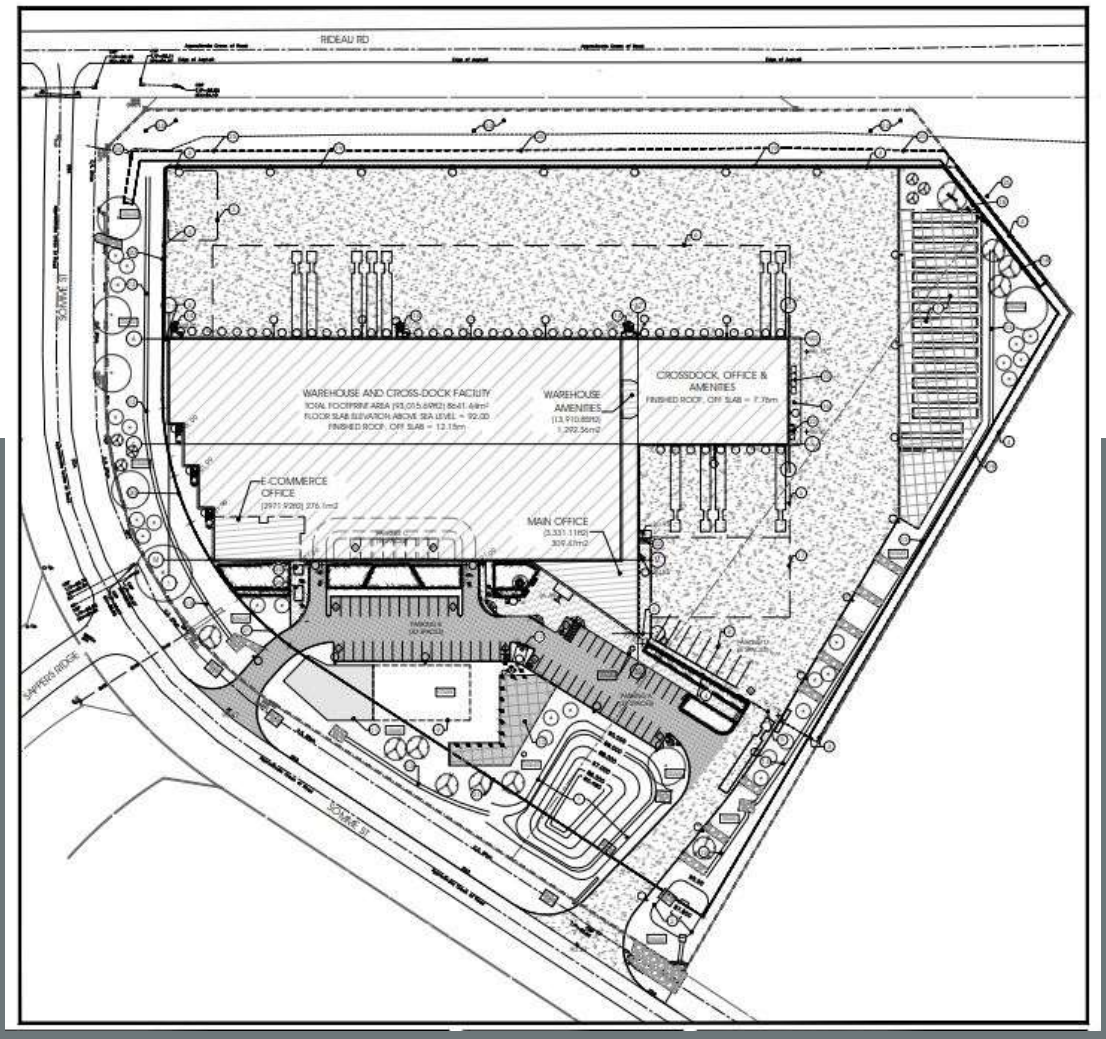
Planning Rationale Site Plan Control Application

Fastfrate Warehouse Distribution Facility
301 Somme Street – Hawthorne Industrial Park

SPA – D07-12-21-0127



CIMA+ file number: A001083
Revised: January 26, 2022

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Revised January 26, 2022
For re-submission to City of Ottawa

Prepared on behalf of Consolidated Fastfrate (Ottawa) Holdings Inc.

For submission to the City of Ottawa

SPA – D07-12-21-0127

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CIMA+ file number: A001083

(Original submitted to City of Ottawa August 16, 2021, as part of SPA – D07-12-21-0127)

Confidentiality and ownership

Review and Submission Register			
Review No.	**Reviewed by**	**Date**	**Description of the changes or submission**
001	CLL	12-08-21	CIMA+ Peer Review August 2021 version of Report
002	AVS/CLL	26-01-22	Peer Review of Jan 2022 version of the revised Planning Rationale Report resulting from City requested SPA support study revisions & addendums in Sept & Nov 2021

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AODA	Accessibility for Ontarians with Disabilities Act
CoA	Committee of Adjustment (City of Ottawa)
EA	Environmental Assessment
EIS	Environmental Impact Study
GLA	Gross Leasable Area
MMAH	Ministry of Municipal Affairs and Housing
OP	Official Plan
PPS	Provincial Policy Statement (2020)
SNCA	South Nation Conservation Authority
SPA	Site Plan Control Application
TIA	Transportation Impact Assessment
ZBL	Zoning Bylaw
SWM	Stormwater Management

1. Introduction

CIMA+ has been retained by *Civitas Architecture Inc*. on behalf of Consolidated Fastfrate (Ottawa) Holdings to prepare and submit a site plan control application and related Lifting of 30 cm Reserve application for the property located at 301 Somme Street within the Hawthorne Industrial Park herein referred to as the subject site. The legal description of the subject site is defined as Part of Lot 26, Concession 6 (Rideau Front) Geographic Township of Gloucester and Part of Blocks 5 and 14, Registered Plan 4M – 1388 as presented on Plan 4R – 33406. Refer to Appendix B.

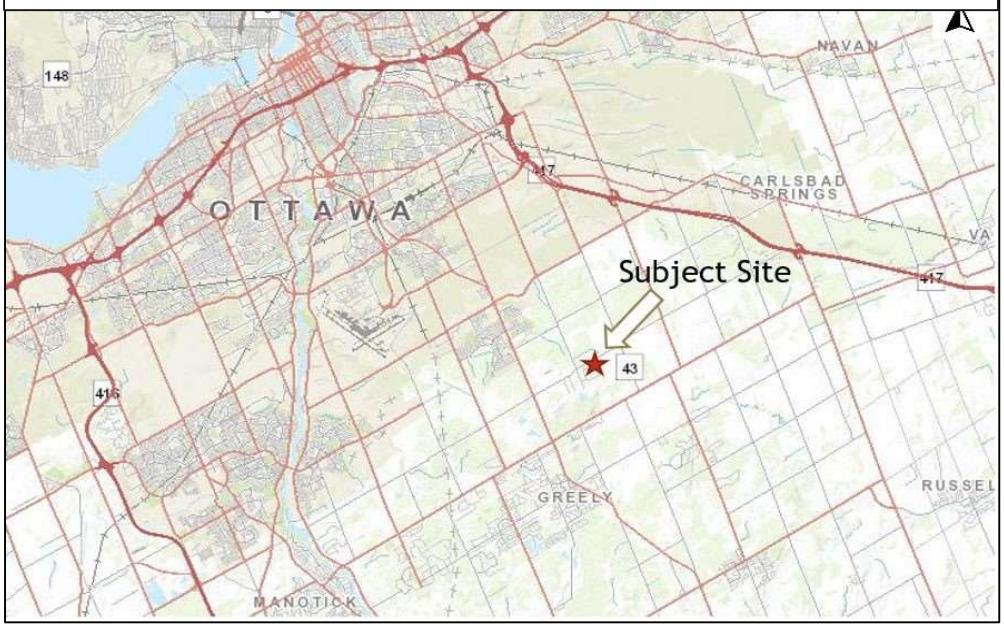
The purpose of the site plan control application is to attain site plan control approval from the City of Ottawa to support the construction of a new warehouse distribution facility for Consolidated Fastfrate (Ottawa) Holdings to operate out of the Hawthorne Industrial Park. Consolidated Fastfrate (Ottawa) Holdings Inc has undertaken formal pre application consultation with the City of Ottawa on December 16, 2020. The City of Ottawa has deemed this application as “complex” in terms of the City’s site plan control application process.

The following Planning Rationale Report provides a planning justification in support of the proposed development, associated “Site Plan Control” application and “Lifting 30 Centimeter Reserve” application. This report demonstrates how the proposed development represents good land use planning and is consistent with the Planning Act, Provincial Policy Statement, City of Ottawa, Official Plan and Zoning Bylaw, and other relevant plans and policies considerations.

2. Site Overview

The subject site is located within the southeastern rural area of the City of Ottawa northeast of the Village of Greely and east of the Findlay Creek Community. The local rural road network offers access to both urban and rural areas of the City as well as access to the 417 Highway which is located to the northeast of the subject site. Refer to Figure 1.

Figure 1: Citywide Rural Area Context



Source: Google Maps

The subject site is located within the Hawthorne Industrial Park in the southeast quadrant of the Rideau Road and Hawthorne Road intersection. The Hawthorne Industrial Park is intended for heavy industrial land uses. The Fastfrate site's municipal address is 301 Somme Street. Refer to Figure 2.

Figure 2 : Local Rural Area Context

Source: Google Maps

The Hawthorne Industrial Park is currently owned by Tomlinson Development Corporation and was developed through an approved plan of subdivision in 2009 (City of Ottawa File Reference 15-94-0505). This industrial park is accessible off both Hawthorne Road and Rideau Road. Refer to Figure 3.

Land use of neighbouring properties noted in the Paterson Group, Phase I Environmental Site Assessment Study (Nov. 2020) consist primarily of vacant and/or undeveloped lands to the north, of the Hawthorne Industrial Park, and farmland to the east. A vacant vegetated area is located directly to the north of Rideau Road and the Hawthorne Industrial Park. Agricultural lands including cultivated fields are located to the east of the Industrial Park.

Figure 3: Subject Site Area Context - Hawthorne Industrial Park

Source: geoOttawa

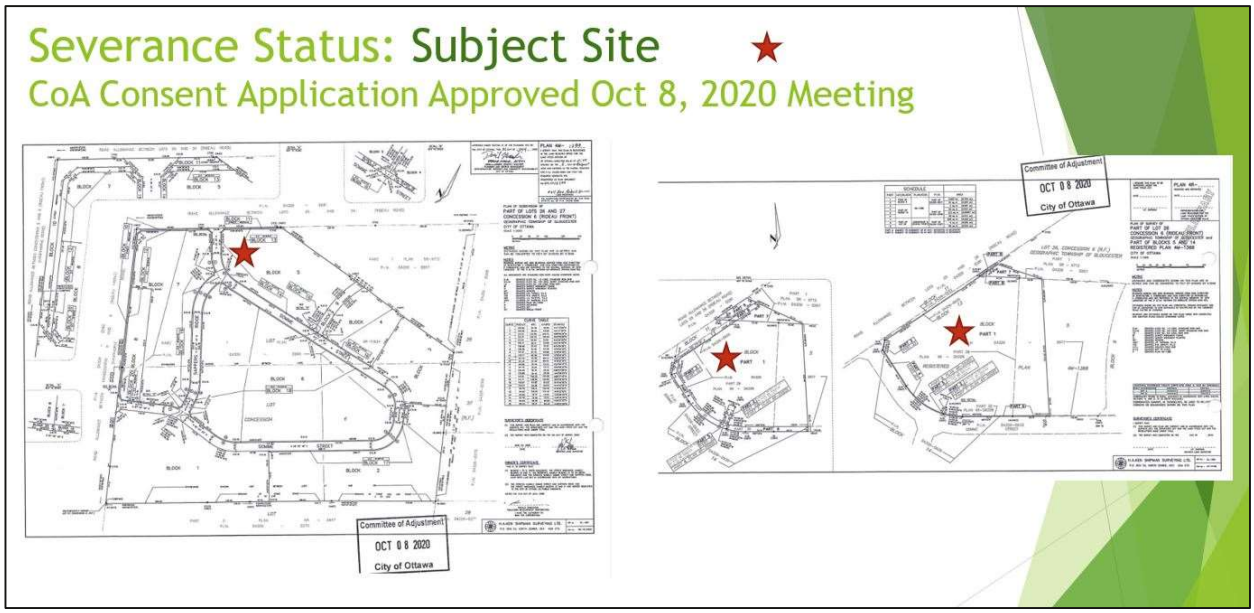
Adjacent land uses to the west of the Industrial Park include the Tomlinson Rideau Quarry and Plant site in addition to the Lafarge ready mix concrete facilities located to the west of the industrial park and Hawthorne Road. A remnant quarry site is located to the south of the park.

The subject site is generally flat and is currently a vacant lot comprised of a disturbed open field. GHD Limited has assessed the property and confirmed the following:

The surrounding topography slopes up at approximately 2 meters horizontal north to south by approximately 5.0 meters from Rideau Road and reaches a plateau area which extends across the site to the Somme Street. The site elevation is higher compared to the surrounding streets varying from approximately 0.2 meter's higher on the south side (Somme Street) to 5 meters higher on the north side (Rideau Street). There is also a ditch along the south, west, and north perimeters of the Site. The "Scoped Environmental Impact Study" (updated Jan 06. 2022) prepared by GHD confirmed that there is no watercourse located directly on the subject property. The existing roadside ditch along the Somme Street frontage conveys minimal flows to the ditch along Rideau Road. This ditch mainly conveys drainage flows south into an existing stormwater management facility located within the Hawthorne Industrial Park. The roadside ditch located directly northwest of the subject property along Rideau Road drains to the Findlay Creek Municipal Drain. GHD has observed that under normal flow conditions there is evidence that the ditch may be considered intermittent. GHD biologists did not identify any significant terrestrial or aquatic species on a national, provincial, or regional level within the subject property during field surveys.

The entire industrial park has been zoned to permit uses such as industrial manufacturing, warehousing, storage, construction facilities and other heavy industrial uses. Most land parcels within the park are currently vacant. Within the Hawthorne Business Park only one other developed parcel has a large building on it located at 681 Somme Street. This developed site is located at the southeast corner of the Hawthorne Road and Somme Street intersection and features an existing waste management services facility operated by Renewi Canada Ltd. Two (2) other parcels within the park are currently being used for what appear to be onsite storage of materials.

Figure 4: Subject Site 301 Somme Street



Source: City of Ottawa, Committee of Adjustment

The subject site is presently owned by Consolidated Fastfrate (Ottawa) Holdings. This parcel was recently created through the approval in November of 2020 of a consent application by the City of Ottawa Committee of Adjustment (City of Ottawa File References D08-01-20/B-00260 to D08-01-20/B-00261). Refer to Figure 4 and Appendix A.

The lands within the industrial park that are immediately adjacent to the subject site are presently vacant and do not have any existing buildings on them. Beyond the limits of the industrial park, land uses consist of heavy industrial and aggregate uses to the west and south, vacant lands to the north and agricultural lands to the east.

3. Description of Proposed Site Development

The subject site is an irregular parcel of land encompassing an area of approximately 4.07 Hectares or ~10.05 Acres). Refer to Figures 4 and 5. The site is located adjacent to the intersection of Rideau Road and Somme Street. For site planning purposes the City's Planning Department has deemed the frontage along Somme Street to be considered as the front yard. The site is vacant and relatively flat in terms of elevation. The is a rise in the grade elevation from the Somme Street frontage toward the northern portion of the site.

Figure 5: Local Transportation Network

Source: Fastfrate Warehouse Facility, Rideau Road Ottawa, Transportation Impact Study May 10, 2021, Castleglenn Consultants,

There is a 30 cm reserve along both the Somme Street and Rideau Road frontages of the property. A lifting of a reserve application is required for access and servicing requirements. The reserve was put in place during the establishment of the subdivision and, as per clause 18 of Schedule F, Section D, of the Subdivision Agreement.

Figure 6: Subject Site Area Photo - 301 Somme Street Northeast View

Source: 1- Haven Group, Site Photo Ref 2650, April 14, 2021

Consolidated Fastfrate (Ottawa) Holdings' site plan as presented in Figure 7 defines the develop of a one storey warehouse facility 12.4 meters in height on the subject site located at 301 Somme Street. The proposed warehouse facility has a base building gross floor area (GFA) footprint of approximately 8,641 m^2. The details on the site design are highlighted on Table 1, Figure 7 and in Appendix C.

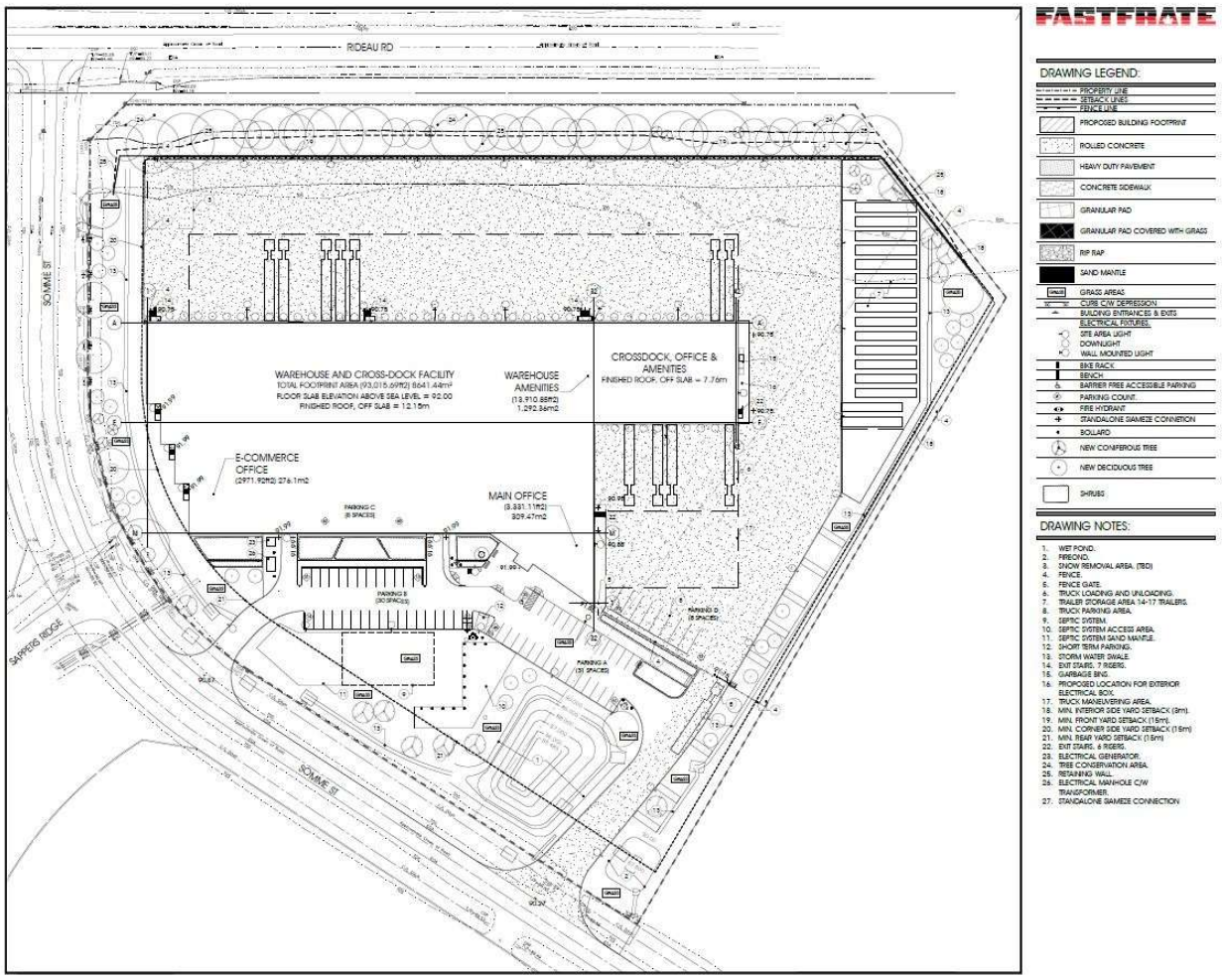
Table 1: Site Plan Statistics – Fastfrate Ottawa – 301 Somme Street

BUILDING AREA DATA	TOTAL m2	OCCUPANCY
2.1 WAREHOUSE (CROSS-DOCK)	1,292.37 m2	5 PERSONS
2.2 WAREHOUSE	6,610.36 m2	6 PERSONS
2.3 E-COMMERCE OFFICES	276.09 m2	8 PERSONS
2.1 MAIN OFFICE	309.47 m2	7 PERSONS
2.5 WAREHOUSE (AMENITIES)	153.15 m2	10 PERSONS
TOTAL BUILDING AREA	8,641.44 m2	36 PERSONS

SITE APPLICATION DATA	REQUIRED, CITY OF OTTAWA	PROPOSED
1.0 LAND USE REQUIREMENTS		
1.1 ZONE	RH	RH
1.2 MAXIMUM HEIGHT	15m	12.4m
1.3 FRONT YARD SETBACK	15m	60.5m
1.4 CORNER SIDE YARD SETBACK	15	16.2m
1.5 SIDE YARD SETBACK	3m	46.7m
1.6 REAR YARD SETBACK	15m	15.2m
1.7 MINIMUM LOT WIDTH	50m	N/A
1.8 MINIMUM LOT AREA	8,000m²	40,665.3m²
1.9 MAXIMUM LOT COVERAGE	50% (20,332.65m²)	21.25% (8,641.43m²)
1.10 TOTAL LANDSCAPED AREA ON PROPERTY	-	33% (13,419.55m²)
1.11 TOTAL LANDSCAPED OUTSIDE OF PROPERTY	-	11.2% (4,554.51m²)
2.0 PARKING REQUIREMENTS		
2.1 WAREHOUSE - FIRST 5000m2	5000m² x (0.8/100m²) = 40 SPACES	40 SPACES
2.1.1 WAREHOUSE (CROSS-DOCK)	1292.37m²	
2.1.2 WAREHOUSE	6610.36m²	
2.1.3 WAREHOUSE (AMENITIES)	153.15m²	
2.1.4 TOTAL WAREHOUSE	8055.88m²	
2.1.5 WAREHOUSE REMAINING PARKING SPACES	8,055.88m² - 5,000m2=3,055.88m2 x (0.4/100m2)	13 SPACES
2.2 E-COMMERCE OFFICES	276.10m² x (2.4/100m²) = 6.6 SPACES	8 SPACES
2.3 MAIN OFFICE	309.47m² x (2.4/100m²) = 7.42 SPACES	16 SPACES
2.4 TOTAL PARKING REQUIRED	66.24 SPACES	77 SPACES
2.5 PARKING PROVIDED BREAKDOWN		
2.5.1 PARKING LOT A PROVISION		8 SPACES
2.5.2 PARKING LOT B PROVISION		30 SPACES
2.5.3 PARKING LOT C PROVISION		31 SPACES
2.5.4 PARKING LOT D PROVISION		8 SPACES
2.5.5 TOTAL PARKING PROVIDED		77 SPACES
2.6 ACCESSIBLE PARKING SPACES	1 SPACE	1 SPACE
2.7 BICYCLE PARKING - OFFICE	585.56² x (1/250m²) = 2.34 SPACES	3 SPACES
2.8 BICYCLE PARKING - WAREHOUSE	8,055.88m² x (1/2000m²) =4.03 SPACES	5 SPACES
3.0 OTHER PARKING REQUIREMENTS		
3.1 LOADING FACILITIES	1 LOADING SPACE	1 LOADING SPACE
3.2 LOADING BAYS	N/A	48 LOADING SPACE

Source: CIVITAS, Site Plan (Drawing Ref. No. 2001-A1.0, Dated: 2021.12.20

Figure 7: 301 Somme Street – Proposed Warehouse Development Site Plan



Source: CIVITAS GROUP, Site Plan Fastfrate, (Drawing Ref No: 2001-A1.0, dated: 2021.12.20

The proposed site plan includes the following features:

- Vehicle, e-commerce, and transport trailer site access off Somme Street at the southeast corner of the property. Transport Trailers will also use this access point to exit the property.
- Employee, visitor, and e-commerce vehicle traffic to exit site at southwestern driveway.
- A cross-dock area located in the rear of the property and northeastern side of the facility.
- Additional parking area for transport trailers in the northeast corner of the site.
- An office area which is accessory to the warehouse principal use of the site is located in the southeastern part of the facility.
- An e-commerce delivery vehicle delivery pickup area incorporated in the front of the facility which is accessed off the front parking area. Delivery pickup vehicles will drive into the designated entrance to the facility and drive out the designated exit.
- Landscaped and staff / visitor parking areas located in front of the warehouse facility.
- A wastewater and septic field facility, as well as a wet stormwater pond to be in the front yard landscaped area.

3.1 Adjacent Development Initiatives

A review of adjacent developments planned within the immediate study area was undertaken by Castleglenn consultants, a transportation consulting firm, as part of the Transportation Impact Assessment (TIA) study prepared in May of 2021 on behalf of the applicant. The following development initiatives were identified within proximity to the subject site

- 300 Somme Street: Located within Block 6 of the Tomlinson Hawthorne Industrial Park subdivision, the 300 Somme Street development is approximately 17.8 hectares in size. The development proposes a combined 740 m^2 office and 454 m^2 warehouse with the remaining land serving as temporary outdoor vehicle storage yard with stalls for tractor trailer storage (15.6 meters). The site would provide two, one-way accesses along Somme Street located 145 meter and 210 meters east of Sappers Ridge opposite the Fastfrate development.
- 35 Sappers Ridge: The 35 Sappers Ridge development proposes 16 commercial units on three separate pads, totaling 2,300 m^2 gross floor area of commercial development. A single access is proposed from Sappers Ridge.
- 581 Somme Street (Includes 601 Somme and 5123 Hawthorne): The 581 Somme Street proposes a new Techo-Bloc warehouse, showroom and accessory office building for a landscape business totaling approximately 370 m^2.
- 631 Somme Street: The 631 Somme Street development proposes 12 mini-storage warehouse buildings and 83 m^2 of office space. The total floor area of the development is proposed to be approximately 3,850 m^2.

3.2 Pre-Application Consultation

A formal pre-application consultation meeting was held on December 17, 2020, with the applicant, the Fastfrate design team and City of Ottawa planning and technical staff. The purpose of this meeting was to present for discussion a concept overview of Fastfrate's proposed warehouse distribution centre facility, timing requirements for site plan development approvals and construction of the facility as the site planning considerations for the subject site. Based on this presentation City staff identified site plan control application requirements, required site plan support studies and plans, as well as provided planning, environmental and engineering direction regarding the preliminary site plan concept presented. Refer to Appendix E.

On the advice of City planning staff, a follow-up meeting was held on March 1, 2021, with City Councillor George Darouze representing Osgoode Ward 20 for the purposes of reviewing the proposed site development on the subject site and receiving comments. The Councillor received a copy of the design team's preliminary site concept proposal for reference and public distribution to affected communities for further comment.

The site plan concept was further refined based on the initial pre-consultation meeting direction from the City as well as direction from subsequent follow-up meetings with City planning and technical staff from Mach 2021 through to July 2021. The Fastfrate site plan application was submitted to the City in August of 2021 (SPA – D07-12-21-0127) and has since been further revised with input received from the City of Ottawa staff through September to November of 2021.

4. Planning Policy and Regulatory Context

The following section provides a summary overview of applicable planning policies and regulations which have been taken into consideration with regards to the site plan control application D07-12-21-0127 for the subject site.

4.1 Provincial Policy Statement (PPS) 2020

Section 3 of the Provincial Planning Act (R.S.O.) requires that decisions affecting planning matters "shall be consistent with" the policies of the Provincial Policy Statement (PPS) including the development of employment uses and the promotion of economic activity). The Fastfrate Ottawa proposed warehouse distribution centre is deemed an employment use. The current Provincial Policy Statement which came into effect May 1, 2020, is organized into three policy sections including:

+ Building Strong Healthy Communities (Section 1 PPS).
+ Wise Use and Management of Resources, (Section 2 PPS).
+ Protecting Public Health and Safety (Section 3 PPS).

The following assessment rationalizes how the proposed site plan for the subject site is consistent with the applicable PPS policies.

4.1.1 Building Strong Healthy Communities – Section 1.0 PPS

Section 1.1 of the PPS focuses on "Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns". This section of the PPS provides land use policy direction with regards to how healthy, liveable, and safe communities are to be sustained. The proposed site plan is consistent with this policy direction as follows:

+ The proposed site plan supports and promotes the efficient development of the subject site located within the Hawthorne Industrial Park which is designated in the City of Ottawa's Official Plan (OP) as a "Rural Employment Area" and zoned within the City of Ottawa's Zoning Bylaw as a Rural Heavy Industrial (RH) zone.
+ Development within the planned Hawthorne Industrial Park is under the City of Ottawa's site plan control approval process whereby the proposed site plan development avoids conflicting land use development patterns which may cause environmental or public health and safety concerns.
+ The proposed site plan supports the achievement of integrated industrial land use planning and development within the designated Hawthorne Industrial Park, achievement of effective growth management development, and implementation of City of Ottawa's cost-effective infrastructure planning and standards to minimize land consumption and servicing costs.
+ The proposed site plan development addresses the improvement for persons with disabilities by addressing land use barriers and development standards which will comply with the Accessibility for Ontarians with Disabilities Act (AODA). and
+ The proposed site plan development will ensure that necessary infrastructure will be available to meet current and projected needs.

Section 1.1.4 of the PPS provides policy directions regarding development within "Rural Areas in Municipalities". The proposed site plan development supports the applicable "Healthy, Integrated and Viable Rural Areas" policy direction as follows:

+ The warehouse facility as proposed in the site plan is a permitted use within the rural Hawthorne Industrial Park, and
+ The development as presented in the site plan control application will utilize rural infrastructure efficiently.

With regards to **Section 1.1.5.4 of the PPS** the proposed site plan development is deemed compatible with the planned function of the Hawthorne Industrial Park located within rural landscape of Southeast Ottawa which can be sustained by rural service levels.

The PPS provides that the City of Ottawa shall promote economic development through various measures, including ensuring suitable land and the necessary infrastructure is available for the development of employment uses. The City of Ottawa has identified and designated land for the development of rural employment area uses based on factors such as access to transportation and logistics facilities, land use compatibility, and the availability of public services and infrastructure to support employment uses. The proposed site plan development will be located within a designated Rural Employment Area and will be compatible with and contribute to the diversity of employment uses in this rural area, while utilizing existing infrastructure.

4.1.2 Wise Use and Management of Resources – Section 2.0 PPS

Section 2.1 of the PPS identifies policies concerning Natural Heritage. The proposed site plan is located within the approved Hawthorne Industrial Park subdivision and is deemed consistent with the policy direction cited in Section 2.1 as follows:

With regards to the City of Ottawa's Official Plan "Schedule K – Environmental Constraints" no environmental constraints are identified on the site. With regards to the Official Plan's "Schedule L1 – Natural Heritage System Overlay (East)" no Natural Heritage System features are located on the subject site. **Section 2.1.1 of the PPS indicates that natural areas and features must be protected**, and that development on lands adjacent to natural heritage features are prohibited unless it is demonstrated that there will be no negative impacts on such features or their ecological functions. A vegetated area is located within the property located to the north of Rideau Road and the Hawthorne Industrial Park subject site area.

The South Nation Conservation Authority (SNCA) identified that the subject site and Hawthorne Industrial Park borders a mapped watercourse on the north and east sides of the property. The watercourse located on the east side of the Hawthorne Industrial Park has been identified as the Findlay Creek Municipal Drain. The SNCA confirmed that at a minimum, this watercourse contributes to downstream aquatic habitats in the form of base flow and nutrients and may provide habitat for fish in the spring and after rain events.

A watercourse located within the road side ditch area running along the south side of Rideau Road adjacent to the subject site has also been identified.

This watercourse feature was interpreted to meet the City of Ottawa's Official Plan definition of a Surface Water Feature, Section 2.4.2. of the OP, and therefore required an Environmental Impact Statement (EIS) for consideration of subject site's future development and site alteration requirements. GHD's environmental consulting branch completed on behalf to the applicant's site plan control application a Scoped Environmental Impact Study, (revised January 6, 2022) which has been submitted to the City in support of the SPA. The scoped EIS addresses the City of Ottawa's Official Plan policy requirements regarding Environmental Impact Statements cited in Section 4.7.8 of the Official Plan (2003 consolidation version).

The submitted scoped EIS concludes that no negative impacts are anticipated on the forested area based on the environmental review and fieldwork undertaken on behalf of the applicant. A specified 15 meters development set back along the rear of the subject site property as well as other measures have been recommended by GHD through the scoped EIS to mitigate the impact on the drainage ditch running along the south side of Rideau Road.

Section 2.2 of the PPS provides policies on Water. Policy 2.2.2 states "Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored".

No sensitive surface or ground water features exist on the subject site. A drainage ditch is located adjacent to the site running along the south side of Rideau Road. The 15 meters development setback from the top of bank for the ditch in addition to undertaking slope stabilization mitigation measures within the setback area are proposed to protect and improve this feature. Refer to Section 6 of this report with reference to the Geotechnical, Hydrogeological and Noise and Vibration supporting studies as well as the Scope Environmental Impact Study and Tree Conservation Report summaries for supporting rationale for the 15-meter setback.

Section 2.3 of the PPS identifies policies addressing Agriculture. Policy 2.3.1 states that "Prime agricultural areas shall be protected for long-term use for agriculture".

The subject site is located within the Hawthorne Industrial Park and is not located within prime agricultural land.

Section 2.5 of the PPS identifies policies on Mineral Aggregate Resources. Policy 2.5.1 states "Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified'.

No mineral aggregate resources exist on the subject site. The Lafarge and Tomlinson Rideau Quarry aggregate areas are located to the west of the Hawthorne Industrial Park will not be impacted by the proposed site plan.

Section 2.6 of the PPS identifies policies on Cultural Heritage and Archaeology. Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved". Policy 2.6.2 states that "Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved".

Archaeological resources and potential would have been investigated and assessed during the City of Ottawa review, approval, and registration of the Hawthorne Industrial Park subdivision. City planning staff during the pre consultation and SPA submission process did not identify the need for the applicant to complete an "Archaeological Resource Assessment" for the subject site. With regards to Policy 2.6.3 the subject site is not adjacent to protected heritage property.

4.1.3 Protecting Public Health and Safety – Section 3.0 PPS

Section 3 of the PPS identifies policies regarding the protection of public health and safety.

Section 3.1 of the PPS identifies policies on Natural Hazards. Policy 3.1.1 of the PPS states that "Development shall generally be directed, in accordance with guidance developed by the province (as amended from time to time), to areas outside of:

- Hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards.
- Hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.
- Hazardous sites".

The proposed site plan is not occurring within or adjacent to natural hazard lands or sites. The SNCA has confirmed that the subject site is not located within a municipal drinking water Wellhead Protection Area or Intake Protection Zone.

Section 3.2 of the PPS identifies policies on Human-Made Hazards. Policy 3.2.1 states "Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed."

The subject site is located within the Hawthorne Industrial Park subdivision. The industrial park is located east of the Tomlinson Rideau Quarry Plant and Lefage (Ready Mix Concrete Supplier) aggregate operations which are located on the south side of Hawthorne Road. Refer to Figure 3. Rehabilitation and measures to address any known or suspected hazards associated with the location of the aggregate operations adjacent to the Industrial Park would have been addressed as part of the Hawthorne Industrial Park subdivision approval agreement.

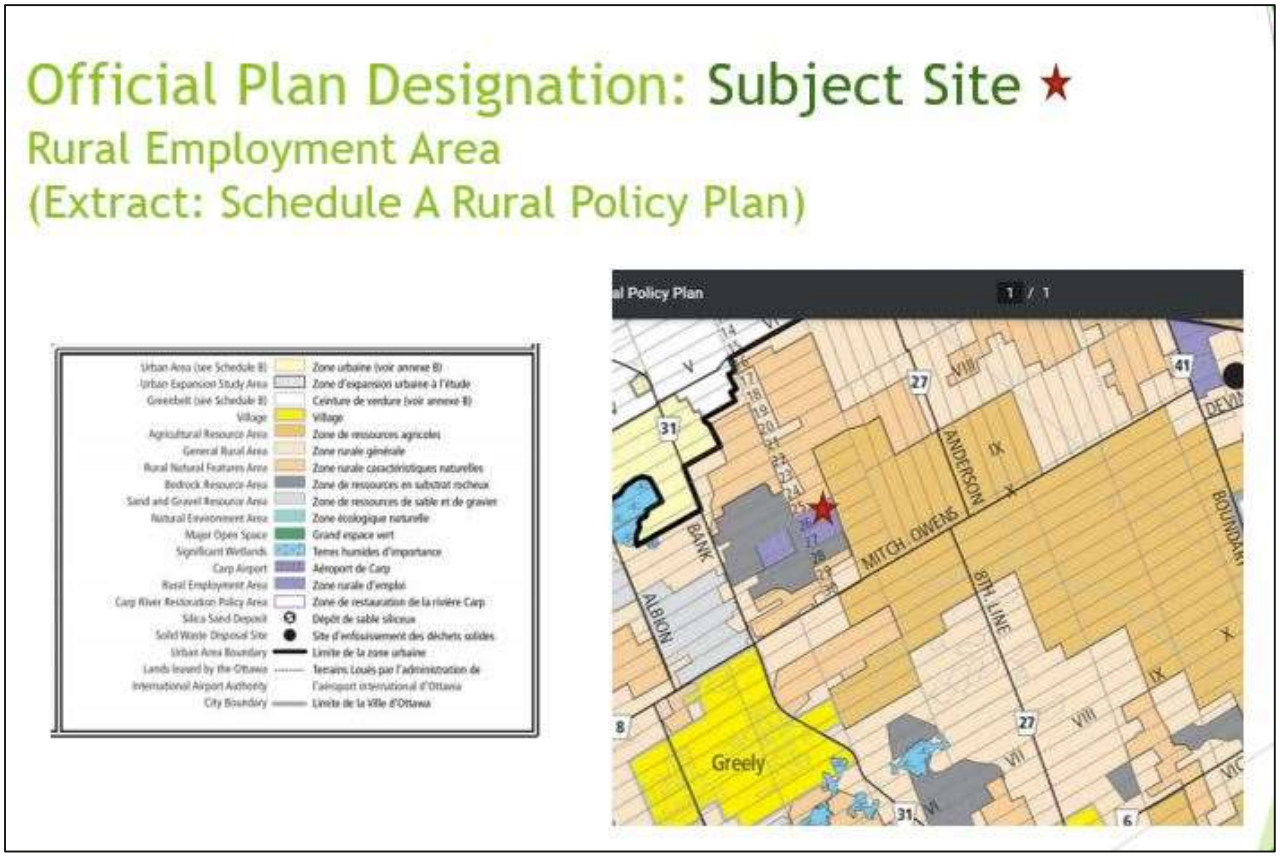
Based on above assessment of the identified relevant policies of the PPS the proposed site plan is concluded to be consistent with the policy direction of the Provincial Policy Statement (2020).

4.2 City of Ottawa Official Plan (2003 Consolidation as amended)

The City of Ottawa Official Plan ('OP') adopted by City Council in 2003 and as amended was identified by City planning staff as the applicable Official Plan for site plan compliance purposes. The Fastfrate site plan application D07-12-21-0127 was submitted to the City in August of 2021. The 2003 version of the OP provides guidance to City Council, municipal staff and the public when making decisions about future land use and economic development in the City of Ottawa. The site is located within the rural boundary area of the City and is designated **"Rural Employment Area**" identified on Schedule A, Rural Policy Plan of the 2003 version of the OP and as illustrated in Figure 8.

Section 3.7.5 of the OP states that the "Rural Employment Area" land use designation is intended to support and encourage clustering of primarily industrial uses not suitable in the Urban Area or General Rural Area. The OP further states that "rural employment areas located near 400 Series Highway interchanges are uniquely suited to transportation facilities such as truck terminals, warehouses, courier and freight facilities that support intra and interprovincial movements of goods". Uses permitted within rural employment areas include both heavy and industrial uses, new transportation, warehouse, and storage operations, specified noxious uses, new limited commercial uses that primarily provide services to employees of rural business park or travelling public.

Figure 8: Official Plan (2003 Consolidation, as amended) Land Use Designation



Source: 2 - Adapted from City of Ottawa, Official Plan Schedule A Rural Policy Plan

The proposed site plan and development of the subject site for a warehouse, e-commerce distribution facility is consistent with the intent of the "Rural Employment Area" land use designation and associate policies of the Official Plan.

'Section 3.7.5 requires development within Rural Employment Areas to undergo Site Plan Control approval and particular attention is to be given to the physical design of the building and site.

Section 2 of the OP entitled "Strategic Directions" outlines broad policies that govern growth and change in Ottawa over a 20-year planning horizon. With regards to the proposed development relevant policies within this section of the OP include the following. **Section 2.1 of the OP – "Patterns of Growth"** identifies that Ottawa's growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop. The plan provides projections in terms of anticipated population, household and employment which is to be realized over the planning horizon in both urban and rural areas of the City.

The proposed development of the subject site is deemed consistent with the policies for managing "Patterns of Growth" and the achievement of employment projections in the rural area of Ottawa.

Section 2.5.1 of the OP identifies several Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. These Design Objectives are broadly applicable, to plans and development in all land use designations, and from a city-wide to a site-specific basis. Table 2 provides an assessment of how the proposed sites plan is consistent with these policy objectives.

Table 2: Consistency with Official Plan Design Objectives - Policy Ref 2.5.1

Official Plan Policy Reference Section 2.5.1 Designing Ottawa Design Objectives	
Design Objectives (OP Section 2.5.1)	**Site Plan Design Response**
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	Proposed Site Plan design for the warehouse facility enhanced the intended rural industrial park identity area and add to the infill development of the Hawthorne Industrial Park.
2. To define quality public and private spaces through development	The proposed warehouse on the subject site will be defined by a quality development on a corner gateway entrance site location within the Hawthorne Industrial Park.
3. To create places that are safe, accessible and are easy to get to, and move through.	The proposed site plan layout provides for a safe, accessible and are easy to get to, and move through Warehouse facility.
4. To ensure that new development respects the character of existing areas.	The subject site is located within the Hawthorne Industrial Park which respects the character and intended use of the area as a rural industrial park.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The site plan design and layout provide for the adaptive re-use of the site over time for industrial uses requiring a large format building site.
6. To understand and respect natural processes and features in development design.	Phase I and II Environmental Assessments in addition to a scoped EIS have been undertake on behalf of the applicant to assist in identifying and responding to natural processes and features. The site plan design respects the natural processes identified in the EA and EIS reports and include provision of a sufficient development setback and slope stabilization measures from the

Official Plan Policy Reference Section 2.5.1 Designing Ottawa Design Objectives	
Design Objectives (OP Section 2.5.1)	**Site Plan Design Response**
	recommended 15 meter development set back from the top of bank of the drainage ditch which runs along the south side of Rideau Road adjacent to the site.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	While the applicant is not seeking a LEED certification or equivalency on this new construction project efforts and best practices will be considered by the tenant to reduce the resource consumption, energy use, and carbon footprint of the built environment were deemed appropriate.

The proposed site plan development is deemed consistent with the broad design objectives outline in Section 5.2.1 of the Official Plan.

Section 4.3, Policy 6 of the OP identifies that a transportation impact assessment (TIA) report is required to be undertaken in accordance with the city's Transportation Impact Assessment Guidelines and submitted when reviewing development applications to assess the adequacy of the transportation network to meet the needs of the proposed development. The TIA is intended to be used by the city to determine the level of impact the development may have on the transportation network in the surrounding area.

A TIA prepared by Castleglenn Consultants on behalf of the Consolidated Fastfrate (Ottawa) Holdings Inc has been submitted to the city in support of the site plan control application. The TIA was prepared in compliance with the OP's Section 4.3 Policy 6 requirements. A summary of the TIA report is provided in Section 6.1 of this Planning Rationale.

Policy 4.4.2 (1) of the OP applies for developments requiring private water and wastewater systems. With regards to servicing requirements, the subject site is located outside of the Public Service Area of the City of Ottawa. For projects requiring site plan approval, Section 4.4.2 of the OP "Policy (1)" requires the information to be provided with the application to assess the likelihood that:

+ "Sufficient quantity of groundwater exists on site to service the development.
+ A water well can be constructed on the proposed lot(s) that will not be impacted by identified potential sources of groundwater contamination in the area.
+ The quality of the groundwater meets or exceeds the Ontario Drinking Water Standards, Objectives and Guidelines.
+ The operation of the on-site wastewater system on the new lot(s) will not adversely impact on a well to be constructed on the proposed lot(s) and on the wells of neighbouring properties.
+ The development is within the reserve capacity of the municipal sewage system for hauled sewage."

To address these site servicing policy requirements the following support studies have been submitted in support of the Fastfrate Site Plan Control application including:

+ A Site Servicing Study and Stormwater Management Report prepared by **CIMA+**, dated December 15, 2021.

- Hydrogeological Assessment Report, prepared by GHD consultants, Jan 19, 2021, and Septic Assessment and Percolation Rate Evaluation by GHD, April 12, 2021, and,
- Hydrogeological Assessment, Large Sewage Disposal System, prepared by DHD consultants Nov 2, 2021.

These reports concluded that the proposed development can be adequately serviced by way of drilled well and an on-site septic system which will be owned and managed by Consolidated Fastfrate (Ottawa) Holdings. The Hydrogeological Evaluation prepared by GHD concluded that the available groundwater is of sufficient quality and quantity to service the proposed development.

Policy Section 4.7.1 of the OP identifies that "site plan control applications requiring an environmental impact statement, tree retention and protection plan or landscape feature assessment be accompanied by an integrated Environmental Review Statement." City planning staff identified during the pre application consultation meeting held in December 2020 that an Environmental Impact Statement and Tree Conservation report would be required to be undertaken and submitted as part of the site plan control application. City planning staff did not identify the requirement for Consolidated Fastfrate (Ottawa) Holdings Inc to undertake a separate Environmental Review Statement.

In compliance with the City's identified requirements Consolidated Fastfrate (Ottawa) Holdings Inc retained consultants to prepare and submit the following reports as part of the site plan control application including:

- A Scoped Environmental Impact Statement prepared by GHD, revised January 6, 2022, and.
- A Tree Conservation Report, prepared by Civitas Architecture Inc, revised December 13, 2021.

These reports address proposed tree saving measures, slope protection, environmental impact statements, water feature setbacks, and landform protection measures to be integrated as part of the site plan approval. The submitted site plan control application identifies the location of treed areas, watercourses, poorly drained and wetland areas, and changes in elevation of the site.

Section 4.7.3 for the OP identifies policies regarding Erosion Prevention and Protection of Surface Water. Polices within this section of the OP address setback requirements for protecting stream corridors, surface water environment as well as watercourses. The scoped EIS report prepared by GHD recommends due to site constraints a 15-meter setback from the identified ditch running along the south side of Rideau Road. The City has advised that a 15-meter setback from the water course may be accepted where mitigation measures are proposed. The scoped EIS and Geotechnical Investigation reports prepared by GHD on behalf of Fastfrate propose that the owner of the subject site proceed on site plan approval to build an earthen berm retaining wall for erosion prevention and protection of surface water mitigation, whereby a 15-meter setback from the ditch watercourse will be maintained, preserved and protected in accordance to OP policies. Refer to the Erosion and Sediment Control Plan prepared by **CIMA+** on behalf of Consolidated Fastfrate (Ottawa) Holdings Inc and submitted as part of the Site Plan Control application. The proposed measures for erosion prevention and protection of surface water are deemed consistent with the relevant Section 4.7.3 Policies of the OP.

Section 4.7.6 Policy (1) of the OP requires that "site plan control applications be supported by a stormwater site management plan". To satisfy this requirement and in support of the site plan control application, a Site Servicing and Stormwater Management Report, dated December 15, 2021, has been prepared by **CIMA+** and submitted as part of this site plan control application. The **CIMA+** report concluded that stormwater management can be accommodated through proposed on-site ditches, pond, and existing off-site ditches.

Section 4.11 of the Official Plan provides policy direction related to "Urban Design and Compatibility" with regards to site development. Table 3 provides an assessment of the proposed site plan consistency in addressing the relevant policy direction set out in Section 4.11 of the OP.

Table 3: Urban Design and Compatibility OP Policy Ref 4.11

Official Plan Urban Design and Compatibility Policy Reference Section 4.11	
Section 4.11 Relevant Policies	**Site Plan Compatibility Response**
Policies	
"**4.11.1** A Design Brief will be required as part of a complete application…."	A Design Brief has been prepared and is presented in Appendix D of this Planning Rationale Report.
Building Design	
"**4.11.5** Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm."	There are no existing buildings adjacent to the subject site as these properties are vacant lots at the present. The Fastfrate distribution facility has been designed to fit with the existing desirable character and planned Industrial Park function of the surrounding area. Required setbacks, heights and building transition are designed in accordance with City's official plan land use policies and associated zoning bylaw provisions. The facility's structural and site elements including massing, façade and roofline articulation, colours and materials have been designed to promote the site as a gateway location to the evolving Hawthorne Industrial Park. Architectural elements, including windows, public entranceways, doors, and landscaping have been located facing the front of the property along Somme Street. The site has been designed to respect the existing and planned drainage grade considerations according to the submitted grade control and drainage plan.
"**4.11.6** The City will require that all applications for new development: a) Orient the principal façade and entrance(s) of main building(s) to the street. b) Include windows on the building elevations that are adjacent to public spaces. c) Use architectural elements, massing, and landscaping to accentuate main building entrances."	• The principal façade of the Fastfrate Facility including public entrance to the main building is oriented to the Somme Street. • Windows and public entranceways to the main warehouse office areas are located to the front of the building facing the parking and landscape areas along the front of the property. • Architectural elements, massing and landscaping element designed to

Official Plan Urban Design and Compatibility Policy Reference Section 4.11	
Section 4.11 Relevant Policies	**Site Plan Compatibility Response**
	accentuate the main building entranceways are presented in the submitted site plan package as shown in Appendix D.
"**4.11.7** The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The city will encourage development proposals at such locations to include the following: a. Strong architectural design elements that feature the corner or street axis by locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g., the main entrance) to the corner or axis which has a view of the terminus. b. Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and c. Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity."	• The site design of the Fastfrate facility is located at the corner of the Somme Street and Rideau Road entrance to the Hawthorne Industrial Park. The site and building design incorporate strong architectural design elements including the used of glass windows, doorways, and coloured cladding along the southern edge of the facility in a manner which focuses on the views on this corner street axis site featuring the most interesting portion of the building to the public. • Materials used on the front façade are wrapped around those portions of the building where key façades are exposed to the public realm. • The are no sidewalks along the Hawthorne Industrial Parks internal road system. The parking lots for non truck vehicles are located near the front of the building fronting Somme Street whereby facilitating short walking distances to and from the main office area building entrances.
"**4.11.8** To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e., trees, landscaping, decorative walls, and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk."	• Servicing, loading areas, and other required mechanical equipment and utilities have been internalized and integrated into the design of the base building. • The location and operation of these areas and equipment will be designed to maintain a pedestrian friendly environment
"**4.11.9** Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building."	The proposed one storey warehouse will have roof-top mechanical systems. Signage will be located on the side of the building the upper wall face as identified in the site elevation drawing submitted as part of the Site Plan Control Application.

Official Plan Urban Design and Compatibility Policy Reference Section 4.11	
Section 4.11 Relevant Policies	**Site Plan Compatibility Response**
Massing and Scale	The warehouse facility is a single storey building having a maximum height of 12.4 meters and a total footprint area of approximately 8641.43 m^2. This building will occupy approximately 21.43 % of the total site area. The building is positioned on an angle from Somme Street and has a minimum front yard set back of 15.2 meters along the western side. There a no other buildings on the lots immediately adjacent to the subject site in the industrial park.
High Rise Buildings	N/A
Outdoor Amenity Areas Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.	Aside from the outdoor grassed and landscaped entranceway areas located in front of the office areas located along the southern edge of the building there is no real amenity area on the site. The overall site layout minimizes undesirable impacts on adjacent sites through the siting of the cross dock and transport truck loading area being located along the eastern side and northern rear sides of the building.
Public Art	N/A
Design Priority Areas The City has identified target areas for intensification and other prominent areas which are significant destinations in the city and recognized them as design priority areas in Section 2.5.1 of this Plan.	N/A, the subject site is not located in Design Priority Area
First Nations Peoples Design Interests The city will engage and work with the Algonquins where proposals on public lands, such as Chaudière Island/Victoria Island, provide opportunities to incorporate aboriginal history and culture.	N/A

The “Design Brief” prepared Civitas Architecture Inc included in Appendix D of this report provides more detailed information regarding the proposed site plan response to the City’s design and compatibility policy considerations.

Based on this overview assessment, the design and compatibility of the proposed site plan is deemed consistent and in compliance with the relevant policies identified within Section 4.11 of the OP.

Section 5.2.1 (7) of the OP, identifies the entire City as a Site Plan Control Area where Site Plan Control (as provided for under the Planning Act, RSO) may be applied to all commercial, institutional, industrial, and multiple residential developments in the City.

The subject site’s proposed development is therefore subject to Site Plan Control.

Section 5.2.1 (8) of the Official Plan provides policy directions with regards to other site plan control requirements.

The Design Brief prepared by the Civitas Group, included in Appendix D, addresses the site plan's response to the City's policy direction concerning exterior architectural details, design features, elevations to illustrate matters of compatibility with adjacent buildings or sensitivity to local area place, context and setting, to address the relationship between buildings and between buildings and the street, incorporating sustainable design features, and illustrating scale, transitions in form, massing, character and materials.

4.3 Draft New Official Plan Policy Direction (as of July 2021)

The City of Ottawa was undertaking a comprehensive review and drafting of a new Official Plan during the time of the Fastfrate Site Plan Control application was being prepared for submission to the City. For the purposes of this Planning Rationale report the proposed Fastfrate site plan application submitted to the City in August of 2021 was reviewed for general consistency with regards to the applicable land use designation policies cited in the City's July 2021 version of the draft new Official Plan.

The subject Fastfrate site is shown to be designated as "**Rural Industrial and Logistics**" as referenced in the "Rural Transect" Schedule B8 of the July 2021 version of the draft new Official.

Section 9 of the July 2021 draft new Official Plan policies identified land use policy direction regarding "Rural Designations". Section 9.3 states that lands designated as "Rural Industrial and Logistics" are intended to support uses that are not suitable in the Urban Area or Rural Countryside due to the requirements for large areas of land or separation from their noxious activity. These uses provide for a full range of activities across multiple industry sectors, which include warehouse, distribution, light and heavy industrial uses, and small offices. Rural Industrial and Logistics areas are served by arterial roads, most of which are in close proximity to 400 series Highway Interchanges to facilitate the efficient movement of goods while limiting disruption to local rural traffic."

The Fastfrate site plan application for a warehouse distribution centre facility at 301 Somme Street within the Hawthorne Industrial Park is consistent with the above noted purpose and intent of the "Rural Industrial and Logistics" land use designation cited in the July 2021 draft new Official Plan.

After the Fastfrate site plan application was submitted to the City of Ottawa in August of 2021 City Council adopted a revised version of the new Official Plan on November 24th of 2021. The purpose and intent of the "Rural Industrial and Logistics" designation has remained the same as in the previous July 2021 version of the draft Official Plan. The City has forwarded the new Council approved Official Plan to the Ministry of Municipal Affairs and Housing (MMAH) for final approval consideration. Final approval of the Ottawa's new Official Plan by MMAH is expected later on in 2022.

Figure 9: Draft Official Plan Land Use Designation

Source: City of Ottawa, Draft Official Plan, July 2021

Section 9.3.1 policies of the July 2021 draft Official Plan state that lands designated as "Rural Industrial and Logistics" are intended to "Permit a range of industrial activity and functions to make best use of rural locations". The proposed site plan for a warehouse with an e-commerce distribution component is deemed consistent with the intent of this subsection relevant policies. In accordance this this subsections policy direction the proposed site plan facilitates the orderly development of a permitted industrial activity in a designated "Rural Industrial and Logistic" area being the Hawthorne Industrial Park. Building design, site layout and landscaping are proposed in a way that maintains and enhances the planned function and rural identity of the Hawthorne Industrial Park. The site will be appropriately screened from the public road and adjacent properties as per the submitted landscape plan. Accesses to the site have been designed to minimize traffic hazards between Somme Street and vehicular points of site access and egress. The proposed development is to be services by a private well and sewage system.

Section 9.3.2 Policies of the July 2021 draft Official Plan state that lands designated as "Rural Industrial and Logistics" are intended to "Maintain Clusters of Industrial use to reduce incompatibilities with the rural area". The proposed site plan for a warehouse with an e-commerce distribution component is deemed consistent with the relevant policy direction of this subsection. The proposed warehouse use with an e-commerce distribution component is deemed a permitted use within the Hawthorne Industrial Park which is designated on Schedule B9 of the revised draft plan as a "Rural Industrial and Logistics" land use area.

Ottawa's new Official Plan will come into "full force and effect" and be implemented once approved by the Ministry of Municipal Affairs and Housing.

4.4 Integrated Environmental Review

The applicant commissioned a Phase I and Phase II Environmental Assessment (EA) regarding the subject site area which was undertaken by the Paterson Group. These two (2) reports have been submitted as support studies to the Fastfrate Site plan control application and provide a summary of the environmental features, including recommendations on potential implications which have assisted in providing an integrated site plan design solution.

A Scoped Environmental Impact Study (EIS), January 6, 2022, was updated by GHD Limited on behalf of Consolidated Fastfrate (Ottawa) Holdings. The updated EIS has been re-submitted as a support study for the site plan control application. The key findings of this report are summarized in Section 6.7 of this Planning Rationale.

4.5 Zoning Bylaw No. 2008-250

The City of Ottawa's Zoning Bylaw 2008-250 identifies that the subject site located at 301 Somme Street is zoned as "Rural Heavy Industrial" (RH) zone. Refer to Figure 10.

Section 221 of the Zoning Bylaw states that the purpose of the RH zone is to:

+ "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.
+ Accommodate a range of heavy industrial uses and limited-service commercial uses at locations which are neither environmentally sensitive nor near incompatible land uses.
+ Regulate development in a manner that respects adjacent land uses and will have a minimal impact on the rural area."

The proposed Site Plan Control Application for a warehouse development including e-commerce distribution and accessory offices is deemed compatible with Section 221.

Figure 10: Subject Site and Area Zoning

Source: geoOttawa web site (July 2021)

Section 221 of the Zoning Bylaw further identifies that a warehouse is considered a permitted use in addition to other industrial uses within lands zoned as “RH”.

The Zoning Bylaw defines a warehouse as “a building used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses and may include one accessory dwelling unit for a facility manager”.

The proposed Fastfrate development includes a warehouse facility including associated e-commerce distribution component and supporting warehouse office facilities on the subject site. The subject site is located in an area designated within the Official Plan as “Rural Employment Area”. The proposed development of the site respects adjacent land uses will have a minimal impact on the rural area and complies with the provisions of the Zoning Bylaw as per Table 4.

Table 4: Fastfrate Facility Zoning Compliancy Summary

Zoning Compliance Summary Fastfrate Facility 301 Somme St. RH: Rural Heavy Industrial Zone Provisions				
RH: Rural Heavy Industrial Zone Provisions[1] (Table 221 Zoning Bylaw)	**Required**	**Provided[2]**	**Compliance**	**Comment**
Minimum Lot Area[3] (m^2)	8,000	40,665.3m^2	Yes	
Minimum Lot Width (m)	50	N/A	Yes	Irregular
Minimum Front Yard Setback (m)	15	15.2	Yes	Somme Street Frontage
Minimum Rear Yard Setback (m)	15	60.5	Yes	
Minimum Interior Side Yard Setback (m)	3	46.7	Yes	
Minimum Corner Side Yard Setback (m)	15	16.2	Yes	
Maximum Building Height (Principal Building) (m)	15	12.4	Yes	
Maximum Lot Coverage (%)	50%	21.25%	Yes	
Setback from Watercourses (Section 69 ZBL) • **high water mark, or** • **top of bank, which ever is greater**	30 m **high water mark** or 15 m **top of bank**	15 m	Discussed with the City and Conservation Authority	Exception to setback required as per OP and Zoning provisions due to site constraints
Parking Requirements				
Minimum Required Parking Spaces (Vehicle) – Area D Rural Zoning Bylaw Schedule 1A - Table 101	**Required**	**Provided**	**Compliance**	**Comment**
Office: 2.4 per 100 m^2 of GFA GFA ~ (276.10 + 309.47)	14.05 stalls	16	Yes	

= 585.56 2.4 * 6.2854 =				
Warehouse: (0.8 per 100 m^2 for the ***first*** 5000 m^2 GFA) 0.8 * 50 = 40	40 stalls	61	Yes	
Warehouse: (0.4 per 100 m^2 ***above*** 5000 m^2 of GFA) GFA 8055.88m2 – 5000 = 3055.88m^2	12.22stalls			
Total required parking	**66.24 Stalls**	77	Yes	
Minimum Required Bicycle Parking Spaces – Zoning Bylaw Section 111(2)(h) identified in TIA (May 2021) **Office Space**:1 stall / 250 m2 GFA (GFA ~ 276.10 + 309.47) = 585.56 m^2 / 250 = 2.34 Stalls **Warehouse**:1 stall / 2000 m2 GFA GFA ~ 8055.88 m^2. / 2000 = 4.03	6.37	8	Yes	
[1] **Zoning Bylaw requirements as per City of Ottawa Comprehensive Zoning Bylaw**. [2] **As per Civitas Site Plan Drawing No. 2001 – A1.0 received August 6, 2021** [3] **Area of Subject Site for 301 Somme Street identified on Survey Plan** [4] **Refer to Official Plan Policy 4.7.3 (6) (7)**				

Section 69 of the City of Ottawa's Zoning Bylaw addresses "**Setback from Watercourses**" and states the following:

+ "Subject to subsection (3), despite the provisions of the underlying zone, the minimum setbacks set forth in subsection (2) must be provided to provide a margin of safety from hazards associated with flooding and unstable slopes and to help protect the environmental quality of watercourses and waterbodies.

+ Except for flood or erosion control works, or a public bridge or a marine facility, no building or structure, including any part of a sewage system, which does not require plan of subdivision, or site plan control approval, shall be located closer than.
    - 30 meters to the normal high-water mark of any watercourse or waterbody, or
    - 15 meters to the top of the bank of any watercourse or waterbody, whichever is the greater.
+ Development requiring a plan of subdivision or that is subject to site plan control must provide the watercourse or waterbody setbacks set forth in subsection (2) unless, as established through conditions of approval, a different setback is determined to be appropriate in accordance with the criteria set forth in the Official Plan. (Bylaw 2009-347)."

The site plan prepared by CIVITAS (refer to Appendix C) and the revised scoped EIS dated January 6, 2022, prepared by GHD, identify the location and rationale of the proposed 15-meter top of bank setback from the ditch watercourse located on the south side of Rideau Road fronting the subject site. The EIS report identifies that the roadside ditch's existing top of bank was determined to be the highwater mark as it is a physical feature. The top of bank was used to determine the 15m setback from the roads side ditch as this setback is deemed appropriate to:

+ Accommodate the site design layout proposed in the site plan.
+ Address existing site conditions concerning the ditch along the south side of Rideau Road where the top of bank is deemed indeterminable.

Refer the scoped EIS, dated January 6, 2022, prepared by GHD for the rationale for the proposed 15 m top of bank setback and recommendations regarding sediment and erosion control, operation of machinery, concrete leachate, fish and habitat protection measures, and contaminant and spill management.

Section 4.7.3 of the City of Ottawa's Official Plan provides policy direction for consideration of reduced setback as follows:

"4.7.3 (6) of the Official Plan states: Exceptions to the setbacks in policy 2 will be considered by the City in consultation with the Conservation Authority in situations where development is proposed:

+ On existing lots where, due to the historical development in the area, it is unreasonable to demand or impossible to achieve minimum setback distances because of the size or location of the lot, approved or existing use on the lot, or other physical constraint.
+ Adjacent to a minor tributary that serves primarily a surface water function and that may have only an intermittent flow. This provision includes situations where a watershed, sub watershed or environmental management plan exists but does not provide guidance on a minor tributary.
+ Adjacent to an existing top of bank where the regulatory flood line and the geotechnical limit of the hazard lands are within 15 meters from the existing top of bank [OMB decision #1754, May 10, 2006]"

4.7.3 (7) of the Official Plan states: "Where an exception to the setback is requested under Policy 6, an alternate setback will be considered by the City in consultation with the Conservation Authority based on a study that addresses the following criteria: [Amendment #96, February 22, 2012, including:

+ Slope of the bank and geotechnical considerations related to unstable slopes, as addressed in Council's Slope Stability Guidelines for Development Applications in the City of Ottawa, 2004.

- Natural vegetation and the ecological function of the setback area.
- The nature of the abutting water body, including the presence of a flood plain.
- The need to demonstrate that there will be no negative impacts on adjacent fish habitat. [OMB decision #1754, May 10, 2006".

The Scoped Environmental Impact Statement (EIS) undertaken by GHD, dated January 06, 2022, as well as the Supplementary Geotechnical Investigation report prepared by GHD for Consolidated Fastfrate (Ottawa) Holdings Inc. dated January 26, 2022, assess these requirements. A 15-meter setback from the top of bank from the ditch is recommended according to the findings and recommendation of scoped EIS report. This EIS report concluded that the proposed development will not have a significant negative impact on any of the natural heritage features (i.e. Watercourses) provided our recommendations are implemented.

4.6 Design Brief Overview

The Design Brief for the Fastfrate Distribution Centre prepared by the CIVITAS GROUP was initially submitted to the City in August of 2021 as part of the Site Plan Application and has been resubmitted as an Addendum to the application dated November 6, 2021. Refer to Appendix D. This Design Brief is in response to the City of Ottawa's Site Plan Control application requirements. The brief illustrates how the proposed development of the subject site has been designed to integrate and work with the planned context of the Hawthorne Industrial Park, improves its surroundings, and demonstrates how the proposal supports the overall goals of the Official Plan. There are no secondary plans affecting the subject site. The proposed Fastfrate development and design for the site are concluded to be fully compatible with the planned function of the Hawthorne Industrial Park. The facility and site design represent a thoughtful response to the site plan control application requirements and align with the City's overall land use development policies, guidelines, and zoning for the site. The design and development of the site are deemed to be environmentally sensitive, improving the street presence along Somme Street and creating a user friendly and accessible environment despite its industrial uses. The project's highlights identified within the Design Brief included the following:

- "The Fastfrate development will create a new anchoring element to the Hawthorne Industrial Park to encourage further development and create a presence particularly to the Rideau Road and Somme Street intersection. An existing deficient public access intersection at Hawthorne and Somme Street will be upgraded under this project to the benefit of the City of Ottawa.
- Despite the challenges of large vehicle circulation area requirements, site planning has enabled the creation of an environmentally themed and aesthetic frontage to Somme Street. Transport operations have been confined to a majority of the 'back of house' areas.
- The area of the existing minor watercourse on the north side of the subject property will be environmentally preserved and augmented with new landscape to create a natural buffer to the development along Rideau Road. It was designed for the distance, grade elevation and natural features on the South side of Rideau Road to camouflage the utilitarian aspects from Rideau Road.
- The development is orientated to maximize solar access to the Somme Street forecourt design for pedestrians, building occupants and office-type functions. In addition, the adjacent properties will not be impacted for their own solar access.
- The new Fastfrate Ottawa facility is incorporating several sustainable techniques including the adaptive re-use and soils management of existing poor soils conditions present on the site. The roof

structure is designed to accommodate future large array of solar panels and incorporates self-contained site services for water and sanitary waste. The site drainage is configured to be effective and will tie in the existing subdivision stormwater management systems.

+ The design and planning of this development is identified as leading-edge and of a higher quality in relation to the existing developments in the vicinity. It sets an excellent precedent for the Hawthorne Industrial Park future.

5. Lifting of 30 cm Reserve

The City of Ottawa established a 30 cm reserve along the Rideau Road and Somme Street frontages through the 2009 approved subdivision agreement for the Hawthorne Industrial Park. The City of Ottawa identified in this agreement the requirement for "Lifting 30 Centimeter Reserve" to gaining legal access to affected sites within the Hawthorne Industrial Park for access and development servicing purposes.

An application to the City of Ottawa to "Lift 30 cm Reserve" has been submitted to the City of Ottawa on behalf of Fastfrate which is concurrent with the associated Site Plan Control Application for the subject site.

The "Lift 30 cm Reserve" application is requesting the following:

+ **Lifting of 30 cm Reserve along Somme Street** frontage of subject site for site access and servicing purposes, (defined as Parts 4, 5 and 6 of 4R-33406).
+ **Lifting of 30 cm Reserve along a segment of Rideau Road** frontage of subject site for site servicing purposes to provide for a gas line connection off Rideau Road.

The City's requirements for lifting the 30 cm Reserve on the subject site are identified in Appendix E which state that the reserve can only be lifted: "when certification of the proposed on-site well has been provided by a Professional Engineer or professional geoscientist licensed in the Province of Ontario that the well construction is in accordance with Ontario Regulation 903 and the recommendations contained in the report titled "Hydrogeological Investigation, Terrain Analysis & Impact Assessment, Proposed Industrial Subdivision" prepared by Golder Associates; Dated December 2008; Project No. 08-1122-0215 and the supporting letter "Tomlinson Industrial Subdivision – City of Ottawa File Number D07-16-15-94-0505; response to South Nation Conservation Authority"; Golder Associates; Dated April 17, 2009; Project No. 08-1122-0215. This certification must be to the satisfaction of the General Manager, Planning and Growth Management."

GHD Limited was retained by Consolidated Fastfrate (Ottawa) Holdings Inc to respond to the requirements identified above for lifting 30 cm reserve. The consultant findings are presented in the May 31, 2021, letter from GHD consultants to the City's Planning, Infrastructure and Economic Development Department, (Attention: Krishon Walker). Refer to Appendix F. The findings identified in the GHD letter support the rationale for approving the Lifting of 30 cm Reserve. Consolidated Fastfrate (Ottawa) Holdings Inc has applied for the Lifting of the 30 cm Reserve on the subject site and has included the GHD supporting May 31, 2021, letter as part of this application.

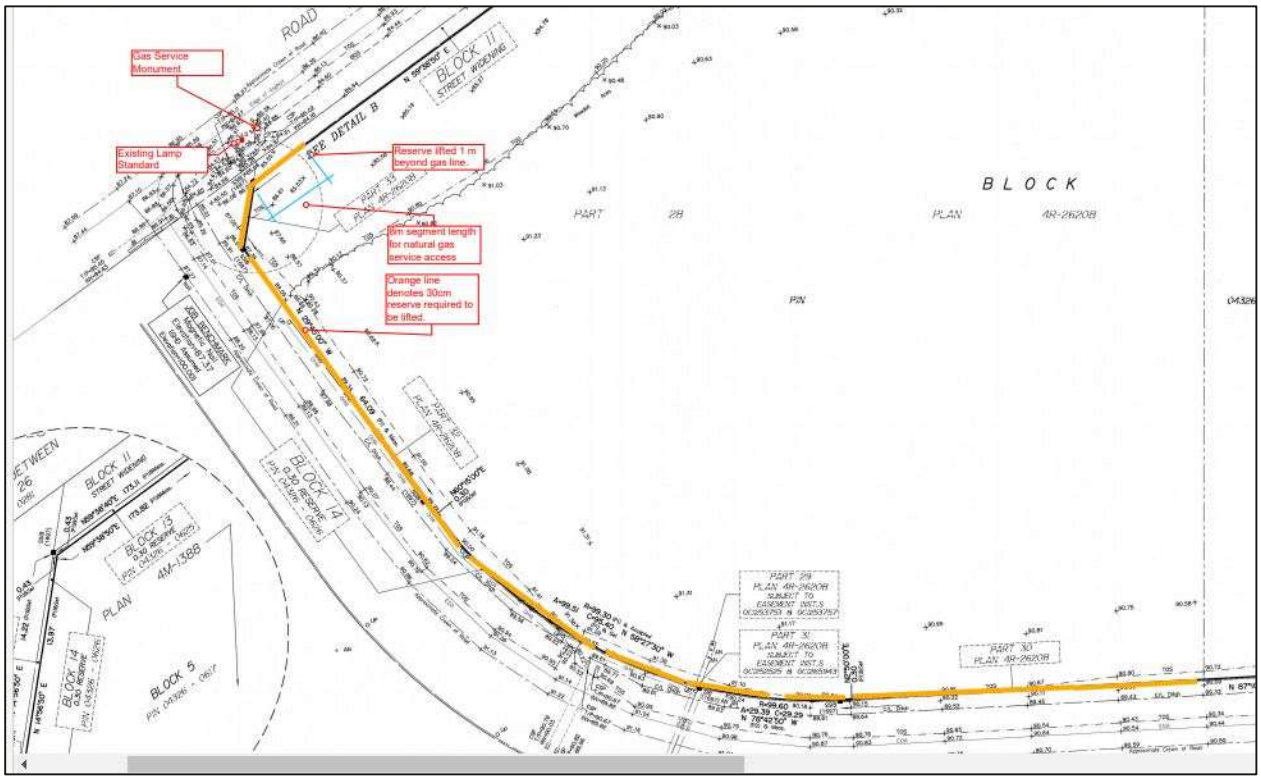
The May 31, 2021, GHD consultant letter concluded the following:

+ GHD's assessment reviewed the previous "Hydrogeological Investigation, Terrain Analysis & Impact Assessment, Proposed Industrial Subdivision" report prepared by Golder Associates and Tomlinson

supporting letter, including the recommendations that are applicable to the property and the existing test well information (identified as TW-2). GHD's assessment of this information concluded that the existing test well TW-2 meets the recommendations of the above noted documents. The test well is equipped with 12 meters of steel casing and is cased through the overburden and 3.4 meters (11 feet) into the underlying sandstone, meeting the recommendations.

+ The Hydrogeological Assessment report prepared by GHD dated January 19, 2021, for the subject site has been submitted as a support study for the Site Plan Control application and the Lifting 30 cm Reserve application. This hydrogeological assessment concluded that the existing test well meets the needs of the proposed commercial development with no health-related groundwater concerns. Based upon the well record reviewed by GHD and included in the hydrogeological assessment report, it is GHD's opinion that the test well has been constructed in accordance with Ontario Regulation (O. Reg) 903. Any future wells drilled on the Property must also adhere to the above noted recommendations and O. Reg 903.
+ Based on these findings it is GHD's opinion that the existing test well TW-2 is constructed in accordance with O. Reg. 903, meets the recommendations of the Golder and Tomlinson documents and supports the City's approval requirement for the Lifting 30 cm Reserve application.

Figure 11: Detail on Reserves to be Lifted



Source: 3: Civitas Architecture Inc., 210812

Figure 11 identifies the details on the Somme Street frontage reserve segment and the Rideau Road Street frontage reserve segment which Consolidated Fastfrate (Ottawa) Holdings Inc has made application to the City of Ottawa to be lifted according to the planning rationale outline in the following sub sections.

After the Fastfrate Site Plan Application submission in August of 2021, the City requested that a supplementary terrain analysis and septic assessment be included as part of the Hydrogeological Report and SPA. An addendum report titled "Hydrogeological Assessment, Large Sewage Disposal System, Rideau Road and Somme Street, Ottawa, Ontario, Consolidated Fastfrate (Ottawa) Holdings Inc", dated Nov.2, 2021, was prepared by GHD to address this requirement. Based on this assessment GHD has concluded that the site is suitable for a fully raised bed to service the facility provided tertiary treatment is utilized to reduce the expected nitrate concentrations. The effluent of the sewage system will flow laterally toward the northeast with minimal vertically migration into the deeper underlying bedrock aquifer accessed by the site's groundwater well. To the northeast beyond the Site, there are no downgradient wells in proximity. The report further concluded that there is minimal potential for groundwater impact as a result of the planned development from a quality perspective provided that the septic system is constructed properly. It is the professional opinion of GHD that the proposed sewage system will have no significant impact on the groundwater aquifer, shallow water or any downgradient receptors that utilize groundwater.

5.1.1 Lifting 30 cm Reserve along Somme Street Frontage

The "Lifting of the 30 cm Reserve" along the entire Somme Street frontage of the subject site is required for site access and development servicing purposes as per the site plan and site servicing plans submitted as part of the Site Plan Control Application submitted to the City by Consolidated Fastfrate (Ottawa) Holdings Inc. Block 14 of 4M-1388 is the original 30 cm Reserve for the registered plan of subdivision for Block 5. Block 5 has been further divided. The legal description of the reserve which is to be lifted along Somme Street as defined by the City included: Parts 4, 5 and 6 of 4R-33406. Refer to Appendix A and B. The subject 30 cm Reserve segment along Somme Street is identified on Figure 11 in yellow.

Based on this planning rationale the application for Lifting 30cm Reserve along Somme Street is deemed appropriate for site servicing and access purposes.

5.1.2 Lifting 30 cm Reserve along a portion of Rideau Road Frontage

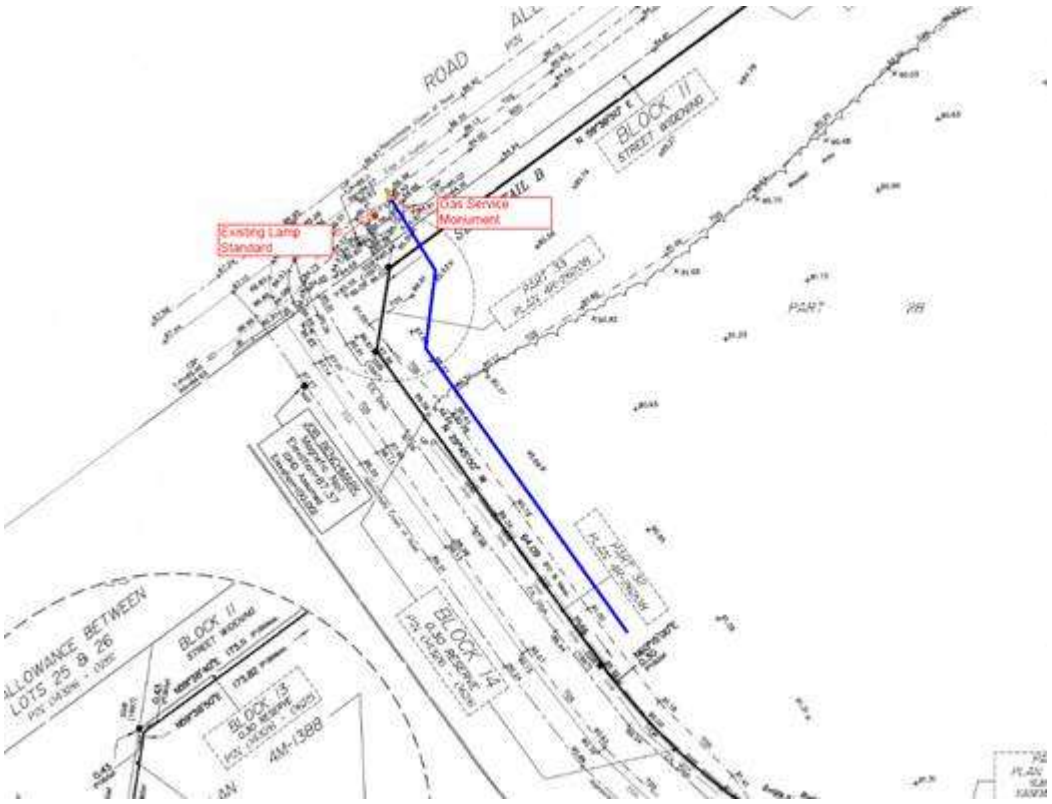
The location of the proposed gas connection point to the main line on Rideau Road is located near the intersection of Rideau Road and Somme Street. Refer to Figures 12 and 13. Fastfrate has also made a request in the submitted application to lift an 8-meters long segment of the 30 cm Reserve along the Rideau Road frontage as illustrated on Figure 11. The Lifting of this segment of the 30 cm Reserve is required to provide for a gas line connection from the main gas line connection point located on Rideau Road. The location of the gas line connect point on Rideau Road is identified on Figure 12. The proposed gas line across subject site to provide for a connection to the base building as identified on Figure 13. The location of the gas line servicing requirement from Rideau Road to the base building on the subject site is identified in more detail on the site servicing plans submitted as part of the Site Plan Control Application.

Figure 12: Gas Line Connection Point - (Eastern View corner of Rideau Rd.& Somme St.)

Source: Google Maps (21-08-10)

The applicant is requesting that only that portion of the 30 cm Reserve segment required for the gas line connection running across the reserve be lifted. Refer to Figure 12.

Figure 13: Location of Gas Line Connection



Source: Goodkey, Weedmark & Associates Ltd, Aug 06, 2021

Based on this planning rationale, the application for Lifting 30 cm Reserve along the identified portion of the Rideau Road frontage is deemed appropriate for site servicing purposes.

6. Technical Support Studies and Plans

City staff identified during the formal pre-application consultation the applicant's requirement to prepare and submit several site plan support studies and plans to satisfy the Site Plan Control application and Lifting 30 cm Reserve Application requirements. The support studies identified in the following subsections where prepared on behalf of the application and were submitted as part of the Site Plan Control Application submission to the City of Ottawa. The key findings of these support studies of are summarized as follows.

6.1 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) has been prepared by Castleglenn Consultants during May 2021 and submitted on behalf of the applicant as a separate document in support of the site plan control application. The TIA evaluated the proposed development of a warehouse and e-commerce distribution facility at 301 Somme Street located within the Tomlinson Heavy Industrial Subdivision according to City guidelines.

The TIA identified the following key findings:

+ The Rideau Road/Hawthorne Road would operate with acceptable levels-of-service "C" or better in the existing and 2022 forecast build-out morning and afternoon peak hours.
+ The proposed development would generate between 60-and-120 truck trips per day, resulting in approximately 10-two-way truck and 15 two-way employee trips during the peak hours of travel demand.
+ The development is anticipated to have a negligible impact on the surround roadway level of service and roadway capacity.
+ The Hawthorne Road/Somme Street and Rideau Road/Somme Street intersections, with their existing configurations, do not offer satisfactory lane widths and curb radii to facilitate the movement of heavy vehicles to and from the Tomlinson Hawthorne Industrial Subdivision.
+ Improvements in the form of corner widening at the Hawthorne Road/Somme Street intersection would be required to improve inbound and outbound truck maneuvers at this intersection.

6.2 Assessment of Adequacy of Servicing

CIMA+ was retained to prepare a "Site Servicing and Stormwater Management Report", (revised, and dated December 15, 2021), to address the proposed potable water, sanitary and storm servicing requirements of the proposed Fastfrate Ottawa warehouse distribution facility. The report confirms that the proposed development will be adequately serviced by the proposed well water supply, septic system, and stormwater management. The detailed design of required sediment and erosion control measures, site servicing (including storm, sanitary, water) and grading, as well as measures for the control of stormwater runoff, are addressed in this report in accordance with the Ottawa Sewer Design Guidelines (2012), the Ottawa Design Guidelines – Water Distribution (2010) and associated Technical Bulletins. Key findings of the report include the following:

- Sanitary servicing of the site will be achieved with an on-site wastewater treatment system. This system consists of a sewer, septic tank, pumping chamber, Level IV treatment unit, shallow-buried trench system and mantle. The sanitary servicing design for the proposed development conforms to the requirements of the City of Ottawa Sewer Design Guidelines, 2012, as amended by all applicable Technical Bulletins. It is anticipated that and Environmental Compliance Approval (ECA) from the MECP will be required, as the system will treat over 10,000 L/d of sanitary sewage.
- Potable water will be supplied to the site by a new drinking water well, with sufficient capacity to service the intended development. Since the site is not serviced by municipal watermains, and since the proposed drinking water well will not have the capacity required to provide fire protection, the fire protection volumes will be provided from the permanent pool of the proposed stormwater management wet pond. The fire protection system consists of two (2) dry hydrants, a Siamese connection, and a building sprinkler system
- The storm servicing design for the proposed development generally conforms to the requirements of the City of Ottawa Sewer Design Guidelines, 2012, as amended by all applicable Technical Bulletins. The stormwater management (SWM) for the Fastfrate site is subject to the overall SWM of the Hawthorne Industrial Park, as presented in the Hawthorne Industrial Park Stormwater Management Report (HIP SWM report), prepared by J.L. Richards & Associates, and dated May 2009. The CIMA+ SWM report demonstrates how the proposed SWM strategy conforms to the requirements of the existing HIP SWM report and of the regulatory authorities. Overall, the SWM strategy will be achieved with a system of ditches, culverts, and a wet pond which will provide stormwater quality and quantity control for the site.

- Appropriate measures to control erosion and sedimentation during the construction process are identified for the proposed development. Sediment will be trapped on site, implementing the Ontario Ministry of Natural Resources and Forestry's (MNRF) "Guidelines on Erosion and Sediment Control for Urban Construction Sites," to assure proper control measures are upheld.
- The "Site Servicing and Stormwater Management Report" has been submitted to the City as a required engineering study in support of the Fastfrate site plan control application for the subject site.

6.3 Geotechnical Studies

GHD (formerly Inspec Sol/CRA) completed a Geotechnical Investigation and Phase II Environmental Site Assessment for the subject site area in 2008 and 2009, respectively. These reports were prepared and submitted in support of the original subdivision application for the Hawthorne Industrial Park and are on file with the City of Ottawa.

With regards to the Fastfrate SPA application GHD was retained in 2020 by Consolidated Fastfrate (Ottawa) Holdings Inc. to undertake a preliminary geotechnical investigation for a new warehouse and office building located southeast of the intersection of Rideau Street and Somme Street in Ottawa, Ontario (Site). The results of this preliminary investigation are presented in the revised GHD report entitled "Geotechnical Investigation, Warehouse and Offices, Intersection of Rideau Street and Somme Street, Ottawa, Ontario", dated October 27, 2021. An earlier version of this report was previously included as a separate document in support of the Fastfrate Site Plan Control Application submitted to the City in August 2021 for the subject site.

The October 27, 2021, GHD Geotechnical Investigation report evaluated the subsurface stratigraphy on the subject site and provides supporting site plan recommendations concerning foundation type and associated design bearing pressures, groundwater conditions. The report provides direction on excavation, backfill, pavement design and other geotechnical aspects of the development. Refer to Appendix D1 in the Supplementary Geotechnical Investigation report dated January 24, 2022.

A supplementary geotechnical investigation was undertaken to assess the subsurface soil and groundwater conditions within the area of the proposed development that were not covered in GHD's previous investigations to gain a greater site characterization for building design. The report prepared by GDH titled "Supplementary Geotechnical Investigation, Proposed Industrial Development, Intersection of Rideau Street and Somme Street, Ottawa, Ontario, dated January 24, 2022, has been submitted as an addendum to the Fastfrate SPA originally submitted to the City of Ottawa in August of 2021. This supplementary report provides recommendations concerning the proposed foundation option and deep dynamic compaction, subgrade preparation for proposed building slabs and exterior pavement areas, general excavation recommendations, site seismic classification, groundwater control and general construction recommendations. Borehole logs and geotechnical laboratory results as well as additional slope assessments and geotechnical information are referenced within the supplementary report's appendices including:

- GHD prepared a slope stability assessment for the slopes along Rideau Road and Somme Street (site) in preparation for the dynamic compaction works. Refer to Appendix B. The findings of this assessment are detailed in the January 20, 2022, addendum letter prepared by GHD to consolidated Fastfrate (Ottawa) Holdings Inc titled: Slope Stability Assessment for Dynamic Compaction – Warehouse and offices, Intersections for Rideau Road and Somme Street, Ottawa which was previously circulated to the City in October and November of 2021.
- Additional slope stability analysis presented in Appendix C of the January 24, 2022, Supplementary Geotechnical Investigation report was undertaken by GHD to provide recommendations on the stability of the site slopes during the dynamic compaction exercise proposed as part of the construction process as well as addressing the stability of the site slopes in their final shape. The result of this assessment is presented within the addendum letter prepared by GHD to Consolidated Fastfrate (Ottawa) Holdings Inc. dated January 20, 2022 titled "Slope Stability Assessment for Final Slopes – Warehouse and offices, Intersection of Rideau Road and Somme Street, Ottawa, ON". This addendum letter has been issued to the City in support of the Fastfrate Site Plan Application. The findings of this analyses concluded 1) The west slope meets the factors of safety under static and pseudo-static conditions, and, 2) The north slope meets the factors of safety under static and pseudo-static conditions under the described assumptions used within this assessment.

GHD has also prepared on behalf of Consolidated Fastfrate (Ottawa) Holdings Inc. a review the of the requirements presented in the City of Ottawa's "Slope Stability Guideline for Development Application" with regards to validating how these requirements have been addressed in the submitted SPA geotechnical and slope assessment documents. The results of this review are summarized in the document titled "Slope Stability Assessment - Warehouse and offices, Intersections for Rideau Road and Somme Street, Ottawa, ON." dated January 26, 2022. This review document has also been submitted to the City in support of the Fastfrate SPA D07-12-21-0127.

6.4 Hydrogeological and Terrain Analysis

A Hydrogeological, Terrain Analysis and Impact Assessment prepared by Golder Associates was initially undertaken in 2008 to support of the Hawthorne Industrial Subdivision application approved by the City of Ottawa in 2009. The purpose of this investigation was to:

- Assess the quantity and quality of groundwater available on site.
- Determine the nature and distribution of soils on the site and the suitability of the site for the installation of Class IV sewage disposal systems.
- Assess if land use, both present and historic, and both on and adjacent to the site posed a potential threat to the proposed development.
- Assess the potential impact of the proposed sewage systems on downgradient groundwater resources.

The results of this assessment supported the approval of the subdivision that is to be serviced by individual water wells and on-site sewage disposal systems.

As a follow-up to Fastfrate's site plan application and Lifting 30 cm Reserve application requirements for the subject site GHD Limited was retained on behalf of Consolidated Fastfrate (Ottawa) Holdings to undertake a hydrogeological investigation. The findings of this assessment are presented in the report entitled "Hydrogeological Assessment Report, Proposed Commercial Development – CBRE Fastfrate Ottawa SPA, Rideau Road and Somme Street, Part of Lot 26, Concession 6 (Rideau Front), Geographic Township of Gloucester and Part of Blocks 5 and 14 Registered Plan 4M-1388 Ottawa, Ontario" dated January 19, 2021. This report has been included within the Site Plan Control application submission documents to the City of Ottawa.

Based on the results of this assessment, the test well has sufficient water of good quality and quantity to provide ample supply of potable groundwater for the proposed commercial development while preserving the long-term water quality of the aquifer complex. There was minor interference between adjacent wells; however, the interference is not considered significant to impact the operation of the wells. There is no vertical hydraulic connection between the shallow overburden groundwater and the bedrock aquifer unit. It was the consultant's opinion that in the long term, the bedrock aquifer tested can support the commercial development and neighbouring wells.

Water quality impacts are not expected, provided that the waste disposal system is properly constructed. No impact is anticipated on downgradient baseline water quality functions or to the existing water bearing aquifers.

Where a new well is drilled for the development, the report identified that the well must be properly constructed and adequately sealed and the existing well decommissioned in accordance with Ontario Regulation 903.

Construction dewatering is estimated to be about 725,000 L/day or greater based upon field testing and dewatering the entire warehouse footprint to the bedrock surface. A PTTW is recommended for this approach. For dewatering of volumes up to 400,000 L/day, an EASR application is recommended.

No significant impacts from construction dewatering are anticipated.

It is GHD's opinion that the results of this hydrogeological assessment support the development of the proposed commercial development.

As referenced in the previous Section 5.0 of this Planning Rationale report an addendum report was also prepared by GHD titled "Hydrogeological Assessment, Large Sewage Disposal System, Rideau Road and Somme Street, Ottawa, Ontario, Consolidated Fastfrate (Ottawa) Holdings Inc", dated Nov.2, 2021. This addendum report addresses the City's request for further information regarding septic assessment and terrain analysis. GHD concluded in this report that the site is suitable for a fully raised bed to service the facility provided tertiary treatment is utilized to reduce the expected nitrate concentrations. The effluent of the sewage system is proposed to flow laterally toward the northeast with minimal vertically migration into the deeper underlying bedrock aquifer accessed by the site's groundwater well. To the northeast beyond the site, there are no downgradient wells in proximity. The report further concluded that there is minimal potential for groundwater impact as a result of the planned development from a quality perspective provided that the proposed septic system is constructed properly. GHD further concluded that the proposed sewage system will have no significant impact on the groundwater aquifer, shallow water or any downgradient receptors that utilize groundwater.

6.5 Noise / Vibration Study

A Noise / Vibration study was initially identified by the City of Ottawa as a required site plan support study during of the pre application consultation meeting in December of 2020 with City staff. In response to this requirement the consulting firm Menard Canada undertook on behalf of the Consolidated Fastfrate (Ottawa) Holdings Inc. a **Vibration Control Form Study** (March 16, 2021) regarding dynamic compaction works planned in relation with the construction of the proposed warehouse and office building on the subject site. This study assessed the extent of the zone of influence of the vibrations generated during the works. The pre-condition inspection survey and the monitoring activities planned for this project were reviewed. Associated mitigation actions were identified. The Menard Canada "Vibration Control Form" study dated March 16, 2021, has been included as part of the Site Plan Control Application. The study concluded the following:

+ In consideration of the poor existing ground conditions encountered at site, ground improvement is required to compact the loose fill to increase bearing capacity and limit total and differential settlement below the structures.
+ Dynamic Compaction will be used on this site to improve the ground.
+ The zone of influence of vibrations is the zone inside which the vibrations can be greater than 5 mm/s. The extent of the identified red zone of influence is located approximately 60 meters from site limit and the nearest activity to the site is at approximately 240 meters away.
+ Considering the distance of existing structures from the zone of influence, Menard Canada deemed that a vibrational study is not necessary for this ground improvement technique proposed; and
+ In the unlikely event that the measured vibrations exceed threshold for safe levels for drywall or for human intolerance mitigation measures to reduce the level of vibrations generated by Dynamic Compaction such as: 1) Reduce the drop height of the tamper 2) Reduce the number of drops per location and 3) Dig a trench to attenuate the amplitude of the superficial vibration.

City planning staff confirmed through email to Civitas Architecture Inc June 11, 2021, that Fastfrate Ottawa did not need to undertake a separate noise / acoustical study of the purposes of site plan approval. Planning staff further confirmed that a geotechnical/ slope stability report would be required to include an analysis of the potential vibration from the proposed dynamic compaction to ensure the slope at the north end of the property will remain stable during the compaction activity.

GDH on behalf of by Consolidated Fastfrate (Ottawa) Holdings Inc. undertook a slope stability assessment for the slopes along Rideau Road and Somme Street (301 Somme Street - Subject Site) in preparation for the dynamic compaction works. The findings of this assessment are detailed in the revised correspondence letter to Consolidated Fastfrate (Ottawa) Holdings Inc. attention Mr. Pierre Courteau, regarding a "Slope Stability Assessment for Dynamic Compaction – Warehouse and offices – Intersection of Rideau Road and Somme Street, Ottawa, ON" dated January 20, 2022. The Slope Stability Assessment study was submitted as part of the Fastfrate Site Plan Control Application in August of 2021 and further revised in the January 20, 2022, version.

The Slope Stability Assessment included a review of pre-construction geotechnical information of subsurface site conditions, a slope stability assessment addressing the west perimeter of the site and along the north perimeter of the site, and a vibration analysis regarding dynamic compaction on the site. The study also addressed the proposed retaining wall requirement along the site's north boundary due to vehicle circulation constraints and to redirect storm water drainage to the south. Vibration monitoring requirements and contingency plans are identified in this study. The findings for this study concluded:

- The west and north slope are stable under static and pseudo-static conditions under the described assumptions.
- The west slope could experience some minor instability during dynamic compaction, which will require restoration works post dynamic compaction.
- Before dynamic compaction work is done near the west slope, a pad extending a minimum distance of 4 m and a 5.7H:1V slope will be built. This distance should be updated once the dynamic compaction construction method has been detailed (i.e., compaction weight and height, equipment, expected frequency).
- The north and west slope should remain stable during the dynamic compaction process using the described assumptions.
- The ground improvement contractor should review the dynamic compaction parameters assumed in this study.
- Before commencing the dynamic compaction operations, theoretical distance at which the vibration will reduce to allowable limits (Safe Distance) should be calculated using the parameters provided by the ground improvement contractor. It will be ensured that no sensitive structure is located within the Safe Distance.

Based on a review of the August SPA submission City staff requested Fastfrate to validate the compliance of the proposed slope stability assessment with to City of Ottawa requirements for "Slope Stability Guidelines for Development Applications". GHD has undertaken a review of these guidelines as presented in the addendum report "Slope Stability Assessment – Warehouse and

Offices – Intersection of Somme Street, Ottawa ON", dated January 26, 2022. This assessment confirms how the applicant has complied with and addressed each of the individual requirements.

6.6 Tree Conservation Report

A "Tree Conservation Report" prepared on behalf of Consolidated Fastfrate (Ottawa) Holdings Inc. by Civitas Architecture Inc, dated August 13, 2021, and revised, December 13, 2021, has been submitted as part of the SPA application. The key findings from this report are as follows.

The site is located outside the urban and suburban areas which are subject to the City of Ottawa Tree Protection Bylaw as identified on Schedule F of the bylaw. A review of Schedule M of the bylaw confirmed that the site is located outside and adjacent to an additional protected area located to the north of Rideau Road. The site is therefore not subject to tree protection under the City's Tree Protection Bylaw.

The site plan approach to tree conservation and new planting has regard to the Scope EIS recommendations submitted as part of the Fastfrate SPA in addition to the objectives and principles of Ottawa's Urban Forest Management Plan and Ottawa's tree canopy cover goals and tree policies.

The Landscape Architects from Civitas Architecture Inc undertook site visits in late Fall 2020 and in early Spring 2021 to locate, identify, and record the tree species, size (dbh), and condition of each existing tree. Existing trees were identified to occur in two zones along the northern edge of the property. The generally level "roadside", adjacent to the south side of Rideau Road, is comprised of grasses, scrub vegetation, and occasional trees. The slope that rises on the subject site to where site fill previously occurred contains a young forest in various stages of maturation and decline.

The tree inventory undertaken by Civitas describes a mix deciduous forest comprised primarily of Willow, Basswood, Ash and Poplar. No Butternut was identified. The majority of trees inventoried over 10 cm DBH were deemed to be fast growing tree species. A total of 164 existing trees over 10 cm DBH (64% of the total) were identified as being in good condition. The rest of the forest trees were in fair, poor, or dead and dying condition. Tree removal is proposed in the following zones:

+ Within the building setback to accommodate the level parking area.
+ Between the 15-meter watercourse setback and the building setback to construct and accommodate the proposed soil reinforced retaining wall.

The limit of construction will regard the 15 m watercourse setback and an additional 1-2 m for construction mobilization and to meet and match the grade at the setback.

The area for replanting is approximately 220 metres long running the length of the northern boundary and approximately 8.5 metres wide between the watercourse setback and the building setback. New tree planting is proposed as follows:

+ The planting plan for the building site proposes a total of 50 new caliper trees: 33 deciduous trees and 17 coniferous trees and includes shrub planting along the front of the building.
+ Along the northern boundary of the site approximately 115 trees, will be removed for construction of the soil reinforced retaining wall. New plantings will be a mix of caliper trees, potted native shrubs, and a groundcover mix of grasses and herbaceous plants and will include a mix of caliper trees,

potted native shrubs, and a groundcover mix of grasses and herbaceous plants. Proposed new tree planting along the northern boundary will include 50 caliper trees on the development site, 36 caliper trees at the base of the new escarpment and 234 potted shrubs on the escarpment.

6.7 Environmental Impact Statement

The existing roadside ditch located directly northwest of the subject property along Rideau Road has been identified as a watercourse that is connected to Findlay Creek Municipal Drain. As a result, the City of Ottawa, and South Nation Conservation Authority (SNCA) requires a scoped EIS as part of the supporting documentation for the approval of the Fastfrate site plan application.

GHD Limited completed a revised scoped Environmental Impact Study (EIS), dated January 6, 2022, on behalf of the applicant, regarding the site plan application for the subject site located at 301 Somme Street. An earlier version of this EIS was submitted to the City as part of the Fastfrate SPA submission in August of 2021. The revised EIS was required to address comments received from the City in September and November of 2021.

The key findings and recommendation of the revised EIS are as follows:

- The subject property is generally flat, is it currently a vacant lot comprised of a disturbed open field. There are no watercourses located directly on the subject property.
- There is an existing roadside ditch along Somme Street that conveys some flows north to the ditch along Rideau Road. Most of the flows along the Somme Street ditch flow to the south into an existing stormwater management facility.
- GHD biologists did not identify any significant terrestrial or aquatic species on a national, provincial, or regional level within the subject property during the field surveys.
- From the banks of the roadside ditch northwest of the subject property that runs along Rideau Road and connects to a main watercourse, GHD is recommending a 15-meters naturally vegetive buffer to protect the form and function of the downstream watercourse.
- During the construction of the (proposed earthen) retaining wall there may be some disturbance within the 15 meters buffer which will be rehabilitated afterwards. No development should be located within this buffer.

Subsection 4.7.3 (6) of the applicable 2003 version of the Official Plan states that “exceptions to the setbacks from watercourse identified in Subsection 4.7.3 (2) will be considered by the City in consultation with the Conservation Authority in situations where development is proposed:

a. On existing lots where, due to the historical development in the area, it is unreasonable to demand or impossible to achieve minimum setback distances because of the size or location of the lot, approved or existing use on the lot, or other physical constraint.

b. Adjacent to a minor tributary that serves primarily a surface water function and that may have only an intermittent flow. This provision includes situations where a watershed, sub watershed or environmental management plan exists but does not provide guidance on a minor tributary.

c. Adjacent to an existing top of bank where the regulatory flood line and the geotechnical limit of the hazard lands are within 15 metres from the existing top of bank [OMB decision #1754, May 10, 2006]”

With regards to the criteria set out in subsection 4.7.3 (6) of the OP the following land use planning factors were taken into consideration including:

- The site plan design requirements to accommodate the warehouse distribution centre, parking of large trucks and internal vehicle and truck circulation requirements is constrained by the size and configuration of the site. A 30 m setback from the high-water mark of the ditch along Rideau Road is not achievable.
- During the early stages of the project, it was thought that the roadside ditch along Rideau Road was referred to as Christie Creek, however through email communication with SNCA and the City of Ottawa it was confirmed that this was not the case and the existing ditch does not have a name.
- The watercourse adjacent to the subject property is regulated by SNCA and are subject to the Conservation Authorities Act, Ontario Regulation 170/06 *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses* is applicable.

Where an exception to the setback is requested in accordance with the Official Plan subsection 4.7.3 (7) policies an alternative setback will be considered by the City in consultation with the Conservation Authority based on a study that addresses the following:

a. Slope of the bank and geotechnical considerations related to unstable slopes, as addressed in Council's Slope Stability Guidelines for Development Applications in the City of Ottawa, 2004;

b. Natural vegetation and the ecological function of the setback area;

c. The nature of the abutting water body, including the presence of a flood plain;

d. The need to demonstrate that there will be no negative impacts on adjacent fish habitat. [OMB decision #1754, May 10, 2006]

A slope stability assessment studies undertaken by GHD and submitted as part of the Fastfrate SPA validate how the proposed site plan addresses the City of Ottawa's Slope Stability Guidelines for Development Applications.

The EIS concluded that the proposed Fastfrate development on the site will not result in a significant negative impact on identified natural heritage features or their functions *provided* the 15 m setback from the top of bank is respected, and the proposed mitigation measures identified in the EIS are implemented.

The EIS recognized that the entire northwestern portion of the subject property has already been historically disturbed and that the watercourse directly northwest of the subject property is a roadside ditch with intermittent flows.

Since the subject property is already disturbed the EIS recommends that within the proposed 15-meter setback that trees and shrubs be planted between the development limits and property line to enhance the buffer zone and reduce potential impacts to fish and fish habitat. The proposed development's parking area will be outside of the 15-meter setback from the ditch's top of bank. No construction, disturbance or development shall occur within he 15-meter set back. A Tree Conservation Report and landscape plan have been prepared by Civitas in support of the 15-meter setback and the overall Fastfrate Site Plan Application.

The EIS identified the location of an existing berm in the northwestern section of the property. A proposed earthen retaining wall is to be located along this section of the property that will be constructed on top of the berm. The EIS concludes that this retaining wall will aid in the prevention any disturbed soils from entering the roadside ditch and ultimately into Findlay Creek Municipal Drain.

The proposed stormwater management (SWM) plan for the subject site will allow water to naturally infiltrate, disperse and dilute, significantly reducing any potential effects before the stormwater reaches Findlay Creek Municipal Drain. Stormwater will flow south into an existing SWM pond.

A detailed sediment and erosion control plan has been prepared to ensure disturbed soils are not transported off-site into the negatively impacting aquatic life, fish and fish habitat.

The recommendations identified in the EIS address potential impacts to natural features (identified watercourse) and/or their functions during the site preparation, construction, and post-construction periods.

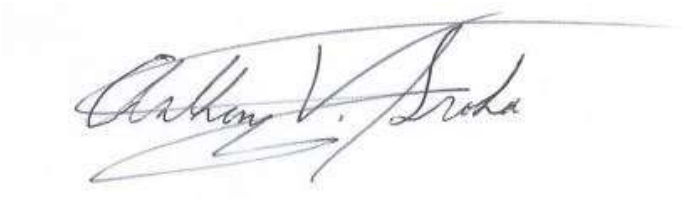
The GHD Scoped Environmental Impact Study concludes that a reduced buffer of 15 m would not impact the function of the road ditch and ultimately Findlay Creek Municipal Drain provided the mitigation measures and recommendation are implemental correctly.

7. Summary and Conclusions

The Site Plan Application and associate Lifting 30 cm Reserve application to allow for the development of a warehouse distribution facility located at 301 Somme Street within the Hawthorne Industrial Park are supported by a comprehensive set of studies, plans and addendums in accordance with the City of Ottawa's application requirements. This Planning Rationale has assessed these applications with regards to consistency with the Provincial Policy Statement (2020), and the City of Ottawa Official Plan and Zoning Bylaw. The findings of this Planning Rationale are summarised as follows.

+ The applications are deemed consistent with the applicable policies presented in the Provincial Policy Statement (2020).
+ The proposed development of the subject site for a warehouse distribution facility and associated site plan control application are found to be consistent with the intentions, applicable policies and purpose and intent of the identified "Rural Employment Area" land use designation presented in the City of Ottawa's Official Plan.
+ The site plan addresses the City of Ottawa's required engineering, environmental and planning considerations based on the submitted support studies and plans required by the City of Ottawa.
+ The proposed site plan and associated applications are consistent with the intent and purpose of the (RH) zoning designation and generally comply with the associated zoning provisions identified within the City of Ottawa's comprehensive zoning bylaw for this property. An exception to the Zoning Bylaw setback requirement associated with the ditch running along Rideau Road will be required according to the policies provisions in the Official Plan. The Ottawa's Zoning Bylaw states the development requiring a site plan must provide the watercourse setback unless a different setback is determined to be appropriate in accordance with the criteria set forth in the Official Plan. The proposed 15 m setback is deemed appropriate from a land use and site planning perspective based on the findings of the submitted EIS.

The findings of this planning rationale conclude that the applications for Site Plan Control on the subject site and associated Lifting of 30 cm Reserve application are deemed appropriate, represent good land use planning and are consistent in meeting the public interest intended for this site.



Prepared by:

Tony Sroka, MPL, MCIP, RPP

Principal Planner / Director

The Haven Group Inc.

December 28, 2021

List of References

- Castleglenn Consultants, Transportation Impact Study, Proposed Fastfrate Warehouse Facility, Rideau Road, Ottawa, May 2021,
- **CIMA+**, Site Servicing and Stormwater Management Report, Fastfrate Ottawa Warehouse and Distribution Facility, **CIMA+,** Project Ref. No. A001083, December 15, 2021, Revision 2
- Civitas Architecture Inc, Tree Conservation Report, Fastfrate Ottawa Warehouse Facility, 301 Somme Street, Ottawa, Ontario, August 13, 2001, revised December 13, 2021
- GHD, Geotechnical Investigation, Warehouse and Offices, Intersection of Rideau Street and Somme Street, Ottawa, Ontario, Consolidated Fastfrate (Ottawa Holdings Inc., October 27, 2021.
- GHD, Supplementary Geotechnical Investigation, Proposed Industrial Development, Intersection of Rideau Street and Somme Street, Ottawa, Ontario, Consolidated Fastfrate (Ottawa) Holdings Inc., January 24, 2022.
- GHD, Hydrogeological Assessment Report, Proposed Commercial Development – CBRE Fastfrate Ottawa SPA, Rideau Road and Somme Street, Part of Lot 26, Concession 6 (Rideau Front), Geographic Township of Gloucester and Part of Blocks 5 and 14 Registered Plan 4M-1388 Ottawa, Ontario, prepared for Consolidated Fastfrate (Ottawa) Holdings Inc., January 19, 2021
- GHD, Septic Assessment and Percolation Rate Evaluation, Proposed Commercial Development, Rideau Road and Somme Street, letter prepared for Consolidated Fastfrate (Ottawa) Holdings Inc., April 12, 2021
- GHD, Hydrogeological Assessment, Large Sewage Disposal System, Rideau Road and Somme Street, Ottawa, Ontario, Consolidated Fastfrate (Ottawa) Holdings Inc. November 2, 2021
- GHD, Letter – “30 cm Reserve Lift Application, Proposed Commercial Development – CBRE Fastfrate Ottawa SPA, Rideau Road and Somme Street, Part of Lot 26, Concession 6 (Rideau Front), Geographic Township of Gloucester and Part of Blocks 5 and 14 Registered Plan 4M-1388 Ottawa, Ontario”, prepared on behalf of Consolidated Fastfrate (Ottawa) Holdings Inc., to the City of Ottawa, May 31, 2021
- GHD, Letter - Slope stability assessment for dynamic compaction - Warehouse and offices - Intersection of Rideau Road and Somme Street, Ottawa, ON, attention: Mr. Pierre Courteau, Consolidated Fastfrate (Ottawa) Holdings Inc. August 11, 2021
- GHD, Scoped Environmental Impact Study, Proposed Development, Part of Lot 26, Concession 6, 301 Somme Street, Gloucester, Ontario, City of Ottawa, January 6, 2021
- GHD, addendum, Slope Stability Assessment, – Warehouse and Offices – Intersection of Somme Street, Ottawa ON”, January 26, 2022, Mr. Pierre Courteau, Consolidated Fastfrate (Ottawa) Holdings Inc.
- Golder Associates, Hydrogeological Investigation, Terrain Analysis & Impact Assessment, Proposed Industrial Subdivision, December 2008; Golder Project No. 08-1122- 0215
- Golder Associates, supporting letter “Tomlinson Industrial Subdivision – City of Ottawa File Number D07-16-15-94- 0505; response to South nation Conservation Authority”; Golder Associates; April 17, 2009; Project No. 08-1122-0215 (Tomlinson).
- Menard, (correspondence to Harry Alvery, City of Ottawa, Rural Services) Subject: VIBRATION CONTROL FORM, LARGE SCALE SOIL COMPACTION WORKS, SOMME STREET, OTTAWA, ON., on behalf of Consolidated Fastfrate Holdings Inc, March 16, 2021

- Paterson Group, Phase I – Environmental Site Assessment, Northern Part of 5123 Hawthorne Road, Ottawa, Ontario, prepared for Fastfrate (Ottawa) Holdings Inc., Nov 20, 2020, Report: PE5100-1
- Paterson Group, Phase II – Environmental Site Assessment, Northern Part of 5123 Hawthorne Road, Ottawa, Ontario, prepared for Fastfrate (Ottawa) Holdings Inc., Nov 30, 2020, Report: PE5100-2

A

Appendix A: Approved Severance December 2020

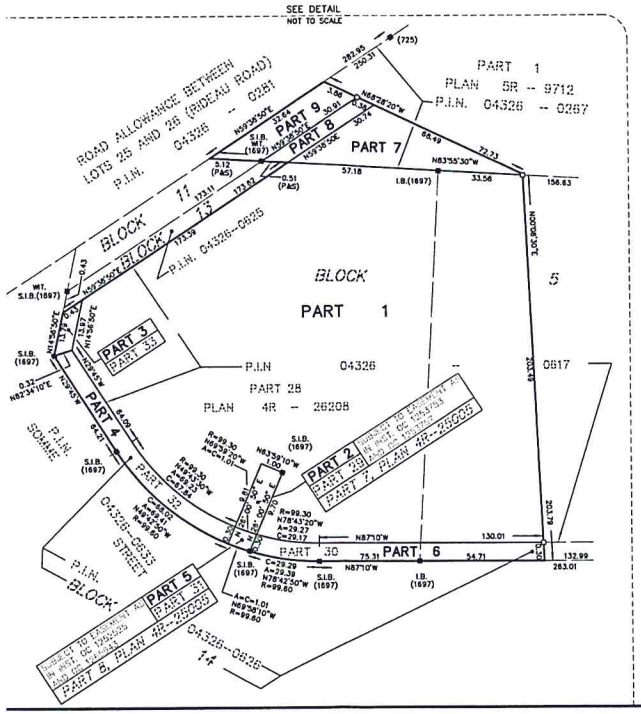
Committee of Adjustment

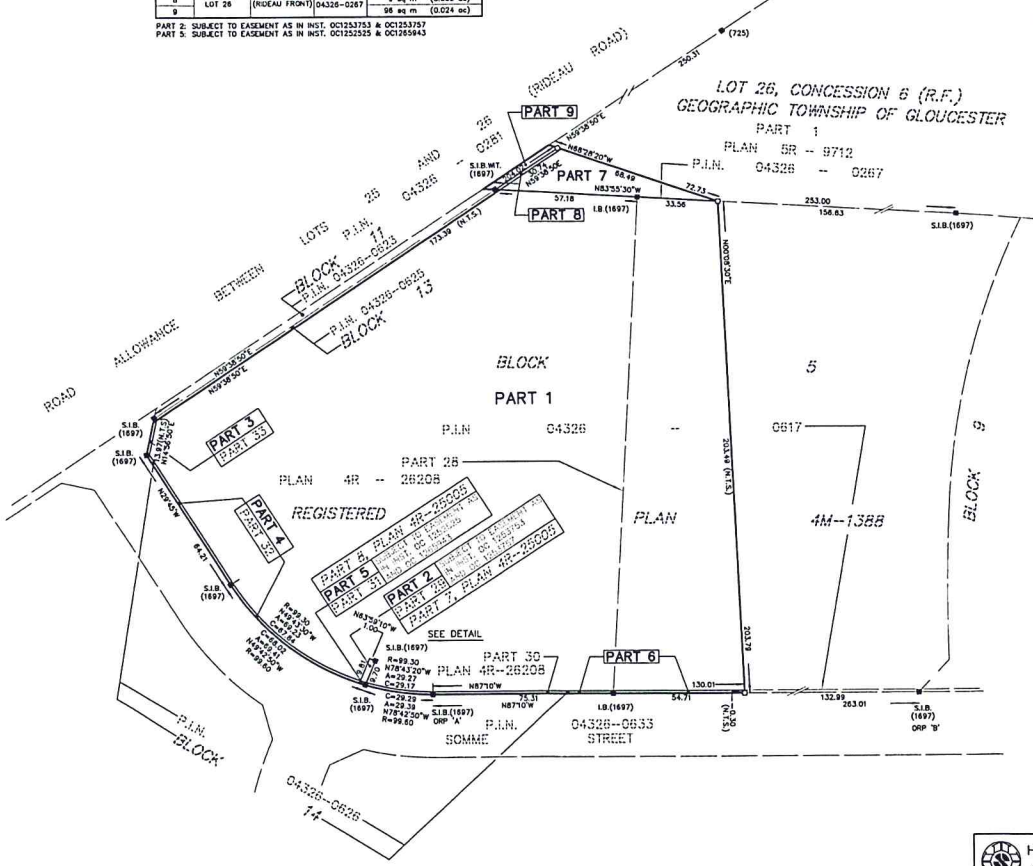
OCT 0 8 2020

City of Ottawa

SCHEDULE				
PART	LOT/BLOCK	PLAN/CON.	P.I.N.	AREA
1	PART OF BLOCK 5	4M-1388	PART OF 04326-0617	3.983 ha (9.793 ac)
2				10 sq m (0.002 ac)
3			PART OF 04326-0626	4 sq m (0.001 ac)
4	PART OF BLOCK 14			40 sq m (0.010 ac)
5				0.3 sq m (0.00007 ac)
6				48 sq m (0.012 ac)
7	PART OF LOT 26	CONCESSION 6 (RIDEAU FRONT)	PART OF 04326-0267	828 sq m (0.205 ac)
8				9 sq m (0.002 ac)
9				98 sq m (0.024 ac)

PART 2: SUBJECT TO EASEMENT AS IN INST. OC1253753 & OC1253757
PART 5: SUBJECT TO EASEMENT AS IN INST. OC1252525 & OC1265943





I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

DATE _____

_____
J.P. SHIPMAN

PLAN 4R-_____
RECEIVED AND DEPOSITED

DATE _____

_____
REPRESENTATIVE FOR LAND REGISTRAR FOR THE LAND TITLES DIVISION OF OTTAWA-CARLETON (No.4)

PRELIMINARY

PLAN OF SURVEY OF
PART OF LOT 26
CONCESSION 6 (RIDEAU FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER and
PART OF BLOCKS 5 AND 14
REGISTERED PLAN 4M-1388
CITY OF OTTAWA
SCALE 1:1000

0 10 20 30 40 50 75 100
METRES

METRIC

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NOTES

BEARINGS HEREON ARE GRID BEARINGS, DERIVED FROM ISCM 019871768 (N 5016745.786, E 379008.599) AND ISCM 019871789 (N 5016468.145, E 378560.015) AND ARE REFERRED TO THE CENTRAL MERIDIAN 76° 30'W LONGITUDE OF THE 3° M.T.M. ONTARIO CO-ORDINATE SYSTEM (NAD 83).

DISTANCES SHOWN ON THIS PLAN ARE HORIZONTAL GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999955

BEARINGS AND DISTANCES SHOWN ON THIS PLAN AGREE WITH UNDERLYING AND ABUTTING PLANS UNLESS OTHERWISE NOTED.

S.I.B.	DENOTES 0.025 SQ., 1.2 LONG, STANDARD IRON BAR
S.S.I.B.	DENOTES 0.025 SQ., 0.6 LONG, SHORT STANDARD IRON BAR
I.B.	DENOTES 0.010 SQ., 0.6 LONG, IRON BAR
■	DENOTES SURVEY MONUMENT FOUND
□	DENOTES SURVEY MONUMENT PLANTED
WIT.	DENOTES WITNESS
1697	DENOTES J.P. SHIPMAN, O.L.S.
725	DENOTES R.W. ARNETT, O.L.S.
U.P.L.	DENOTES UTILITIES POLE LINE
N.T.S.	DENOTES NOT TO SCALE
P	DENOTES PLAN 4M-1388

OBSERVED REFERENCE POINTS (ORP): MTM ZONE 9, NAD 83 (ORIGINAL)		
POINT IDENTIFICATION	NORTHING	EASTING
ORP 'A'	5018947.5	378970.6
ORP 'B'	5018934.5	379233.2

COORDINATES SHOWN TO RURAL ACCURACY IN ACCORDANCE WITH O.REG 216/10, SECTIONS 14, AND 31 TO 35 (BOTH INCLUSIVE).
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-EST CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

(1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM;

(2) THE SURVEY WAS COMPLETED ON THE DAY OF , 2019.

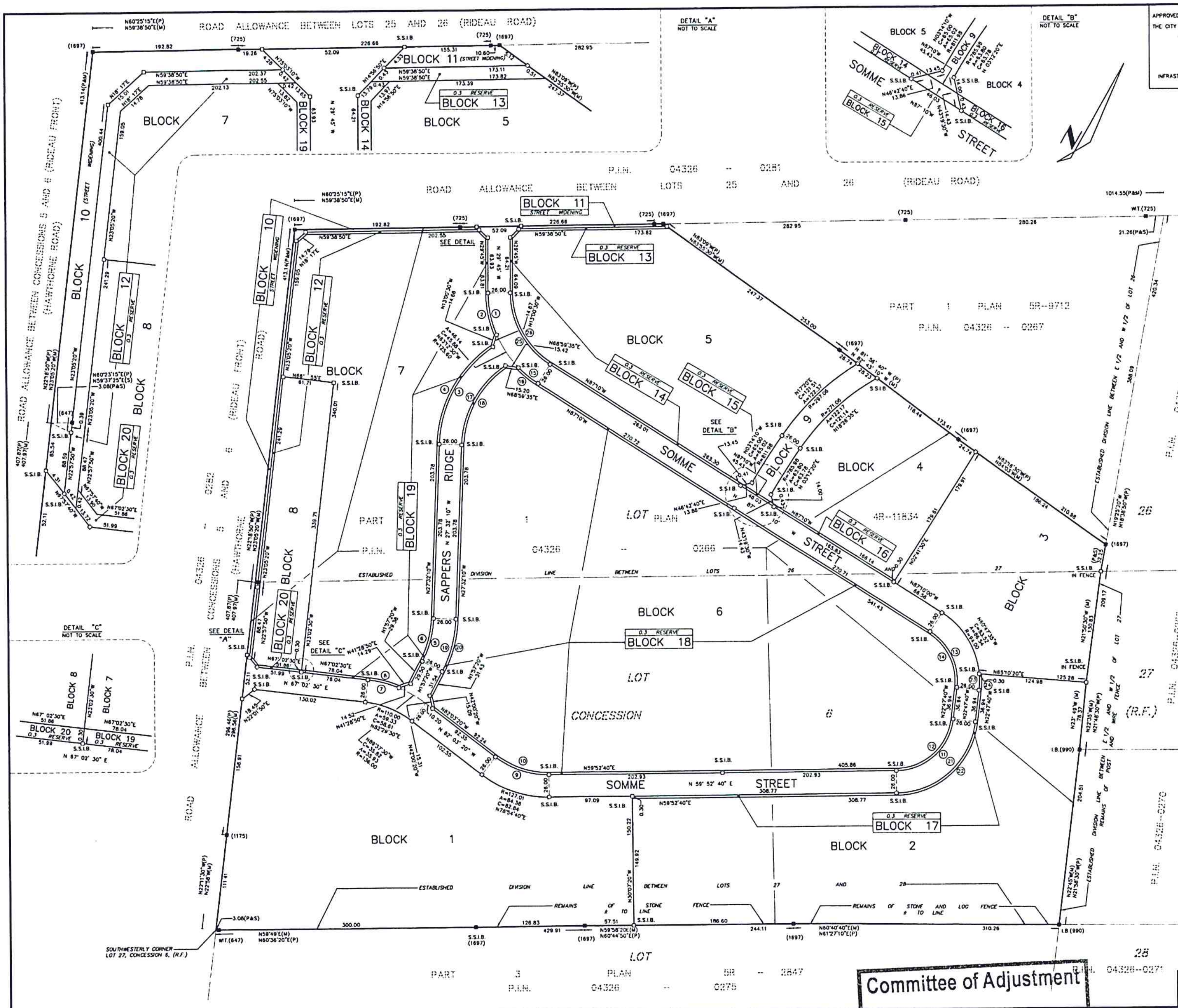
_____ DATE

_____
J.P. SHIPMAN
ONTARIO LAND SURVEYOR

H.A.KEN SHIPMAN SURVEYING LTD.
P.O. BOX 53, NORTH GOWER, ONT. K0A 2T0

REF No.: GL-502
FILE No.: 19-11756

D07-17-15-94-0505



APPROVED UNDER SECTION 51 OF THE PLANNING ACT, BY THE CITY OF OTTAWA, THIS 31 DAY OF JULY, 2009. DERRICK MOODIE ACTING ~~JOHN L. MOSER~~, GENERAL MANAGER PLANNING AND GROWTH MANAGEMENT INFRASTRUCTURE SERVICES AND COMMUNITY SUSTAINABILITY CITY OF OTTAWA	**PLAN 4M- 1388** I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF OF OTTAWA-CARLETON (No.4) AT 11:40 O'CLOCK ON THE 5 DAY OF August 2009 AND ENTERED IN THE PARCEL REGISTER FOR P.I.N. 04326-0266 AND THAT THE REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT No. OC1012290 Asst Dep Robert Unrau LAND REGISTRAR THE SUBDIVISION REPRESENTED BY THIS PLAN AFFECTS ALL OF P.I.N. 04326-0266

PLAN OF SUBDIVISION OF

PART OF LOTS 26 AND 27 CONCESSION 6 (RIDEAU FRONT)

GEOGRAPHIC TOWNSHIP OF GLOUCESTER CITY OF OTTAWA

SCALE 1:2000

0 25 50 75 100 150 200
METRES

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NOTES

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ALL MONUMENTS ARE STANDARD IRON BARS UNLESS OTHERWISE NOTED

S.I.B.	DENOTES 0.025 SQ., 1.2 LONG, STANDARD IRON BAR
S.S.I.B.	DENOTES 0.025 SQ., 0.6 LONG, SHORT STANDARD IRON BAR
I.B.	DENOTES 0.016 SQ., 0.6 LONG, IRON BAR
■	DENOTES SURVEY MONUMENT FOUND
□	DENOTES SURVEY MONUMENT PLANTED
WIT.	DENOTES WITNESS
647	DENOTES H.R. FARLEY, O.L.S.
725	DENOTES R.W. ARNETT, O.L.S.
990	DENOTES J.G. PAYETTE, O.L.S.
1697	DENOTES J.P. SHIPMAN, O.L.S.
P	DENOTES PLAN 4R-11834
M	DENOTES MEASURED
S	DENOTES SET
R.F.	DENOTES RIDEAU FRONT

CURVE TABLE

CURVE	RADIUS	ARC	CHORD	BEARING
1	125.60	50.28	49.94	N41°13'00"W
2	125.90	50.29	49.95	N41°11'30"W
3	141.01	134.00	129.02	N00°18'40"W
4	141.31	134.18	129.20	N00°20'00"W
5	117.01	52.24	51.81	N14°44'40"W
6	116.71	52.11	51.68	N14°44'40"W
7	136.00	37.43	37.31	N74°55'30"E
8	136.30	37.40	37.28	N74°54'00"E
9	101.01	67.10	65.88	N78°54'40"E
10	100.71	66.90	65.68	N78°54'40"E
11	67.70	97.69	89.43	N18°32'30"E
12	67.40	97.26	89.04	N18°32'30"E
13	68.00	76.40	72.45	N54°58'50"W
14	67.70	76.07	72.13	N54°58'50"W
15	125.60	29.45	29.39	N80°27'00"W
16	125.90	29.42	29.36	N80°28'20"W
17	115.01	109.35	105.28	N00°17'45"W
18	114.71	108.95	104.90	N00°19'30"W
19	143.01	63.85	63.32	N14°44'40"W
20	143.31	63.98	63.45	N14°44'40"W
21	93.70	135.21	123.78	N18°32'30"E
22	94.00	135.64	124.18	N18°32'30"E
23	94.00	19.07	19.04	N28°36'20"W
24	94.30	19.08	19.05	N28°35'30"W
25	99.60	99.82	95.69	N58°27'30"W
26	99.30	99.51	95.40	N58°27'30"W

SURVEYOR'S CERTIFICATE

(1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM;

(2) THE SURVEY WAS COMPLETED ON THE 4th DAY OF MARCH, 2009.

JUNE 23, 2009
DATE

J.P. SHIPMAN
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT:

(1) BLOCKS 1 TO 9, (BOTH INCLUSIVE), THE STREET WIDENINGS, NAMELY BLOCKS 10 AND 11, THE RESERVES, NAMELY BLOCKS 12 TO 20 (BOTH INCLUSIVE) AND THE STREETS, NAMELY SOMME STREET AND SAPPERS RIDGE, HAVE BEEN LAID OUT IN ACCORDANCE WITH MY INSTRUCTIONS.

(2) THE STREETS, NAMELY SOMME STREET AND SAPPERS RIDGE AND THE STREET WIDENINGS, NAMELY BLOCKS 10 AND 11 ARE HEREBY DEDICATED TO THE CITY OF OTTAWA AS PUBLIC HIGHWAYS.

DATED THE 31st DAY OF JULY, 2009.

RONALD TOMLINSON
TOMLINSON DEVELOPMENT CORPORATION
I HAVE THE AUTHORITY TO BIND THE CORPORATION

H.A.KEN SHIPMAN SURVEYING LTD. P.O. BOX 53, NORTH GOWER, ONT. K0A 2T0	REF No.: GL-362 FILE No.: 08-10-9202

B

Appendix B: Registered Survey Plan

SCHEDULE			
PART	LOT/BLOCK	PLAN/CON.	P.I.N.
1	PART OF BLOCK 5	4M–1388	PART OF 04326–0617
2			
3	PART OF BLOCK 14		PART OF 04326–0626
4			
5			
6			
7	PART OF LOT 26	CONCESSION 6 (RIDEAU FRONT)	PART OF 04326–0267
8			
9			

PART 2: SUBJECT TO EASEMENT AS IN INST. OC1253753 & OC1253757
PART 5: SUBJECT TO EASEMENT AS IN INST. OC1252525 & OC1265943

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

DATE SEPTEMBER 16, 2020

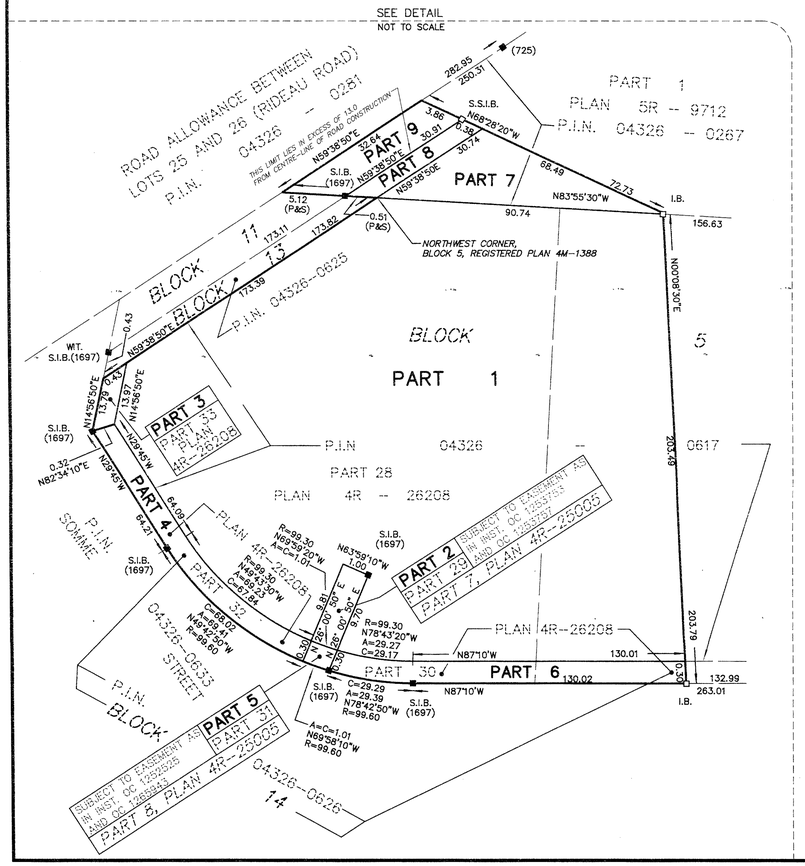
J.P. SHIPMAN

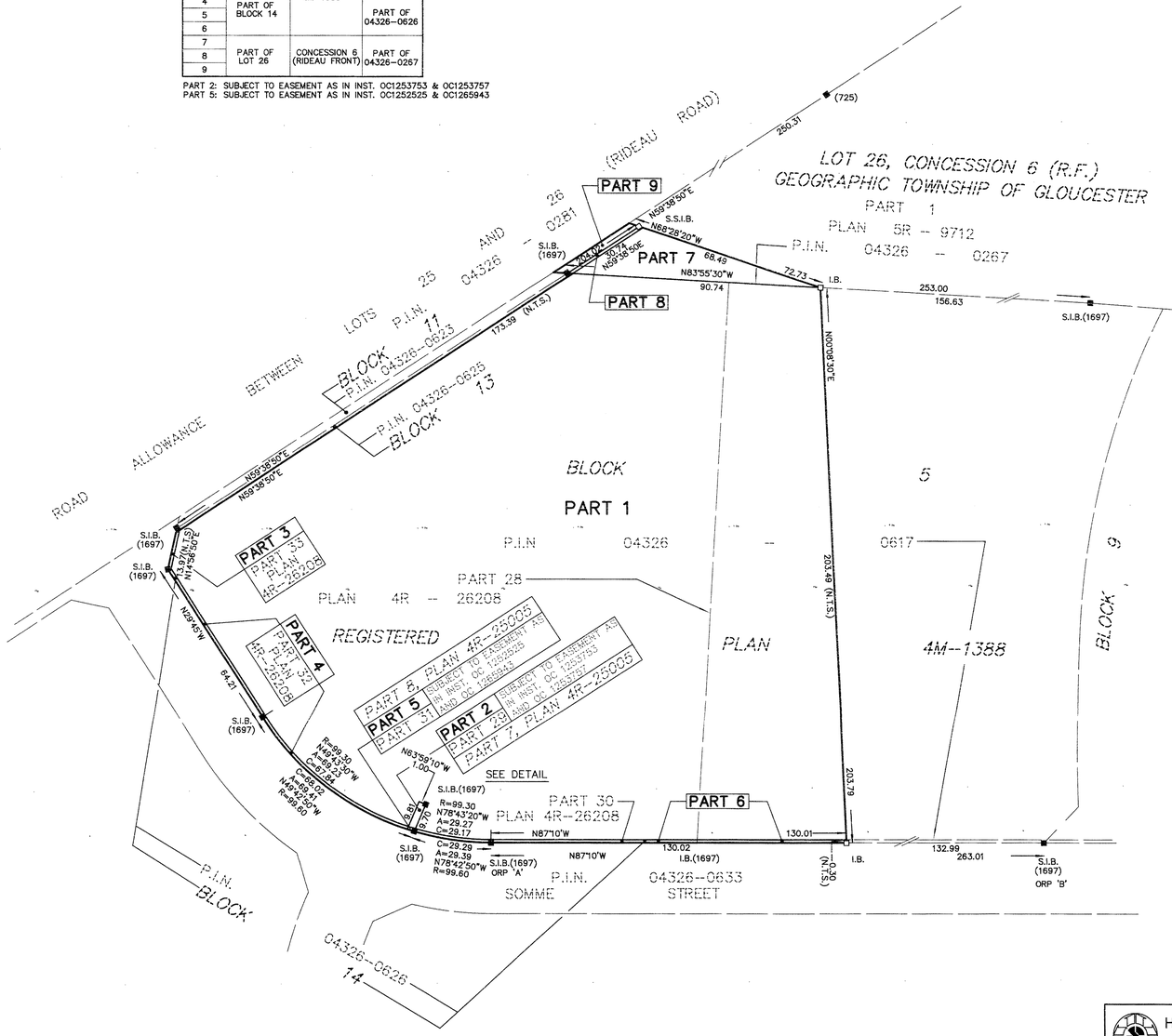
PLAN 4R–33406
RECEIVED AND DEPOSITED
DATE Dec. 22 / 2020

REPRESENTATIVE FOR LAND REGISTRAR FOR THE LAND TITLES DIVISION OF OTTAWA–CARLETON (No.4)

PLAN OF SURVEY OF
PART OF LOT 26
CONCESSION 6 (RIDEAU FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER and
PART OF BLOCKS 5 AND 14
REGISTERED PLAN 4M–1388
CITY OF OTTAWA
SCALE 1:1000

0 10 20 30 40 50 75 100
METRES





OBSERVED REFERENCE POINTS (ORP): MTM ZONE 9, NAD 83 (ORIGINAL)		
POINT IDENTIFICATION	NORTHING	EASTING
ORP A	5018947.5	378970.6
ORP B	5018934.5	379233.2

COORDINATES SHOWN TO RURAL ACCURACY IN ACCORDANCE WITH O.REG 216/10, SECTIONS 14, AND 31 TO 35 (BOTH INCLUSIVE).
COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE–ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NOTES
BEARINGS HEREON ARE GRID BEARINGS, DERIVED FROM ISCM 019871768 (N 5016745.786, E 379008.599) AND ISCM 019871769 (N 5016468.145, E 378560.015) AND ARE REFERRED TO THE CENTRAL MERIDIAN 76° 30'W LONGITUDE OF THE 3° M.T.M. ONTARIO CO–ORDINATE SYSTEM (NAD 83).

DISTANCES SHOWN ON THIS PLAN ARE HORIZONTAL GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999955

BEARINGS AND DISTANCES SHOWN ON THIS PLAN AGREE WITH UNDERLYING AND ABUTTING PLANS UNLESS OTHERWISE NOTED.

S.I.B.	DENOTES 0.025 SQ., 1.2 LONG, STANDARD IRON BAR
S.S.I.B.	DENOTES 0.025 SQ., 0.6 LONG, SHORT STANDARD IRON BAR
I.B.	DENOTES 0.016 SQ., 0.6 LONG, IRON BAR
■	DENOTES SURVEY MONUMENT FOUND
□	DENOTES SURVEY MONUMENT PLANTED
WT.	DENOTES WITNESS
1697	DENOTES J.P. SHIPMAN, O.L.S.
725	DENOTES R.W. ARNETT, O.L.S.
U.P.L.	DENOTES UTILITIES POLE LINE
N.T.S.	DENOTES NOT TO SCALE
P	DENOTES PLAN 4M–1388

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
(1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM;
(2) THE SURVEY WAS COMPLETED ON THE 10th DAY OF DECEMBER, 2020.

DECEMBER 14, 2020
DATE

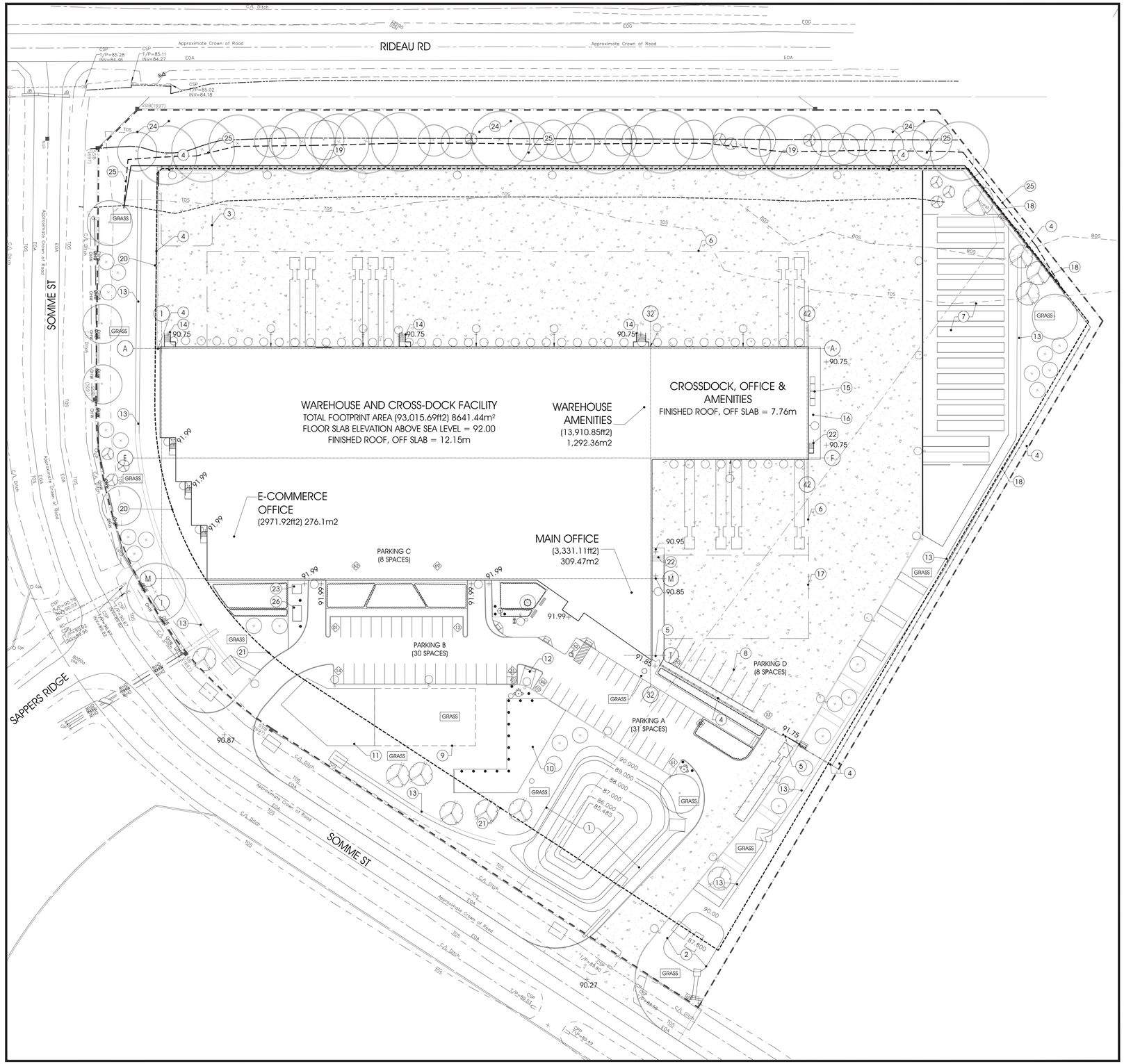
J.P. SHIPMAN
ONTARIO LAND SURVEYOR

H.A.KEN SHIPMAN SURVEYING LTD.
P.O. BOX 53, NORTH GOWER, ONT. K0A 2T0

REF No. : GL–502
FILE No. : 19–11756

C

Appendix C: Site Plan (2021.12.20) – CIVITAS Group – 2001-A1.0



THE UNDERGROUND FEATURES AND INFORMATION THAT APPEARS ON THE DRAWINGS WERE OBTAINED FROM THE PUBLIC UTILITY COMPANIES AND OR FROM THE CITY EACH RESPECTIVELY.

ALL INFORMATION UNDER THE LEGEND 'EXISTING' IS FOR INFORMATION ONLY. COMPLETE OR EXACT LOCATION AND ELEVATION OF UNDERGROUND SERVICES ARE NOT GUARANTEED.

CERTAIN UNDERGROUND FEATURES ON PRIVATE PROPERTY ARE NOT SHOWN ON THE CURRENT DRAWING.

ANYONE WHO PROCEEDS WITH EXCAVATION WORK SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND FEATURES, BY EXPLORATORY EXCAVATIONS, AND SHALL ASSUME FULL RESPONSIBILITY IF THERE IS ANY DAMAGE THAT OCCURS DURING WORK.

THE CONTRACTOR WILL HAVE THE RESPONSIBILITY AND THE OBLIGATION TO VALIDATE, BY EXPLORATORY EXCAVATION, THE SIZE OF THE PUBLIC UTILITIES UNDERGROUND SERVICES AND TO WARN THE ENGINEER OF ANY CONFLICT WITH THE PROJECTED WORK.

BUILDING AREA DATA	TOTAL m2	OCCUPANCY
2.1 WAREHOUSE (CROSS-DOCK)	1,292.37 m2	5 PERSONS
2.2 WAREHOUSE	6,610.36 m2	6 PERSONS
2.3 E-COMMERCE OFFICES	276.09 m2	8 PERSONS
2.1 MAIN OFFICE	309.47 m2	7 PERSONS
2.5 WAREHOUSE (AMENITIES)	153.15 m2	10 PERSONS
TOTAL BUILDING AREA	8,641.44 m2	36 PERSONS

SITE APPLICATION DATA	REQUIRED, CITY OF OTTAWA	PROPOSED
1.0 LAND USE REQUIREMENTS		
1.1 ZONE	RH	RH
1.2 MAXIMUM HEIGHT	15m	12.4m
1.3 FRONT YARD SETBACK	15m	60.5m
1.4 CORNER SIDE YARD SETBACK	15	16.2m
1.5 SIDE YARD SETBACK	3m	46.7m
1.6 REAR YARD SETBACK	15m	15.2m
1.7 MINIMUM LOT WIDTH	50m	N/A
1.8 MINIMUM LOT AREA	8,000m²	40,665.3m²
1.9 MAXIMUM LOT COVERAGE	50% (20,332.65m²)	21.25% (8,641.43m²)
1.10 TOTAL LANDSCAPED AREA ON PROPERTY	-	33% (13,419.55m²)
1.11 TOTAL LANDSCAPED OUTSIDE OF PROPERTY	-	11.2% (4,554.51m²)
2.0 PARKING REQUIREMENTS		
2.1 WAREHOUSE - FIRST 5000m2	5000m² x (0.8/100m²) = 40 SPACES	40 SPACES
2.1.1 WAREHOUSE (CROSS-DOCK)	1292.37m²	
2.1.2 WAREHOUSE	6610.36m²	
2.1.3 WAREHOUSE (AMENITIES)	153.15m²	
2.1.4 TOTAL WAREHOUSE	8055.88m²	
2.1.5 WAREHOUSE REMAINING PARKING SPACES	8,055.88m² - 5,000m2=3,055.88m2 x (0.4/100m2)	13 SPACES
2.2 E-COMMERCE OFFICES	276.10m² x (2.4/100m²) = 6.6 SPACES	8 SPACES
2.3 MAIN OFFICE	309.47m² x (2.4/100m²) = 7.42 SPACES	16 SPACES
2.4 TOTAL PARKING REQUIRED	66.24 SPACES	77 SPACES
2.5 PARKING PROVIDED BREAKDOWN		
2.5.1 PARKING LOT A PROVISION		8 SPACES
2.5.2 PARKING LOT B PROVISION		30 SPACES
2.5.3 PARKING LOT C PROVISION		31 SPACES
2.5.4 PARKING LOT D PROVISION		8 SPACES
2.5.5 TOTAL PARKING PROVIDED		77 SPACES
2.6 ACCESSIBLE PARKING SPACES	1 SPACE	1 SPACE
2.7 BICYCLE PARKING - OFFICE	585.56² x (1/250m²) = 2.34 SPACES	3 SPACES
2.8 BICYCLE PARKING - WAREHOUSE	8,055.88m² x (1/2000m²) =4.03 SPACES	5 SPACES
3.0 OTHER PARKING REQUIREMENTS		
3.1 LOADING FACILITIES	1 LOADING SPACE	1 LOADING SPACE
3.2 LOADING BAYS	N/A	48 LOADING SPACE

FASTFRATE

DRAWING LEGEND:

- PROPERTY LINE
- SETBACK LINES
- FENCE LINE
- PROPOSED BUILDING FOOTPRINT
- ROLLED CONCRETE
- HEAVY DUTY PAVEMENT
- CONCRETE SIDEWALK
- GRANULAR PAD
- GRANULAR PAD COVERED WITH GRASS
- RIP RAP
- SAND MANTLE
- GRASS — GRASS AREAS
- CURB C/W DEPRESSION
- BUILDING ENTRANCES & EXITS
- ELECTRICAL FIXTURES:
  - SITE AREA LIGHT
  - DOWNLIGHT
  - WALL MOUNTED LIGHT
- BIKE RACK
- BENCH
- BARRIER FREE ACCESSIBLE PARKING
- PARKING COUNT.
- FIRE HYDRANT
- STANDALONE SIAMEZE CONNETION
- BOLLARD
- NEW CONIFEROUS TREE
- NEW DECIDUOUS TREE
- SHRUBS

DRAWING NOTES:

1. WET POND.
2. FIREOND.
3. SNOW REMOVAL AREA. (TBD)
4. FENCE.
5. FENCE GATE.
6. TRUCK LOADING AND UNLOADING.
7. TRAILER STORAGE AREA 14-17 TRAILERS.
8. TRUCK PARKING AREA.
9. SEPTIC SYSTEM.
10. SEPTIC SYSTEM ACCESS AREA.
11. SEPTIC SYSTEM SAND MANTLE.
12. SHORT TERM PARKING.
13. STORM WATER SWALE.
14. EXIT STAIRS, 7 RISERS.
15. GARBAGE BINS.
16. PROPOSED LOCATION FOR EXTERIOR ELECTRICAL BOX.
17. TRUCK MANEUVERING AREA.
18. MIN. INTERIOR SIDE YARD SETBACK (3m).
19. MIN. FRONT YARD SETBACK (15m).
20. MIN. CORNER SIDE YARD SETBACK (15m)
21. MIN. REAR YARD SETBACK (15m)
22. EXIT STAIRS, 6 RISERS.
23. ELECTRICAL GENERATOR.
24. TREE CONSERVATION AREA.
25. RETAINING WALL.
26. ELECTRICAL MANHOLE C/W TRANSFORMER.
27. STANDALONE SIAMEZE CONNECTION

CIVITAS GROUP

FASFRATE OTTAWA
NEW WAREHOUSE & CROSS-DOCK FACILITY
301 SOMME STREET OTTAWA, ONTARIO

TRUE NORTH

PROJECT NORTH

SCALE: 1:500

DATE: 2021.12.20

GRAPHIC SCALE: 0 5m 10m 20m (1m)

SITE PLAN

2001 - A1.0

D

Appendix D: Design Brief – CIVITAS ARCHITECTURE INC

Fastfrate Distribution Centre

301 Somme Street, Ottawa, Ontario

DESIGN BRIEF - ADDENDUM
SITE PLAN APPROVAL APPLICATION

CBRE Project Number 119011

06 November 2021

Civitas Architecture Inc

Architecture + Landscape Architecture

14 Chamberlain Avenue, Suite 101, Ottawa, Ontario K1S 1V9

TABLE OF CONTENTS

EXECUTIVE SUMMARY

The goal of this document is to clarify how the proposed development project achieve the requirements, policies, and the objectives of the City of Ottawa, by illustrating the design work, with its existing and planned context, to demonstrate how the proposal supports the overall goals of the Official Plan, relevant secondary plans, Council approved plans and design guidelines.

The project is a fully compatible and thoughtful response to a relatively straightforward development application, in complete alignment with the City of Ottawa development guidelines and within the context of the existing Hawthorne Industrial Park. The Client, Fastfrate Inc., along with their Project Manager firm CBRE, have fully supported sound design and planning principles. They have also enabled the design development to be environmentally sensitive, improving the street presence along Somme Street, and creating a user friendly and accessible environment despite its industrial uses. The project highlights include the following:

- The Fastfrate development will create a new anchoring element to the Hawthorne Industrial Park to encourage further development and create a presence particularly to the Rideau Road and Somme Street intersection. An existing deficient public access intersection at Hawthorne and Somme Street will be upgraded under this project to the benefit of the City of Ottawa.

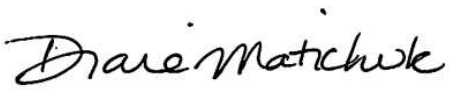
- Despite the challenges of large vehicle circulation area requirements, site planning has enabled the creation of an environmentally themed and aesthetic frontage to Somme Street. Transport operations have been confined to a majority of the 'back of house' areas.

- The area of the existing minor watercourse on the North side of the subject property will be environmentally preserved and augmented with new landscape to create a natural buffer to the development along Rideau Road Even though it conforms with the industrial zoning of the site, it was designed for the distance, grade elevation and natural features on the South side of Rideau Road to camouflage the utilitarian aspects from Rideau Road.

- The development is orientated to maximize solar access to the Somme Street forecourt design for pedestrians, building occupants and office-type functions. In addition, the adjacent properties will not be impacted for their own solar access.

- The new Fastfrate Ottawa facility is incorporating several sustainable techniques including the adaptive re-use and soils management of existing poor soils conditions present on the site. The roof structure is designed to accommodate future large array of solar panels and incorporates self-contained site services for water and sanitary waste. The site drainage is configured to be effective and will tie in the existing subdivision stormwater management systems.

- The design and planning of this development is leading-edge and of a higher quality in relation to the existing developments in the vicinity. It sets an excellent precedent for the Hawthorne Industrial Park future.



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PREAMBLE

Civitas Group (Civitas Architecture Inc.) have been retained by Fastfrate (Ottawa) Inc. for the design, project development and contract administration of a new warehouse and distribution facility located at the Hawthorne Industrial Park.
The Civitas Group is an integrated architecture and landscape architecture firm focussing on the sustainable dovetailing between building and site. They are supported by sub-consultant and specialist teams including: Cunliffe and Associated (Structural); Goodkey Weedmark and Associated Limited (Mechanical & Electrical); GHD (Environmental); GHD (Geotechnical, Slope Stability and Vibration Control); Paterson (ESA); Transportation (Castleglenn); Security and Telecommunications) (The Attain Group), CIMA+ (site servicing and storm water management).

SECTION 1: APPLICATION

1.1. APPLICATION SUBMISSION

The purpose of this application is to submit the comprehensive design proposal for the new Fastfrate Ottawa Warehouse and Distribution Facility to be located at **301 Somme Street**, Hawthorne Industrial Park, for site plan approval. The new facility will bring a new centralized facility for the company from an existing and over-capacity leased facility to a larger, fully owned centre. The facility will provide:

- New building and site development by a reputable, national transportation company anchoring the Hawthorne Business Park.
- The central warehouse and distribution centre is conveniently located in close proximity to major highway interchanges south of Ottawa to quickly more goods in a safe efficient manner.
- New corporate warehouse Facility including accessory distribution and office components to represent the City of Ottawa in the Fastfrate national chain of warehouse sites.
- Development of an underutilized, environmentally challenging site in a sustainable and responsible manner.

Civitas Group, acting as agent for Fastfrate Inc., is submitting an application for Site Plan Approval to the City of Ottawa with the objective of securing site plan approval prior to the elaboration of the Contract Documents for the warehouse project identified as *Fastfrate Ottawa Warehouse Facility*. The project is located at the intersection of Somme Street and Rideau Road, in Ottawa, Ontario. The site is located within Block 5 of the 72-hectare Tomlinson Hawthorne Industrial Subdivision. The City of Ottawa has recently provided the municipal address as 301 Somme Street.

Time is of the essence for Site Plan Approvals.

The Owner is urgently requiring the construction phase of the project to proceed without delays. Their present facilities are extended beyond capacity and has been affecting the efficiency of their operations. The objective is complete documents for building permit purposes for end of October 2021 and make application for building permit in early October 2021. The Issued for Tender documents will be issued shortly thereafter for a General Contractor to be engaged and mobilized before December 2021. Accordingly, the construction is expected to proceed in early Spring 2022 and an occupancy for August 2022.

The Site Plan control application proposal is intending to meet the applicable policies of the Rural Area (Schedule A, Official Plan), and Sections 4.11 and 5. A review of the existing zoning by-law indicates a "RH-Rural Heavy Industrial Zone" designation of which a warehouse is a permitted land use. The site is currently greenfield. The proposed development also meets the policies of Section 4.11 regarding urban design and compatible development.

The purpose of this document is to assist the applicant to organize and substantiate the design justification in support of the proposed development and to assist staff and the public in the review of the proposal.

The "Concept Plan", prepared by Civitas Group, outlines the major features of the project in sufficient detail for the initial site plan review submission. We understand the City Planning Staff will need to be comfortable that the proposed development will comply with the City's zoning by-law and infrastructure requirements. Every effort has been made to meet or exceed expectations and present a high-quality project for the City of Ottawa.

Zoning considerations include such matters as lot frontage, access, building footprint and elevations, a sufficient number of parking spaces for the desired floor area, walkways, driveways, yards, and landscaped open space; infrastructure requirements, including preliminary sewer and water design as well as preliminary lot grading, drainage, and storm water management. Other site plan details related to such matters as lighting, and waste storage may also need to be considered in the initial Concept Plan review. This plan is being produced by Civitas Group with the sole intent of meeting the objective of obtaining site plan approval.

1.2. RESPONSE TO CITY DOCUMENTS

1.2.1. OFFICIAL PLAN

The proposed development is located in the Rural Area (Schedule A, Official Plan). A review of the existing zoning by-law indicates a "RH-Rural Heavy Industrial Zone" designation, which purpose is to 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; accommodate a range of heavy industrial uses and limited service commercial uses at locations which are neither environmentally sensitive or in close proximity to incompatible land uses; and, regulate development in a manner that respects adjacent land uses and will have a minimal impact on the rural area. (https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/law-z/planning-development-and-construction/maps-and-zoning/zoning-law-no-2008-250/zoning-law-2008-250-consolidation/part-13-rural-zones-sections-211-236#rh-rural-heavy-industrial-zone-sections-221-and-222).

Section 2.5.1 of the Official Plan identifies several Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. These Design Objectives are broadly applicable, to plans and development in all land use designations, and from a city-wide to a site-specific basis. Table 1 provides an assessment of how the proposed site plan for this project is consistent with these guidelines.

Official Plan **Policy Reference Section 2.5.1 Designing Ottawa** **Design Objectives**	
Design Objectives	Site Plan Design Response
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	The Proposed Site Plan for the Warehouse facility has been **designed to initiate a positive identity for the industrial park** and act as a **catalyst for the future industrial community** of the Hawthorne Industrial Park.
2. To define quality public and private spaces through development	The proposed warehouse has been sited to **create a strong separation between the active transport and vehicle circulation and the more subdued office and pedestrian orientated 'forecourt'** facing Somme Street.
3. To create places that are safe, accessible and are easy to get to, and move through.	Transport activities have been placed to one side of the property for access and behind the main warehouse building massing. **This creates a quiet and pedestrian-safe front landscape** related to the office functions.
4. To ensure that new development respects the character of existing areas.	Located within the Hawthorne Industrial Park which respects the character and intended use of the area as a rural industrial park. **In fact, this development strives to set a high-quality precedent for vacant lands in the industrial park.**
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The site plan design and layout provide for the adaptive re-use of the site over time for industrial uses requiring a large format building site. In particular, the building facades and structures behind the building faces all along Somme Street have been designed with flexibility; **using materials and modular construction which can be readily changed or reconfigured to adapt to new circumstances.**
6. To understand and respect natural processes and features in development design.	The site plan design respects the natural processes in the immediate area including **provision a sufficient development setback from the minor watercourse and environmental conservation area** along Rideau Road adjacent to the Northern site property line.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	Incorporation of best practices will be into the building and site to reduce reduce the resource consumption, energy use, and carbon footprint of the built environment were deemed appropriate. For example, with the large roof area common to any warehouse, **the building was aligned to solar exposure and will be designed to accommodate future solar roof panel array units.**

The proposed site plan development is consistent with the broad design objectives outlined in Section 2.5.1 of the Official Plan.

Section 5.2.1 of the Official Plan identifies several components in order to ensure that the design provisions of this Plan are addressed; building elevations provided to the City in support of applications submitted for approval under the provisions for Site Plan Control in the Planning Act may be required to show exterior architectural details and design features. Drawings and elevations have been provided to sufficient scope, quality, clarity and detail to ascertain detailed design, materials, and finishes and the treatment of the public realm. Drawings and elevations serve to illustrate matters of compatibility with adjacent buildings or sensitivity to local area place, context and setting, to address the relationship between buildings and between buildings and the street, to incorporate sustainable design features, and to illustrate scale, transitions in form, massing, character and materials.

Official Plan Policy Reference Section 5.2.1 Building/Site Design Objectives	
Design Objectives	Site Plan Design Response
a) Treatment of the public realm;	As the development is situated in an almost vacant Industrial Park without neighboring development, the design is actually investing into the initiation of the first public realm for the area and setting precedence.
b) Views of the entire block, so that proposed buildings may be seen in their context;	The proposed warehouse is situated with no surrounding buildings within over 550 metres. It will be situated along a heavily treed and environmentally conserved area along its Northern boundary. The remaining area is open subdivision lots, with little foliage.
c) Finish, texture, materials, patterns and colours of all building exteriors, including roofs;	The relatively large building has been treated with varying materials and finishes to breakdown its massing, providing human scale, patterning and visual interest. For example, precast concrete wall panels are being proposed with surface texture/patterns.
d) Location, size, colour, and type of all building exterior signage and lighting;	Lighting for the project is primarily by way of freestanding lighting standards designed to light the secure compounds. Signage will be primarily building mounted due to the area available on the building massing and minimize ground visual environment. Photometric studies have been performed to provide site lighting which is effective and minimizes light pollution to the adjacent properties and be cognizant of Dark Skies principles.
e) Number, placement, type and finishing of all exterior doors and windows	For design interest, the design has invested in providing translucent glazing features to the warehouse to provide natural lighting to interior aisles of the warehouse.

	Prominent glazing features are provided to the forecourt and landscaping along Somme Street.
f) Finish, texture, materials, patterns and colours of functional elements attached to or forming part of the exterior of buildings such as entrance elements, walls, stairs, gates, railings, balconies, planters, awnings, alcoves, canopies, bays, seating, parking decks and ramps;	To enhance the facades and 'break down' the large massing of the main warehouse, subsidiary office areas are provided with several highlighting features. Coloured metal panels are introduced at areas of entrance doors or glazing. Pronounced horizontal and vertical prefinished coloured fin elements are added to the facades which introduce feature lighting and highlight the more pedestrian environments, versus the utilitarian transport functions.
g) Any sustainable design features to be incorporated, such as green roofs or walls, sun traps, reflective or permeable surfaces;	Sustainable design features are integrated into the design and includes a white reflective roof covering and capacity for future solar panel arrays on the main roof. The orientation of the building was designed to maximize solar access to the frontage along Somme Street, along with considerable landscaping features.
h) Placement, finish, colour, size of any exterior mechanical systems such as heating and air conditioning, electronic transmission / receiving devices, and all above ground utilities (whether stand-alone or attached to the building) including any screening materials associated with the foregoing;	Generally, there will be no visible mechanical systems or prominent utilitarian features to the building around the site. A ground mounted emergency generator and necessary electrical transformer has been located in accordance with utility requirements. These are positioned to one side of the development and within a landscaped screened area.
i) Integration of elements such as mechanical equipment, elevator machine rooms, communication devices and visible temporary devices (window washing equipment), together with any building parapet that constitute the roofscape design;	As the site is located in an industrial park, raised significantly in grade from Rideau Road and the warehouse is relatively high, the main mechanical system units will not be readily apparent to the surrounding areas. No other large appurtenances on the main roofs are anticipated other than the future solar panels. The lower roof areas, primarily visible to Somme Street, are fitted with raised parapets to screen any smaller HVAC components or roof access ladders.

The proposed site plan development is consistent with the aesthetic building elevation and massing design objectives outlined in Section 5.2.1 of the Official Plan.

1.3. CONTEXT PLAN

The context plan intends to provide a contextual analysis that discusses and illustrates the properties, of a 100-meter radius for the surrounding area of the project, such as: transit stations, transportation networks for cars, cyclists, and pedestrians, focal points/nodes, gateways; parks/open spaces, topography, views towards the site, the urban pattern (streets, blocks), future and current proposals (if applicable), public art and heritage resources.

1.3.1. CONTEXTUAL BACKGROUND

In this contextual analysis, the Architect and Landscape Architect provides a full description of the subject development context and any important considerations in the design of the project. We refer the reader to the aerial and ground photographs included in this section.

1.3.1.1 Transportation and Road Network

The subject site is located to the Northeast corner of the existing Hawthorne Industrial Park. The site frontage is located along Somme Street which is longest property line. As Somme is the internal road to the subdivision the frontage offers opportunities for access, particular to the southerly areas. Rideau Road is located along the length of the Northern property line, with a minor intersection at Somme Street and Rideau Road. To the Northwest/west property line are open land areas and to the Southeast/South an existing undeveloped lot for the subdivision.
The primary access for transport vehicles for this site and the subdivision in general is located at the Somme Street and Hawthorne Road intersection, Southwest of the site. Vehicles are primarily required to use this intersection and traverse Somme Street and enter the site by the Southeast property line.

1.3.1.2 Adjacent Buildings or Structures

The site and adjacent properties of the subdivision are greenfield technically; there has been the importation of excess poor fill materials over the years. There are no adjacent buildings or structure within at least 550 metres to the West but is primarily open for several thousand metres in almost all directions.

1.3.1.3 Pedestrian Walkways or Road Features

There are no pedestrian sidewalks serving the site nor the subdivision, with minimal road lighting, no public transportation stops or service. The roadways have shallow gravel shoulders and generally drainage ditches.

1.3.1.4 Green Space

Between Rideau Road and the North Property line is an existing man-made ditch which serves Rideau Road, and an area deemed an environmentally sensitive area. It is essentially a low-lying wet area with treed vegetation. As an industrial subdivision there are no public park amenities or greenspaces in the area. The Greenbelt area is to the Northeast of the site, but the remaining areas are primarily open subdivision lots with little or no trees; only low, weedy vegetation.

1.3.1.5 Existing Vegetation

Much of the site and adjacent properties is disturbed open field. The vegetation characteristics of the site are typical of areas with high disturbance and historical clearing. This area was dominated by perennial rye grass (Lolium perenne), Kentucky blue grass (Poa pratensis), Canada goldenrod (Solidago canadensis), common burdock (Arctium minus), Queen Anne's lace (Daucus carota), common dandelion (Taraxacum officinale), chicory (Cichorium intybus), white clover (Trifolium repens), and common mullein (Verbascum thapsus). The only tree species identified were willow and balsam poplar (Populus balsamifera), located at the base of the Northern property line pronounced slope. For more information, please refer to Tree Conservation Report.

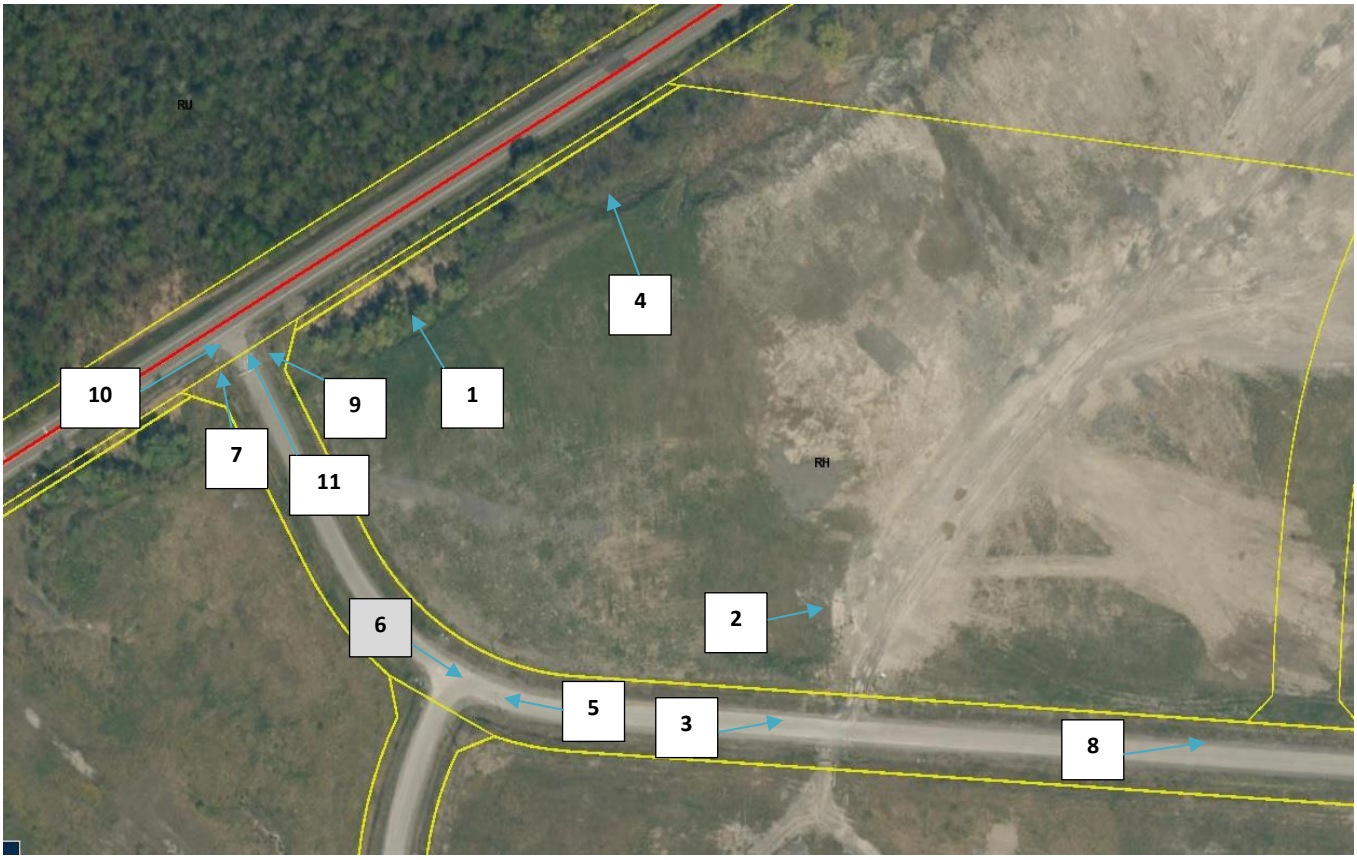
1.3.1.6 Views

The site does not offer any significant aesthetic views with its position in an industrial subdivision. The only realistic opportunity is to address the view towards Somme Street and provide a street frontage to create an area for views or view refuge from its industrial context.

1.3.1.7 Topography

The site topography is relatively flat with various small mounds of fill material, sloping down to the surrounding streets. The surrounding topography slopes up from south to north by approximately 3.5 meters from Rideau Road to the section of Somme Street south of the Site. The Site elevation is higher compared to the surrounding streets varying from approximately 0.2 metres (m) higher on the south side (Somme Street) to 4.0 m higher on the north side (Rideau Road). There was also a ditch along the south, west, and north perimeters of the Site. The historic fill placement at the Site has created sloping of approximately 2:1 (H:V) around the south, west, and north perimeters of the Site.

Existing conditions on the site are shown in the following photographs. See images below, each number indicates the order of the picture.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1.3.2. CONTEXTUAL ANALYSIS AND RESPONSE

The context of the project being located within a relatively flat undeveloped industrial park, it seemed clear to the architecture and landscape architecture design team that, in some ways, we were required to a) enhance any features or elements to **improve or preserve the context** and b) add or design the project to **create a context and contribute to the future of the subdivision**. The following were the key contextual design responses.

1.3.2.1 Environmental Preservation

The acknowledgement of the sensitivity of the designated watercourse and associated lands between Rideau Road and the subject development property line is important to the Consultant team. An Environmental Impact Study has been prepared to address potential environmental issues associated with an application to develop the property. The study area included open disturbed area and a roadside ditch. Within this area, we confirmed the boundaries on key natural features (e.g., watercourse), confirmed their ecological functions, and have recommended appropriate mitigation measures, including buffers (setbacks) to prevent impacts on natural features from the proposed development.

The photograph to the left which was taken on June 2021 is a view of the existing Rideau Road ditch, looking East. It shows the top of bank along Rideau Road and the watercourse approximately 2m in width. There is a manmade distinguishing bank on the south side of the ditch and therefore delineates a line for top of bank for the purpose of the 15m setback distance.

In summary, the Environmental Impact Study identifies that the proposed development will not result in a significant negative impact on identified natural heritage features or their functions provided the 15m buffer from the bank of the watercourse (ditch) is respected, and associated mitigation measures are implemented. These recommendations have been made to address potential impacts to natural features (identified watercourse) and/or their functions during the site preparation, construction and post-construction period.

1.3.2.2 Street Presence and Sanctuary

The design team understands the nature of the industrial and utilitarian context of the Hawthorne Industrial Park. A remote and 'rough and ready' environment often results in developments which are simple and take the view 'out of site/out of mind'. Through the support of the Client Fastfrate, the design and planning has endeavoured to make a 'place' which accommodates not only the hub of transport trucking, but street presence and calmness. The design is focused in centring the aesthetics, low activity function and greenspace to the street frontage in the form of a forecourt.

1.3.2.3 Environmental Adaptation

The soils and slope conditions are less than ideal for this development and makes this particularly challenging. However, the Consultant has accepted the challenge and have approached this almost as a brownfield site and what we call an 'environmental adaptation' or reuse.

The existing property has been used as a dump site for exported fill material. The fill material encountered at the site consisted of a mixture of sand, silt, clay, and gravel. The composition of the fill material varied with depth and borehole location. The thickness of the fill at the borehole locations was approximately 6.0 m; the fill material was found to be loose to compact in compactness state and was recovered in a damp condition becoming moist to saturated with depth. Site preparation within the building footprint will depend on design finish grade and preferred foundation option; the existing fill within the building footprint will need to be improved using site specific ground improvement techniques. The recommended soil improvement method at this time is Dynamic Compaction performed by specialty contractors. This method will compact the existing fill material using a crane that repeatedly drops a 15 to 20 ton weight in a closely spaced grid pattern across the site, creating a uniformly compacted subgrade. In the areas with softer cohesive soils, the addition and compaction of imported granular material may be required to further strengthen the soil. Following completion of the compaction, the contractor will perform on site pressure meter tests in the compacted areas to confirm that the design bearing capacity has been achieved or whether additional compaction is required.

Based on the preliminary slope stability analysis, depending on the composition and compactness state of the fill material, the factor of safety for the slope may be equal or slightly below (i.e., 1.3 under static condition and 0.9 under pseudo-static condition) the recommend values of 1.5 for static condition and 1.1 for pseudo-static condition. Some slope remediation or adjustment is required, and the condition of the slope must be monitored during site preparation and building construction.

With the above conditions, we have set the following objectives in line with environmentally responsible practices:

1.3.2.3.1 Consolidate Poor Soil Material

The development is endeavouring to **reduce the amount of exported unsuitable fill** to the greatest extent possible. We do not want to merely transport our 'garbage' to another location. Through Dynamic Compaction we can consolidate poor fill material and compact it to accommodate the building foundation substrate. This also reduces the cost and environmental impact to import large amounts of fill.

1.3.2.3.2 Reduce Dynamic Compaction Impacts

Dynamic Compaction activities in an urban or populated area often have noise and vibration impacts on adjacent properties and uses, due to the repetitive dropping of weights to the ground. Contextually, this ground improvement procedure will not adversely affect the area in terms of sound or vibrations. There are no built-up properties within 1000m in almost all directions, the only built-up property is a heavy industrial one, approximately 550m from the site. However, we are exercising caution with the Vibration Report in the Site Plan Application documents and our commitment to monitor operations. **Responsibility for the environmental controls will be exercised by the Dynamic Compaction Contractor and mitigation plans coordinated with the City of Ottawa.**

1.3.2.3.3 Stabilization of Existing Slopes

It should be noted that the existing slopes on the site are not natural or original slope features. They are a result of the importation of 6 to 8m of unsuitable fill material to the site. A Slope Stabilization Report has been executed to analyse and provide the measures to prevent slope destabilization along the perimeter of the property. Our engineering team has been provided **measures to retain and monitor the slopes primarily along the North property line to preserve the environmental sensitive areas** noted earlier.

SECTION 2: DESIGN PROPOSAL

2.1. MASSING AND SCALE

2.1.1. BUILDING MASSING

Early conceptual work strived to isolate the transport truck activities to zones away from the Somme Street frontage as much as possible. The objective was to use the massing, landscape features and building elements to create a quieter, pedestrian and environmentally friendly space. Our team envisioned an almost pastoral forecourt to Somme Street; creating inviting views, pedestrian friendly environment, and offer exterior amenity areas.

Fastfrate Ottawa Distribution Centre - Early Conceptual Sketch

It is always a challenge to work with large scale industrial buildings on sites. The effort was to set back and turn the large warehouse element away from Somme Street. Transport trucking does require significant turning and circulation space and was also challenging with the irregular property configuration.

However, the major transport access off Somme and the circulation was able to be concentrated to the side and rear of the property respectively. The result was a generous forecourt of small vehicle parking, circulation and pedestrian movement with and environmental landscape emphasis.
The massing is divided into three main volumes or buildings:

- **The main warehouse block**: With a height to top of parapet of 12.4m, this is the main building and is composed of a standard warehouse (Cluster B), and the E-commerce area (Cluster C). The structure and foundation of this building will be designed to allow for the future construction of an interior mezzanine on the south side of the building.

- **The cross-dock block**: With a height to top of parapet of 8m, this is the second building in area and is located on the east side of the main warehouse building.

- **The offices and driver's amenities areas**: With a height to top of parapet of 6.2m, this building accommodates the supportive Office space (Cluster D) and the Driver's Amenities and Support areas (Cluster E) and is attached to the main warehouse on its south side. Its main façade will contain curtain wall, which will contrast in appearance with the almost fully opaque building envelope of the rest of the warehouse.

2.1.2. VIEWS

Due to its location, the building mass, height and location does not impact the views visible from public viewpoints, such as monuments, bridges, civic spaces, landforms, or other valued spaces.
One of the main focus of the design has been to develop the building perspective from the employee/visitor access to the site, since this will be the first view when approaching the building.

The main building entrance is located on the south side (at Cluster D - Office) and shall be noticeable when employees and visitors approach the two-way vehicle access leading to the parking lots. Landscape design also plays a fundamental role on the design of the south side of the site to accentuate the main building entrance.

The west and north areas of the site contain the loading and unloading areas. Trucks and vehicles transporting and distributing goods have access to these areas through a primary truck access located on the south of the site. Transport trailers and vehicles will be screened from public view and acoustically dampened by the building mass, along with planted trees and vegetation between the south access/entrance areas and the west loading areas.

2.1.3. BUILDING TRANSITION

The site is currently greenfield with no adjacent buildings to the site.

The transition of the warehouse to the adjacent uses is resolved with setbacks and building site orientation as follows:

- South Side, Main Property Line: A forecourt has been created to front on Somme Street. This contains two parking lots divided with landscape features, concrete sidewalks and an environmentally themed natural landscape area including a stormwater pond. This presents a calming and professional approach from Somme Street.

- West Side, Transition to Rideau Road: A continuation of Somme Street, where the grades rise from the Somme Street and Rideau Road intersection into the subdivision. The building is provided with a stepped building façade to frame the forecourt oriented to the South, identified above. This is the short side of the main building rectangle to reduce visual impact to Somme.

- North Side, Environmental and Visual Buffer: Along the north property line the development is separated from the roadway by approximately 25m and the building by approximately 85m. The vehicle compound is approximately 6m above the level of Rideau road. The public thoroughfare is not only separated by significant distance and elevation, the conservation area with natural landscape screens the development.

- East side: The west loading/downloading area, concrete sidewalks, the track access driveway, and a landscape area separate the building from an adjacent property.

A building height and massing transition has been implemented on the east side of the development, where the development is in contact with an adjacent property, by reducing the height from 13.6 m of the main warehouse to the 8 m of the cross-dock.

2.1.4. GRADING AND DRAINAGE

As discussed earlier, the site topography is relatively flat with various small mounds of fill material, sloping down to the surrounding streets. The surrounding topography slopes up from south to north by approximately 3.5 meters from Rideau Road to the section of Somme Street south of the Site. The Site elevation is higher compared to the surrounding streets varying from approximately 0.2 metres (m) higher on the south side (Somme Street) to 4.0 m higher on the north side (Rideau Road).

The topography lends itself nicely for the necessity for even, low slope areas for transport truck circulation and maneuvering. However, with the amount of unsuitable fill material present on site, it presents challenges to managing the cut and fill for the development. The architectural, environmental and engineering team established a balance approach between:

a) Dropping the existing grades to reduce the height requirement of retaining walls along the Northern property line but incurring the cost and negative environmental impact to export the unsuitable fill material.
versus
b) Maintaining the existing grades to minimize the need to export the unsuitable fill, but then requiring much higher retaining walls to the North.

It should be noted that the above approaches impacted the ability for the grading and drainage design to utilize the subdivision stormwater management. Lowering the grades too much to reduce the height of the Northern retaining wall then required some alternatives to using the Subdivision Plan stormwater system. The team opted to tie into to the subdivision's stormwater system.

2.2. PUBLIC REALM

2.2.1. STREETSCAPE

The Hawthorne Industrial Park presently is primarily vacant land, with minimal subdivision development. There are no defining building elements, structures or features that would constitute a streetscape in the urban sense. One could argue the remoteness and nature of the land use would not anticipate the sensitivities found in more urban areas. Both Somme Street and Rideau Road have no pedestrian sidewalks or boulevards; no bike lines; and both roadways have one traffic lane in each direction.

The following photographic views illustrates the context for street design in relation to the proposed development:

Views along Somme Street, along the front of the subject property looking East (left) and North (right)

2.2.2. RELATIONSHIP TO THE PUBLIC REALM

The Fastfrate Ottawa Warehouse and Distribution Centre will be accessed by way of two locations at 301 Somme Street.

- A primary access near the east site boundary intended primarily for the ingress/egress of tractor trailers (coming from Hawthorne) and other transport trucks destined to the warehouse/crossdock facility to the rear areas of the property. Features include an accommodation for queuing of two tractor trailers in tandem, card access/intercom kiosks and vertical pivoting security gates. The primary ground-mounted lit signage will be provided at the street to demarcate the transport access. This entrance will also serve standard vehicles to access the parking lots for employees who usually arrive and depart the facility outside of the times of transport vehicles; no conflict safety concerns are anticipated.

- A secondary access to the West of the main truck access is provided for vehicle and pedestrian safety. Employee or visitor regular vehicles (there is minimal visitors to the facility) are able to access the office components of the development. This will also act as a secondary means of exit for transport trucks from the main access for emergencies only (i.e., in the event of turnaround requirement from the queue) or emergency vehicle circulation. Features for this entrance are a secondary ground-mounted sign demarcating employee/visitor access.

The frontage along Somme Street, despite its context, has been designed to be a welcoming forecourt/landscape to the otherwise utilitarian use. The building massing and elevations were designed to take advantage of the solar exposure to the South. Parking areas have been divided and articulated to reduce the heat island effect and monotony. The forecourt includes an environmentally themed landscape view which houses the underground septic systems and stormwater/fire pond. This is made accessible for building user and visitor amenity.

Fastfrate Ottawa Warehouse and Distribution Centre – Conceptual Model, Main Views from Somme Street

2.3. BUILDING DESIGN

2.3.1. EXTERIOR ARCHITECTURAL DETAILS AND DESIGN

2.3.1.1 Building Programme and Planning

The building consists of one ground floor with a total area of 8,641.44 m². See images below for floor plans. The building programme is divided into several clusters, as follows:

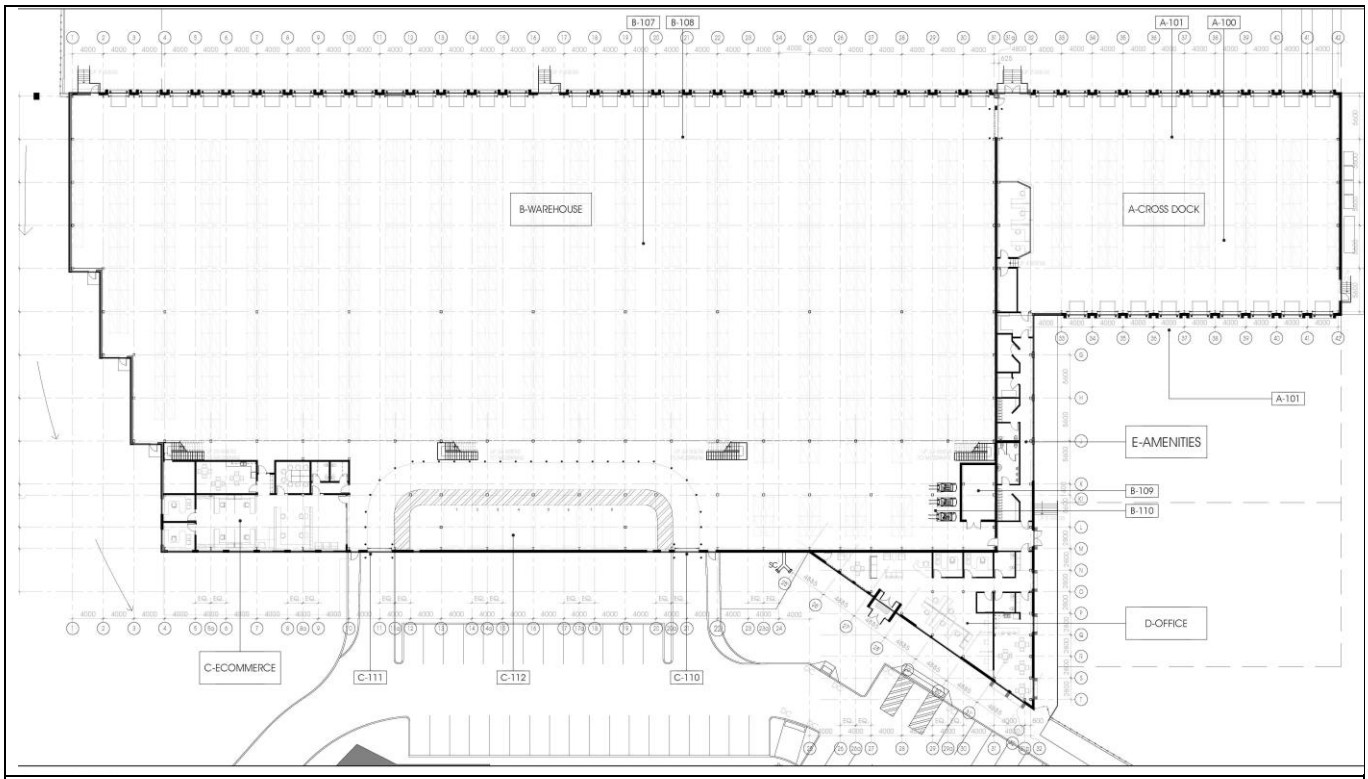
- Cluster A is the Cross-Dock building, which has a lower roof height than the rest of the warehouse and a total area of 1,292.37 m². It includes a main open space and cross-dock loading bays, the dispatch and the coordinator offices, and a driver's desk.
- Cluster B is the main Warehouse, that has an area of 6,610.36 m². It contains the warehouse main area and loading bays, a mechanical room and a forklift charging area.
- Cluster C is the E-commerce office with an area of 276.10 m². It contains a waiting room, two washrooms, driver's dispatch office, meeting room, open workstation area, two individual offices, lunchroom, and other ancillary rooms, such as electrical and IT rooms. Also, the vehicle entrance, parking and exit areas are considered within this cluster.
- Cluster D is the main Office of the building. With an area of 304.47 m², it contains the main entrance vestibule door, a lobby/guest seating area, an open office-workstations area, two individual offices, small meeting room, two washrooms, IT/Security room, and the main lunchroom of the building.
- Cluster E is the Driver's Amenities and Support and has an area of 153.15 m². It includes several washrooms & changing rooms, and other ancillary rooms, such as janitor, storage, first AID and PPE room.

The interior of the main Warehouse (Cluster B) and Cross-Dock building (Cluster A) should be filled with large, open spans and take advantage of natural light as much as possible. The main warehouse space is essentially conceived to maximize the number of warehouse shelving racks. The main warehouse structure and foundation will be designed to be able to support the addition of a second floor (mezzanine) on the south of the building, which will maximize the warehouse space without the high costs of a complete renovation.

The main building of the complex in terms of design relevance is the Office (Cluster D). This building contains the main entrance door to the complex and will be characterized by the presence of a full-height glass curtain wall on its main elevation, which will allow for the filtration of natural light into the building.

The designers are envisioning the main lobby/open office area as a casual space for interaction between the office employees, visitors, and clients. Both the lobby/open office and the lunchroom are designed as flexible and spacious open areas, where Fastfrate can accommodate different programmatic and operational needs. Both areas are conceived as open environments, with no visual barriers to the exterior of the building. The design of Cluster D also entails taking advantage of the high ceilings and exposing the building structure and deck. The interior design of both Cluster D and C includes the use of big sidelights/glazing opening to contribute to create the perception of open, interconnected and fluid spaces.

The designers want to create minimalist workspaces, featuring a restrained palette of transparent materials and light and neutral colours. This is a resource to look for abstraction and luminosity. The interiors are also conceived as a neutral environment where Fastfrate employees can display the company branding.



Fastfrate Ottawa Warehouse and Distribution Centre - Overall Ground Floor Plan

2.3.1.2 Look and Feel Preferences

The following are inspirational images selected by designers for character and architectural treatments.

Contemporary Facades

Overhead door facades integrated in the overall building design

Simplicity of the volumes and neutral colour palette

Big glass openings for specific locations, like the offices and lunchrooms

Glass curtain wall for the main building access facade (Cluster D)

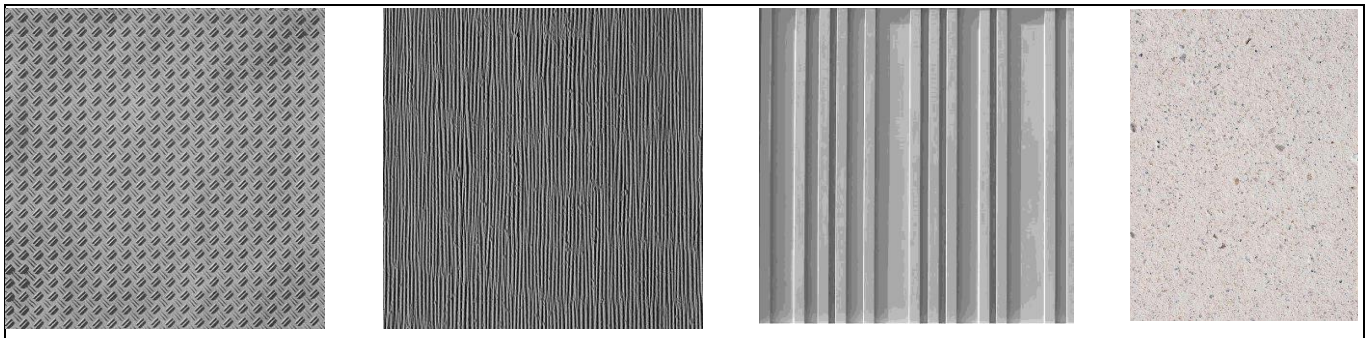
Simple design for the lateral facades

2.3.1.3 Exterior Building Materials and Finishes

The building is located in the periphery of the city of Ottawa, in a relatively remote industrial area in the Hawthorne Industrial Park. The design of a practical warehouse has been a crucial aspect for the architects since this will have a direct impact on the efficiency of the warehouse and goods distribution operations. The exterior and interior architecture of the warehouse primarily focused on solutions for the distribution and handling of products; providing easy access to stored goods, minimize travel time and improve order fulfillment rates. The project also accommodates offices, lunchrooms, washrooms and other ancillary rooms to support the warehousing operations.

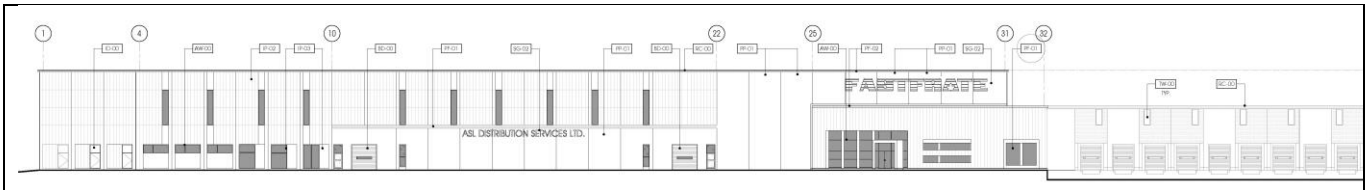
- The general design approach is for contemporary rationalist industrial architecture that serves the function of the building while considering the budget of the client. The building exterior should not be too modern, traditional, or 'noisy'. On the contrary, it should be a simple, strong, and categorical architecture in harmony with the natural environment.
- The massing and elevations for the entire building are conceived as a unitary design. However, the emphasis is to the design of the main elevation of the building, since it will be the first view of the building for visitors, employees and clients when approaching the building.

- The main entrance to the building is located in Cluster D (Offices), a building that will be marked by a glass curtain wall. This façade will provide contrast with the relatively opaque building envelope of the rest of the building.
- On the main warehouse façade, alternate sets of windows give rhythm and 'movement' to the façade. During the day, the building looks like a closed metallic body with slim vertical windows. At night, they become subtle lines of light floating in the darkness. The horizontal windows allow for the filtration of natural light into the office component of the building, reducing electricity consumption. These windows also eliminate the perception of confinement of most warehouses, which will improve the quality of the employees working environment.
- Two secondary entrances to the building will be located near the e-commerce area – on the front elevation – and to get access to Cluster E (Driver's Amenities and Support) on one side elevation.
- The flush docks will be located on the north elevation of the main warehouse and the north and south elevations of the cross-dock building.
- Main building materials for the main warehouse building are precast concrete panels intended for energy efficiency, affordability and durability. However, the design team is proposing to use decorative concrete form liners to provide pattern and visual interest to the building, particularly on the street façade(s)
- To 'lighten' the mass of the main building, insulated prefinished metal panels are utilized. These panels are primarily employed on the office identities along Somme Street and will be in neutral, contrasting colours for visual interest.

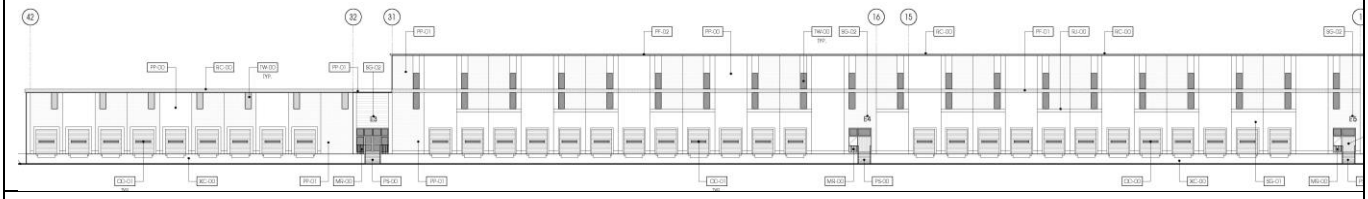


Precast Concrete Finishes – Possible Options for Main Warehouse Building

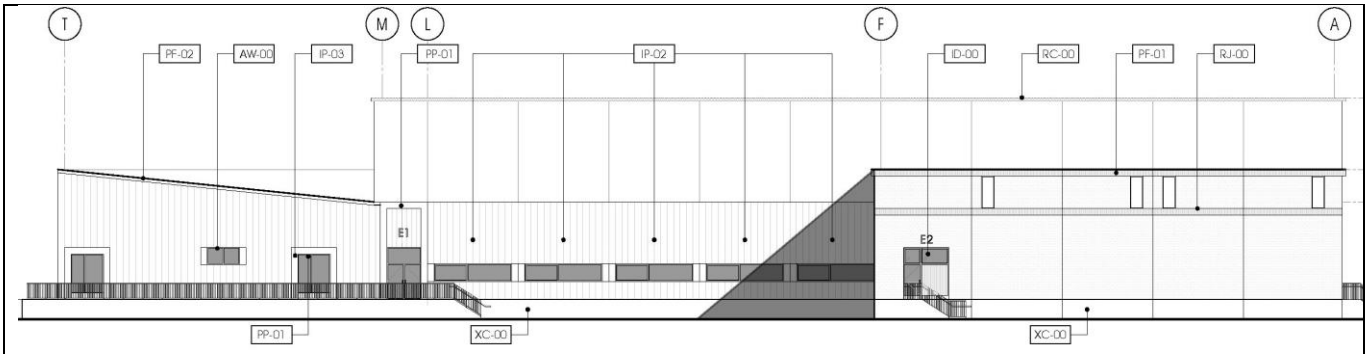
Prefinished Insulated Metal Panels Finishes – Possible Options for Office Facades and Somme Street Frontage



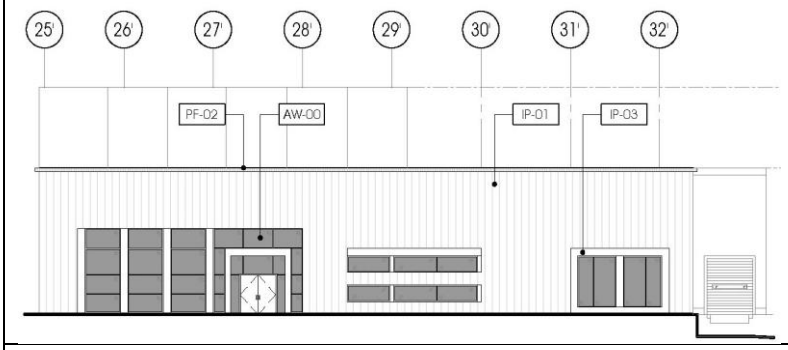
Fastfrate Ottawa Warehouse and Distribution Centre – Conceptual Building South Elevation along Somme Street



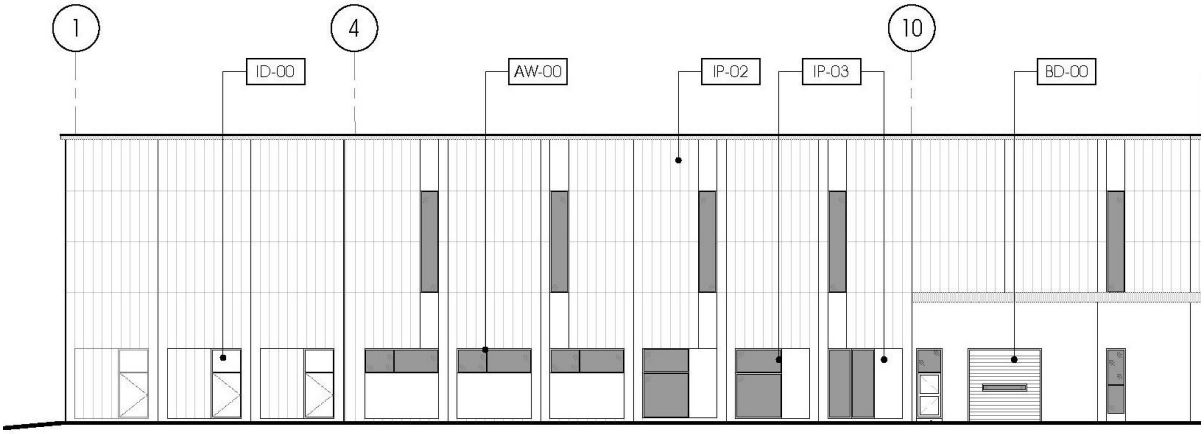
Fastfrate Ottawa Warehouse and Distribution Centre – Conceptual Building North Elevation - Loading Docks



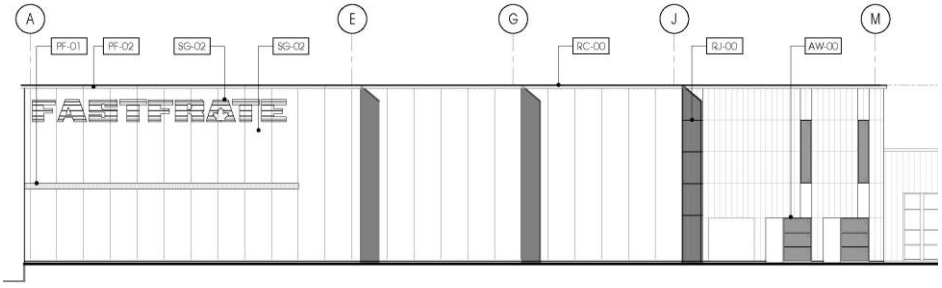
Fastfrate Ottawa Warehouse and Distribution Centre – Conceptual Building West Elevation - Crossdocks



Fastfrate Ottawa Warehouse and Distribution Centre – Conceptual Building East Elevation – Main Office Facade



Fastfrate Ottawa Warehouse and Distribution Centre – Conceptual Building South Detail Elevation – E-Commerce



Fastfrate Ottawa Warehouse and Distribution Centre – Conceptual Building East Elevation

2.4. SUSTAINABILITY

The following are some sustainable practices that will be incorporated into the building design:

- Recycled Materials: The insulated metal sandwich panels used on the building envelope (Kingspan) utilize QuadCore Insulation (EcoAlf), made of recycled bottles recovered from plastic waste in the Ocean. The recycled bottles are converted into PET and then used in the insulation.
- Energy Saving and Indoor Environmental Quality: The warehouse space design maximizes the access of natural light to reduce electricity consumption and eliminate the perception of confinement of most warehouses, which will improve the quality of the employees working conditions.
- Crime Prevention through Environmental Design: The proposed building has been designed with substantial glazing into the offices and lunchrooms maximizing visibility to the exterior amenity areas and parking lots to support Crime Prevention through Environmental Design (CPTED) principles of eyes on the street. Lighting for the proposed building will be strategically located to ensure safety for warehouse employees at all ingress and egress points.
- Industrial Construction Processes: The building is designed to take advantage of Industrial Modular Construction. Modular construction is a process in which a building is constructed off-site, under controlled plant conditions, using the same materials and designing to the same codes and standards as conventionally built facilities – but in about half the time. Buildings are produced in “modules” that are then put together on site. Modular buildings can be disassembled, and the modules relocated or refurbished for new use, reducing the demand for raw materials and minimizing the amount of energy expended to create a building to meet the new need. When building in a factory, waste is eliminated by recycling materials, controlling inventory and protecting building materials.
- Alternative Transportation: The design includes bike racks to foster alternative transportation. methods.

End of Document

E

Appendix E: Pre-Application Consultation, Site Plan 301 Somme St., City Meeting Notes

Pre-Application Consultation
Site Plan Control (Complex)
301 Somme Street

Applicant:	Douglas Rancier, Civitas Group	**Owner:**	Rod Pierce, R. W. Tomlinson Limited
Ward	20 - Osgoode	**Councillor**	George Darouze
Proposal Summary:	Development of a 4,645.15 square metre (*50,000 sq. ft.*) warehouse on the western portion of the subject site, an 1,858.06 square metre (*20,000 sq. ft.*) cross deck that would connect to the warehouse, and a 278.71 square metre (3*,000 sq. ft.*) office space.		
Attendees:	Krishon Walker, Planner, PIEDD, City of Ottawa Harry Alvey, Infrastructure Project Manager, PIEDD, City of Ottawa		
Regrets:	Mike Giampa, Transportation Project Manager, PIEDD, City of Ottawa Matthew Hayley, Environmental Planner, PIEDD, City of Ottawa Michel Kearney, Project Manager, Hydrogeologist, PIEDD, City of Ottawa James Holland, Watershed Planner, South Nation Conservation Authority		

Meeting Notes

Planning Comments (Provided by Krishon Walker, Planner)

- As per Schedule A of the Official Plan, the site is designated Rural Employment Area. The Rural Employment Area is intended to support and encourage clustering of primarily industrial uses not suitable in the Urban Area or General Rural Area. Uses permitted in this designation includes but is not limited to new; heavy and light industrial uses, transportation uses, and warehouse and storage operations. The prosed use is consistent with the policies of the Official Plan.

  Development within the Rural Employment Area triggers Site Plan Control. Particular attention will be given to the physical design of the building(s) and site, including signage, buffering, landscaping and fencing.

- As per the City's Zoning By-law, the site is zoned as Rural Heavy Industrial Zone (RH).

  The Zoning By-law defines a warehouse as "*a building used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses and may include one accessory dwelling unit for a facility manager*".

  Please ensure that your proposal complies with all applicable provisions of the Zoning By-law.

  Additionally, please ensure that the proposed parking complies with the provisions of Part 4 of the Zoning By-law. Parking areas should be screened from the street.

  If any aspect of the proposal does not comply with the zoning provisions of the applicable zone, a Minor Variance may be required through the Committee of Adjustment. If a Minor Variance is required, please note approval from the Committee of Adjustment would be required before a decision is made on the Site Plan Control application.

- Cash-in-Lieu of Parkland was be collected through the Plan of Subdivision (*15-94-0505*) application. As the proposed site development is the same as anticipated in the subdivision agreement, we would not request any additional CIL or land at this time.

- There is a 30cm reserve along the frontage of the property. A lifting of a reserve application will also be required. The reserve was put in place during the establishment of the subdivision and, as per clause 18 of Schedule F, Section D, of the Subdivision Agreement, can only be lifted:

  '*when certification of the proposed on-site well has been provided by a Professional Engineer or professional geoscientist licensed in the Province of Ontario that the well construction is in accordance with Ontario Regulation 903 and the recommendations contained in the report titled "Hydrogeological Investigation, Terrain Analysis & Impact Assessment, Proposed Industrial Subdivision" prepared by Golder Associates; Dated December 2008; Project No. 08-1122-0215 and the supporting letter "Tomlinson Industrial Subdivision – City of Ottawa File Number D07-16-15-94-0505; response to South nation Conservation Authority"; Golder Associates; Dated April 17, 2009; Project No. 08-1122-0215. This certification must be to the satisfaction of the General Manager, Planning and Growth Management.*'

- As the property is located within 500 metres of a Bedrock Resource Area, the Planning Rationale must speak to this designation and provide a discussion on how the proposal will impact (*if at all*) the Bedrock Resource Area.
- Please note that, as per Table 221 of the RH zone, any proposed outdoor storage is not permitted within the front yard and must be screened from the public street by an opaque screen at least 1.8 metres in height from finished grade.
- Please contact the South Nation Conservation Authority (SNC), amongst other federal and provincial departments/agencies, to identify all the necessary permits and approvals required to facilitate the development. Responsibility rests with the developer and their consultant for obtaining all external agency approvals. The address shall be in good standing with all approval agencies. Copies of confirmation of correspondence will be required by the City of Ottawa from all approval agencies that a form of assent is given. No construction shall commence until after a commence work notification is given.
- Please ensure that the Site Plan shows the full extent of the property and that a complete zoning table is provided. The Site Plan should also clearly show the dimensions of all proposed buildings, roads, radii of turns, overhead clearances, parking areas with defined parking spaces, steps, terraces, fences, walks, aisles and private approaches.
- Please show the location for snow storage on both the Site Plan and Landscape Plan. Storage shall not interfere with approved grading and drainage patterns or servicing. If snow is to be removed from the site, then please make a note of that on the Site Plan and include where the snow will be placed in the interim. Temporary snow storage areas should not conflict with utility box, landscaping, required parking, and site circulation.
- Be sure to follow the City's guide to preparing plans and studies (*see link below*) to ensure a high quality of your submission.

  Feel free to contact Krishon Walker at Krishon.Walker@ottawa.ca, for follow-up questions.

Engineering Comments (Provided by Harry Alvey, Infrastructure Project Manager)

- This site is part of the Hawthorne Industrial Park that was approved in 2009. A stormwater management pond was constructed as part as the development of this park. This stormwater management pond provides stormwater management for 75% of Hawthorne Industrial Park and includes the proposed development in that service area. The pond was designed to provide 70% TSS removal. The current requirement is to provide 80% TSS removal, which will require this proposed development to meet the new enhanced requirement. It is suggested that the consultant procure a copy of the stormwater management report for Hawthorne

Industrial Park for coordination. The stormwater management report was prepared by J.L. Richards & Associates Limited (J*.L.R. Project #: JLR 20983; City Index #: R-2973; City Old Tag #: W09-04-1713*) Revision date May 2009.

- The site appears to cover two adjacent drainage areas. There should be a comprehensive discussion of how the SWM will be handled in each of the drainage areas.
- Provide Pre- and Post-Drainage Area Maps with Pre- based on existing site conditions.
- The conceptual plan provided indicated there would possibly be several stormwater management ponds provided on site. These stormwater management facilities could be used to achieve the required 80% TSS removal now required. During the pre-consultation meeting, the design team indicated that the ponds along with underground water tanks will be needed to provide the required fire protection and sprinkler system for the proposed warehouse and truck docks. Information will need to be provided during the design process discussing how both the stormwater management objectives and the fire flow conditions will be meet jointly form these ponds.
- Information will need to be provide for fire siamese connections to the building for the sprinklers. These will need to be accessible from fire lanes for fire trucks.
- Provide fire flow computations based on FSU method and information on interior fire sprinkler system.
- This site has been filled with uncontrolled fill. The geotechnical report will should provide an analysis of these soils and their ability to provide adequate bearing capacity for the traffic and proposed structures on site.
- The geotechnical report will need to include a section on slope stability for the slopes along Rideau Road and Somme Street.
- Percolations tests should be provided to indicate that an appropriate infiltration rate can be achieved for the needed septic discharge. This should be provided in the hydrogeological report.
- Truck traffic maneuvers for the proposed trucks, fire trucks and garbage trucks should be modeled in AutoTurn for onsite to show there is adequate access/space for these vehicles to maneuver safely. This analysis should also show proposed location of proposed well if it is in or adjacent to the pavement.
- For onsite design of pavement provide the ESAL's expected for the site, the CBR or Mr of the subgrade soils, frost heave potential and proposed pavement design.
- The stormwater management will require a direct submission of the ECA to the MECP. The current turnaround times for these ECA applications are approximately 11 to 12 months.

Feel free to contact Harry Alvey at Harry.Alvey@ottawa.ca, for follow-up questions.

Transportation Comments (Provided by Mike Giampa, Transportation Project Manager)

- A Transportation Impact Assessment (TIA) is warranted, please proceed to scoping.
- The application will not be deemed complete until the submission of the draft step 1-4, including the functional draft RMA package (*if applicable*) and/or monitoring report (*if applicable*).
- Although a full review of the TIA Strategy report (*Step 4*) is not required prior to an application, it is strongly recommended.

- Right-of-way protection on Rideau is 26 metres and the sight triangle at Somme/Rideau: 5 metre x 5 metres
- A Road Noise Impact Study is required for the proposed office use.

Feel free to contact Mike Giampa at Mike.Giampa@ottawa.ca, for follow-up questions.

Enviromental Comments (Provided by Matthew Hayley, Environmental Planner)

- The lot was created as part of a subdivision (15-94-0505) and in 2008 a "Tree Preservation and Protection Plan, Proposed Industrial Subdivision (Excluding Orgawolrd site)…" was prepared by Golder Associates; dated October 15, 2008 as part of the final approval of the subdivision. This document will need to be followed.
- The site plan will need to have a Tree Conservation Report (TCR) to implement the previously approved tree preservation and protection plan. The TCR will also need to reflect current requirements regarding butternuts and other Official Plan policies. The proposal to add parking within the wooded area will not be supported if this area is identified from preservation in the approved tree preservation and protection plan.
- Please note that a watercourse is mapped along Rideau Road and the South Nation Conservation Authority should consulted as the proposed parking lot may be within 30 m of this mapped feature. You will need to support this location for the parking lot as per the Official Plan and the Shields Creek Subwatershed study.

Feel free to contact Matthew Hayley at Matthew.Hayley@ottawa.ca, for follow-up questions.

Hydrogeological Comments (Provided by Michel Kearney, Hydrogeologist)

- A Hydrogeological and Terrain Analysis report is required, in accordance with Procedures D-5-4 and D-5-5 of the Ministry of the Environment, Conservation and Parks. This will include the siting, drilling and testing of the production well (*i.e. not just a test well*).
- It appears that there are thin soils (*defined as 2 m or less*) on the subject site. Enough test pits and boreholes are to be put down in the area of the leaching bed and in the surrounding area to assess the risk to the onsite well and any existing or future offsite wells. The report is to document the fieldwork and provide an opinion on the level of risk.
- Depending on the findings of the fieldwork, mitigation measures may be required in order to reduce the risk to the water supply. These may include a longer casing length for the well, a deeper aquifer source, an advanced (*Level 4 or beyond*) sewage treatment system and ensuring the well is upgradient from the sewage system. Discussion with the City's technical reviewers is encouraged, as the study progresses.
- The well must be located in a landscaped area, away from traffic and potential sources of contamination, a minimum distance of 3 m from property lines and buildings, as well as the minimum distance to the sewage system as prescribed in the Ontario Building Code. Grades are to be provided on the Grading Plan for the top of casing, the ground at the well and 3 m away from the well, to demonstrate drainage away from the well in accordance with the Regulation (O.Reg. 903).

Feel free to contact Michel Kearney at Michel.Kearney@ottawa.ca, for follow-up questions.

Conservation Authority Comments (Provided by James Holland, Watershed Planner, SNC)

Natural Heritage

- A watercourse flows along Rideau Road towards the Findlay Creek Municipal Drain, approximately 70m downstream. Findlay Creek is a permanent feature watercourse known to contain sensitive aquatic species.
- To prevent soil erosion and impacts to surface water, development and site alteration should be set back 30 metres from the high water mark of the watercourse, or 15 metres from the existing top of bank, whichever is greater. This is consistent with Section 4.7.3 of the City of Ottawa's Official Plan and Section 69 of the Zoning By-law.
- For any development within the setback area, an EIS should be completed demonstrating that the development will have no negative impacts on the feature or its functions.

Stormwater Management

- Stormwater management must conform to the design for the Hawthorn Industrial Park and meet the current standards.
- Water quality should be managed so that post-runoff equals pre runoff volumes for the 1 or 5 and the 100 year event.
- Water quality should achieve 80% TSS removal.
- The stormwater design should include, at a minimum, a grading and drainage plan, sediment and erosion control plan and a supporting report with calculations demonstrating how the standards have been met.

Conservation Authority Regulations

- Any interference with a watercourse, including a roadside ditch, may require a permit under O. Regulation 170/06, and restrictions may apply.

Private Servicing

- The applicant should contact the Ottawa Septic Service Office for input on the design of private servicing.

Feel free to contact Planner, James Holland, at jholland@nation.on.ca, for follow-up questions.

Application Submission Information

Applications Type**: Site Plan Control, Complex**.
Application processing timeline generally depends on the quality of the submission. For more information on standard processing timelines, please visit: https://ottawa.ca/en/city-hall/planning-and-development/information-developers/development-application-review-process/development-application-submission/development-application-forms#site-plan-control

Prior to submitting a formal application, it is recommended that you pre-consult with the Ward Councillor.

For information on application fees, please visit: https://ottawa.ca/en/city-hall/planning-and-development/information-developers/development-application-review-process/development-application-submission/fees-and-funding-programs/development-application-fees

To request City of Ottawa plan(s) or report information please contact the City of Ottawa Information Centre: InformationCentre@ottawa.ca or (613) 580-2424 ext. 44455

Application Submission Requirements

For information on the preparation of Studies and Plans and the City's requirements, please visit: https://ottawa.ca/en/city-hall/planning-and-development/information-developers/development-application-review-process/development-application-submission/guide-preparing-studies-and-plans

Please provide hard copies and electronic copy (PDF) of all plans and studies required.

All plans and drawings must be produced on A1-sized paper and folded to 21.6 cm x 27.9 cm (8½"x 11").

Note that many of the plans and studies collected with this application must be signed, sealed and dated by a qualified engineer, architect, surveyor, planner or designated specialist.

APPLICANT'S STUDY AND PLAN IDENTIFICATION LIST

Legend: **S** indicates that the study or plan is required with application submission.
A indicates that the study or plan may be required to satisfy a condition of approval/draft approval.

For information and guidance on preparing required studies and plans refer to:

http://ottawa.ca/en/development-application-review-process-0/guide-preparing-studies-and-plans

S/A	Number of copies	ENGINEERING		S/A	Number of copies
S	5	1. Site Servicing Plan	2. Assessment of Adequacy of Servicing	**S**	5
S	5	3. Grade Control and Drainage Plan	4. Geotechnical Study	**S**	5
☐		5. Composite Utility Plan	6. Groundwater Impact Study	☐	
☐		7. Servicing Options Report	8. Wellhead Protection Study	☐	
S	5	9. Transportation Impact Study	10.Erosion and Sediment Control Plan	**S**	5
S	5	11.Storm water Management Plan	12.Hydrogeological and Terrain Analysis	**S**	5
☐		13.Hydraulic Water main Analysis	14.Noise / Vibration Study	**S**	5
☐		15.Roadway Modification Design Plan	16.Confederation Line Proximity Study	☐	

S/A	Number of copies	PLANNING / DESIGN / SURVEY		S/A	Number of copies
☐		17.Draft Plan of Subdivision	18.Plan Showing Layout of Parking Garage	☐	
☐		19.Draft Plan of Condominium	20.Planning Rationale	**S**	3
S	5	21.Site Plan *(can be combined with Landscape Plan)*	22.Minimum Distance Separation (MDS)	☐	
☐		23.Concept Plan Showing Proposed Land Uses and Landscaping	24.Agrology and Soil Capability Study	☐	
☐		25.Concept Plan Showing Ultimate Use of Land	26.Cultural Heritage Impact Statement	☐	
S	5	27.Landscape Plan *(can be combined with Site Plan)*	28.Archaeological Resource Assessment Requirements: **S** (site plan) **A** (subdivision, condo)	☐	
S	3	29.Survey Plan	30.Shadow Analysis	☐	
S	5	31.Architectural Building Elevation Drawings (dimensioned) - Concept	32.Design Brief (*should be a part of the Planning Rationale)	**S**	*
☐		33.Wind Analysis		☐	

S/A	Number of copies	ENVIRONMENTAL		S/A	Number of copies
☐		34.Phase 1 Environmental Site Assessment	35.Impact Assessment of Adjacent Waste Disposal/Former Landfill Site	☐	
☐		36.Phase 2 Environmental Site Assessment	37.Assessment of Landform Features	☐	
☐		38.Record of Site Condition	39.Mineral Resource Impact Assessment	☐	
S	3	40.Tree Conservation Report *(Include in EIS)*	41.Environmental Impact Statement *(please contact the SNC)*	**S**	3
☐		42.Mine Hazard Study / Abandoned Pit or Quarry Study	43.Integrated Environmental Review (Draft, as part of Planning Rationale)	☐	

Meeting Date: December 17, 2020

Application Type: Site Plan Control, Complex

File Lead (Assigned Planner): Krishon Walker

Infrastructure Approvals Project Manager: Harry Alvey

Site Address (Municipal Address): 301 Somme Street

*Preliminary Assessment: 1☐ 2☐ 3☐ 4☐ 5☐

*One (1) indicates that considerable major revisions are required before a planning application is submitted, while five (5) suggests that proposal appears to meet the City's key land use policies and guidelines. **This assessment is purely advisory and does not consider technical aspects of the proposal or in any way guarantee application approval.**

It is important to note that the need for additional studies and plans may result during application review. If following the submission of your application, it is determined that material that is not identified in this checklist is required to achieve complete application status, in accordance with the Planning Act and Official Plan requirements, the Planning, Infrastructure and Economic Development Department *will notify you of outstanding material required within the required 30 day period. Mandatory pre-application consultation will not shorten the City's standard processing timelines, or guarantee that an application will be approved. It is intended to help educate and inform the applicant about submission requirements as well as municipal processes, policies, and key issues in advance of submitting a formal development application. This list is valid for one year following the meeting date. If the application is not submitted within this timeframe the applicant must again pre-consult with the* Planning, Infrastructure and Economic Development Department.

F

Appendix F: May 31, 2021, GHD Letter, 30 cm Reserve Lift Application

347 Pido Road
Peterborough, Ontario K9J 6X7
Canada
www.ghd.com

Our ref: 11220832-01

31 May 2021

Krishon Walker, MCIP, RPP
Economic Development Officer
Planning, Infrastructure and Economic Development

City of Ottawa
110 Laurier Avenue West
Ottawa ON K1P 1J1

Re: Letter – 30 cm Reserve Lift Application
Proposed Commercial Development – CBRE Fastfrate Ottawa SPA
Rideau Road and Somme Street
Part of Lot 26, Concession 6 (Rideau Front)
Geographic Township of Gloucester and Part of Blocks 5 and 14 Registered Plan 4M-1388
Ottawa, Ontario

Dear Mr. Walker:

GHD has been retained on behalf of Consolidated Fastfrate (Ottawa) Holdings Inc., to provide the following letter regarding the lifting of a 30 cm reserve at the above noted location (the Property). The lifting of the reserve applies to the 30 cm reserve that fronts on to Somme Street and the 30 cm reserve that fronts on to Rideau Road. The Subdivision Agreement for the industrial park established the requirements for lifting of the 30 cm reserve. The reserve and lifting of the reserve are understood by GHD as the following:

"There is a 30 cm reserve along the frontage of the Property. A lifting of a reserve application will also be required. The reserve was put in place during the establishment of the subdivision and, as per clause 18 of Schedule F, Section D, of the Subdivision Agreement, can only be lifted when certification of the proposed on-site well has been provided by a Professional Engineer or Professional Geoscientist licensed in the Province of Ontario that the well construction is in accordance with Ontario Regulation 903 and the recommendations contained in:

– *The report titled "Hydrogeological Investigation, Terrain Analysis & Impact Assessment, Proposed Industrial Subdivision" prepared by Golder Associates; Dated December 2008; Project No. 08-1122-0215 (Golder); and,*
– *The supporting letter "Tomlinson Industrial Subdivision – City of Ottawa File Number D07-16-15-94-0505; response to South nation Conservation Authority"; Golder Associates; Dated April 17, 2009; Project No. 08-1122-0215 (Tomlinson).*

This certification must be to the satisfaction of the General Manager, Planning and Growth Management."

GHD has reviewed the above noted Golder report and Tomlinson supporting letter, the recommendations that are applicable to the Property and the existing test well information (identified as TW-2).

The existing test well TW-2 meets the recommendations of the above noted documents. The test well is equipped with 12 m of steel casing and is cased through the overburden and 3.4 m (11 feet) into the underlying sandstone, meeting the recommendations.

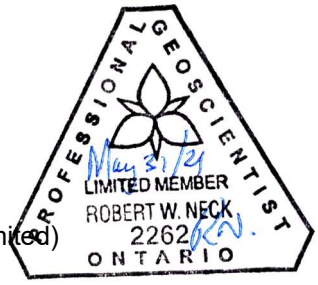
The current hydrogeological assessment report (GHD dated January 19, 2021) is an attachment document to this letter and concluded that the existing test well meets the needs of the proposed commercial development with no health-related groundwater concerns. Based upon the well record reviewed by GHD and included in the hydrogeological assessment report (provided in Appendix B of the report), it is GHD's opinion that the test well has been constructed in accordance with Ontario Regulation (O.Reg.) 903. Any future wells drilled on the Property must also adhere to the above noted recommendations and O.Reg. 903.

It is our opinion that the existing test well TW-2 is constructed in accordance with O.Reg. 903, meets the recommendations of the Golder and Tomlinson documents and as such the 30 cm reserve can be lifted for this well.

Should you have any questions regarding this letter, please contact the undersigned.

Sincerely

GHD



Robert Neck, P.Geo. (Limited)

Nyle McIlveen, P. Eng.

Email to Krishon Walker
Cc: Douglas Rancier

ghd.com → The Power of Commitment

April 17, 2009 Project No. 08-1122-0215

Mr. John Sevigny, Project Manager
Infrastructure Services & Community Sustainability
Planning & Growth Management Branch
City of Ottawa
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

RE: TOMLINSON INDUSTRIAL SUBDIVISION
CITY OF OTTAWA FILE #D07-16-15-94-0505

Dear Mr. Sevigny:

Golder Associates Limited (Golder) has received a copy of a letter from South Nation Conservation (SNC) addressed to the City of Ottawa (John Sevigny) and dated April 6, 2009. The letter, signed by Jennifer Boyer, included a number of comments that were prepared by the SNC hydrogeologist.

As noted in the SNC letter, the proposed industrial subdivision was previously draft approved by the Regional Municipality of Ottawa-Carleton, but was never registered. The City of Ottawa had requested that the study be updated to reflect the changes to the approval guidelines since the initial study was approved. The Golder report of December 2008 was prepared to address these changes. We note that the SNC letter (Page 2, paragraph 2) states "*Our review of the above noted GAI* (sic) *submission shows that the hydrogeological assessment has been updated as per current standards*". We are in agreement with this statement.

Golder is of the opinion that the report as prepared is sufficient to meet the current guidelines (MOE Procedures D-5-4 and D-5-5, and the City of Ottawa Clarifications). However, in order to minimize delays in the approval process, we have prepared the following responses to the comments of the SNC hydrogeologist. The responses will be presented in the same order as the SNC comments. Please note that there are two comments labelled #3 in the SNC letter.

Site Investigations

1. The SNC comments concern bedrock groundwater flow directions. The letter mistakenly assumes that Golder determined deep bedrock flow from the on-site test wells. As stated in Section 4.5 of the Golder report, the Ontario Water Well Information System (WWIS) was used to assess regional bedrock flow. It is our opinion that this source of data provides a better sense of regional groundwater flow than that derived strictly from on-site information. We have included a revised Figure 2 with an arrow showing the interpreted regional groundwater flow direction. We have also included a map prepared by Conestoga Rovers Associates (CRA) for the Phase II Environmental Site Assessment (ESA) that was prepared for

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Golder Associates: Operations in Africa, Asia, Australasia, Europe, North America and South America

the property in August 2008. The figure shows the interpreted flow direction in the shallow bedrock aquifer.

2. The SNC comments concern recharge areas for the bedrock water supply aquifer. None of the "high risk sources of contamination" described in the comments are present in the area with the exception of the dewatering activities at the nearby quarries that are described in Section 4.6.2 of the report. Delineating the recharge area of a bedrock aquifer is not a trivial task and certainly is well beyond the scope of work normally associated with a development application of this type. We note that the major groundwater vulnerability studies for municipal bedrock well systems that have recently been completed under the Ontario Source Protection initiatives do not assess recharge areas, but rather time delineated capture zones.

   As stated earlier, deep bedrock groundwater flow in the area is from west to east and the recharge area for the aquifer is therefore assumed to be to the west of the site. Golder has reviewed the land use in the area, and the only potential issue found is the former Masterloy site, located within one kilometre of the west property boundary. As discussed in the report, all wells were sampled for arsenic, which was the product released at the Masterloy site. No arsenic was detected in any samples collected from the test wells.

3. The comments concerned interviews with local property owners. As stated in the Golder report, there are no well owners within 500 metres of the site. Golder knows of no wells, shallow or deep, that are located within the neighbouring industrial subdivision or on the quarry sites.

   It is assumed that the properties in the industrial park to the west (Power Road and Doncaster Road) use on-site septic systems since the area is only provided with municipal water. None of these septic systems are located within 250 metres of the subject site. Septic systems are an approved sewage disposal systems and are proposed for the development. We are unsure what useful information an interview of the owner of such a system would provide in the context of the proposed industrial subdivision.

Water Quantity

3. The reviewer comments that it is difficult for him to assess the potential for well interference until the site uses are finalized. The aquifer within the Nepean Formation is known to produce high yields and the pumping tests conducted on the on-site wells demonstrated that their yields are considerable. The demonstrated safe yields of the five wells on the part of the site proposed for development ranged from 36.3 to 73 L/min. These values are considered extremely conservative, and the wells could likely provide even greater yields if required. Based on the testing program, all wells (existing and future) constructed on this property could produce at least 50,000 L/day without significant interference. Water demand for industrial park tenants tends to be modest, however, if a tenant required in excess of 50,000 L/day, a Permit to Take Water (PTTW) from the Ministry of the Environment would be required. Detailed studies that demonstrate that the talking would not cause unacceptable effects to other groundwater users would be required to obtain the PTTW.

Water Quality

4. The reviewer comments concern water quality available from the Nepean Formation, and has requested comments on the treatability of various aesthetic parameters. We note that hardness does not have an aesthetic criterion in the Ontario Drinking Water Quality Standards, Objectives and Guidelines. Hardness at the concentrations noted can be removed by water softeners.

The iron and manganese concentrations are well within the treatability criteria established by the Ministry of the Environment in Procedure D-5-5. Both can be removed by water softeners, greensand filters or by oxidation and filtration systems.

There may be some minor taste associated with the dissolved minerals, but there is no expectation that the TDS concentrations noted in the wells will impart a taste to the water that will render it non-potable. It is noted that this application is for an industrial subdivision, not a residential development. The City could request that notice be provided to prospective purchasers or tenants of this development that the water supply may have elevated concentrations of dissolved minerals that may impart a taste to the water.

The reviewer also commented on a number of other aesthetic parameters:

Sodium and chloride – the concentrations of these naturally occurring parameters is typical for this aquifer and are well below the aesthetic criteria of the MOE. There is no reason to suspect road salting or salt storage might be the source of the sodium or chloride.

Ammonia, dissolved organic carbon (DOC), "tanning" (assumed to be tannin and lignin) - all of these parameters were found in concentrations well within accepted criteria. In some cases, these parameters were found at concentrations at or just above the detection limit of the lab instruments. The source of these parameters is unknown but is likely naturally occurring. The chemical and bacteriological data do not suggest that the wells are impacted by surface water.

Impact Assessment

5. The reviewer is unclear how the soil assessment demonstrates that the site is not hydraulically sensitive as a result of highly permeable soils. In particular, the reviewer questioned the opinion of Golder based on observations of the materials encountered, particularly the native sandy soils.

   The opinion of the reviewer may be based on the test pit logs from the 1993 investigation. Since that time, the vast majority of the property has been covered with a heterogeneous fill material, as described in the report. Highly permeable soils are not defined in Procedure D-5-4, however, the MOE Manual of Policy, Procedures and Guidelines for Onsite Sewage Systems refers to soils with a hydraulic conductivity of less than 10^{-1} cm/sec as being very permeable and unacceptable for sewage disposal systems. This permeability is typical of gravels or gravel sand mixtures with very little fines. No material of this type was found on the property. Due to the heterogeneity of the fill material, it was not felt that testing of the material would provide useful information that could be extrapolated to the entire site. For that reason, Golder recommended that a site specific investigation be conducted prior to construction of a septic system on each lot.

6. The comments concern areas with thin soil cover. The area in the southwest corner of the property with thin native soils is shown on revised Figure 2 (attached). Amended recommendations including the recommendation for 0.3 minimum soil cover for septic systems are also attached.

   The comment in the second part of the second paragraph seems to demand that the tenant of the southwest corner of the site (Orgaworld) import soil to cover any areas the Conservation Authority deems sensitive. Golder is not aware of any statute, guideline or policy that requires a property owner to import soil over areas where excavation to remove rock has occurred, unless the owner proposed to construct a sewage disposal system in that area. Orgaworld does not intend to locate their sewage disposal system in such an area and therefore there is no reason to import soil. This request is unreasonable.

7. The comments concern the potential influence of the neighbouring quarries. The maximum predicted drawdown from the quarries is less than one metre on the industrial subdivision property. This is considered insignificant. We also note that the water taking operations have been ongoing for a number of years, and no discernable change to the water levels in the on-site wells has been noted. No water quality changes as a result of the quarry operations are expected.

8. The comment pertains to the fluctuations in the water levels in the monitoring wells during the pumping tests. These fluctuations were a maximum of 5 cm over a six hour period and were generally less than 2 cm for the entire duration of the pumping. This "fluctuation" is minor and is considered a natural daily variation. There is no indication that the pumping tests had any influence on the water levels in the monitoring wells.

9. Findlay Creek does not pass through the site. The alignment of the creek was changed several years ago, and now follows the north and east property boundary. The current alignment can be seen on Figure 4 of the report.

   The low projected density of the development should also minimize any effects to surface water. Potential impacts to surface water features can be further minimized through setbacks.

   The potential effects of any chemicals found in the shallow groundwater on site on neighbouring surface water are completely outside the scope of a hydrogeological study of this type. If the reviewer would like information regarding the Phase II ESA done on the property, the City and the Ministry are in possession of copies of the report.

10. There is agricultural land to the north of the property. There is no impact expected from agricultural operations. No pesticide or herbicide analyses were undertaken because there is no reason to expect any of these substances in the groundwater on site. Properly applied pesticides and herbicides are taken up in the uppermost soil layers and do not migrate to groundwater. In our experience, it is rare to find any of these substances in a groundwater supply, unless there has been a major spill event. In addition, the lands to the north are not upgradient of the subject site in either the shallow or deep aquifers.

Final Recommendations

1. The 1998 draft conditions required that records for wells that are abandoned be submitted to the MOE. When the owner does abandon the wells, the logs will be forwarded to the MOE. The report indicated that a decision to abandon TW3 had been made. This has not yet occurred.

   Abandonment of the wells is the responsibility of the owner of the well, and there is a potential that one or more of the substandard wells could be upgraded by installing additional casing to the recommended depth.

2. The precise length of casing needed to seal off upper fractures is difficult to predict, however, the chemical data from the pumping tests indicate that 12 metres is sufficient, and therefore Golder recommended that this minimum be used.

3. This document, along with the revised recommendations, revised Figure 2, and a shallow groundwater flow map from the CRA Phase II ESA will constitute the revised document.

If you have any questions, please contact the undersigned.

Yours very truly,

GOLDER ASSOCIATES LTD.

Stephen Wilson, P.Geo.
Senior Hydrogeologist/Associate

Kris Marentette, M.Sc., P.Geo.
Senior Hydrogeologist/Principal

SRW/KAM/cm
n:\active\2008\1122 - environmental\08-1122-0215 tomlinson industrial subdivision\report\response to snc april 2009 formatted.docx

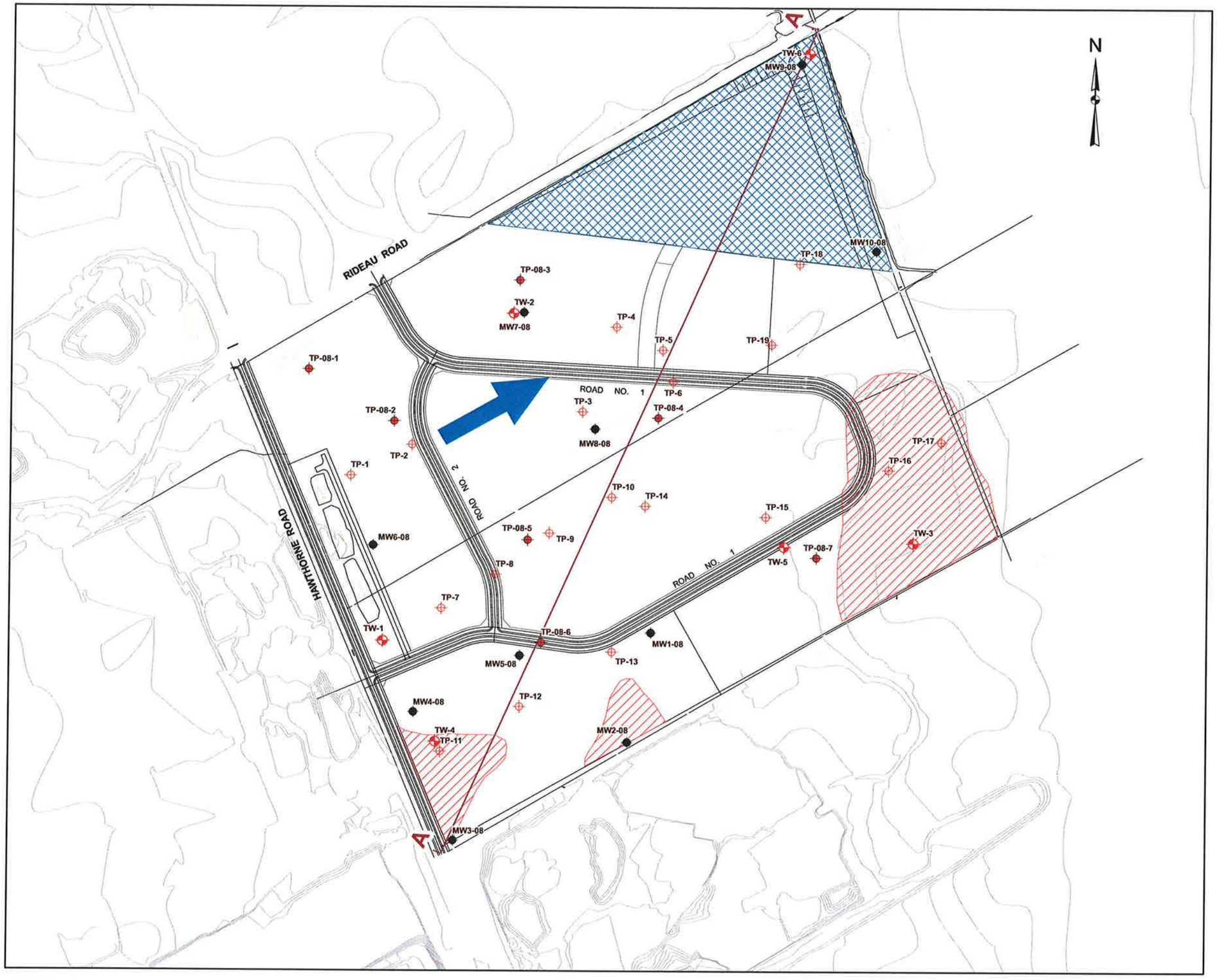
CC: Domenic Idone, R.W. Tomlinson Ltd.
Tim Chadder, J.L. Richards & Associates Ltd.
Jennifer Boyer, SNC

Attachments: Revised Recommendations
Revised Figure 2
Map of Shallow Groundwater Flow (Conestoga Rovers Associates)

Revised Recommendations

Based on the investigation, the following recommendations are presented;

1. All wells drilled on the property should be equipped with a minimum of two lengths (approximately 12 metres) of steel well casing or with casing extending a minimum of one metre into competent bedrock, whichever is greater. Any existing wells that do not meet this specification should be abandoned.
2. A site specific investigation should be conducted on each building lot prior to construction. The investigation should note the type of materials present in the area proposed for the sewage disposal bed, the depth to impervious material or the water table and an estimate of the hydraulic conductivity of the material. Depending upon the specific characteristics of the lot, shallow buried trenches or area beds may be appropriate. On others, a fully raised bed constructed of imported material may be required. It is recommended that sewage disposal systems be located in areas with a minimum of 0.3 metres of soil.
3. Due to the risk of cross-connecting the upper unconfined water table unit and the deep bedrock aquifer, geoexchange (heat pump systems) are not recommended for this site. This includes both open loop (groundwater) and closed loop (glycol) systems.



LEGEND

- Test Pit Location (Golder Associates Ltd. 2008)
- Test Pit Location (Golder Associates Ltd. 1994)
- Test Well Location
- Monitoring Well Location (CRA, 2008)
- Area of Thin Soils
- Future Development Block
- A A' Cross-Section (See Figure 3)
- Deep Bedrock Groundwater Flow Direction

NOTE:

This figure is to be read in conjunction with the accompanying Golder Associates Ltd. report No. 08-1122-0215

REFERENCE

Digital base map data supplied by Base Mapping Ltd. 2008
Projection: Transverse Mercator Datum: NAD 83 Coordinate System: UTM Zone 18

150 0 150
SCALE 1:6,000 METRES

PROJECT
TOMLINSON INDUSTRIAL SUBDIVISION

TITLE
SITE PLAN
(REVISED APRIL 16, 2009)

Golder Associates
Ottawa, Ontario

PROJECT No. 08-1122-0215			SCALE AS SHOWN	REV. 1
DESIGN	SW	16 Apr 2009		
GIS	BT	16 Apr 2009		
CHECK				
REVIEW				

FIGURE: 2

N:\Active\2008\1122 - Environmental\08-1122-0215 Tomlinson Industrial Subdivision\GIS\Hydrogeology\mxd\08112230215_01_SitePlan_Rev1.mxd

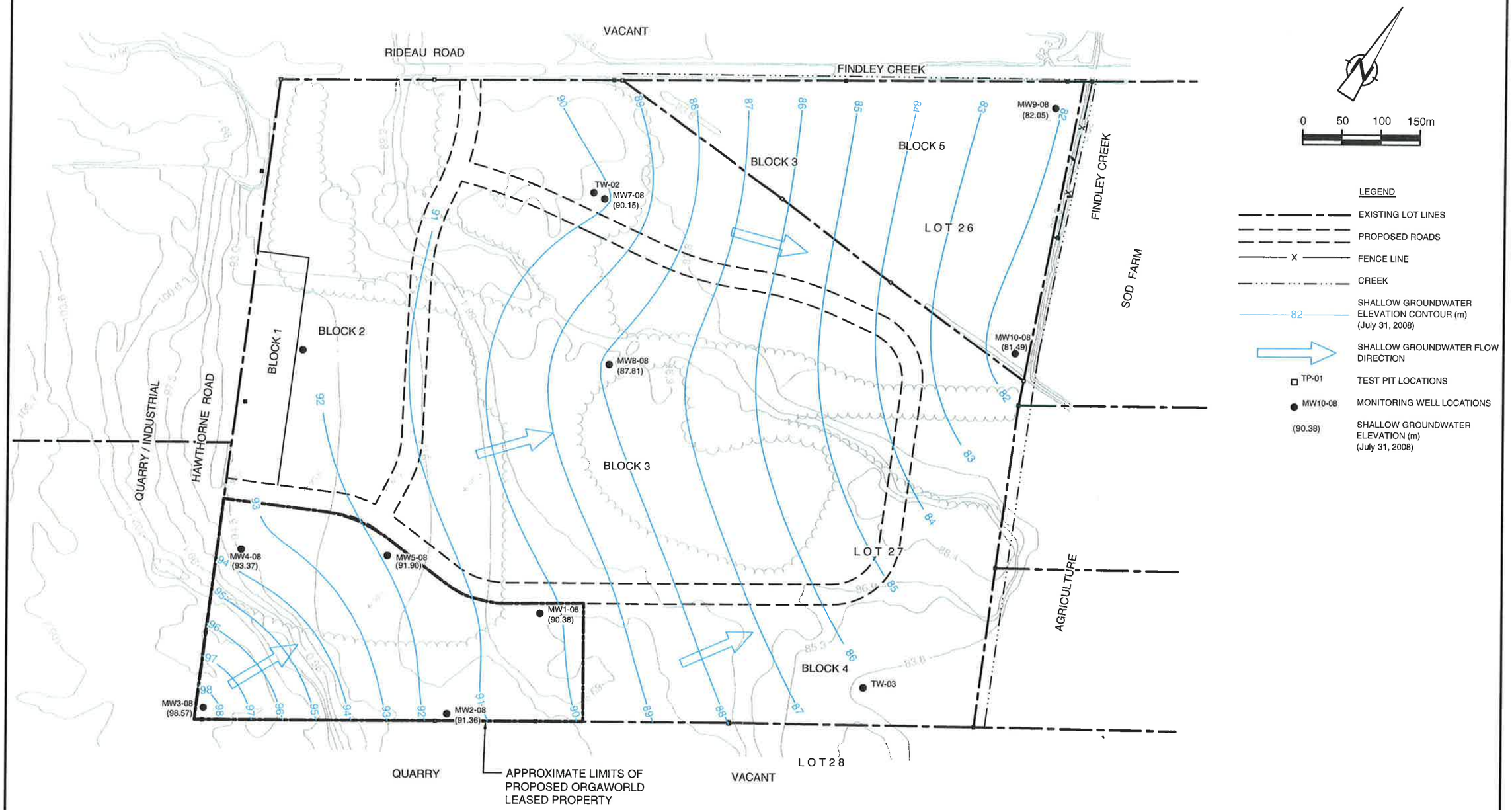


figure 3.1
SHALLOW GROUNDWATER TABLE CONTOUR MAP- JULY 31, 2008
PHASE II ENVIRONMENTAL SITE ASSESSMENT
LOT 26 AND 27, CONCESSION 6, OTTAWA, ONTARIO
R.W. Tomlinson Ltd.

SOURCE: J.L. RICHARDS & ASSOCIATES LIMITED
PROJECT No. 20983, DRAWING C1
COORDINATE SYSTEM: MTM ZONE 9, NAD27

045804-00(012)GN-OT004 AUG 08/2008