

To: Jeff Ostafichuk, Planner, City of Ottawa

From: Mike Szilagyi, MCIP, OUQ, Urban Planner, Re:Public Urbanism

Date: August 15, 2024

Re: Revised Site Plan, D07-12-21-0205, 6160 Thunder Road and 5368 Boundary Road, Ottawa, ON

Introduction

Re:Public Urbanism has been engaged to prepare this memo in order to evaluate a revised Site Plan on behalf of Avenue 31 following the agreement to lease their property located at 6160 Thunder Road and 5368 Boundary Road to develop a storage yard facility.

As you'll recall, Avenue 31 has an active Site Plan Control application, D07-12-21-0205, which was initially submitted in November 2021. The initial submission assumed a general light industrial use with multiple large-scale buildings. With the agreement to lease, the site design is being modified to accommodate the new facility which differs to what was initially assumed but continues to maintain the light industrial nature of the development, in line with the applicable Official Plan policies and continues to meet the applicable zoning. In addition to this memorandum, revised reports/letters have also been submitted to further evaluate the proposed revision.

Proposed Development

The revised proposal will see the site being used for a new storage yard facility use in support of an online automotive auction house (Fig. 1). This storage use will effectively occupy the whole of the site and will include a single one-storey building (Fig. 2) measuring 745.3 m² in area with a total height of 4.87 m located 46.4 m setback from the frontage along Thunder Road. This building will function as the main administrative building for management and operation of the site. The building will contain approximately 450 m² of GFA for office uses, located in the front portion of the building, and approximately 295 m² of GFA in the rear of the building that is used as a storage, shop and detailing area to inspect and prepare new inventory for sale.

A second accessory shed is located southeast of the main building and will measure 464.8 m² in area and approximately 4.16 m in height (Fig. 3). This shed will be enclosed on 3 sides and used for inspection of vehicles. The vast majority of the lands will be used for outdoor storage of products. The border of the storage yard will be fenced on all sides and screened from view from the public right-of-way. Beyond the storage area fencing, the site will be bordered by a minimum of 5 m of landscaped buffering which greatly increases to accommodate various stormwater management ponds, including one along the Boundary

Road frontage, one located along the southeastern border of the yard and a third located along the southwestern and western border of the yard.

Beyond the landscaped buffer is further treed and landscaped areas which were identified for ecological purposes and are zoned for Open Space uses. Additional landscaping is provided along the Thunder Road frontage where the minimum 15 m front yard setback is landscaped and treed save for areas used for vehicular access.

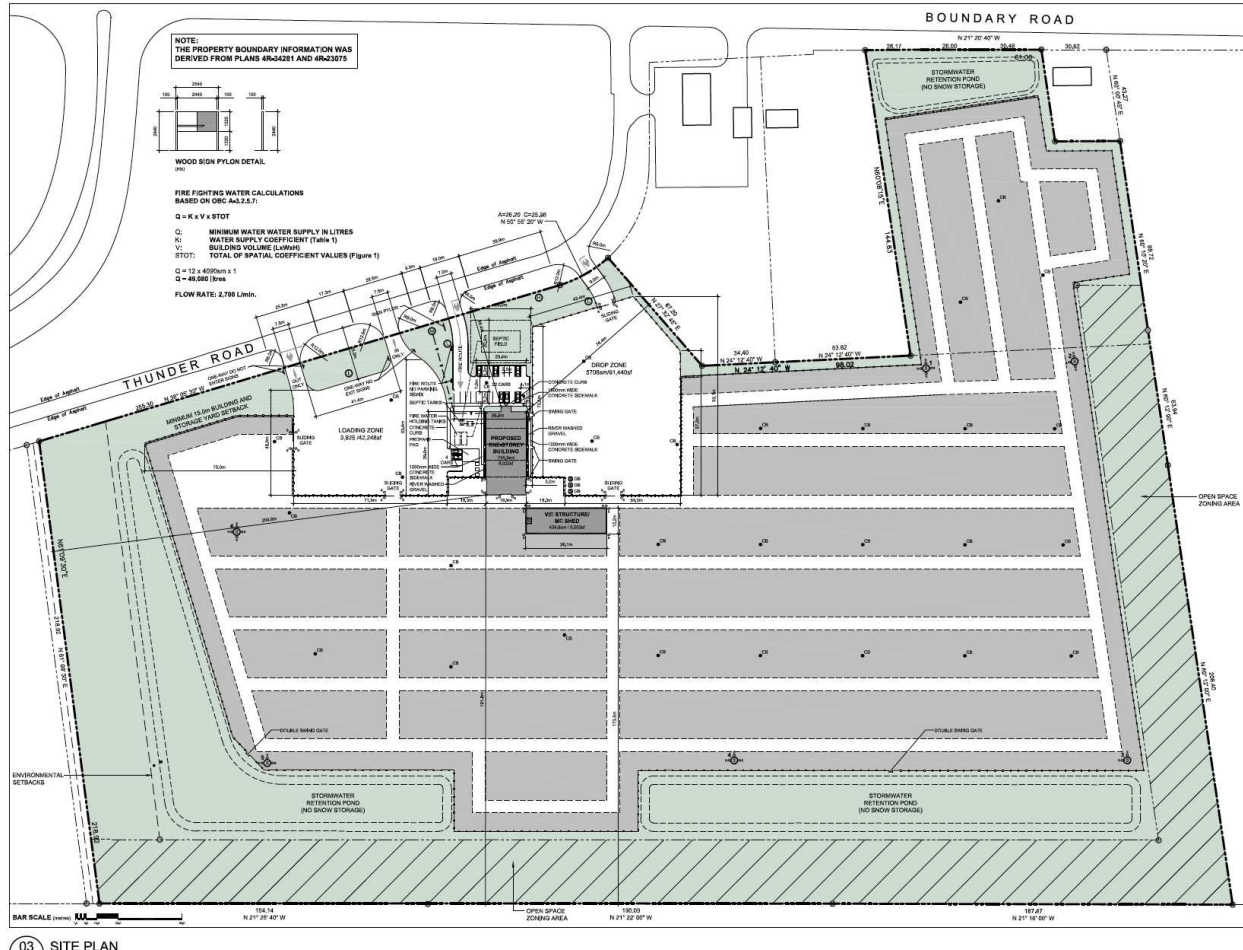


Fig. 1 – Revised Proposed Site Plan

The site is proposed to be accessed at 4 separate entrances where, moving from east to west, the first access point is a 9 m wide entry providing access to a 5,708 m² fenced in drop zone where inventory will be dropped off for movement into the Storage Yard, inventory will be temporarily stored in this area and moved within a day into the secured storage yard. Next, a 7.0 m wide entrance provide access to the site's main parking area which provides 22 parking spaces, including 1 accessible space and provides direct access to the administrative building. The following 7.5 m wide entry provides ingress into a 3,925 m² loading area where inventory will be brought from the secured storage yard onto a transport truck for shipment off-site. An additional 4 parking spaces are located within this loading area. Finally, another 7.5 m wide entrance provide egress from the loading area.

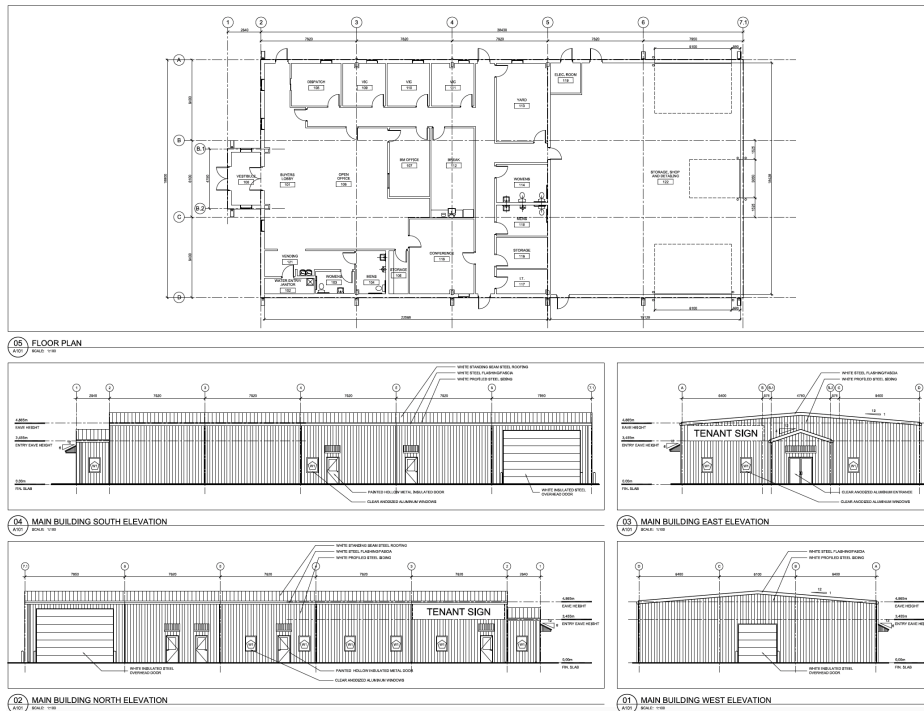


Fig. 2 - Proposed Floor Plan and Elevations for Main Building

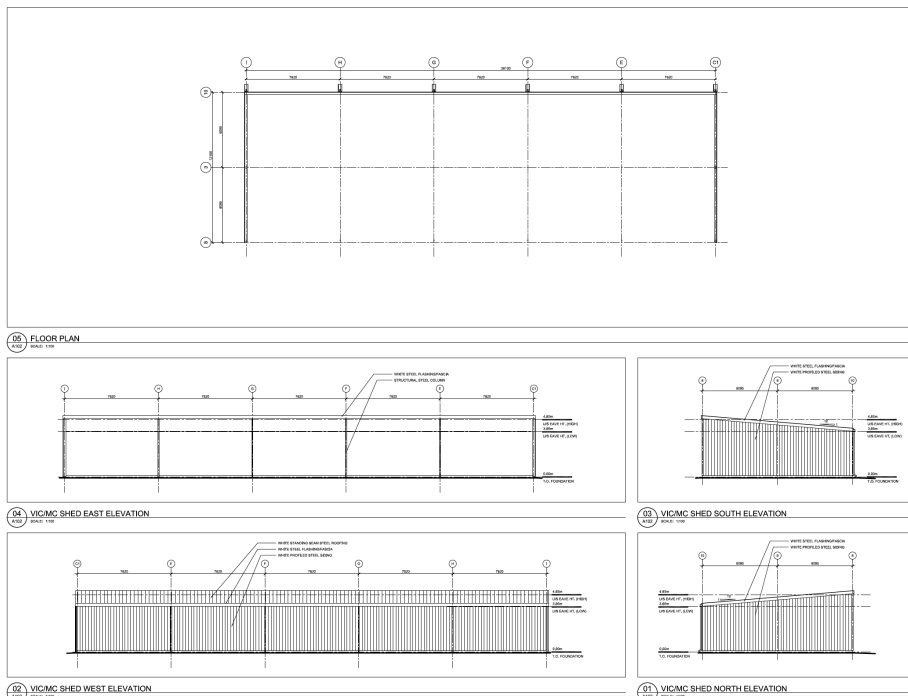


Fig. 3 - Proposed Floor Plan and Elevations for Accessory Building

Ottawa Official Plan

The lands are designated Rural Industrial and Logistics which was initially established through a previous Official Plan Amendment to designate the lands for Rural Industrial uses. This amendment was carried through with the adoption of the New Official Plan and revised to the new Rural Industrial and Logistics designation (Fig. 4) . This designation is

intended to permit a range of activities requiring large areas of land are not suitable for urban areas or within the rural countryside. These uses include warehouse, distribution, light and heavy industrial uses and small offices. The revised Site Plan seeks to accommodate a light industrial use throughout the property and continues to conform to the intent and policies of the Rural Industrial and logistics designation including the implementation of a design that maintains the rural identity of the area, includes appropriate screening for the storage of vehicles as well as a variety of trees and other landscaping features both along Thunder and Boundary Roads as well as along the periphery of the lands, as required. As demonstrated through the revised Transportation Impact Assessment, site entryways have been designed to ensure a safe interface between the Right-of-Way and the site and the lands can be fully serviced through partial services, as agreed upon with Staff.



Fig. 4 – Schedule B9 Rural Transect, Land Use Designation

Ultimately, the proposed revision to the Site Plan continues to maintain the prior intent and expectation for lands located within the Rural Industrial and Logistics designation and can continue to be supported from a policy point of view.

Ottawa Zoning By-law (2008-250) – RG[908r]-h and O1R

The Lands also continue to be zoned Rural General Industrial with Rural Exception 908 and a Holding (RG[908r]-h), as well as, Parks and Open Space subzone R (O1R) along the southern and western extents of the lands (Fig. 5). Rural exception 908 relates to the Holding provision applied to the lands wherein all uses are prohibited until the holding is lifted which will occur when Site Plan approval is granted for the lands, which will include confirmation of adequate water supply to service the lands.



Fig. 5 - Zoning Map

As noted previously, the revised Site Plan is being submitted to reflect the proposed development of a new storage yard facility used in support of an online vehicle auction house, the zoning by-law permits, as a permitted primary use, a Storage Yard within the RG zone and defines the use as follows:

Storage Yard being land used for outdoor storage, including the storage of vehicles, including an automobile salvage operation or scrap yard, the storage of road maintenance material such as gravel or sand, the storage of construction, building or landscaping material and the storage of heavy vehicles or construction equipment, and includes an accessory maintenance garage used for the service and repair of the stored vehicles and equipment.

Despite the revised design and use of the lands, the proposed development continues to be permitted within the applicable zoning.

In addition to the primary use of Storage Yard, the site contains a main single storey building containing two accessory uses to aid in the operation of the site. That is, approximately 439 m² of the building GFA is used for office space for administrative purposes and approximately 280 m² of GFA of the building being used as a storage, shop and detailing area to inspect and prepare new inventory for sale. These uses, again, are only to assist in the administration and operation of the primary function of the site and do not constitute a separate primary use.

No development is proposed within the O1R zone portions of the site, this area will be landscaped and reforested in support of its ecological function.

The following table evaluates the present revised Site Plan against the applicable zoning:

Provision (Section)	Requirement	Proposed	Compliance (Y/N)
Min. Lot Width	30 m	82.7 m (Boundary Rd) 281.5 m (Thunder Rd)	Y
Min. Lot Area	4,000 m ²	151,600 m ²	Y
Min. Front Yard Setback	15 m	46.4 m	Y
Min. Rear Yard Setback	15 m	173.5 m	Y
Min. Int. Side Yard Setback	3 m, abutting a RG, RH, or RC zone 8 m, all other cases	76.4 m	Y
Max. Principal Building Height	15 m	4.865 m	Y
Max. Lot Coverage	50 %	0.8 %	Y
Outdoor Storage	a) Outside storage is not permitted within any required front or corner side yard b) Outside storage must be screened from abutting residential uses or zones and public streets by an opaque screen at least 1.8 m in height	a) Any storage is located beyond the 15 m required front yard setback and there is no applicable corner side yard. b) Fabric covered fencing provided to provide opaque fencing where required.	Y Y

	from finished grade		
Min. Required Parking	For office area of main building: 2.4/100 m ² of GFA (439 m ²): 11 For warehouse area of main building: 0.8/100 m ² of GFA (295.3 m ²): 3 For warehouse space of accessory shed: 0.8/100 m ² of GFA (464.8 m ²): 4 Total: 18 spaces	26	Y
Min. Required Loading Spaces	For a use less than 999 m ² , 0	0	Y
Min. Width of Driveway	For two way traffic, 6.0 m	7.0 m	Y
Min. Width of drive aisle	6.7 m	7.0 m	Y
Min. Bicycle Parking	1/1,500 m ² , 0	0	Y
Min. Width of Landscaping Buffer Around a Parking Lot	Abutting a street, 3.0 m. Not abutting a street, 1.5 m	>3.0 m	Y
Accessory Structure Requirements:	Setbacks, same as for principal building, and 1 m from rear lot line Min. Distance from Any Other Building on the Lot, 1.2 m Max. Building Height, 6.0 m Max. Permitted Size, 5% of total land area, 7,670 m ²	In compliance >5.0 m 4.4 m 559 m ²	Y Y Y Y

Revised Supporting Studies

In support of the revised Site Plan, Avenue 31 is also submitting a number of revised supporting studies to assess the impact of the finalized use for the land. These studies include the following:

Environmental Impact Statement and Tree Conservation Report

An Environment Impact Statement (EIS) and Tree Conservation Report (TCR), both dated August 16, 2024, were prepared by Kilgour & Associates to assess the environmental considerations of the revised development proposal. The EIS reviewed the existing conditions of on-site landform, soil and geology, vegetative cover, surface water and fish habitat, general wildlife, species at risk and any other significant natural features, all in light of a variety of applicable Federal, Provincial and Municipal policy frameworks. The report concludes that the proposed development can move forward without significant negative ecological impacts if a number of provided recommendations and mitigation measures are followed. These mitigation measures relate to construction approaches and recommendations to limit disturbance to aquatic habitat, to limit the removal of trees and vegetation only to areas where it is required and to do so only outside of the roosting season and general recommendations for managing wildlife on site during the construction period. Ultimately, if the recommendations provided in the report are followed, the impacts of the development will be minimal and acceptable.

The TCR more closely reviewed the tree context of the site, the impacts of removal and a further assessment of impact of tree removal on area fauna and species at risk. The report concluded that there are a wide range of trees on the property, the majority of which will need to be removed to accommodate the proposed development. The report recommends that, where possible, trees within the development area be preserved using the standard City of Ottawa tree protection measures. Any tree clearing should be done outside of the breeding season when these trees may be used by the local bird population. The report further states that new tree planting should be done along the Thunder Road frontage, around Stormwater Ponds, within the area zone O1R and within the sections of the environmental setback. With respect to significant environmental features, the report notes that no federally or provincially significant tree species, or designated Urban Natural Features area located on the property. The site does contain a creek running along the north edge of the property, does have contiguously forested areas adjacent to the development area and though there was some limited observation of some species at risk, the conclusion was that the site offered limited benefit to these species, any observations were likely transient and the removal of trees from the site would not significantly affect any of these species.

Traffic Memorandum

A new Traffic Memo has been prepared by C.F. Crozier & Associates Inc. to assess the potential impacts of the revised Site Plan. The memo concludes that this new use will generate fewer trips than previously expected and is not expected to result in any negative traffic impacts from trip generation. In addition, the access points were evaluated and determined to be able to safely accommodate the expected vehicular and truck traffic. Finally, the memo concludes that sufficient parking has been provided with the new revised design.

Conclusion

Based on the above, in my opinion, the revised Site Plan continues to conform with the applicable Official Plan policies and is designed in compliance with the applicable zoning. The revised proposal maintains the light industrial spirit of the initial submissions and continues to represent good land use planning.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Szilagyi". The signature is written in a cursive, slightly slanted style.**Mike Szilagyi**

Planner

Re: Public Urbanism Inc.