

## Engineering

- Land/Site Development
- Municipal Infrastructure
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- Recreational

## Planning

- Land/Site Development
- Planning Application Management
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## Landscape Architecture

- Streetscapes & Public Amenities
- Open Space, Parks & Recreation
- Community & Residential
- Commercial & Institutional
- Environmental Restoration



# Official Plan Amendment & Zoning By-law Amendment 5494, 5500 & 5510 Boundary Road Planning Rationale

**5494, 5500 & 5510 BOUNDARY ROAD  
OTTAWA, ONTARIO**

**PLANNING RATIONALE IN SUPPORT OF APPLICATIONS FOR  
OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT**

Prepared For:



Prepared By:



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April 16, 2021

Novatech File: 118168  
Ref: R-2021-041

April 16, 2021

City of Ottawa  
Planning, Infrastructure, and Economic Development Department  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario  
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**Attention: Anissa McAlpine, MCIP, RPP – Planner I**

**Reference: Planning Rationale In Support of Applications for Official Plan Amendment  
Zoning By-law Amendment  
5494, 5500, and 5510 Boundary Road  
Our File No.: 118168**

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Novatech has been retained by Day & Ross Inc. (the owner) to prepare this Planning Rationale in support of applications for *Official Plan Amendment* and *Zoning By-law Amendment* for their property municipally known as 5494, 5500, and 5510 Boundary Road in Ward 19 – Cumberland, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Day & Ross Inc. is proposing to develop a future truck transport terminal and warehouse on the Subject Site which will be filed through a separate *Site Plan Control* application at a later date. The proposed development will feature a 5,593 m<sup>2</sup> facility which includes one hundred forty-one (141) parking spaces, fifty-five (55) tractor spaces, one hundred thirty-four (134) trailer spaces, and a second phase for the future expansion of the main building. The facility when completed, will serve as a critical cross dock for the movement of goods and materials throughout the City of Ottawa and greater Eastern Ontario region. The location of the facility is appropriate and desirable given its close proximity to Highway 417 which serves as a major transportation corridor.

In order to facilitate the proposed development, both *Official Plan Amendment* and *Zoning By-law Amendment* applications are required. An *Official Plan Amendment* application is required to re-designate the Subject Site from *Rural Natural Features* to *Rural Employment Area*. The Subject Site is identified on *Schedule L1 – Natural Heritage System Overlay (East)* of the *Official Plan* as being potentially part of the Natural Heritage System. A *Zoning By-law Amendment* application is required to amend the site specific provisions permit the truck transport terminal and warehouse land uses. A Serviceability Report prepared by Novatech dated April 27, 2021 will accompany the *Zoning By-law Amendment* application to outline the servicing options for the proposed development.

The Subject Site has been considered as part of the *Rural Industrial, Freight, and Storage (RIFS) Area*, per the report titled "*Industrial & Logistics Land Strategy for the New Official Plan*" prepared by the *City of Ottawa Research and Forecasting Unit* dated December 2020. Nonetheless, a site specific *Official Plan Amendment* application is still required for the Subject Site until such time that the new *City of Ottawa Official Plan* is in full force and effect following adoption by *City Council* and approval from the *Ministry of Municipal Affairs and Housing*.



This Planning Rationale outlines the proposed applications for *Official Plan Amendment* and *Zoning By-law Amendment*, summarizes the technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS)*, confirms to the *City of Ottawa's Official Plan*, and complies with the provisions of the *Zoning By-law 2008-250*.

Yours truly,

**NOVATECH**

Robert Tran, M.PL.  
Planner, Planning & Development

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## 1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Day & Ross Inc. (the owner) to prepare this Planning Rationale in support of applications for *Official Plan Amendment* and *Zoning By-law Amendment* for their property municipally known as 5494, 5500, and 5510 Boundary Road in Ward 19 – Cumberland, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

Day & Ross Inc. is proposing to develop a future truck transport terminal and warehouse on the Subject Site which will be filed through a separate *Site Plan Control* application at a later date. The proposed development is planned to include a 5,593 m<sup>2</sup> cross dock which includes one hundred forty-one (141) parking spaces, fifty-five (55) tractor spaces, one hundred thirty-four (134) trailer spaces. The facility when completed, will serve as a critical cross dock for the movement of goods and materials throughout the City of Ottawa and greater Eastern Ontario region. The location of the facility is appropriate and desirable given its close proximity to Highway 417 which serves as a major transportation corridor.

In order to facilitate the proposed development, both *Official Plan Amendment* and *Zoning By-law Amendment* applications are required. An *Official Plan Amendment* application is required to re-designate the Subject Site from *Rural Natural Features* to *Rural Employment Area*. The Subject Site is identified on *Schedule L1 – Natural Heritage System Overlay (East)* of the *Official Plan* as being potentially part of the Natural Heritage System. A *Zoning By-law Amendment* application is required to amend the site specific provisions permit the truck transport terminal and warehouse land uses. A Serviceability Report prepared by Novatech dated April 27, 2021 will accompany the *Zoning By-law Amendment* application to outline the servicing options for the proposed development.

The Subject Site has been considered as part of the *Rural Industrial, Freight, and Storage (RIFS) Area*, per the report titled “*Industrial & Logistics Land Strategy for the New Official Plan*” prepared by the *City of Ottawa Research and Forecasting Unit* dated December 2020. Nonetheless, a site specific *Official Plan Amendment* application is still required for the Subject Site until such time that the new *City of Ottawa Official Plan* is in full force and effect following adoption by *City Council* and approval from the *Ministry of Municipal Affairs and Housing*.

This Planning Rationale outlines the proposed applications for *Official Plan Amendment* and *Zoning By-law Amendment*, summarizes the technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS)*, confirms to the *City of Ottawa’s Official Plan*, and complies with the provisions of the *Zoning By-law 2008-250*.

### 1.1 Site Description and Surrounding Uses

The Subject Site is situated south of Highway 417 and has frontage onto Boundary Road as shown on **Figure 1**. The Subject Site is currently comprised of three parcels and has a total area of approximately 8.4 hectares.

A review of historical aerial photography has shown that the Subject Site was agricultural in 1965 with three (3) structures at located at the southeast corner. It is apparent that the agricultural use ended sometime in the late 1960’s and that the site began to regenerate with trees. Aerial photography from 1976 shows that the single detached dwelling was constructed on the Subject Site (5494 Boundary Road). Aerial photography from 1999 shows the southern portion of the

Subject Site (5510 Boundary Road) was cleared and used as a transfer facility which is permitted under the current zoning by-law provisions. Aerial photography from 2002 shows that the northern portion of the Subject Site (5500 Boundary Road) was also used for similar purposes. Pomerleau previously owned portions of the Subject Site (5500 and 5510 Boundary Road) and used the area as an extension of their operations at 5425 Boundary Road.

Presently, the majority of the Subject Site is vacant and heavily disturbed from previous uses with no known structures or development having taken place. The single detached dwelling remains in the northeast corner (5494 Boundary Road) of the Subject Site and is surrounded by regenerated vegetation. As a result of changes to the grade from previous uses, a pond of standing water has been identified on the northern portion of the Subject Site (5500 Boundary Road). While there are some natural features that exist on the Subject Site, the majority of the rural natural features are situated off the property.

The following describes the land uses adjacent to the Subject Site as shown on **Figure 1**:

**North:** Highway 417 and a mix of residential, commercial, and light/heavy industrial land uses are situated north and east of the Subject Site including the Amazon Distribution Centre, mineral aggregate operations, and numerous automobile related uses. The wooded areas located to the north of the Subject Site are being considered as part of the City of Ottawa's urban boundary expansion, and subject to adoption by City Council and approval by the Province, may be included as new settlement area and urban community.

**East:** Located immediately opposite of the Subject Site is the IndCum Industrial Area which is an industrial and commercial subdivision situated on Indcum Road, Tradesman Road, and Entrepreneur Crescent. The approved Capital Region Resource Recovery Centre by Taggart Miller Environmental Services is located east of the Subject Site.

**South:** Wooded lands abut the Subject Site to the south.

**West:** Agricultural lands abut the Subject Site to the west. The wooded areas to the west have also been considered part of the City of Ottawa's urban boundary expansion which will be included as new settlement area and community.

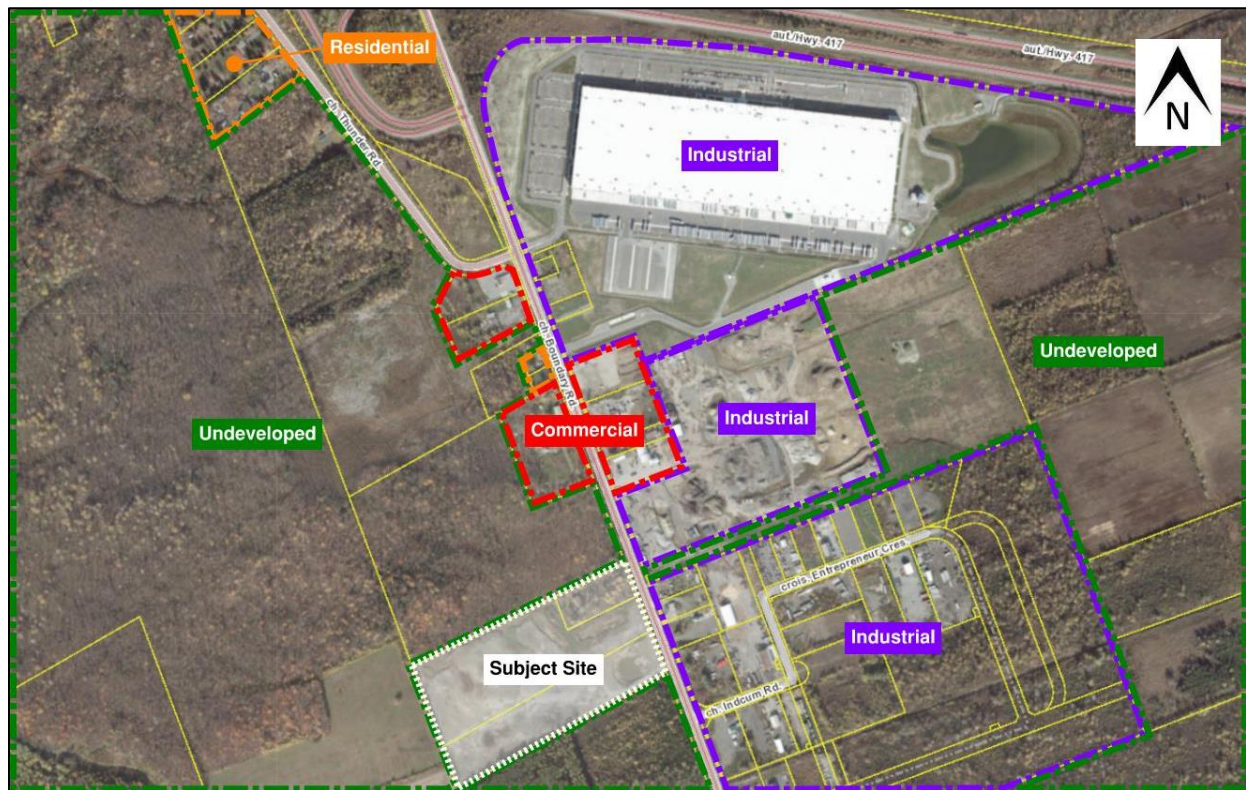


Figure 1: Subject Site and surrounding uses.

The Subject Site is legally described as follows:

1. **5494 Boundary Road:** PT LT 1 CON 90F GLOUCESTER PT 1, 4R13964; GLOUCESTER
2. **5500 Boundary Road:** PT LT 1 CON 90F GLOUCESTER PT 2, 4R13964; GLOUCESTER
3. **5510 Boundary Road:** PT LT 1 CON 90F GLOUCESTER AS IN N622135; GLOUCESTER

## 1.2 Proposed Development

As previously discussed, Day & Ross Inc. is proposing to develop a truck transport terminal and warehouse on the Subject Site which will be filed through a separate *Site Plan Control* application at a later date. The proposed development is planned to include a 5,593 m<sup>2</sup> facility which includes one hundred forty-one (141) parking spaces, fifty-five (55) tractor spaces, one hundred thirty-four (134) trailer spaces as shown on the grading plan in **Figure 2**. The facility when completed, will serve as a critical cross dock for the movement of goods and materials throughout the City of Ottawa and greater Eastern Ontario region. The location of the facility is appropriate and desirable given its close proximity to Highway 417 which serves as a major transportation corridor. The close proximity major transportation routes has attracted enterprises such as the Amazon Distribution Centre and the Capital Region Resource Recovery Centre by Taggart Miller Environmental Services.



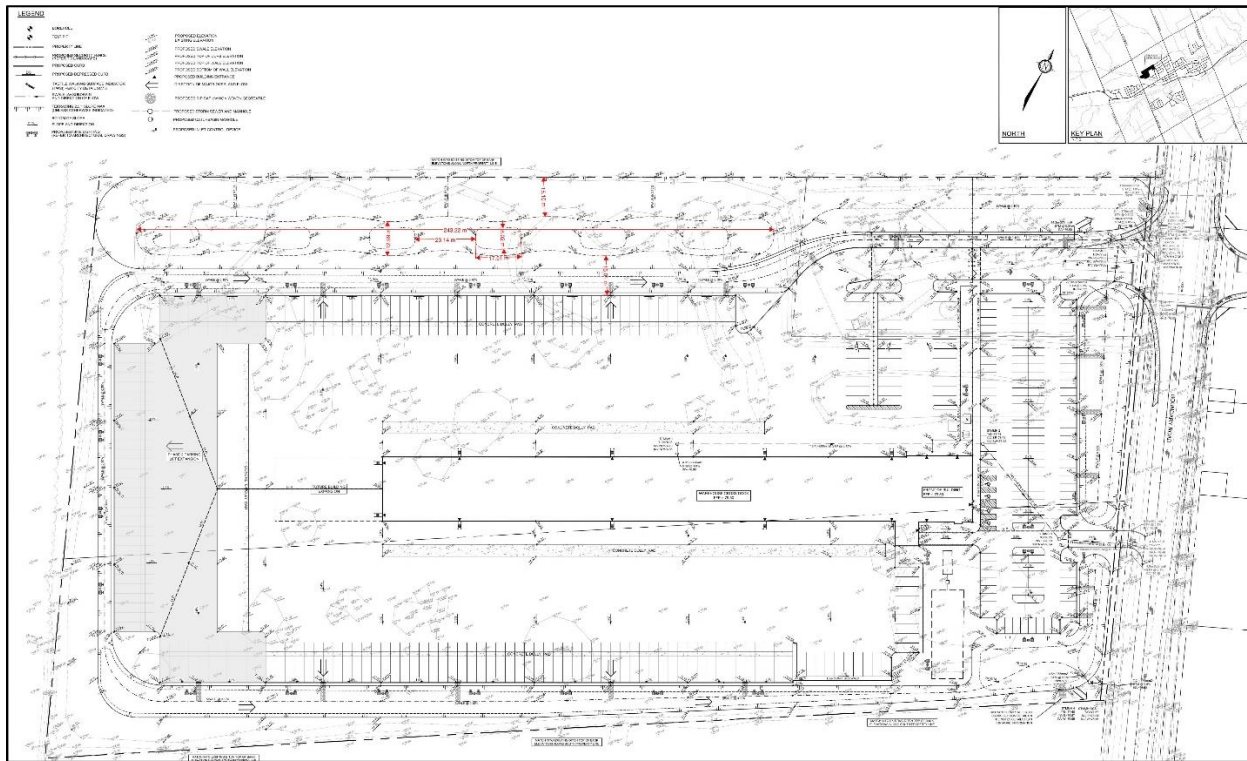


Figure 2: Excerpt from Grading Plan, REV 1 prepared by Novatech dated February 5, 2021.

In order to facilitate the proposed development, both *Official Plan Amendment* and *Zoning By-law Amendment* applications are required. An *Official Plan Amendment* application is required to re-designate the Subject Site from the *Rural Natural Features* to *Rural Employment Area* to permit the proposed development. The Subject Site is identified on *Schedule L1 – Natural Heritage System Overlay (East)* of the *Official Plan* as being potentially part of the Natural Heritage System. A *Zoning By-law Amendment* application is required to amend the site specific provisions permit the truck transport terminal and warehouse land uses. A Serviceability Report prepared by Novatech dated April 27, 2021 will accompany the *Zoning By-law Amendment* application to outline the servicing options for the proposed development.

As previously discussed, the Subject Site is vacant and heavily disturbed from previous land uses with the exception of the single detached dwelling. An accompanying Environmental Impact Statement and Tree Conservation Report was prepared by Holly Bickerton dated February 15, 2021 outlines the mitigation measures to ensure any natural features and their ecological functions are respected. An EIS – Fisheries Component Report as well as Headwater Drainage Feature Assessment were prepared by Bowfin Environmental Consulting Inc. dated April 2021 form part of the Environmental Impact Statement submission and should be read in conjunction together.

The truck transport terminal and warehouse uses are well suited for the Subject Site given the close proximity to Highway 417 and route to Montreal as well as it's shipping nature rather than manufacturing which does not require significant need for servicing that may be associated with urban industrial uses. The Subject Site is situated immediately across existing lands designated as *Rural Employment Area* under the current *City of Ottawa Official Plan*. The Subject Site has been considered as part of the *Rural Industrial, Freight, and Storage (RIFS) Area*, per the report

titled “*Industrial & Logistics Land Strategy for the New Official Plan*” prepared by the *City of Ottawa Research and Forecasting Unit* dated December 2020. Nonetheless, a site specific *Official Plan Amendment* application is still required for the Subject Site until such time that the new *City of Ottawa Official Plan* is in full force and effect following adoption by *City Council* and approval from the *Ministry of Municipal Affairs and Housing*.

The Subject Site is currently zoned as *Rural Heavy Industrial Zone, Rural Exception 260 – RH1[260r]* under the *City of Ottawa’s Zoning By-law 2008-250*. While the *Rural Heavy Industrial Zone* permits both truck transport terminal and warehouse uses, the *Rural Exception 260* prohibits all land uses with exception to waste processing and transfer facility limited to recycling mineral aggregates and building materials. Conditional uses for the Subject Site include heavy equipment and vehicle sales, rental and servicing limited to the sale of heavy of construction equipment. It suggested that truck transport terminal and warehouse uses be added as permitted land uses. Pomerleau previously owned portions of the Subject Site (5500 and 5510 Boundary Road) and used the area as an extension of their mineral and aggregate operations at 5425 Boundary Road.

Further discussion on the *Official Plan Amendment* and *Zoning By-law Amendment* applications are provided below in Section 3.2 and 3.3 of this report.

## 2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports and plans prepared by Novatech, Paterson Group, Holly Bickerton, and Bowfin Environmental Consulting Inc.

- Serviceability Report, Ref: R-2021-040 prepared by Novatech, dated April 27, 2021.
- Transportation Impact Assessment, Ref: R-2020-067, prepared by Novatech, dated April 30, 2021.
- Environmental Impact Statement and Tree Conservation Report prepared by Holly Bickerton, dated February 15, 2021.
  - Headwater Drainage Feature Assessment prepared by Bowfin Environmental Consulting Inc. dated April 2021.
  - EIS – Fisheries Component prepared by Bowfin Environmental Consulting Inc. dated April 2021.
- Phase 1 Environmental Site Assessment prepared by Paterson Group, Report: PEF4387-1 dated August 15, 2018.

## 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS) 2020* provides policy direction on and use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in Section 2 of the *Planning Act*. The decisions that affect all planning matters “shall be consistent with” relevant policy statements under the authority of Section 3 of the *Planning Act*. The following is an overall review of the applicable PPS policies:

## **Building Strong Healthy Communities**

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that “healthy, liveable, 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 residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, 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 to 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;*
  - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*
  - h) *promoting development and land use patterns that conserve biodiversity; and*
  - i) *preparing for the regional and local impacts of a changing climate.*
- **The proposed development will leverage assets such as rural infrastructure, transportation networks including a Provincial 400 series highway and represents a regenerated use of land. The Subject Site is situated adjacent to existing industrial uses including an existing rural industrial subdivision and will not impede the expansion of existing settlement areas.**

Section 1.1.4 speaks to rural areas in municipalities which are essential to the economic success of the Province and quality of life. Ontario’s rural areas can be characterized by “diverse population levels, natural resources, geographies and physical characteristics, and economies”.

Policy 1.1.4.1 speaks to “healthy, integrated, and viable rural areas should be supported by”:

- e) *using rural infrastructure and public service facilities efficiently; and*
  - f) *promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources.*
- **The proposed truck transport terminal and warehouse will utilize existing rural infrastructure and transportation networks while representing a more clean and orderly use on the Subject Site when compared to traditional heavy industrial uses that could have a greater impact on other surrounding uses.**

*Policy 1.1.5.5 requires that “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”.*

- **The proposed truck transport terminal and warehouse is situated adjacent to an existing industrial uses including an existing rural industrial subdivision.**
- **The close proximity to major transportation routes has attracted enterprises such as the Amazon Distribution Centre and the Capital Region Resource Recovery Centre by Taggart Miller Environmental Services.**
- **The proposed development will utilize private on-site services as well as the Carlsbad Springs Tickle Feed System for municipal water. The Serviceability Report prepared by Novatech dated April 27, 2021 outlines the servicing options for the proposed development and does not result in the unjustified/uneconomical expansion of new infrastructure.**

*Section 1.3 speaks to employment and Policy 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;*
  - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
  - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
  - e) ensuring the necessary infrastructure is provided to support current and projected needs.*
- **The truck transport terminal and warehouse will contribute to creating additional employment opportunities while broadening the range of employment uses in the area and throughout the City of Ottawa while fulfilling a vital and growing need in the urban economy.**
  - **Growing trends in online shopping and e-commerce demonstrate that truck transport terminals and warehouses are critical in the movement of goods and materials to meet consumer demands.**
  - **The Subject Site is well positioned for the location of moving goods and materials given its frontage onto Boundary Road and close proximity to Highway 417.**

*Policy 1.3.2.2 notes that “at the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area. Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas”.*

- **To facilitate the proposed development, an *Official Plan Amendment* is required to re-designate the Subject Site from *Rural Natural Features* to *Rural Employment Area*. The Subject Site has already been considered as a new *Rural Industrial, Freight, and Storage (RIFS) Area*, per *Appendix E* of the new draft *City of Ottawa Official Plan*. Further discussion will be provided in *Section 3.2.1* of this report.**

*Section 1.6.6* addresses sewage, water, and stormwater services.

*Policy 1.6.6.3* notes that “where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety”.

- **The proposed development will utilize private on-site services as well as the Carlsbad Springs Tickle Feed System for municipal water.**

*Section 1.6.7* speaks to transportation systems.

*Policy 1.6.7.1* states that “transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs”.

*Policy 1.6.7.2* notes that “efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible”.

- **The Subject Site is well positioned for the location of moving goods and materials given its frontage onto Boundary Road and close proximity to Highway 417.**
- **Growing trends in online shopping and e-commerce demonstrate that truck transport terminals and warehouses are critical in the movement of goods and materials to meet consumer demands.**

*Section 1.7* speaks to long-term economic prosperity with *Policy 1.7.1* noting that it should be supported by:

- a) *promoting opportunities for economic development and community investment-readiness;*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities; and*
- f) *promoting the redevelopment of brownfield sites.*

- **The proposed development will utilize private on-site services as well as the Carlsbad Springs Tickle Feed System for municipal water.**
- **The *Official Plan Amendment* and *Zoning By-law Amendment* applications will suggest the Subject Site be rezoned to truck transport terminal and warehouse which represent more light industrial uses than traditional heavy industrial uses.**

*Section 1.8* speaks to energy conservation, air quality, and climate change with *Policy 1.8.1* requiring that “planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which”:

d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*

- **The proposed development will redirect large heavy transport vehicle traffic away from urban areas towards an area suited for more freight-intensive land uses well served by major roadways and highways such as Boundary Road and Highway 417.**

### ***Wise Use and Management of Resources***

*Section 2.0* of the PPS speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

*Policy 2.1.1* requires that natural features and areas shall be protected for the long term.

*Policy 2.1.2* notes that “*the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features*”.

- **An accompanying Environmental Impact Statement and Tree Conservation Report was prepared by Holly Bickerton dated February 15, 2021 outlines the mitigation measures to ensure any natural features and their ecological functions are respected. An EIS – Fisheries Component Report as well as Headwater Drainage Feature Assessment were prepared by Bowfin Environmental Consulting Inc. dated January 2021 form part of the Environmental Impact Statement submission and should be read in conjunction together.**
- **The proposed development has been designed to respect the Subject Site’s surrounding natural and environmental features to ensure their long-term protection and prosperity.**

### ***Protecting Public Health and Safety***

*Section 3.0* considers the Province’s long-term prosperity, environmental health and social well-being which are dependent on reducing the potential for public cost or risk to Ontario’s residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- **A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group, Report: PEF4387-1 dated August 15, 2018. Detailed information and findings can be found in the Phase I ESA which will accompany this submission.**
- **Based on the conclusions of the report, a Phase II-ESA was not required for the property.**

### 3.2 City of Ottawa Official Plan

The Subject Site is currently designated as *Rural Natural Feature* on the *City of Ottawa Official Plan Schedule A – Rural Policy Plan* as shown on **Figure 3**. The Subject Site is identified on *Schedule L1 – Natural Heritage System Overlay (East)* of the *Official Plan* as being potentially part of the Natural Heritage System as shown on **Figure 4**. As per *Section 3.2.4* of the *Official Plan*, the *Rural Natural Features Area* designation “are natural areas in the rural area that contain significant woodlands, wetlands, and wildlife habitat that were identified by the *Natural Environment Systems Strategy* in the 1990s. These lands include many components of the natural heritage system defined in *Section 2*. Any development within or adjacent to these lands must be assessed in terms of its impact on the area’s natural features and functions, particularly impacts arising from the extent of disturbance and the location of buildings”.

The *Rural Natural Features Area* designation does not accurately reflect the present condition as the majority of the Subject Site is vacant and heavily disturbed from previous uses. The changes in the grade from previous uses has resulted in a pond of standing water identified on the northern portion of the Subject Site (5500 Boundary Road). While there are some natural features that exist on the Subject Site, the majority of rural natural features are situated off the property.

*Policy 2* of *Section 3.2.4* of the *Official Plan* states that “the boundaries of the *Rural Natural Features* are general and may not coincide with the boundaries of significant woodlands and other significant natural heritage features within the designation”. The *Official Plan* policies for areas designated as *Rural Natural Features* prohibits development and site alteration within these features and those within 120 metres of the boundary of a natural heritage feature unless an *Environmental Impact Statement* demonstrates that there will be no negative impacts as defined in *Section 4.7.8* of the *Official Plan* on the natural features within the area or their ecological functions. As per *Section 3.2.4(4) – Rural Natural Features*, the provisions of *Section 3.7.2* for the *General Rural Area* also apply to this designation when it has been demonstrated that environmental considerations have been addressed.

An *Official Plan Amendment* will be required to facilitate the proposed development as industrial land uses are not permitted in the *Rural Natural Feature* area designation. Further discussion on the suggested site specific *Official Plan Amendment* is provided next in *Section 3.2.1*.



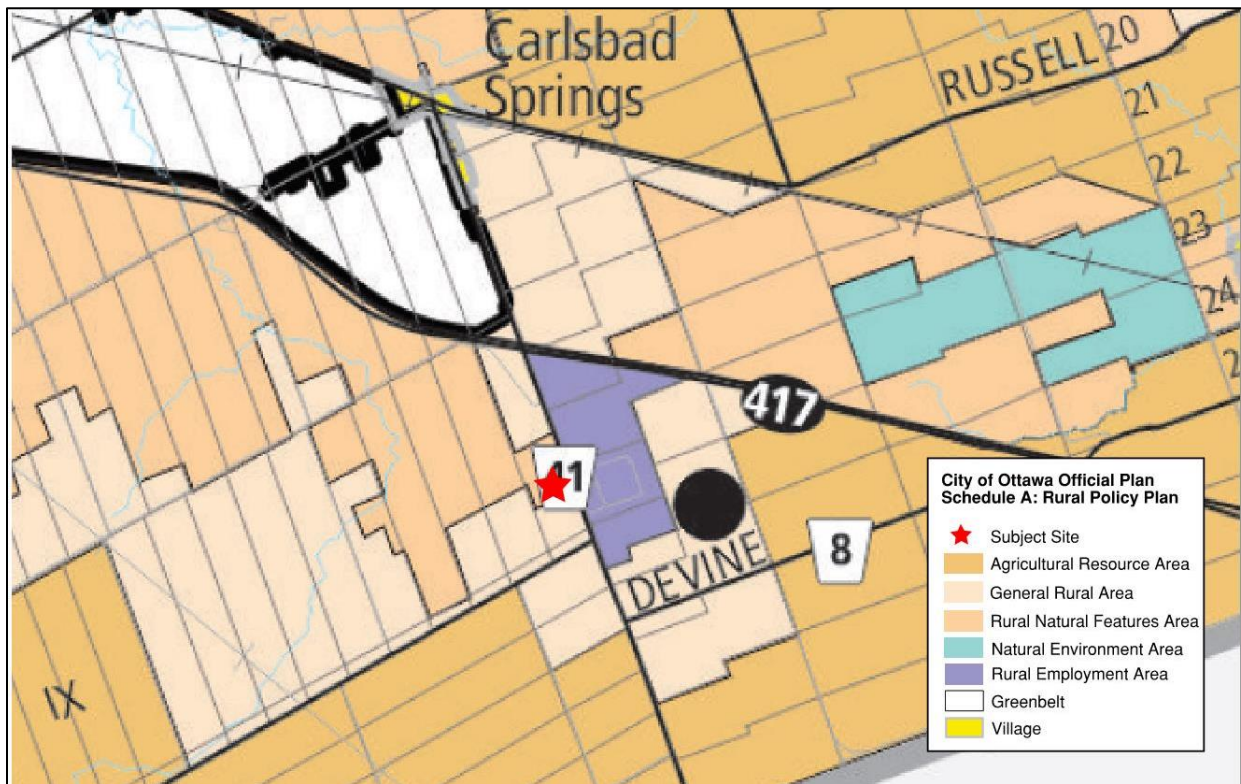


Figure 3: Excerpt from City of Ottawa Official Plan Schedule A: Rural Policy Plan.

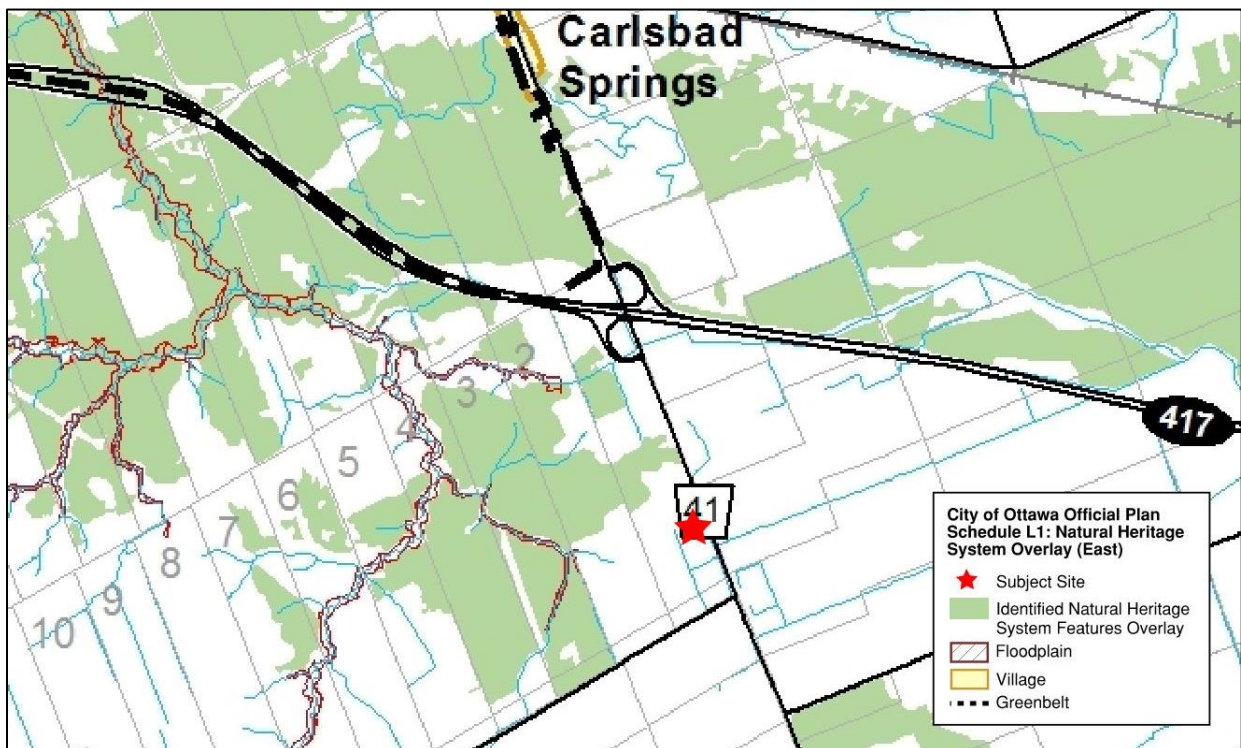


Figure 4: Excerpt from City of Ottawa Official Plan Schedule L1: Natural Heritage System Overlay (East).



Section 4.3 outlines the adequacy of the transportation network to meet the needs of the proposed development when reviewing development applications. Individual building sites, subdivisions and plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile.

6. *The City will require a transportation impact assessment report, which may be a community transportation study, transportation impact study, or transportation brief to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area. The transportation study or brief will be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. The scope of the study or brief will vary depending on the nature of the development. Under most circumstances, a study or brief will not be required for minor infill development in areas where the road network is fully established. The transportation study or brief will, in general:*
    - d) *Assess the impact of development traffic on the capacity of adjacent and nearby roads, accounting for the anticipated growth in levels of background traffic;*
    - e) *Take into account both the influence of anticipated future development in the surrounding area, as well as any planned infrastructure modification, e.g., future roads, road widenings;*
- The Subject Site fronts onto Boundary Road, an existing rural arterial roadway and is situated south of the Highway 417 interchange as shown on **Figure 5**. A Transportation Impact Assessment was identified as a required study by City staff and has been prepared by Novatech dated April 30, 2021.

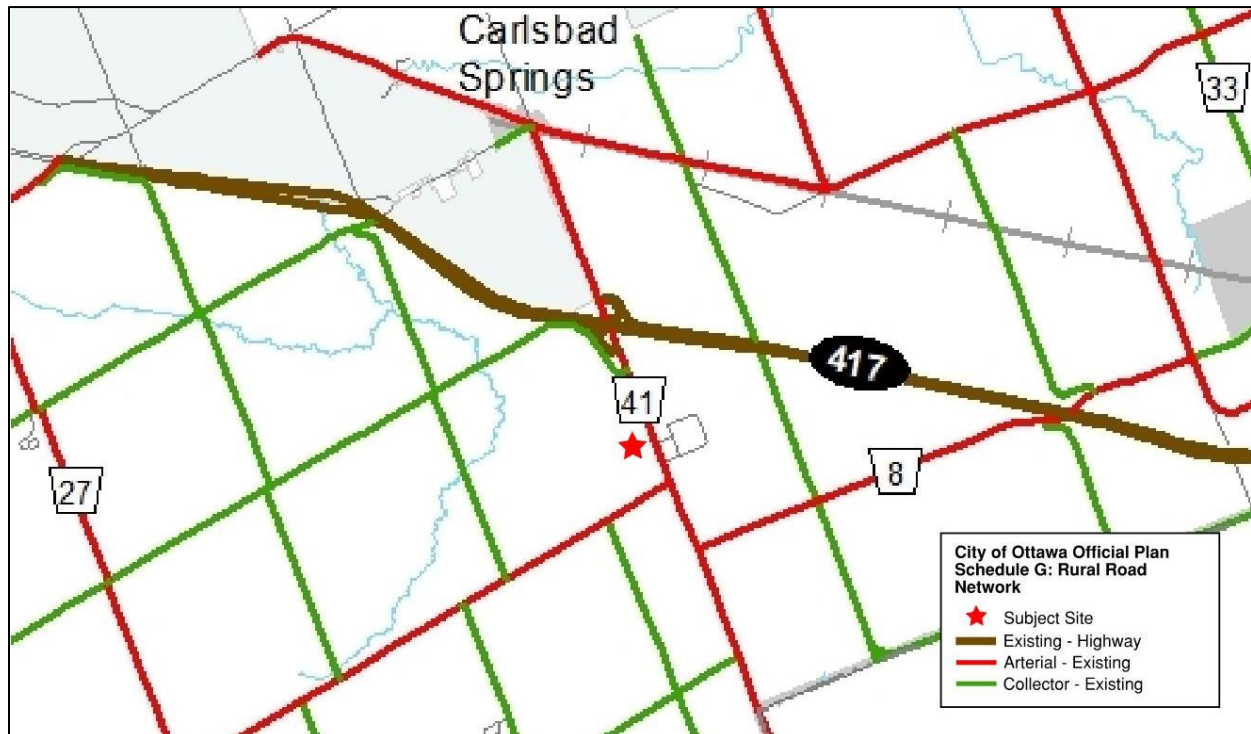


Figure 5: Excerpt from City of Ottawa Schedule G: Rural Road Network

### 3.2.1 Official Plan Amendment

As previously discussed, a site specific *Official Plan Amendment* will be required to facilitate the proposed development as industrial land uses are not permitted in the *Rural Natural Feature* area designation.

The redesignation of the Subject Site to *Rural Employment Area* would permit the proposed development as these areas are intended for industrial related uses which are not suitable in the *Urban Area* or *General Rural Area*. The Subject Site is situated immediately across existing lands designated as *Rural Employment Area* under the current *City of Ottawa Official Plan*.

As noted previously, the Subject Site is planned to be designated *Rural Industrial, Freight, and Storage (RIFS) Area*, per the report titled “*Industrial & Logistics Land Strategy for the New Official Plan*” prepared by the *City of Ottawa Research and Forecasting Unit* dated December 2020. The report makes reference to the short watercourse that pools on the northerly portion of the Subject Site but notes that “*further on-site investigation through the development approvals process will help determine whether it is part of a larger, naturally occurring source or stormwater runoff from Boundary Road*”. The report further goes on to state that the lands have been included in the City’s rural industrial inventory under the “*RIFS & Villages*” category and should be included within the *Rural Industrial, Freight and Storage* designation in the new *Official Plan* to recognize the existing zoning and their function as part of the rural business. It is also noted that “*these lands are already considered part of the rural industrial supply, formerly recognizing the existing zoning through a designation does not add supply to this section of the Highway 417 corridor*”. The report was approved by the City of Ottawa Planning Committee as well as Ottawa City Council who adopted the report.

Section 3.7.5 of the *City of Ottawa Official Plan* states that *Rural Employment Areas* are “*intended to support and encourage clustering of primarily industrial uses not suitable in the Urban Area or General Rural Area*” while diversifying opportunities for economic development and those seeking site sites and proximity to the urban area. The *Rural Employment Areas* located in close proximity to the 400 Series Highway interchanges present opportunities to better support transportation facilities such as truck terminals, warehouses, courier, and freight facilities that support inter- and intra-provincial movement of goods.

## 3.3 Zoning By-law 2008-250

### 3.3.1 Existing Zoning

The Subject Site is currently dual zoned *Rural Countryside Zone – RU* and *Rural Heavy Industrial, Subzone 1, Rural Exception 260r – RH1[260r]* under the *City of Ottawa’s Zoning By-law 2008-250* as shown on **Figure 6**. The purpose of the *Rural Countryside Zone – RU* is to:

1. *accommodate agricultural, forestry, country residential lots created by severance and other land uses characteristic of Ottawa’s countryside, in areas designated as General Rural Area, Rural Natural Features and Greenbelt Rural in the Official Plan;*
2. *recognize and permit this range of rural-based land uses which often have large lot or distance separation requirements; and*

3. regulate various types of development in manners that ensure compatibility with adjacent land uses and respect the rural context.

The purpose of the Rural Heavy Industrial, Subzone 1, Rural Exception 260r – RH1[260r] is to:

1. permit the development of heavy 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 heavy industrial uses and limited service commercial uses at locations which are neither environmentally sensitive nor in close proximity to incompatible land uses; and,
3. regulate development in a manner that respects adjacent land uses and will have a minimal impact on the rural area.

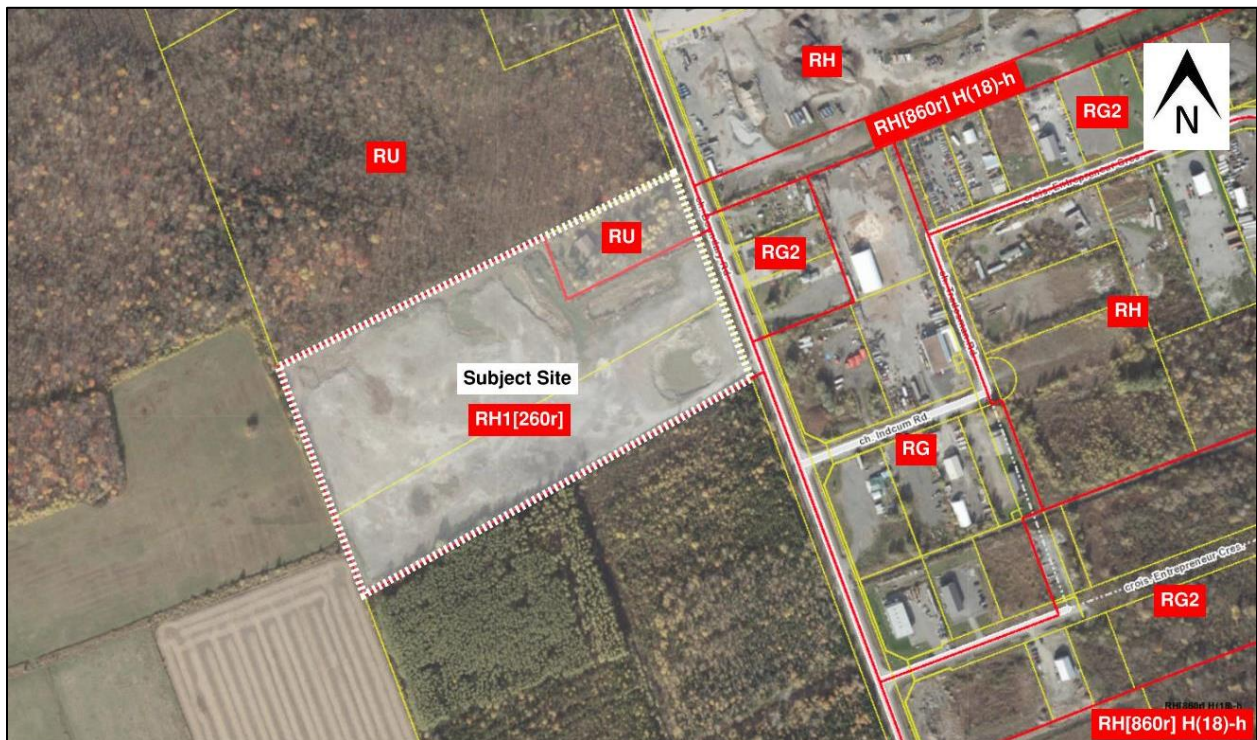


Figure 6: Excerpt of existing zoning from GeoOttawa.

| I<br>Exception<br>Number | II<br>Applicable<br>Zones | III<br>Exception Provisions<br>- Additional Land<br>Uses Permitted | IV<br>Exception Provisions- Land Uses<br>Prohibited  | V<br>Exception Provisions - Provisions |
|--------------------------|---------------------------|--|--|--|
| 260r                     | RH1[260r]                 |  | All uses except for: <ul style="list-style-type: none"> <li>• waste processing and transfer facility limited to recycling and screening of concrete, asphalt and building materials</li> </ul> conditional use: <ul style="list-style-type: none"> <li>• heavy equipment and vehicles sales, rental and servicing limited to sale of heavy construction equipment</li> </ul> |  |

Figure 7: Excerpt from City of Ottawa Zoning By-law 2008-250 Rural Exception 260r.

As shown above in **Figure 7**, the Subject Site is also subject to site-specific conditions outlined in *Rural Exception 260r* that prohibits all other land uses except for waste processing and transfer facility limited to recycling and screening of concrete, asphalt, and building materials. This reflects the previous use of the Subject Site. Conditional uses are permitted for heavy equipment and vehicles sales, rental, and servicing limited to sale of heavy construction equipment. A *Zoning By-law Amendment* application will be required to permit the proposed development with further discussion provided below in Section 3.3.2.

### 3.3.2 Suggested Zoning By-law Amendment

As previously discussed, a *Zoning By-law Amendment* application is required to amend the site-specific provisions permit the truck transport terminal and warehouse land uses. It is suggested that the current *Rural Countryside Zone – RU* be rezoned to match the existing *Rural Heavy Industrial, Subzone 1, Rural Exception 260r – RH1[260r]* while also amending the site specific provisions to include truck transport terminal and warehouse as permitted uses to facilitate the proposed development. The proposed land uses will maintain the purpose of the *Rural Heavy Industrial Zone* as light/heavy industrial uses are permitted within this designation.

## 4.0 CONCLUSION

It is our assessment that the proposed *Official Plan Amendment* and *Zoning By-law Amendment* applications are consistent with the *Provincial Policy Statement*, conforms with to the *City of Ottawa Official Plan*, and complies with *Zoning By-Law 2008-250*. This planning rationale, along with the associated technical studies supports the suggested *Official Plan Amendment* and *Zoning By-law Amendment* applications for the proposed truck transport terminal and warehouse.

The proposed development is an appropriate and desirable addition to the community and represents good planning.

Yours truly,

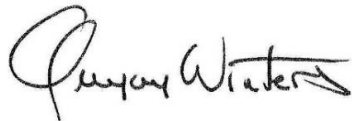
**NOVATECH**

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**Appendix A  
Grading Plan REV 1  
Prepared by Novatech  
Dated February 5, 2021**



