consistent with the RH Zone designation and complies with all relevant provisions.
4. The scale of the Proposed Development is appropriate for the Subject Property. It does not pose any threat to surrounding rural residential or agricultural land uses and is in keeping with the diverse set of land uses in the area.

Based on the above noted rationale, the application for Site Plan Control is appropriate and, in our professional opinion, represents sound land use planning.

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March 18, 2018