

2. **OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS – 5471, 5575 AND 5613 BOUNDARY ROAD – 5554, 5508, 5570, 5610 AND 5800 FRONTIER ROAD**
- MODIFICATIONS AU PLAN OFFICIEL ET AU RÈGLEMENT DE ZONAGE – 5471, 5575 ET 5613, CHEMIN BOUNDARY – 5554, 5508, 5570, 5610 ET 5800, CHEMIN FRONTIER**

**COMMITTEE RECOMMENDATIONS AS AMENDED**

That Council:

1. **Adopt the Official Plan Amendment, attached as Document 2 to permit an integrated waste management site, which includes facilities for the purpose of recovery and recycling of waste in addition to a landfill area amendment to Schedule “A” to the City’s Official Plan.**
2. **Approve an Amendment to Zoning By-law 2008-250 for 5471, 5575 and 5613 boundary road – 5554, 5508, 5570, 5610 and 5800 Frontier Road to implement the new Official Plan Amendment as detailed in Document 3.**
3. **Ensure all roadway and intersection works associated for both projects be built concurrently and be coordinated & timed to ensure the minimal possible impact on the public**
4. **Request from the Government of Ontario the authority and funding to regulate the ICI and C&D Waste streams.**

### **RECOMMANDATIONS DU COMITÉ TELLES QUE MODIFIÉES**

Que le Conseil :

1. adopte une modification au Plan officiel, ci-jointe en tant que document 2, afin de permettre l'aménagement d'un site de gestion intégrée des déchets, comprenant des installations destinées à la récupération et au recyclage des déchets, en plus d'une modification du site d'enfouissement à l'annexe « A » du Plan officiel de la Ville.
2. approuve une modification au Règlement de zonage 2008-250 visant les 5471, 5575 ET 5613, chemin Boundary et les 5554, 5508, 5570, 5610 et 5800, chemin Frontier, afin de mettre en œuvre la nouvelle modification au Plan officiel, comme l'expose en détail le document 3.
3. veille à ce que tous les travaux routiers et de réaménagement des intersections des deux projets soient réalisés concurremment et soient coordonnés et planifiés de manière à réduire au minimum leurs répercussions sur la population.
4. demande officiellement au gouvernement de l'Ontario le pouvoir de régir les flux de déchets des secteurs ICI et CD et le financement correspondant.

DOCUMENTATION / DOCUMENTATION

1. Director, Planning Services, Planning, Infrastructure and Economic Development Department report dated 26 March 2018 (ACS2018-PIE-PS-0033 ).  
  
Rapport de la Directrice, Services de la planification, Direction de la planification, de l'infrastructure et du développement économique daté le 26 mars 2018 (ACS2018-PIE-PS-0033 ).
2. Extract of draft Minutes, Agriculture and Rural Affairs Committee, 5 April 2018.  
  
Extrait de l'ébauche du procès-verbal, Comité de l'agriculture et des affaires rurales, le 5 avril 2018.

**AGRICULTURE AND RURAL  
AFFAIRS COMMITTEE  
REPORT 33  
11 APRIL 2018**

**43**

**COMITÉ DE L'AGRICULTURE ET  
DES AFFAIRES RURALES  
RAPPORT 33  
LE 11 AVRIL 2018**

**Report to  
Rapport au:**

**Agriculture and Rural Affairs Committee  
Comité de l'agriculture et des affaires rurales  
5 April 2018 / 5 avril 2018**

**and Council  
et au Conseil  
11 April 2018 / 11 avril 2018**

**Submitted on 26 March 2018  
Soumis le 26 mars 2018**

**Submitted by**

**Soumis par:**

**Lee Ann Snedden**

**Director / Directrice**

**Planning Services / Services de la planification,  
Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person**

**Personne ressource:**

**Jeff Ostafichuk, Planner II / Urbaniste II, Development Review Rural / Examen des  
demandes d'aménagement ruraux  
(613) 580-2424, 31329, Jeffrey.Ostafichuk@ottawa.ca**

**Ward: CUMBERLAND (19)**

**File Number: ACS2018-PIE-PS-0033**

**SUBJECT: Official Plan and Zoning By-law Amendments – 5471, 5575 and 5613  
Boundary Road – 5554, 5508, 5570, 5610 and 5800 Frontier Road**

**OBJET: Modifications au Plan officiel et au Règlement de zonage – 5471, 5575 et 5613, chemin Boundary – 5554, 5508, 5570, 5610 et 5800, chemin Frontier**

## **REPORT RECOMMENDATIONS**

- 1. That Agriculture and Rural Affairs Committee recommend Council:**
  - a. Adopt the Official Plan Amendment, attached as Document 2 to permit an integrated waste management site, which includes facilities for the purpose of recovery and recycling of waste in addition to a landfill area amendment to Schedule “A” to the City’s Official Plan.**
  - b. Approve an Amendment to Zoning By-law 2008-250 for 5471, 5575 and 5613 boundary road – 5554, 5508, 5570, 5610 and 5800 Frontier Road to implement the new Official Plan Amendment as detailed in Document 3.**
- 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 City Clerk and Solicitor’s Office and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to Bill 73 ‘Explanation Requirements’ at the City Council Meeting of 11 April 2018 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 ce qui suit au Conseil :**
  - a. d’adopter une modification au Plan officiel, ci-jointe en tant que document 2, afin de permettre l’aménagement d’un site de gestion intégrée des déchets, comprenant des installations destinées à la**

- récupération et au recyclage des déchets, en plus d'une modification du site d'enfouissement à l'annexe « A » du Plan officiel de la Ville.**
- b. d'approuver une modification au Règlement de zonage 2008-250 visant les 5471, 5575 ET 5613, chemin Boundary et les 5554, 5508, 5570, 5610 et 5800, chemin Frontier, afin de mettre en œuvre la nouvelle modification au Plan officiel, comme l'expose en détail le document 3.**
- 2. Que Comité de l'agriculture et des affaires rurales donne son approbation à ce 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 de l'avocat général 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 du projet de loi 73 », à la réunion du Conseil municipal prévue le 11 avril 2018 à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

## **EXECUTIVE SUMMARY**

This Official Plan Amendment (OPA) and Zoning By-law amendment supports the approval of the proposed Capital Region Resource Recovery Centre (CRRRC).

Official Plan Amendment and Zoning By-law amendment applications were submitted to the City as a part of the implementation of the recent approval of the CRRRC under the Ontario *Environmental Assessment Act* by the Minister of Environment and Climate Change and Provincial Cabinet.

The request to amend the City's Official Plan (OP) and Zoning By-law is to allow for a waste disposal site. The purpose of the proposal will be to recover, process and recycle resources and divert them away from landfill disposal where possible and to dispose of residual waste. The facility will process solid non-hazardous wastes and soils that are generated by the commercial, industrial, institutional, construction and demolition sectors. Operations at the facility will include recovery and recycling facilities,

composting organics, treating contaminated soils, managing surplus soil, collecting landfill gas, pre-treating leachate and disposing of waste.

The City's public notification of the proposed amendments, including the community information meeting, identified numerous concerns (see Document 4) related to health, transportation, geotechnical, hydrological and safety, similar to issues which were raised and addressed in the approved Environmental Assessment (EA). Further investigation from the City's perspective concluded that the various consulted experts were satisfied that the EA had already addressed the issues raised. Any outstanding land use concerns would be controlled, through mitigation and monitoring. Any further review that is required, will be secured through Site Plan Control as indicated in the holding symbol in the zoning amendment.

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for OPAs and Zoning By-law amendments. In addition, one information meeting was held in the community. Many of the comments received from residents at the meeting, including written comments received by the City, were in opposition of the proposal.

The City does not have the authority to override the approved EA already issued by the Minister. The issues raised in the public consultation and the staff review have been investigated, and the City is satisfied from a land use and ongoing operational monitoring perspective. The Planning, Infrastructure, and Economic Development Department supports the Official Plan and Zoning By-law amendments.

## **RÉSUMÉ**

La modification au Plan officiel (MPO) et la modification au Règlement de zonage proposées viennent appuyer l'approbation du projet de Centre de récupération des ressources de la région de la capitale (CRRRC).

Des demandes de modifications au Plan officiel et au Règlement de zonage ont été présentées à la Ville dans le cadre de la récente approbation du CRRRC accordée en vertu de la *Loi sur les évaluations environnementales* de l'Ontario par le ministre de l'Environnement et du Changement climatique et par le Cabinet provincial.

Ces modifications au Plan officiel et au Règlement de zonage permettraient l'aménagement d'un site d'enfouissement. Cette demande a pour objet de récupérer, de traiter et de recycler des ressources, pour éviter si possible qu'elles ne se retrouvent dans les décharges, et d'éliminer les déchets résiduels. L'installation permettra de traiter les déchets solides non dangereux produits par les secteurs commercial, industriel et institutionnel ainsi que par les secteurs de la construction et de la démolition, de même que les sols contaminés par ces secteurs. On y pratiquera la récupération et le recyclage, le compostage de matières organiques, le traitement des sols contaminés, la gestion des sols excédentaires, la collecte des gaz d'enfouissement, le prétraitement des produits de lixiviation et l'élimination des déchets.

Le processus d'avis public suivi par la Ville pour ces modifications proposées, qui comprenait la réunion d'information communautaire, a permis de désigner de nombreuses préoccupations (se reporter au document 4) liées à la santé, au transport et d'ordre géotechnique, hydrologique et sécuritaire, similaires aux problèmes soulevés et pris en compte dans l'évaluation environnementale (ÉE) approuvée. D'autres examens menés par la Ville ont permis de conclure que les divers experts consultés étaient d'avis que l'ÉE avait déjà pris en compte les problèmes soulevés. Les préoccupations restant à résoudre seraient contrôlées par voie d'atténuation et de surveillance. Tout autre examen requis sera garanti dans le cadre de la réglementation du plan d'implantation, comme le prévoit le symbole d'aménagement différé ajouté dans la modification au Règlement de zonage.

Un avis public a été donné à cet égard et une consultation publique a eu lieu conformément à la politique concernant les avis et les consultations publics approuvée par le Conseil municipal pour les demandes de modification au Plan officiel et au Règlement de zonage. De plus, une réunion d'information a été organisée dans la collectivité. Bon nombre des commentaires émis par les résidents lors de cette réunion, y compris les commentaires écrits reçus par la Ville, étaient opposés à la proposition.

La Ville ne dispose pas du pouvoir nécessaire pour passer outre l'ÉE déjà approuvée par le Ministère. Les problèmes soulevés lors de la consultation publique et l'examen du personnel ont fait l'objet d'une enquête, et la Ville est satisfaite du point de vue de l'utilisation du sol et de la surveillance permanente des opérations. La Direction



générale de la planification, de l'infrastructure et du développement économique appuie les modifications au Plan officiel et au Règlement de zonage.

## **BACKGROUND**

### **Site location**

5471, 5575 and 5613 Boundary Road - 5554, 5508, 5570, 5610 and 5800 Frontier Road

### **Owner**

Taggart Miller Environmental Services Capital Region Resource Recovery Centre (CRRRC)

### **Applicant**

J.L. Richards & Associates Ltd. (Timothy F. Chadder)

### **Description of site and surroundings**

The lands are located southeast of the Boundary Road Highway 417 interchange. More specifically, the site is located east of Boundary Road, west of Frontier Road and north of Devine Road. The site is approximately 175 hectares in size and for the most part is vacant. Residential uses on the lands are limited to a few homes near the northern end of Frontier Road. These properties are currently under Taggart Miller Environmental Services ownership and will be removed upon construction of the facility.

Land uses surrounding the site are made up of a mix of commercial/light industrial, agricultural and a limited amount of residential. Agriculture uses can be found immediately east of the site, to the southeast, south and southwest. Additionally, areas of undeveloped land exist between the site and the agricultural lands. Industrial land uses appear to be predominate along the west and northern portion of the site. The lands to the north of the site are proposed for an industrial subdivision (East Gateway Properties, draft approved April 27, 2017), which is to include a Long-Combination Vehicle Transportation facility. There are also seven residences mixed in with the commercial/industrial uses along Boundary Road. The Greyhawk Golf Club is on the north side of Highway 417.

### Summary of Request

Official Plan Amendment and Zoning By-law amendment applications have been submitted to the City as a part of the implementation of the recent approval of the Capital Region Resource Recovery Centre (CRRRC) under the Ontario *Environmental Assessment Act* by the Minister of Environment and Climate Change and Provincial Cabinet. The EA was conducted in accordance with the approved Terms of Reference (TOR), and approved by the Minister of Environment and Climate Change and the Provincial Cabinet in May of 2017, subject to conditions. The reasons given for the Minister's approval are:

1. The proponent has compiled with the requirements of the *Environmental Assessment Act*.
2. The EA has been prepared in accordance with the approved TOR.
3. On the basis of the proponent's EA and the Ministry Review, the proponent's conclusion that, on balance, the advantages of this undertaking outweigh its disadvantages appears to be valid.
4. No other beneficial alternative method of implementing the undertaking was identified.
5. The proponent has demonstrated that the environmental effects of the undertaking can be appropriately prevented, changed, mitigated, or remedied.
6. On the basis of the proponent's EA, the Ministry Review and the conditions of approval, the construction, operation and maintenance of the undertaking will be consistent with the purpose of the *Environmental Assessment Act* (Section 2).
7. All comments from government agencies, the public and Indigenous communities have been appropriately addressed.
8. The Minister is not aware of any outstanding issues with respect to this undertaking which suggest that a hearing is required.

The Taggart Miller Environmental Services Group is requesting an amendment to the City's Official Plan and Zoning By-law to permit a waste processing and disposal site. Known as the Capital Region Resource Recovery Centre (CRRRC), the purpose of the proposal will be to recover and recycle resources and divert them away from landfill disposal where possible. The facility will process solid non-hazardous wastes and soils that are generated by the commercial, industrial, institutional, construction and demolition sectors. Operations at the facility will include recovery and recycling facilities, composting organics, treating contaminated soils, managing surplus soil, collecting landfill gas, pre-treating leachate and disposing of waste. There are currently no municipal services (sanitary sewer or water) to the site. The development will be serviced with private waste disposal (septic) and through the extension to the existing Carlsbad Trickle Feed drinking water system as approved by OPA 152.

The development of the site will include (as shown in Document 5):

- an administration building;
- inbound and outbound weight scales;
- employee parking;
- small load drop-off parking;
- a material recovery facility;
- a construction and demolition material processing facility;
- a maintenance garage;
- an organics pre-processing facility;
- an organics processing facility;
- a secondary digester;
- a flare and power generation;
- a compost processing and storage pad;

- a surplus soil stockpiles area;
- a petroleum hydrocarbon contaminated soil treatment area;
- a petroleum hydrocarbon contaminated soil storage building;
- a leachate pre-treatment facility;
- a sludge dewatering pad;
- a leachate treatment equalization pond or tank;
- treated leachate effluent ponds or tanks;
- various storm and fire ponds; and
- a landfill.

## **DISCUSSION**

### **Official Plan Designations**

The Official Plan currently designates the proposed site as “Rural Employment Area” (Section 3.7.5 of the OP) and “General Rural Area” (Section 3.7.2 of the OP).

Rural Employment Areas are designated with the intent to reserve land for rural industrial and ancillary commercial uses. Such areas add to the diversity of opportunities for economic development and those seeking large sites and proximity to the urban area.

The intent of the “General Rural Area” is to accommodate a variety of land uses that are appropriate for a rural location and to limit the amount of residential development such that development will not preclude or restrict continued agricultural and or other rural non-residential uses. Agriculture and non-agricultural uses that, due to their land requirements or the nature of their operation that are not more appropriately located within urban or Village locations are permitted. For example,

- a) New industrial and commercial uses, such as farm equipment and supply centres, machine and truck repair shops, building products yards, landscape contractors and nurseries; and
- b) Uses that are noxious by virtue of their noise, odour, dust or other emissions or that have potential for impact on air quality or surface water or groundwater, such as salvage or recycling yards, composting or transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs.

### **Current and Proposed Zoning**

A large portion of the site is currently zoned Rural (RU) in the City of Ottawa's Zoning By-law (City of Ottawa, 2008). The remainder of the site is zoned Rural Heavy Industrial (RH). Uses permitted in the Rural Heavy Industrial Zone include waste processing and transfer, and leaf and yard waste composting. Lands zoned RU will require an amendment to this By-law (RU to RH). The RH zoning already in place for a portion of the site and the area to be rezoned is an appropriate use and consistent to what already exists.

The current OP designations provide for opportunity to permit the proposed use. Additionally, the various studies prepared in support of the EA (approved by Ministry of the Environment and Climate Change (MOECC) support the rezoning of the site.

### **Provincial Policy Statement (PPS) 2014**

Part V: Policies

Section 1.0: Provides policy for Building Strong Healthy Communities.

- Section 1.1 recognizes Ontario's long-term prosperity, environmental health and social well-being are served by managing and directing land uses to appropriate locations that are:
- Section 1.1.1 g) ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

The definition of infrastructure includes waste management systems. The PPS definition for waste management systems is:

“means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites”.

Section 1.6: Infrastructure and Public Service Facilities.

- Section 1.6.10 provides the policy for Waste Management where it states:

“Waste management systems need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives. Planning authorities should consider the implications of development and land use patterns on waste generation, management and diversion. Waste management systems shall be located and designed in accordance with provincial legislation and standards.”

Staff has reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

Operating and non-operating Solid Waste Disposal Sites are landfills, dumps, incinerators and any other facilities providing for the long-term storage or destruction of municipal solid waste. Composting, recycling and transfer facilities are considered processing operations. In addition to operating its own facilities, the City has jurisdiction in regards to enacted consents for private waste disposal facilities. The City's criteria in granting consents for these facilities include an assessment of the impact on waste types and quantities, and landfill capacity as per Official Plan Policy (Section 3.8 – Solid Waste Sites).

The first three policies address of Section 3.8 apply to the creation of a new waste disposal site.

3.8 – Solid Waste Disposal Sites Policies

1. Operating Solid Waste Disposal Sites are designated on Schedules A and B in order to recognize their function and their potential impact on surrounding land uses.
2. The City requires an OPA for the establishment of any new Solid Waste Disposal site. The City evaluates applications based on the following:
  - a) The proponent has completed an EA or an environmental screening Report under the *Environmental Assessment Act* considering such items as the:
    - i. Rationale for the undertaking;
    - ii. Potential impact on the City's commitment to waste reduction, reuse and recycling;
    - iii. Potential community, public health, transportation, environmental, visual, financial and land use impact of the facility;
    - iv. Use of mitigation measures, such as buffers and setbacks, to address potential land-use conflicts;
    - v. Potential impacts and mitigation measures related to air traffic;
    - vi. Potential impacts and mitigation measures related to roads and haul routes to the facility;
    - vii. Environmental monitoring of the facility;
    - viii. The end use of the facility.
  - b) Compliance with a TOR for the EA, as approved by the Minister of the Environment under the *Environment Assessment Act*; or in the case of a project using the Environmental Screening Process, the submission of a Notice of Completion to the MOECC.
  - c) Does not duplicate the requirements of the *Environmental Assessment Act*.

3. The Zoning By-law will restrict the location of Solid Waste Disposal facilities to specific sites.

Policy 3.8 provides direction as to matters that the City must consider when reviewing new Solid Waste Disposal Sites. The policy sets out eight requirements that the EA is expected to consider. Such requirements are considered when preparing the aforementioned TOR.

The Ontario Minister of the Environment and Climate Change (MOECC) is responsible for approving the TOR for EA and granting approval for EAs in Ontario. Under the *Environmental Assessment Act*, the Code of Practice for preparing and reviewing a TOR was last updated in January 2014 and prior to that in October 2009 in consultation with government agencies and other interested persons including academics, EA practitioners, environmental groups, industry associations, professional associations and proponents. The Code is not prescriptive in setting out the specific contents of the TOR, which will vary for each proposal; however, there are general expectations of what should be included in the document. These expectations must indicate that the EA will be prepared in accordance with such requirements as may be prescribed for the type of undertaking the proponent wishes to proceed with (e.g., electricity, mining, forestry, municipal infrastructure, waste management, transit, transportation, and other).

The EA as set out by the TOR addressed the City's OP Section 3.8 a. in the following manner:

- i Rationale for Undertaking.

An analysis was undertaken to review what opportunity existed to provide waste management services focused on improving resource recovery, more specifically for industrial/commercial/institutional (IC&I) and construction and demolition (C&D) waste. With the focus on the Capital Region and eastern Ontario, the analysis assessed:

- Current market conditions;
- Provincial and municipal programs, goals and policies;



- Identified existing facilities;
- Factors affecting current/future diversion rates for IC&I and C&D waste.

The analysis identified that there was opportunity to provide new waste management services for IC&I and C&D waste in the City of Ottawa and a selected area of eastern Ontario.

- ii. Potential impact on the City's commitment to waste reduction, reuse and recycling.

The existing known diversion and disposal facilities for IC&I and C&D waste materials were identified in the applicant's analysis. The analysis highlighted a report prepared in 2009 by the City of Ottawa called "Diversion 2015: An IC&I 3R Waste Diversion Strategy for Ottawa". The report identified goals to increase diversion of IC&C and C&D material to 60 per cent by 2015. As of 2014, no significant facilities nor changes to the current infrastructure had been put in place to increase diversion rates as identified in the City's strategy.

Past and current Provincial statues goals/policies continue to support and reinforce the rationale for IC&I and C&D waste diversion.

- iii. Potential community, public health, transportation, environmental, visual, financial and land use impact of the facility.

Item iii provides a list of potential impacts of a new waste management facility. As part of the supporting studies prepared for the EA, the proponent provided an analysis of the potential impact on:

- Community;
- Public health;
- Environmental;
- Transportation;

- Visual;
- Financial; and
- Land use.

The potential impacts on existing and proposed future land use in the area were assessed taking into account current relevant planning policy to determine the potential for future development in the area, as well as the impact assessment work of other disciplines such as noise, air quality, surface water, biology land use and socio-economic, archaeological assessment, cultural heritage, agriculture, traffic impacts, leachate management, geology, hydrogeology and geotechnical.

- iv. Use of mitigation measures, such as buffers and setbacks, to address potential land-use conflicts.

The landfill portion of the site must satisfy the requirements of O. Reg. 232/98 (MOE, 1998a). A buffer will be required between the landfill footprint and the property boundary to accommodate screening of the landfill from off-site views, SWM/drainage, access around the landfill/site perimeter, groundwater monitoring and implementation of contingency measures. The diversion and other non-landfill components should also be set back from the property boundary by a suitable distance, both to separate them from adjacent land uses and to accommodate stormwater management.

Additional buffering beyond O. Reg. 232/98 (MOE), if appropriate, will be reviewed via the City's Site Plan Control application. With respect to development setbacks, Section 95 Part 3 – Specific Use Provisions (City's Zoning By-law 2008-250) applies to the proposed use.

- v. Potential impacts and mitigation measures related to air traffic.

The subject site is located outside of the 15-kilometre review distance used by Transport Canada for regulated Wildlife Management around regulated airports. A review is not required. Additionally, the site is outside of the influence area, noise contour mapping and operating influence area, of the Macdonald-Cartier (Ottawa) International Airport (YOW). A review is not required.

- vi. Potential impacts and mitigation measures related to roads and haul routes to the facility.

As part of the EA review process, a Transportation Impact Study was submitted in support of the proposed development. The assessment follows the City of Ottawa TIA Guidelines. The TIA evaluates the impact of the development to identify and recommend measures to mitigate the impact on the adjacent roadways and addresses the transportation impacts related to the site development. Implementation of recommendations will be undertaken at the time of Site Plan Approval by the City of Ottawa.

- vii. Environmental monitoring of the facility.

The EA outlines the monitoring and contingency provisions for site development. The Minister's (MOECC) Notice of Approval to Proceed with the Undertaking includes a series of monitoring provisions and such conditions will be imposed in the Environment Compliance Approval to be issued by the MOECC. The monitoring program will take into account noise, air quality and odour, groundwater and leachate, geotechnical, surface water, biology and building facilities.

- viii. The end use of the facility.

Upon the closure of the facility, a rehabilitation plan will be developed and implemented to re-establish vegetation communities in the project footprint, subject to determination of the final end use plan for the Site. Native species will be introduced in order to establish a natural, native community post-closure. The vegetation cover will be monitored for deficiencies, such as weed encroachment, dead plants or evidence of erosion. The area will be supplemented with additional plantings of the most successful species.

There is a well-defined process under the *Environmental Assessment Act* to managing input and addressing concerns and questions that arise from relevant agencies and the community. The MOECC sought input from the public and relevant agencies starting in 2012 on the TOR criteria for reviewing the CRRRC EA. The City reviewed the TOR when they were circulated in 2012 and was generally satisfied then that the studies

proposed would address the potential impacts as expected (OP Section 3.8 a.). The City reviewed and commented on the draft EA Assessment for the site when it was circulated in 2014-2015; subsequent questions about the document were thereafter answered.

In the end, the MOECC was satisfied that the assessment of potential effects of the proposal was completed in accordance with the approved TOR. Their final approval includes conditions relating to the proposed CRRRC development and include requirements for compliance reporting and monitoring of environmental parameters, as well as addressing specific commitments for traffic studies, dust control, and leachate treatment to name a few.

With the EA process complete, the City review of the CRRRC OPA and Zoning By-law amendment applications rely upon and use the work prepared to complete the EA. The notification of the amendments were circulated to the community and all internal and external technical agencies with an interest.

The City's public notification of the proposed amendments, including the community information meeting, has identified numerous concerns (see Document 4) in the fields related to health, transportation, geotechnical, hydrological and safety. We note these concerns were raised and addressed in the approved EA. That said, further investigation from a City perspective identified the following key issues, which were re-addressed by staff responsible for such areas of expertise.

#### Traffic and Noise

It was suggested that the EA and the City had not taken into account all the large proposed projects on/near Boundary Road. The residents were referring to the proposed "Truck Stop" which will be located across the road from the east Boundary Road exit, the East Gateway project which will include many industrial businesses as well as the CRRRC project. They note that the proposed Truck Stop was expected to reach 6400 trucks/day and Taggart-Miller has indicated 84 trucks per hour (in and out) from its landfill. The EA is silent on this.

The City's Engineer responsible for traffic and noise was requested to revisit the three projects. The following details the Engineer's response.

Staff recognize that the proposed developments in the area will increase demand on Boundary Road and adjacent transportation network. The following is provided in response to comments on the Traffic and Noise Impact:

#### Traffic Impact

As part of the development review process, a Transportation Impact Assessment (TIA) was submitted in support of the proposed development. The assessment follows the City of Ottawa TIA Guidelines. The TIA evaluates the impact of the development to identify and recommend any measures to mitigate the impact on the surrounding roadways. While each TIA provides an evaluation of their respective development, we ensure that they take into account all new proposed developments. Ensuring that the most important aspect is the coordination between the proposed developments.

Our department has completed a review of the Traffic Impact Studies for both developments, Taggart-Miller CRRRC (Capital Region Resource Recovery Centre), and the East Gateway Subdivision including the LCV (Truck Stop Long Combination Vehicles). The Ministry of Transportation (MTO) is also involved in the review process, as the future development is located on Boundary Road, south of Highway 417 Interchange, which falls under the MTO jurisdiction.

As a result of the TIA technical review, a number of roadway modifications were identified and recommended, and will need to be implemented along Boundary Road in order to accommodate the site-generated traffic in addition to background traffic as follows.

The TIA completed for the East Gateway Properties Ltd. identified the following roadway modifications to address future background and site-generated traffic volumes:

- Intersection of Boundary Road and Thunder Road – northbound left-turn lane, southbound left-turn lane, and traffic control signal.

- Intersection of Boundary Road and Mitch Owens Drive – eastbound left-turn lane.
- Eastbound ramp terminal of Highway 417 and Boundary Road – widening/channelization, left-turn, traffic signals, and illumination, etc.
- Westbound ramp terminal of Highway 417 and Boundary Road – widening.

The TIA completed for the CRRRC identified the following roadway modifications to address future background and site-generated traffic volumes:

- Southbound left-turn lane on Boundary Road at the site access to accommodate turning vehicles into the site. This will be addressed through the Site Plan Control process by the City.

#### Environmental Noise Impact

Concurrent with the need for a Transportation Impact Assessment, there is a requirement for a Noise Impact Assessment (NIA) in support of the development as outlined in the OP (Section 4.8), Protection of Health and Safety.

The NIA submitted in support of the CRRRC provided noise prediction levels resulting from the operation of the site. The study determined that while the noise increases along the approximate 800 metres of Boundary Road from Highway 417 to the Site would be noticeable, the assessment of noise effects has not identified the need for additional mitigation measures.

The NIA evaluated the potential effect of the CRRRC on the atmosphere – noise component. Measurable changes to existing noise levels were identified. However, the study determined that the noise levels are predicted to be in compliance with MOECC guidelines.

The NIS recommended a number of noise mitigation measures including the following:

- Constructed screening features (berms) to be installed;

- Between 0600 and 0700 hours motorized equipment will only be idling, full operation will occur between 0700 and 1900 hours (i.e. daytime hours);
- All motorized equipment will be kept in good repair and be fitted with standard operational exhaust mufflers;
- Follow-up monitoring to confirm that the mitigation measures considered to the CRRRC are being incorporated as planned and are effective. Follow-up monitoring should take place annually, at least initially, during operations at the CRRRC. Modifications thereafter will be determined in consultation with the MOECC.

A proposed complaint protocol, i.e. Noise, has been submitted with the Environmental Compliance Approval application. The supervisory personnel at the CRRRC will receive any complaints. The complaint protocol states that Ottawa Public Health will be informed when complaints regarding significant noise, odour and air quality are received. The protocol also states that the City General Manager or Environmental Services and the east end Councillors or their offices will be informed of all complaints regarding odour, noise, litter and traffic within 24 hours. In addition, the facility Community Liaison Committee will be advised of all complaints and resolution of same per the complaints protocol.

#### Public Health Impact Assessment

Another concern echoed throughout the community was why the EA did not address the human health risks factors. Some similar applications throughout the Province have explicitly done so and additionally it is required by the City's OP.

Ottawa Public Health (OPH) participated in the EA process for this proposed development. OPH reviewed the TOR when they were circulated (2012) and was satisfied that the studies proposed would address potential human health risks associated with the proposal. OPH reviewed the draft EA for the site once it was circulated in 2014-2015 and staff's subsequent questions about ground water protection and monitoring were thereafter answered to their satisfaction. Staff reviewed the EA

studies, the comments and concerns from other agencies, and the proponent's responses, on topics including air, noise, surface water and ground water impacts and noted that the MOECC found the proponent's responses to be acceptable.

OPH has no additional comments or questions relating to this development.

### **Environmental Impact Statement**

The City of Ottawa's Environmental Impact Statement Guidelines (EIS) say that, "an EIS is not usually required by the City of Ottawa if an Environmental Assessment is prepared, provided that the minimum requirements outlined in this guideline are met" (p. 7). The Resiliency and Natural Systems Planning Unit, along with Environmental Planners from Development Review, reviewed the Terms of Reference for the Environmental Assessment, the final EA Report, and supporting documents. Staff is satisfied that the EA has met the City's EIS requirements with respect to the proposed OPA and ZBA. Nonetheless, staff is recommending the application of holding symbol to the zoning pending final review of the proponent's mitigation plans in conjunction with the site plan and MOECC Environmental Compliance Approval.

Under the PPS and the OP, development is supposed to have "no negative impact" on natural heritage features. However, the City's EIS Guidelines also acknowledge that strict adherence to the "no negative impact" test in the PPS and the OP may not be possible for some developments. In those instances, a valid rationale must be provided for those impacts.

In this instance, the project, as approved in the EA, cannot proceed without some negative impacts on fish habitat, wildlife habitat, and woodlands. However, in evaluating the Province's interests, the MOECC concluded that those impacts can be adequately minimized and are justified for this project. In particular, the reasons for Minister's approval state:

3. On the basis of the proponent's EA and the Ministry Review, the proponent's conclusion that, on balance, the advantages of this undertaking outweigh its disadvantages appears to be valid.



4. No other beneficial alternative method of implementing the undertaking was identified.
5. The proponent has demonstrated that the environmental effects of the undertaking can be appropriately prevented, changed, mitigated, or remedied.

Consistent with the language and intent of OP Policy 3.8.2, the Minister's reasons for approval satisfy the requirements of the EIS Guidelines.

The Minister's approval is conditional upon fulfillment of the commitments made by the proponent in the environmental assessment, including the mitigation of impacts on the natural environment. In the context of the City's natural heritage policies, the City has a particular interest in:

- (a) mitigation and compensation measures related to the modification, relocation, or closure of watercourses;
- (b) mitigation and compensation measures related to wildlife habitat;
- (c) mitigation and compensation measures, as they relate to long-term vegetation and forest cover.

Therefore, staff recommend the application of a holding symbol to the zoning, pending final review of these details in connection with the proponent's site plan and Environmental Compliance Approval.

## **CONCLUSION**

When the City consulted publicly and examined the EA from a City perspective the transportation, noise, environmental and public health concerns were re-examined by City staff. The conclusion of the various consulted experts was that many of the concerns raised had been addressed by the EA. Any outstanding land use issues will be controlled, through mitigation and monitoring. Where further investigation is required, a holding provision can be secured through the zoning amendment and development managed through site plan control. That said, additional or revised studies, plans and

reports will be required through the site plan stage to address such matters as the natural environment, buffering and transportation matters. The proponent has committed to certain community benefits and has established a Community Liaison Committee. These may provide an opportunity to address some of the other matters of interest to the City.

The City does not have the authority to override the approved EA already issued by the Minister. Any gaps in the approval that did not initially satisfy our land use concerns have been investigated and the City is satisfied from a land use and ongoing operational monitoring perspective. The Planning, Infrastructure, and Economic Development department supports the OPA and Zoning By-law amendment.

### **RURAL IMPLICATIONS**

The proposed Capital Region Resource Recovery Centre will allow for the implementation of a site that will assist in addressing the challenges and desired waste diversion objectives of the City today and in the future. An estimated 198,000 person-hours of employment will be provided each year during the operation stage. There are however other matters that may affect adjacent lands. The MOECC has conditioned the proponent to monitor annually all matters that may result in issues such as noise, dust groundwater, geotechnical, surface water and biological. Additionally, it is recognized that the use will have an impact on some property values. As conditioned by the EA, a Property Value Protection Plan will be put in place once all approvals are in place. Properties within 5 kilometres will be appraised at an agreed "fair" market value for should the owners wish to sell.

### **CONSULTATION**

A community information and comment session was held in the community on Thursday, December 7, 2017 at the Carlsbad Springs Community Centre (6020 Piperville Road).

Number of participants: 124.

The session began at 6 p.m. with an open house to review display boards and ask questions of City staff. Staff and the applicant made presentations. An external

moderator led the question and answer period. Staff the applicant and their consultants (Taggart Miller) were available after the session to answer outstanding questions. Councillors Blais and Darouze attended.

All presentations, boards, and notes from the meeting were posted on the City's DevApps web site. For this proposal's consultation details, see Document 3 of this report.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Blais provided the following comments:

"This issue and lack of clarity of this proposal's impact on residents of Carlsbad Springs, Edwards and Vars has gripped these communities for nearly eight years.

This type of facility will naturally spark a long list of questions and concerns.

I agree with residents who have felt that the provincial process for approving this facility has been flawed from the onset.

The applicants committed some significant mistakes during the beginning of this process, including how to interact with the community regarding consultations. Instead of holding the first public meeting at the newly built multimillion community centre in Carlsbad Springs, a mere 5-minute drive from the proposed site, the applicant held the meeting in Orléans some 20 km away. There were also issues concerning the availability of documents in both official languages – a particular concern in a community with a high concentration of Franco-Ontarians.

I would be remiss if I did not acknowledge the applicants who have addressed these issues of respect and open dialogue; however, the initial missteps have left an indelible and negative stain on the community.

In addition to these community engagement issues, residents have voiced concerns regarding the terms of reference established for the provincial environmental assessment. The City of Ottawa and Council have steadfastly shared many of these concerns.

At my behest, the City of Ottawa provided the community organization formed to oppose the proposal with potential for grants in the amount of \$75,000. This grant could have been used to assist in hiring technical experts to review all aspects of the environmental assessment.

Throughout the environmental assessment process, I have been trying to ensure that both the applicant and province heed the shared concerns of the community and the City of Ottawa.

The Government of Ontario subsequently approved the terms of reference and the Environmental Assessment for this facility. Since that provincial approval, the City has been working with the applicant to ensure outstanding community concerns that fall within the jurisdiction of the City of Ottawa are addressed.

In our experts' view, there are remaining environmental questions that require action. As such, I support the establishment of a "holding provision" on the entire property. The holding provision should only be removed once the proponents' mitigation plans are approved and they have received Environmental Compliance Approval from the Provincial Ministry of the Environment and Climate Change. This will ensure the facility cannot be constructed until all of the environmental issues are addressed by the proponent.

In addition to the environmental issues which the Government of Ontario has the authority, traffic issues are a serious concern raised by the public throughout the consultative process.

I fully support the traffic modifications requested by the community and which are recommended in this report. These modifications include construction of turning lanes, installation of traffic control signals, channelization and illumination. These modifications were requested by the public and it is incumbent that they be implemented, as soon as possible.

While these modifications are associated with two separate developments, I believe that the construction and implementation of these changes must be coordinated to avoid

lengthy disruption to the community. As a result, I will be moving to ensure that this comes to fruition.

Residents are doubtful of the notion that organizations will choose the more expensive of the waste diversion options provided by this facility. There is a concern that clients will simply choose to avoid diversion altogether and choose the more affordable option of landfill. Given the lack of provincial enforcement mechanisms and the relative size of the landfill proposed at this facility, one can be sympathetic to these concerns.

I support the inclusion of a holding provision on the landfill portion of the facility until the recycling and diversion facilities are in operation. This will ensure that the diversion intention of the facility is fulfilled. If diversion within the ICI stream can be increased, it will go a long way to ensuring that the City begins to meet some of its long term environmental objectives.

I encourage the Government of Ontario to give the City of Ottawa authority for the regulation of ICI waste so that we can better control and monitor waste and waste diversion within these important sectors. Furthermore, it would allow the City of Ottawa to ensure that our corporate and institutional partners share the diversion load with homeowners. We should all be in this fight against garbage together.

This has been a lengthy and divisive process for residents in Carlsbad Springs. It is incumbent for the proponent to make efforts to more effectively reach out and participate in community life. I would encourage the proponent to finalize their plans for community benefit, which is estimated at \$6 million over 30 years, and clearly articulate how yearly funds will be transferred to the community for the benefit of residents.”

## LEGAL IMPLICATIONS

As outlined in the report above, most of the areas of concern with respect to the CRRRC have been addressed through the approval of the Environmental Assessment by the Province. If the proposed amendments are refused, reasons for the refusal are required to be provided. If such reasons relate to matters addressed through the Environmental Assessment then not only would the City need to retain an external planner, but the City would need to retain the required technical expertise to deal with

the particular grounds of approval. It would be anticipated that the costs of retaining such witnesses would be in the range of \$50,000 to \$150,000. Given the Environmental Assessment's approval, it is anticipated that it would be a significant challenge for success to be achieved on the Ontario Municipal Board/Local Planning Appeals Tribunal.

In the event that the proposed amendments are adopted by Council and they are appealed, it is anticipated that the City's involvement could be accommodated within staff resources. Were the appeals on the basis of grounds examined through the Environmental Assessment, it would be the applicants responsibility to deal with such items.

#### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with the recommendation in this report.

#### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations of this report.

#### **FINANCIAL IMPLICATIONS**

As conditioned by the EA the undertaking includes a series of monitoring and mitigation provisions for site development. All mitigation measures and the ongoing monitoring of the site will be at the sole expense of the owner/operator. A number of road modifications to a municipal road is also required; such modifications are at the owner's expense.

#### **ACCESSIBILITY IMPACTS**

There are no accessibility implications associated with this report.

## **ENVIRONMENTAL IMPLICATIONS**

Impacts on land, air and water quality, public health, green space, protected or environmentally sensitive areas, trees, habitat, resource use, energy use and greenhouse gas emissions were evaluated by the EA. Mitigation measures such regular monitoring of the site will be required. The program for monitoring of environmental site performance includes groundwater, leachate, surface water (including the proposed stormwater management system), geotechnical, noise, dust and biological. These monitoring programs will continue throughout the period of site operation and post-closure as appropriate in consultation with the MOECC.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priority:

Economic Prosperity EP2 - support growth of local economy.

Sustainable Environmental Services ES2 – Reduce long-term costs through planned investment and staging of diversion and conservation strategies (PW/EC)

## **APPLICATION PROCESS TIMELINE STATUS**

The application was not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the complexity of the issues associated with land use proposed.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map/Zoning Key Plan/Official Plan

Document 2 Draft Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

Document 5 Conceptual Site Plan

**DISPOSITION**

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

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

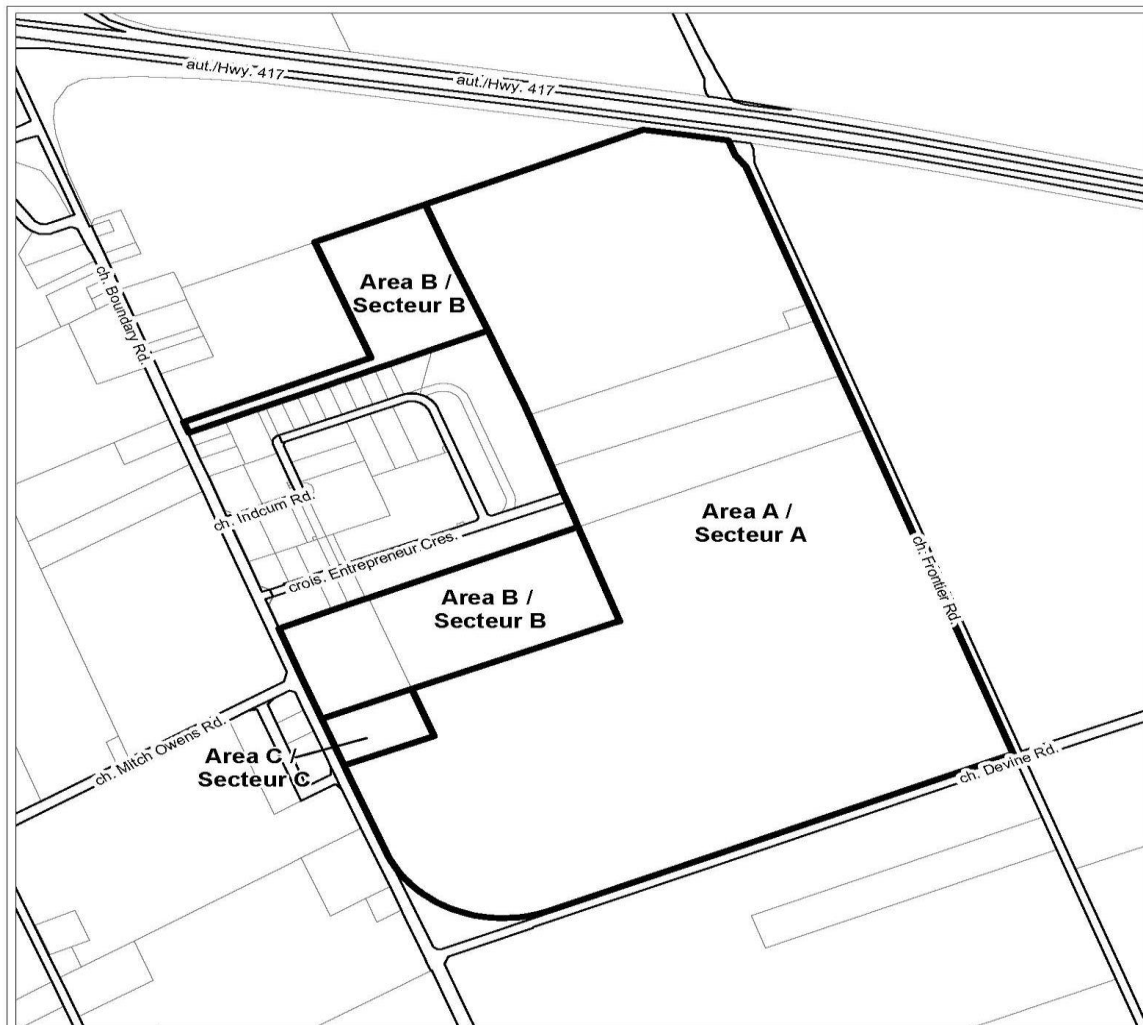
Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.



**Document 1 – Location Map/Zoning Key Plan/Official Plan**

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



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-17-0097 D01-01-17-0020		18-0093-D	
I:\CO\2018\Zoning\Boundary_5471_Frontier_5800			
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REVISION / RÉVISION - 2018 / 01 / 23			
		5471, 5571, 5575, 5613 ch. Boundary Road 5554, 5508, 5570, 5610, 5800 ch. Frontier Road	
		Area A to be rezoned from RU to RH[xxxr] H(18) - h Le zonage du secteur A sera modifié de RU à RH[xxxr] H(18) - h Area B to be rezoned from RH to RH[xxxr] H(18) - h Le zonage du secteur B sera modifié de RH à RH[xxxr] H(18) - h Area C to be rezoned from RH[22r] to RH[xxxr] H(18) - h Le zonage du secteur C sera modifié de RH[22r] à RH[xxxr] H(18) - h	
			

**Document 2 – Draft Official Plan Amendment**

**PART A – THE PREAMBLE**

1. Purpose

The purpose of this amendment to the Official Plan is to amend Schedule "A" to identify a new Solid Waste Disposal Site.

2. Location

This Official Plan Amendment applies to all lands addressed municipally as 5471, 5575 and 5613 Boundary Road, 5554, 5508, 5570, 5610 and 5800 Frontier Road.

3. Basis

The City of Ottawa received an Official Plan Amendment (OPA) application as a part of the implementation of the approval of the Capital Region Resource Recovery Centre (CRRRC). under the Ontario *Environmental Assessment Act* by the Minister of Environment and Climate Change and Provincial Cabinet. The EA was conducted in accordance with the approved TOR, and approved by the Minister of Environment and Climate Change and the Provincial Cabinet in May of 2017 (subject to conditions).

Policies in the Official Plan require that all "Solid Waste Disposal Sites " be identified on Schedules " A" and "B".

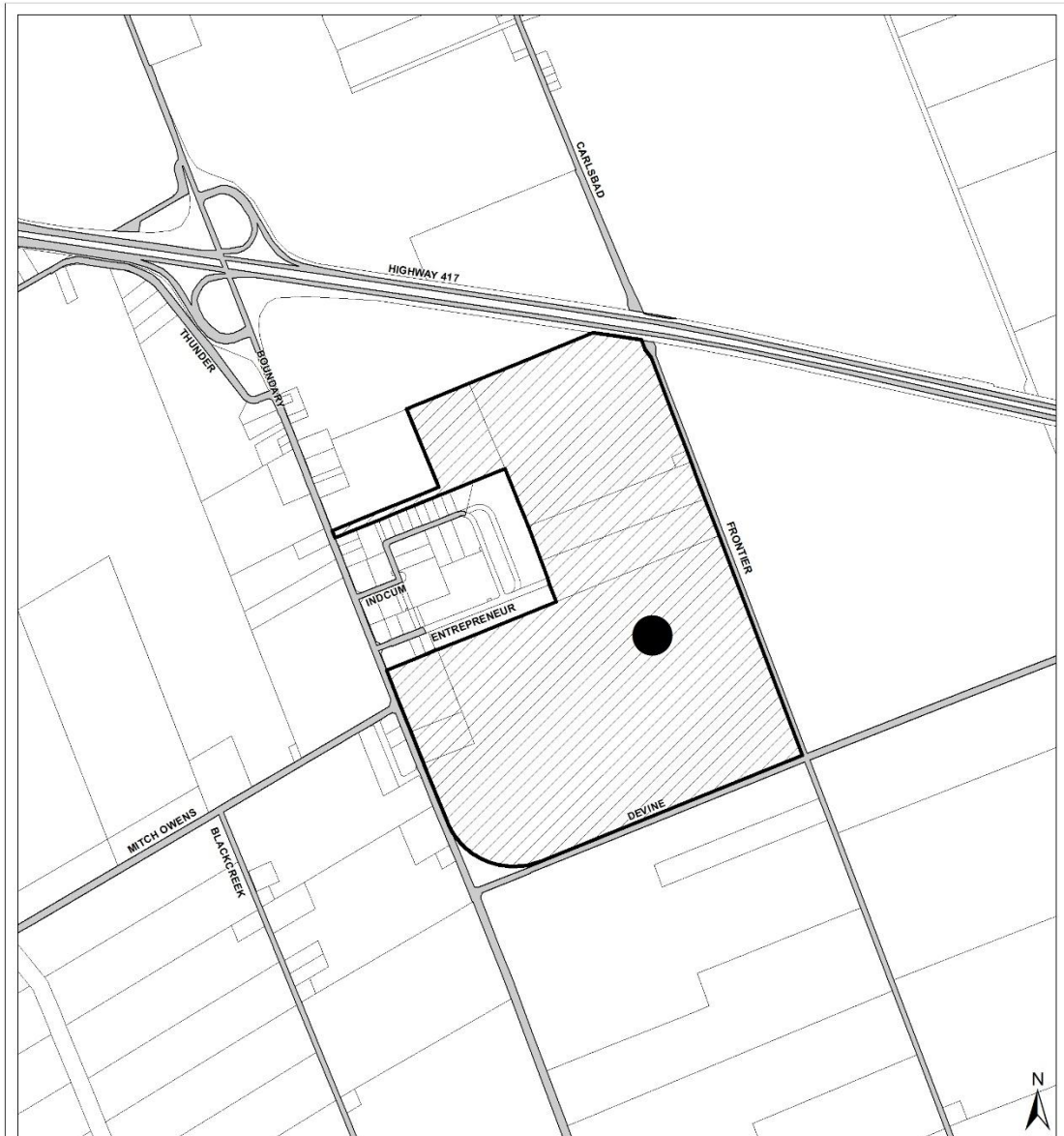
**PART B – THE AMENDMENT**

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

Schedule "A" to the City's Official Plan is hereby amended by adding the symbol for a "Solid Waste Disposal Site" as shown on Schedule "A".



Prepared by:  
Planning, Infrastructure and Economic Development Department,  
Geomatics, Mapping and Graphics Unit



Préparé par: Services de la planification,  
de l'infrastructure et du développement économique,  
Unité des Géomatiques, cartographiques et graphiques

D01-01-17-0020 18-0097-A

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Revision: Rev #:

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE A to  
AMENDMENT NO.**

to the OFFICIAL PLAN  
for the CITY OF OTTAWA

**Amending Schedule A  
Rural Policy Plan**



LANDS TO BE DESIGNATED "SOLID WASTE DISPOSAL SITE"  
TERRES À DEVENIR DÉSIGNÉES « SITE D'ENFOUISSEMENT DES DÉCHETS SOLIDES »

**ANNEXE A de  
L' AMENDEMENT No.**

au PLAN OFFICIEL  
de la VILLE D'OTTAWA

**Modifiant l'Annexe A  
Plan des politiques en milieu rural**

### **Document 3 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 5471, 5575 and 5613 Boundary Road, 5554, 5508, 5570, 5610 and 5800 Frontier Road.

1. Rezone the lands shown in Document 1 as follows:
  - a) Area A from RU to RH [xxxr] H(18)-h;
  - b) Area B from RH to RH [xxxr] H(18)-h; and,
  - c) Area C from RH[22r] to RH [xxxr] H(18)-h.
2. Add a new exception RH[xxxr] H(18)-h to Section 240 – Rural Exception with provisions similar in intent to the following:
  - a) In Column III - Additional Lands Uses Permitted, add the following permitted use, “solid waste disposal facility”
  - b) In Column IV – Prohibited uses, add the text, “all uses until such time as the holding symbol is removed”
  - c) In Column V – Provisions, add the following:
    - o The minimum parking rate for a solid waste disposal, **waste processing** and transfer facility is 110 parking spaces.
    - o minimum lot width: 30 m
    - o The holding symbol may not be removed until such time as it has been demonstrated to the satisfaction of the General Manager of Planning Infrastructure and Economic Development:
      - o that the solid waste disposal facility not be permitted to operate until the waste processing and transfer facility and/or operations that form part of this undertaking as contemplated in the Capital Region

Resource Recovery Centre Environmental Assessment have also been constructed and are operational, including the construction and demolition processing facility materials recovery facility, organics processing facility, compost processing and storage pad, and contaminated soil treatment and soil surplus stock piles.

- That the City's natural heritage interests have been addressed through the commitments in the Environmental Assessment and in the site plan and the Environmental Compliance Approval, consistent with the Environmental Assessment and the approved conceptual site development plan.

## **Document 4 – 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 Official Plan and Zoning By-law amendments. A community information and comment session was also held in the community.

### Public Comments and Responses

As a result of the public notification the City received a petition with over 2,400 signatures opposing the proposal. A petition was also received from the residents of Glengarry-Prescott-Russell (3,726 signatures) opposing the proposal. Additionally, 74 written comments were received. The following is a summary of the concerns raised.

- The *Environmental Assessment Act* has not been update in more than 20 years. The MOECC has acknowledged that it's antiquated and out-of-date.
- How will they deal with fires, which are quite common in dumps?
- That development proposals within 500 metres of an active waste site would be required to demonstrate no impact on the proposed use or continuing landfill operations – sounds like a hardship to me, and any future purchasers.
- I personally do not want to live 3 km from a 450 acre mega dump and am opposed to the whole idea.
- That a human health risk assessment should have been included in the EA.
- I live only about 12 km from the landfill boundary, I am concerned with airborne contaminants being carried beyond the CRRRC site.
- This land is unspoiled rural land and should be left this way or reclaimed back to productive farmland.

- This land and the environment all around will be forever poisoned and made useless for hundreds of years after long after Taggart- Millar has abandoned it.
- Underlying ground water will be leached into for as many years .This is a concern to the many residents of the area and the probable toxification of the Mer-Blue conservation area which lies about 5 km to the north of the property.
- The extra carbon emissions due to the out of city trucking will greatly increase from Toronto to Ottawa. Extra emissions from the trucking of the effluent to the Greens Creek treatment centre will also increase.
- Soil conditions here are extremely unstable ,110 feet of Leda clay ,which makes us wonder how the effluent capturing system keep being effective if it will be constantly shifting under millions of tons of garbage.
- What is the City's forecast of future demand for construction/industrial waste disposal and current supply (space available at existing dumps).
- The city plans ahead for 5 years or 30 years or some number in between, and the projected lifetime of existing dumps for construction/industrial waste.
- The appalling laxness of the biological survey of the site.
- We have in this area many waste facilities that are importing garbage from Toronto and adjacent Provinces. We do not need to Risk the Health of our families, friends and neighbors. We do not need another dump in our beautiful Capital.
- Based on the estimated 800 trucks/day in and out of the Taggart Miller facility and the rumour (spread by the Taggarts) that the East Gateway Truck Stop will have 6400 trucks per day, the City planners, transportation and MTO should look into making a separate truck exit off Hwy 417.
- There is active agricultural land immediately adjacent to the site. These guys grow crops for human consumption. Groundwater and air born contaminants will surely be absorbed into these crops.

- Dump will be built on leda clay. We are aware of the Boundary Road site's fragile make-up of leda clay and how the disturbance of this type of ground material can spontaneously turn from solid to liquid.
- The ground vibration caused by the steady flow of heavy trucks might also prove to be a trigger in liquifying the leda.
- The noise/smell and dust of a four hundred acre dump 100'ft away from our business will cause potential health risks to all and the contamination of the ground water.
- Like many home and business owner's that will be surrounded by this proposed ; because of the pore soil at about 30 to 40 KPA, I have many worries that my new building and costume slab will be damaged do to the heavy traffic of about 300 truck per day coming and going.
- My biggest concern is water and air pollution.
- The first and most concerning reason for refusing this project is the known negative health impacts that landfill sites have on human populations.
- Due to the highly flammable toxic gasses emitted by the garbage collected in landfill sites, the risk of a fire is significant and extremely dangerous.
- While landfill sites are well-documented disasters for the environment, this is exacerbated when done on the massive scale. This proposed site is four times the size of the Carp dump northwest of Ottawa, which has numerous ongoing problems and should serve as a cautionary tale.
- Another source of environmental and health concern is the leachate, the poisonous garbage liquid that drains or 'leaches' from a landfill, that would be generated from this mega dump site and inevitably escape the confines of the site one way or another (through ground penetration of the liquefaction of the clay, or run-off when severe rains and melting snow loads flood the property, for instance).



- This proposal would inevitably lower property values, while negatively impacting future real estate development.
- No health impact studies have been done yet for this project.
- The proposed location of the CRRRC landfill sits on the headwaters for Shaw's Creek and the Bear Brook Sub-Watershed. Using this area as a landfill conflicts with City policy regarding headwaters.
- We view the proposed dump within view of our front yard as a monstrous environmental abomination. As similar sites have repeatedly shown, chemical seepage, wind-blown litter, rats, dust and gas emissions and the destructive impact of heavy trucks are inevitable.
- The greatest environmental threat is of course the proximity to an earthquake zone, where, just northeast, we have found historical 20-40 shifts of the terrain. Charcoal and clay will help prevent water table contamination, in the event of a tear in the proposed membrane, due to an earthquake.
- Loss of forest cover and toxification of the land for all time.
- Concerns about monitoring the dump and reporting abuse.
- The dump going in nearby will put an end to the future of my organically grown produce sales and the ability to sell my house with the gardens I have worked in for 20 + years.

#### Community Information and Comment Session Minutes of Meeting

Thursday, December 7, 2017 at the Carlsbad Springs Community Centre (6020 Piperville Road).

1. What is the property protection plan and how does it protect properties from devaluation?

The property protection plan applies to properties within 5 kilometres of the site and guarantees the property value.

How it works:

- If/when a property owner wants to sell their house, they are eligible for compensation if it can be proven that house is not selling because of the facility.
  - Home owner and Taggart Miller each hire an independent appraiser to assess home's value assuming that there is no facility nearby.
  - Agree to the average value of the two appraisals.
  - If the appraisals are more than 10 per cent apart, the two appraisers ask a third appraiser to assess the home value and whatever value the third chooses becomes the accepted appraised value.
  - Home owner would then enter into agreement with Taggart Miller and list house at agreed value for determined set of time.
  - If home owner is unable to sell, the price is incrementally dropped until the house sells.
  - Taggart Miller would then be responsible for paying the home owner the difference between the selling and appraised values.
2. Concerned about health impacts, such as cancer and birth defects. Quoted multiple academic studies claiming that there is increased risk of cancer, birth defects, prominent child deaths, respiratory diseases for residents living five kilometres of a landfill. How will these health issues be mitigated? Will share quoted studies with project team for consideration.

The EA TOR required modelling emissions and providing them to the MOECC. The MOECC was satisfied that the work completed was adequate and that there was no evidence of adverse health impacts. As required by the approved EA annual monitoring of the facility to take into account such health parameters as noise, air quality odour, groundwater leachate, geotechnical and surface water. The facility meets provincial environment and health standards.

3. When will the property protection plan come into effect?

When the OPA and Zoning By-law amendment is approved by the City of Ottawa and MOECC permits are received.

4. A human health impact study was not part of the EA TOR. There has not been enough rigour or scope of the study, which the City of Ottawa requires. There is a gap between the work that's been done and what still needs to be completed. Provide assurances that the human health impacts will be thoroughly studied.

The MOECC set out all of the required studies in the TOR, Taggart Miller provided all of the required information and the MOECC is satisfied that the study was sufficient. The City of Ottawa's OP policies require consideration of public health, which the city will try to measure through the review of the development applications.

5. The EA was not complete, it was scoped.

Studies conducted for MOECC focused on health of all living things. MOECC decided that health impacts could be addressed through various environmental (air, water) studies.

6. Are all of the comments received by City to date (as noted on presentation board) relevant to consider when making decisions on the OPA and Zoning By-law amendment?

Yes. These comments were received in the last two to three weeks. They are a summary of what we have heard to date.

7. Are any of the comments out of scope? The OPA and Zoning By-law amendment are primarily land use matters?

Comments will be measured during City review and will be replied to in staff report to ARAC. Every comment received is relevant to the decision. Technical and public circulations are weighted when making recommendations. No comment is not valid. Review is still ongoing. The City's review will measure if the proposed land use is appropriate and its impact on adjacent lands.

8. The 120 metre radius for notification is ridiculous. What's the facility's catchment area?

The EA identified the catchment area, which includes Ottawa and parts of eastern Ontario, including as far south as Cornwall and no further west than Napanee. This is the limit of what is economically viable for Taggart Miller.

9. What will the city do if it accepts waste from outside of Ottawa (i.e. USA, Toronto)?

The City does not have the authority to control where the waste will come from but the MOECC does. The facility cannot accept waste from Toronto, Peterborough or the USA etc. The approved EA defines the boundary limits of where such waste can be hauled from. Additionally, the EA also specifies that the facility cannot accept residential and hazardous waste.

10. Concerned with truck traffic volumes (300 trucks/day in 10 hours = 1 truck/4 minutes on 417 in each lane) and impact on commuting times. Who is responsible for the 417 and other routes related to the facility?

Fourty-three trucks entering and 43 trucks leaving site every hour 90 per cent of trucks will be travelling north towards 417 and 10 per cent will be going south (7 per cent on Mitch Owens, 3 per cent on Boundary) The 417 has the capacity to accommodate the truck traffic. MTO has reviewed the Traffic Impact Study and has provided no comment about 417 impact. The TIS looked at site access and recommended an exclusive left turn lane on the site for the southbound traffic so that trucks are out of trough traffic lanes on Boundary Road.

11. Health impact assessment should be broadened to look beyond the site's boundaries. Water and wind do not follow boundaries. Concerned about the impact of pollutants and stressors (like traffic) on water and air quality and the overall health of all living things.

Groundwater – clay underlies the site, water slowly moving due east (1 cm/ year). The studies review of the impacts concluded there will not be any adverse impacts to groundwater outside of the site.

Surface water – Simpson Drain will remain unaltered by the site and new ditches will be created for site. Processes will be contained by clay, buildings, SWM ponds (run off). There will be collection and treatment of wastewater onsite and no discharge. Have studies water in the area and impacts on its quality.

Air - 10 by 10 kilometre grid study area was established, which is required by MOECC. Study. The study shows minimum impacts. The further out from site you go, the less impact there is. For more information about modelling, speak to Camille Taylor of Golder at the boards.

12. The *Environmental Assessment Act* has not been updated in more than 20 years. The MOECC has acknowledged that it is antiquated and out-of-date. The *Environmental Assessment Act* has not been updated in more than 20 years. The MOECC has acknowledged that it's antiquated and out-of-date. For some reason, the MOECC allowed the proponent to conduct a scoped EA, which means that not all studies and rigorous testing was completed. The reason the MOECC never required a complete human health impact study is because they said that the community never asked for one. The community has asked for a complete study. The City requires it. Will Taggart Miller do it?

MOECC told proponent that required studies all take into account human health impacts. Proponent has followed TOR and completed all requested studies. The TOR explicitly tell a proponent what they must to meet the EA and they must not stray from it. The EA took 7.5 years to complete and has been approved.

13. What about transfer stations? Can you guarantee that garbage will just come from Ottawa? What if the garbage was compacted? What if the seaway, train, 401 is considered?

If Taggart Miller had wanted to take Toronto garbage, they would have requested it through EA. The EA does not allow it. It is not economically feasible. There are landfills closer to GTA to serve that market. Promise not to look at transferring garbage from Toronto. There is certain distance that you run collection vehicle before it becomes uneconomical, 20-30 minutes to transfer station is fine. All long haul transferring in Ontario is done by truck, many are compacted trailers. Loaded

over top and fill with as much weight as possible or use compacted trailer. There are no back hauls with garbage and they go back empty. Only back haul is peat moss, which is limited market.

14. How will you handle fire of plastics? Referred to Hamilton fire of 1997.

The facility will be state-of-the art with complete fire protection. There will be a fire brigade on site, trained to respond quickly. A fire plan is being prepared with the Fire Department. All of the equipment required to protect the site.

15. Concerned with traffic turning north from Thunder Road onto Boundary Road to 417. Boundary Road traffic is already heavy and turning is dangerous at peak hours (6-9 a.m., 3-5 p.m.).

43 trucks will be entering and 43 trucks leaving site at peak hour. 90 per cent of trucks will be travelling north towards 417 (one truck every two minutes). There will only be through movements down Boundary past Thunder, no turning onto/off of Thunder. There will be a little more traffic. Truck transfer facility will come later and traffic from that site will be assessed and roadway modifications would be completed then.

16. What will the City do to make Thunder/Boundary a safe intersection? Will Taggart Miller adjust scheduling of trucks to avoid peak hours?

It is early in the City's review. Traffic impacts are being considered and will be reported in staffs report.

17. Provide details of the fire plan. Understand that City's Trail Road facility has two fires a year, which are difficult and costly to put out. Current site has no water. What is the water supply for fire fighting?

Two large SWM ponds south of C&D and IC&I buildings will provide dedicated water supply for fire fighting. The site plan and permit stage will include and approve fire assessment.

18. Where do truck emissions fit into the assessment?

Emissions of trucks were included in the study of Green House Gas emissions.

19. Did the Traffic Impact Study consider impacts at off-ramp of 417 at Boundary, Boundary/Thunder and Mitch Owens at pm peak; and impacts on Pomerleau?

Yes, observations were made at peak hours. During peak, off-ramp is fairly congested as is eastbound at Mitch Owens/Boundary. These things were assessed. This site did not trigger need for further roadway improvements. The City of Ottawa also looks at roads and determines if road improvements necessary.

20. What is the plan for potable water on site? Will there be improvements to the trickle feed system?

Recently City approved expansion to trickle feed system. Taggart Miller will apply to connect to it and will pay their share of system on their property. Other industrial park neighbours may also contribute to funding expansion. The study of the trickle feed determined that the system has capacity. The Thunder Road connection will be looped to improve the trickle feed system. Water will be used in bathrooms, for human consumption and not fire fighting.

21. Where will the leachate go and how will it be treated?

Leachate will be collected on site in lined pools, pre-treated and then shipped to the City's water treatment plant (ROPEC). The plant has enough capacity to treat the leachate.

22. Carp landfill leachate has been leaking underground.

The site will have comprehensive monitoring program that includes wells throughout site, which is required by EA. Results will be analyzed and reviewed by the MOECC. An Inspector appointed by MOECC will be on site frequently. If there is an event, the wells would pick it up before there is an impact.

22. Can you poll residents on the issue?

Approval authority is ARAC and Council. A poll would not be legally binding (like a plebiscite). Could organized through community association, City does not generally poll residents.

23. What will the proponent be investing the \$400M in the community and where will the money come from?

Over \$100M upfront cost for construction, rest of investment will occur over years. Proponent will buy local services, hiring locally (about 100 employees), paying property taxes, participating in community events.

24. How long will the facility be operating?

30 year plan cycle – unsure how long the facility will be operated for.

25. Why this location?

Criteria for site location – next to 417, clay soils, MOECC prefers the site, in an industrial park, in Ottawa, historically has been industrial site.

26. Can you limit truck traffic to night only?

The MOECC is charged with stipulating hours of operation and closure time.

27. Catchment area does not have volume of garbage to support facility so where is it coming from? I do not believe the proponent and believe that their certificate is for the whole province.

The EA is not for the entire province; it is for Ottawa and portions of eastern Ontario.

28. Will you accept Quebec garbage like Carp and Navan?

The EA specifically prohibits acceptance of garbage from Toronto or anywhere outside of service area. A new EA would be required to expand the catchment area.

29. The 450 acre site and the Simpson Drain cannot contain all of the rainfall and storms will get more severe with climate change.



MOECC requires proponent to design on-site SWM system to handle the 100-year storm and one of EA conditions required studying five largest storms in last 10 years to make sure facility can handle them too if they are larger than 100-year storm.

30. Concern with runoff/leachate.

The collection system for leachate is at the base of the landfill and will have to operate for long time and handle a lot of water. When landfill is closed, soil cap will be placed ovetop and graded so that rain can drain off. This water will be clean and the SWM system has the capacity to handle it. The water that percolates through will be dealt with through a separate system. It will be pre-treated before discharge into the environment.

Citizens' Environmental Stewardship Association (East of Ottawa)

Our overall concern is related to the negative effects of the landfill on human health caused by surface water, groundwater and air pollutants. This was not adequately covered by the MOECC, EA process.

There is no need for another large dump in this area of eastern Ontario.

The MOECC EA process did not require the proponents to show a need for the facility in this area. We have good reason to believe that Toronto waste will be brought here and we don't want Ottawa to become the Dump Capital of Ontario just to profit a private company.

Excessive traffic to and from the CRRRC site.

We are concerned that the location will generate excessive traffic along:

Hwy 417 at Interchange #96 (Boundary Rd), Boundary Rd (Reg Rd 41), Devine Rd, Mitch Owens Rd (Reg Rd 8 through Edwards), Victoria Rd (Reg Rd 6 through Metcalfe) and Marvelville Rd (Reg Rd 4)

With the main entrance to the CRRRC waste facility being off Boundary Road, beside R. Pomerleau Ltd, the expanding Enterprise Industrial Park and the proposed East Gateway truck stop there will be a lot of truck traffic.

We are concerned about traffic jams and accidents with the the left turning of long combination vehicles at East Gateway (truck stop), dump trucks at R. Pomerleau Ltd., local haulage and long haul trucks at the CRRRC facility and the Enterprise Industrial Park.

#### Farmland to Wasteland

Why is it acceptable to put a dump on farmland? There is no information on how they will compensate area farmers if they contaminate their groundwater resources. The impacts of the facility on surrounding farmland only looked at 2km out and should have been extended out to a distance of at least 5km.

#### The Versteeg Brothers Farm is at Risk

Within a kilometre of the proposed landfill site is the Versteeg Brothers Dairy Farm at 505 Burton Road, Ottawa. This farm has been in the Versteeg family for several generations. In 2015 Versteegs milked 100110 cows and produced 1.25 million litres of milk per year. They also have younger cows on the farm and the total herd drinks 6000 gallons of water per day in the summer and 3000 gallons per day in the winter. They use another 6080 gallons of water per day for washing their equipment etc.

All the water on this farm comes from ONE groundwater fed well. One cow drinks an average of 140 litres of water and produces 32 litres of milk per day. Any pollution of this groundwater well will get into the milk and ruin this farm.

There are many other farms in the area and downwind to the proposed landfill and in Russell Township that have livestock and specialty crops (like apples, blueberries, raspberries). These were not investigated in the MOECC Environmental Assessment.

#### Air Quality

It's going to stink! A Human Health Risk Assessment was not done. There is going to be potentially toxic odours from the organic waste and composting processes, leachate treatment ponds (in the EA they were taking all the leachate to ROPEC) and later on emissions from the methane flares. In the EA documents the proponents only talk about evaluating the 500 m holding or buffer zone around landfills. They should have

looked at the impacts in a 5 km radius (from the dump border not the center of the facility) and further in the prevailing wind directions.

The CRRRC Boundary Road site is in the headwaters of the Bear Brook watershed.

South Nation Conservation just studied this watershed in 2016 and surface water pollutants from this dump could affect the ecosystem via Shaws Creek that transects the CRRRC property. There is a special protocol in Ontario for evaluating headwaters. This was not evaluated in the EA!

#### Loss of Forest Cover

The City did request through the MOECC that Taggart look at replacing the equivalent number of trees at another location within the City to compensate for the loss of tree cover here. Will this requirement be further considered during these amendments?

#### Wild Life Corridor to the Cumberland Forest – protected land

Not only is there loss of animal and bird habitat with the cutting down of the forest, but losing this forest will disrupt the wildlife corridor across the site to the Cumberland Forest across Hwy 417. This was highlighted by the National Capital Commission in their Canada's Capital Greenbelt Master Plan (2013). This was not covered in the EA.

Document 5 – Conceptual Site Plan

