

Planning Rationale

# 5969 Ottawa Street



Site Plan Control

JD | PLANNING

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## SECTION 1: INTRODUCTION

### 1.1 Overview

JD Planning has been retained by LRL Associates Ltd. (the ‘Agent’) on behalf of Al and Anne Roberts (the ‘Owners’) to prepare a Planning Rationale Report for an application for Site Plan Control with respect to a proposed new light industrial development located at 5969 Ottawa Street, in the Village of Richmond, within the City of Ottawa’s rural area. The site is a vacant triangularly shaped property with frontage on the north side of Ottawa Street. The Owner is proposing to construct a new two-storey prefabricated building containing a ground-level kennel for training of 4-5 service dogs, a personal workshop, and a second-storey caretaker’s residence area for the kennel. There is a single proposed dog run proposed in the rear yard, as well as associated parking and private on-site servicing (existing well and new septic). The following is a Planning Rationale in support of the proposed development.

### 1.2 Subject Site

The site is in Ottawa’s Richmond neighbourhood in Ward 21 – Rideau-Goulbourn and is generally located west of Eagleson Road, north of Ottawa Street, and south and east of the Smiths Falls rail line which runs southwest-northeast along the subject site boundaries. The Village of Richmond is located in the rural area and is generally characterized by low-rise single detached dwellings, vacant agricultural and rural lands, and is intersected by the Jock River. For the purposes of this report, Ottawa Street is considered to the south and the railway is to the north and west of the property.



Figure 1. Subject site showing property lines and surrounding context (GeoOttawa, 2019)

Figure 1 shows the site and property lines, while Figure 2 is an extract of a sketch prepared by the surveyor, which shows the flood plain contour of the property and its size. Figure 3 demonstrates the developable area of the property.

The site is a large, vacant triangularly shaped property with Marlborough Creek, a tributary of the Jock River, transecting roughly the centre of the property from north to south. Most of the site towards the

west portion is designated as Flood Plain, with all areas of the floor plain lands remaining undeveloped with various trees and shrubbery. The small most easterly corner of the property is proposed to be developed and contains vacant grass area with a gravel driveway. There are presently some building materials and trailers on site which are to be removed following construction and replaced by the proposed prefabricated building. The site consists of the following specifications and legal description:

Area	Entire Property	Development Site
Frontage	310.06 m	58.1 m
Depth	142.39 m (irregular)	
Legal Description	Part 1 of Unit 10, Index Plan D-26	

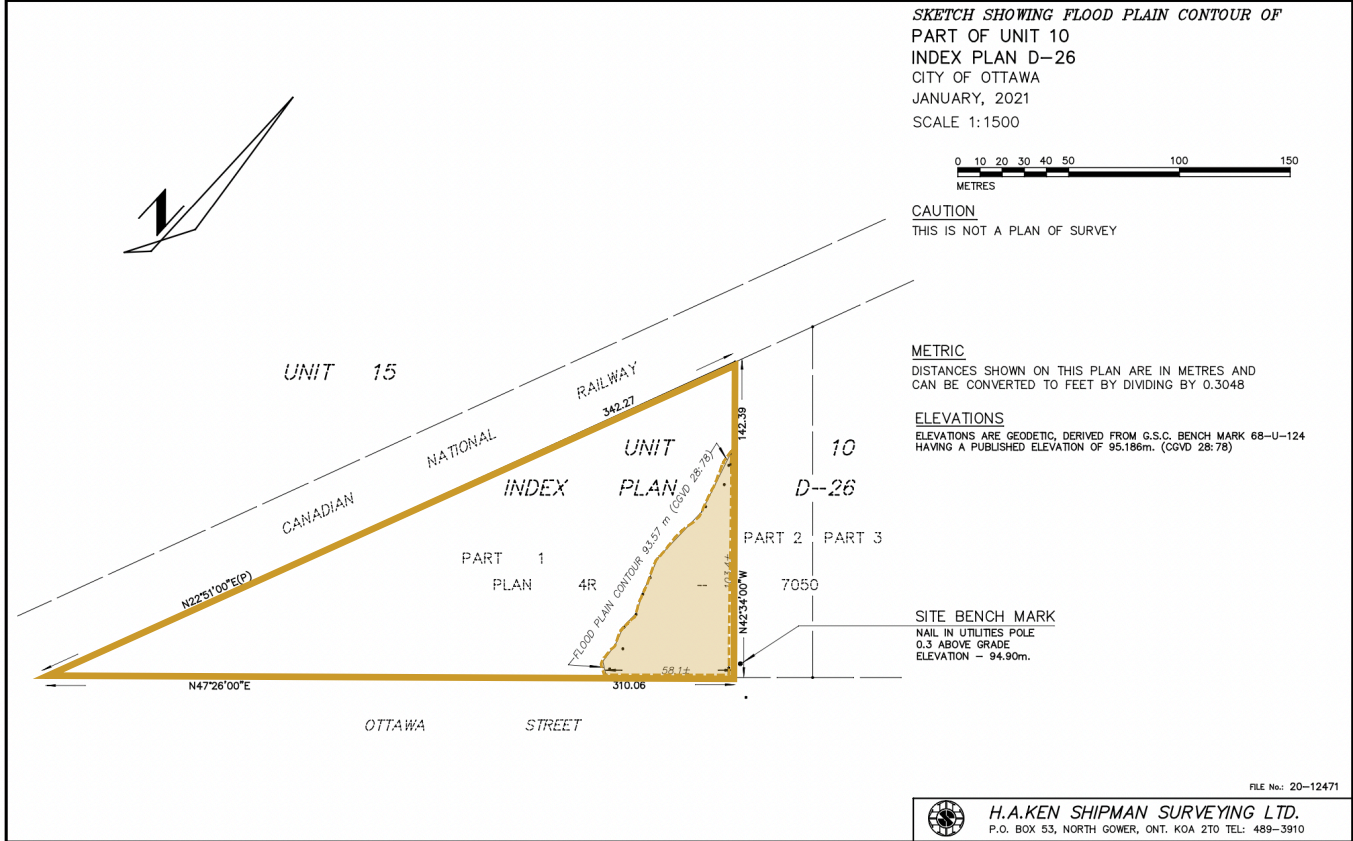


Figure 2. Sketch showing Flood Plain Contour prepared by H.Aken Shipman Surveying Ltd. with gold overlay for clarity

Image 1 and Image 2 below are Google Streetview captures of the proposed developable area of the subject site as of August 2021. Image 3, Image 4 and Image 5 demonstrate the remainder of the property (August 2021) toward the southwest which is flood plain and will remain undeveloped.

Figure 3 presents an aerial image with the general area of developable land highlighted in gold. This is the portion of the site which is not subject to the flood plain overlay and will be the only area to be developed as part of this application for Site Plan Control.



Image 1. Subject site development area looking north from Ottawa Street (Google Streetview)



Image 1. Subject site vegetated area looking northeast toward development area from Ottawa Street (Google Streetview)



Image 3. Subject site looking northeast toward Marlborough Creek from Ottawa Street (Google Streetview)



Image 4. Subject site vegetated/treed areas looking northeast from Ottawa Street (Google Streetview)



Image 5. Subject site at corner of Via Rail line looking northeast from Ottawa Street (Google Streetview)



Figure 3. Aerial image showing general extent of development area (Google Earth)

### 1.3 Surrounding Context

The immediately surrounding area is characterized primarily by large vacant treed lots and large lots containing commercial, service, and retail uses located along the north side of Ottawa Street, with smaller rural residential lots along the south side of Ottawa Street. Street view images of the immediately surrounding context are shown below, captured from the intersection of Ottawa Street and the railway to the southwest, to the intersection of Ottawa Street and Eagleson Road to the northeast.

#### 1.3.1 Transit & Transportation Network

The site is located on the north side of Ottawa Street Road, which is a generally northeast-southwest collector road connecting from Jock River to the west, to Eagleson Road to the east. Ottawa Street continues west of Jock River as Ottawa Street West. Eagleson Road travels north-south connecting rural Ottawa to the urban area, from Brophy Drive to south, to Highway 417 and the Eagleson Park and Ride to the north, then extending further to the north and transitioning to March Road.

### 1.3.2 Surrounding Context

More specifically, the site is located on the north side of Ottawa Street and the following building types and land uses surround the site:

- **North** Via Rail Line – Smiths Falls; Rural vacant lands; Low-rise residential subdivision
- **South** Ottawa Street; Single-detached residential; Vacant lands
- **East** One-storey auto service; Two-storey office; Garden/feed store/outdoor storage
- **West** Via Rail Line – Smiths Falls; Low-rise residential; School (institutional use)



Image 6. Subject site and neighbouring light industrial use looking northwest from Ottawa Street



Image 7. Neighbouring light industrial use looking north from Ottawa Street



Image 8. Nearby light industrial use looking north from Ottawa Street



Image 9. Nearby light industrial use looking north from Ottawa Street



Image 10. Nearby light industrial use looking northeast from Ottawa Street





Image 11. Rural residential uses across from subject site looking south from Ottawa Street



Image 12. Rural residential uses across from subject site looking southeast from Ottawa Street



Image 13. Rural residential uses across from subject site looking south from Ottawa Street



Image 14. Rural residential uses across from subject site looking south from Ottawa Street



Image 15. Rural residential uses across from subject site looking south from Ottawa Street toward intersection of railway

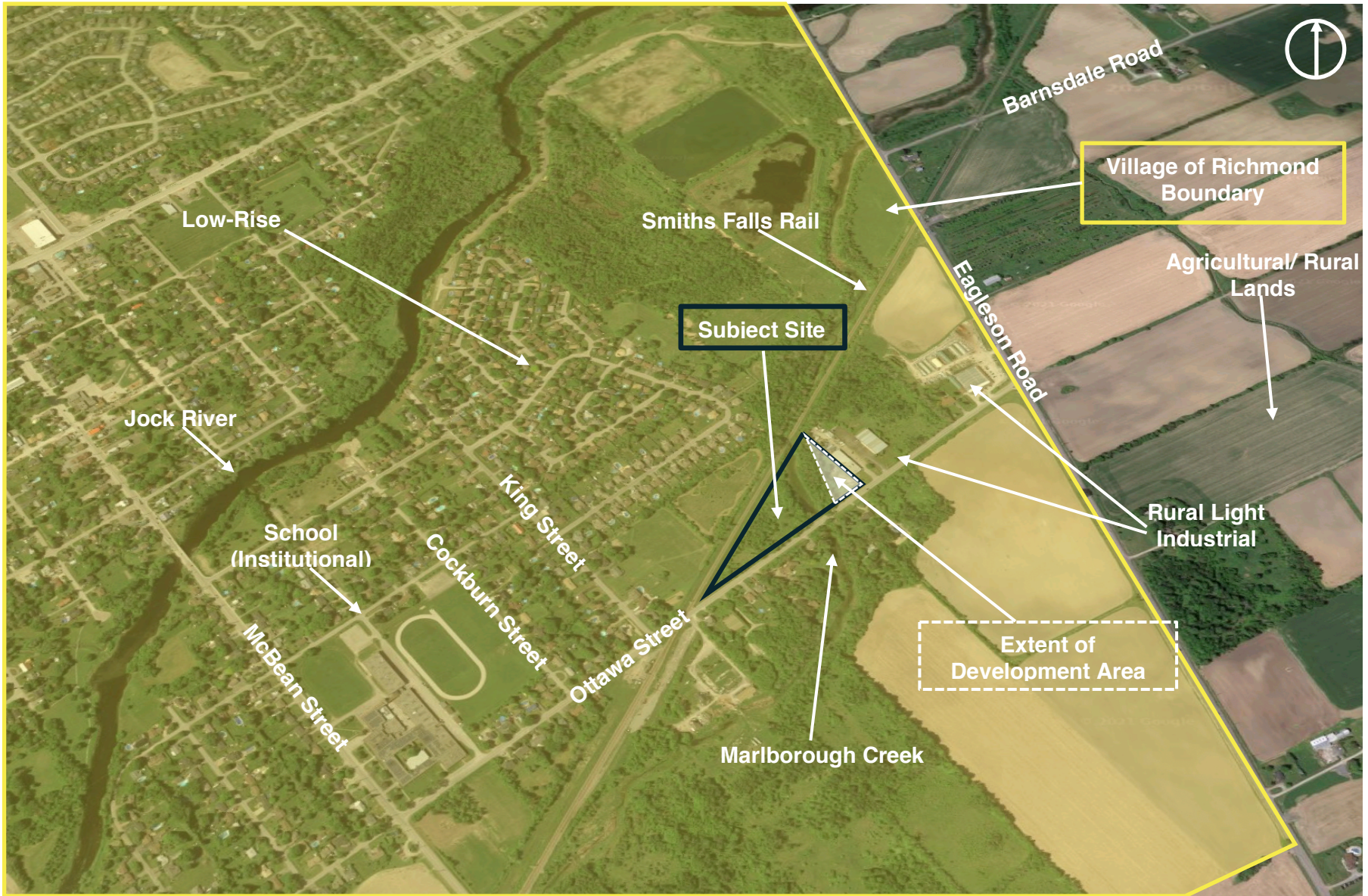


Figure 4. Surrounding context (Google Earth)

## SECTION 2: PROPOSED DEVELOPMENT

### 2.1 Proposed Site and Landscape Plan

As previously noted, the subject site is a large triangularly shaped property which is bordered by the Smiths Falls Via Rail line to the west and north, Ottawa Street to the south and light industrial uses to the east. Marlborough Creek bisects the site from roughly north to south and the westerly portion is occupied by substantial tree cover and vegetation. For the purposes of this proposal, the only area considered for development is a small approximately 0.8 acre triangularly shaped clearing at the most easterly property line, which presently contains no trees or vegetation. The rest of the site will remain undisturbed, and no tree removal is anticipated for the development.

The proposal is for the construction of a two-storey prefabricated building with a kennel area for training 4 to 5 service dogs and a personal workshop on the ground-floor, and a caretaker's residence for the dogs on the second floor. The building will be 453.25 m<sup>2</sup> in size. There is one proposed enclosed dog run in the rear yard.

The building will be accessed by a drive aisle roughly in the centre of the development area, leading to a parking lot with six parking spaces, one of which is accessible. The main entrance is on the west side of the building, accessed directly from the parking lot. The front of the building will feature landscaping with various mixed shrubbery including lilacs, bridal wreath, and burning brush. The remainder of the site will be grassed.

The site will be serviced by a private septic system and well, with the new septic located in the front yard and the existing well in the rear yard, as shown on the Site Plan (Figure 5). An enhanced grass swale and bio-retention area is proposed along the westerly limit of the development area, providing additional buffering between the proposed building and parking area and the adjacent flood plain boundary limit.

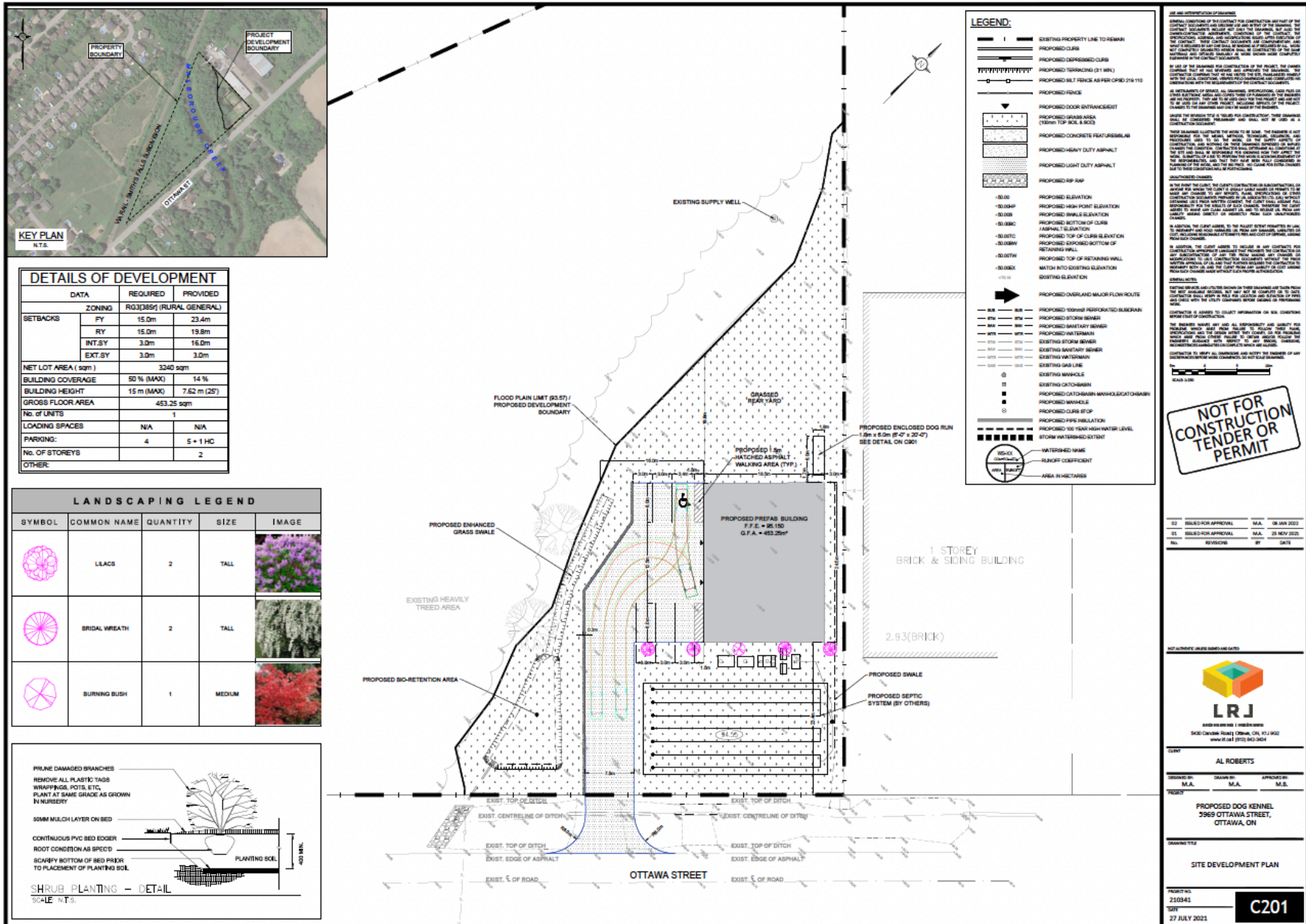


Figure 5. Proposed site plan and landscape plan prepared by LRL Associates Ltd.

## SECTION 3: POLICY CONTEXT

### 3.1 Provincial Policy Statement

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters for the Province of Ontario. Decisions affecting all planning matters shall be consistent with the Provincial Planning Policies. The proposed two storey mixed-use development with kennel, workshop and caretaker's residence in the rural general industrial zone is consistent with the applicable policies of the PPS, as demonstrated below.

**Section 1.1.1** of the PPS states that healthy, livable, and safe communities are sustained by:

- a) *“promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of ... employment (including industrial and commercial), institutional... and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs”...*

**Section 1.1.3.2** of the PPS states that *“land use patterns within settlement areas shall be based on densities and a mixed of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or economical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency...*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria policy in 1.1.3.3, where this can be accommodated.”*

**Section 1.1.3.4** of the PPS states that *“appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety”.*

**Section 1.1.3.6** of the PPS states that *“new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities”*.

**Section 1.3.1** states that *“planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- 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...”*

In the above PPS policies, there is a significant emphasis on efficient development that is safe, respects the natural environment, uses available infrastructure, and provides for the needs of the community in both the short- and long-term. The proposed low-rise kennel, workshop and caretaker’s facility will introduce new permitted uses onto the existing vacant lot within the Village of Richmond settlement area. The property is located within the southeasterly limits of the Village of Richmond, within the City of Ottawa’s Rural Area. Ottawa Street presently contains a mix of light industrial type uses, vacant rural lands, and rural residential properties including single-detached dwellings. The site is bordered by a Via Rail railway line to the west and north, a light industrial use to the west, and Ottawa Street to the south.

Given the rural nature of the property as well as the existing light industrial uses adjacent to the site towards the west, the proposed development is an appropriate location to introduce a kennel and service dog training facility as there are limited potential impacts to neighbouring residential properties. The caretaker’s residence will support the ground level training facility and kennel. The addition of a personal workshop allows for diversification of use on the property with a permitted use, in a context-appropriate location and built form. The proposed uses will be compatible with the surrounding rural areas and light industrial uses, and the two-storey prefabricated building and proposed landscaping at the front will be appropriate for the area. The proposed mixed-use light industrial building use allows for a range of uses that is supported by the PPS policies. Finally, the proposed development conserves natural heritage features and environmentally sensitive land uses on the subject site to the west by limiting the developable area to the clearing toward the east property line and remaining outside of the flood plain limits of Marlborough Creek. There are no trees to be removed as part of the application, and the forested area and creek to the west are to be protected with no anticipated impacts during construction.

The site is serviced by an existing private well and new septic. Details of the proposed servicing are enclosed within the Servicing and Stormwater Management Report and Hydrogeological and Terrain Analysis prepared by LRL Associates Ltd. which are submitted alongside this Planning Rationale. The use of existing municipal roads is an appropriate and efficient use of resources. The proposed development represents a form development that fits and functions well within the City’s Rural Area and the Village of Richmond settlement area.

### 3.2 Official Plan (Current)

The City’s existing Official Plan (OP) guides growth and development throughout the City of Ottawa. The New Official Plan has been drafted and approved by Council in October 2021, however, is presently before the Ministry of Municipal Affairs and Housing for adoption and implementation. As the new Plan is approved but not yet adopted, the existing Official Plan still apply, though consideration must be given to the New Official Plan Policies as well. Per the existing OP, the site is designated Village in the City of Ottawa’s Official Plan, as shown in the below extract of Schedule A – Rural Policy Area. The Village designation applies to 26 Villages throughout Ottawa’s rural area. The OP encourages development of a variety of residential uses as well as modest employment opportunities including commercial and small-scale industrial.

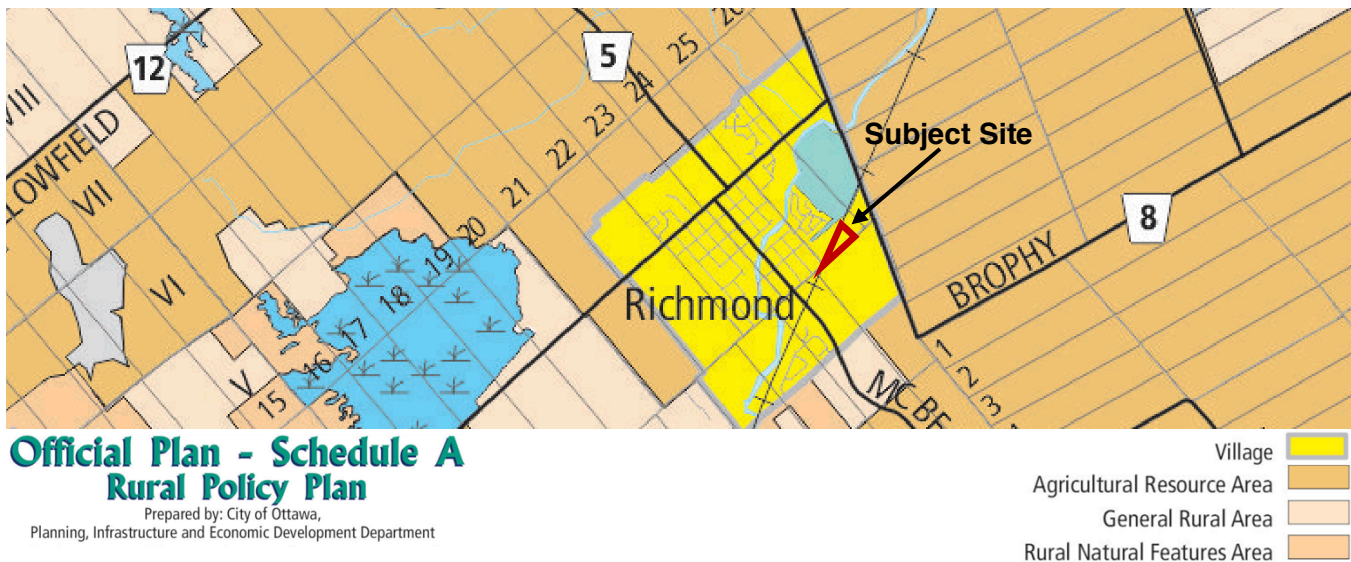


Figure 6. Extract of Official Plan - Schedule A Rural Policy Plan

**Section 3.7.1 – Villages** sets out policies related to development in villages across Ottawa’s rural area. Per Subsection 7, permitted uses in Villages include: residential and retail and commercial facilities of up to 10,000 square metres gross leasable floor area...personal service establishments, light industrial uses, etc. Per Subsection 9, “[i]ndustrial uses with characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in a Village but will be directed to an appropriate urban location or General Rural Area”. The OP relies on the policies of the applicable Village Secondary Plan and Community Design Plan for additional specific guidelines regarding development, in this case, the Village of Richmond. Refer to Section 3.2.1 of this report for a review of the Village of Richmond Secondary Plan policies. When reviewing development applications in Villages, the City will also consider the development in relation to the compatibility policies set out in Sections 2.5.1 and 4.11.

**Section 2.5.1 Urban Design and Compatibility** sets out criteria for compatible development, which enhances an established community through good design and innovation, and “fits well” within its physical context and “works well” with the existing and planned function of the neighbourhood. Per Section 2.5.1: “[t]he Design Objectives of this Plan are qualitative statements of how the City wants to

*influence the built environment as the city matures and evolves. These Design Objectives are broadly stated and are to be applied within all land use designations, either at the citywide level or on a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases; these objectives include:*

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity;*
2. *To define quality public and private spaces through development;*
3. *To create places that are safe, accessible and are easy to get to, and move through;*
4. *To ensure that new development respects the character of existing areas;*
5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006];*
6. *To understand and respect natural processes and features in development design;*
7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.”*

**Section 4.11 Urban Design and Compatibility** states that, “[a]t the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop. Locational policies are therefore required in order to direct uses that have the potential to generate negative impacts to appropriate locations, most typically at the periphery of residential neighbourhoods.

*“At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.”*

The Official Plan emphasizes a need for context appropriate and efficient development within the urban and rural areas and encourages a range and mix of uses including light industrial, commercial, residential and more. The compatibility criteria outlined in Section 2.5.1 and Section 4.11 of the Official Plan are used to evaluate the compatibility of development proposals, based on land uses and built form and their sensitivity to the context of the surrounding neighbourhood. Section 4.11, Urban Design and Compatibility sets out the policies and the criteria for assessing compatibility of development.

The proposed development of new, mixed-use building along Ottawa Street which features a rural light-industrial type uses is permitted and appropriate for this context. The proposed uses are not disruptive or impactful to surrounding residential or other light industrial uses and are appropriate for a rural property within an existing settlement area. The prefabricated building incorporates landscaping and shrubbery along the front façade to create a context-appropriate and sympathetic design to the neighbourhood. The



building is set back from the street to ensure there is adequate space for soft landscaping in the front. Further, the extent of the development area is limited to a small, cleared portion with no existing trees, and all other trees and vegetation on the remainder of the site are to be protected. This will preserve the vegetated rural character of the area while introducing a new permitted use onto the site in an appropriate and desirable location, easy highway access including Eagleson Road. The development is adjacent to other similar light industrial type uses and is appropriately buffered from residential dwellings. The building will be serviced by private well and septic as there is presently no municipal servicing to the site. The proposed two-storey kennel, personal workshop and caretaker’s residence conforms to the policies of the City of Ottawa Official Plan, as amended.

**3.2.1 Village of Richmond Secondary Plan (Current)**

The Village of Richmond Secondary Plan guides growth and development within the village boundaries. Per the Secondary Plan, Schedule A – Land Use, the subject site is designated partially as Open Space with a Flood Plain overlay, and partially Industrial Area with the Industrial Area being located towards the east corner of the site abutting Ottawa Street, as shown in Figure 7. Considering the Industrial Area also represents the extent of the development area, the Industrial Area policies are applicable for this discussion. Open Space designated lands will not be impacted.

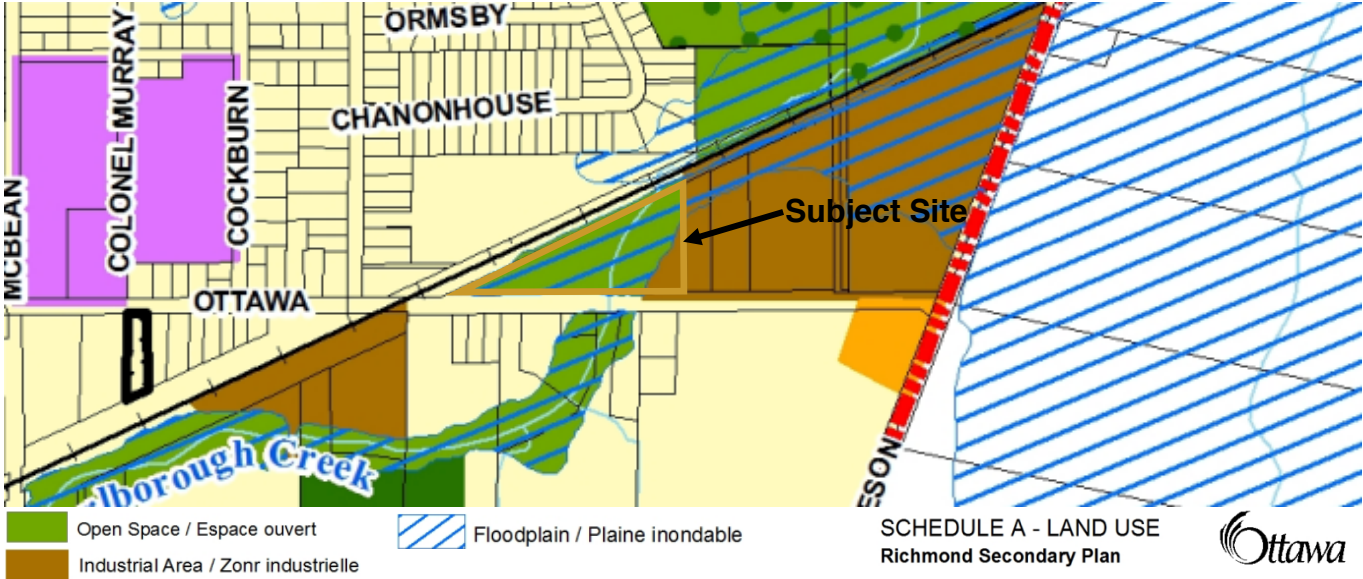


Figure 7. Extract of Village of Richmond Secondary Plan, Schedule A Land Use

Per **Section 3.6 – The Industrial Lands**, permitted uses include light industrial, service and repair shop, warehouse, and others, with a maximum building height of four storeys. Development must have a logical and coordinated approach to servicing and must meet the intent of the Design Guidelines and Community Design Plan. These lands provide for opportunities for industrial and employment uses that require large parcels of land. The proposed uses are permitted in the industrial area, and the proposed servicing is appropriate given the rural location with no access to municipal water or sewer.

### 3.2.2 Village of Richmond Community Design Plan

The site is subject to the Richmond Community Design Plan (CDP) and is designated as Open Space with Flood Plain Overlay and Industrial Area, as mirrored in the Secondary Plan extract in Figure 7 above. The CDP indicates that the majority of new development in Richmond should be on the basis of communal services, unless private wells and septic in the Industrial areas are designed to the satisfaction of the City. Land Use policies under the CDP otherwise reflect those indicated in the Secondary Plan. The CDP also sets out demonstration plans for the industrial lands, with the subject site remaining partially as greenspace in the west portion, and developable industrial area toward the east. Per the demonstration plans, most vacant lands for development are located to the south of Ottawa Street and west of Eagleson Road.

Finally, **Section 7.3 Village-Wide Building Design** sets out guidelines for new buildings throughout the entire Village of Richmond. **Section 7.3.1** states that:

1. *“New buildings and additions should be of their own time and should harmonize with the existing heritage and rural character in the village. They should:
 
  - a. *Use design elements inspired by buildings of heritage interest in the Village of Richmond or by buildings and landscape features in other villages and towns in Eastern Ontario as reflected in Section 7.3.1.*
  - b. *Reflect the existing colours and materials in the village such as clay, brick, grey stone/blocks or wood siding or use high quality, modern and colourful materials that complement the village character”.**

As a light industrial building outside of the residential areas and village core and within the permitted developable area of light industrial lands, the proposed development maintains the rural character of its surroundings by maintaining a deep set back from the street to allow for grass and plantings in the front yard while softening the massing of the prefabricated building. New plantings along the front façade including perennials and flowers will help to contribute to the rural and natural character of its surroundings. Further, all existing trees on site and the natural features to the west of the proposed development area will be maintained, therefore ensuring that the intent of the CDP policies are met.

### 3.3 New Official Plan (Under CMHC Review)

As previously noted, the City’s New Official Plan was approved by Council in October 2021, however, is presently before the Ministry of Municipal Affairs and Housing for adoption and implementation. As the Plan is approved but not yet adopted, the existing Official Plan policies apply as discussed in Section 3.2 above, though consideration must be given to the newly approved Official Plan policies for development proposals as well.

As reflected in the existing Official Plan, the site is located within the Village of Richmond in the City’s rural area, as shown in Figure 8 below. Figure 9 shows the Natural Heritage Systems for the subject site and surrounding area, which demonstrates the site is outside of natural heritage constraints. Marlborough Creek is shown intersecting the site.



Figure 8. New Official Plan Extracts showing Village Designation

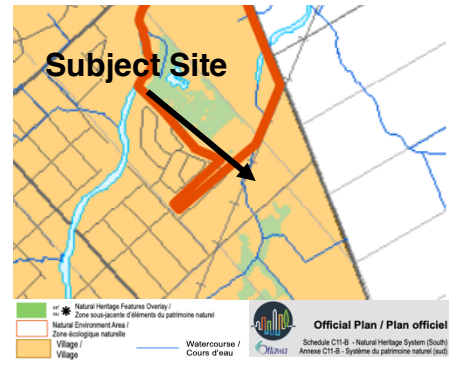


Figure 9. New Official Plan Extract showing Natural Heritage Constraints

**Section 3: Growth Management Framework** sets out policies regarding the intention for development within Ottawa’s communities, including rural areas. **Section 3** states “the rural area is largely made up of natural features and primary resource lands, such as agriculture and aggregate extraction. Villages are concentrations of residential and commercial uses within the rural area and are also settlement areas within the Provincial Policy Area.

**Section 5.5** of the New Official Plan addresses policies for the Greenbelt and Rural Transect areas. The Official Plan states that the “...*Rural Transect areas provide for a range of social and economic activity and the policies for these transect areas are intended to ensure the responsible use of resources for the protection of public health and the environment while supporting economic development for rural businesses in recognition of their valuable contributions to the regional economy*”. Development within Villages must be context-sensitive to the rural area (Section 5.5.1(a)).

**Section 5.5.1(2)** states that Development in the Greenbelt and Rural Area shall:

- a) “Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;
- c) Allow for uses that integrate well with the natural environment and rural area;
- d) Direct high-intensity rural industrial uses to locations near highway interchanges;
- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and
- f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service.”

The proposed development provides for added light industrial and employment type uses to the Village and targets new development to the existing settlement area. The development is well integrated with the natural environment as all trees and vegetation on site are to be preserved, and will be adequately serviced with private well and septic, demonstrated in the enclosed reports prepared by LRL Associates Ltd. The site is also adjacent to Eagleson Road which provides direct connection to the City’s urban area.

### 3.3.1 Village of Richmond Secondary Plan (New)

The subject site is designated partially as Village Greenspace and partially as Village Industrial Area in the City of Ottawa’s updated Village of Richmond Secondary Plan, as shown in Figure 10 below. For the purposes of this planning rationale, the proposed development area is limited to the Village Industrial Area portion of the site and therefore will be the only section of the Secondary Plan reviewed. Per the Secondary Plan, development shall be on a mix of public communal wells and wastewater services, as well as private wells and septic.

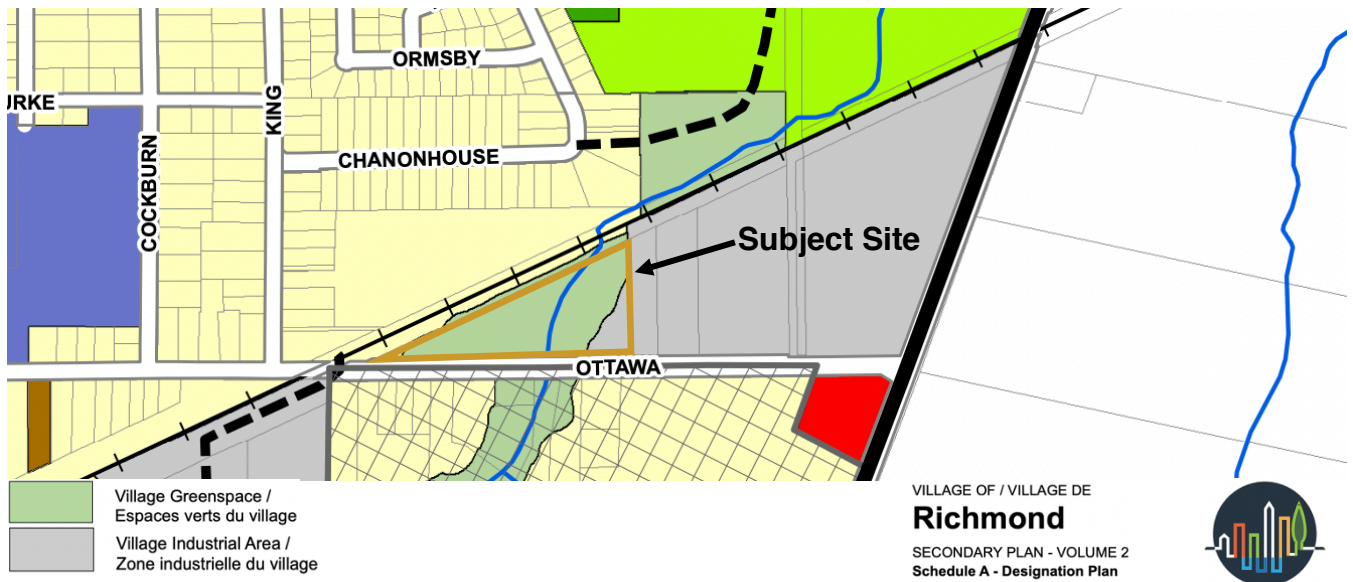


Figure 10. Extract of Village of Richmond Secondary Plan (New) Schedule A, Designation Plan

**Section 3.6 Industrial Area** allows for industrial and employment-generating uses requiring larger parcels of land. Uses permitted in the Village Industrial Area include light industrial, service and repair shop, warehouse, and others, with a maximum building height of four storeys. Servicing will be based on the Village of Richmond Water & Sanitary Master Servicing Study. Per **Section 4: Natural Heritage**, natural heritage features including Marlborough Creek are to be protected and development is to be directed away from these areas, which is complied with for the proposed development. Overall, given the light industrial use and protection of adjacent natural features, the proposed development is permitted within the Secondary Plan.

### 3.4 Zoning By-law

The site is zoned Rural General Industrial Zone, Subzone 3 with Rural Exception RG3[385r] in the City of Ottawa’s Zoning By-law 2008-250, as demonstrated in Figure 11 below. The RG3 zone permits a variety of rural light industrial uses. The purpose of the Rural General Industrial zone is to:

- (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 surrounding rural area.

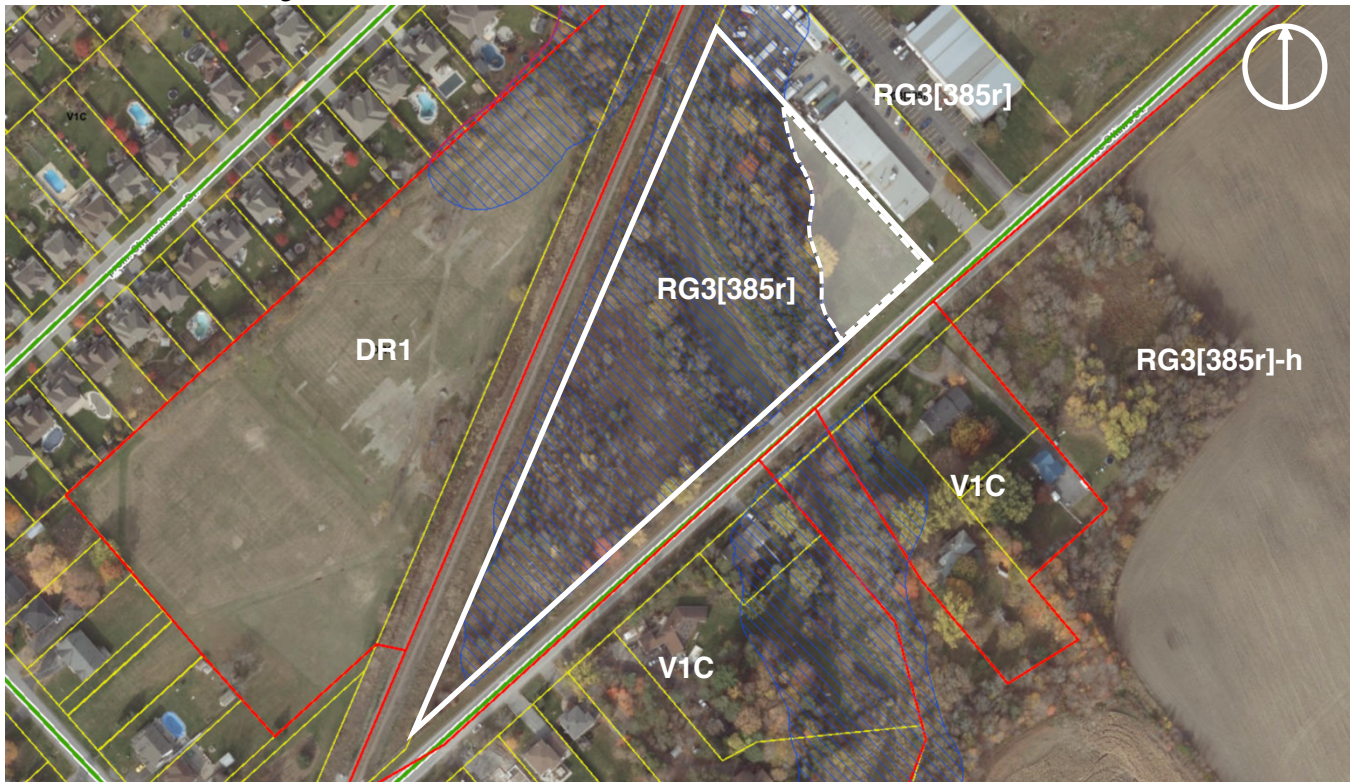


Figure 11. Zoning extract showing subject site in white with development area highlighted (GeoOttawa, 2019)

The RG – Rural General Industrial zone permits several uses, including:

- animal hospital
- automobile body shop
- automobile dealership
- automobile service station
- Cannabis Production Facility
- dwelling unit (limited to a caretaker)
- gas bar
- heavy equipment & vehicle sales, rental & servicing
- kennel
- leaf and yard waste composting facility
- light industrial uses
- parking lot
- printing plant
- retail store
- service and repair shop
- storage yard
- truck transport terminal
- warehouse
- waste processing and transfer facility (non-putrescible)

Per Exception 385r, the following additional uses are also permitted:

- office
- recreational and athletic facility
- research and development centre
- technology industry
- agricultural use limited to nursery, greenhouse or market garden
- broadcasting station
- catering establishment
- place of assembly
- production studio
- training centre

Uses prohibited in Exception 385r include convenience store, drive-through facility, and restaurant. The proposed kennel, workshop, and dwelling unit (limited to caretaker) are all permitted within the RG zone and Exception. The provisions of the RG3 [385r] zone are indicated in Table 1 below, as well as parking and landscaping requirements.

Table 1. RG3 [385r] zoning provisions

<b>RG3[385r] Zoning</b>		
<b>Provisions</b>	<b>Permitted/Required</b>	<b>Provided</b>
Minimum lot area (Subzone 3) (m <sup>2</sup> )	2000	*3,240
Minimum lot width (Subzone 3) (m)	30	**58.1
Minimum front yard setback [385r] (m)	15	23.4
Minimum rear yard setback (m)	15	19.8
Minimum rear yard not abutting a railroad right-of-way [385r] (m)	8	N/A
Minimum interior side yard setbacks (m)	Abutting an RG, RH or RC zone	3 (w)
	Other cases	***>16 (e)
Maximum principal building height (m) [385r]	No maximum	7.62
Maximum lot coverage [385r] (%)	35%	****14%
Outdoor storage	(a) outside storage is not permitted within any required front yard or corner side yard	N/A
	(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	N/A
<b>Parking</b>		
Minimum parking rate (0.8 per 100 m <sup>2</sup> GFA)	4 spaces	6 spaces
Dwelling unit in mixed use building (1/unit)	1 space	
Kennel with 4 or fewer dog runs (1/kennel)	1 space	
Minimum driveway width providing access to a parking lot (m)	6	7.5
Minimum width of landscaped buffer of parking lot (m)	3	23.4
<b>Exception 385r</b>		
Where holding symbol exists, it may only be removed once the City has approved an overall plan for servicing for the area and any necessary subdivision plans are submitted and approved		N/A
<b>Notes</b>		
* Lot area calculated using extent of development area east of flood plain overlay limits		
** Lot width measured to extent of development area		
*** Interior side yard setback (east) measured from extent of development area east of flood plain overlay limits		
**** Lot coverage calculated using development area only		

Further to the above-noted RG3 provisions, the proposed kennel use is also subject to Section 84 – Kennels of the zoning by-law.

**Section 84** states that where permitted,  
 (1) a kennel must comply with the provisions of Table 84;

- (2) a kennel may be located in the same building as a dwelling unit, subject to the provisions of Table 84;
- (3) a kennel structure associated with a kennel is considered to be a building for zoning purposes.

The Zoning provisions specific to kennels are set out in Table 2 below.

Table 2. Table 84 – Kennel zoning provisions

<b>Table 84 – Kennel Provisions</b>		
<b>Provisions – Kennel with 4 or fewer dog runs</b>	<b>Permitted/Required</b>	<b>Compliant?</b>
(a) Minimum width of a lot containing a kennel (m)	As per minimum width in applicable zone	Yes
(b) Minimum area of a lot containing a kennel (ha)	As per minimum area specified in applicable zone	Yes
(c) Minimum setback of a kennel or any structure or portion thereof used for the kennel operation (m)	As per yard setbacks in applicable zone	Yes
(d) Maximum height of a kennel (m)	Same as accessory building, but in no case may the kennel contain anything other than single-level dog runs only	Yes
(e) Location of parking spaces required or provided for a kennel	As per zone	Yes
(f) Permitted location of dog runs	Restricted to side yard, rear yard or interior yard abutting a side or rear yard	Yes
(g) Minimum separation areas	(a) no building or structure or portion thereof used for kennel purposes may be located closer to any residential use building on another lot than:	Yes
	(ii) 100 m for a kennel with four or fewer dog runs	

The proposed mixed-use building including a kennel, workshop, and caretaker’s residence fully complies with the zoning standards as set out above.

## SECTION 4: SUPPORTING STUDIES & REPORTS

Supporting studies and reports were completed as requested by the City in support of a complete application for Site Plan Control. The required studies and reports are generally summarized in the below sections; however, these summaries are for ease of reference only and it is important to refer directly to the enclosed documents for complete research, analyses, findings, and recommendations.

### 4.1 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by LRL Associates Ltd., dated November 25, 2021 to determine the stormwater management criteria and design requirements for the site. The report summarizes the following servicing requirements:

- Stormwater Quantity: *the site will outlet to the existing ditch along Ottawa Street located at the south side of the site and adheres to post development flows for 5-year and 100-year storm events being less than or equal to pre-development release rates. Further, stormwater quantity control rates will be met with an 88mm diameter ICD orifice.*
- Stormwater Quality: *the design uses low-impact development measures on the controlled watershed for 80% TSS removal. A gravel diaphragm pre-treats overland runoff before reaching an enhanced grass swale and bio-retention area.*
- Domestic Water: *the existing private well (drilled) will service the kennel and residence.*
- Sanitary Sewer: *a new septic system will accommodate the dog kennel and residence.*

Refer to the enclosed report for a full analysis and outline of the proposed design requirements and recommendations.

### 4.2 Tree Conservation Report & EIS/Impact Assessment of Endangered Species

A Tree Conservation Report and Environmental Impact Statement/Impact Assessment of Endangered Species report was completed by Muncaster Environmental Planning Inc., dated June 14, 2021, to assess potential use by Species of Risk of the area proposed for development and the adjacent lands, confirm whether wetland habitat is present within 30m of the building, and assess tree retention. The report sets out various recommendations for mitigation measures during construction and confirms that the building is in a cultural meadow with no proposed trees for removal. No disturbances will occur within 35 metres east of Marlborough Creek and associated wetland and meadow marsh habitat, which will protect aquatic habitat in the creek. This will also ensure no disturbances within Category 2 Blanding's Turtle habitat. A loss of Category 3 habitat is anticipated though its migrating function is not anticipated. The EIS concludes that the building and infrastructure will not negatively impact the significant natural heritage features and functions of the area provided the recommendations are followed. It is important to note that the EIS was reviewed by the Ministry of Environment, Conservation and Parks and confirmation was provided via email on November 9, 2021 that neither section 9 or 10 of the Endangered Species Act, 2007 will be contravened. Please refer to the enclosed report for the mitigation measures and recommendations.



### **4.3 Geotechnical Investigation**

A Geotechnical Investigation was prepared by LRL Associates Ltd., dated October 1, 2021 to identify subsurface conditions across the site in order to provide guidelines on the geotechnical engineering for the project. The report assesses the slope to the west of the proposed development which is vegetated with trees and shrubs. Four boreholes were drilled within the proposed building footprint and near the top of slope. The report concludes with the following recommendations for the design of the development, including foundations; structural fill; lateral earth pressure; settlement; seismic site response; frost protection; foundation drainage and backfill; slab on grade construction; and, sulphate attack and corrosivity analysis on buried concrete. The report also reviews groundwater control, pipe bedding requirements and backfilling, and concludes with recommendations for during and post-construction to ensure long-term slope stability, as well as subgrade preparation prior to construction. Please refer to enclosed Geotechnical Investigation for a complete set of findings and recommendations.

### **4.4 Hydrogeological and Terrain Analysis**

A Hydrogeological and Terrain Analysis was prepared by LRL Associates Ltd. Dated September 22, 2021 to determine if the proposed development has soil conditions suitable for water and sewage servicing and will not negatively impact groundwater resources on the site or surrounding properties. The report concludes that the development can be supplied with adequate potable water and there is sufficient space for a well and septic on the site. Treatment options for the water may be considered and are outlined in Section. Refer to the enclosed report for findings and recommendations.

### **4.5 Transportation Noise Assessment**

A Transportation Noise Assessment was prepared by Gradient Wind Engineers & Scientists, dated October 4, 2021 to assess the potential noise levels from the roadway to the south (Ottawa Street) and rail line to the north (Via Rail line). The report indicates that the noise levels do not exceed the criteria for building components and therefore standard building components will provide sufficient attenuation to control indoor sound levels. Mitigation for the outdoor living area is recommended but not a requirement. The building will require forced air heating with provisions for central air conditioning or a similar system, to allow occupants to keep windows closed, and a Type C Warning Clause will be required on all leases or purchase and sale agreements. No noise study is required for the dog runs, and there are no stationary noise sources impacting the site. Refer to the enclosed full report for the methodology and findings.

### **4.6 Rail Safety Report**

A Rail Safety Study was completed by Hatch dated June 28, 2021, which assessed the rail safety related to the Via Rail-owned rail line track adjacent to the property to the north. The report outlines that the appropriate development setback from the rail line is 75 metres. The recommended residential development setback is 30 metres, with a standard 2.5 earthen berm safety barrier and noise mitigation within a 300-metre influence area. The existing watercourse meets the requirements of the berm and provides adequate protection, and the existing treed areas will also provide mitigation for noise and train derailment. The Study concludes that the proposed development aligns with the guidelines and requirements for development in proximity of active railways – see enclosed for additional details.

## SECTION 5: CONCLUSION

The subject site is a large vacant approximately 5.48 acre triangularly shaped rural lot located on the northwest side of Ottawa Street, bordered by the Via Rail railway to the west and north in the Village of Richmond. The site is currently undeveloped with the western portion being fully treed and vegetated, intersected north-south by Marlborough Creek. The east portion of the site is cleared with a gravel driveway accessed from Ottawa Street and is a mix of grass with no trees. The west portion of the site is subject to a flood plain overlay and will remain undisturbed, and development is limited to the vacant area approximately 0.8-acre area to the east.

The proposal is for the development of a two-storey 453.25 m<sup>2</sup> prefabricated slab on grade building and includes a ground-level personal workshop and kennel for service dog training, an exterior enclosed dog run, a second-level caretaker's residence, and six associated parking spaces. The site will be screened with shrubbery and plantings along the front wall of the building facing Ottawa Street, and the site will otherwise remain grassed save for the paved drive aisle and parking. The building will be serviced by an existing private well and a proposed new septic system. The site is located within an area of rural light industrial uses along the north side of Ottawa Street, with rural residential dwellings and large vacant lots to the south. The site is designated Village in the City of Ottawa's Rural Area, and zoned Rural General Industrial, Subzone 3 with a site-specific exception, and the development requires Site Plan Approval.

The existing lot and has the capacity to support the development which introduces additional mix of uses and opportunities for diversification of employment and supporting housing opportunities within an established Village settlement area. Consideration has been placed into the ensuring the prefabricated building fits and works well within its context while ensuring the adjacent natural features of the property remain undisturbed. The building is setback and screened from the street with adequate buffering between the Via Rail line to the west and north, as well as residential uses to the south. The introduction of this small-scale light industrial use is appropriate given the surrounding rural context and adjacent two-storey light industrial buildings and is a desirable use within the Village of Richmond.

Overall, the proposal is consistent with the Provincial Policy Statement 2020, conforms to the policies of the City of Ottawa Official Plan (existing and new) and conforms with the intent of the City of Ottawa's Zoning By-law 2008-250. The proposed development represents good land use planning and is recommended for approval.

Respectfully submitted,



**Jessica D'Aoust, RPP MCIP M.PI**  
Owner + Senior Planner

