



# **Proposed Maintenance Facility Miller Waste Services**

**3145 Conroy Road**

**Ontario D-6 Guideline**

**Land Use Compatibility Assessment**

**Application for Site Plan Control**

**March 2026**

# **Proposed Miller Waste Maintenance Facility**

## **Ontario D-6 Guideline**

### **Land Use Compatibility Assessment**

**3145 Conroy Road,  
Ottawa, ON**

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MARCH 2026

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## 1.0 INTRODUCTION

WO MW Realty Limited retained Parsons Inc. (Parsons), to complete a D-6 Land Use Compatibility Assessment, specifically addressing potential negative impacts from the proposed Miller Waste Maintenance Facility on 3145 Conroy Road, on surrounding residential land uses.

The assessment was conducted in accordance with the “Compatibility between Industrial Facilities and Sensitive Land Uses”, published by the Ontario Ministry of the Environment, Conservation and Parks (MECP) Guideline D-6. The purpose of the study is to assess the potential of the proposed industrial land use to produce point source and/or fugitive air emissions such as air quality, dust, odour, noise, and vibration (nuisance), to prevent or minimize any future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another.

This submission supports the development of a Miller Waste fleet staging and maintenance facility and evaluates whether the proposed development is compatible with the surrounding area and identifies the need (or not) or mitigation measures to protect surrounding sensitive land uses.

Figure 1-1. Aerial View of Subject Site



## 2.0 SITE DESCRIPTION AND DEVELOPMENT PROPOSAL

As shown on the plans provided by Deimling Architecture, reference in **Figure 2-1** and

**Figure 2-2**, a Miller Waste fleet parking and maintenance facility is proposed on the site, with a two-storey building for office use and vehicle maintenance, a compressed natural gas refueling station, outdoor storage for waste bins, a one-storey tarp building for storage use, and parking for employee and fleet vehicles. Access to the site is proposed by a driveway and adjacent pedestrian sidewalk from Conroy Road through a city-owned parcel (the sites' current means of access).

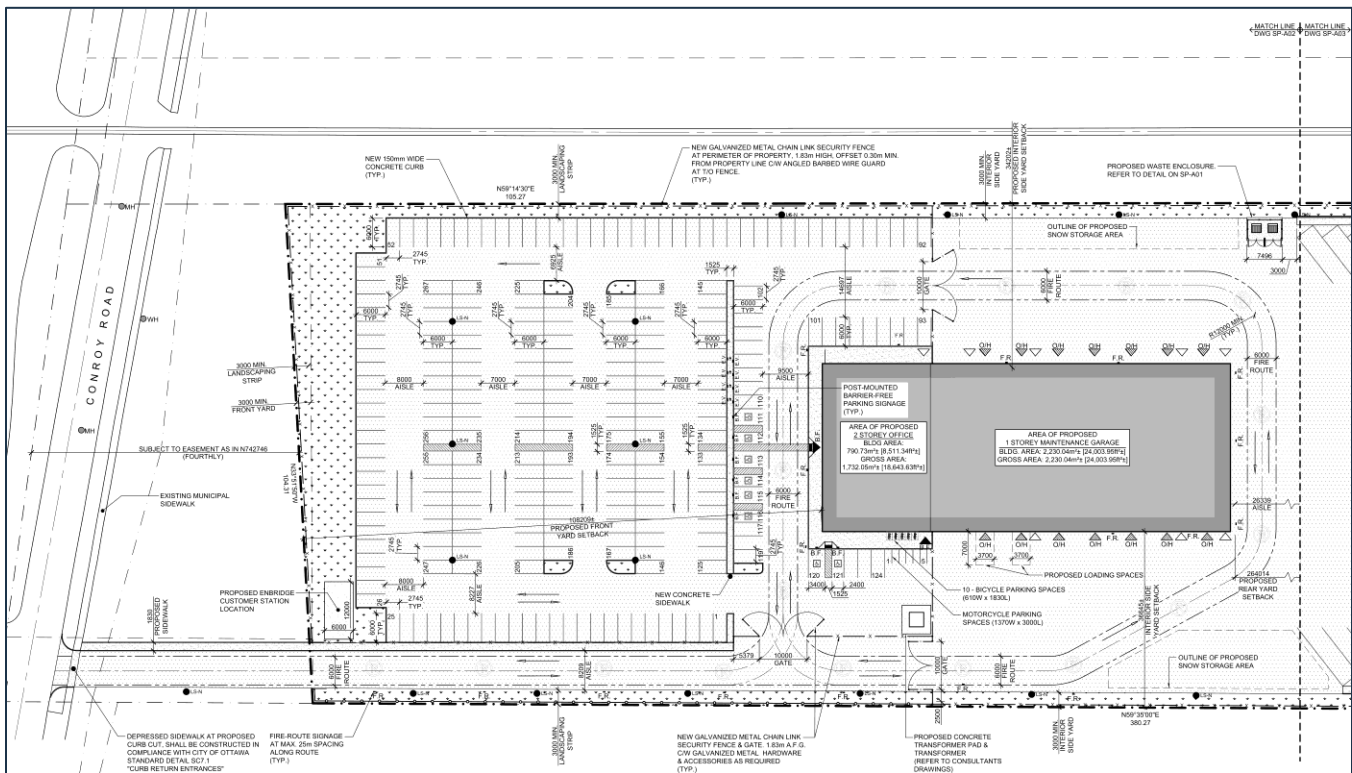
The proposed two-storey building will be 9.64 m in height and will be positioned centrally on the lot. The building will have a footprint of approximately 3,021 square metres and a Gross Floor Area (GFA) of approximately 3,962 square metres. The accessory storage building has an approximate GFA of 222 m<sup>2</sup>.

The site's parking areas for both fleet and building staff will include perimeter landscaping and tree planting located at the front lot line at the parameter of the parking lot. A break down of the vehicle and bicycle parking spaces is provided below.

- 259 standard parking spaces
- 8 barrier-free
- 2 loading spaces
- 10 bicycle spaces
- 12 motorcycle spaces

Fleet parking, loading bays, and outdoor storage areas are proposed on the east half of the lot, behind building.

**Figure 2-1. Site Plan View 1 – Western Portion of the Lot**





## 3.0 SURROUNDING LAND USES

### 3.1 Potential for Incompatibility

A search for existing industries and sensitive land uses within 1000 m of the Site was completed. This helped identify any industries that may have a potential to impact air quality and/or noise at the site and surrounding area. Using the gathered information, industries were classified based on their potential to influence the proposed development (and surrounding sensitive land uses), as per the D-6 classification (Class I, II, or III).

To the north of the Site is a CN Rail Corridor, and across the rail corridor, is the Ottawa Business Park comprising of low-rise buildings containing office and commercial space, and light-industrial depots. Northwest of the site at 3100 Conroy Road is the City of Ottawa's Conroy Public Works Yard. This property contains heavy vehicle parking, material storage units, a central facilities building with ancillary office space, loading bays, and an area in the rear dedicated to snow storage.

To the east of the Site is a City of Ottawa Public Works Garage and The Charles Sim Municipal Workshops at 2799 Swansea Crescent. This property comprises a shipping and receiving facility, yard-storage, fleet maintenance and vehicle drop off, and a fueling station.

To the south of the Site is a vacant undeveloped property zoned for industrial use, addressed 3169 Conroy Road with frontage along Conroy Road. The land is vegetated and undeveloped and owned by the City of Ottawa.

Further south of the Site is a residential area comprising of single-detached units and a public park, located along Grandpark Circle and Gardenia Court. On Conroy Road there is a Place of Worship property located at 3225 Conroy Road, directly north adjacent to a Gas Bar and Carwash at 3201 Conroy Road.

To the west of the Site are parcels designated for industrial use, also owned by the City of Ottawa. At 3142 Conroy Road, across Conroy Road, is the Greenboro Skateboard Park and further west are undeveloped highly vegetated lands zoned Light Industrial (IL).

## 4.0 D-SERIES GUIDELINES

The D-series guidelines, and specifically Guideline D-6, are intended to minimize encroachment of industrial facilities on sensitive land uses and vice versa and addresses potential incompatibilities due to emissions such as noise, odour and dust. In this case, the assessment includes an evaluation of the proposed development on the sensitive land uses to the south of the property and considers the existing industrial uses within the area. The guideline defines *Sensitive Land Uses* as :

- *recreational uses which are deemed by the municipality or provincial agency to be sensitive; and/or*
- *any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility.*

It makes note that residential land uses shall be considered sensitive 24 hours/day. The guideline applies as per Section 2.2 of the D-6 Guideline, *to all types of proposed, committed and/or existing industrial land uses which have the potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, dust and others, either through normal operations, procedures, maintenance or storage activities, and/or from associated traffic/transportation.*

Guideline D-6 provides a classification scheme for industries, based on their potential fugitive emissions that could cause adverse effects. For each class, the guideline provides an estimate of potential influence area and a recommended minimum separation distance between each class of industry and sensitive land uses (see **Table 4-1**). Based on the guidelines and understanding of the proposal, the proposed maintenance facility can be considered a Class II Facility as highlighted in the table.

**Table 4-1. Summary of Guideline D-6**

Industry Class	Definition	Potential Influence Area (m)	Recommended Minimum Separation Distance (m)
I	Small scale, self-contained, daytime only, infrequent heavy vehicle movements, no outside storage	70	20
II	Medium scale, outdoor storage of wastes or materials, shift operations and frequent heavy equipment movement during the daytime	300	70
III	Large scale, outdoor storage of raw and finished products, large production volume continuous movement of products and employees during daily shift operations	1000	300

Guideline D-6 provides criteria for classifying industrial land uses, based on their outputs, scales of operations, processes, schedule and intensity of operations (**Table 4-2**). Often an industry will fall between two classes and judgement is required to apply the most appropriate classification given the balance of criteria. The Site falls between Class I (Infrequent dust and/or odour emissions and not intense, low probability of fugitive emissions) and Class II Facility (where outdoor storage and frequent movement of heavy vehicles with the majority of movements during daytime hours). As such, taking a conservative approach, the assessment has been conducted in consideration of a Class 2 Facility.

**Table 4-2. Guideline D-6 Industrial Categorization Criteria**

Criteria	Class I	Class II	Class III
Outputs	<ul style="list-style-type: none"> <li>Sound is inaudible off property</li> <li>Infrequent dust and/or odour emissions and not intense</li> </ul>	<ul style="list-style-type: none"> <li>Sound occasionally audible off property</li> <li>Frequent dust and/or odour emissions and occasionally intense</li> </ul>	<ul style="list-style-type: none"> <li>Sound frequently audible off property</li> <li>Persistent and intense dust and/or odour emissions</li> </ul>
Scale	<ul style="list-style-type: none"> <li>No outside storage</li> <li>Small scale plant or scale is irrelevant in relation to all other criteria</li> </ul>	<ul style="list-style-type: none"> <li>Outside storage permitted</li> <li>Medium level of production</li> </ul>	<ul style="list-style-type: none"> <li>Outside storage of raw and finished products</li> <li>Large production levels</li> </ul>
Process	<ul style="list-style-type: none"> <li>Self-contained plant or building which produces/stores a packaged product</li> <li>Low probability of fugitive emissions</li> </ul>	<ul style="list-style-type: none"> <li>Open process</li> <li>Periodic outputs of minor annoyance</li> <li>Low probability of fugitive emissions</li> </ul>	<ul style="list-style-type: none"> <li>Open process</li> <li>Frequent outputs of major annoyances</li> <li>High probability of fugitive emissions</li> </ul>
Operation / Intensity	<ul style="list-style-type: none"> <li>Daytime operations only</li> <li>Infrequent movement of products and/or heavy trucks</li> </ul>	<ul style="list-style-type: none"> <li>Shift operations permitted</li> <li>Frequent movements of products and/or heavy trucks with the majority of movements during daytime hours</li> </ul>	<ul style="list-style-type: none"> <li>Continuous movement of products and employees</li> <li>Daily shift operations permitted</li> </ul>

Guidelines D-6 states that no incompatible development should occur within the recommended minimum separation distance as noted in **Table 4-1**. The distance is 70 metres as it relates to the proposed development and classification as a Class II Facility.

#### 4.1 Sensitive Land Uses

As noted in **Section 3.0**, a nearby residential neighbourhood located south of the Site, a Place of Worship at 3225 Conroy Road, and an outdoor recreational skateboard park on the west side of Conroy Road are the closest sensitive land uses to the proposed development (see **Figure 4-1**).

The residential area is located approximately 92.8 metres from the Site, which is within the Potential Influence Area and outside the recommended Minimum Separation Distance. This distance meets the guidelines for adequate separation for minimizing and mitigating adverse effects which is 70 metres for Class II Facilities.

Measuring separation distance is normally determined from lot line of the industrial land use to the lot line of the sensitive land use. Using this method the skateboard park on the west side of Conroy Road is located approximately 69 metres

from the subject site. However, Guideline D-6 allows for on-site separation distance. Given that the concentration of activity that may result in adverse effects is located towards the rear of the property away from the road, the combination of off-site and on-site separation distance between the truck servicing/parking areas on-site and the skateboard park is approximately 183 metres and meets the guideline. Further, a skateboard park as a recreation space is typically considered less sensitive than other passive outdoor recreation areas or parks due to the more active nature of the recreation taking place.

Figure 4-1. Separation Distance from Nearby Sensitive Land Uses



## 4.2 Stationary Noise Assessment Results

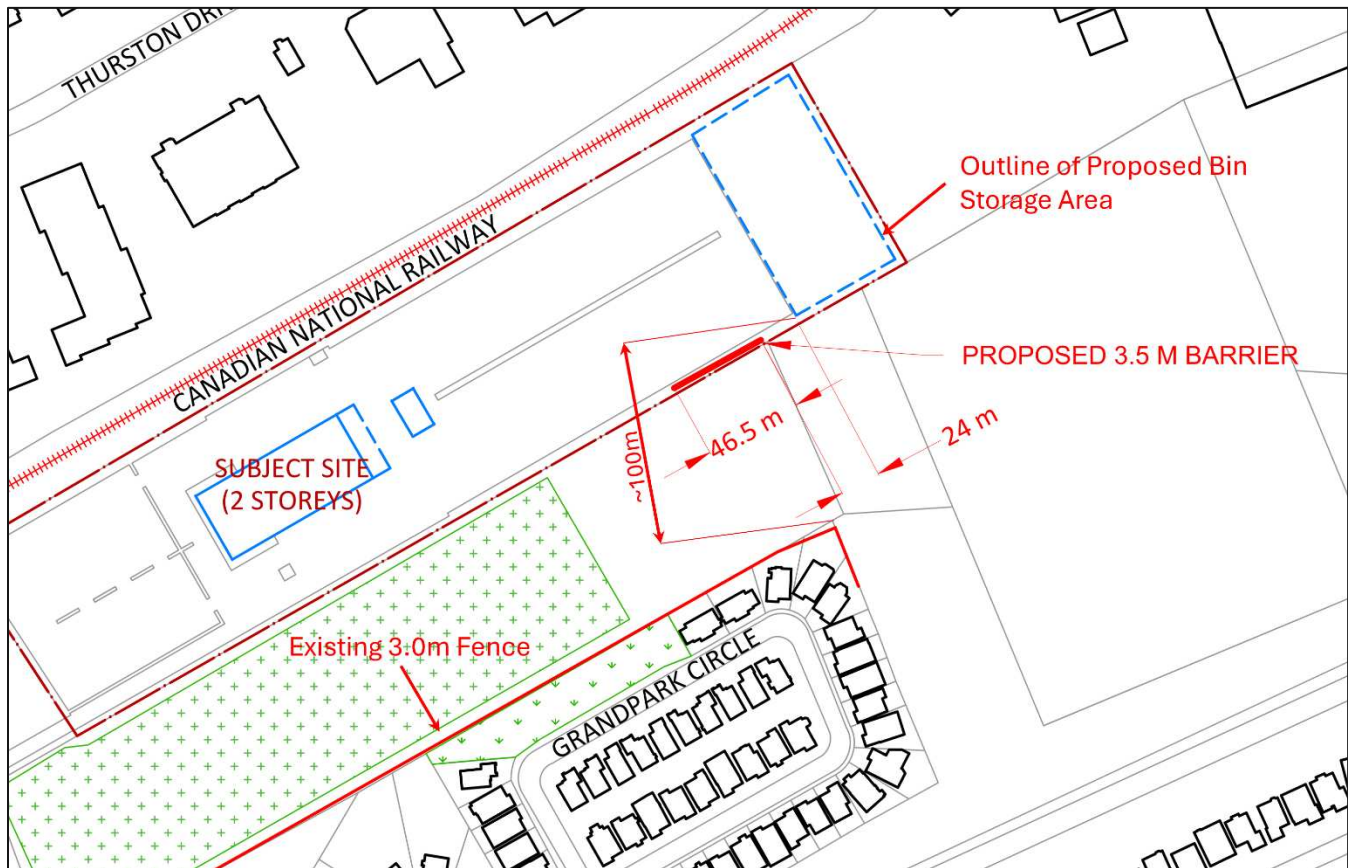
A Stationary Noise Assessment was completed under separate cover by Gradient Wind for the proposed industrial development, with a focus of the study on exterior noise levels generated by stationary noise sources.

The results of the study indicate that noise levels at nearby points of reception are expected to fall below the noise criteria and proposes mitigation measures to ensure the criteria are met. In order to achieve compliance, the following mitigation measures will be implemented into the design:

A 3.5 m tall noise screen will be constructed along the southern edge of the truck parking area as illustrated in **Figure 4-1**, located in the southeast corner of the site. The guard will be constructed from materials having a minimum surface density of 20 kg/m<sup>2</sup> (STC rating of 30) and contain no gaps. Design of the guardrail will conform to the requirements outlined in Part 5 of the ENCG. An additional cedar hedge will be planted for the extent of the southern property boundary between the proposed noise screen and the east property boundary to provide additional visual buffering from the proposed bin storage area.

As such, the proposed development is expected to be compatible with the existing and future noise-sensitive land uses.

Figure 4-1: Proposed Noise Wall Location (GWE, 2025)



### 4.3 Vibration Review

The subject site is located adjacent to the CN Walkley Subdivision rail line to the north, which is identified as a Protected Transportation Corridor. A Level 1B rail proximity study was completed by Parsons in August 2025 which evaluated potential impacts of the proposed development on the future O-Train Network. Per the City of Ottawa O-Train Proximity Study Guidelines, 2024, a noise and vibration study was not required as part of the rail proximity study. The proposed development does not include operations that would produce vibration impacts for the future O-Train Network.

Stationary sources of noise are defined in the City of Ottawa Environmental Noise Control Guidelines “as all sources of sound and vibration, whether fixed or mobile, that exist or operate on a premises, property or facility, the combined sound and vibration levels of which are emitted beyond the property boundary of the premises, property or facility”. Vibration impacts from the proposed development on nearby sensitive land uses are not anticipated as noise levels at nearby points of reception are expected to fall below noise criteria levels, as determined by the Stationary Noise Assessment.

### 4.4 Air Quality Review

Air quality can be impacted by dust and odour contaminant emissions, and the D-6 Guidelines notes that contaminant emission sources as point or fugitive sources.

The majority of the property will be paved, limiting the potential for dirt and dust emissions from fugitive sources. The proposed development maintains the existing gravel cover on the east side of the property, however contaminant emissions from this area are not anticipated as it is intended as a large bin storage area with minimal vehicle movement. It should also be noted that the intended bin storage area is located approximately 100 metres from the sensitive land uses to the south of the subject site (Figure 4-1). Additionally, significant air quality impacts due to vehicle exhaust are not anticipated. Peak AM truck traffic will occur before typical peak AM traffic, therefore trucks will not be queuing and idling on-site to access Conroy Road. Additionally, idling on-site will be reduced through the use of compressed natural gas (CNG) fuelled trucks, which do not create noxious or odorous exhaust. CNG fuelled trucks will comprise approximately

half of the service trucks, which will increase in subsequent years. Diesel trucks will be located as far as possible from the nearby sensitive land uses along the northern property line and will not idle while being refuelled. Odour concerns due to remnant wastes on vehicles is addressed through periodic truck washing within an enclosed facility to remove any excess leachate on trucks after service.

Based on these considerations, it is not anticipated that the proposed development will result in adverse air quality effects on the nearby sensitive land uses.

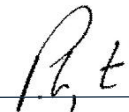
## 5.0 CONCLUSION

Based on the assessment, the proposed development is conservatively assessed as a Class II Industrial Facility and is located beyond the minimum distance separation of 70 metres as outlined in the D-6 Guideline. Located in an Industrial and Logistics area, and a business park, the proposed development demonstrates compatibility with the surrounding land uses by fitting with the nature of the adjacent light-industrial properties that have comparable uses for heavy vehicle, vehicle maintenance, and storage facilities.

Under the D-6 Land Use Compatibility Guidelines the proposed development meets the adequate separation distances to surrounding sensitive uses for both Class I (20 metres) and Class II Facilities (70 metres) being located at least 90 metres from the closest lot line of a sensitive land use. Moreover, the proposed development includes the recommendations for the accompanying Noise Study that recommends that a 3.5-meter-high noise barrier be installed along the southern edge of the truck parking area, located in the southeast corner of the site. Vibration and air quality impacts on nearby sensitive land uses are also not anticipated.

Based on the results of this assessment, it is our opinion that the proposed development is appropriately setback and buffered from the surrounding sensitive land uses and potential impacts are mitigated by distance and good site design.

Respectfully Submitted,



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