

PLANNING RATIONALE

Reimer Properties Inc.

Apex Motor Express Truck Terminal

1599 St. Laurent Blvd.

Ottawa, ON

December 8, 2014

Prepared for: Argue Construction Ltd.

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1.0 Introduction

This Planning Rationale has been prepared in support of a Site Plan Control application to construct a single storey 2,178 square metre truck transport terminal at 1599 St. Laurent Boulevard. This report will demonstrate the appropriateness of the proposed development and how it is consistent with the Provincial Policy Statement and conforms to the City of Ottawa Official Plan and Zoning Bylaw.

1.1 *Site Location / Existing Site Development*

The project site is located on a 32,390 square metre (8 acre) parcel of land located east of St. Laurent Blvd and approximately 191 metres south of Belfast Road at the south end of the terminus of Triole Street. It is legally described as All of Lots 64 and 79 and part of lots 55, 56, 57, 58, 59, 65, 69, and 71 and Parts of Triole Streets Registered Plan 63 and is known municipally as 1599 St. Laurent Blvd.

While the site plan application covers the entire parcel, the site development will, at this time, only occur on the easterly portion of the site, approximately 78 metres east of the property line along St. Laurent Blvd. The subject property is an irregular shaped property with 9.14 metres of road frontage on Triole Street. While the property is addressed off St. Laurent Blvd there is no vehicular access to St. Laurent Boulevard due to the grade separation.

The property is currently vacant grass covered land with tree and shrub vegetation coverage at the perimeters of the Property. Triole Street is a publically owned paved local road. Existing industrial /automotive uses are located along the east and west side of Triole Street south of Belfast Street. Immediately north of the subject property is Dickie Moore Rentals, a heavy industrial sales, rental and service company with a fenced outdoor parking area for the equipment. To the west of the proposed development is the remainder of the site and St. Laurent Blvd. To the east of the subject property are two - 2 storey office buildings fronting on to Michael Street. To the northeast of the site is an older single detached home fronting on to Michael Street. To the south is the former Canadian National Railway lands, now owned by the City of Ottawa,. The former railway track has been removed and the land is vacant.

1.2 *Overview of Proposed Development*

Reimer Properties Inc. is proposing to develop a truck transport terminal consisting of a one storey warehouse with an office mezzanine to serve as a cross docking facility for Apex Motor Express, a division of Reimer. The building will include 1,954 square metres of warehousing with 44 loading spaces and 224 square metres of office space located in a mezzanine in the north end of the building.

The site plan has been designed to meet or exceed the zoning setbacks and requirements. As show on the site plan, the site will be accessed from Triole Street. A paved 6.7 metre wide driveway will extend southward from Triole Street to the main building and parking areas. A chain link security fence, with sliding gates to allow truck entrance to the site, will surround the

entire developed portion of the site. Twenty eight parking spaces, including 1 barrier free parking, for employees and visitors is being provided along the northern property line in close proximity to the office. The parking spaces are 2.6 m x 5.2 metres in size and the driving aisle is 6.7 metres in width which conforms to the zoning bylaw. A total of 20 tractor parking spaces, which are 4.27 metres x 7.62 metres in size, are being provided: three tractor parking spaces are provided along the northern interior property line and seventeen tractor parking spaces are being provided along the eastern property line. Seventeen trailer parking spaces, 4.27m x 16m in size, are being provided along the southern property adjacent to the former CNR railway line. The parking areas along the northern interior and eastern property line will be setback 1.5 metres from the property line as required by the Zoning Bylaw. The trailer parking area will be setback 3.0 metres from the southern property line. The building is setback 38.32 metres from the eastern side property line, more than 40 metres from the western side property line and 17.34 metres from the northern side property line. The front yard setback to Triole Street lot line is 75 metres. The rear yard setback is 48.72 metres. All the setbacks meet or exceed the zoning bylaw requirements.

A barrier free access ramp to the front of the building on the north end is being provided across from the barrier free parking space.

There are no significant grade raises proposed for this site. The building will be raised approximately 4 feet above grade and ramps to the loading docks will be provided.

Heavy duty asphalt is provided for all paved areas except the employee parking area which will be paved with light duty asphalt. A fire truck hammerhead is provided along the north and western side of the building.

Site servicing and drainage plans and reports have been prepared by Capital Engineering Group Ltd. New water and sanitary services will be connected off the municipal infrastructure at the end of Triole Street. The new services will enter the building in the office area, the sanitary on the west side and the water at the front. They will include a 200 mm diameter PVC pressure pipe water service, extending up to the new private fire hydrant behind the visitor parking. The remainder of the service to the building will be reduced to 150 mm diameter. A valve and box will also be installed at the property line.

A 150 mm diameter PVC sanitary service, plus a monitoring manhole will also be provided.

The grading plans submitted with the application indicate the site can be graded and the storm water can be accommodated in accordance with City of Ottawa requirements. Runoff from the building and the remaining portion of the site will be directed to a new storm sewer network, made up of a series of catch basins and manholes. The network will consist of two branches, one collecting drainage from the back, east and north, including the east half of the roof. The second branch will collect drainage from the west half of the roof and the adjacent loading docks and access driveways. The two branches will converge to an outlet manhole (CBMH1) located in the access driveway at the north end. The outflow will pass through a quality control unit, then outlet to the municipal storm sewer on Triole Street.

A Transportation Overview was prepared by IBI and has been submitted in support of the site plan application. The report indicates there is sufficient capacity available at the Belfast Road/Triole Street intersection to accommodate the projected traffic generated by the proposed

facility. Truck turning simulations were provided and concluded that WB-20 trucks can complete their turns at this intersection.

A Phase 1 ESA was completed by Conestoga-Rovers and Associates (CRA). Based on the information obtained in completing this Phase One ESA, it is CRA's opinion that a Phase Two ESA is not required prior to redevelopment of the Site for the proposed commercial/industrial land use.

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*, came into effect April 30, 2014 and replaces the PPS issued March 1 2005. The PPS provides policy direction on matters of public interest related to guiding growth and development in Ontario.

A new concept in the 2014 PPS in Section 1.1.3.2 (a)(6) is the policy of allowing densities and a mix of land uses which are **freight supportive**. The PPS defines **freight supportive** as *“transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and transportation systems. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.”*

The inclusion of freight supportive policies was based on the understanding that *“As communities change, through population and employment growth, intensification and increased density, it will become increasingly more important to consider the needs of the freight movement industry. An efficient and effective freight movement network, integrated with developments that are supportive of freight, will help ensure that Ontarians have access to the goods and services that we rely on and will help support Ontario's economy. Efficient freight movement with appropriate facilities and infrastructure is a critical factor for Ontario and its municipalities to help attract new development and compete effectively with other jurisdictions.* (Freight Supportive Guidelines [draft] Province of Ontario, June 2013)

The proposed truck terminal, located within an industrial area, in close proximity to the designated truck routes on Belfast Road, St. Laurent Blvd and the Queensway, conforms and implements this new policy in the Provincial Policy Statement.

This development is consistent with other policies in the Provincial Policy Statement (2014)

- The development represents an efficient form of development and land use pattern while accommodating employment uses for this site that contribute to meeting long-term needs of the Province and the City (Section 1.1.1a and 1.1.1b);
- Avoids development and land use patterns which may cause environmental or public health and safety concerns. It is located within an existing employment area close to designated truck routes. (Section 1.1.1c);
- Efficiently uses existing infrastructure and public service facilities which are available (Section 1.1.1.e);

- Provides an opportunity to enhance a diversified economic base which supports a wide range of economic activities and ancillary uses for existing and future needs (Section 1.3.a and b).

2.2 City of Ottawa Official Plan

The site is designated on Schedule B as “Employment Area”. Policies contained in Section 3.6.5 of the Official Plan, reserve and protect sufficient areas of land for business and economic uses to ensure future economic growth and viability of the City. “Employment Areas” contain large parcel sizes, are located in clusters in the vicinity of major roads, and are distributed throughout the urban area to support a balance of housing and jobs, particularly in communities outside the Greenbelt. Employment Areas are designated to enable a variety of functions:

- Noxious industrial uses that impose constraints on other uses locating nearby and require a buffer between these and other uses;
- Uses that, while not noxious, are incompatible with other uses because of noise, lights and around the clock operation,

Major components and goals of “Employment Areas”, generally executed through use of the Zoning By-law, are to:

- Provide for the concentration of at least 2,000 jobs to fulfill the projected need for employment land out to the planning horizon;
- Permit a variety of industrial and employment-generating uses, such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional, and research and development uses;
- Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;

The proposed development will include 2,178 square metres of warehousing and office space, 28 parking spaces, 17 trailer parking spaces, 20 tractor parking spaces on a 32,390 square metre parcel. The facility will be operated by approximately 22 employees. Surrounding uses include other large-lot industrial, automotive and office uses, including heavy equipment rental, sale and service with outdoor storage, body shop, automotive maintenance, offices. The proposed development is consistent with the “Employment Area” policies of the Official Plan. The proposed use will provide employment opportunities; it fits well within the existing context of industrial, office, and small industrial businesses within this Employment Area sector and is close to designated truck routes.

2.3 City of Ottawa Zoning Bylaw 2008-250

The subject property falls within two zones; a General Industrial” zone and a Light Industrial Zone. The westerly portion of the site is zoned IG3[263] and the easterly portion is zoned IL [263]. The easterly portion of the site is proposed to be developed. Under the IL[263] zone a

variety of industrial uses including a truck transport terminal, warehouse and office are permitted. The proposed truck transport terminal is a permitted use.

Table 1 of this Report identifies how the proposed development is in compliance with the Zone provisions of the IL [263] zone as required by the City of Ottawa Zoning Bylaw.

Table 1

Zone Provision	Required	Provided
Minimum Lot area	2000 sq.m.	32,390 sq.m.
Minimum Lot Width	No minimum	99.8 m
Maximum Lot coverage	65%	11.2%
Minimum Front yard setback	7.5 m	75.32m
Minimum Interior side yard setback		
- north	7.5 m	17.34
- East	7.5m	38.32
Rear yard setback	3.5 m	48.2
Maximum floor space index	2	0.067%
Maximum building height	18 m	6.9
Minimum width of landscaped area		
-Abutting a street	3m	Not applicable
- Other cases	no minimum	1.5 m
- For a parking lot containing more than 10 but less than 100 spaces	1.5 m	1.5 m
Parking spaces for truck transport terminal	0.8 spaces per 100 sq.m of gfa – 18 spaces	28
Barrier free parking	1	1
Minimum loading spaces for truck transport terminal 1,000 to 1,999 sq.m gfa	1 space	44
Parking aisle width	6.7m	6.7 m
Parking space size	2.6m x 5.2 m	2.6m x 5.2 m

3.0 Preconsultation

A pre-consultation application meeting was held on August 7, 2014 attended by the Applicant/Property Owner, (including Shawn Argue (Applicant), Craig Engel and Elmer Schwarz (Owner representative), Leonard Koffman (Architect) and Andy(Amine) Naoum (Engineer) and the City (Nina Maher, Planner, Cody Oram, Project Engineer, and Wally Dubyk, Transportation Planner).

It was determined the Site Plan Application would be a “Manager Approval, Public Consultation” application. The following studies were requested by the City as part of the submission package for the Site plan control application:

- Planning Rationale
- Transportation overview
- Site, landscape, grading and drainage plan
- Phase 1 ESA
- Survey

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

At the pre-consultation the city requested that CNR be contacted. Pre-consultation with CNR was carried out. They indicated the land has been sold to the City of Ottawa and the railway tracks have been removed.

Through the pre-consultation process the City of Ottawa requested a 15 metre radius cul-de sac with a 4 metre boulevard be provided at the terminus of Triole Street for road maintenance vehicle turnaround. The requested cul-de sac was considered along with other alternatives. However, it was determined the impact from the cul-de-sac on the subject property was too great and therefore the cul de sac is not being provided. Instead a hammerhead turnaround will be provided for fire service vehicles only.

Section 41(9) of The Planning Act indicates municipalities may require the owners of land to provide a road widening as a condition of site plan approval provided “the highway to be widened is shown on or described in an official plan as a highway to be widened and the extent of the proposed widening is shown or described”. The Ottawa Official Plan Schedules do not show a cul-de sac at the terminus of Triole nor is there a written requirement for a cul-de-sac. Annex 1 Table 1 to the Official Plan indicates an 18 metre right of way for this section of Triole. However, given that the subject property is located at the end of Triole and not along the sides of the street, this provision does not apply.

The impact of the cu de sac on the size of the truck terminal operation is also not in accordance with the freight supportive policy of the Provincial Policy Statement. The 2014 Provincial Policy Statement has introduced the concept of freight supportive policies in recognition of the importance of movement of goods to the economy and the community.

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 and the City of Ottawa Official Plan and conforms or exceeds the minimum zone requirements. The proposed development is an appropriate land use in this location and the design is compatible with the existing neighbourhood.

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