

**Subject: Zoning By-law Amendment - 5494, 5500 & 5510 Boundary Road and 5900 Thunder Road**

**File Number: ACS2024-PDB-PS-0021**

**Report to Agriculture and Rural Affairs Committee on 2 May 2024  
and Council 15 May 2024**

**Submitted on April 23, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services Department**

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**Ward: Osgoode (20)**

**Objet: Modification du *Règlement de zonage* – 5494, 5500 et 5510, chemin Boundary  
et 5900, chemin Thunder**

**Dossier : ACS2024-PDB-PS-0021**

**Rapport au Comité de l'agriculture et des affaires rurales**

**le 2 mai 2024**

**et au Conseil le 15 mai 2024**

**Soumis le 23 avril 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Jeff Ostafichuk, Urbaniste II, Examen des demandes  
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**Quartier: Osgoode (20)**

## REPORT RECOMMENDATIONS

1. That Agriculture and Rural Affairs Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 5494, 5500 and 5510 Boundary Road; and 5900 Thunder Road, as shown in Document 1, to permit a truck transport terminal and warehouse, as detailed in Document 2.
2. That Agriculture and Rural Affairs Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of May 15, 2024,” subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’agriculture et des affaires rurales recommande au Conseil d’approuver une modification du *Règlement de zonage* (n° 2008-250) pour les propriétés situées aux 5494, 5500 et 5510, chemin Boundary et au 5900, chemin Thunder, comme le montre le document 1, en vue de permettre l’aménagement d’un terminal routier et d’un entrepôt, comme l’explique en détail le document 2.
2. Que le Comité de l’agriculture et des affaires rurales donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 15 mai 2024 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

**Site location**

5494, 5500, & 5510 Boundary Road & 5900 Thunder Road:

**Property Owners**

Day and Ross Inc. 5494, 5500, & 5510 Boundary Road and Algonquins of Ontario, 5900 Thunder Road

**Applicant**

Novatech

**Brief history of proposal**

On May 3, 2021, the City of Ottawa received an Official Plan Amendment (OPA) application and associated Zoning By-law Amendment application (ZBLA) for the subject lands. The applications requested permission to permit the development of a truck transport terminal and warehouse. The effect of the Official Plan Amendment application was to redesignate the property from *Rural Natural Features* to *Rural Employment Area* to permit industrial land uses. Subsequent to the receipt of the OPA, a new Official Plan was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022. The new Official Plan designation of the subject lands is now “Rural Industrial and Logistics” with a Natural Heritage Features Overlay over a portion of 5494 Boundary Road. The current designation permits the proposed development and therefore renders the OPA unnecessary. This report will now deal with the ZBLA to rezone the subject lands to Rural General Industrial Zone to permit the truck transport terminal and warehouse land uses. Additionally, this ZBLA will also provide relief from Section 69 - Setback from Watercourses on a portion of the neighboring property.

**Description of site and surroundings**

The subject lands are located south of Highway 417 and have frontage on Boundary Road. The site is currently comprised of three parcels and has a total area of approximately 8.4 hectares (5494, 5500, & 5510 Boundary Road). The ZBLA also includes neighbouring (5900 Thunder Road - under different ownership) lands to the north.

The subject lands are mostly vacant with one single detached dwelling remaining in the northeast corner (5494 Boundary Road), surrounded by regenerated vegetation. As a result of changes to the grade from previous uses, a pond of standing water has been identified on the northern portion of the subject site (5500 Boundary Road). Highway 417 and a mix of residential, commercial, and light/heavy industrial land uses are

situated north and east of the subject site. Agricultural lands abut the site to the west and wooded lands abut the site to the south.

### **Summary of proposed development**

The Owner is proposing to develop a future truck transport terminal and warehouse use. The details of the development will be filed through a future Site Plan Control application. The conceptual site plan development features a 5,593 square metre facility which includes 141 parking spaces, 55 tractor spaces, and 134 trailer spaces. A second phase for the future expansion of the main building is also anticipated. These details may change when the Site Plan has been finalized and a formal Site Plan Control application has been filed for the subject lands. The facility, when completed, will serve as a critical cross dock for the movement of goods and materials throughout the City of Ottawa and greater Eastern Ontario region. The location of the facility is appropriate and desirable given its close proximity to Highway 417 which serves as a major transportation corridor.

### **Summary of requested Zoning By-law amendment**

The existing zoning on the subject lands is partially RU (Rural Countryside) and partially RH1[260r] (Rural Heavy Industrial), with permissions for a recycling and screening facility for concrete, asphalt and building materials, and conditionally, for the sale of heavy construction equipment. The Zoning By-law Amendment application request is to rezone the subject lands to a Rural General Industrial Zone to permit the truck transport terminal and warehouse land uses. Additionally, to address the relocation of the watercourse, the applicant requires permission from the adjacent landowner to rezone a portion of their lands to provide relief from Section 69 - Setback from Watercourses (see Document 2). No new development or new land uses are being proposed on the abutting parcel to the north at this time as part of this ZBLA. A subsequent Site Plan Control application will be required to provide additional details to the design of the building for 5494, 5500, & 5510 Boundary Road.

## **DISCUSSION**

### **Public consultation**

Public consultation and notification were undertaken in accordance with the Public Notification and Public Consultation Policy approved by Council for Zoning By-law amendments. Two comments were received by members of the public by email.

For this proposal's consultation details, see Document 3 of this report.

**Official Plan designation(s)**

The subject site is identified on Schedule B9 Rural Transect as “Rural Industrial and Logistics” and on Schedule C11C – Natural Heritage System Overlay (East) of the Official Plan.

Section 9.3 “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 Natural Heritage Features Overlay consists of those natural heritage features identified in Subsection 4.8.1, Policy 3 of the Official Plan. The City shall protect natural heritage features for their natural character and ecosystem services. Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study (EIS) prepared in accordance with the City’s guidelines.

**Other applicable policies and guidelines****Rural Road Network**

Official Plan Schedule C9- Rural Road Network of the Official Plan indicates:

- Boundary Road is an existing Arterial Road

**Servicing****Official Plan Section 4.7.2 Drinking Water, Wastewater and Stormwater Infrastructure**

14) Drinking water at the subject lands is provided through the Carlsbad Springs Trickle Feed water system. This small pipe system, fed from an extension of the City of Ottawa’s central water supply, is not a conventional drinking water system and is nearing servicing capacity. Details of servicing will be addressed at the site plan control stage.

New connections may be permitted to lots fronting on the Carlsbad Springs Trickle Feed System under the following circumstances, subject to available capacity: a) For residential lots fronting the existing system; or b) For new severed lots fronting the existing system; or c) For a coach house on a fronting lot; or d) For non-residential use

fronting onto Boundary Road; or e) For existing Rural Industrial and Logistics uses east of Boundary Road

### 2.2.2 Economic Development

8) Major goods movement facilities and corridors that support strategic freight, storage and logistics locations shall be protected for the long term. Land in strategic locations with proximity and access to provincial 400 series highways is required in both the urban and rural areas to accommodate industrial, warehousing and logistic type uses. These types of uses need larger separation distances from residential uses and require access to a highway interchange. Likewise, new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be supportive of, and not conflict with, the long-term purposes of the corridor by mitigating or minimizing negative impacts. These sites should be protected for this use provided they are not on lands designated Agricultural Resource Area.

#### Provincial D-6 Guidelines

The Provincial Policy Statement (PPS) provides policies for land use compatibility of Industrial uses (*major facilities*) in proximity to residences (*sensitive users*) and directs that such developments may only be permitted in accordance with provincial guidelines. The provincial D-series guidelines for land use compatibility provide relevant guidance for land use planning authorities in this application. Specifically, the D-6 guideline speaks to what types of land uses are appropriate near industrial areas. This guideline is intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another.

#### 400-Series Highway

The subject properties are within the Ministry of Transportation permit control area as defined by the *Public Transportation and Highway Improvements Act* R.S.O. 1990.

#### **Planning rationale**

The Rural Industrial and Logistics Official Plan designation supports the proposed uses for a truck transport terminal and warehouse. Such uses 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. The area is well served by arterial roads, most of which are in close proximity to 400 series highway interchange to facilitate the efficient movement of goods while limiting disruption to local rural traffic.

**Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

**RURAL IMPLICATIONS**

The subject site contains a series natural heritage features. The inclusion of site-specific zoning provisions such as an open space provision and development setbacks are intended to limit the impacts of compatibility on the surrounding features. Additionally, updated studies may be requested at the Site Plan control stage to ensure all development respects the approved zoning by-law.

**COMMENTS BY THE WARD COUNCILLOR(S)**

The Ward Councillor is aware of the application associated with this report.

**LEGAL IMPLICATIONS**

There are no legal impediments to implementing the report recommendations.

**ASSET MANAGEMENT IMPLICATIONS**

This development site is located within the Carlsbad Springs Trickle Feed public service area which services a mixture of rural residential and ICI land uses. City staff have prepared a management plan and undertake regular monitoring of the Trickle Feed system due to its limited water supply capacity. The proposed scale of development considered in this Committee Report appears to be consistent with the management plan and will be confirmed during the Site Plan process.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications.

**ACCESSIBILITY IMPACTS**

There are no Accessibility Impacts related to this report.

**ECONOMIC IMPLICATIONS**

The rezoning of the lands to a more appropriate use as set out in the Official Plan will provide for a greater opportunity for economic growth and business attraction.

## **ENVIRONMENTAL IMPLICATIONS**

Portions of this site are designated as a Natural Heritage System. If the ZBLA is approved, details of the development configuration will be determined through a Site Plan Control application. Development will be required to maintain a setback as set-out in the zoning amendment.

## **INDIGENOUS GENDER AND EQUITY IMPLICATIONS**

### **Indigenous Policy Considerations**

The lands adjacent to the site are owned by an indigenous organization. As registered neighbouring landowners, standard notification would have been provided by mail. That said, the ZBLA will have impacts on a portion of these lands. The applicant advised and has gained permission from the adjacent landowner.

### **Gender and Equity Implications**

N/A

## **TERM OF COUNCIL PRIORITIES**

### **2023-2026 Term of Council Priorities:**

- A City with a diversified and prosperous economy.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-21-0036) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to complexities associated with the identification of a natural feature.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

## **CONCLUSION**

The Planning, Development and Building Services Department recommends the approval of this Zoning By-law amendment as it meets the intent of the City's Official Plan.



**DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.

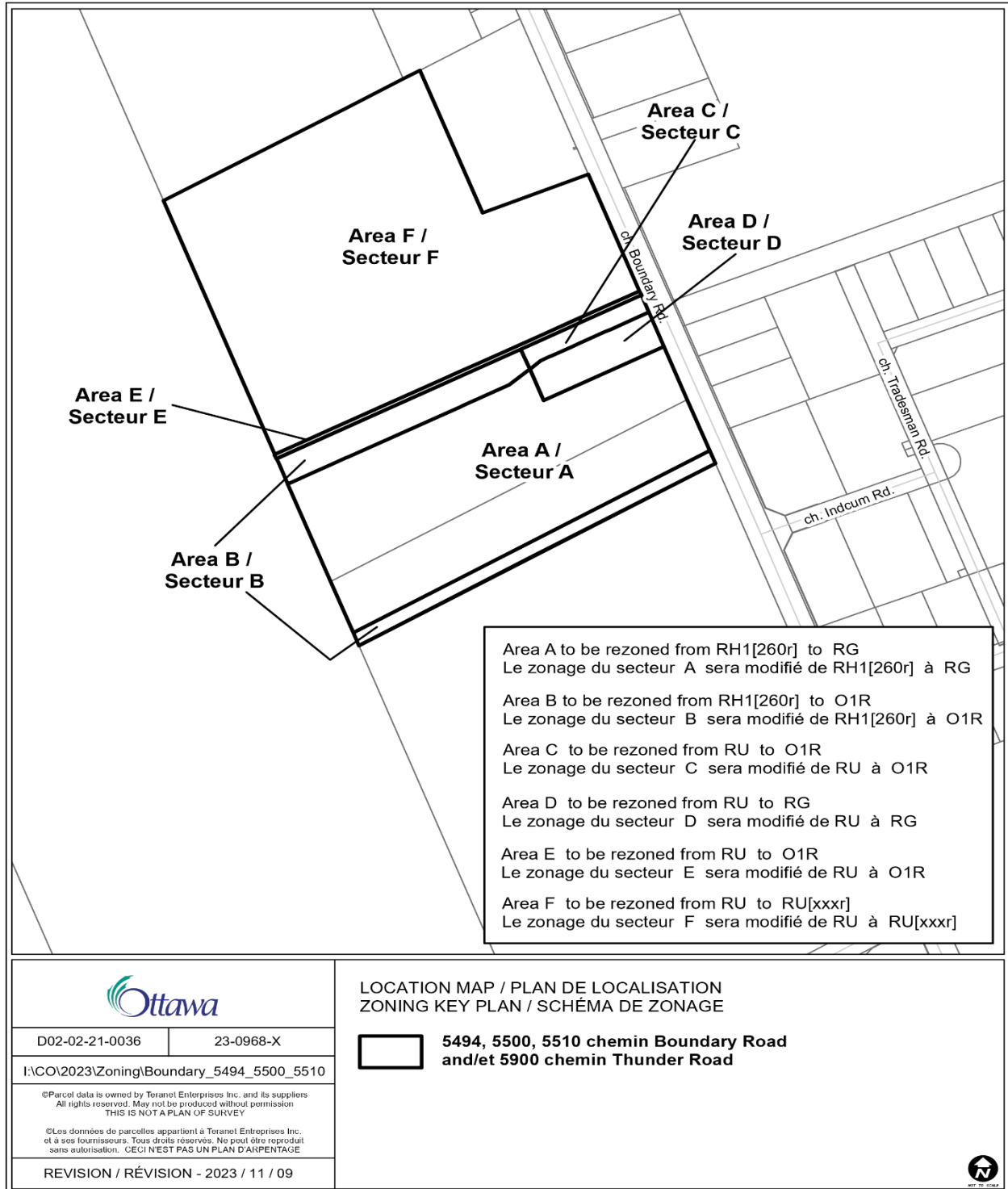
Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

## Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)

The Zoning Key Map identifies the areas on the site to be rezoned



## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 5494, 5500, & 5510 Boundary Road & Part of 5900 Thunder Road:

1. Rezone the lands shown on Document 1.
2. Add a new Exception xxxr to Section 240 – Rural Exceptions with provisions similar in effect to the following:

- a) In Column I, Exception Number, add the text, “[xxxr]”;
- b) In Column II, Applicable Zones, add the text, “RU[xxxr]”;
- c) In Column V, Provisions add the following:

“Section 69 does not apply to any portion of a watercourse within 30 m of the northern most property lines of lands known municipally as 5500 and 5494 Boundary Road.”

### **Document 3 – Consultation Details**

#### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Two emails were received from the public.

#### Public Comments and Responses

##### Comment:

I'm interested in the property mentioned above. I saw there was a request to change the zoning but I would be interested in fixing it up to make it my residence. I would like information like is it still available? What is the asking price? Can we go visit it? And anything else you can tell me about the property?

##### Response

Request forwarded to consultant.

##### Comment:

The TIA Pg 47 Site Plan has labels that say Phase 1 is 32,258 metres squared and 5875 metres squared.

The other reports are using the lower number. Can you tell me why and which is correct? Also, I noticed that they don't have Yeti snow removal equipment at the truck entrance or a snow storage area.

##### Response:

Page I of the TIA indicates that the GFA is 5,593 sq. m which is consistent with the Planning Rationale. The site plan is conceptual for the purposes of the Zoning By-law Amendment application. Any details with respect to snow systems and snow storage will be addressed when a Site Plan Control application is submitted.

#### Community Organization Comments and Responses

No comments received.