

**PLANNING RATIONALE  
IN SUPPORT OF AN  
OFFICIAL PLAN (VOLUME 2) AMENDMENT  
(NORTH GOWER SECONDARY PLAN)  
&  
ZONING BY-LAW AMENDMENT**

**Jordel Acres Industrial Subdivision Lands  
1966 Roger Stevens Drive, North Gower**

Prepared By:

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July 12, 2019

Novatech File: 119018  
Ref: R-2019-126

July 12, 2019

City of Ottawa  
Planning & Growth Management Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON K1P 1J1

**Attention: Jeff Ostafichuk, Planner II**

Dear Mr. Ostafichuk:

**Reference: 1966 Roger Stevens Drive, North Gower  
Application for Official Plan and Zoning By-law Amendments  
Our File No.: 119018**

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Novatech has prepared this Planning Rationale in relation to applications for amendments to the North Gower Secondary Plan contained within Volume 2 of the City of Ottawa Official Plan and to Comprehensive Zoning By-law No. 2008-250 for lands at the above-noted location. The purpose of these applications is to accommodate the construction a distribution warehouse facility with a building footprint of approximately 65,000 m<sup>2</sup> with 63 truck loading bays and approximately 1820 spaces for employee and visitor parking.

The following report outlines the details of the proposal and provides a review of relevant provincial and municipal planning documents. It is demonstrated that the proposed development is consistent with the direction of the Provincial Policy Statement, conforms to the policies of the City of Ottawa Official Plan, and represents good land use planning, including having regard to appropriate site development and compatibility with the surrounding land use context.

Please do not hesitate to contact the undersigned should you require additional information or clarification with respect to that provided.

Regards,

**NOVATECH**



Steve Pentz, MCIP, RPP  
Senior Project Manager

cc: James Beach, Broccolini

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## 1.0 INTRODUCTION

Novatech has been retained to prepare this Planning Rationale in support of an amendment to Volume 2 of the City of Ottawa Official Plan and a corresponding amendment to Comprehensive Zoning By-law No. 2000-250. Specifically, the purpose of the amendments is to accommodate a distribution warehouse facility with a building footprint of approximately 65,000 m<sup>2</sup> at the Highway 416 / Roger Stevens Drive interchange in the Village of North Gower.

The Official Plan amendment is an amendment to Volume 2, and in particular, the Secondary Plan for the Village of North Gower. This Planning Rationale provides the planning justification for both the OPA and Zoning amendment, by demonstrating that the proposed amendments are consistent with the Provincial Policy Statement (PPS) and in conformity with Volume 1 of the Official Plan. Moreover, the report provides justification for the amendment to the North Gower Secondary Plan and the amendment to the City of Ottawa Zoning By-law by demonstrating that the amendments are in keeping with the strategic directions and policy framework set out in Volume 1. Finally, the planning justification relies on various technical reports that support the amendments and demonstrates that the amendments are appropriate.

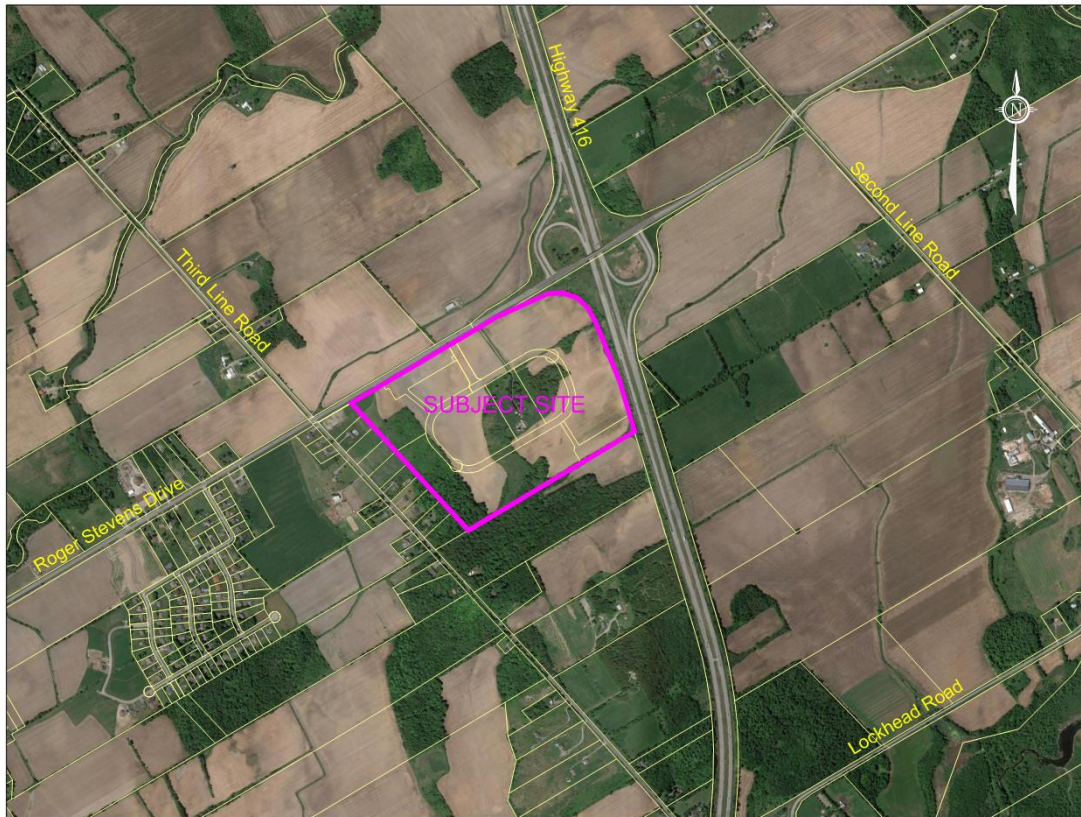
### 1.1 Site Location and Description

The subject lands (herein referred to as the “Site”) are located in Part of Lot 21 and 22, Concession 2 (geographic Township of North Gower), and situated in the southwest quadrant of the Highway 416 / Roger Stevens Drive interchange. The Site represents a total area of approximately 49 hectares with approximately 630 metres of frontage along Roger Stevens Drive and some 830 metres of frontage along the Highway 416 lands. For the purposes of this Planning Rationale, the term “Site” refers to the area depicted in Figure 1.

The Site is bounded by Highway 416 to the east, Roger Stevens Drive along the north boundary and a strip of ten residential lots fronting on 3<sup>rd</sup> Line Road directly to the west. Lands to the south are predominately forested. The lands are dominated by cultivated fields with limited forested areas in the central and southwest portions of the site. Several hedgerows are also present, mainly along the perimeters of cultivated fields. A former farmhouse has been removed, with a barn and several other farm structures still present near the centre of the site.

The Site is locally known as the Jordel Acres subdivision, which was registered as Plan 4M-1191 in 2003. The Jordel Acres subdivision was designed as an industrial subdivision consisting of several Blocks designed to accommodate a variety of rurally-oriented highway commercial and industrial land uses (refer to lot fabric shown in Figure 1). An internal street of approximately 1,500 metres provides access to all of the blocks within the subdivision. The Plan also includes a total of ten residential lots fronting onto 3<sup>rd</sup> Line Road, but these lots are

not part of the lands subject to this amendment application. The subdivision has never been constructed and the lands currently remain idle.



**Figure 1: Site Location and Context**

Topographically, the central portion of the Site is elevated approximately 8 metres above the perimeter elevations, dividing surface drainage to the north and to the south. A small area of flood plain associated with the Dillon-Wallace Municipal Drain, which is located north of Roger Stevens Drive, extends onto the northwest portion of the Site. The Johnston Municipal Drain runs along the southern boundary of the site. The forested areas on and abutting portions of the Site appear to form part of the City’s Natural Heritage System.

## **1.2 Community Context**

The Village of North Gower is geographically located in the south-central rural area of the City of Ottawa, approximately 25 kilometres south of where Highway 416 intersects with the Queensway. The Village is centred at the crossing of Roger Stevens Drive, Fourth Line Road and Prince of Wales Drive, and surrounded by rolling agricultural lands. The Village historically grew as a thriving agri-business centre that has grown over the years as a rural hub. The Village is characterized as the social heart of a vibrant farming community and is considered by many as the “rural jewel” of Ottawa. The Village has a traditional downtown core with

shops and professional offices in both new and heritage buildings that provide goods and services to local residents living in the Village and the surrounding farming community.

Outside of the commercial core, the Village is largely residential in nature, with considerable park and open green space. Growth of the Village outside of the core areas has occurred by both consent and plan of subdivision, on a basis consistent with limitations imposed by rural private servicing.

Traditionally, non-residential uses have been centered near the core, along the main thoroughfares of the Village. Situated immediately adjacent to the Highway 416 interchange, the subject lands are located approximately 2.5 kilometres east of the Village core and represent the only lands within the Village limits that have direct exposure to Highway 416.

### 1.3 Planning Context

#### 1.3.1 City of Ottawa Official Plan

The Site is located within the North Gower village boundary and is designated *Village* on Schedule A of the City of Ottawa Official Plan (Figure 2). Lands abutting to the north, south and across Highway 416 to the east are designated *Agricultural Resource Area*, reflective of the predominant land use on lands surrounding the Village and broader landscape in general.

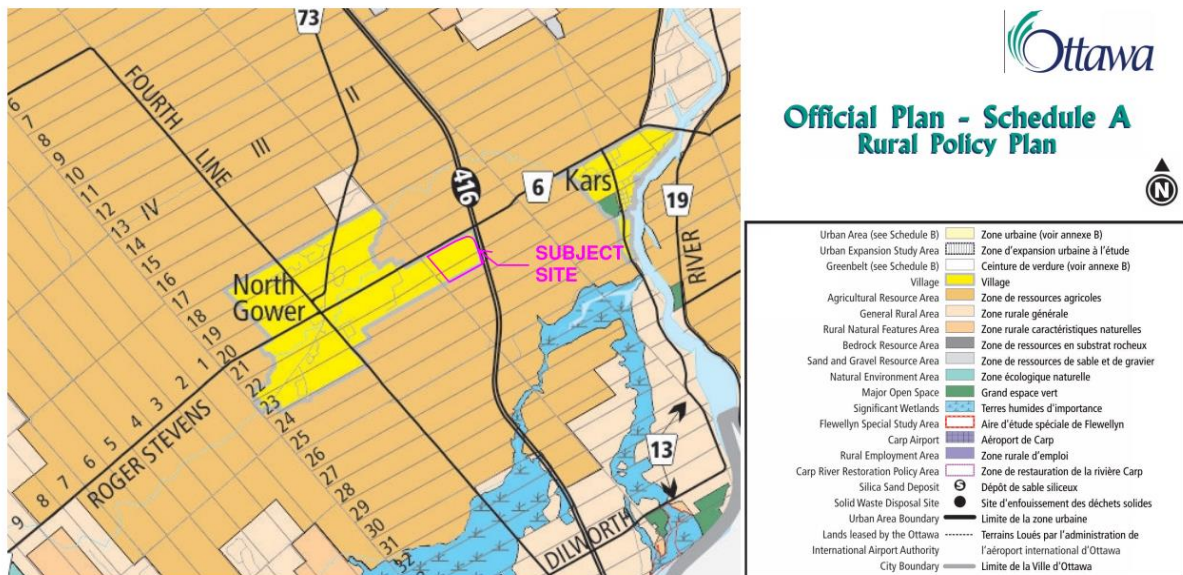


Figure 2: Official Plan Schedule A – Rural Policy Plan

Villages are designated with the intent of permitting a range of land use and are recognized as being variable in size and function and as having different needs with respect to land use. The Village policies of Section 3.7.1 indicate that the intensity and distribution of land uses

within a *Village* designation will be determined in the context of any plan for the village contained within Volume 2 of the Official Plan.

Volume 2 of the Official Plan provides detailed village-specific policies contained within Secondary Plans that complement the Official Plan. The Secondary Plan for the Village of North Gower provides for a range of land use designations, and Section 4.0 indicates that the designations are described in terms of intent, provides examples of permitted land uses, and in some cases, provides associated policies that are applicable to the designation. As indicated on Schedule A, the Site is designated “Highway Commercial” and “Industrial” (Figure 3).

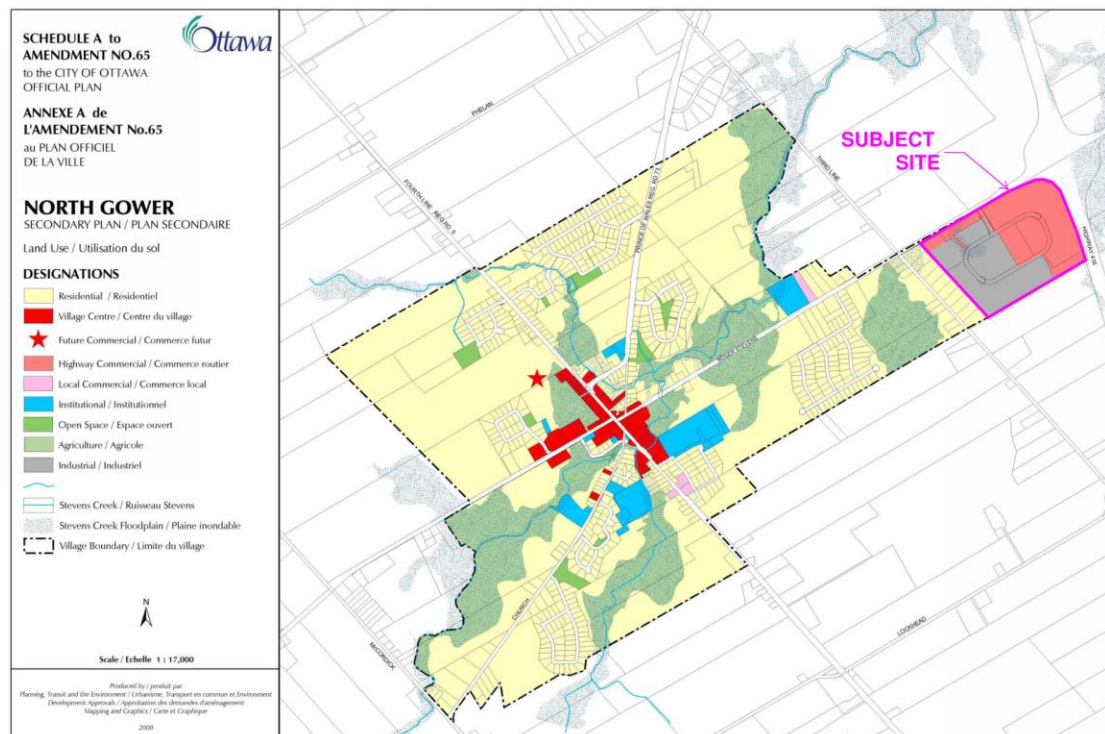


Figure 3: North Gower Secondary Plan - Land Use Plan

The *Highway Commercial* designation is described in Section 4.4 of the Village Secondary Plan. The designation applies to the lands abutting Highway 416 and along Roger Stevens Drive, with the intent that these lands are to accommodate commercial uses that are dependent on good highway access and visibility. Permitted highway commercial uses include those that are of a recreational and/or commercial type such as campground, automobile dealership, gas bar, heavy equipment and vehicle sales, and kennel.

The *Industrial* designation is described in Section 4.7 of the Village Secondary Plan and applies to the westernmost portion of the Site, with the intent that Industrial designation should accommodate uses that could benefit the farming community and businesses that require visibility to the vehicular traffic on Highway 416. The permitted industrial uses include light

manufacturing, building materials supply, warehouse, storage yard and farm implement sales and repair.

The Secondary Plan also provides for a range of other land uses in the Village as designated on Schedule A (Figure 3). The *Village Centre* designation includes the commercial core of the Village and is intended to provide for a wide range of commercial uses that serve the residents, visitors and the surrounding farming community. The *Local Commercial* designation represents a geographically smaller area but is intended to accommodate commercial land uses that benefit from larger parcels of land outside the village core. In order to support the viability of the Village Centre, the policies of the Secondary Plan direct that uses that should be located in the *Village Centre* will not be permitted in neither the *Highway Commercial* nor the *Industrial* designation located at the Highway 416 interchange.

It is observed that the *Industrial* and *Highway Commercial* designations and associated land use policies in Section 4.4 and 4.7 of the Secondary Plan reflect the block fabric of the registered plan of subdivision, which are based on the specific land uses that were contemplated with the approval of the Jordel Acres subdivision. It is further observed that the lands at the Highway 416 interchange are the only lands in the Village that are intended for industrial and highway commercial land uses, as they are only lands in the Village with such land use designations.

### **1.3.2 Comprehensive Zoning By-law No. 2008-250**

The Site is zoned “Rural Commercial” (RC), “Rural Commercial Exception 55” (RC [55r]), and “Rural General Industrial” (RG) in Comprehensive Zoning By-law No. 2008-250 (Figure 4). The zone boundaries of the RC and RG zones appear to implement the Highway Commercial and Industrial designations in the Secondary Plan and match to the legal block fabric of the underlying subdivision. The Sections 217 and Section 219 of the Comprehensive Zoning By-law permit a broad range of commercial and industrial land uses for the RC and RG zones, respectively.



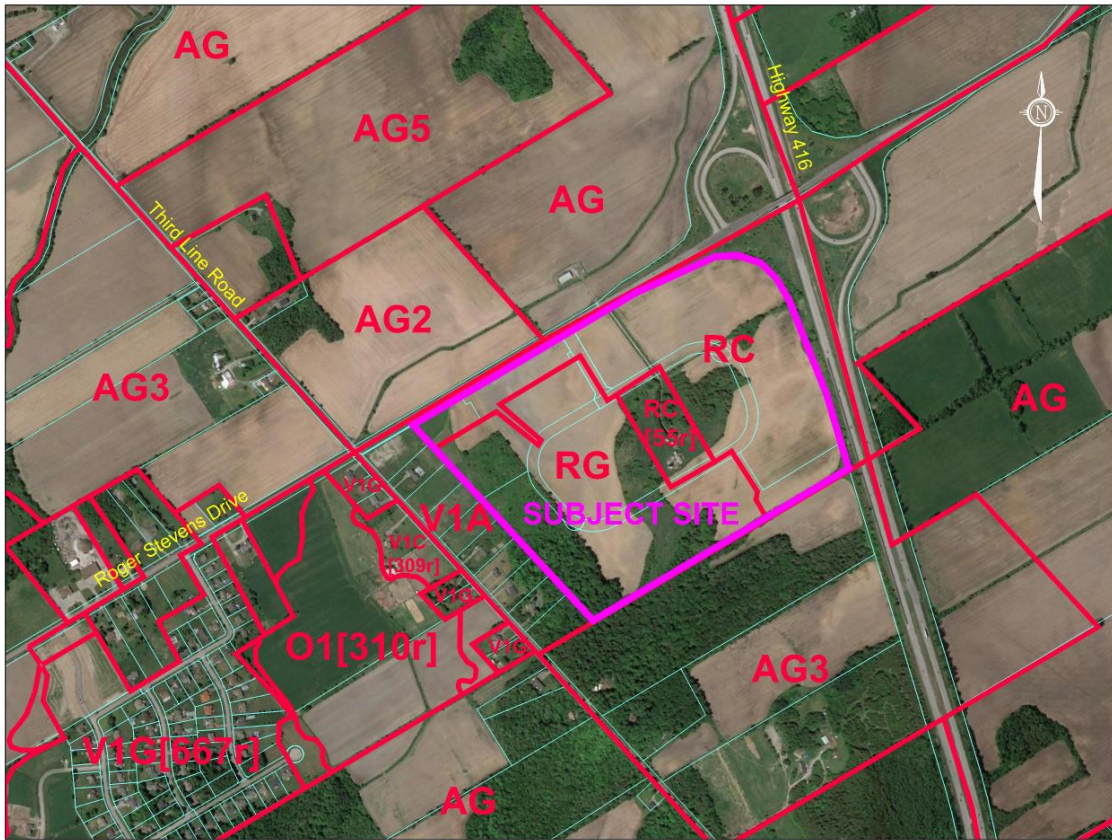


Figure 4: City of Ottawa Zoning By-law (excerpt from geoOttawa)

The small area in the central portion of the Site is zoned RC[55r], which is a special rural commercial exception zone that applies only to a single block located in the centre of the Site. The special exception has the effect of permitting some additional commercial land uses on the block, while prohibiting others. The exception is set out below:

I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
55r	RC [55r]	<ul style="list-style-type: none"> <li>- bed and breakfast</li> <li>- day care</li> <li>- park</li> <li>- recreational and athletic facility</li> <li>- retail store limited to an antique store, craft shop or farmer’s market</li> </ul>	all uses except for: - restaurant	- the detached dwelling is not limited to being accessory to a permitted use

## **2.0 DEVELOPMENT PROPOSAL**

### **2.1 Project Description**

The proposed amendments are sought to accommodate a proposed distribution warehouse as shown conceptually in Appendix A. The Site was chosen given its favorable location immediately adjacent to Highway 416, which provides efficient access via the existing interchange and which provides the land area necessary to accommodate the scale of use. The underlying block and street configuration associated with the Jordel subdivision is not required in relation to the distribution warehouse proposal as the overall Site provides a sizeable tract of land that suits the intended purpose.

The development concept is for a distribution warehouse facility with a building footprint of approximately 65,000m<sup>2</sup> to be positioned relatively central to the Site. The warehouse building would include office space for warehouse managers, dispatchers and general office administration, and would provide employment for approximately 1,100 to 1,700 employees. Site development includes a large parking area at the front of the building for approximately 1,800 vehicles for employee and visitor parking. Sixty-three (63) loading bays and 240 trailer drop spaces are to be located at the rear and along the east wall of the building facing Highway 416. The site will be served by two all-movement employee accesses on Roger Stevens Drive, and one all-movement truck access on Roger Stevens Drive. The proposed development is anticipated to be completed in one phase, with full occupancy by the year 2021.

The large site area affords an opportunity to position the building at a location that will provide significant separation from abutting land uses as well as adequate space for employee parking, transport truck and trailer manoeuvring around the site, landscape open space and wooded lands to provide buffering, as well as stormwater management. The considerable frontage along Roger Stevens Drive allows ingress and egress opportunities to and from the site. The access points to the general parking and transport parking areas have been selected on the basis of the analysis and findings of the Traffic Impact Assessment (TIA).

On-site stormwater management ponds are shown conceptually in the front and rear areas of the Site. On a basis consistent with the delivery of services in the Village, the site is to be serviced by private wells and a private sewage disposal system. The provision of water and waste water services, as well as the management of stormwater, are described in the Conceptual Servicing and Conceptual Stormwater Management reports included with these applications.

A detailed site plan application would be prepared and submitted later in 2019 for review and approval once the Official Plan and Zoning By-law amendments come into force. In addition, the underlying subdivision plan would be de-registered as a plan of subdivision and the street dedications to the City would be transferred back to the landowner.

The proposed roadway modifications along Roger Stevens will be reviewed through the City's road modification approval (RMA) process. Roadway modifications located within MTO's jurisdiction would be subject to a Provincial Class EA (Environmental Assessment) process. Finally, provincial approvals for stormwater management would be sought through the MECP ECA application process.

Public consultation will be undertaken with the community once the applications have been circulated by the City. The consultation meeting will be scheduled in consultation with the Ward Councillor and it is anticipated that that session will be held at the Client Services Centre at 2155 Roger Stevens Drive.

### **3.0 PROPOSED AMENDMENT DETAILS**

#### **3.1 North Gower Secondary Plan**

##### ***3.1.1 Purpose of the Amendment***

The Secondary Plan for the Village of North Gower describes the vision for the Village and reflects the approval for the Jordel subdivision which established the principle that these lands are to be developed as industrial and highway commercial land uses, in large part given their favourable proximity to the Highway 416 corridor and interchange. These lands are also the only industrial and highway commercial lands in the Secondary Plan which provide an ideal location for land uses that demand efficient access to transportation corridors, provide land area necessary to accommodate large scale land uses and which can be developed with minimal impact on the Village.

The existing designations on Schedule A of the Secondary Plan and the associated land use policies in Section 4.4 and 4.7 of the Plan reflect the block fabric and specific land uses that were contemplated with the approval of the Jordel Acres subdivision. The Industrial policies in Section 4.7 of the Secondary Plan describes the intent and permitted land uses as follows:

##### *Intent*

*This designation applies to lands at the south-west intersection of Roger Stevens Drive and Highway 416, that have been approved for an industrial subdivision. The intent of the Industrial designation is to accommodate uses that could benefit the farming community and businesses that require visibility to the vehicular traffic on Highway 416.*

##### *Permitted Uses*

*The types of uses that can be accommodated within the Industrial land-use include light manufacturing, building materials supply, warehouse, storage yard and farm implement sales and repair.*

*In order to support the viability of the Village Centre, uses that should be located in the Village Centre will not be permitted in the Highway Industrial designation.*

Although the existing subdivision configuration and land use designation reflects a specific vision that was relevant in 2003 when the Jordel subdivision was approved, the lands have remained idle. The proposed development reflects the reality of an evolving market need for suitably-located industrial lands, and accordingly, this proposal is being advanced in response to the current needs to accommodate an evolving e-business market and land needs to serve the changing logistics industry, in contrast to the current focus on serving the farming community.

The Site represents approximately 49-hectares that satisfies the land requirements to accommodate a large warehouse building, and in large part, is already appropriately designated to accommodate a warehouse use. However, given the desirability to position the warehouse more centrally within the Site and closer to the Highway, the purpose of the Official Plan amendment is two-fold:

1. Re-designate an approximately 26-hectare portion of the Site abutting the Highway 416 interchange and along Roger Stevens Drive from *Highway Commercial* to *Industrial*, as shown in Figure 5. An approximately 1-hectare parcel of land abutting Roger Stevens Drive will remain designated *Highway Commercial*, such that there continues to be an opportunity within the Village to accommodate highway commercial uses near the interchange.
2. Revise the policies for the *Industrial* designation to clarify the intent of the designation. In particular, the amendment seeks to revise the intent of the designation by clarifying that the range of industrial uses is not limited to the farming community as was originally contemplated when the Jordel Acres subdivision was approved.

### **3.1.2 Basis for the Amendment**

The Village of North Gower's connectedness to the City is largely dependent on good access via Highway 416, which makes North Gower an attractive place to enjoy a rural lifestyle outside the City's growing suburban areas. Not only does efficient access to the City and broader regional context via Highway 416 serve the Village in its present form, the benefit of its proximity to Highway 416 is also of considerable interest to economic generators with considerable dependency on location. Proximity to major transportation corridors that enable efficient access to the regional market is a key consideration for logistics companies and distribution warehouse businesses alike.

In the Ottawa context, the subject lands are ideally situated at a location that satisfies the locational criteria for businesses that have a dependence on highway access to support the efficient movement of goods and large parcel size requirements located near an interchange. This is consistent with the Employment Area policies of the Official Plan that direct employment uses and economic activities to strategic locations close to major goods movement facilities and corridors.

The subject lands are located in the southwest quadrant of the intersection of Roger Stevens Drive and Highway 416. This location, in combination with a land area suitable in size for the proposed use, presents considerable opportunity for the development of a large scale, regional employment use. The intent of the existing *Highway Commercial* and *Industrial* designations already recognizes the importance and significance of the Highway 416 and the dependency that such uses have on good highway access and visibility. The current list of permitted uses are all generally reflective of businesses and industries that benefit from access, visibility, and large land area requirements, yet the list of uses is limited in terms of attracting large scale, regionally important industries.

In terms of the amendment to Schedule A of the North Gower Secondary Plan, the proposed amendment merely adjusts the boundary between the *Highway Commercial* designation and the *Industrial* designations. In effect, the boundary adjustment expands the *Industrial* designation eastward towards the Highway 416 corridor, save and except the small area fronting onto Roger Stevens Drive where the lands are to remain designated *Highway Commercial*. The *Highway Commercial* lands would remain as the only highway commercial designation in the Village, and not only does this maintain potential for a future highway commercial use as envisioned in Secondary Plan, this also serves to provide a transitional land use along the Roger Stevens Drive corridor from the interchange towards the village core.

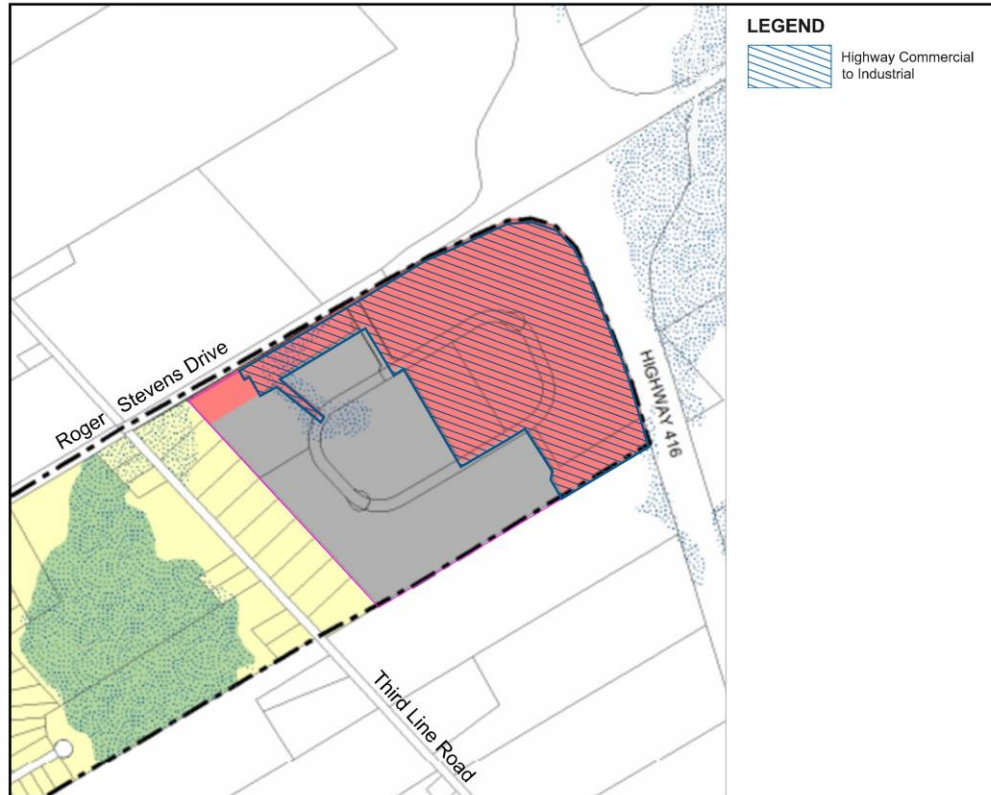
The proposed amendment would accommodate a much larger warehouse to serve a regional need. Despite being located within the Village boundaries, the large area of the Site will enable a building-to-lot ratio that will maintain the rural character of the lands, despite a sizeable building footprint that represents an approximate lot coverage of only 13%. It is noted that the build-out of the subdivision under the existing zoning standards, which allows for up to 25% and 50% on the commercial and industrial portions respectively, would allow for considerably more building coverage than the development of the proposed single warehouse use.

The Official Plan amendment, in combination with an implementing Zoning By-law amendment, will not impact adjacent land uses. Given its location, no traffic associated with the site will travel past any existing uses on Roger Stevens Drive, as all traffic is oriented to the interchange, and not the Village core. Furthermore, given its large land area, the Site provides the ability to develop it with considerable setbacks from adjacent land uses. Finally, there are no environmental issues that can't be managed through a carefully designed site plan and site plan approval process.

### **3.1.3 Proposed Amendment**

The proposed amendment would amend the North Gower Secondary Plan as follows:

1. Re-designate approximately 26 hectares of the Site from *Highway Commercial* to *Industrial*, as shown in Figure 5. The small 1 hectare parcel in the northwest corner of the site would remain designated *Highway Commercial*.



**Figure 5: Lands subject to the proposed North Gower Secondary Plan amendment**

2. Amend Section 4.7 to clarify the Intent of the Industrial designation. The current policy indicates that the intent of the designation is to accommodate uses that could benefit the farming community and businesses that require visibility to the vehicular traffic on Highway 416 on lands within the approved subdivision. While this intent reflects the vision from 2003, it is proposed that the intent be revised to accommodate industrial uses requiring ready access to the interchange.

Accordingly, this amendment would update the intent of the Industrial designation such that the designation would permit uses that reflect an evolving consumer and product distribution landscape. The amendment would replace the specificity pertaining to the farming community with the notion that there is a greater need to serve a wide-ranging industry associated with, and reflective of, greater demand on logistics and distribution systems to serve the local and regional market. The proposed revision is provided for consideration:

*Intent*

*This designation applies to lands at the south-west intersection of Roger Stevens Drive and Highway 416. The intent of the Industrial designation is to accommodate uses **that benefit the local and regional economy** and businesses that require efficient access to Highway 416.*

## 3.2 Zoning By-law

### 3.2.1 Purpose and Effect of the Amendment

Pursuant to the City of Ottawa Zoning By-law No. 2008-250, the subject lands are currently zoned “Rural Commercial” (RC), “Rural General Industrial” (RG) and “Rural Commercial Exception 55” (RC [55r]).

A warehouse is listed as a permitted use in both the RC and RG zones (but not in the RC[55r] zone) and is defined as “a building used for the storage and distribution of goods and equipment including self-storage and mini-warehouses and may include one accessory dwelling unit for a facility manager”. It is considered that the proposed distribution warehouse meets the definition of a warehouse as defined in the Zoning By-law.

Given that a warehouse is already listed as a permitted use in the RG zone, the purpose of the proposed amendment is to accommodate a distribution warehouse as conceptually illustrated in Appendix A, by adjusting the zone boundary between the existing RG and RC zones. On a basis consistent with the proposed amendment to the North Gower Secondary Plan to adjust the Industrial designation boundary, the Zoning By-law amendment shifts the RG zone boundary eastward towards the Highway 416 corridor by rezoning the highway commercial lands from “RC” and “RC [55r]” to “RG” as shown in Figure 6. The small 1 hectare parcel of land along Roger Stevens Drive would remain “RC”, consistent with the proposed Secondary Plan amendment.

The amendment also includes a request for an exception to the performance standards for the existing RG zone. Specifically, an exception is requested to vary the maximum principal building height as set out in Table 219 (RG Zone provisions) from 15m to 30m. It is important to note that apart from the adjustment of the RG zone boundary eastward towards the Highway 416 corridor, the only zoning exception sought is in relation to building height, which would apply to the entirety of the Site. All other existing RG zone standards will continue to apply.

The effect of the amendment would be to accommodate a warehouse positioned central to the Site. Given the total area of the Site, the warehouse building can easily meet yard requirements, thus special performance standards, save and except in relation to maximum principal building height, are not required. Accordingly, development would proceed on the basis of the standards set out in Table 219 and the proposed exception for maximum principal building height.

### 3.2.2 Proposed Zoning Amendment

The proposed amendment would amend the Comprehensive Zoning By-law as follows:

1. Re-zone the existing Highway Commercial zones from RC and RC [55r] (totalling approximately 26 hectares) to Rural General Industrial (RG), as shown in Figure 6.

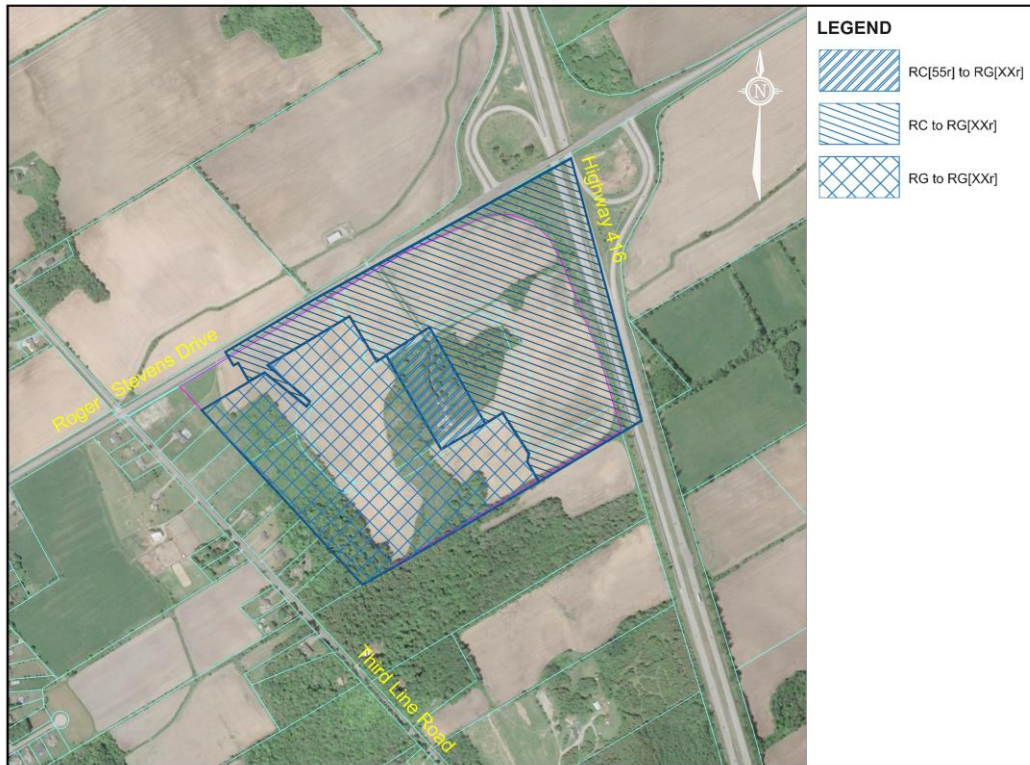


Figure 6: Lands subject to the proposed Zoning By-law amendment

The amendment would also create a new special exception (RG[XXr]) for the existing RG and proposed RG lands to accommodate an increased maximum principal building height of 30m over the entire site. The following exception has been prepared for consideration:

I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XX	RG [XXr]			- the maximum principal building height shall be 30m.



## 4.0 PLANNING POLICY ANALYSIS

### 4.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest, as set out in Section 2 of the *Planning Act*. All decisions affecting planning matters are required to “be consistent with” the policies of the PPS. Among the matters of provincial interest, the proposed amendments complement and forward the planning interests of the Province.

One of the overarching directives of the PPS that relates to this proposed development is to build strong healthy communities by achieving land use patterns that contribute to the financial well-being of cities. Land use is to be balanced with consideration of economic base diversification and new employment opportunities, while considering characteristics and issues such as the scale of development, protection of natural features, the provision of appropriate service levels and land use compatibility. This important balance can be achieved through careful consideration of the inter-related policies that factor into good planning, and in large part, is achieved through addressing the wide range of policy interests expressed through the policies of the City’s Official Plan.

#### ***Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns***

In general, the PPS promotes the vitality of settlement areas as being critical to the long-term economic prosperity of both urban and rural communities. The PPS promotes settlement areas as places that shall be the focus of growth and which provide a range of uses. The PPS promotes growth and development in designated settlement areas and encourages economic competitiveness through the provision of land use patterns that are freight-supportive such as those that benefit from proximity to transportation corridors.

Section 1.1 of the PPS focuses on managing and directing land use to achieve efficient and resilient development and land use patterns. Section 1.1.1 sets out a number of important policies aimed at sustaining healthy, liveable and safe communities. Section 1.1 also promotes settlement areas as the focus of growth and development by promoting land use patterns that are based on an appropriate range and mix of uses that make efficient use of land.

Since the Site is currently designated for similar uses that depend on good highway access and visibility, the proposed development will broaden the range of employment uses in the area and create additional employment opportunities. The proposed development will provide lands for large-format industrial warehouse development with convenient access to a 400-series highway interchange. This will facilitate greater and more efficient movement of goods while minimizing the impact of goods movement on existing urban and rural communities.

## **Employment**

Section 1.3 of the PPS speaks to employment and encourages opportunities to diversify the economic base of a community to support economic development and competitiveness. Section 1.3.1 states that *Planning authorities shall 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.*

The Village of North Gower is situated adjacent to the 416 Highway corridor/interchange and the Site lies within the Village boundary. Consistent with the PPS, the village designation provides for a full mix of land uses, with the subject lands being recognized for future economic generation potential, including commercial and industrial development. The subject lands are already appropriately designated for employment uses and the location of the lands along an important transportation corridor linking the City to other parts of the region, represents a prime location for employment growth. The proposed expansion of the Industrial designation over the Site in order to accommodate a regional warehouse will support economic growth locally and regionally. In accordance with Section 1.7.1 (Long-Term Economic Prosperity), the proposed amendments to support a distribution warehouse also responds favourably towards advancing the City's obligation through the PPS to promote opportunities for economic development and community investment-readiness as well supporting continued vitality of the Village.

Section 1.3.2 identifies that *planning authorities shall 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 (1.3.2.1)*. The policies go on to indicate that *Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations (1.3.2.3)*.

An employment area is defined in the PPS as those areas designated in an Official Plan for clusters of business and economic activities, including manufacturing, warehousing, offices and associated retail and ancillary facilities, that are to be protected for current and future uses. Given that the lands are already designated for employment uses, the proposed amendment remains consistent with the PPS. In fact, the proposal is considered a refinement of an existing designation to support employment area growth associated with an evolving industry. The amendment leverages the site location and furthers the existing principle of industrial development at this location to advance the Province's interest in promoting economic development and competitiveness. The proposed development is strategically located at a highway interchange and will accommodate the transfer of goods and provide significant employment opportunities locally and regionally. Located in the periphery of the

Village, the large-scale employer is anticipated to bring an economic boost to the Village without increasing traffic flow through the core of the Village.

It is noteworthy to recognize that the proposed development will generate spin-offs to support the continued vitality of the Village. Not only will a large distribution warehouse employer create opportunity for the goods and service industry in the Village, there may be increased demand for housing as a result of local employment. These spin-off effects are all consistent with the provincial interests focussed on directing growth and development towards designated settlement areas, thereby promoting their vitality and contributing towards building strong healthy communities.

### ***Infrastructure and Public Service Facilities***

Sewage, water and stormwater services are addressed in Section 1.6.6 which sets out provincial hierarchy for the delivery of sewage and water services. Given that all development in the Village is on private services, the proposed development will rely on private well and on-site sewer services, as originally contemplated and supported by the hydrogeological assessment and terrain analysis that was approved for Jordel development. Confirmation that the site conditions are suitable for the long-term provision of such services with no negative impacts will be further supported by a new hydrogeological assessment to support the scale of development proposed, and which would be submitted with the site plan control application. Stormwater management considerations are provided in a conceptual stormwater management report submitted with the OPA and Zoning amendment applications, and which will be further detailed in the stormwater management report prepared for site plan approval.

Transportation Systems policies in Section 1.6.7 indicate that transportation systems should be safe and energy efficient to facilitate the movement of people and goods, as appropriate to address projected needs (1.6.7.1). Section 1.6.7.2 indicates that transportation management strategies shall be used to make efficient use of existing and planned infrastructure, and Section 1.6.7.5 requires that transportation and land use considerations shall be integrated at all stages of the planning process. The proposed amendments respond to these transportation policies through advancing these amendments necessary to accommodate the development. The location at this Highway 416 interchange represents a considerable opportunity to leverage efficient highway access to facilitate movement of goods using existing infrastructure. The need for highway improvements to accommodate projected needs are in keeping with policies that speak to integration of land use and transportation at all stages of the planning process.

Section 1.6.8 (Transportation and Infrastructure Corridors) requires municipalities to protect transportation corridors to meet current and long-term needs and to not permit development that would preclude or negatively effect the use of transportation corridors. Section 1.6.8.3 states that “*New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate, or minimize negative impacts on and from the corridor and transportation facilities*”.

As a major transportation corridor linking the Nation's Capital with Highway 401, Highway 416 provides an important function in the safe and efficient movement of goods between local, regional, and international markets. To ensure that the proposed development does not create adverse impacts on local roads and the MTO interchange, the proposed development is supported by a Traffic Impact Assessment (TIA), completed in accordance with the City's 2017 TIA Guidelines. The findings and main conclusions of the TIA include recommendations for roadway modifications and intersection spacing along the site. A road modification approval (RMA) package for the proposed modifications to Roger Stevens Drive will be submitted to the City under separate cover. A Provincial Class EA is required for the roadway modification located within the MTO's jurisdiction under the authority of the *Public Transportation and Highway Improvement Act* and will follow the Provincial EA process.

Section 1.6.8.3 states that new development proposed adjacent to existing corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor. Provided that traffic-generated impacts are addressed through careful site design and off-site road improvements as recommended in the TIA and approved through the RMA and Provincial Class EA, the proposed development is ideally located and considered compatible with the existing Highway 417 interchange.

### ***Wise Use and Management of Resources***

Provincial interests in the protection of natural heritage features and systems are provided in Section 2 of the PPS. These resource interests of the PPS have been reviewed in the context of the Site and are evaluated where they may be a factor.

Given that portions the Site are identified as part of the City's Natural Heritage System Overlay on Schedule L2 of the Official Plan, the natural environment features of the Site have been reviewed and evaluated to assess potential environmental impact as a result of development. Recognizing that considerable time has passed since the approval of the Jordel subdivision, an Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) has been completed to address the potential for impacts to the natural environment under existing natural heritage conditions and with consideration to the current development proposal.

While the assessment identified the presence of butternut trees and barn swallow habitat within the derelict barns, both of which are species at risk, the siting of the building, entrances, and parking areas can be arranged to avoid the vast majority of the butternut trees. Where necessary, compensation for the removal or harm of the butternuts and relocation of appropriate barn swallow habitat can be compensated through the provincial process under the *Endangered Species Act*. Finally, the assessment also recommends several mitigation measures and best management practices that are to be implemented and maintained through the construction phase, including the recommendations for tree retention and new plantings at strategic locations.

Conceptual servicing and stormwater management reports have been prepared to address servicing design considerations for the proposed development. The reports build on the reports that were prepared and approved in 2003 for the Jordel development and take into

account the adequacy of the site for surface water and groundwater management in terms of both quality and quantity considerations to service the current development proposal. The conceptual design accounts for the flood plain overlay (shown as *Flood Plain* on Schedule K of the Official Plan) associated with the Dillon-Wallace Municipal Drain north of Roger Stevens Drive and the location of the Johnston Municipal drain along the southern boundary of the Site.

Archaeological resource interests were initially addressed as part of the 2003 Jordel subdivision approval and considered to remain valid. On the basis of the findings of the Stage 1 and 2 Archaeological Assessment prepared in 2001, there are no further archaeological interests that would delay the proposed amendments and future site plan application. With respect to built heritage, there are no built heritage resources or landscapes that require special attention.

### ***Protecting Public Health and Safety***

Section 3 of the PPS addresses the protection of public health and safety through policies that relate to natural hazards and human-made hazards.

Relating to Section 3.1 (Natural Hazards), the flood plain overlay associated with the Dillon-Wallace Municipal Drain will be addressed through site design, as it is accounted for in the conceptual engineering design. The site is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, large inland lakes, or unstable soils or bedrock. A geotechnical report has been prepared and submitted with the application to support the development by providing technical information to inform and guide detailed engineering design.

Regarding Section 3.2 (Human-Made Hazards), a Phase 1 Environmental Site Assessment (ESA) was prepared by Patterson Group Inc. (2019). No potential environmental concerns were noted with the historical and current use of the property and the adjacent lands within the study area. On the basis of these findings, the report concludes that there are no potential environmental concerns with respect to the Site and that a Phase II Environmental Site Assessment is not required. Debris associated with the existing buildings is to be properly disposed of at a licensed landfill site during development.

On the basis of the foregoing and details contained in the above-noted technical reports prepared to support these applications, the proposed development is considered to be consistent with the policy directives set out in the Provincial Policy Statement. The applications respond favourably to policies that speak to the importance locating major employment uses at strategic locations close to major goods movement transportation corridors, generation of employment opportunities, and fostering economic competitiveness and vibrancy in settlement areas, all while balancing this with that of the local development context and site conditions.

## 4.2 City of Ottawa Official Plan

This section provides a review of relevant policies of the Official Plan, as amended, and demonstrates that the proposed amendment to North Gower Secondary Plan is in conformity with the policies of Volume 1 of the Official Plan. In particular, the proposed Secondary Plan amendment is considered to conform not only to the policies set out for the Village designation, but the amendment responds favorably to the policies of the Plan regarding strategic directions for Villages and City-wide employment areas, transportation, land use compatibility and all policies pertaining to the review of planning applications.

### **Village Policies (Section 3.7.1)**

As noted, the subject lands are designated *Village* on Schedule A (Rural Policy Plan), of the City of Ottawa Official Plan (Figure 2) and the policies for the Village designation are provided in Section 3.7.1. Villages are designated with the intent of permitting a range of land use and are recognized as varying in size and function and having different needs with respect to land use.

The Village policies of Section 3.7.1.1 indicate that the intensity and distribution of land uses within a village will be determined in the context of a) any plan for the village contained within Volume 2 of the Official Plan, and 2) the ability to support development on private water and wastewater services. In the case of North Gower, land uses shall be in accordance with the policies contained in the North Gower Secondary Plan, and all future development will occur on the basis of private wells and private septic systems. Given that the proposed development requires an amendment to the Secondary Plan, the planning justification for the amendment is set out in the *Basis of the Amendment* described in Section 3.1.2 of this report and is supported by the sections that follow.

The Village designation policies permit a broad range of uses, including “*residential and retail and commercial service facilities of up to 10,000 m<sup>2</sup> gross leasable floor area, restaurants, offices and personal service establishments, light industrial uses, institutional uses such as schools, community meeting and recreational buildings and facilities, places of worship and public open space*” (Section 3.7.1.7). Section 3.7.1.9 goes on to clarify that “*industrial uses with characteristics that are likely to impact negatively on adjacent residential uses by virtue of noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in a village, but will be directed to an appropriate urban location or General Rural Area*”.

On the basis of the Village policies in Section 3.7.1, a warehouse is permitted in the Village. The policies appear to provide sufficient flexibility to allow an industrial warehouse, regardless of size, to locate in a Village designation, provided the use is compatible with adjacent residential uses by virtue of noise, fumes, heavy equipment movement and external storage of large amounts of materials. Given that the subject lands are located on the easternmost edge of the Village with immediate access to Highway 416, a large-scale warehouse use can be accommodated with minimal impact to the balance of the Village. Matters relating to land use compatibility, such as buffering, site design, site manoeuvring, and visual impacts on

adjacent residential uses will all be addressed through appropriate means using site plan control.

Section 3.7.1.8 indicates that the Zoning By-law will establish zones that are consistent with the distribution of uses provided for in the Village plans found in Volume 2 (i.e. North Gower Secondary Plan). The details for the Zoning By-law amendment are set out in Section 3.2.2 of this report.

### **City-Wide Employment Area Policies (Section 2.2.3)**

Section 2.2.3 of the Official Plan sets out high-level policies relating to growth and development within designated Employment Areas. It is the intent of the Plan to protect and preserve these lands for employment uses and economic activities at strategic locations close to major goods movement facilities and corridors. These lands are to be protected for employment use so that they remain affordable for employment purposes and so that they can develop over time without conflict from competing land uses. Removal of employment lands for other purposes is not permitted by the Plan, except at the time of a comprehensive review.

Section 2.2.3.1 identifies various land use categories assigned to employment areas and identifies that industrial areas in Village Plans are considered to be an employment area. Employment uses are those that are described in Sections 3.6.5 (Urban Employment Area) and 3.7.5 (Rural Employment Area) and the respective sections in the Secondary and Village Plans. The proposed distribution warehouse would be considered an employment use in either policy context of the Plan. Further, the warehouse is also an employment use in the context of the Village of North Gower Secondary Plan.

The proposed boundary adjustment between the *Industrial* designation and the *Highway Commercial* designation does not remove employment lands. The adjustment reflects the need for a larger land area that could not otherwise be accommodated within the current Industrial designation. The expansion of the designation is consistent with the important policy directive that speaks to the importance of locating employment uses at strategic locations close to major goods movement corridors. The proposed amendment implements this directive by enabling development of a large-format regional warehouse use on a strategic site while maximizing setbacks from existing uses in order to minimize the potential for offsite impacts.

### **Transportation (Section 2.3.1)**

Section 2.3.1 of the Official Plan addresses how people and goods movements infrastructure will be developed. Policy 44 of Section 2.3.1 states that *“the City will preserve strategic locations with superior access to major highways, the airport, railroads 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. The centres reduce the cost and increase the speed of deliveries within the city and divert heavy truck traffic from local roads”*.

On the basis that the Site is located at an interchange with Highway 416 south of the City, the site location is considered appropriate for the proposed development. The development furthers the principle of development for the lands by accommodating a regional warehouse use to serve the goods movement infrastructure, without the need to establish a new employment area that would require the conversion of other rural lands from their current rural or agricultural land use base.

#### **Review of Development Applications Policies (Section 4.0)**

Section 4 outlines the various policies that the City uses to review development applications in order to ensure the objectives of the Official Plan are met. The applications for the amendment to the Secondary Plan and the corresponding Zoning By-law amendment pertaining to the subject property respects the following policies:

- Section 4.1 (Site-Specific Policies and Secondary Policy Plans) – As indicated, the Site is located within the Village of North Gower Secondary Plan and is designated Highway Commercial and Industrial on Schedule A of the Secondary Plan. The details and justification for the proposed amendment are provided in Section 3.1 of this report and further supported throughout this Planning Rationale.
- Section 4.2 (Adjacent Land-Use Designations) – Section 4.2 identifies various land use designations and features that may need to be addressed in relation to a development application. With the exception of the natural heritage system overlay, the subject site is not adjacent to any land use designation or features identified in this section.

With respect to the natural heritage system, an Environmental Impact Statement has been prepared to address the Environmental Impact Assessment policies of Section 4.7.8 of the Official Plan. The report includes an assessment of the natural environment features, including the potential for specimen trees, significant woodlands, aquatic habitat and Species at Risk, and has to some extent, informed the layout of the site to reduce and avoid disturbance to important natural heritage features. The assessment also recommends several mitigation measures and best management practices that are to be implemented and maintained through the construction phase, including the recommendations for tree retention and new plantings at strategic locations. A brief summary of the findings of the natural heritage assessment is provided in Section 5 of this report.

- Section 4.3 (Walking, Cycling, Transit, Roads and Parking Lots) – Policy 5 requires a transportation impact assessment report where the City determines that the development may have an impact on the transportation network in the surrounding area. A Transportation Impact Assessment has been prepared to address the required transportation facilities necessary to support the proposed development. A brief summary of the findings and recommended road modifications is provided in Section 5 of this Rationale.



Policy 9 requires that larger parking areas be designed to avoid extensive parking areas in favour of several smaller-sized parking areas defined by circulation patterns and landscaping and to ensure that the layout of parking lots and buildings can be developed in the future. Shown conceptually in Appendix A, the parking lot will be divided into a series of distinct areas through a series of landscaped islands and parking areas will be linked via pedestrian pathways to direct employees and visitors towards the entrances of the building.

- Section 4.4 (Water and Wastewater Services) – Policy 1 requires that any development proposed on the basis of private individual services which require approval under the *Planning Act*, the City will require sufficient information to assess criteria (a) – (e). These criteria have been addressed through the Servicing Options Statement and Conceptual Servicing Report. The conclusions of the report are based on the 1999 hydrogeological assessment that was approved for the Jordel subdivision and which will be further assessed in a new hydrogeological assessment for a much larger industrial use is being prepared for site plan control application. The hydrogeological assessment from 1999 is included within Appendix B of the Servicing Options Statement and Conceptual Servicing Report.
- Section 4.5 (Housing) – The proposed development does not include housing
- Section 4.6 (Cultural Heritage Resources) - Section 4.6 identifies various cultural heritage resources that may need to be addressed in relation to a development application. There are no known heritage resources on or adjacent to the site that would be affected by the proposed development. With respect to the potential for archaeological resources, the Stage 1 and 2 Archaeological Assessment that was prepared as part of the Jordel subdivision application did not identify any artifacts or cultural features, and on the basis of the assessment, the site was cleared of archaeological potential.

Given that the site abuts Highway 416 which is designated a scenic entry route on Schedule J, the policies of Section 4.6.4 (items 1-4) are applicable. The criteria (a-e) set out in subsection 2 speak to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting, and signage, all in relation to creating a pleasing streetscape. These design elements will be formalized through a carefully designed site plan, that balances the site's functional space requirements with the City's objectives as they relate to creating attractive development in a rural setting. The use of landscaping and fencing to screen/buffer views of outdoor storage areas, in combination with significant front and side yard setbacks, landscaping and parking lot design, are in keeping with an appropriate level of site design for this rural setting and is consistent with design expectations associated with a major transportation entry route into the City. The proposed building position will present a building-lot ratio that is appropriate for a rural industrial setting on the periphery of the Village adjacent to the Highway 416 interchange and would not detract from the rural streetscape as viewed from Highway 416.

- Section 4.7 (Environmental Protection) – The forested areas appear to form part of the City's Natural Heritage System Strategy as shown on Schedule L2 of the Official Plan.

Accordingly, the environmental impact assessment summarizes the natural heritage features of the site, offers recommendations to limit impacts and provides guidance regarding the management of identified species at risk. Further, stormwater management, including erosion and sediment control, will involve an environmentally sensitive approach to be approved through site plan approval. There are no other identified features on the site that warrant specialized studies to address environmental protection.

- Section 4.8 (Protection of Health and Safety) – Development of the Site will account for the protection of health and safety through the site plan process. The only hazards associated with the site that are identified on Schedule K is the flood plain overlay associated with the municipal drain. Since no development is proposed within the flood plain except for one of the proposed stormwater management ponds, the stormwater management design will provide storage above the 1:100-year flood plain elevation. A cut/fill permit will be required from the Conservation Authority to account for the design.

A geotechnical investigation has been completed to assess suitability of soil for the proposed development. An Environment Site Assessment was also conducted to confirm that the site does not contain potential hazards relating to contamination.

- Section 4.9 (Energy Conservation Through Design) – The proposed development will include standard energy conservation measures.
- Section 4.10 (Greenspace Requirements) – Payment-in-lieu of parkland dedication will be provided through the development process to fund park and recreational facilities in the Village.
- Section 4.11 (Urban Design and Compatibility) – The proposed development is conceptual and illustrates that land use compatibility with the surrounding context, through good building design and site layout, can be achieved. The concept upholds the following principals:

*Views* – Views to the building are generally from Roger Stevens Drive, and to a lesser extent, from Highway 416. Views from the abutting residential uses along Third Line Road are, for the most part, screened by existing forested areas that are to be retained. Suitable landscaping and appropriate building design for the intended use will contribute to ensuring pleasant views from the public realm.

*Building Design* – The principal façade and entrances will be oriented towards Roger Stevens Drive, with truck access and loading area functions of the warehouse located at the rear of the building away from view from Roger Stevens Drive. All loading, garbage collection and service areas, as well as mechanical and electrical equipment would also be concealed to the extent possible. Landscaping and paver treatments, to be approved through the site plan approval process, will enhance the development and soften the parking areas as well as those areas adjacent to the Roger Stevens Drive.

*Massing and Scale* – While the massing and scale of the proposed building is significantly larger than other buildings in North Gower, the location of the Site in relation to built-up areas of the Village suggests that the building size will not detract from the character of the village. The large size of the property will accommodate setbacks to the property lines that would greatly exceed the requirements of the RG zone, and the low building-lot ratio (i.e. lot coverage) would ameliorate any sense of being out of place. As viewed from the Highway, large buildings are common along or near major transportation routes and building size is not a major consideration for such location.

*High-Rise Buildings* – The proposed development does not involve high-rise development.

*Outdoor Amenity Area* – Outdoor amenity space can easily be provided on the large site and would be designed to a standard appropriate for the proposed use. The use and location of outdoor amenity space would not be anticipated to have any impact on adjacent uses, given the distance of the building from abutting uses and the intervening forest cover on the west side of the Site.

*Public Art* – The proposal is not considered a prominent development, such as a Major Urban Facility or High-rise Building, and does not include public art.

*Design Priority Areas* - The subject site is not located within a Design Priority Area, such areas being identified as target areas of intensification and other prominent areas which are deemed to be significant destinations in the City. Notwithstanding this, considerable emphasis at the site plan stage will be placed on achieving high quality design to address functional, aesthetic and compatible land use within the Village and as a notable warehouse facility along this gateway section of Highway 416 to the City.

## **5.0 SUPPORTING MATERIALS**

A pre-application consultation meeting was held with the City on November 27, 2018 where the City identified a number of technical studies required to support the proposed amendments. The proposed amendment applications are supported by the following studies summarized below:

### **5.1 Servicing Options Statement & Conceptual Servicing Report**

A Servicing Options Statement & Conceptual Servicing Report has been prepared by Novatech to address the servicing options for the proposed development with respect to water service, sanitary services and storm drainage. On the basis of site conditions and known hydrogeological and terrain characteristics as described in the existing hydrogeological assessment, the Novatech report outlines the servicing approach, including conceptual details regarding how the development will be serviced with private wells and private sewage collection and treatment system. The report also addresses water supply demand to support

water supply requirements for fire suppression. Water storage tanks will supply fire suppression water to the proposed pump house which will supply water to the sprinkler system and on-site hydrants.

## **5.2 Traffic Impact Assessment**

A Transportation Impact Assessment (TIA) has been prepared by Novatech to address transportation-related considerations for the proposed development. The study area for this report includes the Roger Stevens Drive / Highway 416 interchange as well as the intersections along Roger Stevens Drive at Third Line Road and Trailwood Drive. On the basis of the proposed size of the warehouse facility and potential for approximately 1700 employees, the findings and main conclusions of the TIA include recommended roadway modifications along Roger Stevens Drive, including modifications to the Roger Stevens/Highway 416 southbound ramp. A road modification approval (RMA) package for the proposed modifications to Roger Stevens Drive is required to accommodate intersection spacing along the site and will be submitted under separate cover. A Provincial Class EA is required for the roadway modification located within the MTO's jurisdiction under the authority of the *Public Transportation and Highway Improvement Act*.

## **5.3 Conceptual Stormwater Management Report**

A Conceptual Stormwater Management Report has been prepared by Novatech to provide conceptual details regarding the approach to management of stormwater quantity and quality under post development conditions. The design proposes grading the site to direct stormwater runoff towards two proposed water quality and quantity wet ponds which ultimately drain to Stevens Creek. The wet ponds will be designed to maintain pre-development flow rates and will achieve an enhanced level of stormwater quality control corresponding to a long-term removal rate of 80% total suspended solids. Erosion and sediment controls will be provided both during construction and on a permanent basis following development of the site.

## **5.4 Environmental Impact Statement / Tree Conservation Report**

A Tree Conservation Report and Environmental Impact Statement has been prepared by Muncaster Environmental Planning. The Muncaster report gives consideration to the proposed scale of development and addresses the potential for impacts to the natural environment under current natural heritage conditions.

While the assessment identified the presence of butternut trees and barn swallow habitat associated with the derelict barns, both of which are species at risk, compensation for the removal or harm of the butternuts and relocation of appropriate barn swallow habitat can be compensated through the provincial process under the *Endangered Species Act*. Finally, the assessment also recommends several mitigation measures and best management practices

that are to be implemented and maintained through the construction phase, including the recommendations for tree retention and new plantings at strategic locations.

## **5.5 Environmental Site Assessment**

A Phase 1 Environmental Site Assessment (ESA) was completed by Patterson Group Inc. in 2019. The ESA did not identify any potential environmental concerns associated with the historical and current use of the property and the adjacent lands within the study area. On the basis of these findings, the report concludes that there are no potential environmental concerns with respect to the subject site and that a Phase II Environmental Site Assessment is not required for the property. The report includes a recommendation that debris associated with the existing buildings is to be properly disposed of at a licensed landfill site during future development.

## **5.6 Geotechnical Study**

A Geotechnical Investigation has been carried out by Paterson Group Inc. to identify the general subsurface soil and groundwater conditions at the subject site and provide geotechnical engineering guidelines, including construction considerations for the design of the project. It was determined that, from a geotechnical perspective, the subject site is considered satisfactory for the proposed development. The investigation recommends that design drawings for the proposed development be reviewed by the geotechnical engineer as the design progresses to ensure that the guidelines provided in the report have been interpreted as intended.

## **5.7 Hydrogeological Study Report**

A Hydrogeological Study Report was prepared for the Jordel Acres subdivision in 1999, which included a review of the groundwater supply availability and quality, as well as a terrain suitability analysis to support private septic systems. The findings of the report supported the development of industrial and highway commercial uses on the basis of private services. The report offered recommendations with respect to well construction, water quality treatment for aesthetic parameters, and addressed site suitability for the use of private septic systems. The report is included with Appendix B of the Servicing Options Statement & Conceptual Servicing Report.

While the 1999 report was prepared to support the Jordel Acres industrial subdivision and concluded that the site yields suitable water supply and suitable conditions to support development on the basis of private services, a hydrogeological assessment is currently underway to evaluate groundwater supply and terrain suitability in relation to the proposed industrial warehouse. The report will be included in the site plan control application and will address private services requirements for a large distribution warehouse.

## **5.8 Archaeological Assessment**

A Stage 1 and 2 Archaeological Assessment that was prepared as part of the Jordel subdivision application. The study did not identify any artifacts or cultural features, and on the basis of the assessment, the site was cleared of archaeological potential.

## **6.0 CONCLUSION**

This proposal is being advanced in response to the current needs to accommodate an evolving e-business market and land needs to serve the changing logistics industry. The amendments are necessary to revise existing land use boundaries in order to accommodate a large-scale regional warehouse use at this location, in favour of the existing policies that appear to focus on primarily serving the local farming community. The amendments build on the existing land use designations and zoning of the Site in a manner that maintains the existing principle of development previously established for these lands. The location is ideally situated alongside a major transportation corridor, provides opportunity for siting the building away from existing land uses, and will not detract from land uses that are located in the Village Core.

Following these amendments, a detailed site plan application would be prepared and submitted later in 2019 for review and approval. In addition, the underlying Jordel subdivision plan would be de-registered and the street dedications to the City would be transferred back to the landowner. Finally, the proposed roadway modifications along Roger Stevens will be reviewed through the City's road modification approval (RMA) process. Roadway modifications located within MTO's jurisdiction would be subject to a Provincial Class EA (Environmental Assessment) process. Provincial approvals for stormwater management would be sought through the MECP ECA application process.

The requested amendments, in combination with the other above-noted pre-requisite planning approvals, represent good long-term planning on a basis consistent with the strategic direction of the Provincial Policy Statement and City of Ottawa Official Plan. It is concluded that the proposed amendments to accommodate a distribution warehouse at this location are consistent with the 2014 Provincial Policy Statement in a manner that balances the economic, transportation, and employment generation directives of the Province with that of the local development context and site conditions. The amendments are considered in conformity with the Official Plan and represents good planning both locally in the context of the Village of North Gower and more broadly in the context of the City of Ottawa Official Plan and the Provincial Policy Statement.

## **NOVATECH**

Prepared By:

A handwritten signature in black ink, appearing to read "Steve Pentz". The signature is fluid and cursive, with the first name "Steve" and last name "Pentz" clearly distinguishable.

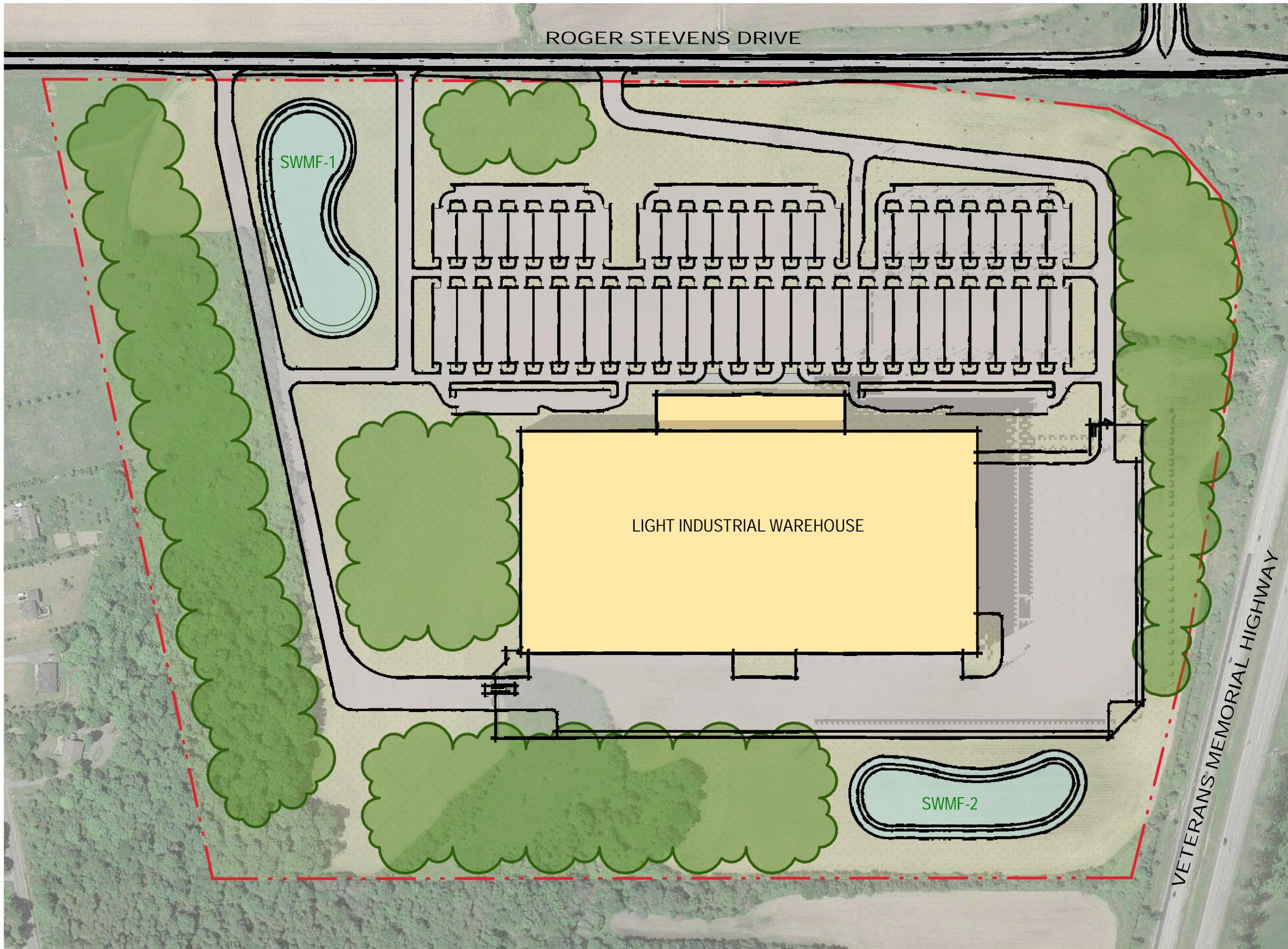
Steve Pentz, MCIP, RPP  
Senior Project Manager

**Appendix A:**

Conceptual Development Plan

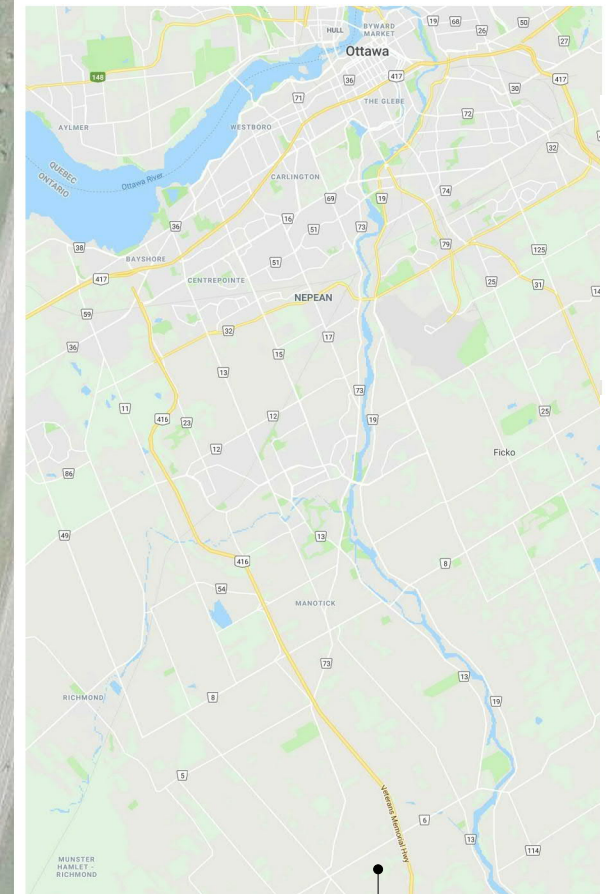
(July 15, 2019, prepared by Broccolini)





**PROJECT SUMMARY:**

INDUSTRIAL BUILDING	
LAND AREA	5,320,400± SF
GREEN SPACE AREA	3,203,100± SF
<b>BUILDING AREA (GCA)</b>	
BUILDING FOOTPRINT	700,000± SF
COVERAGE	13.1%



ON-SITE LOCATION

DE19051 - VIPER Industrial Warehouse - Ottawa, ON