

PLANNING RATIONALE

3025 Carp Road

Site Plan Application

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1.0 Introduction

This Planning Rationale has been prepared in support of a Site Plan Control application to construct a two storey industrial building and associated parking for trucks and cars at 3025 Carp Road. This new building will have a total gross floor area of 874.25 square metres. This report will demonstrate the appropriateness of the proposed development and how it conforms to the City of Ottawa Official Plan, Carp Road Corridor Community Design Plan and the Zoning Bylaw.

1.1 *Site Location / Existing Site Development*

The property at 3025 Carp Road is located on the west side of Carp Road, north of McGee Side Road. The property is an irregular shaped lot with 61.7 metres of frontage on Carp Road and approximately 451 metres on McGee Side Road and is 4.3 hectare (10.6 acres) in size. Consent was given under Consent Application D08-01-18/B-00334 for the conveyance of land to 3025 Carp Road. This conveyance was completed and registered in March 2019. The consolidated PIN is now 04538-0917 and the property is described as Part of Lot 11, Concession 3 Huntley Designated as Parts 2 & 4, 4R-28547, Part 1, 4R-31556; subject to an easement over Part 1, 4R-31556 in favour of Part Lot 11, Concession 3, Huntley designated as Part 2, 4R-31556 as in OC2078613, City of Ottawa. The eastern 1.82 hectares of the property, between the existing pond and Carp Road, is the subject of this application. The portion of the property is a vacant, generally flat site which consists of a large excavation which has filled with groundwater, piles of fill material, and a gravel access road along the southern boundary. To the north east of the property are two lots 3037 and 3047 Carp. Each of these lots are zoned RC8 and contain a one storey dwelling. The dwelling at 3037 Carp Road appears to be abandoned. To the north at 3075 Carp Road are farmed fields zoned RC9[275r]-h. To the immediate southeast of the property is vacant land zoned RC7 and to the south west is an industrial site zoned RC9. To the east of the property on the east side of Carp Road is the intersection with John Cavanaugh Drive and an industrial office building zoned RG5 to the south and to the north is a converted dwelling used for offices zoned RG4.

1.2 *Overview of Proposed Development*

Site Plan:

The new 2 storey industrial building will be located in the northern half of the site. The building will have 6 bays and 2 stories of office space at the southern end of the building. The owner of the property operates Badger, a hydrovac company. Four of the bays will be used for the maintenance of their trucks and equipment. The 2 storey office area will be for their office needs. The remaining two bays will be rented to small trade contractors and will be for the warehouse/storage of their equipment and room for a small office and washroom at the rear of each bay. The existing gated vehicular access along the southern side will continue to provide access from Carp Road to the proposed development site and to the balance of the site to the west. Fifty eight office and staff parking will be provided in the vicinity of the main office door at the southern end of the building. Twenty four truck parking spaces are proposed to the east of

the existing pond to park the Badger trucks. The site plan also shows the future expansion of the building to the north.

The site has been designed so that the active area of the site with the 6 bays and their overhead doors are facing westward, away from the 2 dwellings to the east. The truck parking has also been located more than 75 metres from the property line. The building will be setback 6 metres from the property line adjacent to 3037 and 3047 Carp Road as required in the zoning for properties abutting residential uses. New 1.8 metre high wood fencing is proposed along the rear lot line of the 2 two lots at 3037 and 3047 Carp Road.

The frontage along Carp Road will be a grassed landscaped area with a combination of Scots Pine and Red Maple trees. The driveway access from Carp Road will be paved to the gate after which it will be gravelled.

Building Elevations:

Building elevation plans have also been submitted with the application.

The building will be constructed under Ontario Building Code Part 9 (2) for buildings under 600m² in footprint and less than 3 storeys in height. Both the current and future phase will be separated with a 4 hour rated masonry fire wall.

The north elevation, facing the vacant fields used for growing crops at 3075 Carp Road will have no doors or windows and will be clad in corrugated steel siding.

The east elevation is the “back” of the building and faces towards the 2 homes at 3037 and 3047 Carp Road. There are no overhead doors proposed in this elevation. One exit door adjacent to the office section of the building is proposed on this elevation. This elevation will be clad in steel siding except along the southern office portion which will be clad in stone veneer and stucco siding.

The west elevation facing the interior of the site will be the active side of the building with 6 overhead doors and 4 entrance doors. This elevation for the most part will be clad in steel siding.

The southern elevation is the “office” side of the building and will have a canopied front entrance, dwarf burning bushes on either side of the front entrance, office windows, and will be finished with a stone veneer and stucco.

Servicing and Storm Water Management:

A drilled well has been constructed approximately 3.5 m from the west façade of the proposed building.

An on-site septic system is proposed. It will be is a Class 4 system consisting of a 6,525 L (minimum) septic tank, a 700 L dosing reservoir, an ECOFLO ST-650PR biofilter treatment unit and an area bed.

Two infiltration trenches at the bottom of the stormwater detention area have been

sized to remove at least 80% Total Suspended Solids.

An erosion and sediment control plan has been developed to be implemented during construction.

With the proposed stormwater management design the 5-year post-development storm event is equal to the 5-year flow produced by the (existing) pre-development and the 100-year post-development storm event is equal to the 100-year flow produced by the (existing) pre-development.

Hydrogeological, Terrain Analysis and Impact Assessment:

A Hydrogeological, Terrain Analysis and Impact Assessment report was completed and submitted with the site plan application. This report indicates confirms there is sufficient quantity and acceptable quality of well water for the requirements of the site and provides recommendations on construction, maintenance and testing of the well. The report also provides recommendations on the installation and maintenance of the on site septic system. The report indicates it will be a tertiary treatment septic sewage disposal system as required by the Ontario Building Code.

Environmental Impact Statement:

A scoped Environmental Impact Statement was prepared. The results of the study no significant residual negative impact are anticipated from the proposed development provided the migration measures outline in Section 7 of the report are implemented. The study also concludes there will be no significant negative impacts to the natural heritage features identified on site, and the proposed project complies with the natural heritage policies of the Provincial Policy Statement and the City of Ottawa Official Plan.

Noise Study:

A Stationary Noise Assessment was completed by Gradient Wind to assess impacts from stationary noise sources, such as exhaust fans, air conditioning units, and idling and moving vacuum trucks, on adjacent properties. The assessment determined that noise levels at nearby points of reception meet or are expected to fall below the ENCG noise criteria.

Transportation Impact Assessment:

A Transportation Impact Assessment was completed by Dillon Consulting. They concluded from a level of service standpoint, the Carp Road / Site Access intersection is anticipated to operate well under stop-control facing drivers exiting the site onto Carp Road. The Carp Road/McGee Side Road intersection was also analyzed. From a level of service standpoint, this intersection is anticipated to operate well under the existing two-way stop-control to the 2026 horizon year for this study. The report also recommends the City provide a northbound left turn lane with 40m of storage, a parallel length and taper at the intersection.

Phase 1 and 2 Environmental Site Assessment

A Phase 1 and 2 ESA was completed. The Phase 1 ESA indicated the existing fill material piles were potential areas of Environmental Concern. The Phase 2 ESA examined the soil and indicated the soil quality in one location only marginally exceeded standards for benzo{a}pyrene. No other substances were found to exceed the standards. The report recommends the soil with the elevated benzo{a}pyrene be removed and disposed of at a MECP approved landfill during site redevelopment.

2.0 Policy and Regulatory Framework

2.1 City of Ottawa Official Plan

The site is designated on Schedule A to the Official Plan as “Rural Employment Area”. Carp Road is identified on Schedule G as an Arterial Road and has a 30 metre protected Right of Way. Schedule J identifies Carp Road as a “Spine Route” and Schedule L3 identifies a Natural Heritage Overlay on and adjacent to the property.

The applicable “Rural Employment” policies in Section 3.7.5 indicate the following:

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.*
- 4. New industrial development will generally be by way of plans of subdivision/business parks.*

2.2 Carp Road Corridor Community Design Plan (CDP)

The Carp Road Corridor Community Design Plan was developed to provide a long term plan for the future rural employment development along the Carp Road Corridor. The CDP designates the property as Highway Commercial. The Highway Commercial designation indicates that those uses that require direct access to an arterial road and need large parking areas are permitted in the Highway Commercial designation. Based on these Highway Commercial

policies a specific list of appropriate land uses was developed and included in the RC9 zoning that applies to this property. The proposed uses are permitted uses in the RC9 zone.

The site has been laid out in accordance with the design guidelines in Section 7.3 for Highway Commercial areas as well as the land use compatibility with residences guidelines in Section 8.1.

The design guidelines in Section 7.3 recommend a number of measures to improve the appearance of Highway Commercial areas. These measures have been considered in the layout of the site.

- There is no outdoor storage of goods. The storage of goods and materials will be inside in the service bays.
- Vehicular Parking is located on the side of the building, approximately 25 metres from Carp Road
- Truck parking is towards the rear of the development site and is more than 100 metres from Carp Road. The proposed building will provide some screening of the truck parking
- The front yard will be grassed and landscaped with Red Maple and Scots Pine trees. to enhance the streetscape along Carp Road

The compatibility guidelines with residences in Section 8.1 recommend a number of measures which have been taken into account

- The noise generating aspects of the site have been located to minimize noise on the adjacent homes.
- The driveway is at the southern end of the property, approximately 60 metres from the dwellings to the north.
- The proposed building will be set back 6 metres from the rear property line of the dwellings at 3037 and 3047 Carp Road, which is double the usual 3 metre zoning requirement. . The dwellings themselves are approximately 20 to 25 metres from the rear property line so that there is a 26 to 31 metre separation between buildings.
- A new 1.8 m high wooden fence will be built along the rear lot line of 3037 and 3047 Carp Road
- The active side of the building with the overhead doors will be facing westward, away from the homes.
- The rear elevation of the proposed building adjacent to the rear property line of the homes has no windows or overhead doors.
- The truck parking is screened by the proposed building and is approximately 70 metres from their rear property line.

2.2 City of Ottawa Zoning Bylaw 2008-250

The subject property is zoned RC9 “Rural Commercial Zone Subzone 9”.

The purpose of the RC – Rural Commercial Zone is to:

1. *permit the development of highway and recreational commercial uses which serve the rural community and visiting public in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment Area in the Official Plan;*
2. *accommodate a range of commercial uses including services for the traveling public as well as agriculture-related, vehicle-oriented and construction products and services;*
3. *permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan, and*
4. *regulate development in a manner that has a minimal impact on the surrounding rural area or villages.*

The RC9 zone permits the following:

*amusement centre
amusement park
animal care establishment
animal hospital
artist studio
automobile rental
establishment
automobile dealership
automobile service station
bar
campground
car wash
click and collect facility (By-law 2016-289)
detached dwelling
dwelling unit
gas bar
heavy equipment and vehicle
sales, rental and servicing
hotel
kennel, see Part 3, Section
84
parking lot
restaurant
retail food store, limited to a
farmers' market (By-law
2016-134)
retail store
storefront industry, see Part*

3, Section 99 (By-law 2018-171)
warehouse (By-law 2013-58)

The proposed uses for this site are permitted under the RC9 zone.

The repair and servicing of the trucks in Badger's 4 bays is permitted under the use of "*Heavy Equipment and vehicle sales, rental and servicing*". The Zoning bylaw defines this use as: "*Includes the sale, rental, servicing, and accessory storage of heavy vehicles, including farm vehicles or equipment, and transport trucks or trailers.*"

The parking of their trucks on site is a permitted accessory use. An accessory use is permitted in any zone provided it is on the same lot as the principal use on the lot and it aids and contributes to the principal use to carry out its function. In addition, a "*Parking lot*" is a permitted use which is defined as "*a lot or place other than a building used for the paring of four or more motor vehicles, which includes the parking spaces, aisle, and driveways.*"

The two bays, which will be rented to trade contractors, will be used for the warehouse/storage of their materials and is permitted under the "*Warehouse*" use. The Zoning bylaw defines a Warehouse as a "*building used for the storage and distribution of goods and equipment including self-storage units and mini warehouses*"

The offices for Badger Hydrovac are proposed at the southern end of the building. They are a permitted accessory use to the principal use on the lot.

The zoning also contains requirements with respect to yard setbacks, building height and parking. The proposed building and site layout conforms to the Zoning requirements as shown in the Zoning Data table on the site plan.

3.0 Pre-consultation Meeting

A pre-consultation meeting (file PC-0202) was held on August 14, 2019 attended by Argue Construction, the owners agent, the architect with A+ Architecture, and the civil engineer with D.B.Gray Engineering. Also in attendance from the City were the City Planners, Anissa McAlpine, and Cheryl McWilliams, and city representatives from Infrastructure Approvals, Environmental Planning and the Conservation Authority planner from MVCA. It was determined this site plan application would be a Standard Site Plan application.

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

- Planning Rationale including Public Consultation Strategy
- Site plan, landscape plan, Grade Control and Drainage plan, Erosion and sediment control plan/Brief, ,
- Stormwater Management Report/Brief
- Groundwater Impact Assessment

- Hydrogeological Report
- Tree Conservation Report
- Geotechnical Study
- Noise Study
- Transportation Study
- Environmental Impact Statement
- Phase 1 ESA
- Architectural Building Elevation Drawings

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

4.0 Public Consultation

Prior to the submission of the application the proposed site plan was sent to Councillor El-Chantiry. As part of the public consultation a large white sign is placed on site notifying the public of the application and will provide the contact information of the city planner handling the application. Based on the comments received the applicant will either respond to the questions directly or if there is sufficient interest hold a meeting to discuss.

5.0 Conclusions

Based on the analysis conducted, it can be concluded that the proposed site plan is consistent with the Rural Employment Area policies of the City of Ottawa Official Plan and the Highway Commercial Area designation in the Carp Road Corridor Community Design Plan. The site has been designed in conformity with the RC9 zone requirements. The reports and plans submitted with the application illustrate how the site will be developed to mitigate potential impacts. The proposed development is an appropriate land use in this location.

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