



Western Portion of 3713 Borrisokane Road

Planning Rationale

Official Plan Amendment + Zoning By-law Amendment + Site Plan Control Applications

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Prepared for Caivan Greenbank North Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Caivan Greenbank North Inc. (“Caivan”) to prepare this Planning Rationale in support of Official Plan Amendment and Zoning By-law Amendment applications for the majority of the western portion of the property municipally known as 3713 Borrisokane Road in Barrhaven South (“subject lands”). A Site Plan Control application is also being submitted in support of a multi-purpose light industrial employment-generating facility proposed on the subject lands.

1.1 Planning Applications

The subject lands are situated on top of what is known as the Drummond pit and are currently designated “Sand and Gravel Resource Area” in the Official Plan (2003, as consolidated) and zoned “Mineral Extraction Zone (ME2)” in the Comprehensive Zoning By-law (2008-250).

It is Fotenn’s understanding from both Caivan and the Delegated Authority Report for the draft approved plan of subdivision to the immediate south (3809 Borrisokane Road, file number D07-16-19-0005, “The Ridge”) that the sand and gravel aggregate resources in the Drummond pit have been fully exhausted. Further it is Fotenn’s understanding from Caivan that:

- / Extraction operations in the Drummond pit have now ceased;
- / The Drummond pit is currently being cleared of equipment; and
- / The process to retire the license for the Drummond pit has commenced.

Aerial photography indicates that the resource extraction has taken place on the subject lands for several decades. An update to the existing policy and regulatory framework is now required in order to facilitate continued meaningful use of the subject lands. In order to establish the desired development, the following applications are required:

- / **Zoning By-law Amendment (ZBLA):** To re-zone the subject lands from Mineral Extraction Zone (ME2) to “Rural General Industrial Zone (RG)”; add office, day care facility, and display and sales area as permitted uses; and reduce the required landscaped buffer along the northern lot line from 3 metres to 2 metres.
- / **Official Plan Amendment (OPA):** To re-designate the subject lands from Sand and Gravel Resource Area to “General Rural Area”, with a site-specific policy to permit the proposed industrial use and to expand the Public Service Area in Barrhaven South to include the subject lands.
- / **Site Plan Control (SPC):** To proceed with detailed site design for the proposed employment use.

1.2 Overview of Subject Lands

The subject lands, which are legally described as Part of Lot 9, Concession 3 (Rideau Front), City of Ottawa, comprise 11.85 hectares of land located at the western end of the property municipally known as 3713 Borrisokane Road in Barrhaven South. Unlike the subject lands, which are located in the Rural Area, the lands that are located at the eastern end of 3713 Borrisokane Road are located in the Urban Area and are not subject to the three current planning applications. Similarly, the northwestern corner of 3713 Borrisokane Road, where a municipal stormwater management pond is proposed, is also not included in the subject lands or the associated applications.



Figure 1: Location of Subject Lands

1.3 Area Context

North

Undeveloped rural and urban lands zoned Development Reserve (DR) and Mineral Aggregate Reserve (MR) Zone are located to the immediate north of the subject lands. Approximately 315 metres north of the subject lands is Cambrian Woods, a City-owned woodlot representing one of the largest blocks of contiguous remnant forest within the highly disturbed Jock River-Barrhaven sub-catchment area. Continuing north are new suburban residential communities that are currently under development, including Mattamy's Half Moon Bay West and Glenview's Flagstaff communities, both located within the Barrhaven South Community Design Plan (CDP) (2006) area. Further north is the Jock River, beyond which is the Barrhaven Town Centre.

West

West of the subject lands is Highway 416, which is accessible via interchanges located approximately 4.5 kilometres to the north (at Strandherd Drive/Fallowfield Road) and approximately 3.3 kilometres to the south (at Bankfield Road/Brophy Drive). Approximately 150 metres west of the subject lands is the Trail Road Landfill municipal landfill site. Further west are a number of rural uses such as agricultural operations, mineral and aggregate extraction, contractor and materials yards, and undisturbed natural areas.

Dundonald Drive is an east-west collector road which currently terminates approximately 730 metres east of the subject lands. As identified in the Barrhaven South Urban Expansion Area CDP (2018), Dundonald Drive is planned to connect with future Greenbank Road, which will be a north-south arterial road with Bus Rapid Transit (BRT) running down the centre.

1.5 Transit Network

A BRT route is planned to extend from Barrhaven Town Centre (north of the Jock River), down the centre of future Greenbank Road into Barrhaven South. A BRT station is proposed at the intersection of New Greenbank Road and Dundonald Drive, which is located approximately 720 metres east of the subject lands (Figure 3). A BRT station is also proposed in proximity to Kilbirnie Drive, approximately 735 metres east of the subject lands. Existing bus routes servicing the area include Rapid Route 75 and Connexion Route 275, which can be accessed from a bus stop located at River Mist Road and Dundonald Drive, approximately 1.2 kilometres east of the subject lands.

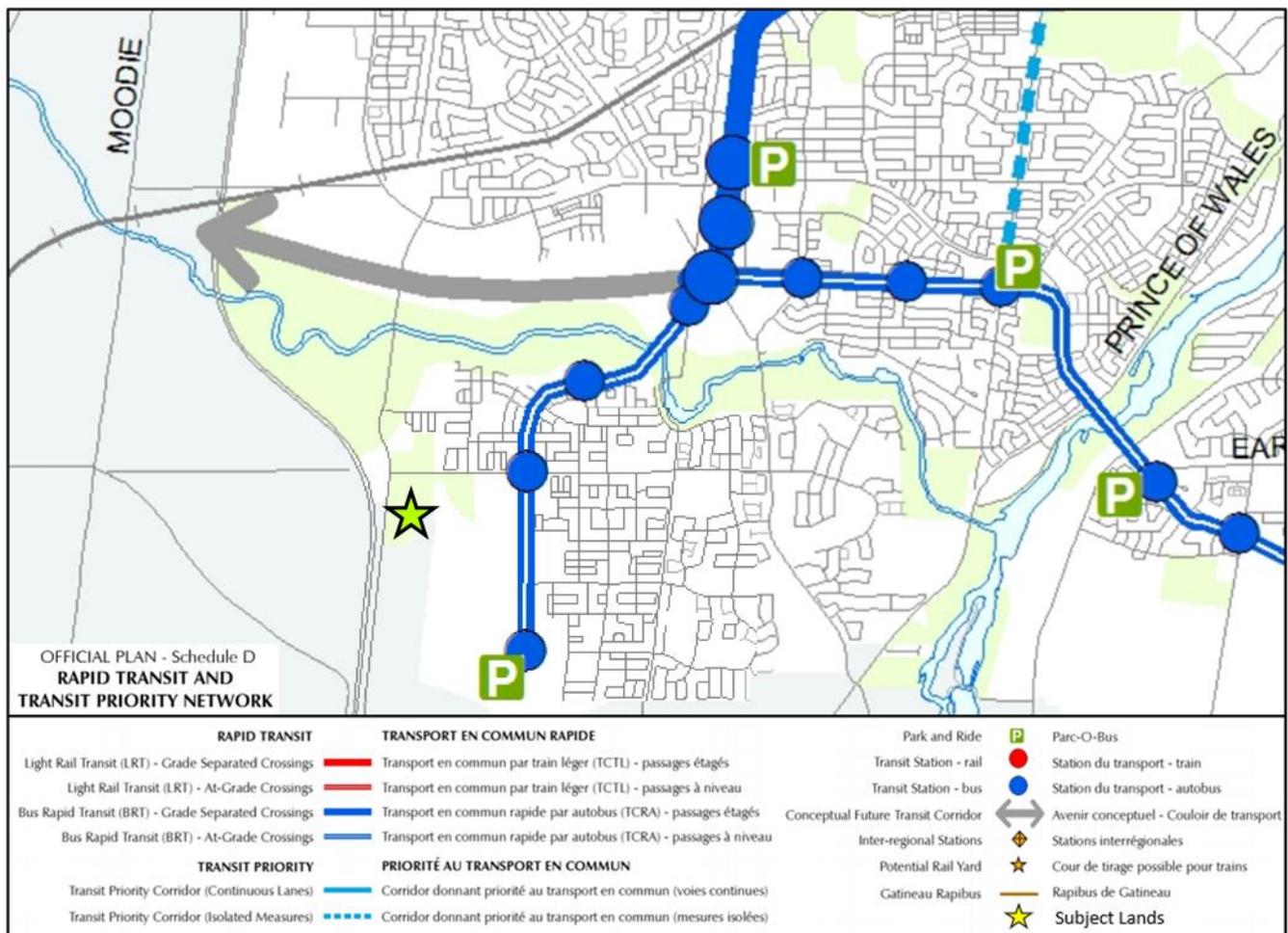


Figure 3: Schedule D - Rapid Transit and Transit Priority Corridor of the Official Plan

1.6 Cycling and Pedestrian Infrastructure

Cycling infrastructure in the area surrounding the subject lands has not been implemented to its full and planned extent. However, as more development is completed and the necessary infrastructure is added, cycling facilities, including Multi-use Pathways (MUP) (which accommodate both pedestrians and cyclists), will continue to expand. Future local cycling routes are planned along Cambrian Road to the north, Borrisokane Road, and Barnsdale Road to the south as part of the City's Ultimate Cycling Network. Further, the re-alignment of Greenbank Road and its extension will also create an opportunity for cycling and pedestrian infrastructure given that cycle tracks and sidewalks are proposed on both sides of the right-of-way. Figure 4 demonstrates existing and planned cycling infrastructure.

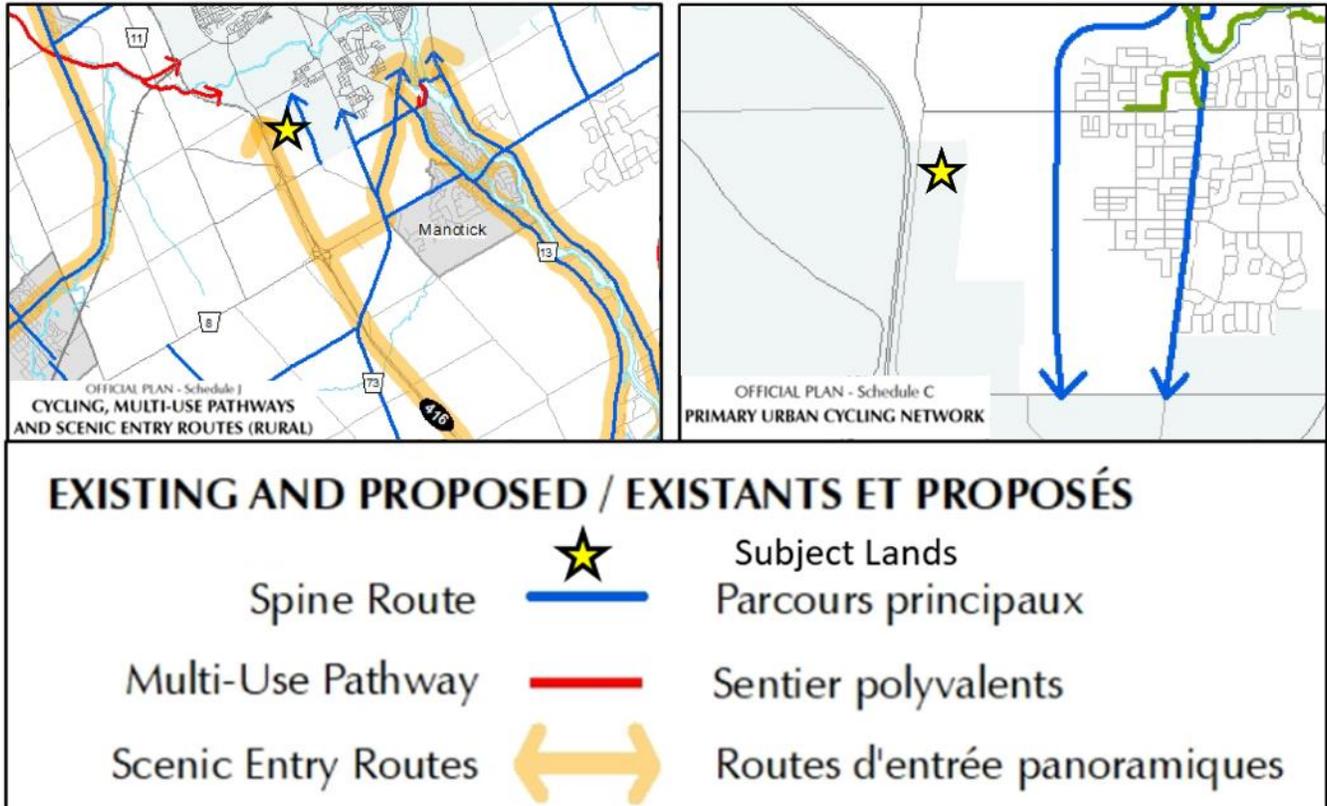


Figure 4: Schedule J - Cycling, Multi-Use Pathways and Scenic Entry Routes (Rural) and Schedule C - Primary Urban Cycling Network of the Official Plan

1.7 Municipal Servicing

A “Public Service Area” (PSA) is defined in Section 8- *Glossary* of the OP as:

“The area served by City-owned and -operated water and wastewater services. This includes the urban area on central services and the parts of the rural area serviced by smaller-scale City facilities.”

Section 2.3.2 – *Water and Wastewater Services* of the OP contains the following policies related to PSAs:

- / Policy 5. The City may provide for the creation of new Public Services Areas (PSA) in the rural area where public services have been deemed to be the appropriate solution in the following circumstances:
 - ...
 - c. To support economic development in unique situations in the rural area, such as for the Carp Airport, where:
 - i. The community design planning process has included a comprehensive servicing study which uses standardized criteria including costs and benefits to evaluate a range of servicing options and innovative technologies to deliver public water and/or wastewater services,
 - ii. The mechanisms for financial capital costs, operating costs and infrastructure replacement reserve costs are established.
 - iii. The definition of the Public Service Area boundary and the terms of provision of service are established.

As previously noted, the proposed manufacturing facility, which would economically and efficiently develop home building components in a climate-controlled environment for delivery to home building sites, would be unique to Ottawa and the surrounding region.

The subject lands were not part of the Barrhaven South Urban Expansion Area CDP (2018) but were located immediately adjacent. A comprehensive servicing study (the MSS) was prepared for the southern end of Barrhaven South through the CDP process, which built upon earlier MSSs for the northern portion of Barrhaven South. As such, a comprehensive servicing strategy is already in place to guide the development and management of municipal services in the area as it continues to grow. The enclosed Site Servicing and Stormwater Management Report by DSEL (January 2020) demonstrates that this planned infrastructure has the capacity to accommodate development on the subject lands, which would make more efficient use of City infrastructure.

Given that the subject lands immediately abut the Urban Area, where municipal services will be located in the near future, the pipes would only have to be extended a very limited distance to service the subject lands. In terms of the timing of the new infrastructure, the eastern portion of 3809 Borrisokane Road is draft approved for “The Ridge” residential subdivision and Caivan is currently registering the subdivision. Servicing of the subdivision is expected to occur in early 2020.

A pre-application consultation meeting for the eastern (urban) portion of 3713 Borrisokane Road was held on November 29, 2019 and Plan of Subdivision and Zoning By-law Amendment applications for a residential subdivision are expected to be submitted to the City in early 2020.

Through the current OPA application, it is requested that a site-specific exception to the following two policies in Section 2.3.2- *Water and Wastewater Services* be established for the subject lands:

- / Policy 6. “Areas adjacent to public water and wastewater services but outside any defined Public Service Areas are not permitted to connect to public services.”

- / Policy 12. "All development outside of Public Service Areas will be on the basis of private services."

Given that both municipal water and wastewater servicing are proposed, the development would be consistent with OP policies that discourage partial services, including the following policies from Section 2.3.2:

- / Policy 7. "The City will discourage future growth on the basis of partial services, particularly where City water is provided to resolve a groundwater contamination issue. Growth may be considered where an Environmental Assessment, has addressed the potential for aquifer contamination by pollution from private septic system effluent, and has addressed the impact of indiscriminate water use."
- / Policy 13. "Partial Services shall only be considered in the following circumstances:
 - a. Where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
 - b. Within the urban area and in villages where development on partial services already exists and the proposal constitutes minor infill."

2.0 Proposed Development

Caivan is proposing a multi-purpose, light industrial employment-generating facility on the subject lands. The development will include offices, a design centre for Caivan's new homes, a manufacturing/assembly facility, and a day-care facility (for use by employees only). The manufacturing component will consist of preparing specialized and purpose-built housing components and materials for delivery off-site.

A future road is proposed along southern edge of the subject lands, which will accommodate two unsignalized vehicular accesses into the site and will intersect with Borrisokane Road to the west. This future road is shown as a part on the draft approved plan of subdivision for the urban portion of 3809 Borrioskane Road to the immediate south ("The Ridge").

As previously noted, Borrisokane Road is currently under provincial ownership, but City Staff have confirmed that it meets the definition of a "public street". Since it is the only existing road, it is considered the front lot line for zoning purposes. Two full movement, unsignalized vehicular accesses are also proposed off of Borrisokane Road, one along the northern edge of the subject lands and one in the approximate centre of the Borrisokane frontage.

The Site Plan has three key areas:

- / The portion located closest to Borrisokane Road accommodates:
 - o A two-storey (12.6 m), L-shaped office/administration building with a total gross floor area (GFA) of 3,465 m². The northern wing of this building will contain office and administration uses and the southern wing will incorporate showroom uses, office uses, and the proposed daycare facility (for employees only). The entrance to the building is located at the intersection of the two wings, on the west side of the building.
 - o Surface parking located to the north and south of the office/administration building.
 - o Landscaping/amenity area, including a basketball court for employees, is located to the west and south of the office/administrative building.
- / Attached to the eastern side of the office/administration building is a one-storey (9.2 m) manufacturing/assembly facility (GFA of 9,340 m²) where materials will be received and assembly processes will take place. The main entry to the facility is located along the southern wall of the facility, near the future east-west road. Loading spaces are proposed interior to the facility and access to these doors is controlled via entry/exit gates located:
 - o In the northwest corner of the manufacturing/assembly facility and
 - o At the eastern vehicular entrance along the future east-west road.
- / To the east of the manufacturing/assembly facility is an area of outdoor storage. No buildings are proposed in this area and a diesel fuel storage tank is proposed along the southern edge, near the eastern vehicular entrance off the future east-west road.

The development will include 185 staff parking spaces, four barrier-free parking spaces, seven visitor parking spaces, and three visitor bus parking spaces. Further, 18 bicycle parking spaces are proposed in between the office/administrative building and the manufacturing/assembly facility, at the northern end of the buildings. A total of 15 over-sized loading spaces are provided interior to the manufacturing/assembly facility. Turning templates indicate the proposed accesses and circulation route within the development can accommodate the expected delivery trucks and garbage trucks.

Full municipal services are requested for the subject lands through the OPA application. However, if required, a septic field is shown in the southeast corner of the outdoor storage area and a well is shown just east of the required front yard setback along Borriskane Road, north of the central vehicular access off Borriskane Road.

Waste collection is planned outdoors, with two recessed bins on a concrete pad located northwest of the manufacturing/assembly facility.

Caivan has submitted reciprocal Consent and Minor Variance applications (D08-01-20/B-00007/4) to sever the subject lands from the remainder of 3713 Borriokane Road (which includes the urban lands located to the east and a stormwater management pond proposed to the north). The stormwater management pond was approved through draft approval for a plan of subdivision at the eastern (urban) end of 3809 Borriskane Road ("The Ridge"). The Minor Variance is required to vary the minimum lot area of the subject lands in the existing ME2 zoning. It is anticipated that the Committee of Adjustment applications will be heard at the February 19, 2020 hearing.

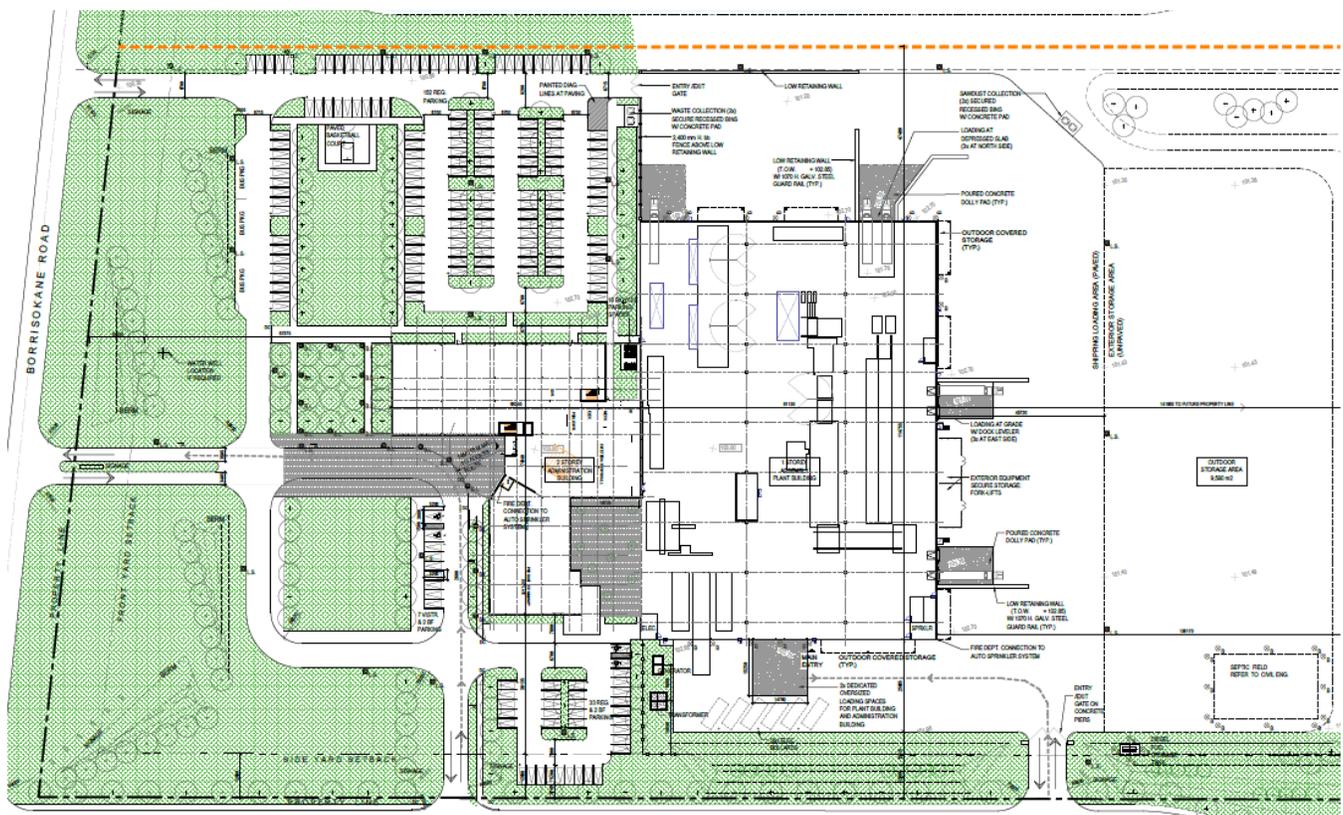
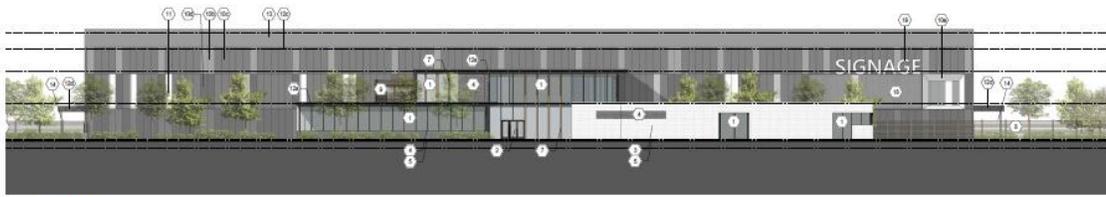


Figure 5: Proposed Site Plan for the western portion of 3713 Borriskane Road



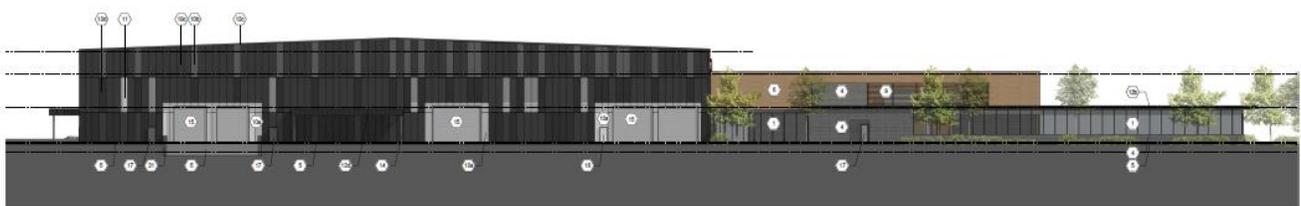
Figure 6: Concept Rendering for the western portion of 3713 Borrisokane Road



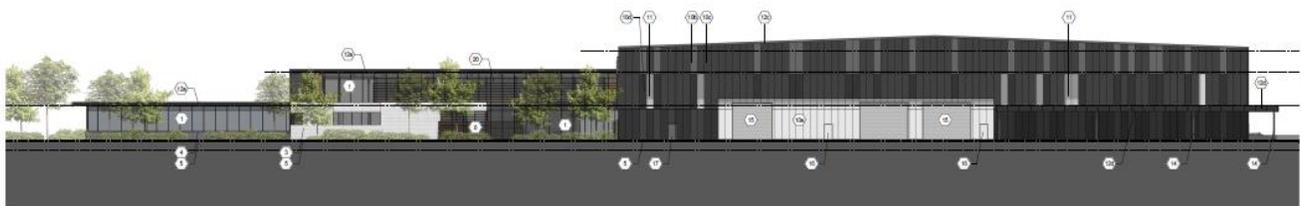
WEST ELEVATION
1:200



EAST ELEVATION
1:200



NORTH ELEVATION
1:200



SOUTH ELEVATION
1:200

Figure 7: Proposed Elevations for the western portion of 3713 Borrisokane Road

3.0 Policy and Regulatory Framework

3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) (2014) provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters “shall be consistent with Provincial Policy Statements.”

While there are PPS policies that direct rural areas to be serviced using rural infrastructure (Section 1.1.4- *Rural Areas in Municipalities*, Policy 1.1.4.1), there are several other policies that would be fulfilled by providing municipal services to the subject lands, as addressed below.

3.1.1 Efficient Use of Infrastructure

A number of policies in the PPS address optimizing the use of existing infrastructure, including:

/ Section 1.1.5- *Rural lands in municipalities*, policy 1.1.5.5 states:

“Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.”

/ Section 1.6- *Infrastructure and public service facilities*, Policy 1.6.3 states:

“Before consideration is given to developing new infrastructure and public service facilities:

a. the use of existing infrastructure and public service facilities should be optimized ...”

/ Section 1.6.6- *Sewage, water and stormwater*, policy 1.6.6.1 states:

“Planning for sewage and water services shall:

- a. direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;
- b. ensure that these systems are provided in a manner that:
 1. can be sustained by the water resources upon which such services rely;
 2. is feasible, financially viable and complies with all regulatory requirements; and
 3. protects human health and the natural environment;
- c. promote water conservation and water use efficiency;
- d. integrate servicing and land use considerations at all stages of the planning process; and
- e. be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.”

The Urban Area abuts the eastern boundary of the subject lands and as detailed in the MSS for the Barrhaven South Urban Expansion Area CDP (2018), municipal services are planned for this area. The enclosed Site Servicing and Stormwater Management Report by DSEL (January 2020) demonstrates that there will be sufficient capacity in the future pipes to accommodate development on the subject lands. Given that the infrastructure is available, the connection of the subject lands to municipal services would make more efficient use of infrastructure than if the subject lands were not connected.

3.1.2 Environmental Protection

It is well documented that the subject lands are located on top of the Kars Esker, which is a feature characterized by significant groundwater recharge and a vulnerable aquifer. It is Fotenn's understanding from reviewing the Mississippi Rideau Source Protection Plan (2018) that private septic systems have a greater potential to contaminate groundwater resources and therefore are a greater threat to groundwater resources than municipal sewage systems. As such, connecting the subject lands to the abutting municipal infrastructure would serve to fulfill the following PPS policies:

- / Section 1.1- Managing and directing land use to achieve efficient and resilient development and land use patterns, Policy 1.1.1 states

"Healthy, liveable and safe communities are sustained by: ...

"c. avoiding development and land use patterns which may cause environmental or public health and safety concerns"

- / Section 1.6.6- *Sewage, Water and Stormwater*, Policy 1.6.6.4 states:

"1.6.6.4 Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not provided, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, these services may only be used for infilling and minor rounding out of existing development."

- / Section 2.2- *Water*, policy 2.2.1 states:

"Planning authorities shall protect, improve or restore the quality and quantity of water by: ...

e. implementing necessary restrictions on development and site alteration to:

1. protect all municipal drinking water supplies and designated vulnerable areas; and
2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;

f. planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;"

- / Policy 2.2.2 states:

"Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions."

3.1.3 Supporting Economic Development

The PPS contains several policies that address supporting economic development in the Rural Area. The manufacturing facility proposed on the subject lands would be unique to Ottawa and the surrounding region, which would serve to diversity the City's existing economic base. Further, the development would create jobs in an area of the City that traditionally has had limited employment opportunities. Approximately 250 jobs are anticipated to be created, 1,200 jobs when including the construction of the facility. The provision of municipal services on the subject lands would support the proposed manufacturing facility on the subject lands.

The location of the subject lands is suitable for employment-related uses given that residential uses are not permitted (due to the setback from the Trail Road Landfill to the west) and other non-residential rural uses, such as agriculture, are not appropriate due to the former aggregate extraction use (note: the broader area is generally designated “General Rural Area” as opposed to “Agricultural Resource Area”). Further, given the proximity of Highway 416 and the possibility of a new interchange at Barnsdale Road (which is identified on Maps 8 and 10 in the City’s Transportation Master Plan (2013)), the subject lands are strategically located for businesses that involve the distribution of goods.

The PPS policies that address supporting economic development include:

/ Section 1.1.4- *Rural Areas in Municipalities*, Policy 1.1.4.1 states:

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

f. promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management of resources; ...”

/ Section 1.1.5- *Rural Lands in Municipalities*, Policy 1.1.5.7 states:

“Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses”

/ Section 1.3- *Employment*, policy 1.3.1. states:

“Planning authorities shall promote economic development and competitiveness by: ...

b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses. ...

d. ensuring the necessary infrastructure is provided to support current and projected needs.”

/ Section 1.7- *Long-term economic prosperity*, policy 1.7.1 states:

“Long-term economic prosperity should be supported by: ...

b. optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities”.

3.2 City of Ottawa Official Plan (2003, as Consolidated)

3.2.1 Mineral Aggregate Resources

The subject lands are largely designated Sand and Gravel Resource Area on Schedule A – *Rural Policy Plan* of the Official Plan (2003, as consolidated). Section 3.7.4 of the Official Plan discusses mineral aggregate resources, which are identified as a non-renewable resource that the City will steward for future generations. Lands designated as Sand and Gravel Resource Area or Bedrock Resource Area have deposits of aggregates that may be available because they are:

- / Of a good quality and quantity;
- / Located sufficiently close to local markets;
- / Situated in relation to existing residential development such that they can be extracted with minimal impacts on most residential land uses.

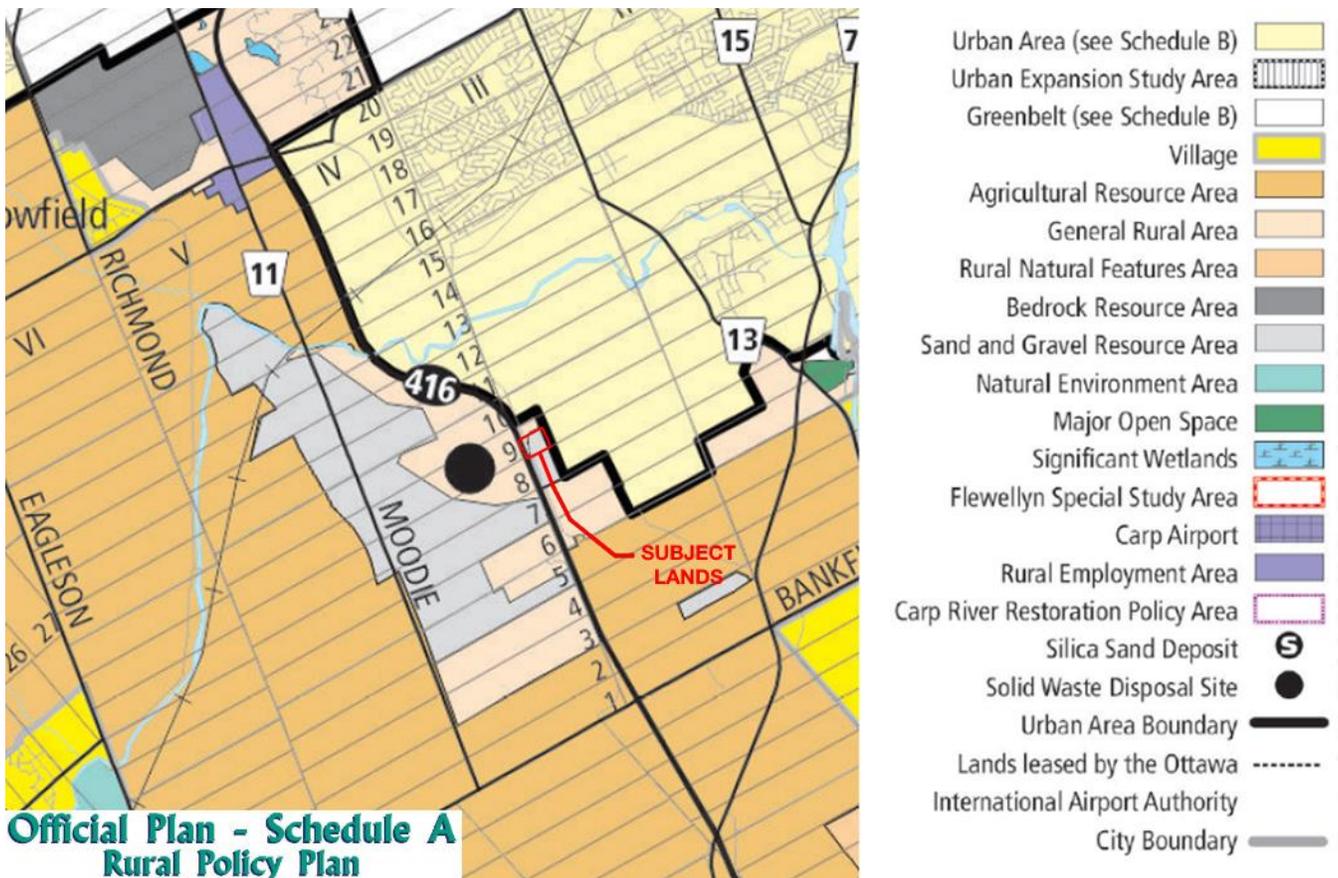


Figure 8: Schedule A – Rural Policy Plan of the Official Plan

The subject Sand and Gravel Resource Area has become depleted and therefore no longer meets the purpose of areas such designated. Section 3.7.4 contains policies that guide the future of development of depleted resource areas:

“Rehabilitation and New Use of Depleted Sites

15. Where the sand, gravel or bedrock mineral aggregate resources of a property have been fully extracted, the site fully rehabilitated and an aggregate license surrendered, the property may be used for other purposes. Under this circumstance the City will not require the proponent to amend the Official Plan; instead the Plan will be amended to accurately reflect the new use at the time of the next comprehensive Official Plan update or through a general Official Plan amendment.”

The sand and gravel resources that were located on the subject lands have now been fully extracted. In accordance with Policy 15, the property will be rehabilitated, the aggregate licence surrendered, and the property be used for other purposes. The land use designation of the subject lands will be amended as part of the proposed Official Plan Amendment, as guided by the following policy:

“Sites Not Suitable for Exploitation

17. In Sand and Gravel Resource Areas where it is shown that resources are depleted or not suitable for exploitation, the property may be used for purposes listed in Section 3.7.3 or additional new uses as follows:
- a. If the lands are predominantly surrounded by an Agriculture Resource designation, the uses identified in Section 3.7.3 for Agricultural Resource Areas may be permitted. Where a pit licence has been surrendered and the pit was located on prime agricultural lands, the site will be rehabilitated for productive agricultural use except where extraction has occurred below the water table; **or if the lands are predominantly surrounded by designations other than**

- Agricultural Resource, the uses in Section 3.7.2 for the General Rural Area, including farming, may be permitted;**
- b. In all cases, a rezoning to an appropriate zone will be required;”

As previously discussed, the subject lands are not suitable for agriculture and according the existing Official Plan designations in the area, neither are the rural lands to the west and south. Therefore, it is proposed that Policy 17a be used to guide the re-designation of the subject lands. Per Policy 17b, the current Zoning By-law Amendment application will amend the existing zoning of the subject lands to align with the new Official Plan designation.

3.2.2 General Rural Area

The land use designation that applies to a small sliver of the western edge of the subject lands as well as the surrounding lands (outside the Urban Area) is General Rural Area. Policy 1 of Section 3.7.2- *General Rural Area* of the Official Plan states that:

“General Rural Areas are designated on Schedule A with the intent to provide:

- a. A location for agriculture and for those 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;
- b. For a limited amount of residential development by severance and other rural and tourist service uses that do not conflict with a) above.”

Policy 7 in Section 3.7.2- *General Rural Area* states:

“When considering an application to amend the zoning by-law to permit a new use identified in policy 5 of this subsection, the following matters must be considered:

- a. The use would not be better located in a village, Rural Employment Area or the urban area;
- b. If the use is to be located on a local road, it must be demonstrated that the volume and pattern of traffic flow anticipated from the development will not interfere with the proper functioning of the local road network;
- c. The privacy of adjacent landowners or the amelioration of potential adverse impacts from lighting, noise, odour, dust or traffic can be achieved by separating the land uses, buffering or other measures as part of the development;
- d. The potential for reducing possible impacts on neighbouring agricultural uses or nearby rural residential uses or Village communities, where relevant;
- e. The development is in keeping with the surrounding rural character and landscape;
- f. All those requirements of Sections 2 and 4 related to transportation, servicing, design and compatibility and environmental protection;
- g. Noxious uses will only be considered where suitable screening and buffering can be provided and generally these uses will not be considered in locations within groundwater recharge areas or immediately adjacent to residential areas, Scenic-Entry Routes, or waterfront areas;
- h. The impact that the development will have on the protection of tree cover and local wildlife movement, as result of proposed site clearing and grading, fencing, security lighting, and other similar site plan matters.”

The proposed multi-purpose, light industrial employment-generating facility use is an appropriate form of development for the existing and planned function of the area as it meets the above noted criteria in the following ways:

- / It would not be better located in a village due to the scale of the operation, the need for outdoor storage, and the use (although limited) of transport trucks. The proposed development is suitable for the Urban Area; however, the Urban Boundary can only be expanded at the time of an Official Plan Review. While a review is currently underway, the timing of the review does not meet Caivan’s timelines for moving forward with the proposed employment use on the subject lands.

- / The subject lands are located along a collector road, which changes to an arterial road north of Cambrian Road. Traffic considerations have been applied in selection of the site accesses, as addressed in the enclosed Transportation Impact Study (TIA) by CGH Transportation (December 2019).
- / The privacy of future adjacent landowners to the east is managed by significant distance separation and the incorporation of a landscape berm to the rear lot line of the subject lands. Further, the majority of site activities on the subject lands will occur indoors, which will minimize noise impacts.
- / As discussed, there are no nearby agricultural uses or rural residential uses to impact.
- / As previously noted, the subject lands have a unique context that is not traditionally rural in nature. However, the proposed development is in keeping with the character of the surrounding area given its land extensive and low-rise nature, with generous front yard landscaping.
- / Noxious uses are not proposed.
- / Given that the subject lands were formerly used for aggregate extraction, there is limited existing tree cover or use of the site by wildlife.

3.2.3 Official Plan Review

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended) and will have a 25-year time horizon (from 2021 to 2046). A detailed set of policy directions for the new Official Plan went to a joint meeting of Planning Committee and the Agricultural and Rural Affairs Committee on December 9, 2019. The following directions are of relevance to the subject lands and proposed applications:

- / Clarify the conditions under which it is appropriate, if at all, to locate infrastructure in the Rural Area outside of designated Urban Areas or Villages.
- / Review criteria for the creation of new Public Service Areas in the rural area.
- / Evaluate strategic locations along 400 series highways for future Traditional Industrial, Freight, Storage (TIFS), including servicing considerations.

A staff report addressing the draft Official Plan is scheduled to be released in October 2020 and final approval of the Official Plan planned for the Spring of 2021.

3.3 Comprehensive Zoning By-law (2008-250)

3.3.1 Existing Zoning

The subject lands are currently zoned Mineral Extraction Zone, Subzone 2 (ME2) in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of this zone is as follows:

1. Permit licensed mineral extraction operations in areas mainly designated as Sand and Gravel Resource Area or Limestone Resource Area in the Official Plan;
2. Allow a limited range of permitted uses which are related to or compatible with mineral extraction operations, as well as interim uses that would not sterilize the potential of future mineral extraction operation on the lands within the ME zones;
3. Impose regulations to minimize the impact of mineral extraction operations on the surrounding area.

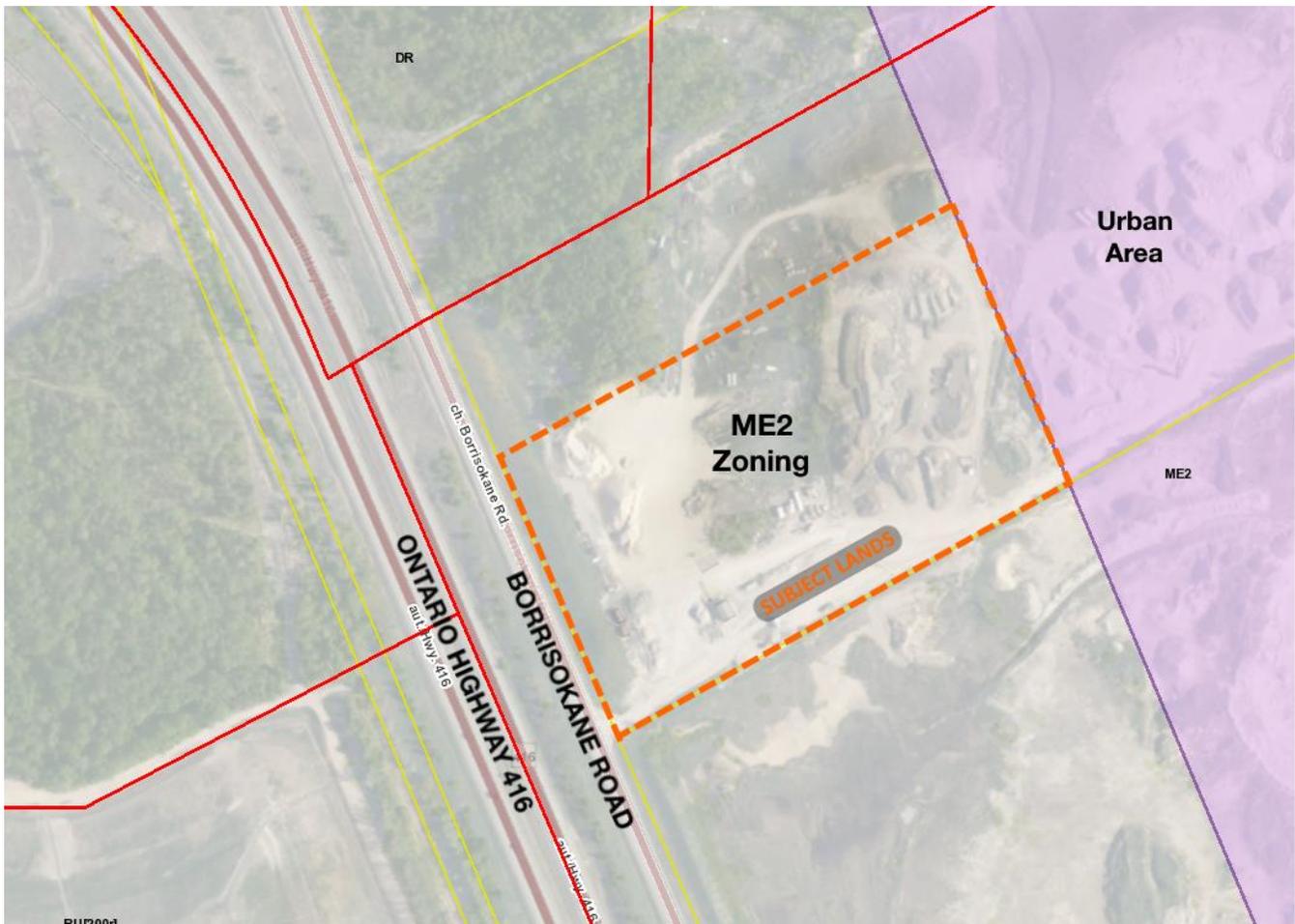


Figure 9: Map of Existing Zoning (Subject Lands Outlined in Orange)

3.3.2 Proposed Zoning By-law Amendment

The ME2 zoning is no longer suitable for the subject lands given that the mineral aggregate resources are now depleted and a re-designation to General Rural Area (with a site-specific policy) is proposed. Therefore, a rezoning to the Rural General Industrial Zone (RG) is proposed for the subject lands. The purpose of the RG zone is as follows:

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 surround

The permitted uses in the RG zone are as follows:

Primary Uses

- / animal care establishment
- / animal hospital
- / automobile body shop
- / automobile dealership

- / automobile service station
- / Cannabis Production Facility, contained within a building that is not a greenhouse
- / drive-through facility
- / dwelling unit (limited to a caretaker)
- / gas bar
- / heavy equipment and vehicle sales, rental and servicing
- / kennel
- / leaf and yard waste composting facility
- / **light industrial uses**
- / parking lot
- / printing plant
- / retail store (limited to the sale of agricultural, construction, gardening or landscape-related products, equipment or supplies)
- / service and repair shop
- / **storage yard**
- / truck transport terminal
- / **warehouse**
- / waste processing and transfer facility

Secondary Uses (located on same lot as a primary use)

- / animal care establishment
- / bank machine
- / bar (must be ancillary to permitted brewery, winery, or distillery)
- / car wash
- / convenience store
- / personal service business
- / restaurant
- / retail store (limited to the sale of goods, service or materials provided by a primary use)

A zoning exception is proposed for the subject lands to permit the following additional uses:

- / **office**
- / **day care facility**
- / **display and sales area**

Offices uses are permitted in the RG4 and RG5 subzones, however, these subzones refer specifically to the Carp Road Corridor and therefore a site-specific zoning exception is proposed rather than inclusion in one of these existing subzones. Nonetheless, the presence of the office use in these existing subzones is indicative of the suitability of such uses when located on the same lot as a primary use.

A day care facility can be considered an ancillary use that contributes to the viability of the proposed employment use. This is a thoughtful application of the PPS's direction to provide a mix of compatible uses that contribute to resilient and livable communities.

The proposed display and sales area will operate as an ancillary use that allows for the display of house décor samples, patterns, cabinetry, etc. wherein orders can be taken for future delivery to customers. This use is comparable in broader intent to the retail store use which is already permitted in the RG zone, however is distinct in that orders will be distributed to the customers in the future rather than picked up in-store as products from a retail store would be.

Table 1: Zoning Overview (RG)				
Zoning Mechanisms		Zoning Provisions	Proposed	
Minimum lot width (m)		30	258	
Minimum lot area (m ²)		4,000	118,541	
Minimum front yard setback (m)		15	82.38	
Minimum rear yard setback (m)		15	141.97	
Minimum interior yard setback (m)	Abutting a RG, RH, or RC Zone	3	N/A	
	Other cases	8	47.50	
Minimum corner side yard setback (m)		12	49.40	
Maximum building height (m)		15	9.2 and 12.6	
Maximum lot coverage (%)		50	11	
Outdoor storage		(a) outside storage is not permitted within any required front yard or corner side yard (b) outside storage must be screened from abutting residential uses or zones and public streets by an opaque screen at least 1.8 m in height from finished grade	Outdoor storage is not proposed within the required front and corner side yard setbacks. A berm is proposed along the eastern lot line, which will screen the outdoor storage from future uses to the east.	
Parking Requirements (Schedule 1A, Area D)		Office: 2.4 spaces per 100 m ² of GFA	83	185 parking spaces + 7 visitor parking spaces + 4 barrier-free parking spaces + 3 visitor bus spaces
		Day care: 2 spaces per 100 m ² of GFA	3	
		Light industrial: 0.8 spaces per 100 m ² of GFA	75	
Landscaping in Parking Lot		Minimum 15% of parking lot	37%	
		3 m buffer around parking lot (100+ parking spaces)	Northern lot line: 2 m Southern lot line: 3.74 m Western lot line: >3 m	

Table 1: Zoning Overview (RG)		
Zoning Mechanisms	Zoning Provisions	Proposed
Loading Spaces	2 spaces + oversized loading spaces of 1 space for first 5,000 square metres plus all required spaces for gross floor area exceeding 5,000 square metres	15 spaces, all oversized, all interior to the assembly plant
Bicycle Parking	Not required in the Rural Area outside of Villages	18 spaces



Figure 10: Proposed Zoning

4.0 Integrated Environmental Review

4.1 Introduction

The policies for an Integrated Environmental Review Statement (IERS) are outlined in Section 4.7.1- *Integrated Environmental Review to Assess Development Applications* of the City of Ottawa Official Plan. These policies include:

Policy 4.7.1 (1)

“Subdivision, and site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process.”

Policy 4.7.1 (2)

“The integrated environmental review statement will provide:

- / A brief overview of the results of individual technical studies and other relevant environmental background material;
- / A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;
- / A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies;
- / A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;
- / An indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies; and,
- / A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered. A sustainable design checklist will be prepared to assist in this description.”

4.2 Policy Context

According to Schedule L2 – *Natural Heritage System Overlay (South)* (Figure 11) the property is not occupied by any identified Natural Heritage System features. According to Schedule K – *Environmental Constraints* (Figure 12) the subject lands are not impacted by any known environmental constraints.

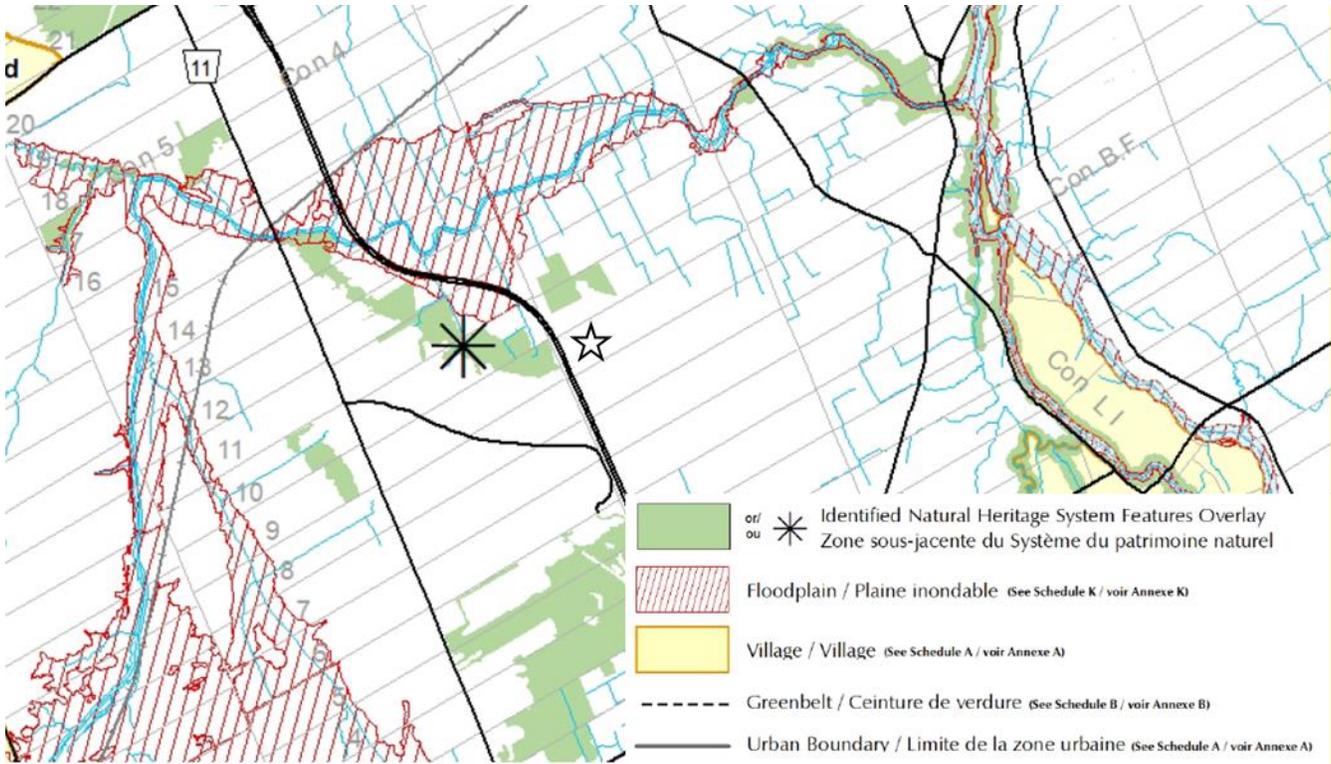


Figure 11: Excerpt from Schedule L2 – Natural Heritage System Overlay (South) of the Official Plan (star for subject lands)

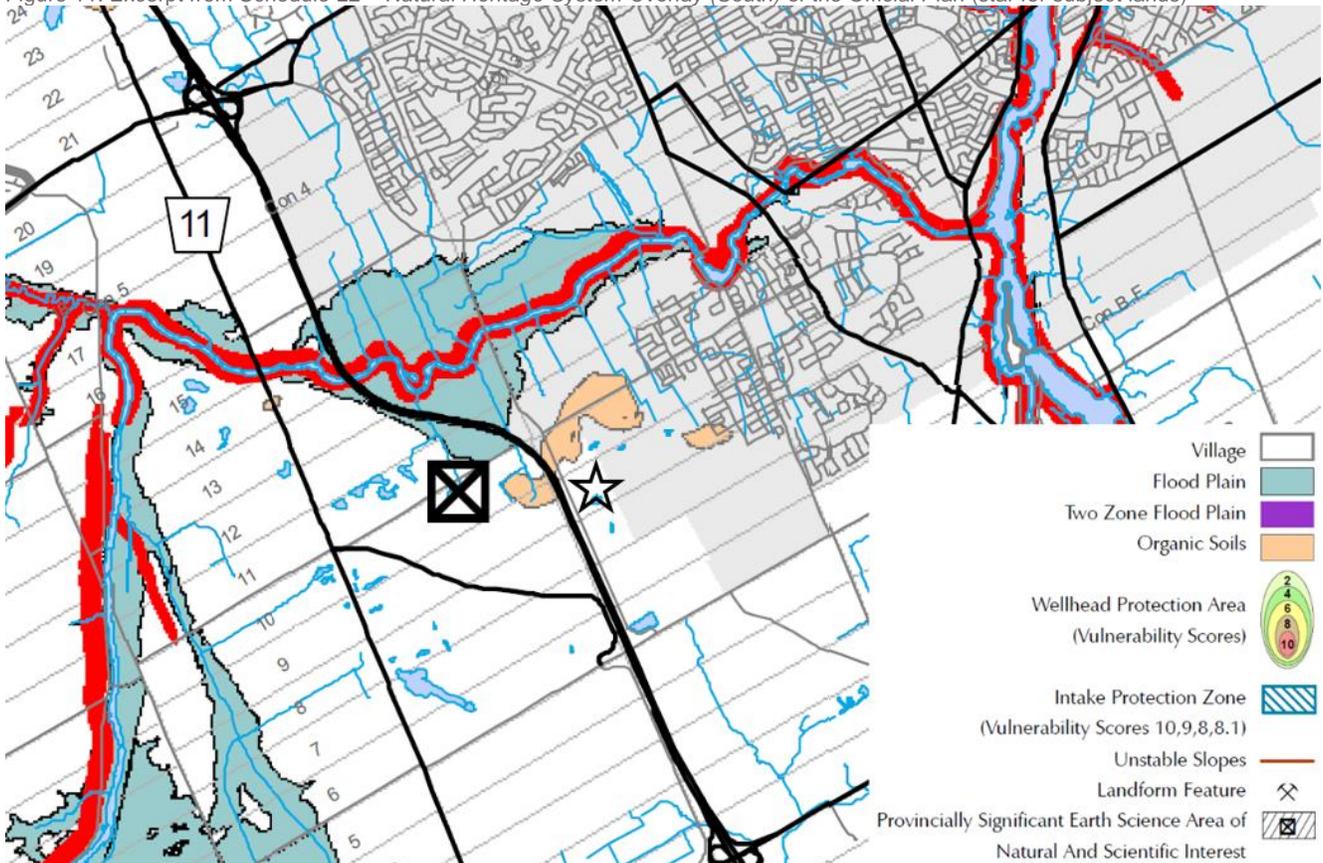


Figure 12: Excerpt from Schedule K – Environmental Constraints of the Official Plan (star for subject lands)

4.3 Summary of Technical Studies

This section provides an overview of the technical studies that were completed in support of the applications for the development of the subject lands. These studies fall into three groups: engineering studies, planning studies, and environmental studies.

A summary describing the existing environmental conditions and identified potential environmental effects related to the proposed development is presented for each study, as required in Section 4.7 of the Official Plan. Each summary uses the exact language and wording in the technical study, where possible.

4.4 Engineering Studies

4.4.1 Assessment of Adequacy of Public Services

DSEL prepared a Site Servicing and Stormwater Management Report dated January 2020. The report's findings include:

Water

It is proposed to service the development by connecting to the 300 mm diameter watermain within the future roadway that is proposed along the southern edge of the subject lands via a 200 mm diameter service connection. Two fire hydrants are proposed on the subject lands.

Demands fall within the recommended pressure range specified in the Water Supply Guidelines. Results from modelling of the internal watermain indicate pressures will be within allowable pressure ranges at all points within the system. The proposed water supply design conforms to all relevant City Guidelines and Policies.

Sanitary

It is proposed that the development will be serviced via the 200 mm diameter sanitary sewer within the future roadway via a network of 200 mm diameter sanitary sewers. DSEL's analysis indicates that sufficient capacity will be available in the local sewers to accommodate the proposed development.

Stormwater

Based on the existing topography of the subject lands, stormwater runoff will be tributary to the Drummond stormwater management pond, located immediately north of the subject lands. The Drummond pond, which has been sized to accept stormwater flows from the subject lands, is ultimately tributary to the Jock River, which is located approximately 1 km downstream. Given that the subject lands are located within the Jock River Subwatershed, they are subject to review by the Rideau Valley Conservation Authority (RVCA).

Post development stormwater runoff will be captured and directed to the forebay of the Drummond pond, therefore no additional quality controls are required within the site. A 1500 mm diameter storm sewer is proposed within the future roadway located south of the subject lands. The internal storm sewer network will convey stormwater to the Drummond pond via a 900 mm diameter storm sewer.

Uncontrolled areas will be released uncontrolled to municipal right-of-ways. Runoff collected along the western side of the subject site (U1) will flow to overland towards the existing Borrisokane Road ditch. Once collected within the Borrisokane roadside ditch, stormwater will be conveyed towards the Jock River. Runoff collected along the southern side of the subject site (U2) will flow overland towards the future roadway roadside ditch. Once collected within the roadside ditch, stormwater will be directed towards the future 1500 mm diameter storm sewer and ultimately the Drummond pond. Runoff collected along the northern side of the subject site (U3) will flow to overland towards the Drummond pond. Given that the above noted runoff is collected within landscaped areas, it is considered clean.

4.4.2 Noise Control Feasibility Study

Gradient Wind prepared a Stationary Noise Assessment dated December 16, 2019. The assessment is based on theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG), and; drawings prepared by Figurr/Nak Design Strategies. The results of the current study indicate that noise levels at nearby points of reception are expected to fall below the ENCG and NPC-300 noise criteria, provided project assumptions are followed during the detailed design process. As such, the proposed development is expected to be compatible with the existing noise sensitive land uses and will satisfy all site plan conditions. A review of the final equipment selections and locations by a qualified acoustical engineer will be required prior to installation of the equipment.

4.4.3 Geotechnical Study

Paterson Group prepared a Geotechnical Investigation dated December 3, 2019. The objectives of the Geotechnical Investigation were to determine the subsoil and groundwater conditions on the subject lands and to provide geotechnical recommendations for the proposed development. The report states that from a geotechnical perspective, the subject lands are adequate for the proposed building.

The study recommends the following:

- / Observation of all bearing surfaces prior to the placement of concrete;
- / Review of ground improvement program from a geotechnical perspective;
- / Sampling and testing of the concrete and fill materials used;
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable;
- / Observation of all subgrades prior to backfilling; and
- / Field density tests to determine the level of compaction achieved.

4.4.4 Transportation Impact Assessment

CGH Transportation prepared a TIA in December 2019, which fulfills Steps 1 through 4 of the City of Ottawa's 2017 TIA Guidelines. The report notes that the existing intersections within the area are operating well and have additional capacity. An estimated 104 morning and 144 afternoon new peak hour two-way vehicle trips are projected for the proposed developed. The TIA concludes that the proposed development will function within the Study Area Road Network.

4.5 Planning Studies

4.5.1 Planning Rationale

Fotenn prepared a Planning Rationale (January 2020) in support of the Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications. The rationale provides an analysis of the applicable policy and regulatory framework. The Rationale also provides a description of the proposed development.

The Official Plan Amendment application seeks to re-designate the subject lands from "Sand and Gravel Resource Area" to "General Rural Area" with a site-specific policy to permit the proposed multi-purpose, light industrial employment-generating facility. The Official Plan Amendment also seeks the extension of the Public Service Area in Barrhaven South to permit municipal services on the subject lands.

The Zoning By-law Amendment application seeks to re-zone the subject lands from Mineral Extraction, Subzone 2 Zone (ME2) to a Rural General Industrial Zone (RG). Three additional uses (office, daycare facility and display and sales area) and a reduction to the required landscaped buffer around a parking lot are also proposed.

Overall, the proposed development conforms to the general intent of the proposed “General Rural Area” Official Plan designation (as modified by the proposed site-specific policy) and advances the City’s strategic initiatives.

4.6 Environmental Studies

4.6.1 Phase I Environmental Site Assessment

Paterson Group prepared a Phase I Environmental Site Assessment (ESA) dated November 25, 2019. The purpose of this study was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the subject property. A site inspection conducted in November 2019 confirmed that the property is no longer used for aggregate extraction purposes. The former extraction pit was backfilled with imported fill material, and due to the unknown quality of the fill, it is an area of potential environmental concern. No environmental concerns were identified with respect to neighbouring properties.

Due to the unknown quality of the backfill, a Phase II Environmental Site Assessment will be required for the subject property. This study is currently underway and will be submitted to the City as soon as it is available.

4.6.2 Environmental Impact Statement and Tree Conservation Report

An Environmental Impact Statement (EIS) was completed by Kilgour and Associates on December 13, 2019. This report considers the potential for the presence of habitat of Species at Risk (SAR) within 120 metres of the subject lands. The EIS also addresses the potential for SAR habitat on or adjacent to the subject lands and/or the presence of other significant natural heritage system features or elements. Given that the EIS inventories the trees present on the subject lands (Table 1 in the EIS), it also serves as the Tree Conservation Report (TCR) for the proposed development.

Now that the resource is exhausted, the aggregate license requires that the lands be rehabilitated. This involves re-grading to remove steel topography (for human health and safety considerations), tree removal, SAR habitat removal, and a Notice of Activity. Rehabilitation is expected to be completed by early Spring 2020.

On October 21, 2019, a Notice of Activity was registered through the MECP for all of 3713 Borrisokane Road (Confirmation ID M-102-8330859947). The Notice of Activity lists two SAR, barn swallow and bank swallow. These two species, both “threatened” under the Endangered Species Act (ESA), were observed near the site in 2019 (Figure 13). The barn swallows are currently nesting in temporary garage structures made of piled shipping containers (stacked to form a vehicle shed) and the bank swallows are using the vertical banks both on and adjacent to the subject lands as habitat. Impacts to SAR and SAR habitat from the required rehabilitation work are permitted and managed under the Notice of Activity.

There are no Provincially Significant Wetlands, wetlands found in association with Significant Woodlands, Significant Valleylands or Life Science Areas of Natural and Scientific Interest on or adjacent to the subject lands.

The report concludes that there are no negative impacts anticipated to listed species at risk or other natural features under the proposed development.

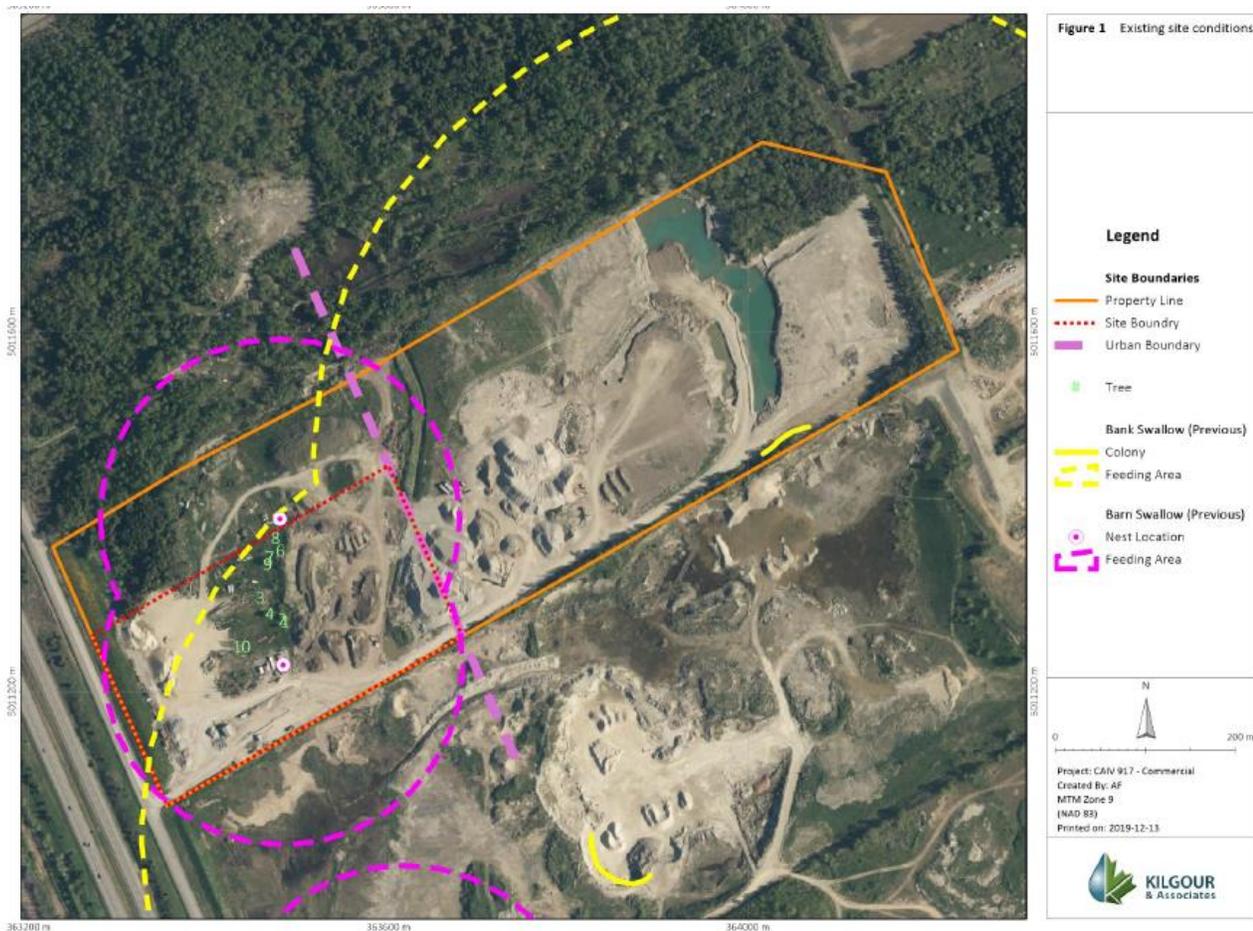


Figure 13: Spatial Features and Functions from EIS prepared by Kilgour & Associates, December 12, 2019

4.7 Potential Concerns, Mitigation Measures, and Implementation

4.7.1 Potential Concerns

Impacts to Surface Water and Fish Habitat

The EIS notes that there are no surface water features and no ditches or other channelized water features on the subject lands. Therefore, no negative impacts can be expected to surface water features and/or fish habitat.

Impacts to Site Trees

Given the site works over the years, there are only narrow bands of trees along some portions of the subject lands, including along some portions of the periphery and two small woodlots in the northeast and northwest corners. As previously noted, the former Drummond pit is currently being filled and regraded as part of their required site rehabilitation prior to the commencement of the re-development of the lands. This process will likely remove all trees from both properties. If the trees were retained, their isolation and extremely limited canopy potential would limit their ecological functionality to the broader area to negligible. Details of new trees to be planted on the lands subject to the Site Plan Control application are included on the Landscape Plan prepared by NAK Design Strategies (January 14, 2020).

Impacts to Species at Risk

The Notice of Activity requires the pit operator to develop a management plan implementing best management practices (BMPs) to minimize the impact of mining activities on the identified species. Under the management plan, all Bank Swallow and Barn Swallow habitat must be removed at site closure (once the birds have left for

the season). Given that the rehabilitation will remove the habitat, the proposed development itself will have no impact on the two species.

When Barn Swallow nesting structures are removed, they must be replaced with new nesting structures to be located within approximately 1 km of the site. The new nest structures must then be maintained for three years. These new nest structures will be located in open areas more than 200 m from the proposed development. As such, the proposed development by Caivan will not be considered to have any impact on the new habitat area.

Table 2: Environmental Interactions between Technical Studies

	Assessment of Adequacy of Public Services	Geotechnical Study	Stationary Noise Assessment	Planning Rationale	Tree Conservation Report	Environmental Impact Statement	Phase I Environmental Site Assessment	Transportation Impact Assessment
Noise & Vibration		X	X	X			X	
Groundwater		X		X		X	X	
Surface Water				X		X	X	
Terrestrial Ecology				X	X	X	X	
Geotechnical	X	X		X	X	X	X	
Services	X			X			X	X

4.7.2 Mitigation Measures and Implementation of Commitments

Surface Water Features

To protect surface water features in the broader vicinity of the project, standard erosion and sediment control measures must be implemented on the site during construction to limit the potential for sediment deposition off the site by either surface water flows or by wind erosion. Details of the erosion and sediment control mitigation measures must be included in either the environmental management or servicing plan for the subject lands.

Tree Conservation

No trees are anticipated to remain on the subject lands at the time of development. To minimize impacts to any remaining trees located *adjacent* to the development area, the following protection measures are indicated as necessary during construction:

- / Erect a fence beyond the critical root zone (CRZ; i.e., 10 x the trunk diameter at breast height) of trees. The fence should be highly visible (e.g., orange construction fence) and paired with erosion control fencing. Pruning of branches is recommended in areas of potential conflict with construction equipment;
- / Do not place any material or equipment within the CRZ of trees;
- / Do not attach any signs, notices or posters to any tree;
- / Do not raise or lower the existing grade within the CRZ of trees without approval;
- / Tunnel or bore when digging within the CRZ of a tree;
- / Do not damage the root system, trunk or branches of any tree; and
- / Ensure that exhaust fumes from all equipment are NOT directed towards any tree's canopy.
- / The *Migratory Bird Convention Act* (Canada, 1994) protects the nests and young of migratory breeding birds in Canada. The City of Ottawa guidelines stipulate no clearing of trees or vegetation between

April 1 and August 15, unless a qualified biologist has determined that no nesting is occurring within 5 days prior to the clearing.

Specific trees to be planted on the subject lands are identified in the Landscape Plan for the development, which was prepared by NAK Design Strategies (January 14, 2020). Tree species to be planted are non-invasive and are native to the Ottawa area. Tree species recommended in the EIS include Red Maple, White Pine, White Spruce, White Birch, Black Cherry, and White Cedar. Burr Oak may be considered where spacing allows for future showcase trees. Common Juniper, Maple-leaf Viburnum, Nannyberry, Serviceberry and Northern Bush-honeysuckle may be considered as appropriate shrub species. The Landscape Plan proposes Red Maple, White Pine, and Burr Oak trees. Maple-leaved Viburnum and Serviceberry shrubs are also proposed.

Species at Risk

SAR have been observed on the Drummond property; therefore, a Notice of Activity has been filed using the on-line, "One-Key" system. With the pit duly registered, the species and their habitats occurring on those properties are no longer subject to protection by the MECP under the ESA. The property is currently being regraded and rehabilitated following the management plan as excavation operations have ceased.

Following the rehabilitation of the pit, no SAR will occur on or near the development site and no further SAR specific mitigations would thus be required for the proposed development.

Mitigations for Wildlife

Wildlife is generally anticipated to be absent from the immediate development area if groundworks begin during the winter of 2019/2020. Some common, urban-tolerant wildlife, however, may occur within areas near the site and could, on occasion, traverse the development area. The following mitigation measures must be implemented on the site during construction of the project:

- / Do not harm, feed, or unnecessarily harass wildlife.
- / Keep food wastes and other such garbage in secured wildlife-proof containers, and promptly remove this material from the site (especially in warm weather).
- / Drive slowly and avoid hitting wildlife where possible.
- / Avoid providing unintended wildlife shelters. Effective mitigation measures include:
 - Covering or containing piles of soil, fill, brush, rocks and other loose materials;
 - Capping ends of pipes where necessary to keep wildlife out;
 - Ensuring that trailers, bins, boxes, and vacant buildings are secured at the end of each workday to prevent access by wildlife.
- / Check the worksite (including previously cleared areas) for wildlife prior to beginning work each day.
- / Inspect protective fencing or other installed measures daily and after each rain-event to ensure their integrity and continued function.
- / Monitor construction activities to ensure compliance with the project-specific protocol (where applicable) or any other requirements.

4.8 Design with Nature Principles and Design

As outlined in Section 4.7.1(2) of the Official Plan, the IERS is required to include a statement with respect to how the design with nature approach has influenced the design of the development and how it supports the following environmental objectives:

- / Increasing forest cover across the city;
- / Maintaining and improving water quality;
- / Maintaining base flows and reducing peak flows in surface water;
- / Protecting and improving the habitat of fish and wildlife in stream corridors;
- / Protecting springs, recharge areas, headwater wetlands and other Hydrogeological areas;
- / Managing resources by using low-maintenance, natural solutions.

Section 8- *Glossary* of the City of Ottawa Official Plan defines design with nature as:

“An approach that utilizes natural methods during site design to work with the terrestrial, aquatic, and biological characteristics of the site and the relationship between them. These measures may serve to reduce the reliance on technological solutions, which may be expensive, energy- or management-intensive, and less environmentally sensitive. This may include:

- / Retention of natural vegetation on slopes to reduce erosion;
- / Conservation of as many existing trees as feasible;
- / Use of appropriate natural infiltration techniques on site to reduce the need for stormwater management ponds;
- / Orientation of streets to maximise opportunities for passive solar heating and reflection of natural contours;
- / Protection of natural stream corridors and incorporation of natural features into open spaces.”

The proposed multi-purpose, light industrial employment-generating facility does not infringe on any significant natural heritage systems or natural stream corridors. Given the previous aggregate extraction use, the subject lands are highly disturbed and are characterized by limited existing vegetation. If the limited number of existing trees were retained, their isolation and extremely limited canopy potential would limit their ecological functionality to the broader area to negligible. The proposed Landscape Plan ensures that the new landscaping contributes meaningfully to the immediate area, resulting in a net improvement over the depleted mineral aggregate resource area that it will replace.

4.9 Energy Efficiency and Sustainable Design

Section 2.5.1 of the Official Plan sets out design objectives and principles for new development within the City of Ottawa. The design objectives are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. They are broadly stated and are applied throughout all land use designations. The Design Principles are more specific, further describing how the City hopes to achieve each of the objectives.

As per Section 4.7.1 of the Official Plan, an IERS is required to consider Objective 7 in Section 2.5.1 and the associated principles. Objective 7 and its associated principles are:

“To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.”

The principals associated with Objective 7 (above) were deleted from the Official Plan through the settlement of Official Plan Amendment (OPA) 150. The deleted text noted that design should:

- / Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.
- / Consider use of renewable energy and alternative energy systems.
- / Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).
- / Reduce hard surfaces and maximize landscaping and site permeability on site.
- / Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.
- / Maximize re-use and recycling of resources and materials.
- / Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).
- / Utilize advanced water conservation and efficiency measures.

The proposed multi-purpose, light industrial employment-generating facility has implemented efficient and sustainable design principles as follows:

- / Despite not being required in the Comprehensive Zoning By-law, 18 bicycle parking spaces are proposed, contributing to the feasibility of sustainable transportation modes. Further, the proposed development is situated approximately 675 metres (a 10-minute walking distance) from New Greenbank Road, which is planned to accommodate a future BRT route and cycle tracks.
- / A generous number and size of landscaped islands are proposed in the surface parking lot, which will allow for increased permeability/infiltration as well as aesthetic benefits.
- / The waste collection area incorporates recycling bins.
- / Contemporary energy saving opportunities will be explored in the construction materials selected for development of the site.

4.10 Conclusion

4.10.1 Concurrence of Study Team

Towards the end of the Official Plan Amendment and Zoning By-law Amendment application process for the subject lands, this Draft IERS will be reviewed and concurred with by the individual sub-consultants involved in the preparation of technical studies and by Caivan (Appendix A).

4.10.2 Conclusion

It is our professional opinion that this IERS follows the policies set out in the Official Plan.

5.0 Conclusion

The proposed Official Plan Amendment, Major Zoning By-law Amendment, and Site Plan Control applications are consistent with the Provincial Policy Statement, conform to the policy direction of the Official Plan, propose a suitable zoning, and proposed a use that is suitable for the context of the subject lands. The undersigned are of the opinion that the proposed applications represent good planning and are in the public interest.



Julie Carrara, MCIP RPP
Senior Planner



Scott Alain, M.PI
Planner

Appendix A

IERS Concurrence of Study Team

Gradient Wind

I have reviewed the sections of this Integrated Environmental Review Statement associated with Gradient Wind Engineers & Scientist's **Stationary Noise Assessment (December 16, 2019)** as it relates to the proposed development of the western portion of 3713 Borrisokane Road by Caivan Greenbank North Inc. and concur with its related content and recommendations.

Stationary Noise Assessment:

Signature: _____

Joshua Foster, P. Eng.
Principal
Gradient Wind Engineers & Scientists

Date: _____

Paterson Group

I have reviewed the sections of this Integrated Environmental Review Statement associated with Paterson Group's **Geotechnical Investigation (December 3, 2019)** and **Phase 1 Environmental Site Assessment (November 25, 2019)** as they relate to the proposed development of the western portion of 3713 Borriskane Road by Caivan Greenbank North Inc. and concur with its related content and recommendations.

Geotechnical Investigation

Signature: _____

David J. Gilbert, P. Eng.
Associated and Senior Geotechnical Engineer
Paterson Group

Date: _____

Phase 1 Environmental Site Assessment

Signature: _____

Mark S. D'Arcy, P.Eng., Q.P.E.S.A
Associated and Senior Engineer
Paterson Group

Date: _____

Kilgour & Associates Ltd.

I have reviewed the section of this Integrated Environmental Review Statement associated with Kilgour & Associates Ltd.'s **Environmental Impact Statement and Tree Conservation Report (December 13, 2019)** as it relates to the proposed development of the western portion of 3713 Borrisokane Road by Caivan Greenbank North Inc. and concur with its related content and recommendations.

Environmental Impact Statement and Tree Conservation Report

Signature: _____

Anthony Francis, PhD
Senior Ecologist/Project Manager
Kilgour & Associates Ltd.

Date: _____

David Schaeffer Engineering Ltd. (DSEL)

I have reviewed the section of this Integrated Environmental Review Statement associated with DSEL's **Site Servicing and Stormwater Management Report (January 2020)** as it relates to the proposed development of the western portion of 3713 Borrisokane Road by Caivan Greenbank North Inc. and concur with its related content and recommendations.

Site Servicing and Stormwater Management Report

Signature: _____

Steve Pichette
General Manager
David Schaeffer Engineering Ltd.

Date: _____

CGH Transportation Inc.

I have reviewed the section of this Integrated Environmental Review Statement associated with CHG Transportation Inc.'s **Transportation Impact Assessment (December 2019)** as it relates to the proposed development of the western portion of 3713 Borrisokane Road by Caivan Greenbank North Inc. and concur with its related content and recommendations.

Transportation Impact Assessment

Signature: _____

Mark Crockford, P. Eng.
CGH Transportation Inc.

Date: _____

Caivan Greenbank North Inc.

I have reviewed and concur with the content and recommendations of this Integrated Environmental Review Statement.

Signature:

Hugo Lalonde
Director, Land Development
Caivan Communities

Date:
