

October 28, 2025

Samantha Gatchene, MCIP, RPP
 Planner II
 Development Review – Rural
 City of Ottawa
 110 Laurier Avenue West, 4th Floor
 Ottawa, ON K1P 1J1

Via Email: samantha.gatchene@ottawa.ca

RE: 7628 Flewellyn Road
Zoning By-law Amendment Application (D02-02-24-0080)
Planning Memorandum

Dear Ms. Gatchene,

The following letter serves to address some of the outstanding City planning comments and concerns regarding Fotenn Planning & Design's ("Fotenn") Zoning By-law Amendment application on behalf of CFT Group for the lands municipally known as 7628 Flewellyn Road ("the subject site"). Outstanding concerns regarding proposed zoning details are addressed thematically in the sections below. This memorandum is meant to be read in conjunction with the Planning Rationale prepared by Fotenn on November 21, 2025, and the Planning Rationale Addendum prepared by Fotenn on August 8, 2025.

Permitted Uses

The proposed Zoning By-law Amendment application seeks to extend the Rural General Industrial, Subzone 1, Rural Exception 21 (RG1[21r]) zone that currently applies to the front portion of the subject site to a larger portion of the subject site, with some modifications to the exception. A southeast portion of the subject site is proposed to be rezoned to a Parks and Open Space, Subzone R (O1R) zone to implement a recommended development setback from an identified watercourse along the subject site's east lot line. The balance of the subject site is proposed to remain zoned Rural Countryside (RU).

The proposed rezoning would prohibit most uses permitted by the parent RG1 zone, with only the following uses being permitted:

- / Automobile dealership
- / Storage yard
- / Warehouse limited to self-storage

The following uses would also be permitted as ancillary to a storage yard use:

- / Warehouse
- / Heavy equipment and vehicle sales, rental and servicing
- / Waste processing and transfer facility (non-putrescible)

The permission to operate storage yard and automobile dealership uses would be in keeping with the current uses of the subject site.

Fotenn understands that City staff have expressed concerns regarding the introduction of a public-facing use such as heavy vehicle sales and/or a self-storage facility on the subject site in the same space as that of a storage yard due to the hazardous nature of operations relating to the storage yard use. It should be noted that it would also be in CFT Group's interest to locate such uses away from their salvage operations for public safety and site security reasons. Public-facing uses, such as the existing automobile dealership, would therefore continue to be physically separated from salvage yard operations. The proposed self-storage facility and heavy vehicle sales uses are simply reflective of uses that are naturally

ancillary to the proposed primary uses and/or represent an intensity of the land's use that is similar to or lesser than that of a storage yard use. These uses are being sought to permit a greater degree of onsite flexibility that is considered to be appropriate in terms of its anticipated impacts.

Cumulative Gross Floor Area of Buildings and Structures

Policy 9.2.2.2(b) of the Official Plan provides several criteria intended to evaluate Zoning By-law Amendment applications to permit small scale light industrial and commercial uses in the Rural Countryside designation. For instance, Policy 9.2.2.2(b)(vi) states that the scale of the development is to be suitable for a rural context and where the size of each commercial occupancy will not exceed 300 square metres of gross leasable floor area.

It is Fotenn's opinion that the proposed development must be sensitively designed to maintain the rural character of the area, but that the 300-square-metre gross leasable floor area limit noted above refers specifically to commercial occupancies, not to employment uses such as the proposed storage yard use.

The Rural Countryside (RU) zone, which is intended to implement the policies of the Official Plan's Rural Countryside designation in the Zoning By-law, permit a maximum lot coverage of 20 per cent of the lot area. It is anticipated that the imposition of a 20 per cent lot coverage requirement of all buildings would satisfy the intent of the Rural Countryside designation, together with the intended introduction of stringent setback, landscaping, and screening requirements as part of the site-specific zoning for the subject site.

The proposed development includes a total combined gross building area of approximately 3,200 square metres for the proposed buildings and structures onsite. The proposed development has been carefully designed with CFT Group's long-term needs in mind and is supported by a suite of technical studies. With the subject site having a lot area of 20.725 hectares (or approximately 207,250 square metres), the proposed gross building area represents a lot coverage of only about 1.5 per cent.

It is Fotenn's opinion that the maximum 20 per cent lot coverage outlined in the RU zone, or at minimum a proposed lot coverage and/or cumulative gross floor area of all buildings that reflects the submitted Site Plan would therefore be appropriate.

Waste Processing and Transfer Facilities in the Rural Area

Section 95(1)(g) of the City of Ottawa Comprehensive Zoning By-law (2008-250) states that waste processing and transfer facilities, (putrescible) and waste processing and transfer facilities, (non-putrescible), are restricted to having either direct access to a designated truck route or access through an RG- or RH- zoned industrial subdivision leading directly to a designated truck route.

Per Figure 1 below, the subject site abuts Flewellyn Road, which is not a designated heavy truck route. However, the subject site is located in close proximity to two (2) heavy truck routes, Fallowfield Road and Munster Road. The proposed development's vehicle entrance would be located approximately 650 metres from Munster Road, with additional 1.4 kilometres of travel along Munster Road required to reach Fallowfield Road. The subject site also abuts an aggregate extraction operation (Goulbourn Quarry) to the west; the quarry is located between the subject site and Munster and Fallowfield Roads. It is anticipated that the quarry use generates frequent heavy truckloads in the area; as such, the proposed development's own generation of heavy truck traffic would be limited to a short portion of a non-heavy truck route that likely already sees heavy trucks.

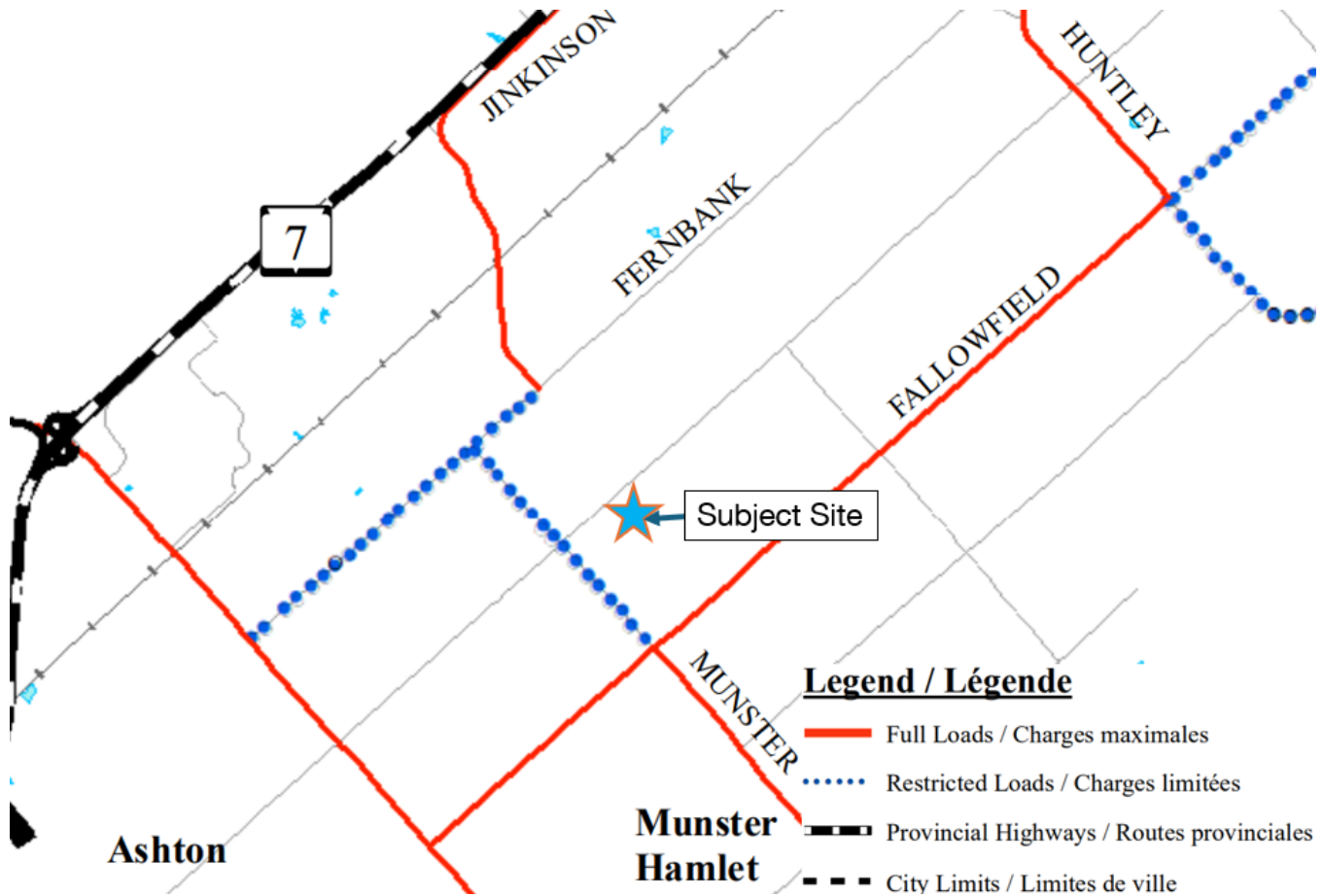


Figure 1: City of Ottawa Rural Truck Route Map (subject site indicated)

It is also important to note that the proposed waste processing and transfer facility use was added as a proposed use following initial pre-consultation feedback from City planning staff. The Zoning By-law defines storage yard and waste processing and transfer facility as follows:

- / **Storage yard** means land used for outdoor storage, including:
 - a) The storage of vehicles, including an **automobile salvage operation** or **scrap yard**;
 - b) the storage of road maintenance materials such as gravel or sand;
 - c) the storage of construction, building or landscaping materials; and
 - d) the storage of heavy vehicles or construction equipment, and includes an accessory maintenance garage used for the service and repair of the stored vehicles and equipment.
- / **Waste processing and transfer facility (non-putrescible)** means a facility where non-putrescible waste is sorted, processed and temporarily stored prior to transfer off site and may include a recycling operation.

The proposed storage yard use includes an automobile salvage operation as part of its definition. Common definitions of automobile salvage operations include the collection, dismantling, storage, and processing of end-of-life vehicles and reselling/recycling of scrap metals. The proposed Cash For Trash use, which recycles vehicles and other forms of scrap metal, falls largely within and is much more synonymous with the storage yard definition, with a non-putrescible waste processing and transfer facility potentially implying broader waste collection and recycling uses.

Please note that Section 95 of the Zoning By-law does not apply to a storage yard use. Although it is appropriate to include a waste processing and transfer facility (non-putrescible) use as a permitted use ancillary to a storage yard as part of the Zoning By-law Amendment application out of an abundance of caution, the proposed storage yard use is indeed the primary onsite use, and associated impacts such as heavy truck traffic are anticipated to be more in line with that of a storage yard. Given the above, we request that Section 95 of the Zoning By-law not apply to the proposed development.

Conclusion

Based on the discussion provided above, it is our opinion that the proposed Zoning By-law Amendment represents good planning. We look forward to further discussing more detailed provisions (setbacks, landscaped buffers, screening, etc.) in order to move the application forward to the City's Agricultural and Rural Affairs Committee for consideration.

Should you have any questions regarding the submission, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nico Church'.

Nico Church, MCIP RPP
Senior Planner