



Planning Rationale

Submitted to:

Infrastructure & Planning Department
City of Clarence-Rockland
1560 Laurier St
Rockland, ON
K4K 1P7

In Consideration for the Project at:

00 County Rd 17
Rockland, ON
K4K 1K7

Site Plan Control & Zoning By-Law Amendment

March 7th, 2025

Completed by:

P-Squared Concepts Inc.
2200 Thurston Dr., Unit 203
Ottawa, ON K1G 6E1

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1.0 Introduction

P-Squared Concepts Inc. has been retained by Skyway Coach Lines to prepare the following Planning Rationale for the proposed Site Plan Control and Zoning By-Law Amendment applications for the parcel located southeast of the intersection at Ramage Rd and County Rd 17. The subject property is known municipally as 00 County Rd 17. The property is located east of Old Highway 17 and west of Rollin Rd. The proposal will consist of a coach bus service building containing two repair bays, one wash bay, a small office, and a driver rest area on the second floor.

The property is zoned CH (Highway Commercial) in the City of Clarence-Rockland Zoning By-Law (No. 2016-10). The property is designated as Rural Policy Area in the United Counties of Prescott Russell (UCPR) Official Plan (2023).

An amendment to the Zoning By-Law is required to permit the proposed development. Currently, driver rest area is not permitted in the Highway Commercial zoning. The amendment will add *lodging units accessory to a permitted use* to the Highway Commercial zone which will permit the proposed driver rest area.

The following drawings, reports, and studies were submitted as part of a complete submission:

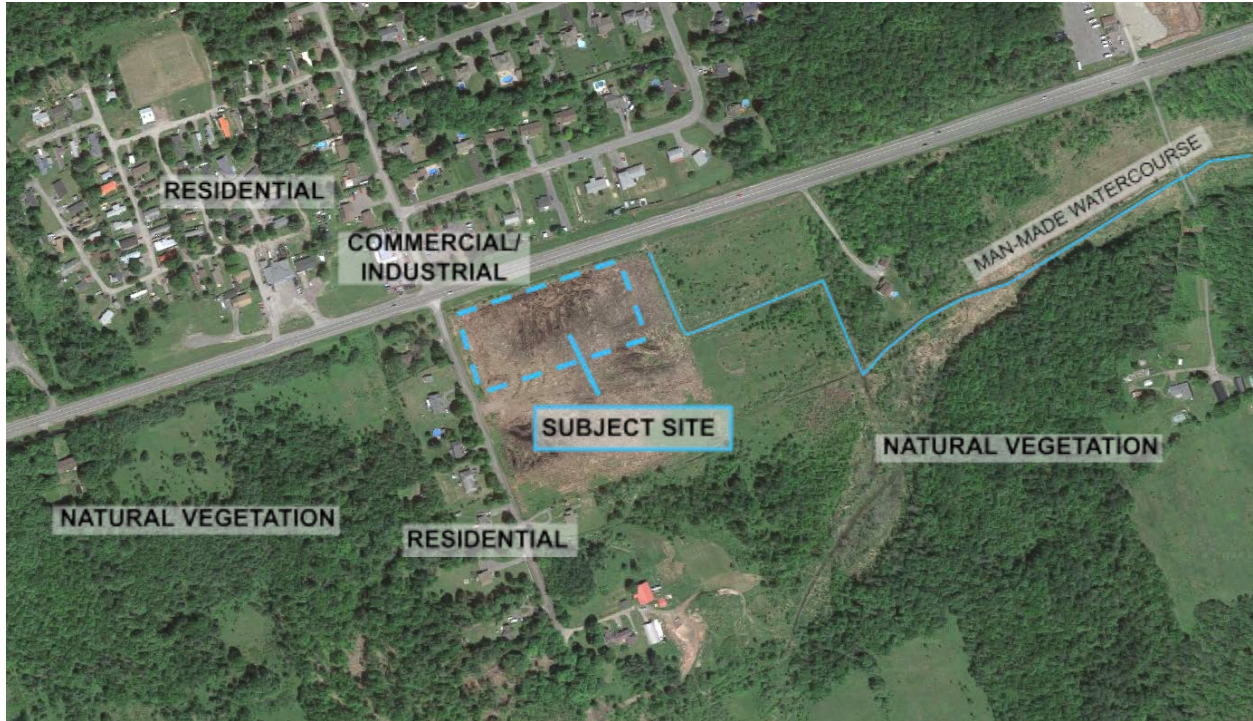
Deliverable	Completed By	Date
Planning Rationale	P-Squared Concepts Inc.	March 10th, 2025
Hydrogeological Study and Terrain Analysis/Groundwater Recharge Area Analysis	Lascelles Engineering and Associates Ltd.	TBC
Environmental Impact Study	BCH Environmental Consulting INC.	November 25th, 2025
Geotechnical Study	Lascelles Engineering and Associates Ltd.	February 4th, 2025
Stormwater Management Report	Lascelles Engineering and Associates Ltd.	March 5th, 2025
Transportation Impact Assessment	Robinson Consultants	January 24th, 2025
Grade Control and Drainage Plan	Lascelles Engineering and Associates Ltd.	March 5th, 2025
Erosion and Sediment Control Plan	Lascelles Engineering and Associates Ltd.	March 5th, 2025
Site Servicing Plan	Lascelles Engineering and Associates Ltd.	March 5th, 2025
Pre-Development Storm Watershed Plan	Lascelles Engineering and Associates Ltd.	March 5th, 2025
Post-Development Storm Watershed Plan	Lascelles Engineering and Associates Ltd.	March 5th, 2025
Site Plan with Zoning Matrix	Lascelles Engineering and Associates Ltd.	March 5th, 2025
Conceptual Building Elevations	Lascelles Engineering and Associates Ltd.	March 10th, 2025

Lighting Plan	Lascelles Engineering and Associates Ltd.	TBC
Legal Plan of Survey	Farley, Smith & Denis Surveying LTD.	December 16th, 2024

2.0 Location & Site Description

The site is located in the southeast corner of the Ramage Rd and County Rd 17 intersection. The site is approximately 73.59 m (241.44 ft) of frontage on Ramage Rd and 181.43 m (595.24 ft) on County Rd 17. The site has an area of approximately 2.25 ha (5.56 acres). The site is legally described as *Parts 3 and 4 on Part of Lots 12 & 13, Concession 1 (Old Survey), Registered Plan 50R-11380, Geographic Township of Clarence, City of Clarence-Rockland, United Counties of Prescott and Russell.*

The site was cleared of most vegetation approximately 6 years ago and has been re-vegetated with thicket and meadow land cover. Abutting the lot to the east and south are similar site conditions as they were once one whole lot, now severed into multiple lots. To the west are a few residential dwellings and then heavily forested greenspace. Directly north is a strip of mixed uses including commercial, industrial, and residential.



Aerial imagery of the site and surrounding uses, Google Maps.

Surrounding Land Uses

North: Lands immediately north contain a strip of mixed uses including residential dwellings, auto-related uses, and commercial services. Further north is a small residential neighbourhood with varying lot sizes and orientations.

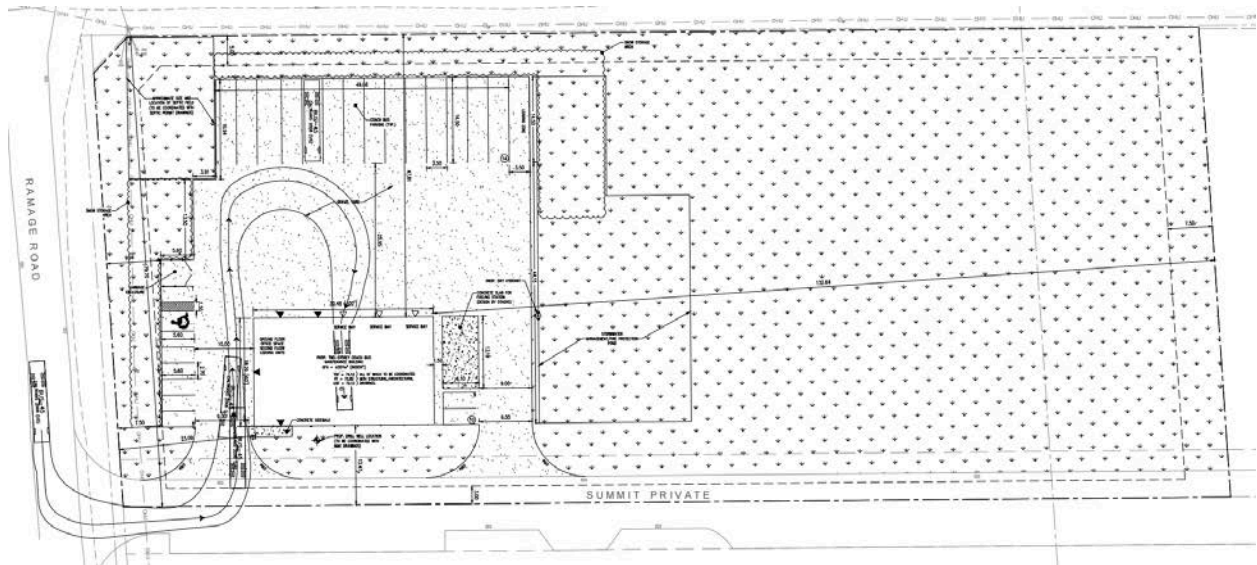
East: Lands immediately to the east were joined with the subject property until a consent application to split the lot into three parcels was finalized in 2024. The lands contain natural vegetation including low-lying brush and meadow. There is a man-made watercourse east of the site providing drainage for the subject lands towards the roadside ditch along County Rd 17.

South: Lands to the south were also part of the subject property until the consent application was approved to split the lot. These lands have also been cleared and are the subject of a Site Plan Control application to permit storage units and rentable workshops.

West: Lands directly to the west contain a few residential dwellings along Ramage Rd. Lands further west contain large amounts of natural vegetation.

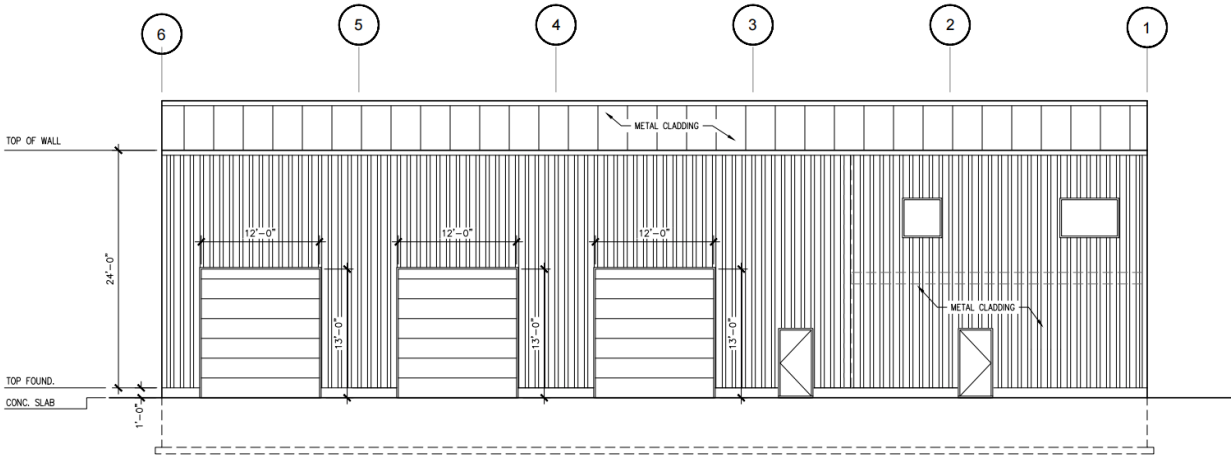
3.0 Proposed Development

Skyway Coach Lines is a coach bus charter that provides bus routes between Ottawa, Montreal, Toronto, Detroit, and New York. The proposal is to develop the site as a coach bus service building on private services with an associated parking lot. The subject property's location is positioned along the Ottawa - Montreal route and will play an important role in the safety and efficiency of Skyway Coach Lines' route.

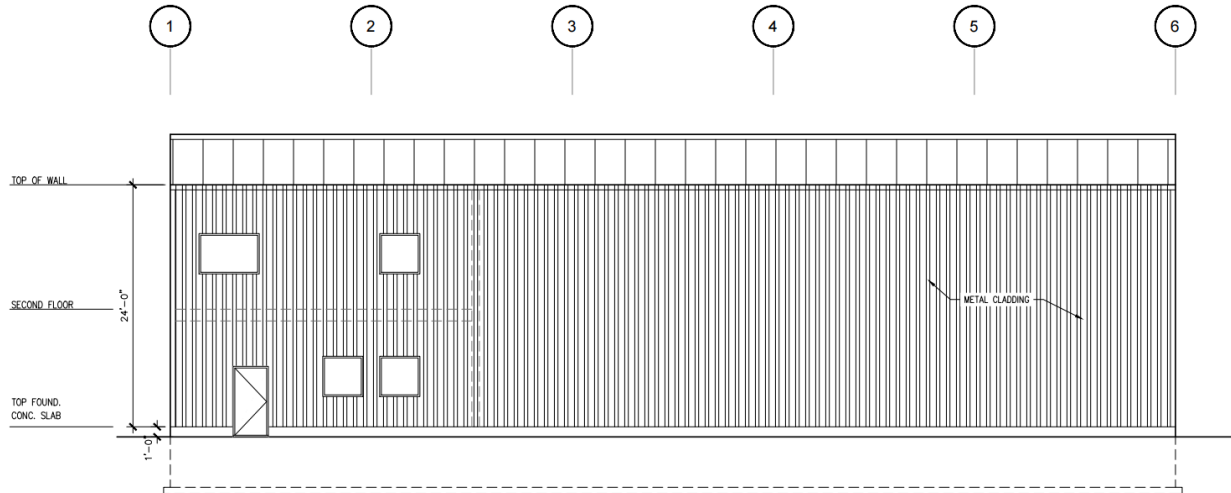


Site Plan by Lascelles Engineering and Associates Ltd dated March 5th, 2025.

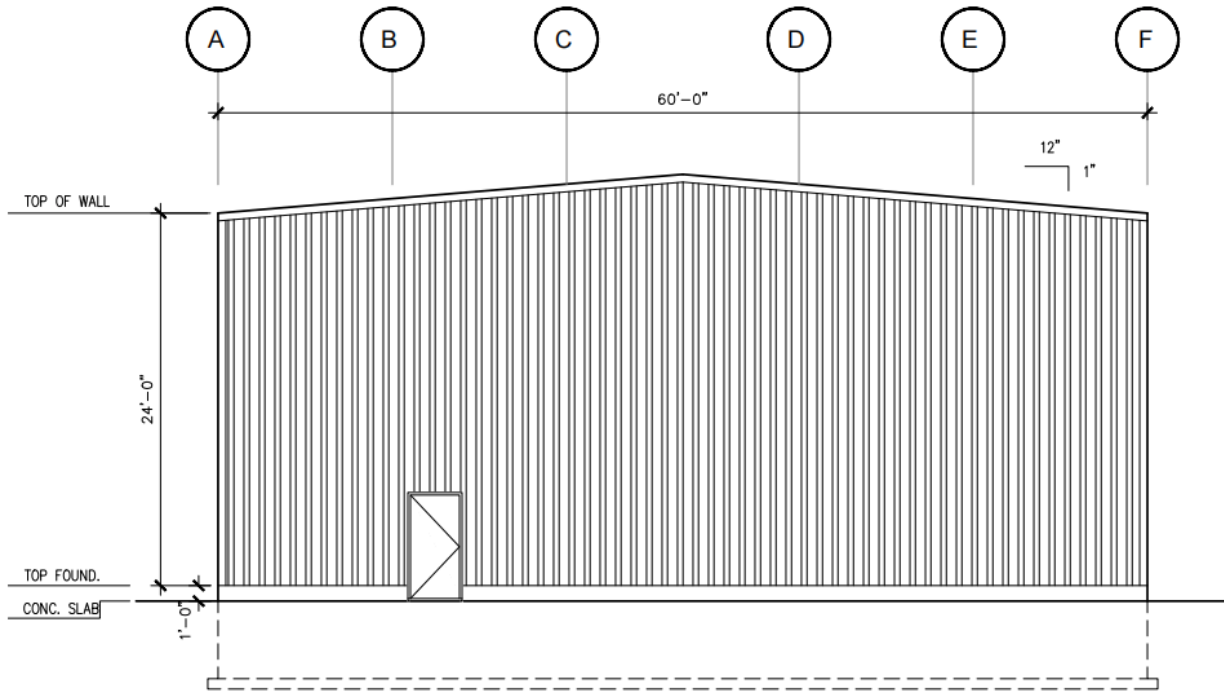
The service building will consist of two bus repair bays, one bus washing bay, a small office space and some storage space on the ground floor with a driver rest area on a second level located within one building. The site will be serviced by a private well located along the southern lot line and septic system located in the northwest corner of the site. The associated parking area will contain 14 bus parking spaces, one loading zone space, and 10 regular car parking spaces. The station will have the capacity of 14 buses to accommodate both incoming and outgoing buses at one time.



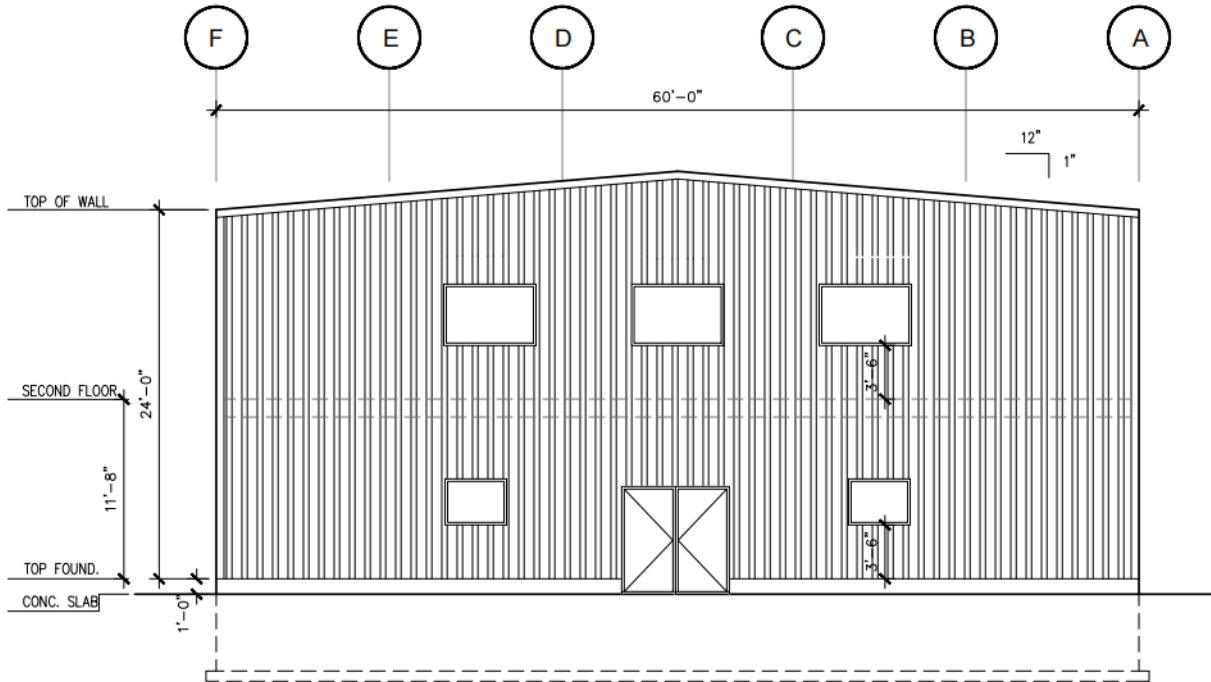
Conceptual building north elevation by Lascelles Engineering and Associates Ltd dated March 10th, 2025.



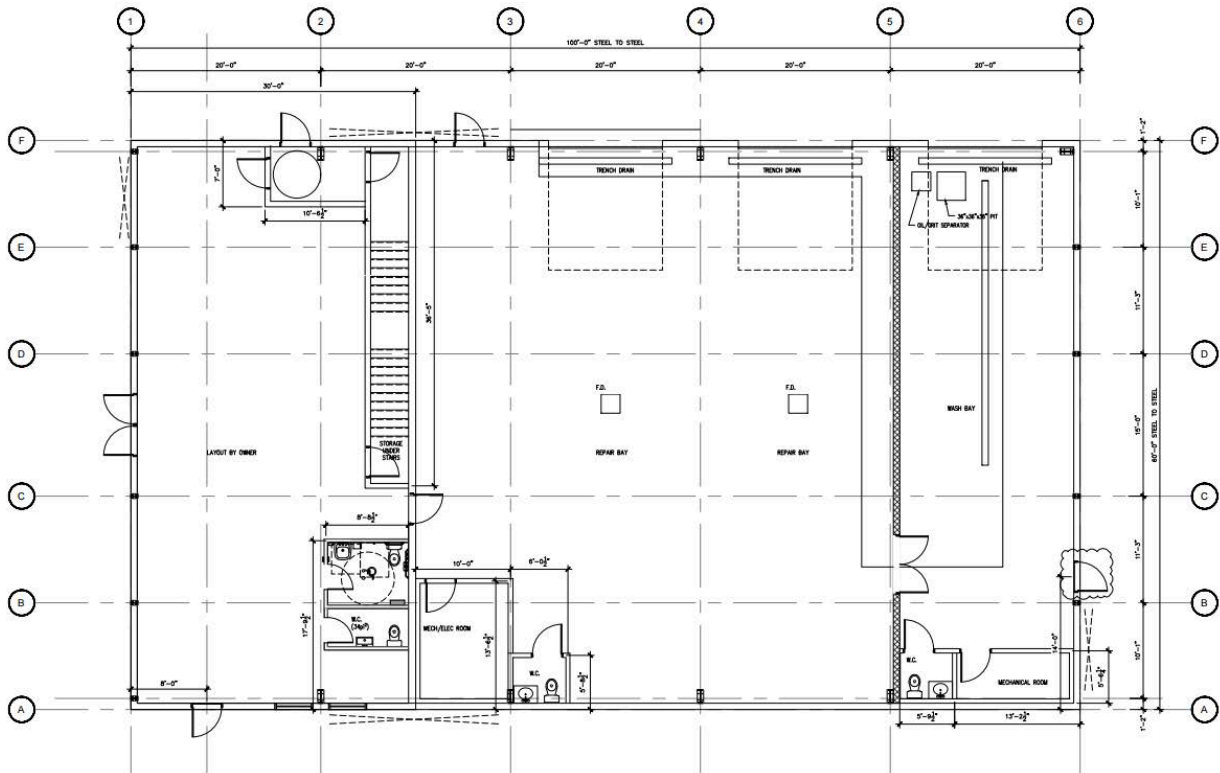
Conceptual building south elevation by Lascelles Engineering and Associates Ltd dated March 10th, 2025.



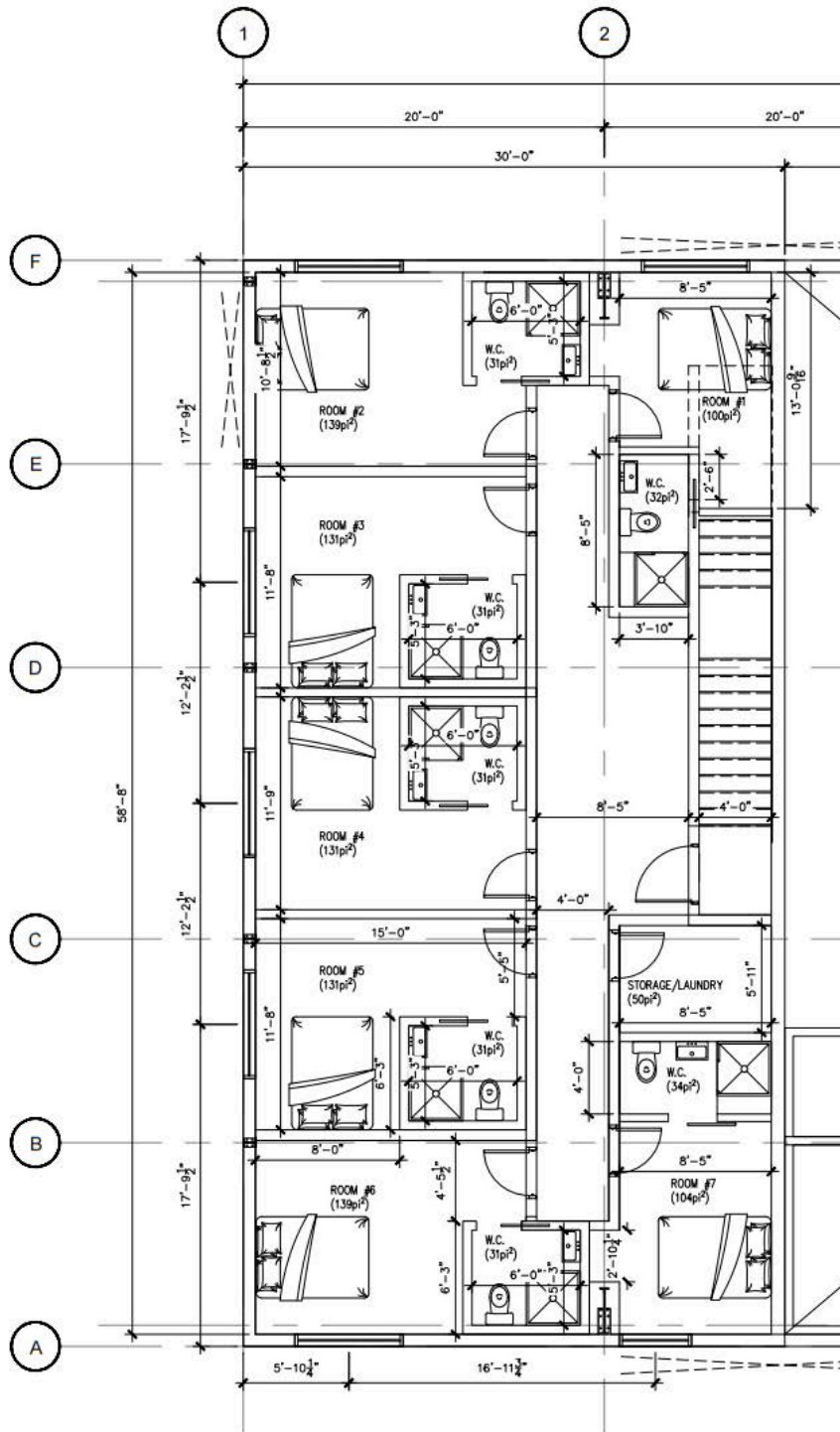
Conceptual building east elevation by Lascelles Engineering and Associates Ltd dated March 10th, 2025.



Conceptual building west elevation by Lascelles Engineering and Associates Ltd dated March 10th, 2025.



Conceptual ground floor plan indicating the location of the two repair bays, the wash bay, and the office space, by Lascelles Engineering and Associates Ltd dated March 10th, 2025.



Conceptual upper floor plan indicating the location of the 7 lodging units, by Lascelles Engineering and Associates Ltd dated March 10th, 2025.

The development will be accessed via the internal road, named Summit Private, between the created lots that were subject to the 2024 land severance. The site will have two 9 m wide driveways that will provide sufficient width for the coach buses to enter and exit the site. The use of the internal road distances the site traffic from the County Rd 17 / Ramage Rd intersection as much as possible and is expected to limit potential traffic conflicts.

The subject site will have frontage on three roads: County Rd 17, Ramage Rd, and Summit Pvt. The County Rd 17 frontage will feature approximately 6m of soft landscaping, then 14 coach bus parking spaces measured at 14.5 m long x 3.5 m wide. Beside the coach bus parking to the east will be a stormwater management pond and to the west will be the septic system. The building will be 47.81 m from the County Rd 17 lot line. The Ramage Rd frontage will feature 8 out of the 10 total regular parking spaces buffered by a 7.5 m wide strip of soft landscaping that widens to 9.16 m. North of the parking spaces will be the garbage enclosure screened with a fence. North of the garbage enclosure will be the septic system. The building will be 23.09 m from the Ramage Rd lot line. The Summit Pvt frontage will feature both site accesses. The building will be 13.47 m from the Summit Pvt line and about 9 m from the edge of the road buffered by soft landscaping.

The total area of site development is expected to be approximately 7,900 m² (1.95 acres). The remaining site area is approximately 7,000 m² (1.73 acres). As per the Environmental Impact Study included in this submission, the entire subject lands is classified as a mosaic of mixed meadow and thicket. The site is considered heavily disturbed due to the removal of vegetation approximately 6 years ago and site preparation for development to the south. Some key existing natural environment features are a buffer of small scale vegetation to remain along the Ramage Rd frontage and a manmade watercourse for drainage purposes located about 30 m east of the subject property boundary.

4.0 Policy Analysis

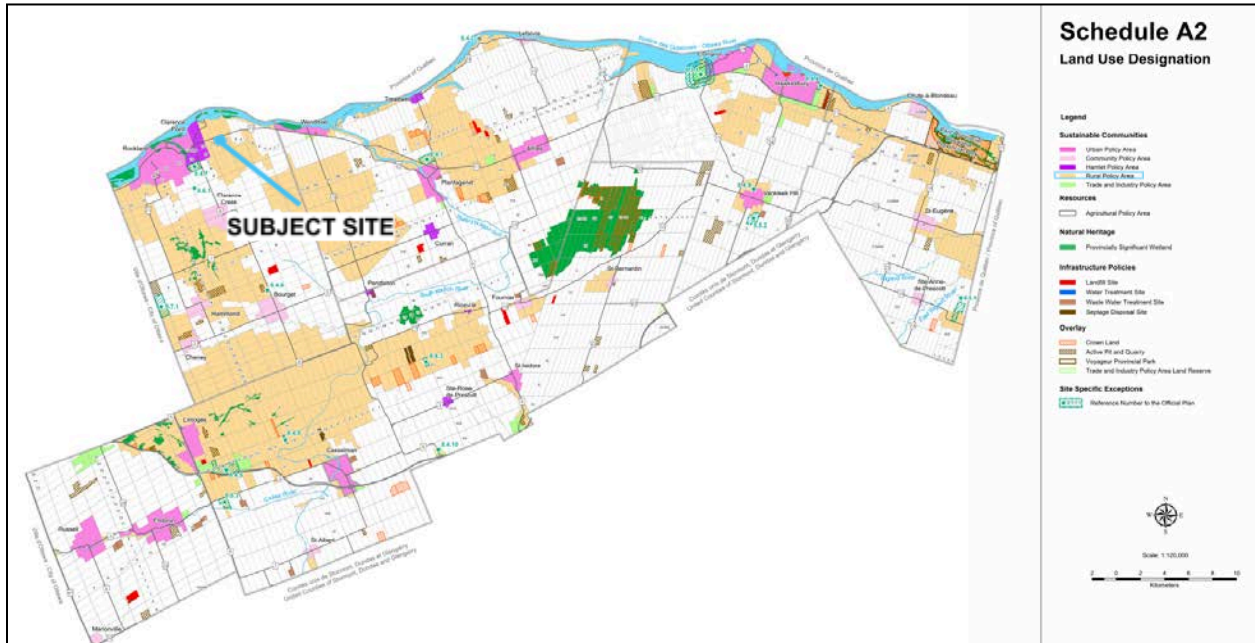
A review of planning documents must be undertaken to evaluate the conformity of the application to municipal and provincial planning documents.

The site is subject to the United Counties of Prescott Russell (UCPR) Official Plan (2022). There is no local Official Plan in place for this area. The UCPR Official Plan was established in 2022 and the goal of this plan is to "... provide guidance and direction to

growth and development, redevelopment and/or conservation activities in the United Counties” (UCPR Official Plan, pg. 15).

4.1 United Counties of Prescott Russell (UCPR) Official Plan (2022)

The subject property is designated Rural Policy Area as per Schedule A2 of the UCPR Official Plan.



Schedule A2 - Land Use Designation, UCPR Official Plan.

As per Section 2.7.1, the Official Plan policies in Part 2 are intended to provide for the long-term orderly development of the rural area in a manner which is consistent with ensuring the protection of natural and environmental resources and which will respect the objective of protecting the character of our rural and urban areas.

Response: The proposed land uses are typically directed towards the rural area to avoid conflict between non-residential and built-up residential land. The subject site was chosen for this development due to its proximity to the existing Skyway Coach Lines route and because this commercial use is more suited to the rural area. This development ensures the protection of natural resources by creating a compact development on less than half of the site area, using a naturalized approach to stormwater management, and by respecting the required buffer to the man-made watercourse east of the property.

The predominant land uses within the Rural Policy Area will be agriculture, aggregate extraction, recreation, and forestry. While this land use designation will continue to protect the existing farming operations and maintain the visual appearance of a rural landscape, the Rural Policy Area will permit the consideration of resource-based recreational uses and other appropriate rural land uses so long as they do not impact agriculture, forestry, aggregate extraction, or the natural environment.

Response: The proposed land use is a commercial use involving heavy vehicle operations. The subject property is not agricultural land, is not forested, and is not used for aggregate extraction. Additionally, the proposed development will only occupy about 50% of the subject property, leaving the eastern portion as undeveloped. Therefore, the proposed use is suitable for the rural area as it will not impact any agricultural, forestry, or aggregate extraction operations, or the natural environment.

As per Section 2.7.2, (11) minimum lot size within the Rural Policy Area for non-agricultural uses shall be, unless otherwise specified, a minimum of 0.8 hectares in size; and (15) the Provincial Minimum Distance Separation (MDS) formula policies found in Part 7 of this Plan shall also apply to the Rural Policy Area.

Response: The lot area of the subject property is 1.4 ha (14,902 m²). No livestock or manure storage facilities were identified within 1,500 m of the subject property; therefore, no MDS calculations are required to support this application.

As per Section 2.7.3, the rural area is not the principal sector for non-residential development. The intent of this Official Plan, however, is not to prohibit development in rural areas but rather to provide a framework for appropriate non-residential development limited in scale which can occur in a manner which is consistent with the objective of preserving the identity and character of the rural areas. The following non-residential uses are permitted in the Rural Policy Area:

8) motor vehicle sales and service establishments;

13) facilities that are ancillary to uses mentioned in clauses (1) to (12)

Response: This development is consistent with the identity and character of the rural area. The proposed land uses are commercial in nature. They include a motor vehicle service establishment with accessory office and lodging units.

As per Section 3.3.3, the only primary artery in the Counties is County Road 17 which was formerly a provincial highway. This artery, along with Highway 417 is the main east—west link in Prescott and Russell. It links the growth areas of Rockland and Hawkesbury and serves as a major transportation link between the Ottawa region and

the Montreal Urban Community. The following policies shall apply to roads designated primary arteries:

- 6) A minimum development setback of half the minimum right of way identified on Schedule D from the centre line of the road shall be required and implemented in local zoning by-law.*
- 7) Council recognizes the role of County Road 17 as an important primary artery and as a consequence, the speed and volume of traffic create safety issues for vehicles turning to/from existing driveways and street accessing this primary artery. Subject to the approval of the design and location of the lot access by the Prescott and Russell Public Works Department, subject to other relevant policies of this Plan, and in accordance with the Counties Entrance By-law, as amended from time to time, accesses from individual properties along this primary artery will generally be provided through shared or joint access points with existing development, or alternative road access via service roads or nearby streets. New accesses may be restricted to a right in-right out access.*

Response: The minimum required road width of County Rd 17 was provided through the 2024 severance application and is demonstrated in Registered Plan 50R-11380 included in this submission. To mitigate safety and traffic concerns, no accesses are proposed on County rd 17. Instead, all site access will take place from the internal shared service road via Ramage Rd.

As per Section 3.3.6, local roads consist of local collectors and local streets which are publicly maintained on a year-round basis. The following policies shall apply to the local road network:

- 2) Local streets are identified on Schedule D. Generally new development and lot creation on local streets may be permitted in accordance with the relevant policies of this Plan and the requirements of local zoning by-laws, provided such public streets are maintained on a year-round basis.*

Response: The site's proposed accesses are located on Summit Pvt, a new shared internal road intended to service parts 3, 6, and 7 as shown on Registered Plan 50R-11380, via Ramage Rd. Ramage Rd is a public road that is maintained year-round. The parcels with access to this road are subject to a Joint Use and Maintenance Agreement to ensure the road is maintained.

As per Section 7.4.4, Local Councils shall consider the following development criteria when reviewing the compatibility and appropriateness of any new development or redevelopment, when considering amendments to local Zoning By-laws and in

considering, where applicable, the requirements for site plan control under Section 41 of the Planning Act:

- 3) Barrier-free access to public and commercial buildings and the designation of parking spaces for physically challenged persons.*
- 4) Access and manoeuvring of emergency vehicles in providing protection to public and private properties.*
- 6) Adequate grade drainage or storm water management and erosion control along with a proof of legal and sufficient outlet for proposed stormwater management and drainage systems.*
- 7) The screening, buffering or fencing of aesthetically displeasing or dangerous land uses or open storage. A buffer may be open space, a berm, a wall, a fence, plantings, a land use different from the conflicting uses but compatible with both, or any combination of the aforementioned sufficient to accomplish the intended purpose.*
- 8) The provision of landscaping, the creation of privacy and/or open space areas around buildings and other uses, and the establishment of setbacks to maintain proper distance separation between new development and natural heritage sites, natural hazards and resource areas and development constraints such as noise and vibration*
- 10) The control of signs and advertising such that they are in scale with the intended use and with surrounding uses.*
- 16) The physical suitability of the land for the proposed use*

Response: the proposed development requires an amendment to the local Zoning By-Law and so this criteria applies. Barrier-free access and parking is provided in accordance with Ontario Building Code (OBC) and Accessibility for Ontarians with Disabilities Act (AODA) requirements. Adequate space for turning movements of emergency vehicles is proposed and illustrated on the Site Plan included in this submission. Adequate grading, drainage, stormwater management, and erosion and sediment control are proposed and illustrated in the package of civil drawings included in this submission. A soft landscaping buffer is proposed between the public roads and proposed parking. The garage enclosure is proposed to be fenced, screening it from public view. All required setbacks are met by this proposal including the required setback to the man-made watercourse to the east of the subject property. No signage is currently proposed, however future signage will be located along the Ramage Rd, Summit Pvt, and Highway 17 frontages in accordance with the relevant policies. The land is physically suitable for the proposed use as only half the site is proposed to be developed at this time and adequate area for a private well and septic are proposed.

As per Section 7.4.5, “Dark Skies Friendly” lighting is described as the practice of installing and maintaining outdoor lighting fixtures that direct sufficient light downward and minimizes light trespass and blinding glare. Dark Skies Friendly lighting enhances the safety of citizens and increases the security of property. The following “dark skies” policies may be implemented in all development and redevelopment approval:

- 1) All development applications may be required to include a photometric plan of the site showing the proposed design light levels, along with details of the exterior light fixtures proposed to be used at the site.*
- 2) Light spillage from new development and redevelopment projects onto adjacent properties and roads shall be avoided. The target light levels at the development property’s boundaries shall be 0.0 foot-candles.*
- 3) All exterior light fixtures shall be properly shielded to prevent glare and to direct light downwards and onto the development property.*

Response: Appropriate site lighting will be designed in accordance with the United County’s and City’s standards including directing light downwards within the site with zero light spillage to abutting properties.

4.2 Provincial Policy Statement (PPS) 2024

Section 3 of the Planning Act requires that all decisions affecting planning matters will be consistent with the PPS.

Policy 2.5 (1) states that Healthy, integrated and viable rural areas should be supported by:

- b) building upon rural character, and leveraging rural amenities and assets*
- d) using rural infrastructure and public service facilities efficiently*
- g) conserving biodiversity and considering the ecological benefits provided by nature*

Response: The proposed land use supports economic development in the rural area by facilitating the transportation route of Skyway Coach Lines through Clarence-Rockland connecting key destinations. The subject property is uniquely suited for this land use being located on an existing transit route while minimising the impact on surrounding residential uses. The existing rural road, electricity, and drainage infrastructure will be utilized by the proposed development. As per the Environmental Impact Statement included in this submission, the proposed development will have a minimal impact on the existing ecological features on the subject property following the recommendations in the report.

Policy 2.6 (1) states that Rural lands located in Municipalities are permitted the following:

- 2) Development that can be sustained by rural service levels should be promoted.*
- 3) Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the uneconomical expansion of this infrastructure.*

Response: The proposed development will utilize private well and septic systems to service the new building. No extensions to existing infrastructure is required to construct the proposed development.

4.3 Planning Act

The Planning Act is a provincial legislative tool that defines the overarching rules for land use planning in Ontario.

Section 2 of the Planning Act indicates that planning authorities will have regard for matters of “Provincial Interest” when carrying out their responsibilities. The applicable matters of “Provincial Interest” are as follows:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (b) the protection of the agricultural resources of the Province;*
- (c) the conservation and management of natural resources and the mineral resource base;*
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

Response: As per the Environmental Impact Statement included in this submission, the proposed development will have a minimal impact on existing ecological systems by following the recommendations in the report. No impact on agricultural land or resources is anticipated through this development. No mineral resource extraction or natural resources are impacted by this proposal. No significant architectural, cultural, historical, archaeological or scientific interest elements are present on site. The site will employ the use of private well and septic systems to ensure efficient use of energy and water for servicing. Adequate communication, transportation and waste management systems are available for this development. The subject property was created through the consent process in 2024 and the proposed land use represents a suitable development type for the rural area. No housing is proposed through this development. The subject site is located on a key east-west arterial road which is well-suited for commercial automobile-related uses. The proposed built form is well-designed to suit the needs of the property owner while meeting the requirements of the OBC and AODA.

5.0 City of Clarence-Rockland Zoning By-Law (2022)

The proposed development requires an amendment to the current zoning to introduce a new permitted use. The site is currently zoned CH - Highway Commercial. The CH zone permits a range of commercial uses including heavy equipment and vehicle sales, rental, and servicing.

All CH performance standards are met by this proposal; however, the proposed development introduces a land use not permitted in the CH zoning. This application proposes to rezone the subject property to CH-9 - Highway Commercial Special Exception 9. The proposed Special Exception will only apply to the subject property and will include *Lodging units accessory to a permitted use* to the list of permitted uses.

A *Lodging unit* is defined in the Zoning By-Law as:

a room provided for rent or hire, which is used or designed to be used as a sleeping accommodation.

The proposed development includes 7 rooms on the second storey which will function as a driver rest area. The company's drivers are required by law to rest after driving for an extended period of time. Rather than finding independent accommodations for each driver through external vendors, Skyway Coach Lines aims to host their drivers in-house thereby creating a more efficient and sustainable business practice.

6.0 Conclusions

The proposed Site Plan Control and Zoning By-Law Amendment applications provide a thoroughly designed site in the City of Clarence-Rockland. The project aims to expand the operations of a coach bus charter by creating an in-house repair and wash facility with resting rooms for the drivers. The proposed development and its associated amendments to the Zoning By-Law are consistent with the goals of the County Official Plan, Provincial Policy Statement, and the Planning Act.

Should you have any questions, please feel free to contact the undersigned.

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