

Planning Justification Report Rezoning and Site Plan Control At 2822 Carp Road, Ottawa

2513287 Ontario Inc.
3458 Paul Anka Drive
Ottawa Ontario
K1V 9K6



December 23, 2020

Ray Essiambre and Associates Ltd.
www.rayessiambre.com 613-371-7541 ray@infracycle.com

TABLE OF CONTENTS

1. INTRODUCTION.....	2
2. THE PROPOSED DEVELOPMENT	2
3. APPLICATION FOR REZONING	3
3.1 PURPOSE.....	3
3.2 LOCATION	3
3.3 LAND USE COMPATIBILITY	4
3.4 POLICY REVIEW	5
3.4.1 Provincial Policy Statement 2020.....	5
3.4.2 City of Ottawa Official Plan	5
3.4.2.1 Rural Employment Areas (Section 3.7.5)	5
3.4.2.2 Carp Road Corridor Rural Employment Area (Section 3.7.5.1).....	6
3.4.2.3 Carp Road Corridor Community Design Plan	6
4. ZONING	7
4.1 EXISTING ZONING.....	7
4.2 PROPOSED REZONING.....	8
4.2.1 Conformity - Automotive Body Shop.....	8
4.2.1.2 City of Ottawa Official Plan	8
4.2.1.3 Carp Road Corridor Rural Employment Area (3.7.5.1).....	9
4.2.1.4 Carp Road Design Plan	9
4.2.1.5 Site Plan compliance with the RC 9 zone.	9
5. RESPONSE TO SUBMISSION REQUIREMENTS.....	10
6. TECHNICAL STUDIES	13
6.1 STORMWATER MANAGEMENT.....	13
6.2 WATER SUPPLY DISTRIBUTION.....	14
6.3 SANITARY SERVICING	14
6.4 HYDROGEOLOGICAL.....	15
6.5 TRANSPORTATION.....	17
6.6 ENVIRONMENTAL.....	18
7. PARKS.....	18
8. CONCLUSIONS	19

1. INTRODUCTION

In November 2020, Ray Essiambre and Associates were retained by 2513287 Ontario Inc. to prepare a Planning Justification Report regarding a proposed amendment to the City of Ottawa Comprehensive zoning by-law by adding **Automobile Body Shop** as a permitted use to the current zoning for the property.

An Application for Site Plan Control is being submitted concurrently with the application for rezoning. The Planning Justification Report provides information about design of the property.

2. THE PROPOSED DEVELOPMENT

We are currently working on behalf of our client who intends to construct (2) new 6,400 sq. ft. (footprint) multi-tenant commercial buildings on the above noted property. There will be 1 large primary tenant in each building with some smaller attached rental bays.

Building # 1

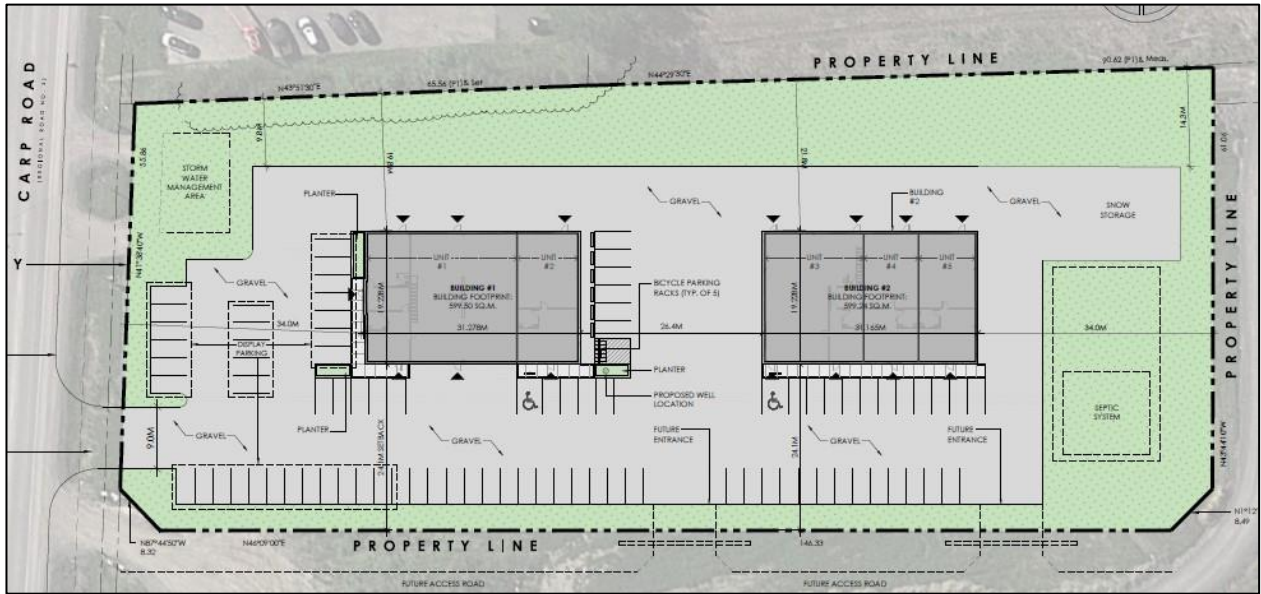
Tenant Space 1 – Automobile Body Shop with Automotive Sales (approx. 4,536 sq. ft.)
Tenant Space 2 – unknown (approx. 1,890 sq. ft.)

Building #2

Tenant Space 3 – Automotive Service (approx. 3,024 sq. ft.)
Tenant Space 4 – unknown (approx. 1,638 sq. ft.)
Tenant Space 5 – unknown (approx. 1,764 sq. ft.)

This property is currently zoned RC-9 which permits automobile service but does not allow the Automobile Body Shop.

Below is a demonstration plan of the proposed development.



3. APPLICATION FOR REZONING

3.1 PURPOSE

The purpose of the application to rezone the property is to add “Automobile Body Shop” to the list of permitted uses in the RC 9 Zone. An **Automobile Body Shop** means a place where motor vehicles are repainted and major or structural repairs made.

3.2 LOCATION

The municipal address of the property is 2822 Carp Road and described as Part of Lot 9, Concession II, Geographic Township of Huntley City of Ottawa, Part 1 of Plan 4R-30382.



3.3 LAND USE COMPATIBILITY

The image below shows the land uses in the Carp Road Corridor in the vicinity of 2822 Carp Road where it is proposed that the list of permitted uses be amended to include Automobile Body Shop. Existing uses in the vicinity of 2822 Carp Road include automotive uses, and light industrial and vehicle equipment sales and service. Until recently, there was an automotive sales business on the subject property. Immediately north of 2822 Carp Road are an existing Automobile Body Shop and Automotive Repair establishments. On the west side of Carp Road is a Heavy Equipment Sales and Service establishment.

The proposed addition of Automotive Body Shop is consistent with, and compatible with, established uses in the Carp Road Corridor and in the vicinity of 2822 Carp Road. The proposed use will not offend or pose any harm to adjacent uses. Waste materials used in the Automobile Body Shop will be treated in accordance with acceptable standards which are described in more detail in the section dealing with Sanitary Servicing.



3.4 POLICY REVIEW

3.4.1 Provincial Policy Statement 2020

Rural Areas in Municipalities Rural areas are important to the economic success of the Province and our quality of life. (Section 1.1.4)

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

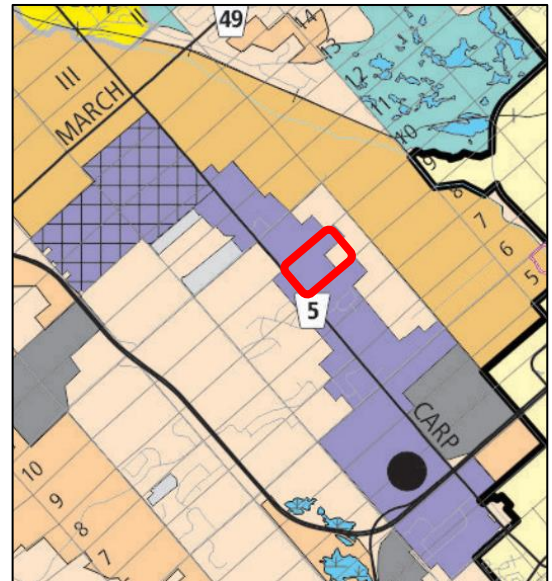
f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources; (Section 1.1.4.)

3.4.2 City of Ottawa Official Plan

The subject property is designated Rural Employment Area on Schedule A, Rural Policy Plan.

3. 4.2.1 Rural Employment Areas (Section 3.7.5)

Rural Employment Areas are intended to support and encourage clustering of primarily industrial uses not suitable in the Urban Area or General Rural Area. The existing rural employment areas provide for a full range of industry sectors, which includes, but is not limited to, manufacturing, mining (aggregates), construction, agriculture, transportation as well as other professional and business services and ancillary retail. Rural Employment Areas add to the diversity of opportunities for economic development and those seeking large sites and proximity to the urban area.



Rural Employment Areas reflect long established rural industrial clusters and apply predominantly in existing locations in rural areas of the City.

Policies

1. The Rural Employment Areas are designated on Schedule A with the intent to reserve the land for rural industrial and ancillary commercial uses.
2. Uses permitted within rural employment areas include:
 1. New heavy and light industrial uses, such as steel and concrete fabrication, farm equipment and supply centres, machine and vehicle sales service and repair, construction yards, building products yards, landscape contractors, nurseries;

3. Development will be subject to Site Plan Control; particular attention will be given to the physical design of the building and site including signage, buffering, landscaping and fencing. In particular, the City shall require that suitable screening and landscaping is provided for any new external storage areas for goods, and material and equipment that abut a highway or arterial road.

All new development must be supportable on individual well and septic systems unless the City agrees to the development of a number of sites on the basis of a small water and wastewater works as described in Section 4.4.2.4.

3.4.2.2 Carp Road Corridor Rural Employment Area (Section 3.7.5.1)

The Carp Road Corridor Rural Employment Area plays an important role in the development and well-being of the local economy. The diversity and the ability to attract a range of traditional and high technology industries as well as environmental services, some value-added processing, wood and metal fabrication and commercial uses, has been one of the strengths of the Corridor.

In order to remain successful in the future, this area must maintain the ability to allow for a diverse range of uses while developing an appealing environment for those new industries willing to expand within or relocate to the corridor.

Policies

1. New development applications will conform to the policies in the approved community design plan.
2. The community design plan for the Carp Road Corridor shall provide direction to the Zoning By-law for future land uses. [Amendment #180, November 8, 2017]

3.4.2.3 Carp Road Corridor Community Design Plan

This document is the Council approved guide to the long-term growth and development of the Carp Road Corridor. The Community Design Plan provides guidelines for the day-to-day decision-making on land use planning and sets out the community's priorities for the future.

An Amendment to the Official Plan creates a new designation for the employment lands in the corridor "Carp Road Corridor Rural Employment Area". The Community Design Plan provides more detailed land use categories for the lands designated "Carp Road Corridor Rural Employment Area" and "General Rural Area" in the Official Plan. These sub-categories provide guidance as to the types of development that should occur in the future within the "Carp Road Corridor" which includes the permitted uses listed below.

- Light Industrial
- Heavy Industrial
- **Highway Commercial**
- Convenience Commercial Node
- Marginal Resource
- Open Space

4. ZONING

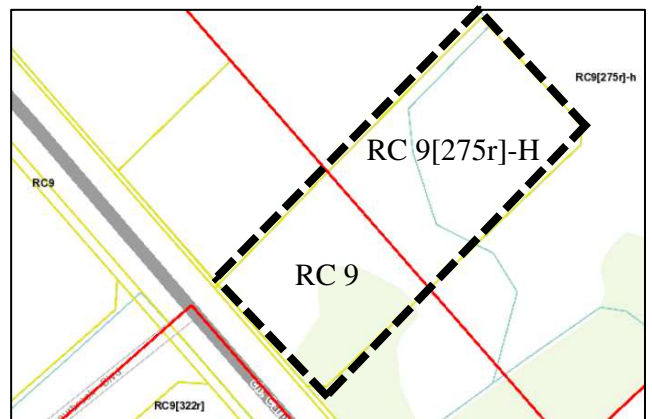
4.1 EXISTING ZONING

The property has two zones: RC 9 and RC 9[275r]-H.

The Rural Commercial Zone - RC permits the development of highway commercial and recreational commercial uses which serve the rural community and visiting public in several areas including the Carp Road Corridor Rural Employment Area.

The RC 9 Subzone for the Carp Road Corridor – Highway Commercial Restricted limits and provides additional permitted uses.

In the RC 9 subzone the provisions of RC zone in Table 217 apply.



Some of the relevant uses listed in the Rural Commercial zone include the following:

- Automotive rental establishments
- Automobile dealership
- Automobile Service Station

The definition of an Automobile Service Station is a place that has the following.

- One or more service bays or facilities for a mechanic to service and repair motor vehicles other than heavy vehicles, which may also retail fuel and other automotive products; or
- has one or more service bays which provide one or more single or specialized service product installation for motor vehicles other than heavy vehicles such as mufflers or oil changes; and.
- may include sales of motor vehicles other than heavy vehicles in association with the automobile service station.

RC8 And RC9 Subzones – Carp road corridor (highway commercial restricted)

In the RC8 and RC9 subzones:

- the **automobile service station** may not sell retail fuel, and
- the following uses are prohibited: **bar, gas bar, kennel, restaurant**

The following uses are also permitted: **light industrial, printing plant, service and repair shop research and development centre, office.**

A retail store is limited to the sale of agricultural, construction, gardening or landscaping-related products, equipment or supplies; and to the sale of goods, products, equipment, supplies or services manufactured, processed, assembled, packaged or delivered by a permitted use, or the sale of previously prepared materials used in the manufacturing, processing, assembly, packaging or delivery of finished parts, finished products or services. (By-law 2014-166)

7. The RC8 and RC9 subzone provisions apply as follows:
 1. for the RC8 subzone, the provisions of the RC2 subzone in Table 218A apply;
 2. for the RC9 subzone, the provisions of the RC zone in Table 217 apply.

4.2 PROPOSED REZONING

A change to the RC 9 zone is requested to add Automobile Body Shop as a permitted use. This section provides justification for the proposed change in zoning.

4.2.1 Conformity - Automotive Body Shop

The following conforms with PPS, City of Ottawa Official Plan, Carp Road Community Design Plan.

4.2.1.2 City of Ottawa Official Plan

i. The Rural Employment Areas are designated on Schedule A with the intent to reserve the land for rural industrial and ancillary commercial uses.

Rural Employment Areas Section 3.7.5

- Apply predominantly in existing locations in rural areas of the City. **Rural Employment Areas Section 3.7.5**

Policies

1. The Rural Employment Areas are designated on Schedule A with the intent to reserve the land for rural industrial and ancillary commercial uses.
2. Uses permitted within rural employment areas include:
 1. New heavy and light industrial uses, such as steel and concrete fabrication, farm equipment and supply centres, machine and **vehicle sales service and repair**, construction yards, building products yards, landscape contractors, nurseries

4.2.1.3 Carp Road Corridor Rural Employment Area (3.7.5.1)

The Carp Road Corridor Rural Employment Area plays an important role in the development and well-being of the local economy. The diversity and the ability to attract a range of traditional and high technology industries as well as environmental services, some value-added processing, wood and metal fabrication and commercial uses, has been one of the strengths of the Corridor. The vision for this area is contained in the Carp Road Corridor Community Design Plan.

In order to remain successful in the future, this area must maintain the ability to **allow for a diverse range of uses** while developing an appealing environment for those new industries willing to expand within, or relocate to, the corridor.

4.2.1.4 Carp Road Design Plan

The following sub-categories provide guidance as to the types of development that should occur in the future within the "Carp Road Corridor", which includes Highway Commercial Uses.

- Light Industrial
- Heavy Industrial
- **Highway Commercial**
- Convenience Commercial Node
- Marginal Resource
- Open Space

4.2.1.5 Site Plan compliance with the RC 9 zone.

Compliance of the Site Plan with the provisions of the RC 9 zone is shown on a table located on the Site Plan Drawing.

5. RESPONSE TO SUBMISSION REQUIREMENTS

The following section addresses comments and questions from City Staff and agencies.

The following are the City of Ottawa requirements based on the policies of the Carp Road Corridor Community Design Plan that were provided by the City. Below each item is an explanation of compliance with the policies and issues. The CDP considers land use, environmental protection and servicing, and visual appearance and land use compatibility amongst other strategies for achieving community objectives.

The land use designation of the property within the CDP, is Highway Commercial Area.

- *The proposed use appears to fit within the description of highway commercial uses permitted.*

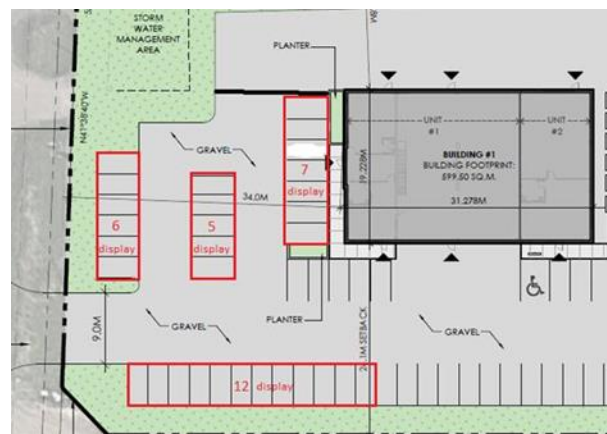
The proposed use conforms to the description and general intent of the description of Highway Commercial contained in the CDP (2.5 Highway Commercial)

- *The Design Guidelines for the CDP direct highway commercial development to:*
 - Locate storage, other than displays for highway commercial uses, at the rear of buildings.*

There is no open storage or other displays on the property. Storage will be located within buildings.

- Locate parking at the rear or side of buildings. Where this is not possible and parking is required at the front or side of the building, a greater setback from the property line should be required to permit planting to mitigate the effects of the parking area (e.g. parking screened from view).*

Parking spaces are proposed to be located on the Carp Road frontage to display vehicles for sale. Parking spaces for other vehicles will be located at the side and rear of the property.



- Site buildings fronting on Carp Road to face front and feature the road corridor (entry roads and all local roads).*

The façade of the building closest to Carp Road will have upgraded architectural feature such as decorative masonry and contemporary colour treatments.

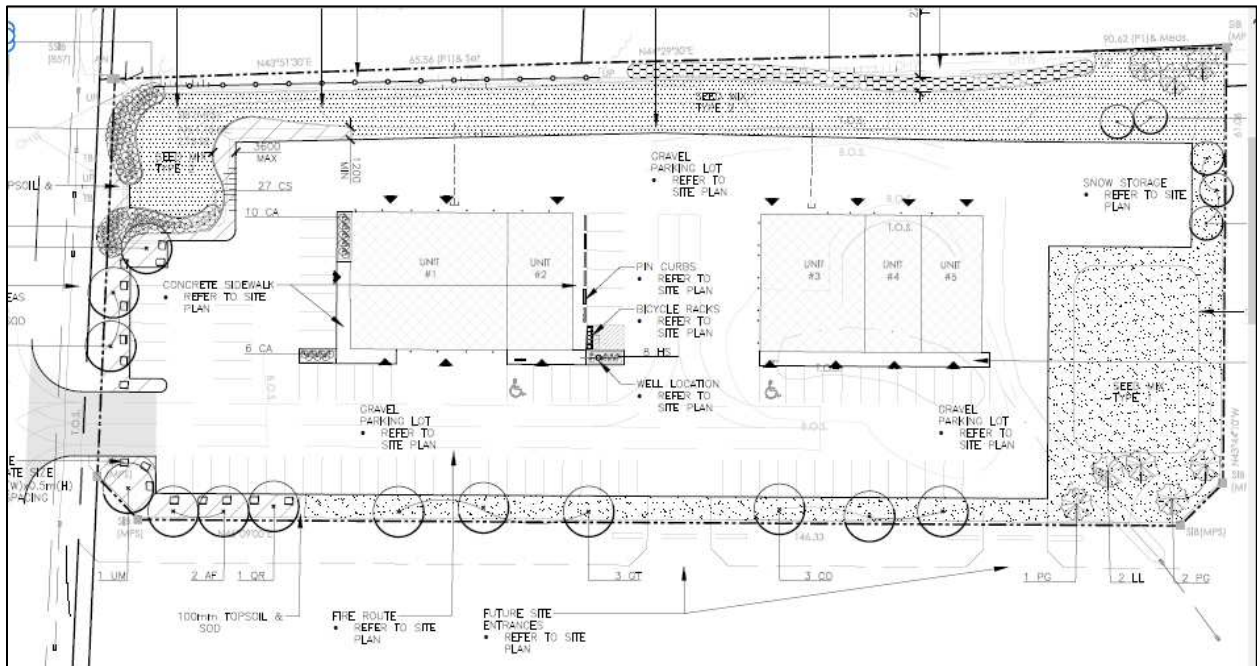
- d) *Preserve and add as many trees as possible on the site with tree planting within wide setbacks.*

There are no existing trees on the property; the landscape plan illustrates where new trees and vegetation will be planted within the setback areas on the property.

- e) *Use landscaping, decorative fences, trees and/or shrubs in front of fencing to screen unsightly uses.*

The Landscaping Plan shows a Plant List of the type and location of planting material that will provide screening and enhance the appearance of the Carp Road Corridor.

The Landscaping Plan



- f) *Encourage the use of shared entrances and signage off Carp Road wherever possible.*

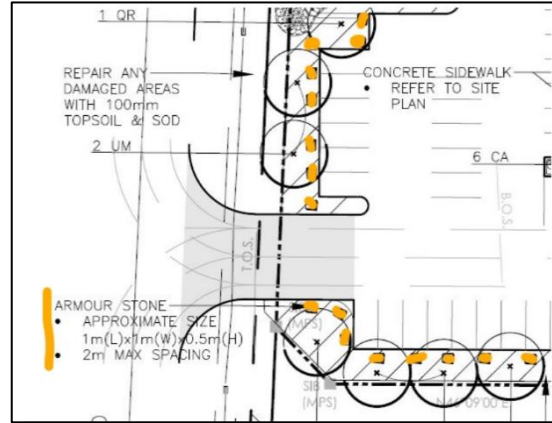
Only one shared access is proposed from Carp Road onto the property that will be used by all tenants and visitors to the property.

- g) *Coordinate signage so that it is attractive and in keeping with the theme for the corridor to address consistency and ease of identification of businesses.*

Signage will be located on the buildings above the entrance to each tenant space.

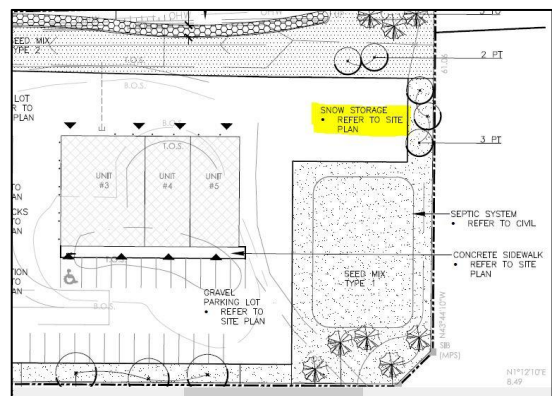
- h) *Encourage low, farmstead-type laid stone walls intermittently along the roadside as an identifiable signature of the Carp Road corridor.*

The Landscaping Plan shows Armour Stone on the Carp Road frontage, and on the south side of the property near the entrance, which is consistent with the stone wall features along the Carp Road Corridor.



- *The site will need to be designed not to face snow storage in a location not visible from Carp Road.*

Snow Storage will be located at the rear of the property behind buildings and not visible from Carp Road.



- *From an environmental protection standpoint, much of the property is designated as “High Recharge” on the environmental features of Schedule 2 of the CDP. This should be reflected in the **ground water impact assessment** required.*

Refer to Gemtec report, Hydrogeological Investigation, Terrain Analysis & Impact Assessment Section 5.2 Groundwater Impacts, page 9 and Section 7.0 Conclusions, page 13. Below is an extract from the Conclusions:

“The groundwater quality exceeds the ODWQS for the operational guideline for hardness and the aesthetic objectives for colour and organic nitrogen.

“The site is not considered to be hydrogeologically sensitive as thin soils; highly permeable soils or karst geology were not encountered. The on-site test well (TW20-1) casing extends 12.2 metres below ground surface as an extra protective measure. Background nitrates are considered to be negligible, measured to be 0.34 mg/L in the receiving overburden aquifer and <0.05 mg/L in the water supply aquifer.”

- *The applicant is encouraged to design the site in order to face any office development towards Carp Road, to include vegetation and fencing along Carp Road.*

No office development is proposed in the development. For the uses proposed, vegetation and landscape features are proposed along the Carp Road frontage.

- *From a land use compatibility perspective, the applicant is asked to respect the existing adjacent agricultural uses abutting the subject property through.*

The uses on the property are all self-contained within the boundary of the property and do not interfere with the operation of agricultural uses on adjacent properties.

6. TECHNICAL STUDIES

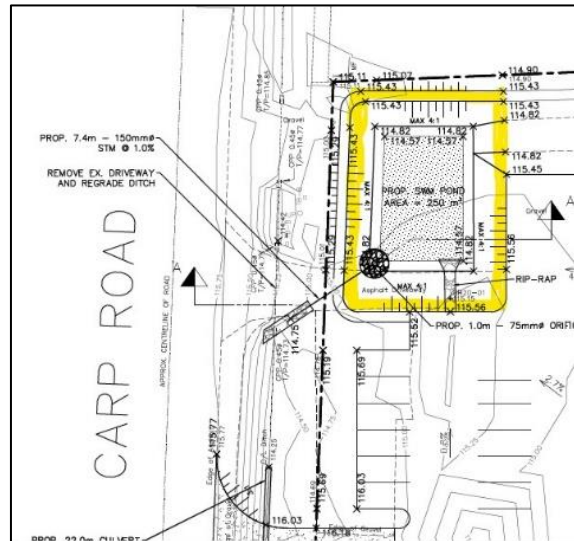
6.1 STORMWATER MANAGEMENT

- *The proposed Stormwater Management Pond (or ponds) will require ECA approval from the MECP as this is an industrial use.*

A Stormwater Management & Servicing Report was prepared by Pearson Engineering dated December 2020.

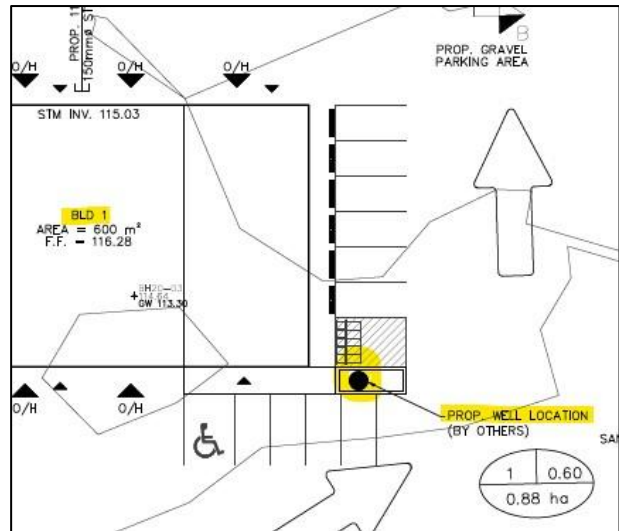
A key component of the development is the need to address environmental and related SWM issues to meet the City of Ottawa, Mississippi Valley Conservation Authority (MVCA), and Ministry of the Environment, Conservation, and Parks (MECP) requirements. SWM parameters have evolved from an understanding of the location and sensitivity of the site's natural systems and this report focuses on the necessary measures to satisfy the MECP's SWM requirements.

The report evaluates water quantity, water quality, water balance and the optimal location of the stormwater solution. The stormwater pond is located at the front of the property as shown on the Grading and Servicing Plan, SGS-1.



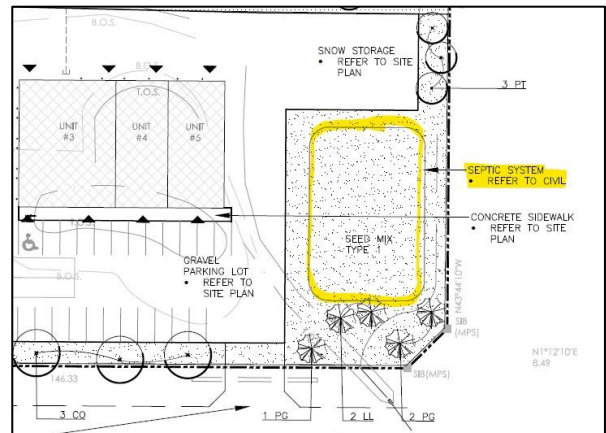
6.2 WATER SUPPLY DISTRIBUTION

The Project will be serviced by a proposed well for domestic water supply and designed as per City standards. The proposed well is to be located in the parking lot island east of Building 1. The site will be serviced by connecting to the proposed well with a water service to each building. The water system for this Project is intended for domestic use and not for firefighting use. The proposed layout of the service piping can be seen on Drawing SGS-1.



6.3 SANITARY SERVICING

The design of the sanitary sewage system is intended to minimize the impact to the environment and, more specifically, to minimize the impact on the ground water and surface water systems. The *Ontario Building Code* (OBC) requirements have been considered in determining the sanitary servicing requirements for this Project. The design daily sewage flow was based on the established flows outlined in Table 8.2.1.3.B. of the OBC. The proposed units were calculated using the Service Station flows based on the assumed building uses. A total flow of 7,170 L/d was calculated for the proposed commercial development. The effluent will be treated using a Level 4 Tertiary Treatment system conforming to the OBC. The specified treatment unit to provide this will be a Biofilter and Denitrifying treatment system provided by Waterloo Biofilter. Full details of the system can be found within Appendix A. The maximum influent concentrations used in the design are the typical domestic strength characteristics.



The location of the septic system is at the rear of the property.

- *The applicant is proposing to connect the property to the access road along the east side of the property to an access road. At this time, there are no approvals in place for this access road. Until such a time as the road is legally in place, the applicant cannot connect neither entrances nor Stormwater pond to the road and ditches along this access road.*

- *If an Oil/grit separator(s) is proposed, the unit must drain to the roadside ditch (not to the septic), and will require an ECA approval from the MECP.*

Section 4.5.1. Permanent Quality Control contains a discussion on the Oil Grit Separators. The development's driveway and parking areas pose a potential risk to stormwater quality through the collection of grit, sand, and oils on the paved surfaces. The MECP standard stipulates a Total Suspended Solids (TSS) removal of at least 80% in order to treat to the MECP's Enhanced Level Protection standard. Typically, an Oil/Grit Separator (OGS) would be utilized to treat stormwater runoff to the required values. However, due to no storm sewer located on the site, quality control will be provided through infiltration in the SWM pond. The runoff from the proposed site is to be directed through a vegetated grassed drainage channel where stormwater will be infiltrated prior to entering the main area of the SWM pond.

- *Please contact the MVCA to confirm runoff coefficients. The City would use the following values, based on the "Ottawa Design Guidelines – Sewer (2012)", Table 7, Section 5.4.5.2.1, page 5.26.*

<i>Table 7 Runoff Coefficients for Various Soil Conditions</i>	<i>Runoff Coefficients</i>
<i>For paved areas and roofs use:</i>	<i>0.9</i>
<i>For Gravel Surfaces use:</i>	<i>0.25 to 0.7</i>
<i>For Road Shoulders use:</i>	<i>0.7</i>

The runoff coefficients and standards of the MVCA and the City were used in the preparation of the analysis.

6.4 HYDROGEOLOGICAL

The following are the City of Ottawa requirements for the Hydrogeological Study followed by comments about compliance with the requirements.

A Hydrogeological Investigation, Terrain Analysis & Impact Assessment was prepared by Gemtec and dated December 10, 2020.

- *Must install supply well and test for water quantity and quality.*

Supply well was installed and provided test results for water quantity and quality.

- *Carp Road Corridor memo (2016) identifies an alternate methodology to complete the nitrate impact assessment within the Carp Road Corridor. We noted that well yield requirements (and septic sizing) may be based on the CRC 2016 memo (OSSO allowance of 75 L/d per employee)*

Hydrogeological Investigation Section 5.2 Groundwater Impacts on page 10 contains information about the analysis of nitrate levels and impacts. Section 7.1 Conclusions, contains the following statement about nitrates.

The site is not considered to be hydrogeologically sensitive as thin soils; highly permeable soils or karst geology were not encountered. The on-site test well (TW20-1) casing extends 12.2 metres below ground surface as an extra protective measure. Background nitrates are considered to be negligible, measured to be 0.34 mg/L in the receiving overburden aquifer and <0.05 mg/L in the water supply aquifer.

- *For the hydrogeological impact assessment – the study should look at potential impact on existing users and the natural environment, some of this will be covered within the water supply and septic impact assessment.,*

The Hydrogeological Investigation considers the potential impact on existing users and the natural environment.

Sections 4.3 Groundwater Quantity, page 5 and 4.4 Groundwater Quality, page 6 discuss water supply and septic system impacts.

7.1 Conclusions, page 14 states the following:

The groundwater quality exceeds the ODWQS for the operational guideline for hardness and the aesthetic objectives for colour and organic nitrogen.

The maximum allowable septic flow, as per MECP Procedure D-5-4 commercial predicative assessment, is calculated to be 2,751 litres per day, assuming the use of an advanced treatment septic system capable of reducing nitrates by 50%. The maximum allowable septic flows as per MECP Procedure D-5-4 is less than the anticipated average DDSSF of 7,200 litres per day. In order to meet the MECP Procedure D-5-4 septic impact assessment requirements, the size of the proposed septic system must be reduced, the available infiltration area needs to be increased, or the use of advanced septic systems capable of reducing nitrates by greater than 50% is required. The use of advanced septic systems capable of reducing nitrates by 75%, to 10 mg/L, would meet the Procedure D-5-4 commercial predictive assessment for a DDSSF of 7,200 litres per day. It is noted that the background nitrate concentrations are considered to be negligible (0.34 mg/L in the overburden and <0.05 mg/L in the bedrock).

- *In addition, the site is within an area identified as high recharge in the Carp Road Corridor CDP and recharge should be maintained onsite. To support this, a water budget should be provided. If the maintenance of recharge is due to stormwater measures, then the hydrogeological report should be harmonized with the stormwater report (i.e. both in terms of the water budget calculations and the stormwater management measures).*

Section 6.0 Water Balance, page 11, contains a discussion about water balance, which is summarized below.

Water Balance Summary: Based on the water balance calculations, the annual infiltration volumes will decrease from 1,998 m³ to 935 m³ and the runoff will increase from 1,865 m³ to 5,134 m³ post-development. The hydrologic factors and the water balance calculations are provided in Appendix G. The pre and post-development infiltration and runoff factors are summarized in Table 2.

Table 2: Water Balance Summary

	Infiltration (mm/year)	Runoff (mm/year)	Infiltration (m ³ /year)	Runoff (m ³ /year)
Pre-Development	198	185	1,998	1,865
Post-Development ¹	93	508	935	5,134
Change	-105	324	-1,062	3,269

6.5 TRANSPORTATION

Dillon Consulting completed a transportation study dated November 2020 for the proposed development. The following are the City of Ottawa requirements for the Hydrogeological Study followed by comments about compliance with the requirements.

- *Since the screening form triggers safety, a **Traffic Impact Assessment** will be required. Scoping and forecasting steps can be skipped – proceeding straight to the TIA. The report should focus on the Carp access and turning movements into and out of the site. The TIA should speak to the side road and when it is expected to be constructed.*

Section 4.4 Access Intersections contains information about site access. The site is located on the east side of Carp Road approximately 30 metres south of the Arbourbrook Boulevard intersection, which is a two-way stop-controlled, three-leg intersection. The majority of traffic generated by the site is anticipated to be primarily to and from the south of the site. Site traffic is not anticipated to create a safety concern.

The analysis demonstrates that the site access will operate well as a two-way, stop-controlled intersection.

- *As Carp Road is considered a “spine route” the shoulder will have to be paved to provide **passage for active transportation users**.*

The shoulders on Carp Road adjacent to 2822 Carp Road are paved.

6.6 ENVIRONMENTAL

- *The subject property is identified as wooded in the land cover survey.*

A review of Aerial photos show that the site was partially covered with trees. The tree cover was removed by the previous owner of the property.

- *There is a watercourse on the property. It is required to be evaluated so appropriate setbacks can be recommended. This must be provided either as an appendix to the planning rational or as part of the headwater feature evaluation, presumably required by the CA. Naturalization of the feature is desired.*

In a letter dated June 18, the MVCA provide the following comments regarding headwater drainage.

In general, MVCA supports the recommendations of the report; however, in order to implement the required mitigation measures outlined, a development proposal and stormwater management plan for the site is required. Further information regarding the design of the on-site stormwater management is necessary to ensure the existing hydrology of the headwater feature is maintained; and it should be provided in tandem with the proposed site design. Therefore, MVCA recommends that the development proceed through site plan approval prior to the issuance of a permit under Ontario Regulation 153/06 for the infilling of the headwater drainage feature.

MVCA can support the proposed infilling of the headwater drainage feature but requires more information regarding the design of stormwater management intended to replicate the existing hydrology. MVCA recommends that the proposed development proceed through site plan approval prior to the issuance of a permit under Ontario Regulation 153/06.

Additional information about stormwater management and headwater drainage are covered in Hydrogeological and Site Servicing Reports.

7. PARKS

- *Parks will take cash-in-lieu of parkland based on the new floor area that is being developed at the rate of two per cent of the gross land area of the site being developed.*

If necessary, the cash-in-lieu of parkland will be paid by the owner.

8.0 CONCLUSIONS

- The proposed addition of an Automobile Body Shop is consistent with the PPS and conforms to the City of Ottawa Official Plan and the Carp Road Community Design Plan.
- The proposed Automobile Body Shop is compatible with adjacent uses on the Carp Road.
- The Automobile Body Shop conforms with the technical requirements as described in the Hydrogeological and Site Servicing Reports.
- The addition of the Automobile Body Shop to the permitted uses in the RC9 zone is good land use planning.