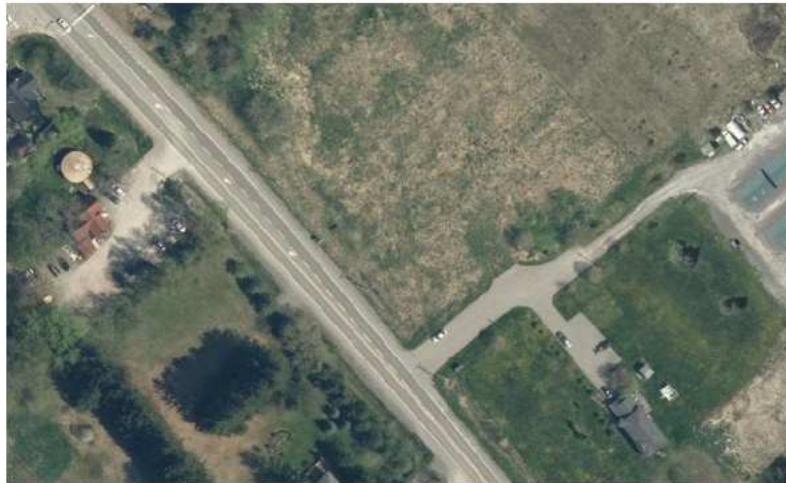


Planning Rationale Report

Application for Site Plan Control for a
Car Dealership at 2742 Dunrobin Road, Dunrobin, ON

Prepared for:
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NorthTown Engineering Inc.



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1 Introduction

This report has been prepared to support an application for Site Plan Control in the City of Ottawa by NorthTown Engineering Inc. on behalf of owner, Omar Alnader.

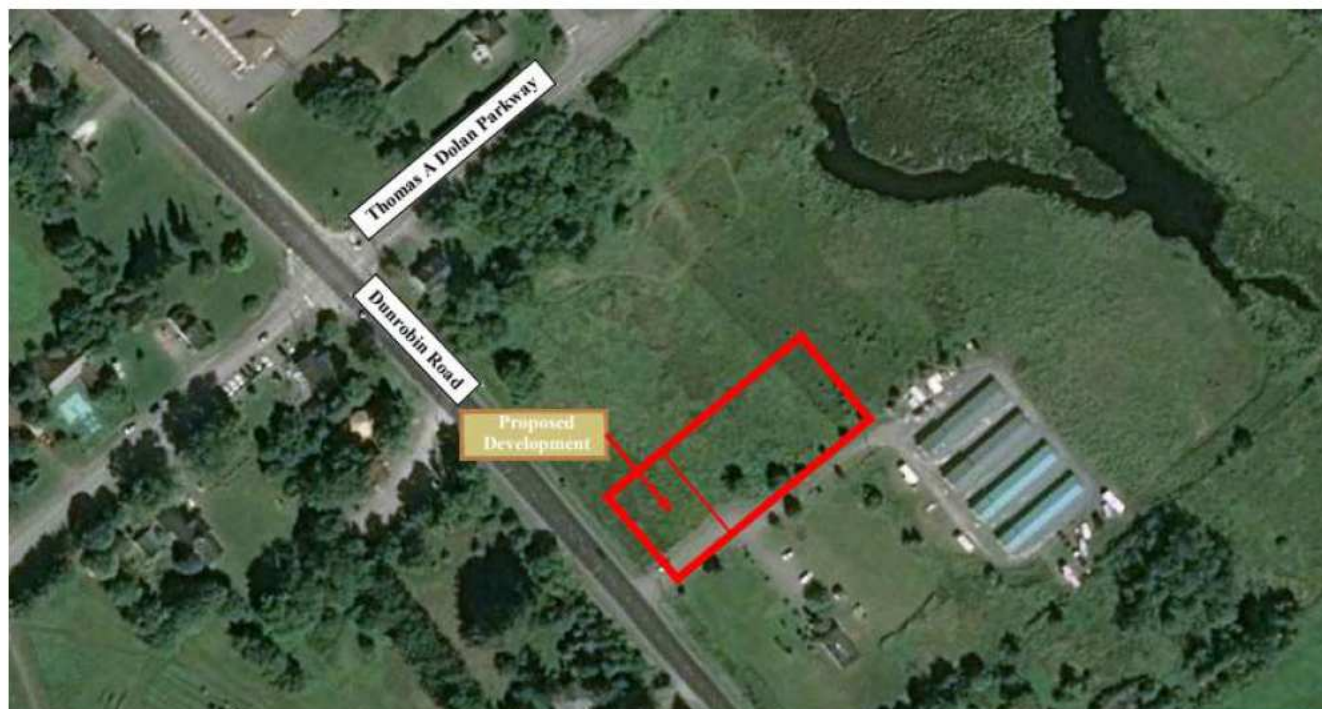
The application for Site Plan Control requests design approval for a new small automobile dealership at 2742 Dunrobin Road. The new car dealership will occupy the southwest portion of the site next to Dunrobin Road. The dealership will have a sales office temporarily located in a site trailer, four (4) parking stalls, and an additional ten (10) stalls for car sales. Access to the dealership is from an existing right-of-way paved access road currently shared by 2742 Dunrobin Road and 2730 Dunrobin Road.

2 Site Location and Development Proposal

2.1 Site Location

The site is located on the northeast side of Dunrobin Road in the location shown on Figure 1. The site is rectangular in shape and has an area of 4022 sq. m with a frontage of 41.6m and a depth of 96.0m.

Figure 1





2.2 Surrounding Land Uses

On the property to the southeast adjacent the site is a mini-storage business and single family residence. The proposed development shares a paved access road with the adjacent property. The paved access road is a right-of-way for four properties which includes 2742, 2730, 2740, and 2744 Dunrobin Road. The properties adjacent to the northeast located at 2744 and 2750 Dunrobin Road are vacant fields. Across Dunrobin Road to the Southwest is a veterinary clinic and adjacent to the clinic to the northwest is a small cafe. Other land uses include farming fields to northeast and northwest and the rural village of Dunrobin to the west. The centre of the rural Village of Dunrobin is located 150m from the proposed development at the intersection of Dunrobin Road and Thomas A Dolan Parkway, therefore the development affects the Village of Dunrobin.

2.3 Development Proposal

The proposed project is to construct a new outdoor car dealership with a sales office temporarily located in a site trailer which is to remain on wheels. The site plan for the development is shown in figure 2. Elevations for the sales trailer are shown in figure 4 and landscape features are shown on the site plan and in figure 3. The lot surface is finished with gravel. The dealership will have four (4) parking stalls and an additional ten (10) stalls for car sales. The sales office is a 30 ft. by 10ft. trailer. The sales trailer is temporary and will remain for up to two (2) years. Temporary plumbing facilities for the site are a chemical port-a-potty toilet serviced by the toilet leasing company and a portable sink with a water storage tank. A water cooler will also be provided for drinking water and food preparation. The port-a-potty is located beside the site trailer and the hand wash sink and water cooler are located in the sales trailer. The temporary plumbing services will be in place for the full-duration of the use of the temporary trailer. Permanent servicing will only occur if the trailer or a new building is applied for as permanent.

The development of the site including the gravel lot, access, and landscape buffer comprises 14% of the total site; 86% of the site will remain undeveloped. The existing portion of the land to remain is an open field with wild grass and low vegetation.

Electrical service is available from existing single phase overhead power lines adjacent the right-of-way access road.



Figure 2

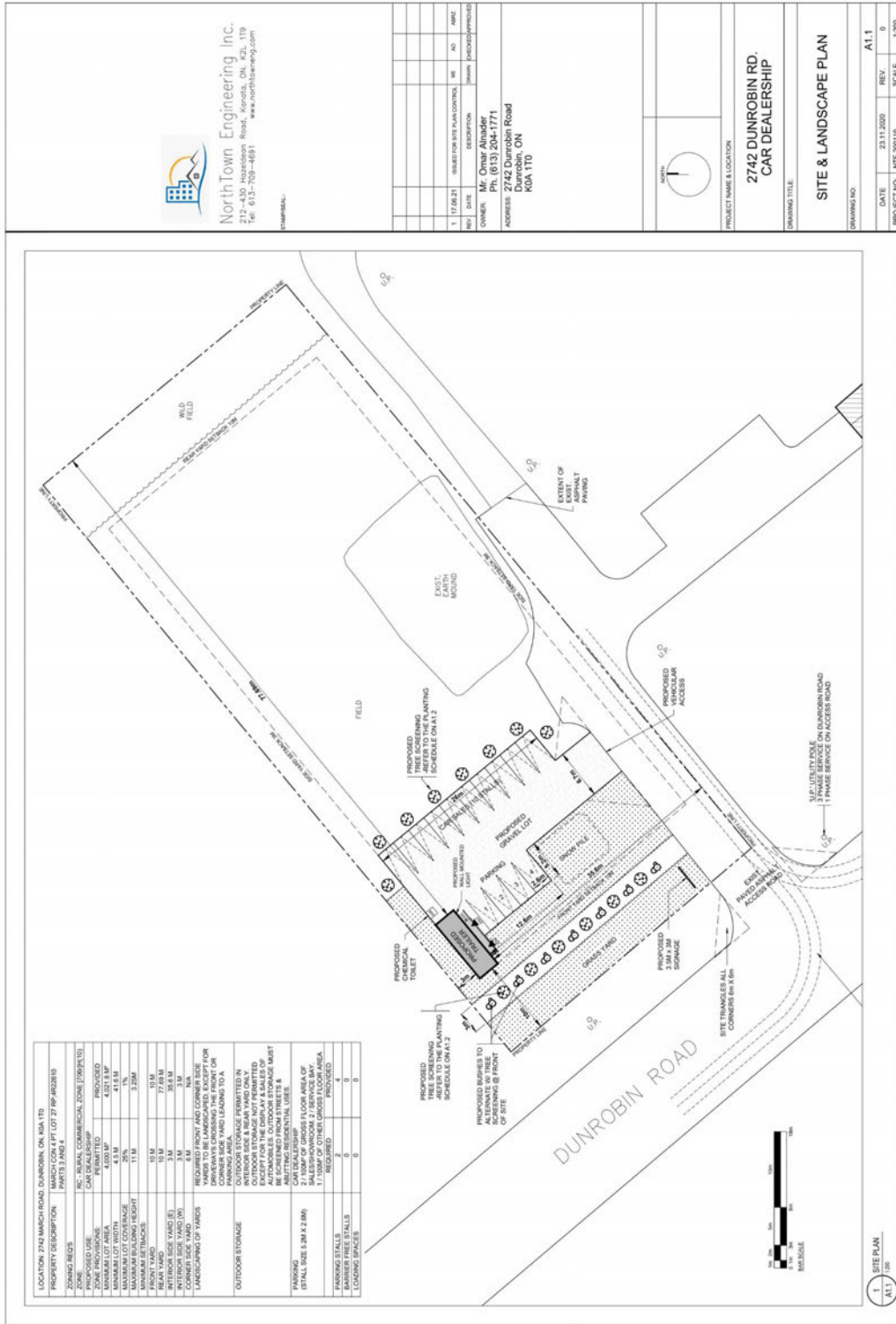




Figure 3

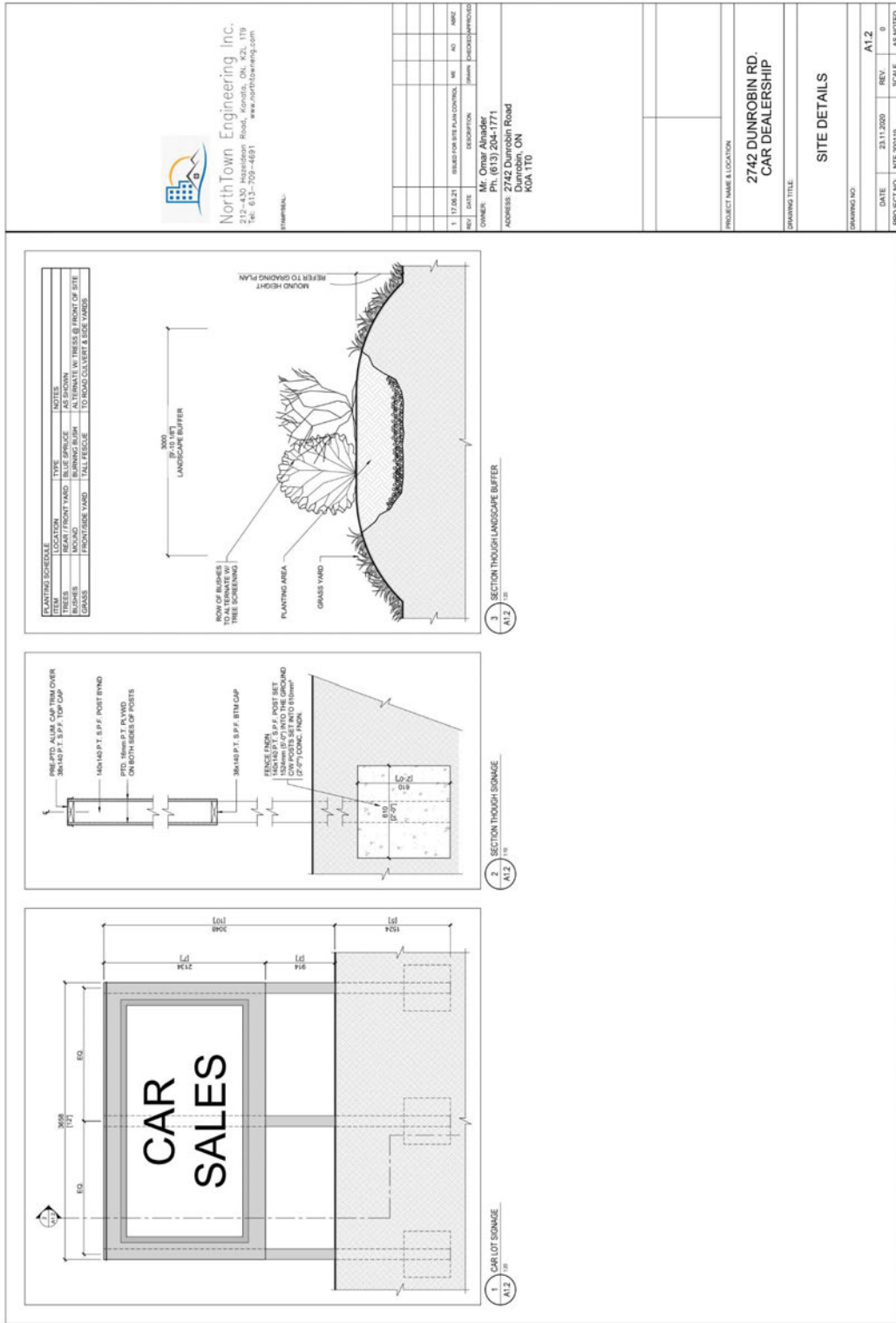
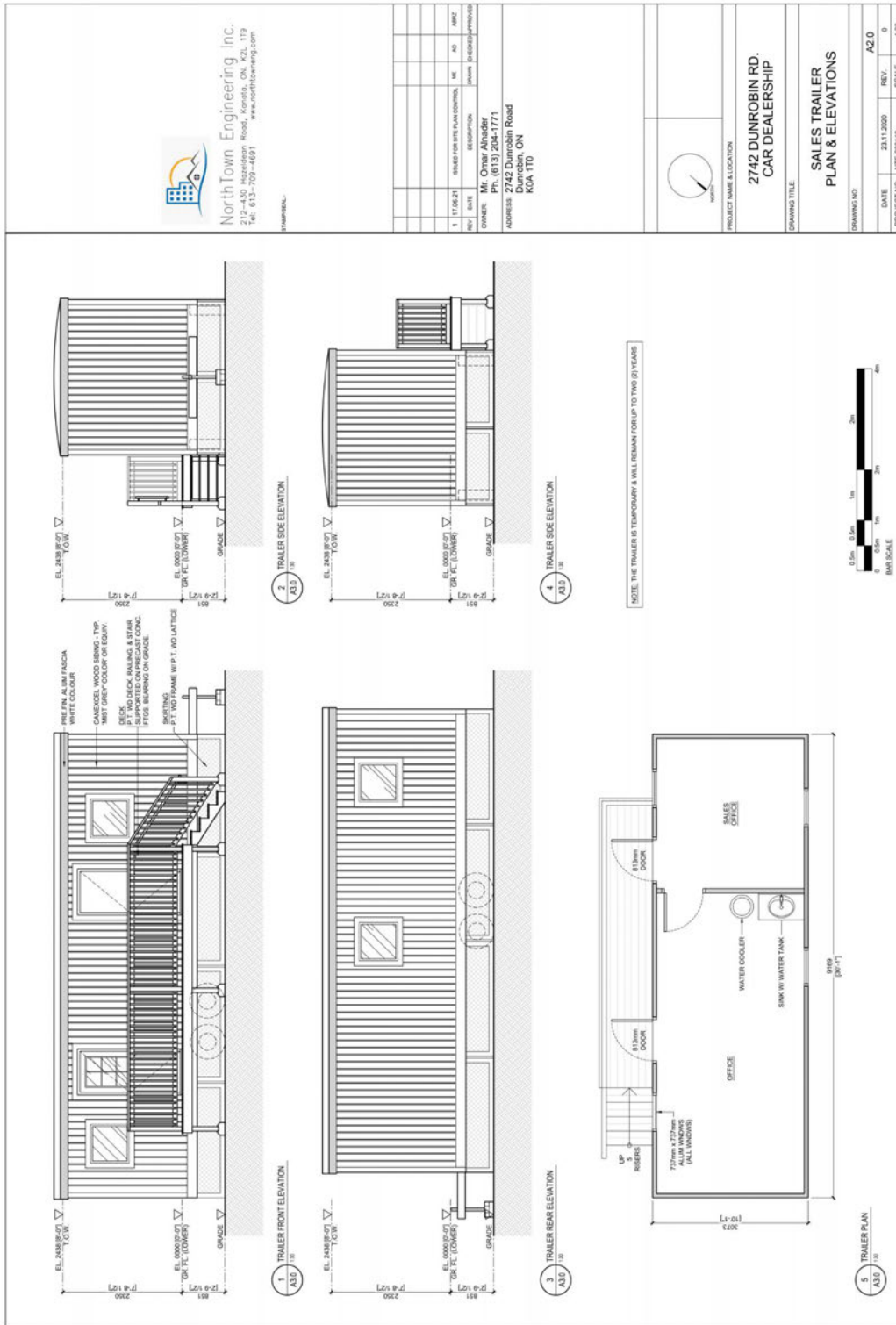




Figure 4





3 Policy and Regulatory Framework

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) under Section 3 of the Planning Act lists Provincial policy in regard to land use planning. The following is a description of how the proposed development and application for Site Plan Control is consistent with Provincial policy.

Under PPS urban and rural settlement areas are essential to provincial growth and regeneration of the settlement areas are critical to the economic growth of communities. Rural areas are important particularly for the success of the province and quality of life of residents and rural and urban areas are interdependent for their economies and resources. Also, rural areas must build upon rural character, use rural infrastructure efficiently, and promote diversification of the economic base and employment opportunities.

The proposed development at 2742 Dunrobin Road follows Provincial policy by adding to the diversification of the economic development to the rural area surrounding the Village of Dunrobin. Also the proposed development is close to Kanata, a western suburb of Ottawa, creating opportunities for cross-market development between rural and urban areas. The small car dealership will attract the public to the Village of Dunrobin as well as offer local residents opportunity to purchase automobiles locally. Employees and visitors to the dealership also have opportunity to shop at other local businesses or shop and visit the significant commercial development in northern Kanata. The proposed development has synergy with surrounding rural areas and is a link to close-by urban commercial areas offering shopping, restaurants, and entertainment.

The development is also compatible with the rural landscape. The rear of the site is an open rural field similar to fields adjacent the property and the commercial development close to the road is similar to other businesses in the area and is not hidden from view from the road. The dealership uses a temporary site trailer with minor architectural embellishments and the proposed development is noticeable from the road but will not take away or distract the public from the openness and natural landscape in the rural area surrounding the Village of Dunrobin.

The proposed development also uses existing infrastructure such as roads and an existing right-of-way, and the expansion of the commercial development is separated from the surrounding uses of the local properties. The development supports a diversified rural



economy and does not conflict with or constrain other local businesses or the local area's agricultural uses.

The development does not have active sewer and water services. The proposed services are a chemical port-a-potty toilet and sink with a water tank. This strategy provides that site conditions are suitable for the temporary provision of such services with no negative impacts.

The proposed development as a local business provides employment opportunities to meet long term needs of the community, provides additional diversification to the local economic base, allows for subsequent development and expansion of the local economy, encourages compact mixed use development locally, and supports livable communities. This is achieved by the addition of the proposed small business to a small livable community with other small businesses nearby. The proposed small development will expand and promote local growth in a range and scale which is compatible with the local rural area.

3.2 Official Plan

The site is under jurisdiction of the *City of Ottawa Official Plan. Schedule A, Rural Policy Plan* designates the site as General Rural Area. Automobile Dealerships are permitted in this designation. Closely adjacent to the site is the designated Village of Dunrobin.

The *Official Plan* sets out the expectation that rural population and employment is expected to grow. The City of Ottawa intends for development in the rural area to support the role of villages as the focus for employment and to direct growth and development to villages where community facilities already exist and to protect the rural character by restricting the type and intensity of development permitted outside the Village designation. Livable rural communities is also a defined goal of the *Official Plan* as well as rural development to not adversely impact the community and environment.

3.3 Design Brief

According to the Municipal terms for the Site Plan Control Application a Design Brief is prepared to convey design intent of the proposed development and compliance with the planning objectives of the City of Ottawa.



3.3.1 Development Design

The proposed development is to construct a small car sales lot with gravel paving and a sales office located in a temporary site trailer. As per comments from the City of Ottawa at the Pr-Consultation Meeting, the trailer is to be located in the front of the car sales towards the front property line and the car sales are to be screened by landscaping or fencing. The trailer is to have higher architectural quality siding, stairs and railings, and skirting. Each of these items has been addressed in the proposed design.

3.3.2 Official Plan

Section 3 of the Official Plan – Designations and Land Use describes an area of land within which a specific set of policies applies. *Section 3.7. Rural Designations* describes the applicable policies for developments in rural areas while *Section 3.7.2 - General Rural Area* describes the applicable policies for developments for General Rural Areas designated in *Schedule A, Rural Policy Plan*.

The proposed development is compliant with Section 3.7.2. The car dealership does not adversely impact the local environment or wildlife habitat, is a permitted use in the zone, and abides by the policies for Villages. The development is within 1km of a designated village, and therefore Section 3.7.2.12 states the development must not adversely limit potential expansion of the boundary at that location or create a long-term demand for the extension of municipal services. The proposed car dealership is a small development and is contained within a private property. Services of the dealership are also minimal. The development does not in any way affect the expansion of the village or adversely affect the extension or use of existing or future municipal services.

In addition to the requirements for General Rural Development, the development also conforms to the Official Plans requirements for municipal villages. The proposed development and property are not within the defined boundaries of the Village of Dunrobin, but are within 150m of the village boundary. Therefore the design of the development has taken this into consideration as follows:

Volume 2C – Consolidated Villages Secondary Plan sets out the vision, goals, and objectives for rural villages. Although the proposed development is not directly within the boundary of a designated Village area, the proximity of the development will impact the Village of Dunrobin.

Part 1 of Volume 2C states the City of Ottawa's vision for Dunrobin is to maintain the built heritage and the environment while improving community connections. The village is to focus development on the main street of Dunrobin Road and maintain its key role as a hub



between western villages and the urban area. Improvements to connections to public transit and pedestrian and cycle connections are also a goal.

The specific Goals and Objectives listed in Part 1 for Dunrobin are to protect the rural environment, allow for moderate level of development, and improve connectivity for all modes of transportation.

The proposed development complies with protecting the rural environment by leaving 86% of the property undeveloped as well as minimizing the site development to a small trailer with a car sales lot. At this time there will not be a significant structure built on the site and light pollution from the site is not a problem for the rural surroundings. The proposed development is efficient and keeps as much of the natural landscape intact as possible. This strategy reduces costs and allows for future planning and other rural uses on the site.

The proposed car dealership is minimal in the level of development and will not adversely impact the rural village character of Dunrobin. Also the development is outside of the Village Core area and it is a goal of the City to limit retail and commercial development in the core area. Therefore the development will not impact the core area; but will diversify the local economy.

The development does not directly improve connectivity within the Village. The strategy for the development is to use a right-of-way off of Dunrobin Road to provide better flow of traffic using the site. The right-of-way makes it safer for automobile, pedestrian, and cycling traffic to move past the access point to the development.

Part 2 of Volume 2C addresses General Policies for Rural Villages which includes compatibility, protection of agriculture, respect for private property, and clean water. The proposed development is compatible with the adjacent Village by not having a large footprint of development, keeping retail uses out the Village core area, and incorporating the landscape features required by the Zoning By-law. Agriculture is not adversely affected by the development, local and private property is respected, and water will not be contaminated by the use of the property.

Part 3 of Volume 2C addresses Land Use Designations. The proposed development is outside of the boundary of a designated Village area but complies with the *Village Commercial* designation. The lot size is appropriate for the proposed development and the requirements of the development for automobile access, storage, and parking are available on the property. Much of the property is to remain undeveloped. Clustering of compatible commercial uses is also achieved by having the proposed business share the right of way with a mini-storage facility. The development creates a small commercial location of car sales alongside a mini-storage facility. The mini-storage has commercial signage adjacent Dunrobin Road and the proposed car dealership development has similar signage.



4 Zoning By-law

The site is regulated by City of Ottawa Zoning By-law 2008-250. The site is zoned Rural Commercial RC (706r) H10 Zone. The site zoning permits automobile dealerships.

The zoning requirements are summarized as follows:

I Sub-Zone	II Prohibited Uses	III Proposed Use	IV Minimum Lot Width (m)	V Minimum Lot Area (m ²)	V Maximum Lot Coverage (m ²)	VI Maximum Building Height (m)	VII Minimum Front Yard Setback (m)	VIII Minimum Side Yard Setback (m)	IX Minimum Rear Yard Setback (m)
RC[706r] H(10)	All uses except: <ul style="list-style-type: none"> • animal care establishment • animal hospital • automobile dealership • car wash • automobile body shop • automobile service station • retail store, limited to automobile parts 	Automobile dealership	30	4000	25	11	10	3	10
Landscaping of Yards				Required front and corner side yards to be landscaped, except for driveways crossing the front or corner side yard leading to a parking area.					
Outdoor Storage				Outdoor storage permitted in interior side and rear yard only; Storage yard means land used for outdoor storage, including: the storage of vehicles, including an automobile salvage operation or scrap yard. Outdoor storage must be screened and concealed from view from abutting streets and from abutting non-commercial or non-industrial zones.					
Parking				Car Dealership 2 / 100m ² of gross floor area of sales/showroom. 2 / service bay. 1 / 100m ² of other gross floor area Barrier Free -> 1-19 spaces = 0 required Loading Spaces -> Nonresidential uses less than 350m ² = 0 Landscape Provisions for Parking Lots; a minimum of 15% of the area of any parking lot Landscaped buffer must be provided between the perimeter of the parking lot and a lot line for 3 meters for a parking lot with 10 or fewer spaces					

- Traffic: The site is designed to accommodate internal traffic. The existing right-of-way and shared paved access road accommodates access for the site. The parking lot has a single centre drive aisle for two-way traffic. Traffic directed to Dunrobin Road is from the right-of-way. Therefore traffic from Dunrobin road must turn onto the right-of-way



road and traffic leaving the site must stop and then turn at the junction of the right-of-way road and Dunrobin Road.

- **Vehicular Access:** The location of the vehicular access is not to cause dangerous turning conditions to and from Dunrobin Road. The right-of way road must first be used to access and egress from the dealership. The vehicular access points do not have visual obstructions within 6m x 6m site triangles at each corner and a 12m centre-line turning radius is provided for fire trucks and other trucks turning into and exiting the parking lot drive aisle.
- **Parking:** Parking is to accommodate the employees and customers of the dealership. The municipal requirement for parking is for two (2) spaces. Four (4) parking spaces are proposed to accommodate two (2) employees and two (2) customers at a time. Additional parking is available on the edge of the right-of-way road and parking on the right-of-way will not impede traffic or access to any other property.
- **Building Height and Massing:** The business functions on the site are conducted in a temporary sales trailer. The height of the trailer is lower than the permissible building height and the massing of the trailer is simple and compact for the site. The massing will not cause distraction to drivers on Dunrobin Road or impact the quality of life for residents of the community.
- **Pattern of the Surrounding Community:** The project integrates with the pattern of development of the surrounding community. The developed portion of the project is located towards the road and the rear of the site remains as an open field. This is consistent with the environment of the surrounding community. There are no features on the development which vary from the rural community design and village of Dunrobin.
- **Storage Areas:** Storage areas are a significant part of the development. The outdoor car sales are considered storage. The storage of vehicles for sales is located in the rear yard of the property and small evergreen trees screen the rear and sides of the vehicle sales from the RU Zone to the rear of the property. A landscape buffer on a mound in the front yard of the dealership screens the car sales from the road.
- **Loading:** Loading is not required for the car dealership. Specific loading areas are not provided although the loading and unloading of the vehicles can occur in the drive aisle of the sales lot.
- **Lighting:** Lighting for the site will be minimal and it is intended the car sales is open during regular business hours. One (1) light mounted on the trailer is proposed which may be kept on to illuminate the dealership at night. Additional lighting may be provided at the discretion of the owner.



- **Provision for Fire Fighting:** Rural fire fighting service to the site is provided by full-time and volunteer units. The units use a Pumper Truck which pumps water from a local reserve such as a creek, lake, pond, or river, and the Pumper Truck fills a Tanker Truck. The Tanker Truck uses a Fire Truck to provide firefighting service. The fire fighting service for the Dunrobin Area is served by Station 45, located at 640 Cameron Harvey Dr, Kanata, ON. Station 45 has volunteer and full-time firefighters, a tanker truck, pumper truck, and ladder truck. The area is also served by Station 42 located at 1021 Teron Rd, Kanata, ON as a back-up station. Station 42 has volunteer and full-time firefighters and has a ladder truck

5 Overview of Individual Technical Studies

Engineering & Services Brief

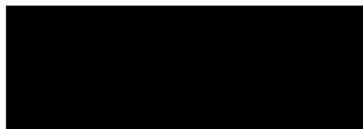
The *Engineering and Services Brief* and related engineering drawings for the Site Plan Control Application have been prepared by Abed Onisey, P.Eng. and Abdal Abo Zarad, P.Eng. of NorthTown Engineering Inc.. Please refer to the services brief and engineering drawings for further information.

Due to the size and type of the development, the proposed site works and other engineering works have been simplified to accommodate the use as a small car dealership.

6 Conclusions

The application for Site Plan Control for the Car Dealership Development at 2742 Dunrobin Road for Omar Alnader is considered compliant with the Provincial and Municipal Objectives and Goals of the Policies, Official Plan, and Bylaws. The proposed development has a small footprint, does not adversely affect the surrounding community or environment, and is a permitted land use in the regulated zone. The application is compliant with the regulations and policies of the City of Ottawa. The required reports, designs, and drawings are included with the Site Plan Control submission for Municipal approval.

Sincerely,



Michael Eady, OAA, LEED AP
Senior Architect and Project Manager