

- 3. Official Plan Amendment and Zoning By-Law Amendment - 5368 Boundary Road, 6150 Thunder Road**
- Modifications au plan officiel et au règlement de zonage – 5368, chemin Boundary, 6150, chemin Thunder**

COMMITTEE RECOMMENDATIONS

That Council approve:

- a) An amendment to the existing Official Plan Schedule A for 5368 Boundary Road and 6150 Thunder Road, as detailed in Document 2.**
- b) Approve an amendment to Zoning by-law 2008-250 for 5368 Boundary Road and 6150 Thunder Road, as detailed in Documents 3 and 4.**
- c) Direct staff to incorporate the Amendment to the existing Official Plan, Schedule A, as detailed in Document 2, into Schedule B9 – Rural Transect of the new Official Plan.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve ce qui suit :

- a) Une modification à l'annexe A existante du Plan officiel visant le 5368, chemin Boundary et le 6150, chemin Thunder, comme l'expose en détail le document 2.**
- b) Une modification au Règlement de zonage 2008-250 visant le 5368, chemin Boundary et le 6150, chemin Thunder, comme l'exposent en détail les documents 3 et 4.**

- c) La demande faite au personnel afin qu'il intègre la modification de l'annexe A existante du Plan officiel, comme l'expose en détail le document 2, dans l'annexe B9 – Transect du secteur rural du nouveau Plan officiel.**

Documentation/Documentation

1. Acting Director's report, Planning, Real Estate and Economic Development, dated January 18, 2022 (ACS2022-PIE-PS-0012)

Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 18 janvier 2022 (ACS2022-PIE-PS-0012)

2. Extract of draft Minutes, Agriculture and Rural Affairs Committee, February 3, 2022.

Extrait de l'ébauche du procès-verbal, Comité de l'agriculture et des affaires rurales, le 3 février 2022.

**Agriculture and Rural
Affairs Committee
Report 28
February 3, 2022**

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**Comité de l'agriculture et des
affaires rurales
rapport 28
le 3 février 2022**

**Subject: Official Plan Amendment and Zoning by-law Amendment - 5368
Boundary Road, 6150 Thunder Road**

File Number: ACS2022-PIE-PS-0012

Report to Agriculture and Rural Affairs Committee on 3 February 2022

and Council 9 February 2022

**Submitted on January 18, 2022 by Lily Xu, Acting Director, Planning, Real Estate
and Economic Development**

Contact Person: Anissa McAlpine, Planner, Development Review Rural

613-580-2424, 26282, anissa.mcalpine@ottawa.ca

Ward: Cumberland (19)

**Objet : Modifications au Plan officiel et au Règlement de zonage – 5368,
chemin Boundary, 6150, chemin Thunder**

Dossier : ACS2022-PIE-PS-0012

Rapport au Comité de l'agriculture et des affaires rurales

le 3 février 2022

et au Conseil le 9 février 2022

**Soumis le 18 janvier 2022 par Lily Xu, Directrice par intérim, Direction générale de
la planification, des biens immobiliers et du développement économique**

**Personne ressource : Anissa McAlpine, Urbaniste, Examen des demandes
d'aménagement ruraux**

613-580-2424, 26282, anissa.mcalpine@ottawa.ca

Quartier : Cumberland (19)

REPORT RECOMMENDATIONS

- 1. That the Agriculture and Rural Affairs Committee recommend Council approve:**
 - a) An amendment to the existing Official Plan Schedule A for 5368 Boundary Road and 6150 Thunder Road, as detailed in Document 2.**
 - b) Approve an amendment to Zoning by-law 2008-250 for 5368 Boundary Road and 6150 Thunder Road, as detailed in Documents 3 and 4.**
 - c) Direct staff to incorporate the Amendment to the existing Official Plan, Schedule A, as detailed in Document 2, into Schedule B9 – Rural Transect of the new Official Plan.**

- 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 February 9, 2022, 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 ce qui suit :**
 - a) Une modification à l'annexe A existante du Plan officiel visant le 5368, chemin Boundary et le 6150, chemin Thunder, comme l'expose en détail le document 2.**
 - b) Une modification au Règlement de zonage 2008-250 visant le 5368, chemin Boundary et le 6150, chemin Thunder, comme l'exposent en détail les documents 3 et 4.**

- c) **La demande faite au personnel afin qu'il intègre la modification de l'annexe A existante du Plan officiel, comme l'expose en détail le document 2, dans l'annexe B9 – Transect du secteur rural du nouveau Plan officiel.**
2. **Que le 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 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 9 février 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) for 5368 Boundary Road and 6150 Thunder Road. The applicant has requested to modify the Official Plan (OP) and Zoning By-law to facilitate the future development of the subject lands for light industrial, logistics, and distribution warehouse uses, by expanding an existing Rural Employment Area located around the Boundary Road – Highway 417 interchange.

The Official Plan and Zoning By-law amendments align with applicable policies of the existing Official Plan for this area, including: Section 2.2.3 (City Wide Employment Area Policies), Section 2.3.1.43 (Transportation), 2.3.2.11 (Water and Wastewater Services), Section 2.4.2 (Natural Features and Functions), and Section 3.7.5 (Rural Employment Area). The proposal meets the intent of these Official Plan policies and is consistent with the Official Plan.

Other Matters

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement. Specifically, the application is consistent with the employment area policies while addressing compatibility with adjacent sensitive users and meeting the requirements of provincial D-Series Guidelines for land use compatibility, subject to the inclusion of the proposed site-specific zoning provisions.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé d'urbanisme recommande l'approbation des modifications au Plan officiel et au Règlement de zonage visant le 5368, chemin Boundary et le 6150, chemin Thunder. Le requérant a demandé ces modifications afin de permettre l'aménagement futur des terrains visés en y permettant des utilisations d'industrie légère, de logistique et d'entrepôt de distribution, grâce à un élargissement du secteur d'emploi rural situé autour de l'échangeur de l'autoroute 417 à la hauteur du chemin Boundary.

Les modifications au Plan officiel et au Règlement de zonage correspondent aux politiques pertinentes du Plan officiel existant pour ce secteur, notamment la section 2.2.3 (Politiques relatives aux secteurs d'emploi sur tout le territoire de la ville), la section 2.3.1.43 (Transport), la section 2.3.2.11 (Services d'approvisionnement en eau et de traitement des eaux usées), la section 2.4.2 (Caractéristiques et fonctions naturelles) et la section 3.7.5 (Secteur d'emploi rural). La proposition respecte l'esprit de ces politiques et est conforme au Plan officiel.

Autres questions

À l'issue de l'examen de la proposition, le personnel a déterminé qu'elle était conforme à la Déclaration de principes provinciale de 2020. Plus précisément, la demande est conforme aux politiques relatives aux secteurs d'emploi, tout en tenant compte de la compatibilité avec les utilisateurs sensibles des zones adjacentes et en satisfaisant aux exigences des lignes directrices provinciales de la série D en matière de compatibilité d'utilisation du sol, sous réserve de l'intégration des dispositions de zonage proposées propres à l'emplacement.

BACKGROUND

Site location

5368 Boundary Road and 6150 Thunder Road

Owner

Thunder Road Developments (2019) Inc.

Applicant

Jennifer Murray / Avenue 31

Description of site and surroundings

The subject lands form an irregularly shaped block, located southwest of the Boundary Road and Highway 417 interchange. The properties have a combined lot area of approximately 17.6 hectares with approximately 425 metres of frontage on Thunder Road and 56 metres on Boundary Road. Approximately 50% of the subject lands remain tree-covered.

The delineation between the northern and southern portions of the subject properties is noted, as they form distinct parcels for the purpose of the discussion of this application. The lands are bisected by an unnamed watercourse that traverses the property in an east-west direction, towards the north end of 6150 Thunder Road. This watercourse naturally divides the property into two distinct portions. The north parcel, which is 2.41 hectares in size, fronts onto Thunder Road, contains a residence and is directly adjacent to a series of residences also fronting on Thunder Road. The southern parcel is 15.34 hectares in size with frontage on both Thunder Road and Boundary Road. It is directly across Boundary Road from an Amazon distribution facility, in an existing Rural Employment Area.

Surrounding lands to the south and west are forested and form part of an expansive significant woodland, and are identified as part of the City's Natural Heritage System. NCC owned Greenbelt lands are located beyond the 417 Highway to the north.

Summary of requested Official Plan Amendment and Zoning By-law Amendment

The Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) applications have been submitted in order to accommodate the development of light industrial uses, logistics transportation, and distribution warehouses. The OPA would see the lands redesignated from “General Rural” to “Rural Employment Area”. The Zoning By-law amendment for the site would involve the use of three zones to address site-specific considerations:

- A holding symbol (-h) is proposed for all subject lands to be zoned for industrial use, to address expected limitations in water servicing availability. The holding symbol could be lifted upon receipt of a site plan application supported by a servicing study, demonstrating adequate servicing capacity for the proposed development.
- A restricted list of permitted uses and an increased setback from the northern lot line is proposed for the northern parcel of subject lands for industrial use, to ensure compatibility with adjacent residences.
- An Open Space zone (O1R) is proposed along the southern and western property lines to buffer adjacent natural heritage features.

A Site Plan Control application would be required to provide additional details to the specifics of a future use of the sites.

Brief history of proposal

- The subject applications for OPA and ZBLA were submitted on December 17, 2020. The applications were deemed not complete as the Environmental Impact Statement submitted to support the application was incomplete. The applications were deemed complete on January 26, 2021.
- As part of the drafting of New Official Plan, staff produced a growth management report which included an [Industrial and Logistics Land Strategy](#). The report, submitted to Council in December 2020, analyzed the existing and projected needs for industrial land supply in the City of Ottawa and provided recommendations for the New Official Plan, for the designation of Rural Employment and Logistics lands in

the New Official Plan. The report and associated mapping recommended the designation of the southern portion of the subject lands as Rural Employment and Logistic, however excluded the portion of the subject lands to the north of the watercourse that bisects 6150 Thunder Road. The Rural Employment and Logistic designation will replace the Rural Employment Area designation in the New Official Plan. The recommendations of the report were accepted by Council as part of the adoption of the New Official Plan in October 2021.

- The Committee of Adjustment provided provisional consent to an application to sever 6150 Thunder Road into two properties on September 15, 2021, using the bisecting watercourse as the dividing feature. The severance was granted based on the existing site zoning: Rural Countryside. The applicant is required to complete several studies to demonstrate that there is a suitable building envelope for a residential dwelling, on the retained lands (southern parcel). Staff understand that should the lands be rezoned for industrial purposes; the conditions of severance could be waived.
- On October 18, 2021, in discussing the draft New Official Plan, the Joint Planning and Agriculture and Rural Affairs Committee discussed a motion that would include the remainder of 6150 Thunder Road, the lands north of the watercourse, into the area to be designated Rural Employment and Logistics as part of the New Official Plan. The matter was deferred for consideration through this site-specific OPA application.
- The applicant revised their ZBLA and OPA proposal to include:
 - a) A holding symbol “h” to be included on the southern lands proposed to be zoned Rural General Industrial, to address expected limitations in water servicing;
 - b) A restricted list of proposed permitted uses for the northern parcel and an increased setback from the northern lot line to ensure compatibility with adjacent residences;
 - c) An Open Space Zone (O1R) is provided along the southern and western property lines to buffer from adjacent natural heritage features.

DISCUSSION

Public Consultation

Public consultation and notification were undertaken in accordance with the Public Notification and Public Consultation Policy approved by Council for Official Plan Amendments and Zoning By-law amendments. Several comments were received by members of the public by email. For this proposal's consultation details, see Document 5 of this report.

Official Plan designation(s) and policies

Existing Official Plan

The subject site is designated General Rural Area on Schedule A of the existing Official Plan. The General Rural Area designation provides opportunities to accommodate land uses that are appropriate for a rural location and to limit the amount of residential development. The proposed development does not fit within the land use intent and thereby requires the requested OPA.

New Official Plan

In the New Official Plan, Schedule B9, subject lands south of the intersecting watercourse have been included in the Rural Industrial and Logistics designation (formerly Rural Employment Area designation). Lands designated as Rural Industrial and Logistics are intended to support uses that are not suitable in the Urban area or Rural Countryside due to the requirements for large areas of land or separation from their noxious activity. These uses provide for a full range of activities across multiple industry sectors, which include warehouse, distribution, light and heavy industrial uses and small offices. Rural Industrial and Logistics areas are served by arterial roads, most of which are in close proximity to 400 series highway interchanges to facilitate the efficient movement of goods while limiting disruption to local rural traffic.

Subject lands north of the watercourse, shown on the Location Map, remain identified as Rural Countryside in the New Official Plan. The intent of the Rural Countryside designation under the New Official Plan is similar to that of the General Rural designation in the existing Official Plan: the intent of this designation is to accommodate

a variety of land uses that are appropriate for a rural location, limiting the amount of residential development and support industries that serve local residents and the traveling public, while ensuring that the character of the rural area is preserved. The proposed land use can not be accommodated within the Rural Countryside designation.

Other applicable policies and guidelines

Rural Road Network

Schedule G of the existing Official Plan and Schedule C9- Rural Road Network of the New Official Plan indicate:

- Boundary Road is an Arterial Road
- Thunder Road is a Collector Road.

Servicing

Drinking water at the subject site 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.

Natural Heritage

The site is identified in the Natural Heritage System Overlay (Schedule L1) and contains natural heritage features.

Zoning

The subject site is currently zoned Rural Countryside (RU) per the City's Zoning By-law 2008-250. The purpose of the RU zone is to accommodate agricultural, forestry, other land uses characteristic of Ottawa's countryside. The current zone does not permit the proposed use.

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 application proposes to allow for light industrial, logistics, and distribution warehouse uses on the site through an Official Plan amendment and a Zoning By-law amendment. The conversion of the land to employment uses is generally supported giving its adjacency to an existing Rural Employment area, and proximity to a 400 Series Highway. Staff recommend that unique site-specific considerations can be appropriately addressed through site-specific zone provisions in order to enable the proposed Official Plan amendment. These considerations include limited water servicing through the Carlsbad Trickle Feed System, the presence of natural heritage features, and compatibility with adjacent sensitive residences.

New Official Plan

In approving the New Official Plan, Joint Committee and Council endorsed the redesignation of the southern portion of the subject properties to the new Rural Industrial and Logistics area designation. The lands were recommended for inclusion on the basis of a Growth Management Report prepared by Staff, submitted in December 2020. Municipalities in Ontario are directed by the 2020 Provincial Policy Statement (PPS) to designate in their official plans enough lands to accommodate population growth and provide for a range and mix of land uses, including lands for employment purposes, up to a 25-year horizon. The report acknowledges that the area is serviced by the Carlsbad Trickle Feed system which may limit the potential for the number and/or

size of new structures. However, industrial parks in the rural area are intended to accommodate uses that are more outdoor storage extensive rather than large building structures and it is conceivable that there may be uses related to outdoor storage that do not require on-site water services. The report recommended that due to their adjacency and direct access to an interchange, these lands represent a strategic addition to the rural industrial supply along Highway 417 and the New Official Plan should consider adding these lands as Rural Industrial, Freight, and Storage at a minimum for uses that are primarily related to outdoor storage if there are no opportunities to connect to the Carlsbad Trickle Feed system.

Note that the northern portion of the subject lands was not included in the new Rural Industrial and Logistics designation as part of the New Official Plan. The discussion below addresses the resignation of both northern and southern portions of the subject lands.

Rural Employment Lands/ Rural Industrial and Logistics

The proposed light industrial, logistics, and distribution warehouse uses fits well within the intent and policies for the Rural Employment Area, being Section 3.7.5 of the existing Official Plan. One of the intents of this policy area is that those rural employment areas located near 400 Series Highway interchanges are uniquely suited to transportation facilities such as truck terminals, warehouses, courier, and freight facilities that support inter – and intra-provincial movement of goods. New transportation warehouse and storage options are encouraged to locate in proximity to arterial roads and highway interchanges.

The policy directs that all new development must be supportable on individual well and septic systems unless the City agrees to the development of a number of sites on the basis that a small water and wastewater works. In this case, as will be discussed below, the site is not serviceable on private water, but has access to public water via the Carlsbad Trickle Feed system. The site's development will be constrained to what is possible on the available water servicing, as to be determined through the Site Plan Control process. The site will be serviced by a private wastewater treatment system.

The redesignation of the site to the Rural Employment area is supported by policies in Section 2.2.3 of the existing Official Plan, for City-wide Employment Area Policies. It

identifies that locations in close proximity to highway interchanges, freight railways and/or arterial roads are strategic locations for employment uses. It directs that, while it is preferential for employment uses to be located in Urban areas and Villages, Employment uses that are not appropriate in a Village due to their impacts, and which do not require municipal services, are encouraged to locate in designated Rural Employment Areas.

Further, Official Plan Policy 2.3.1.43 for transportation directs that the City will preserve strategic locations with superior access to major highways, the airport, railway, and the arterial road network for distribution centres that intercept goods transported long distances by air, rail or truck and transfer them to smaller, more energy-efficient vehicles for distribution within the city.

In the New Official Plan, Rural Employment Areas will be renamed Rural Industrial and Logistics (Section 9.3). Similarly, the designation supports those 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. Rural Industrial and Logistics areas are served by arterial roads, most of which are located in close proximity to 400 series highway interchanges to facilitate the efficient movement of goods while limiting disruption to local rural traffic. Policy (9.3.2.3) in the Rural Industrial and Logistics designation speaks to rural compatibility: "To avoid adverse effects on sensitive uses and to protect the long-term economic viability of industrial uses and major facilities, the Province's Land Use Compatibility Guidelines shall be applied to the development of major facilities and/or sensitive land uses in proximity of a major facility as outlined in the guidelines". A discussion of said Guidelines is provided under the Compatibility header below.

Staff recommend that the subject lands are suitable for designation as Rural Employment Area/Rural Industrial and Logistics due to their strategic location, and ability to fulfil the policy intents.

Servicing

The subject site is within the Carlsbad Springs Public Service Area (PSA). The PSA is serviced by a Trickle Feed water line, designed by the Province as a pilot project in 1997 to address concerns with the private well water available in the area. Council

approved the elongation of this small pipe system, fed from an extension of City of Ottawa's central water supply in 2015, south from the Village of Carlsbad Springs to service the existing residential lots that front onto Boundary Road and to service the rural industrial area on Boundary Road (OPA 153). Existing Official Plan Section 2.3.2.11 indicates that "Applications for the creation of new lots or a change of use requiring a zoning amendment must be accompanied by an assessment of the residual capacity of the whole system taking into consideration existing service commitments. The City will monitor the use and capacity of the system as part of the regular review of the Infrastructure Master Plan and reserve the right to approve or refuse the creation of new lots based upon the operation and capacity of the system".

The Trickle Feed is not a conventional system, and it is at the upper limit of its capacity. Staff caution that the over-designation of lands for development within the Carlsbad Trickle Feed public service area may result in sites that are not developable or not fully developable due to a lack of water availability. Based on the preliminary servicing reports submitted by the applicant, it is anticipated that this development would make full use of remaining unallocated capacity in the Trickle Feed System. At the time of writing this report, it is understood that the site has an existing, but limited, allocation of water from the Trickle Feed system, equivalent to that of three residential connections. Staff have advised the applicant that the limited amount of additional servicing capacity could be allocated upon submission of a complete Site Plan Control application subject to receipt of a detailed servicing study appropriate for the proposed development.

In keeping with the previous discussion, Rural Employment areas need not be fully serviced as many rural employment uses are not water intensive uses. Staff are confident that some level of logistics, freight and warehousing development is possible and safe on the site. As per the Growth Management Report, industrial parks in the rural area are intended to accommodate uses that are storage extensive and may not require as much water servicing. Staff consider that the redesignation of the lands to Rural employment uses is appropriate, however note that the scale or type of development that can be expected at the site, will be limited to align with available water serving.

The use of a holding symbol "h" and related provisions in the site-specific zoning for both the north and south portion of the subject properties is necessary to ensure that

the limitations related to the Trickle Feed remain apparent, and to ensure that the ultimate development of the property is restricted to what is possible with available water servicing.

Natural Heritage

The subject property is part of the Natural Heritage System and an Environmental Impact Statement (EIS) was submitted to support the application.

Section 3.2.1 of the existing Official Plan directs that development and site alteration are not permitted in a Provincially Significant Wetland (PSW) and are not permitted within 120 metres of a PSW unless an EIS demonstrates that there will be no negative impacts. The City's internal mapping indicated that "unevaluated wetlands" are located on the subject properties, as well as surrounding the lands. In the absence of a determination of the status of the significance of the wetlands (i.e., whether they are provincially significant or not), a 30-metre setback from the south and western property line, is proposed to be established with an O1R zone (Open Space subzone) as illustrated in the attached zoning schedule in Document 4. Staff agree that this is an appropriate approach to the protection of the feature. The zone is intended to ensure that there are no ecological or hydrogeological impacts to the adjacent lands where there are assumed significant wetlands. Industrial development will not be permitted in the zone. The lands are expected to be revegetated and ecologically enhanced in accordance with further work produced as part of the EIS required at Site Plan submission. Grading and stormwater management works will not be permitted within the lands. However, connectivity to watercourses in the adjacent lands will need to be permitted, as supported by the EIS.

Further, the EIS has reported that development could be constructed without imposing significant negative impacts on wildlife habitat. Impacts to the broader significant woodland are anticipated to be minor. Subsequent environmental impact statements will be required at the time of Site Plan application for the individual buildings to be developed. This satisfies Policy 2.4.2 of the existing Official Plan.

Compatibility

Staff note that the expansion of new industrial uses in the Boundary Road area and encroaching on a series of several residential dwellings on Thunder Road to the north of the subject lands, presents concerns for compatibility. Concerns for compatibility are most pronounced for the redesignation of the northern parcel and include the introduction of traffic, noise, and noxious uses. A discussion of the provincial D-Series Guidelines is also necessary in the question of compatibility.

The objective of the D-Series Guideline, and specifically the D-6 Guideline is to minimize or prevent, with buffers, the exposure of any person, property, plant, or animal life to adverse effects associated with the operation of industrial facilities. According to the Guideline, distance is often the only effective buffer, is the preferred method of mitigating 'adverse effects'. The D-6 Guidelines provide recommended separation distances for proposed industrial uses from sensitive users, based on the classification of industrial use. While not yet determined, based on the truck transport related activities expected on the southern parcel, it is expected to operate as a Class II industrial use, and can meet or exceed the recommended separation distances of 70 metres to adjacent sensitive users.

The northern parcel is located much closer to existing residences and would not be able to meet a 70-metre separation distance. Staff have worked with the applicant to create site-specific provisions in the zoning for the northern parcel to prohibit the most noxious uses and build in an appropriate setback to adjacent residences. The list of permitted uses would include light industrial uses, warehousing, associated retail, outdoor storage but exclude such uses as truck transport terminal, or heavy vehicle servicing. Full details of the proposed uses are in Document 3. With the resultant list of permitted uses, the northern portion of the site is expected to operate as a Class I industrial site, which has a recommended 20-metre separation distance to sensitive uses. The site-specific provisions will further require a 10-metre setback from the northern lot line with a 5-metre-wide minimum vegetated buffer within. In consideration of the 10-metre setback on the subject property and the placement of the existing residence, staff believe that the proposed uses could be accommodated on the subject property without creating adverse impacts on the adjacent sensitive users and are in keeping with the provincial D-6 Guidelines for land use compatibility.

With respect to traffic, the subject properties would be accessed via Boundary Road and Thunder Road via Boundary Road at an access point located not more than 500 metres from the intersection of Thunder Road and Boundary Road. Truck traffic in specific would be required to access the site using the shortest distance from a designated truck route, which is Boundary Road, and would not be permitted to traverse the frontage of the residences in concern. Traffic patterns and safety would be further confirmed at the time of a Site Plan, in conjunction with the Ministry of Transportation to ensure no negative impacts on the 417-highway interchange.

With the above considerations included in the site-specific zoning provisions for the northern parcel, staff recommend the redesignation of the entire subject property to Rural Employment Area is considered compatible with the surrounding area.

Provincial Policy Statement

Land Use Compatibility

Section 1.2.6.1 of the PPS provides that *major facilities*, such as manufacturing uses or industries and *sensitive land uses* such as residences shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Employment and Employment Areas

Section 1.3.2 of the PPS directs planning authorities to promote economic development and competitiveness by providing for lands suitable for employment lands and appropriate supporting infrastructure at the time of Official Plan review or update to support current and projected needs. *Employment areas* planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas. The PPS generally directs that *employment areas* will be identified at the time of official plan review or update but does not prohibit the identification or expansion of *employment areas* outside a comprehensive review. Policy 1.3.2.3 does stipulate that *employment areas* planned for industrial, or

manufacturing uses should include an appropriate transition to adjacent non-*employment areas*.

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement. Specifically, the application is consistent with the employment area policy while addressing compatibility with adjacent sensitive users and meeting the requirements of provincial D-series Guidelines for land use compatibility.

RURAL IMPLICATIONS

The application has rural implications. The subject site contains aspects of the natural heritage system and a series of other natural heritage features. The site is adjacent to rural residences and is only partially serviced with public water. Staff are of the opinion that the recommended redesignation of the applicant's properties provides for the strategic use of land in proximity to the 400-Series highway for employment uses. The inclusion of site-specific zone provisions, a holding symbol, and an Open Space zone on the site, are intended to limit the impacts of compatibility on the surrounding natural heritage system, the small number of existing rural residences, and address the site's limited servicing capacities.

CONSULTATION

Public consultation and notification were undertaken in accordance with the Public Notification and Public Consultation Policy approved by Council for Official Plan amendments and Zoning By-law amendments. Several comments were received by members of the public by email. For this proposal's consultation details, see Document 5 of this report.

COMMENTS BY THE WARD COUNCILLOR

The Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the recommendations contained within this report.

RISK MANAGEMENT IMPLICATIONS

The application proposes the development of industrial uses at a site that has limited water servicing through the Carlsbad Trickle Feed municipal water system. Water availability through the system is understood to be very near capacity.

There are two risks that the redesignation and rezoning of this site presents as it relates to municipal water servicing: 1) Over usage of the system may have negative public health outcomes for all users of the trickle feed water system. 2) Rezoning of the site to an industrial zone may create development expectations which can never be achieved. Development of the site for industrial purposes may never be possible at a scale or extent that is possible or expected for a site that is serviced by traditional municipal water.

Staff's recommendation for the rezoning of the site includes a holding symbol "h" and associated restrictions that may only be lifted upon receipt of a site plan application and supporting site servicing report that demonstrates that the proposal can be accommodated by the servicing available. This zoning mechanism is intended to ensure that staff continue to have the ability to limit development on site to that which is appropriate and safe within the operating capacity of the Trickle Feed System. The holding symbol "h" and provision are also intended to convey to the current or any future purchasers of the site, that water availability differs from other sites in Ottawa with full municipal services.

The use of a holding symbol "h" and provision are recommended on both the northern and southern parcels to mitigate the risks identified.

ASSET MANAGEMENT IMPLICATIONS

Planning staff has been working with staff in Infrastructure Services as it relates to municipal water availability to the site. Asset Management staff are working on a capacity assessment update for the Carlsbad Springs Trickle Feed System which is expected to be completed in Q1 2022. The intent is to determine if additional capacity is available to be allocated to development in the Boundary Road area. The scope of work includes review of current demand information, review of flushing operations, update of system model, simulation of various operating scenarios, analysis of simulation results,

and preparation of a technical memorandum. It should not be assumed that the study will determine that additional capacity is in fact available, even to meet the needs of currently designated development.

FINANCIAL IMPLICATIONS

The water servicing capacity assessment will be completed from within existing resources; the hold symbol will ensure development is within existing capacity. Therefore, there are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ECONOMIC IMPLICATIONS

The redesignation of lands for inclusion in the Rural Employment Area designation may provide greater opportunity for economic growth of business attraction.

ENVIRONMENTAL IMPLICATIONS

If the OPA and ZBLA applications are approved, details of the development configuration will be determined through a Site Plan Control application, supported by an Environmental Impact Statement. Development will be required to maintain a 30-metre setback from the watercourse found on the site, and development will not be permitted on the portion of the property zoned Open Space (O1R). This will ensure that there are no impacts on the hydrologic function of the adjacent wetlands. Development of the site will involve some tree removal and the removal of small portions of significant woodlands. Impacts to the broader significant woodland are considered to be minor. The site development will also result in the realignment of headwater drainage features found throughout the site.

The Bird-Safe Design Guidelines approved by Planning Committee and City Council in November 2020 will be implemented through the Site Plan Control application.

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. No additional considerations have been provided.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification, supporting business investment in the area as a major logistical hub for movement of goods.
- Integrated transportation, allowing suitable development in close proximity to existing major 400 series highways.
- Environmental Stewardship, ensuring appropriate setbacks to natural heritage features.
- Thriving Communities: placing suitable restrictions and safeguards on development to ensure the ongoing satisfactory operations of the "Carlsbad Trickle Feed" public service area.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D01-01-20-0025/D02-02-20-0130) 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 the servicing and environmental considerations.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Details of Recommended Zoning Amendment

Document 4 Zoning Schedule

Document 5 Public Consultation Details

DISPOSITION

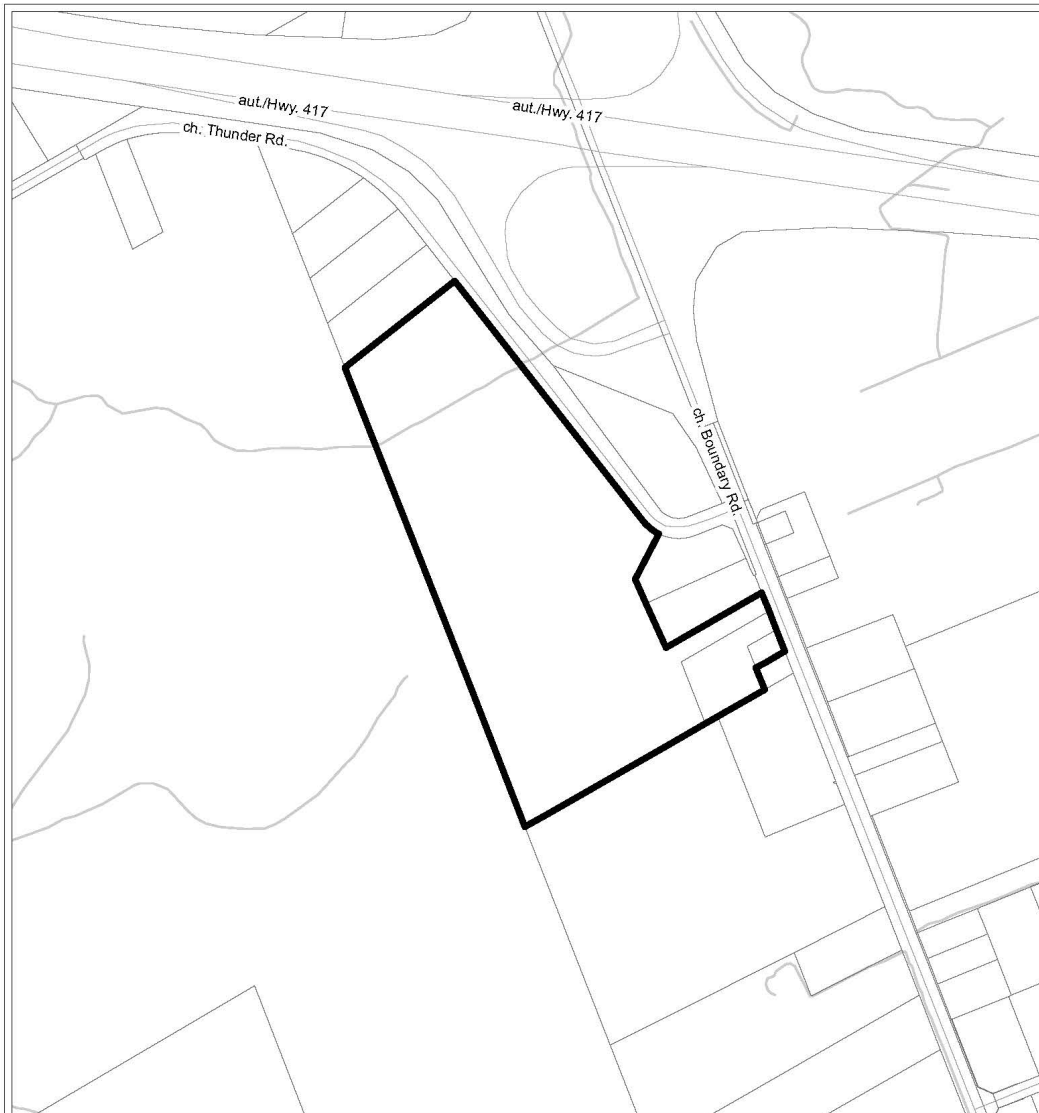
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.





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, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Location Map



| | | | |
|--|-----------|--|--|
|  | | LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL | |
| D01-01-20-0025 | 21-1368-X |  6150 chemin Thunder Road, 5368 chemin Boundary Road | |
| I:\CO\2021\OPA\Thunder_6150\....Map1 | |  Watercourse / cours d'eau | |
| <small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small> | | | |
| <small>©Les données de parcelles appartiennent à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small> | | | |
| REVISION / RÉVISION - 2021 / 11 / 01 | |  <small>NOT TO SCALE</small> | |

Document 2 – Details of Official Plan Amendment

Official Plan Amendment XX to the Official Plan for the City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

Schedule 1 of Amendment XX – Official Plan for the City of Ottawa

PART A – THE PREAMBLE

1. Purpose

The purpose of the Official Plan Amendment is to allow rural industrial development at 5368 Boundary Road and 6150 Thunder Road.

2. Location

The lands affected by this Amendment are located west of Boundary Road and south of Thunder Road, south west of the Highway 417 Highway on/off ramp, south of the community of Carlsbad Springs.

3. Basis

The application has been initiated by the property owners who wish to develop the property with a series of transport truck terminals, industrial facilities, as well as warehouse and associated small showroom on the property.

Background

The subject property is designated as General Rural Area on Schedule A of the Official Plan. This designation allows for limited development. The site is adjacent to an existing hub of Rural Employment Lands and is located in proximity to the highway 417 on/off ramp. The site has limited municipal water servicing through the Carlsbad Springs Trickle Feed System.

Rationale

The proposed Official Plan amendment provides opportunity for the creation of industrial/employment lands, strategically located at a 400 series highway interchange, and co-located with similar uses. Through the associated zoning by-law amendment provisions, the development can be compatible with the limited number of sensitive users nearby. Servicing limitations will be addressed through the associated zoning by-law amendment and Site Plan Control application.

PART B – THE AMENDMENT

1. Introduction

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

2. Details

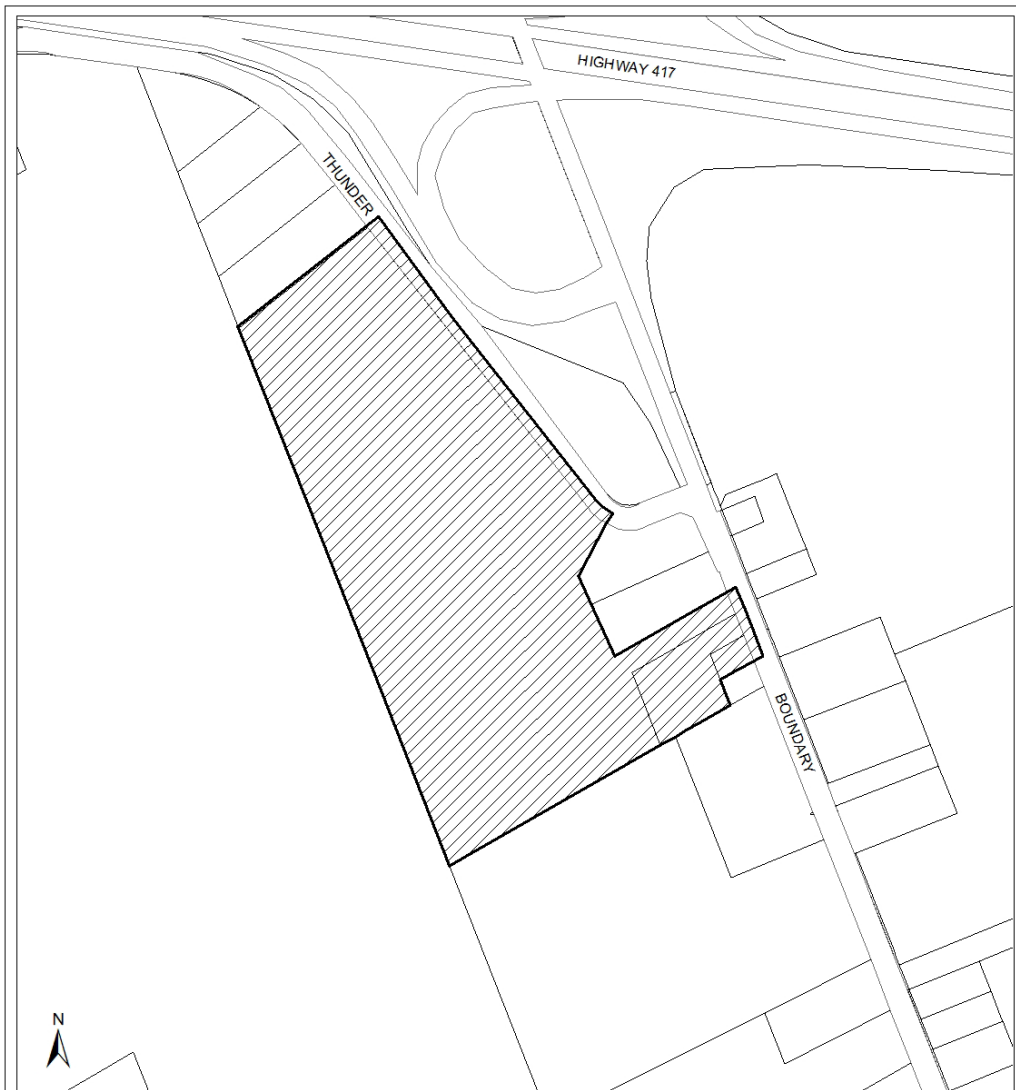
The following change is hereby made to the Official Plan, for the City of Ottawa:

2.1 By amending Schedule A – Rural Policy Plan to include the properties within the Rural Employment Area designation.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

SCHEDULE A



Ottawa
 Planning, Infrastructure and Economic Development Department
 Geospatial Analytics, Technology and Solutions
 Services de la planification, de l'infrastructure et du
 développement économique, Analyse géospatiale, technologie
 et solutions

| | |
|---|-----------|
| D01-01-20-0025 | 21-1412-A |
| [YA:Staff] Sheila OPA#2013 OPA Thunder Rd Jan22 | |
| 01/04/2022 | |

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

**SCHEDULE 1 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Schedule A - Rural Policy Plan

**ANNEXE 1 de
L' AMENDMENT NO.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

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

 LANDS REDESIGNATED FROM "GENERAL RURAL AREA" TO "RURAL EMPLOYMENT AREA"
 TERRAINS DONT LA DÉSIGNATION PASSERA DE "ZONE RURALE GÉNÉRALE" À "ZONE RURALE D'EMPLOI"

Document 3 – Details of Recommended Zoning Amendment

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6150 Thunder Road, 5368 Boundary Road:

1. Rezone the lands as shown in Document 4
2. Add a new exception to Section 240 – Rural Exceptions with provisions to similar in effect to the following:

| I – Exception Number | II Applicable Zones | III – Exception Provisions - Additional Land Uses Permitted | IV – Exception Provisions - Land Uses Prohibited | V – Exception Provisions - Provisions |
|----------------------|------------------------|--|---|--|
| XX1r | RG[XX1r]-h | | All uses until such time that the holding symbol is removed | The holding symbol may not be removed until a site plan application is approved, including confirmation that an adequate water supply is available to service the proposed development |

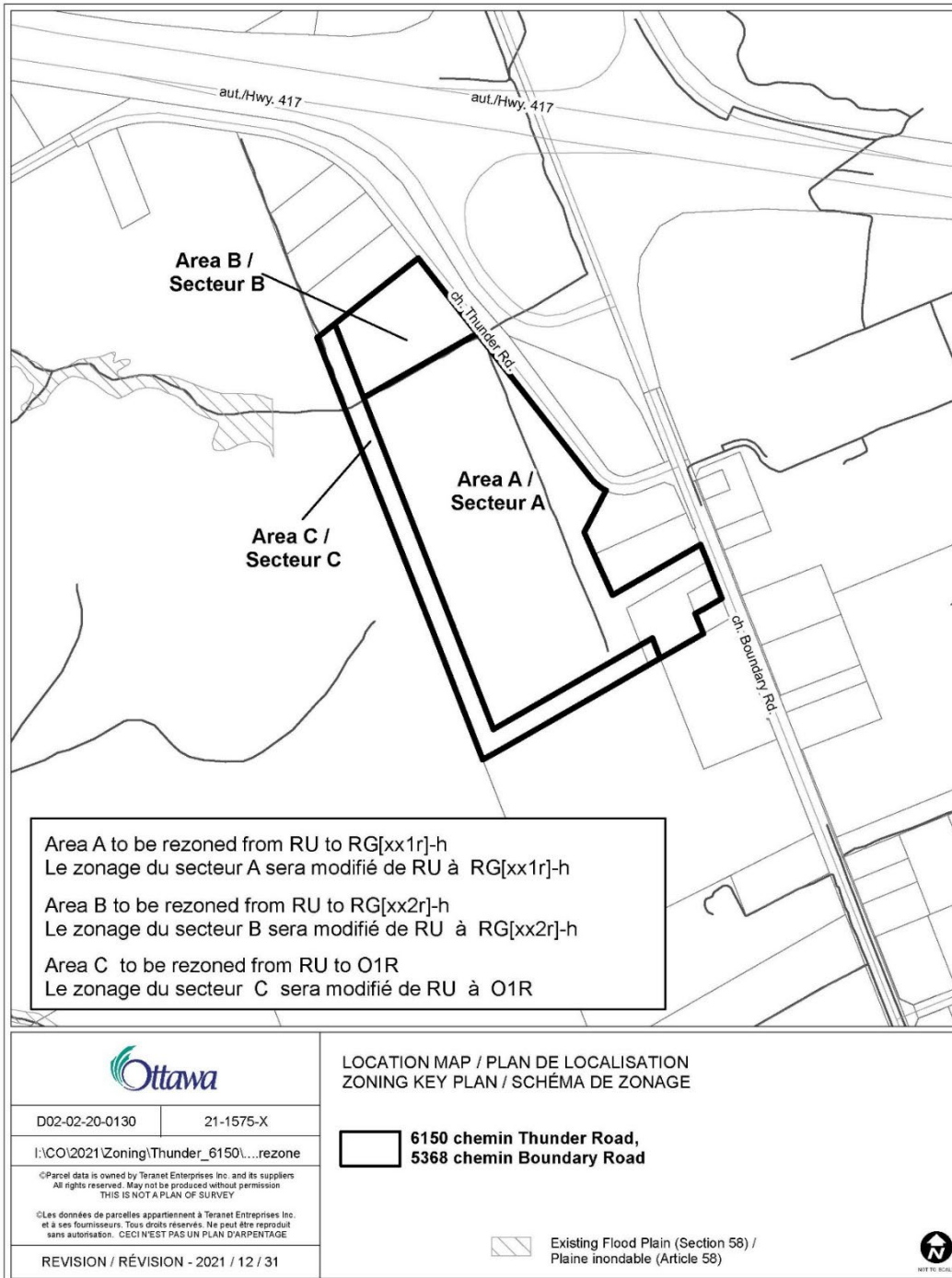
3. Add a new exception to Section 240 – Rural Exceptions with provisions to similar in effect to the following:

| I – Exception Number | II Applicable Zones | III – Exception Provisions Additional Land Uses Permitted | IV – Exception Provisions Land Uses Prohibited | V – Exception Provisions - Provisions |
|----------------------|------------------------|--|---|--|
| XX2r | RG[XX2r]-h | | <p>All uses until such time that the holding symbol is removed.</p> <ul style="list-style-type: none"> -Animal hospital -Automobile body shop -Bar -Car wash -Convenience store -Drive through facility -Gas bar | <p>The holding symbol may not be removed until a site plan application is approved, including confirmation that an adequate water supply is available to service the proposed development.</p> <p>-the minimum interior side yard setback abutting the RU zone is 10 m</p> <p>-a 5-metre landscaped buffer is required where the lot abut an RU zone</p> |

| | | | | |
|--|--|--|---|---|
| | | | <ul style="list-style-type: none">-Leaf and yard waste composting facility-Printing plant-Retail store-Truck transport terminal-Waste processing and transfer facility (non-putrescible)-Personal service business-Restaurant | <ul style="list-style-type: none">-An accessory retail store is permitted limited to the sale of goods, service or materials provided by a permitted use.-An automobile service station may not include a retail store or retail fuel components-Cannabis production facility is limited to outdoor and greenhouse cultivation-Heavy equipment and vehicle sales, rentals and servicing is limited to the sale and rental and accessory storage of heavy vehicles. |
|--|--|--|---|---|

| | | | | |
|--|--|--|--|--|
| | | | | -A storage yard is not permitted to include salvage/scrap yard nor heavy vehicle servicing |
|--|--|--|--|--|

Document 4 – Zoning Schedule



Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. No public meetings were held in the community. Six emails were received from four members of the public. Emails requesting details of the Official Plan amendment and Zoning By-law amendment process have been excluded. The remainder of comments raised are summarised below.

Comment 1:

“Being a resident only [in near proximity on Thunder Road] from the proposed site, it gives me great concern over traffic and noise. Basically, constant disruption.”

Response

The southern portion of the subject property is located adjacent to substantial existing industrial activities. If redesignated and rezoned for industrial purposes, it will be accessed via Boundary Road and Highway 417, which are already used extensively for similar purposes. Staff note that the redesignation of lands north of the watercourse for industrial purposes, will introduce additional traffic to Thunder Road. Staff have worked with the applicant to limit the types of permitted uses within the proposed zone to those that will not invite additional traffic, either from the traveling public, nor the trucking industry. Additionally, a larger setback has been proposed to the northern lot line, in order to buffer any new use from the adjacent existing residence. Development on the northern portion of the subject lands is expected to be primarily accessed from Boundary Road and Highway 417. Traffic is not expected to pass in front of existing residences further north/west on Thunder Road.

Comment 2:

“I am also concerned about increased traffic on Thunder Road. This is not a stable road (I think due to the percentage of clay/silt in the land around here.) and trucks are normally not permitted to travel on it during the spring season I believe.”

Response: Thunder Road is not classified as a truck route; however, trucks are allowed to use non-truck routes to access their destination, using the shortest distance on non-truck routes. Non-truck routes are also subject to the five tonnes or 11,000 lbs per axle weight restriction during the spring thaw period (typically between mid-March and mid-May). Roadways are designed to a certain standard, to carry a certain load. Should the northern portion of the subject lands be rezoned to accommodate industrial use, a site plan application will be accompanied by traffic impact assessment to ensure the site can accommodate the expected road usage. Access to the northern parcel is within 400 metres of Boundary Road which is a truck route.

Comment 3:

“What are the addresses of houses that could be demolished?”

Response:

Please note that the application is for a designation and zoning amendment to accommodate future development. Should the applications submitted be successful, site development would be required to go through the City's Site Plan Control process. The application does not specifically contemplate any housing demolition but rather, the introduction of rural employment uses to the site. It is reasonable to expect that the dwellings at both 6150 Thunder Road and 5368(A) Boundary Road would be removed at the time of site development.

Comment 4:

“Why was the developer allowed to deforest this land before the development proposal was even submitted? Shouldn't the site alteration bylaw have prevented that especially given it is right next to a natural heritage designated land?”

Response:

The City has not approved any works on site as of yet, including the removal of trees or site alteration. Based on satellite imagery, staff are aware that tree removal has transpired sometime between 2017 and 2019.

The Site Alteration By-law came into effect in May 2018, and the clearing may have happened before that (i.e., clearing may have happened in late 2017). Staff are not

aware of any complaints about site alteration on this property. While this site is within the limits of Section 11 of the Site Alteration By-law, please note that the only part of the by-law that **may** have been broken here is that they cleared lands within 30 metres of identified natural features without our prior approval. Based on the 2019 air photos, clearing **did not** transpire within any natural features that had been identified on Schedule A or Schedule L. There does appear to have been clearing within 30 m of such features, which should have been reviewed and approved by forestry staff if the activity occurred after May 2018. That said, staff do not know when the activity transpired and are not aware of any complaints about site alteration on this property until now. Staff have six months from the time of the violation occurring to lay charges. Staff are not in a position to pursue the matter.

Comment 5:

“...there are at least two drainage channels currently visible from Thunder Road. Both of these I believe flow into a creek on the west side of the property and then into Bearbrook. I have seen moose tracks along this creek and so assume it is part of the moose's territory around the Bearbrook wetland in our area. As an important wetland and part of the bear brook watershed, I hope consideration will be given to ensuring this area is protected and there is no pollution of the waterways. I am concerned that the report on groundwater (Paterson Group) seems to indicate that effluent will go into bear brook.”

Response:

A Servicing Report as well as an Environmental Impact Statement (EIS) and associated Headwater Drainage Feature Assessment (HDFFA) have been reviewed by City staff.

- The EIS addresses wetlands, considered significant wildlife habitat. The site is not considered Significant Wildlife habitat, however the forest west of the property is significant wildlife habitat. Similarly, the EIS treats the lands to the south and west of the site as if Provincially Significant Wetland (PSW). City staff feel that the reports are sufficient to allow for land use redesignation and zoning subject to the inclusion of a 30-metre open space zoned setback around the property – which would buffer development from the adjacent wetlands and

wildlife habitat. Additional EIS work, and work on the HDFA would be required to support site plan design.

- The servicing report is preliminary at this time, as a detailed site plan application has not been submitted. There is no municipal sanitary sewer adjacent to the proposed property, on Boundary Road or Thunder Road as it does not fall within the City of Ottawa's sanitary service area. A private wastewater treatment system will be required. Given the facilities typical of the propped land use zone and designation, it is reasonable to expect that site's wastewater will be treated using a private treatment plan such as a "batch reactor plant", subject to the detailed design process and meeting all regulatory requirements including those of the Ministry of Environment and Climate Change.