



# 102

## Bill Leathem Drive

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### Planning Rationale

Official Plan Amendment / Zoning By-law  
Amendment / Site Plan Control

**FOTENN**

PLANNING | DESIGN | LANDSCAPE ARCHITECTURE

May 2, 2016

## Prepared For:



The Salvation Army Barrhaven Church

## Prepared By:

**FOTENN** PLANNING+DESIGN

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# PLANNING RATIONALE

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## 1 Introduction

FOTENN Consultants Inc. (“FOTENN”) has been retained by the Governing Council of the Salvation Army in Canada to assist in the preparation and submission of an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control application for the property municipally known as 102 Bill Leathem Drive. The Salvation Army proposes to construct a multi-purpose facility, developed in two (2) phases over time.

The Salvation Army is an international Christian denominational church and charitable organization. The church currently has multiple operations in the Ottawa area, including several temporary locations in the south end of Ottawa (Barrhaven community). The organization is seeking to consolidate the Barrhaven-area activities in a centralized multi-purpose facility, for which a large parcel of land located in the community is required.

## 2 Purpose of the Amendments / Applications

An amendment to the City of Ottawa Official Plan (OPA) Section 4.8.6: Land-Use Constraints Due to Airport and Aircraft Operations is required to allow the proposed multi-purpose facility containing noise sensitive uses. The OPA would recognize the site's location within the Airport Operating Influence Zone, permit the proposed community uses, and add site-specific policies implementing the recommendation of the Noise Assessment Report.

A site-specific Zoning By-law Amendment is being requested to permit the full range of uses in the building as a community centre, place of assembly, and place of worship. Although the uses are all complementary and comparable, the intent is to add all three (3) uses to fully recognize the multi-purpose nature of the Salvation Army facility.

A Site Plan Control application is submitted to allow the construction of a 1,672-square-metre building, developed in two (2) phases, with associated parking, drive aisles and landscaped areas. A building of this size and function requires a large land area, typical of suburban locations, with access to major roadways.

## 3 Site Context

The subject lands are located in the northern area of the Barrhaven community in the City of Ottawa. The lands are bounded by Bill Leathem Drive in the north, Leikin Drive to the west, a naturalized area to the south, and the recently-created vacant parcel at 96 Bill Leathem Drive to the west. The adjacent property at 96 Bill Leathem Drive is a 0.4-hectare parcel created through a Consent application at the Committee of Adjustment in December 2015.

The lands are currently undeveloped. A portion of the property is cut out along the southern boundary to exclude a small City of Ottawa utility building in the centre of the property along the south side.

The subject lands are located in a City of Ottawa-designated Employment Area in the northeast area of Barrhaven on the west side of the Rideau River. The Enbridge South Merivale Operations Centre and a Canada Post Distribution Centre are located at 90 Bill Leathem Drive to the west. In addition, a Royal Canadian Mounted Police (RCMP)

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complex is located on the east side of Leikin Drive, and a research and office facility is located across Bill Leathem Drive to the north. The National Capital Commission (NCC) Greenbelt is located to the north and northwest, beyond which are rural and agricultural uses. Directly south of the subject lands is a naturalized area, including a storm pond, natural vegetation, and a City of Ottawa pathway.



Figure 1: Area Context



Figure 2: Site Context

## 4 Road Network

The subject property is located on the south side of Bill Leathem Drive and the west side of Leikin Drive; both designated Existing Major Collector Roads on Official Plan Schedule E (Urban Road Network). Collector roads connect communities and distribute traffic between the arterial system and the local road system. Major Collectors generally act as connections between arterial roads and collector roads.

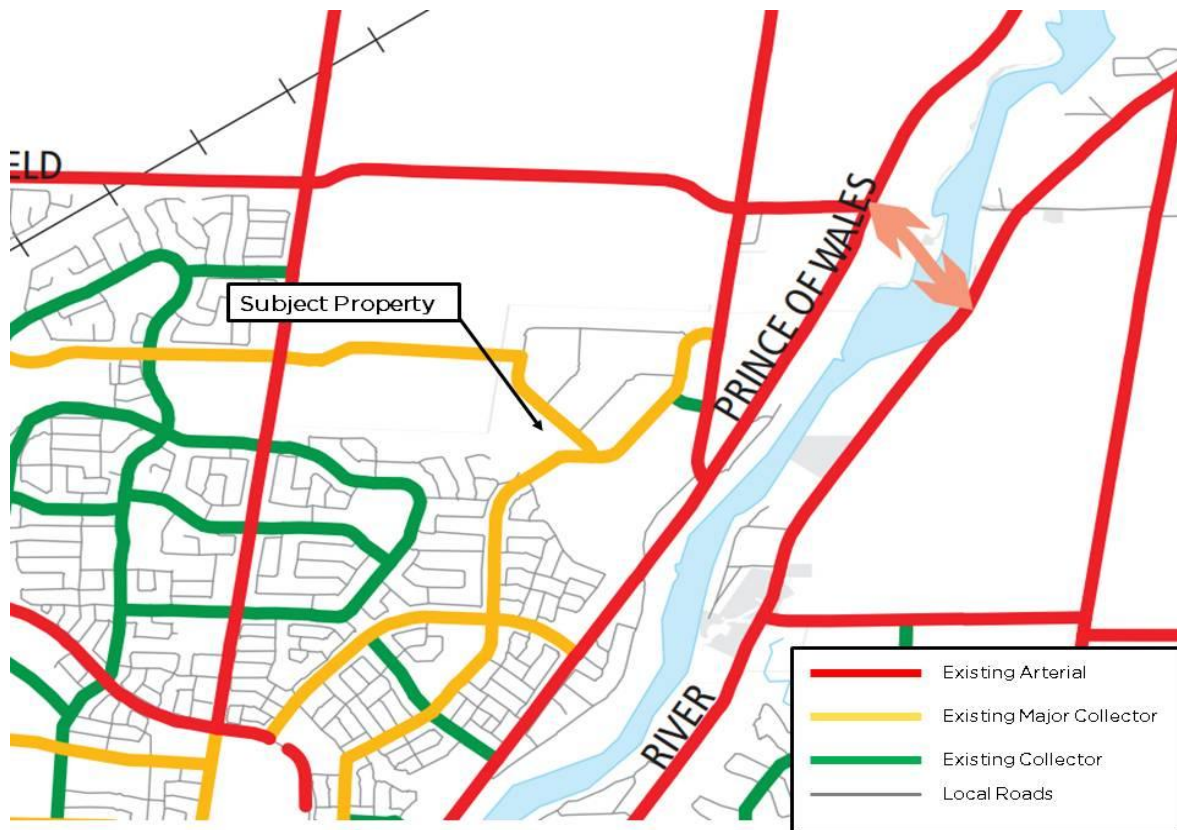


Figure 3: Extract from Official Plan Schedule E (Urban Road Network)

## 5 Proposed Development

The Salvation Army proposes to construct a multi-purpose facility to consolidate its primary service functions into a fully-integrated single building. The development will occur in two (2) phases over time. The building is proposed to be used throughout the day and evening, potentially seven days a week, and will be open to its members and the general public. In addition to providing a facility for its members, the building is also contemplated to accommodate varying community programs such as play groups, homework clubs, lessons, counselling, sports facilities, and other educational events or conventions. It should also be noted that the building has a large enough capacity and functionality to provide emergency shelter in times of need.

Phase 1 is proposed to include a large gymnasium that doubles as worship space, as needed. The one-storey building will also include multi-purpose spaces, a commercial kitchen, meeting and convention spaces, and offices. The floor area of the Phase 1 development will total 1,128 m<sup>2</sup> (12,141.9 sq. ft.)

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Phase 2 proposes to expand the building to the west, adding a sanctuary with capacity for approximately 250 people and additional storage facilities. The floor area of the building after the Phase 2 development will total 1,672.6 m<sup>2</sup> (18,004.6 sq. ft.).

The building is proposed to be located along Leikin Drive, surrounded by soft landscaping on the northeast and southwest sides. Ingress and egress are proposed on the north side of the property, connecting the development to Bill Leathem Drive. A parking lot is proposed to the west of the building, containing 91 parking spaces after the completion of Phase 1, and a total of 124 parking spaces (119 standard spaces plus five accessible spaces) after the completion of Phase 2. One (1) loading space is proposed adjacent to the front entrance, in compliance with zoning requirements. A pathway network is proposed to connect the building with the accessible parking spaces, as well as the sidewalk along Bill Leathem Drive and the southeast corner of the property at Leikin Drive.

Figure 4 illustrates Phase 2 of the proposed development.

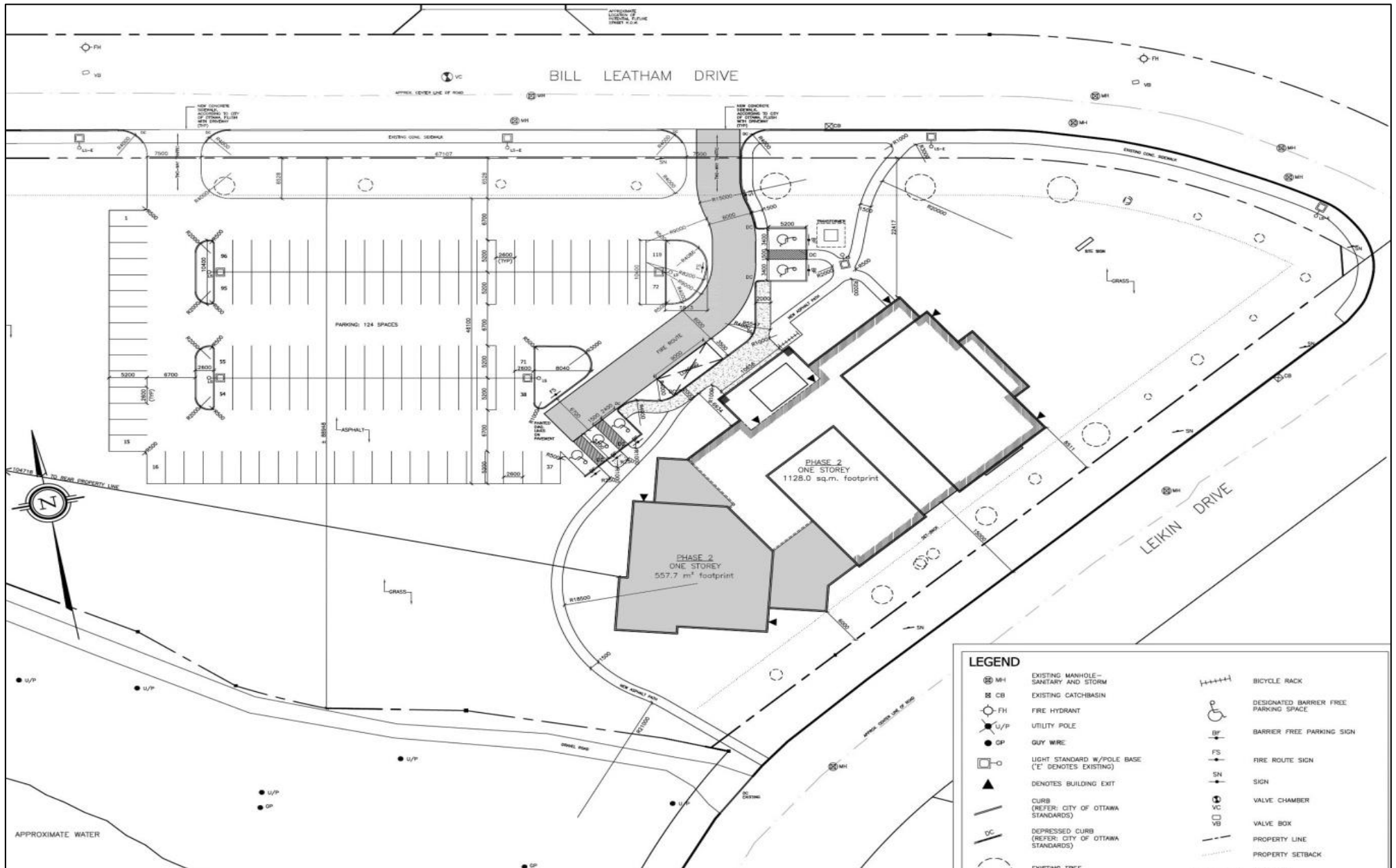


Figure 4: Proposed Phase 2 Concept Plan

## 6 Policy and Regulatory Framework

### 6.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) Accommodating an appropriate range and mix of residential, employment, institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.2.6 (Land Use Compatibility) contains policies related to land use compatibility. Specifically, major facilities (such as airports) and sensitive land uses should be planned to ensure they are appropriately designed, buffered and / or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

Section 1.3 (Employment) contains policies related to employment. Policy 1.3.1 requires planning authorities to promote economic development and competitiveness by:

- a) Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d) Ensuring the necessary infrastructure is provided to support current and projected needs.



Section 1.3.2 (Employment Areas) contains additional policies related to the provision of lands for employment uses. Policy 1.3.2.1 requires planning authorities to plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

Section 1.6.9 (Airports, Rail and Marine Facilities) contains policies related to planning for major transportation facilities. Policy 1.6.9.1 requires that municipalities plan for land uses in the vicinity of airports so that:

- a) Their long-term operation and economic role is protected; and
- b) Airports and sensitive land uses are appropriately designed, buffered and / or separated from each other.

Policy 1.6.9.2 includes additional policies for airports. The policy stipulates that airports shall be protected from incompatible land uses and development by:

- a) Prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;
- b) Considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and
- c) Discouraging land uses which may cause a potential aviation safety hazard.

The proposed development meets the policies of the 2014 PPS. The subject property is located within a settlement area, and the proposed uses (community centre, place of assembly, and place of worship) are consistent with the institutional uses considered for employment areas. As these institutional uses are contemplated in the City of Ottawa Official Plan policy designation, the proposal does not request a conversion of employment lands. The proposed uses are in keeping with the policy direction of the PPS and the City of Ottawa Official Plan.

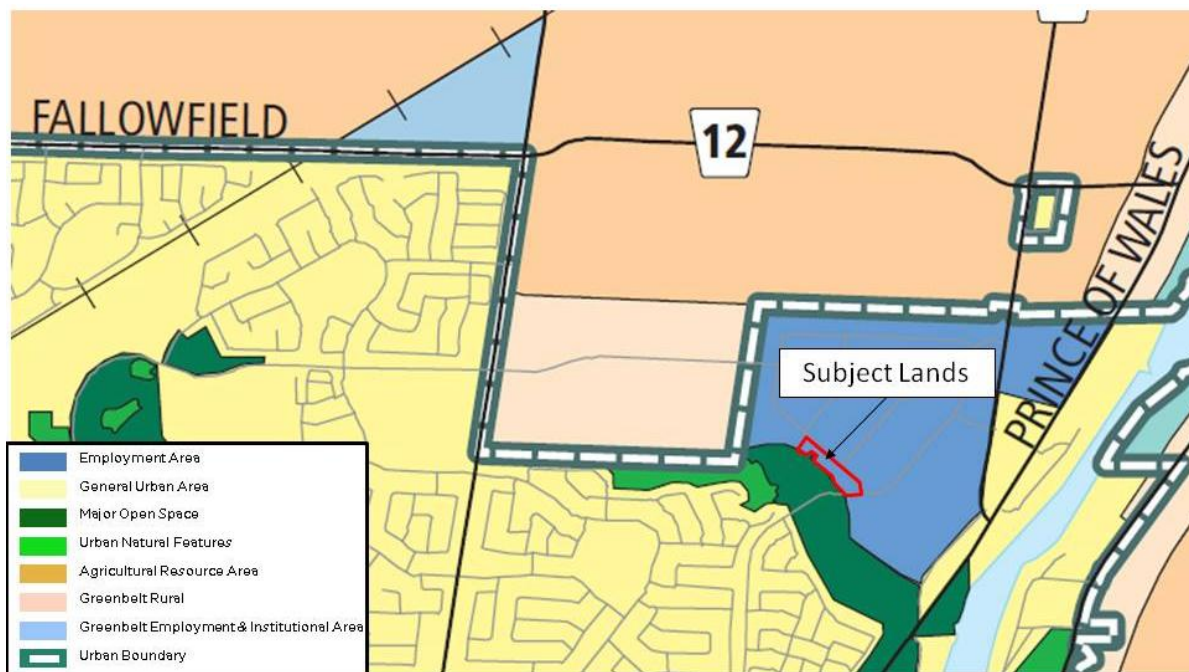
The proposal incorporates mitigation measures in the building design and construction that ensure that noise from the Ottawa Macdonald-Cartier International Airport will not adversely impact activities in the facility, and the long-term function of the airport is thereby protected in accordance with Policy 1.6.9.2b.

## **6.2 Official Plan**

The subject property is designated Employment Area in the City of Ottawa Official Plan. Policy 1 of Official Plan Section 3.6.5 requires that Employment Areas must generally accommodate at least 2,000 jobs, and will provide larger parcel sizes to meet user needs for parking and building floorplates. The Employment Area in which the subject property is located contains approximately 100 hectares of land, of which approximately 30 percent is currently developed. Major existing developments include the RCMP at 73 Leikin Drive and the multi-tenant facility at 61 Bill Leathem Drive.

Policy 3.6.5.2 notes that the zoning by-law will:

- a) Permit a variety of industrial and employment-generating uses, such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional, and research and development uses;
- b) Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;
- c) Permit a variety of ancillary uses, such as recreational, health and fitness uses, child care, and service commercial uses (e.g. convenience store, doctor and dentist office, shoe repair shop, coffee shop, restaurant, bank, dry-cleaning outlet, service station or gas bar) consisting of small occupancies on individual pads, within a building containing a permitted use, in groups as part of a small plaza, or on small lots. The purpose of these complementary-type uses is to serve the employees of Employment Areas and Enterprise Areas, the general public in the immediate vicinity, and passing traffic. Ancillary uses are to be clearly incidental to the primary employment-generating uses listed in policy 2a and will not be of a size or nature that draw clientele from beyond the local area.



**Figure 5: Extract from Official Plan Schedule B (Urban Policy)**

Section 3.6.5.2(a) of the Official Plan permits a variety of industrial and employment-generating uses, including institutional uses. As the Official Plan does not adequately define “institutional” uses, it is reasonable and appropriate to refer to the Comprehensive Zoning By-law to provide examples of permitted institutional uses. The proposed Salvation Army development, taken as a sum of its multiple functions, meets the definition of a community centre as its primary use. The Zoning By-law defines community centre as, *a multi-purpose facility that offers a variety of programs of a recreational, cultural, day care, social, community service, informational or instructional nature, and may include, as a portion of it, a medical facility.*

In the City of Ottawa Zoning By-law, community centres are permitted in the base Institutional Zones (I1/I2) and can be considered an institutional use. In addition, the

secondary place of assembly and place of worship uses are also considered “institutional” uses, as they are permitted in the base Institutional Zones as well.

The proposed Salvation Army development requires a larger parcel size than found in most other Official Plan designations to accommodate a building containing the primary functions and uses on the site, and to provide spaces for the anticipated parking associated with the larger functions of the building, including religious services. The South Merivale Prestige Business Park Employment Area provides some of the only larger undeveloped parcels in the Barrhaven community.

Section 2.5.1 establishes a set of Design Objectives and Principles to guide the design of new development. The proposed development meets the applicable objectives:

- / Creates and maintains places with their own distinct identity by proposing a large-scale use consistent with surrounding developments in the business park;
- / Defines quality public and private spaces by orienting the building towards the street and incorporating mitigation measures to reduce noise impacts from the nearby airport operations;
- / Creates places that are safe, accessible, and easy to get to and move through by including two points of ingress / egress; accessible parking spaces near the front entrance; and walking pathways connecting the front entrance with the accessible parking and sidewalk;
- / Respects the character of existing areas by incorporating generous building setbacks and landscaped areas;
- / Creates places that can adapt and evolve easily over time by developing a large lot with multi-use building with flexible internal spaces; and
- / Respects natural processes and features in development design by incorporating landscaping for natural stormwater percolation.

Policy 2 of Section 4.11 contains criteria to evaluate compatibility of new development. The proposal meets the applicable criteria established for the following elements:

- / Traffic: As confirmed in the submitted Transportation Brief, surrounding major collector roads have sufficient capacity to support the proposed development.
- / Vehicular Access: Two ingress and egress points are proposed along Bill Leathem Drive to provide safe and functional vehicular access.
- / Parking Requirements: The proposal includes sufficient parking for the proposed use and meets Zoning By-law requirements.
- / Loading Areas, Service Areas, and Outdoor Storage: One (1) loading space is included in the development, in compliance with Zoning By-law requirements.
- / Lighting: Lighting impacts on adjacent uses are not anticipated.
- / Noise and Air Quality: The proposed use is not anticipated to produce adverse noise impacts on adjacent uses. Mitigation measures are included to ensure noise from airport operations do not impact internal activities.
- / Sunlight: Given the location and size of the subject property, no shadowing impacts are anticipated on adjacent properties.
- / Microclimate: No microclimate impacts are anticipated.
- / Supporting Neighbourhood Services: The proposed facility provides a neighbourhood service for members of the Barrhaven community.

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Section 4.8.6 (Land-Use Constraints Due to Airport and Aircraft Operations) contains policies for land use in the vicinity of airports. The subject property is located within the Airport Operating Influence Zone on Official Plan Schedule K and Annex 10. Policy 1 of Section 4.8.6 specifies that review of development applications in the vicinity of airports will be guided by the Transport Canada manual TP1247E: Land Use in the Vicinity of Airports and the Ministry of Environment guidelines for noise control.

Policy 2 states that the submission of a noise study and warning clause consistent with the Environment Noise Control Guidelines may be required for any development proposal at or above the 25 line on Annex 10.

Policy 3 further stipulates that new residential and other noise-sensitive land uses are prohibited within the Ottawa Airport Operating Influence Zone. Policy 4 establishes exceptions to this prohibition for: The redevelopment of existing residential and other noise-sensitive land use; Infilling of existing residential uses; and hotels and motels.

Policy 7 clarifies that noise-sensitive uses will be permitted between the 25 NEF / NEP contour line and the boundary of the Ottawa Airport Influence Zone, provided appropriate noise attenuation measures are in place. Policy 8 requires that all proposed development in the vicinity of the Ottawa International Airport must comply with the Ottawa Airport Zoning regulations, enacted under the Aeronautics Act.

The subject property is located on the edge of, but within, the Ottawa Airport Operating Influence Zone on Schedule K, and within the Airport Operating Influence Zone on Annex 10. Although the Official Plan prohibits the development of sensitive land uses above the 30 NEF / NEP (represented by the Airport Operating Influence Zone boundary), the PPS permits the consideration of sensitive land uses in these areas where it has been demonstrated that there will be no negative impacts on the long-term function of the airport.

The Official Plan policies are based on Transport Canada documents TP-312: Aerodrome Standards and Recommended Practices and TP-1247: Land Use in the Vicinity of Airports. The TP-1247 circular states that sensitive uses include residential, schools, day care centres, nursing homes, and hospitals. Table 2D of the circular lists uses such as schools, churches, hospitals, nursing homes, auditoriums, libraries, and community centres as Category D when located within the 35-30 NEF range. Development of Category D uses is described in the following manner:

*These uses should not be approved unless a detailed noise analysis is conducted and the required noise insulation features are considered by the architectural consultant responsible for the building design.*

In contrast to the Official Plan policy prohibiting noise-sensitive land uses within the Ottawa Airport Operating Influence Zone (> 30 NEF), the Transport Canada guidelines permit such institutional uses, provided attenuation measures are taken.

The proposed Zoning By-law Amendment is consistent with the Employment Area Official Plan policies. The designation policies aim to permit a variety of uses, including institutional uses. The application requests institutional uses including community centre, place of assembly, and place of worship to be added as permitted uses on the site.

The proposal meets the Design Objectives and Principles established in Section 2.5.1 of the Official Plan and the compatibility criteria established in Section 4.11.

The proposed Official Plan Amendment is consistent with PPS direction and Transport Canada Guidelines for development in the vicinity of airports. As outlined above, the proposal is consistent with all other Official Plan policies, including the Employment Area land use designation and urban design policies.

The proposed development will contain specific construction techniques and materials to ensure that noise impacts within the building are minimized. As outlined in the Transportation Noise Study submitted with the application, the wall and standard window assemblies in the proposed development will be compliant with the City of Ottawa Environmental Noise Control Guidelines (ENCG) criteria for aircraft noise. Noise modelling tests were specifically performed on the proposed worship / gymnasium, sanctuary and multi-purpose rooms, which represent the most noise-sensitive spaces in the building.

The Salvation Army selected the proposed lands because they meet its locational and area requirements to deliver its range of community services. The Salvation Army is aware of and understands the findings of the Noise Assessment, particularly the building construction requirements and warning clauses. Both the interests of the Airport and the Salvation Army are addressed in the Noise Assessment.

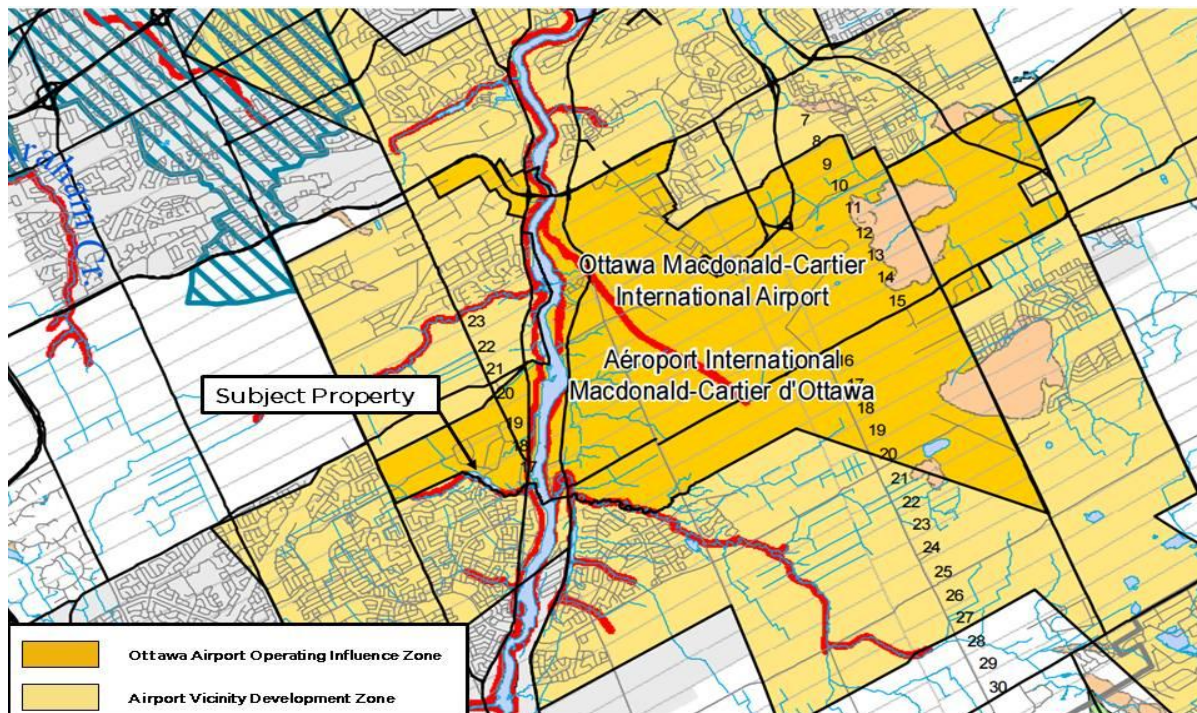


Figure 6: Extract from Schedule K (Environmental Constraints)

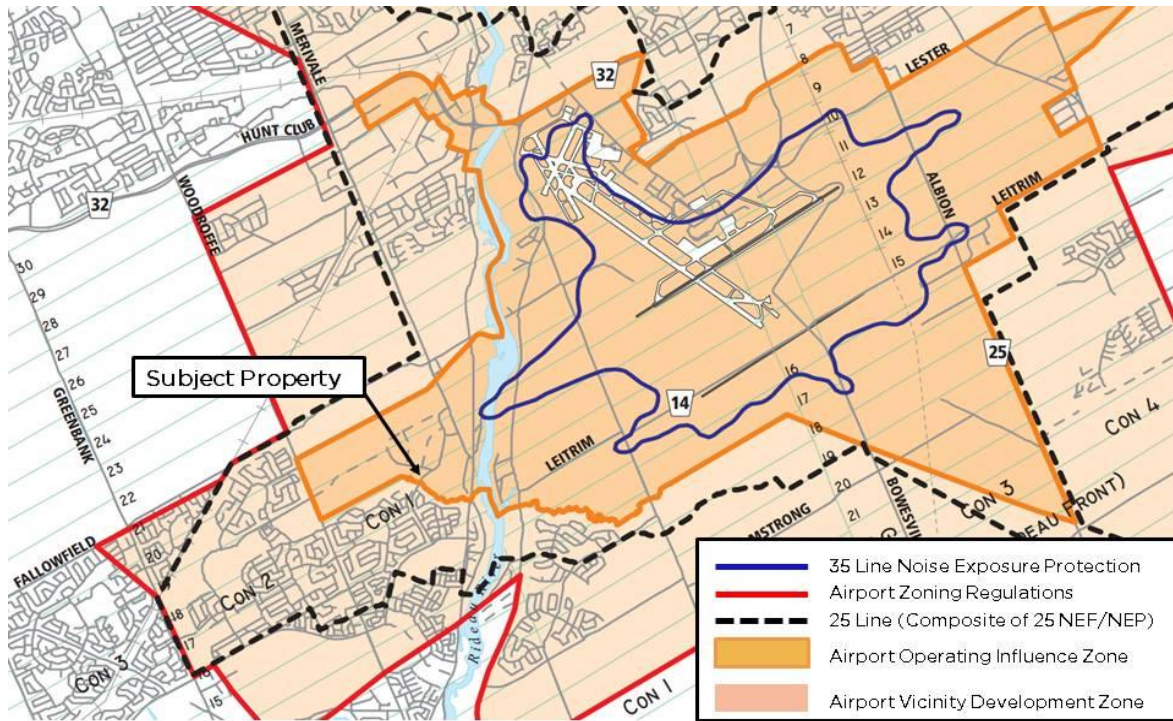


Figure 7: Extract from Annex 10 (Land Use Constraints Due to Aircraft Noise)

It should be noted that the proposed development is located on the southwest-most portion of the Influence Zone. Existing residential developments outside of the Zone are located only approximately 200 metres southwest of the site. Noise levels for these dwellings would not be noticeably varied from the site, without the recommendations for mitigation measures within the Noise Assessment.

#### *Requested Official Plan Amendment*

An Official Plan Amendment is requested to permit the proposed uses on the subject property within the Airport Operating Influence Zone established on Schedule K of the Official Plan. The requested exception policy should have wording with similar effect as:

“Notwithstanding policy 3, a community centre use, place of assembly use, and place of worship use shall be permitted on the property municipally known as 102 Bill Leatham Drive, provided that applicable and acceptable noise mitigation measures are incorporated into development design.”

### **6.3 South Nepean Secondary Plan**

The subject property is designated Prestige Business Park in the South Nepean Urban Area Secondary Plan. The Plan notes that the Prestige Business Park shall provide up to 10,000 jobs. There are approximately 4,000 jobs currently accommodated in the business park, with only 30 percent of the land developed. Section 2.1.1 of the Secondary Plan outlines the uses permitted in the Prestige Business Park, including:

- a. Offices, including ancillary retail and service uses and restaurants, where internally integrated within the office building and intended for the use of local businesses and employees;

- b. Various forms of light manufacturing, assembly, processing, and fabrication of goods and materials;
- c. Warehousing, indoor storage, ancillary and related administrative and service functions;
- d. Research and development facilities and advanced technology industries;
- e. Hotels and convention centres, including accessory and co-located retail service;
- f. Entertainment facilities;
- g. Sports, health and fitness recreational uses including ancillary retail and service uses;
- h. Limited retail and service uses supporting the business park activities;
- i. Banks and financial institutions; and
- j. Pocket parks and open space linkages.

In addition, Section 2.1.1 specifies that other suitable uses acceptable to the City will also be permitted in the designation.

Section 2.1.2 notes that the Prestige Business Park is located within the Ottawa Airport Operating Influence Zone and that development must proceed in accordance with the provisions of the Transport Canada publication Land Use in the Vicinity of Airports.

The proposed uses are consistent with the policies of the South Nepean Secondary Plan. The community centre, place of assembly, and place of worship uses proposed align with the range of permitted uses listed in Section 2.1.1. The policy also includes language permitting additional uses that are acceptable to the City.

Policy 2.1.2 requires development to follow the provisions of the Transport Canada guidelines. As outlined above, the Land Use in the Vicinity of Airports guidelines indicate that the proposed use may be permitted with mitigation measures.

#### **6.4 City of Ottawa Zoning By-law 2008-250**

The subject property is zoned Light Industrial Subzone 9 (IL9) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The purpose of the Light Industrial Zone is to:

1. Permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, in accordance with the Employment Area designation of the Official Plan or the General Urban Area designation, where applicable;
2. Allow in certain Employment Areas or General Urban Areas a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees of the Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;
3. Prohibit retail uses in areas designated as Employment Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;
4. Prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and

5. Provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.



**Figure 8: Zoning Map**

The parent Light Industrial Zone permits a range of uses, including automobile dealership, catering establishment day care, light industrial uses, medical facility, office, place of assembly, research and development centre, training centre, and warehouse.

The purpose of Subzone 9 is to apply site-specific zoning provisions for the South Merivale Business Park. The list of permitted uses is further restricted to the following:

Day care	Park
Hotel	Place of assembly, limited to a convention facility
Instructional facility	Research and development centre
Light industrial uses	Technology industry
Medical facility	Training centre
Office	Warehouse associated with a permitted use

Other uses are conditionally permitted, provided that: they are located within a building containing one of more of the uses listed above; the cumulative gross floor area does not exceed 25% of the lot area; and each use does not exceed 300 square metres:

Bank	Post office
Bank machine	Recreational and athletic facility
Convenience store	Restaurant
Drive-through facility	Retail store, limited to a business supply store
Personal service business	



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The proposed development will feature spaces for a range of activities. The facility is proposed to include a sanctuary, meeting and convention facilities, areas for instruction, a commercial kitchen, and flexible programmed event space (social gatherings, counseling, sports, instruction) for use by its members and the general public. Full-time, part-time, and volunteer employment at the site will vary depending on the specific functions in place on any given day.

Given the range of uses within the building, it is our interpretation that the primary use is defined as a “community centre” under Section 54 of the Zoning By-law. The use is defined as a multi-purpose facility that offers a variety of programs of a recreational, cultural, day care, social, community service, informational or instructional nature, and may include, as a portion of it, a medical facility.

The range of uses in the proposed development aligns with the community centre definition. Akin to municipally-operated community centres, the building may accommodate multiple activities simultaneously in different spaces throughout the building.

As places for communal gatherings and special events, community centres share several common characteristics with places of assembly and places of worship, including development features such as a large building, capacity for high occupancies, significant parking requirements, and time-specific traffic impacts.

A place of assembly use is permitted in the Light Industrial parent zone, and a place of assembly (limited to convention centres) is currently permitted in Light Industrial Subzone 9. Given the functional similarities and shared institutional nature between the proposed uses and permitted uses in the IL and IL9 sub-zone, the proposed uses are appropriate for the subject site.

Compliance of the proposal against the IL9 provisions is evaluated below:

Zoning Mechanism	IL9 Provisions	Proposal	Compliance
Minimum lot area	3,000 m <sup>2</sup>	19,578 m <sup>2</sup>	✓
Minimum lot width	50 m	89.2 m	✓
Minimum front, corner side, and rear yard setback	6 m	6 m	✓
Maximum lot coverage	60%	8.66%	✓
Maximum building height	22 m	11.2 m	✓
Maximum floor space index	2	0.087	✓
Minimum width of landscaped area around a parking lot	No minimum	N/A	✓
Minimum width of landscaped area	Abutting a street: 3 m	6.5 m	✓
	In all other cases: No minimum	N/A	✓

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Zoning Mechanism	IL9 Provisions	Proposal	Compliance
Minimum required parking (Phase 1)	4 per 100 m <sup>2</sup> of gross floor area = 45 spaces	91	✓
Minimum required parking (Phase 2)	4 per 100 m <sup>2</sup> of gross floor area = 67 spaces	124	✓
Minimum required bicycle parking	1 per 1500 m <sup>2</sup> GFA = 1 space	6	✓

The proposed development meets all of the performance standards in the IL9 zone, as well as the applicable parking space provisions in Section 101 of the Zoning By-law.

Section 70 of the Zoning By-law contains provisions for protection of airport operations. The provisions refer to the land use policies established in Section 4.8.7 of the Official Plan (Land Constraints Due to Aircraft Noise), and identifies the Airport Operating Influence Zone and the Airport Vicinity Development Zone on Schedule 6. The section refers to Official Plan Section 4.8.7 to provide specific direction for land uses in these areas.

The proposal meets all performance standards established for the IL9 Zone. A Zoning By-law Amendment is requested to permit a community centre, place of assembly, and place of worship on the property as additional permitted uses consistent with the Institutional Zone. The uses are appropriate and meet the general intent of the Zoning By-law.

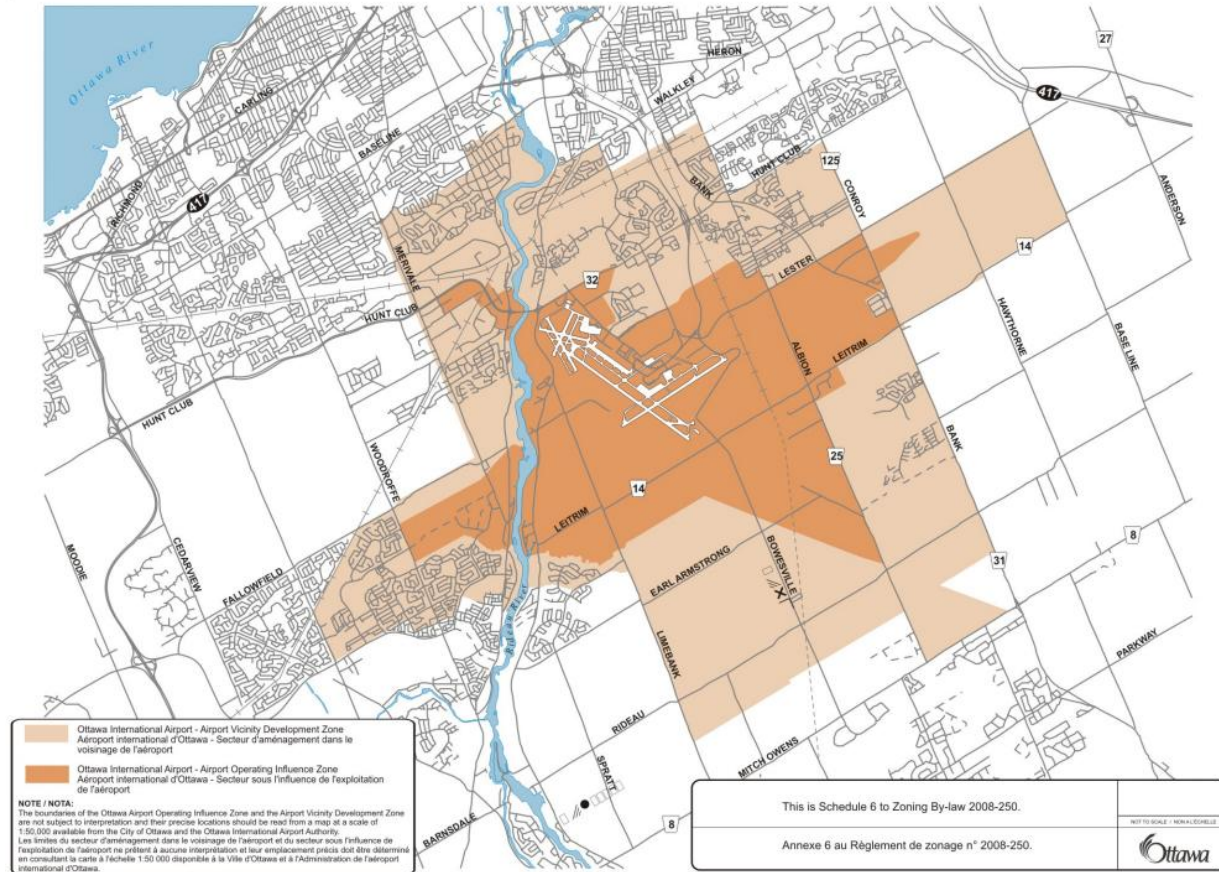


Figure 9: Schedule 6 of Zoning By-law 2008-250

### Requested Zoning By-law Amendment

The Zoning By-law Amendment application requests that an exception zone be established for the subject property (IL9[XXXX]), with provisions similar in effect to the following:

- / Additional permitted use: community centre
- / Additional permitted use: place of assembly (all forms)
- / Additional permitted use: place of worship

## 7 Supporting Studies

A number of technical plans and studies have been prepared in support of the proposed development. They are included under separate cover in the submission package.

Of particular interest, the Transportation Noise Assessment prepared by Gradient Wind Engineering Inc., dated April 4, 2016, evaluates noise impacts from major roads, and more importantly aircraft noise. The study concludes that the proposed uses are appropriate, subject to design and construction of building components to meet indoor sound level criteria (related to windows, exterior walls, ventilation, and roof design), and warning clauses.

## 8 Conclusions

It is our professional opinion that the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications constitute good planning and are in the public interest. As outlined in the preceding sections:

- The proposed development meets the policies established in the 2014 Provincial Policy Statement.
- The proposed development is consistent with the policies of the Employment Area designation in the Official Plan, as well as the urban design and compatibility objectives and criteria established in Sections 2.5.1 and 4.11.
- The proposed uses align with the range of uses contemplated by the City, as established in the South Nepean Secondary Plan.
- The Transport Canada guidelines established in the Land Use in the Vicinity of Airports publication confirm that the proposed uses are acceptable within the 30-35 NEF area, provided that mitigation measures are employed.
- The proposed development meets the applicable performance standards established in the IL9 Subzone.
- The additional proposed uses are appropriate and compatible with the surrounding context.
- A range of studies confirm that the proposed development is appropriate.

Sincerely,



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