

May 31, 2019

City of Ottawa: Planning Department
110 Laurier Avenue West
Ottawa, Ontario K1P 1J1

Re: Application for Site Plan Control:
LTR Industries Ltd.
2610 Rideau Road, Ottawa

Planning Rationale

Development Purpose

LTR Industries have been operating on the site since 1998 when they took possession of the former elementary school property and its existing 594m² one-storey building. Their business grew and required expansion which lead to a rear one-storey addition of 361m² in 2001.

Due to increasing business growth, LTR Industries is now seeking approval to significantly expand the size of its facility. The existing building can no longer meet the needs of their successful manufacturing operation and the services LTR provides. The original building has relatively small spaces, which hampers movement of materials and doesn't accommodate the larger machines and flow of materials through the production process.

To better serve clients/customers, a completely new and larger single-level building is proposed at grade. The building is designed in phases to permit projected further expansion, as is the associated parking. In the future, the expansion is anticipated to accommodate additional millwork machinery, additional work and assembly space, as well as potential robotic material storage areas.

Context

The rectangular rural site is located in the south-end of the city on the south side of Rideau Road between Albion (to the west) and Bank Street (to the east). The property has existing residential/home-based business uses to the east and west fronting on Rideau Road, vacant land to the north, and active mineral extraction uses to the south - wrapping around the rear of the subject property up to the rear of the adjacent residential/home-based business uses noted above.

The subject property currently contains the office/manufacturing space of LTR Industries which grew from occupying the original single-story elementary school. A one-storey addition expanded the operations in 2001 which, along with some smaller temporary fabric storage enclosures, reflect the current site condition.

Vehicular access is from Rideau Road via two access points. Sanitary and water services are provided privately on site. Storm ditches run along the Rideau Road frontage.

Official Plan, Zoning

In the City of Ottawa Official Plan, the property is designated on Schedule A as Sand and Gravel Resource Area. Mineral resources have been depleted (with rehabilitation measures initiated) on the portion of Tomlinson property adjacent to the south of the subject property.

In terms of Zoning, the property is designated as RG1[242r] which is a Rural General Industrial subzone 1 (subject to special exception 242r) that permits the development of light industrial uses that respects adjacent land uses and have a minimal impact on the surrounding rural area.

This proposed expansion of LTR Industries continues the existing use of the site and conforms to the intent and requirements of the zoning bylaw without variances.

Site Design Factors

Beyond the zoning requirements, the property development considered other design factors including the preservation of existing landscape buffering (as much as possible) along the side property lines where adjacent to the residential properties. The main new building is located well back (south) on the property behind the existing building to permit an internal pedestrian and work-flow connection.

Although the full development of the site is proposed, the building itself is intended to be built in two phases. This permits the steady expansion of LTR Industries to be managed cost-effectively. LTR's success is owed in part to it being a progressive company that invests in leading technologies and in advanced commercial wood-working manufacturing processes.

One of the existing vehicular access points essentially remains in its current location, but the second access to Rideau Road is relocated further to the east. This provides greater separation and enables trucks to circulate around the sides and rear of the new building without affecting the employee parking area. All overhead doors, loading areas, refuse/recycling bins, and the dust-collector are all located behind the building - thereby minimizing their aesthetic impact along the Rideau Road frontage.

Since the site has no available municipal services, well, septic, and storm systems must all be handled on site. Since existing grades slope south to north (from the "rear" of the site to Rideau Road), the swales flow around the rear of the property, along the sides of the property, and into the storm retention areas near Rideau Road. Similarly, the septic system is located at the north end of the property to facilitate gravity flows into the new system from the building. The existing well has been tested and is being upgraded to current standards in its current location.

Ideally, for best work-flow, the new and existing building would have the same floor level. However, to optimize the required storm and sanitary drainage slopes, the new building will have to be about 0.3m higher. To accommodate recessed loading docks and acceptable grades behind the building, the existing grades have been lowered.

Mineral Resource Impact Assessment

To facilitate the slopes noted above, and to assist the mineral extraction rehabilitation measures required to be performed by Tomlinson (property owner to the south), the existing grade will be lowered not just on this subject property but also on the Tomlinson property since the top of their mineral extraction edge slopes down sharply close to the shared property line.

Brian Vlaming, President of LTR Industries, has met with representatives of Tomlinson to present and discuss the proposed grade changes and the impact on the Tomlinson property. Since this grade change assists Tomlinson with their rehabilitation measures, they have accepted the change as a positive development and fully endorse the measures.

As a result of these grade changes, the existing trees along the rear portion of the site are to be removed. The existing continuous chain-link fence however will be re-instated. Both of these conditions are also acceptable to Tomlinson.

Other Design Factors

Airport Vicinity Development Zone:

Since the site falls within Airport Vicinity Development Zone as per Schedule K of the Official Plan, no “wet” stormwater retention ponds are being proposed.

Archaeological Resource Assessment Requirements:

The Criteria for Evaluating Archaeological Potential check list as provided by the Ontario Ministry of Tourism, Culture and Sport has been reviewed and completed to determine archaeological potential. The results accompany the Site Plan Control application documents.

Public Consultation Strategy

Brian Vlaming, President of LTR Industries has been proactive in meeting with anyone who the proposed development might impact. The following is a list of consultations:

- Pre-Application meeting with municipal officials: March 20, 2019
- Meeting with the staff at the Metcalfe town hall to share development plans and have them share with Counsellor George Darouze: April 23, 2019
- Meeting with Councillor George Darouze to discuss development plans. He gave his support and had already shared and received the support of the Osgoode Ward Business Association: May 14, 2019
- Dropped of a description letter and the associated proposed Site Plan and Elevation Drawings to adjacent neighbors: May 23, 2019
- Meeting with Richard Gardiner (Manager) from the Rideau Racetrack Casino to share development plans and solicit his support: May 24, 2019

Building Design Description

The existing original building (former elementary school) will remain, as will the later 2001 addition. The new proposed building will be separate from, but linked to, the 2001 addition. The buildings are essentially all on one level, with the new proposed building 0.3m higher than the existing building. These floor levels result from the need to address structure and fire-control issues between the two buildings in a cost-effective manner. It also enables work to continue in the existing building while construction proceeds with the new.

In general terms, the office administrative and engineering functions are accommodated in the front portion (north) of the existing building, with the rear portion and the new building providing the manufacturing and assembly functions. Wide open spaces in the new building provide the flexibility for machine locations, and ample room to move around materials and assemblies throughout the process. Materials coming in and commercial millwork products going out are handled via the exterior overhead doors at the rear of the new building.

The existing building will have the front façade upgraded a little through the provision of new entry doors and new cladding material above and below the windows to tie-in with the new building. The new building will be clad with a prefinished insulated metal panel wall-system (black) to provide superior insulation and minimal energy use. Wood windows will be provided in vertical stripes around the front and sides of the new building and will feature pre-finished wood (or wood-look) siding above and below in a natural wood colour. This wood-look feature hints at the commercial woodwork manufacturing function inside.

Please refer to the accompanying Site Plans, Floor Plan, Elevations and Reports that support this application. If there are any questions, please do not hesitate to contact the undersigned.

Sincerely,

Ralph Vandenberg
B.ARCH., OAA., MRAIC., LEED AP