

Engineering

- Land/Site Development
- Municipal Infrastructure
- Environmental/Water Resources
- Traffic/Transportation
- Recreational

Planning

- Land/Site Development
- Planning Application Management
- Municipal Planning
- Urban Design
- Expert Witness (LPAT)
- Wireless Industry

Landscape Architecture

- Streetscapes & Public Amenities
- Open Space, Parks & Recreation
- Community & Residential
- Commercial & Institutional
- Environmental Restoration

Proposed Warehouse Development 575 Dealership Drive Planning Rationale

Proposed Warehouse Development
575 Dealership Drive
Barrhaven, Ontario

Planning Rationale in support of
Zoning By-law Amendment

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

March / 02 / 2022

Novatech File: 119123
Ref: R-2023-028

March 2, 2023

City of Ottawa
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON
K1P 1J1

Attention: Lily Xu, Manager – Development Review (South)

Dear Ms. Xu:

**Reference: Zoning By-law Amendment
575 Dealership Drive
Our File No.: 119123**

The following Planning Rationale has been prepared in support of a Zoning By-law Amendment application to establish 'warehouse' as a permitted use for the property at 575 Dealership Drive in Barrhaven (the "Subject Property"). The Subject Property is legally described as Part of the West Half of the North Half of Lot 17, Concession 4, Rideau Front, Township of Nepean, Except Part of Plan 4M-1528, Except Parts 2 & 3 4R-31718, City of Ottawa (PIN 0446-71976).

The requested Zoning By-law Amendment would permit the development of single storey warehouses that may contain one or more buildings with associated parking and truck transport loading.

The Subject Property is designated Industrial and Logistics on Schedule B6 (Suburban (Southwest) Transect) of the City of Ottawa's Official Plan. The property is zoned Business Park Industrial, Exception 1219 (Holding) and Business Park Industrial, Exception 2545 (Holding) in the City of Ottawa's Zoning By-law 2008-250.

This Planning Rationale examines the location and context of the Subject Property, outlines a conceptual development plan, reviews the planning policy and regulatory framework of the site, and makes recommendations on the proposed Zoning By-law Amendment application.

Should you have any questions regarding any aspect of this Planning Rationale, please do not hesitate to contact the undersigned.

Yours truly,
NOVATECH



Adam Thompson B.E.S., (PI)
Senior Project Manager | Planning & Development

Table of Contents

1.0 INTRODUCTION1

 1.1 Description of Subject Property1

 1.2 Site Location and Community Context.....2

 1.3 Linkages and Transportation Framework4

2.0 PROPOSED DEVELOPMENT5

3.0 ZONING BY-LAW AMENDMENT APPLICATION.....6

4.0 PUBLIC CONSULTATION STRATEGY7

5.0 PLANNING POLICY AND REGULATORY FRAMEWORK8

 5.1 Provincial Policy Statement8

 5.2 City of Ottawa Official Plan (2021).....10

 5.3 City of Ottawa Zoning By-law 2008-25013

6.0 CONCLUSION.....17

Figures

Figure 1. Context Plan of Subject Property1

Figure 2. Land Uses North of Subject Property2

Figure 3. Land Uses South of Subject Property3

Figure 4. Land Uses East of Subject Property3

Figure 5. Land Uses West of Subject Property4

Figure 6. Official Plan Schedule C4 Excerpt4

Figure 7. Concept Plan.....5

Figure 8. Official Plan Schedule A Excerpt.....10

Figure 9. Official Plan Schedule B6 Excerpt.....11

Figure 10. Zoning By-law Map Excerpt15

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Zoning By-law Amendment application to facilitate the development of 575 Dealership Drive in Barrhaven (the “Subject Property”). The Subject Property is designated ‘Industrial and Logistics’ on Schedule B6 (Suburban (Southwest) Transect) of the City of Ottawa’s new Official Plan (OP). The property is zoned Business Park Industrial, Exception 1219 (Holding) and Business Park Industrial, Exception 2545 (Holding) in the City of Ottawa’s Zoning By-law 2008-250.

Traditional heavy and industrial uses, including ‘warehousing’ and ‘distribution’ are specifically listed as a permitted use under the policies of the new Official Plan for lands designated ‘Industrial and Logistics’. The proposed Zoning By-law Amendment application requests to add ‘warehouse’ to the list of permitted uses for the Subject Property. The addition of ‘warehouse’ as a permitted use will facilitate the proposed development of the Subject Property.

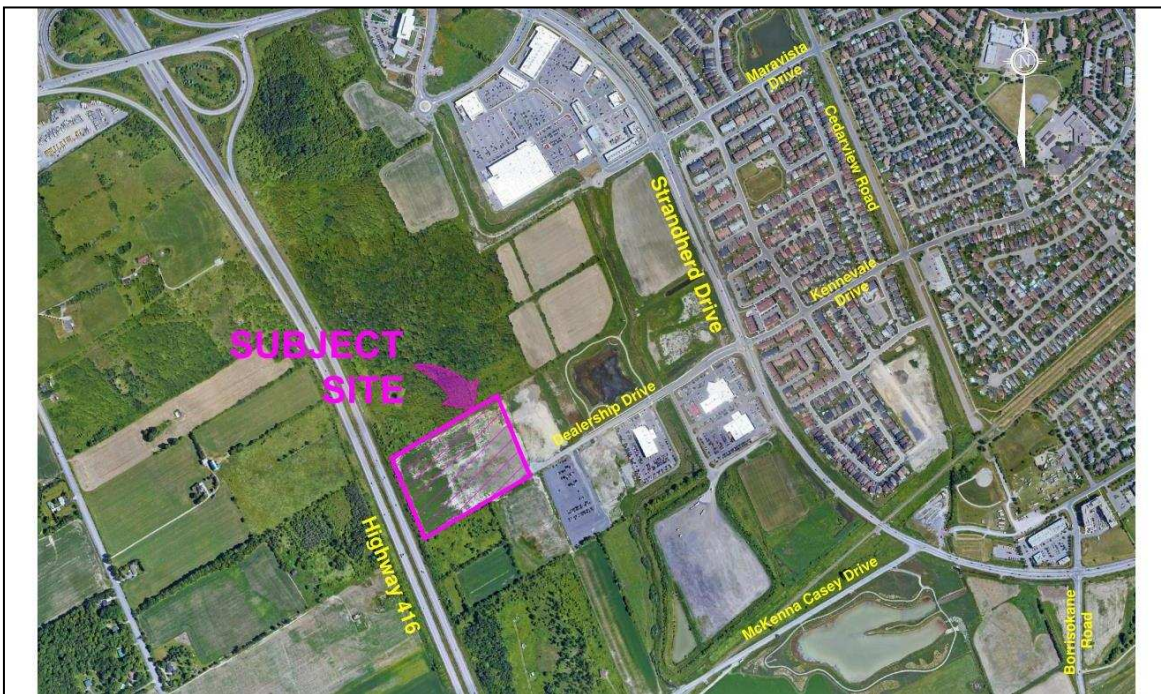
This Planning Rationale will demonstrate the proposed Zoning By-law Amendment application:

- Is consistent with the Provincial Policy Statement (2020);
- Conforms to the policies of the new City of Ottawa Official Plan;
- Conforms to the general intent of the Business Park Industrial Zone in the Zoning By-law; and
- Is compatible with surrounding development.

1.1 Description of Subject Property

575 Dealership Drive is located in the Barrhaven West Ward (Ward 3) of the City of Ottawa. The Subject Property is located west of the intersection of Dealership Drive and CitiGate Drive in the CitiGate Business Park (see Figure 1).

Figure 1 – Context Plan of Subject Property



575 Dealership Drive is legally described as Part of the West Half of the North Half of Lot 17, Concession 4, Rideau Front, Township of Nepean, Except Part of Plan 4M-1528, Except Parts 2 & 3 4R-31718, City of Ottawa (PIN 0446-71976). The Subject Property has an approximate area of 6.0 hectares (14.9 acres). The Subject Property has approximately 207 metres of frontage along CitiGate Drive and a depth of approximately 294 metres. The Subject Property is currently vacant.

1.2 Site Location and Community Context

North: Lands immediately to the north of the Subject Property (known as 444 CitiGate Drive) are currently undeveloped and subject to an application for a Plan of Subdivision (D07-16-22-0025). The proposed Plan of Subdivision contains four large blocks for future industrial development, a parkland block and the connection of CitiGate Drive to Systemhouse Street. North of the vacant lands is the recently constructed Amazon Fulfillment Centre building and the Trinity Common at CitiGate shopping centre which includes Costco as the anchor tenant. (see Figure 2).

Figure 2 – Land Uses North of Subject Property



South: Lands immediately south of the Subject Property (known as 560 Dealership Drive) are also vacant and subject to the same Plan of Subdivision application as 444 CitiGate Drive (D07-16-22-0025). 560 Dealership Drive is expected to be developed with industrial uses (see Figure 3). Further south of 560 Dealership Drive are lands owned and operated for radio towers.

Figure 3 – Land Uses South of Subject Property



East: Lands to the east of the Subject Property are primarily developed with a variety of automotive uses, including several automobile dealerships (Barrhaven Ford, Barrhaven Honda) and an automobile body shop (Myers CarStar).

Figure 4 – Land Uses East of Subject Property



West: Immediately west of the Subject Property is Highway 416 which provides a physical buffer to the agricultural uses that are located on the opposite side of Highway 416. The lands west of Highway 416 in the vicinity of the Subject Property are in the rural area and designated 'Agricultural Resource Area' (See Figure 5).

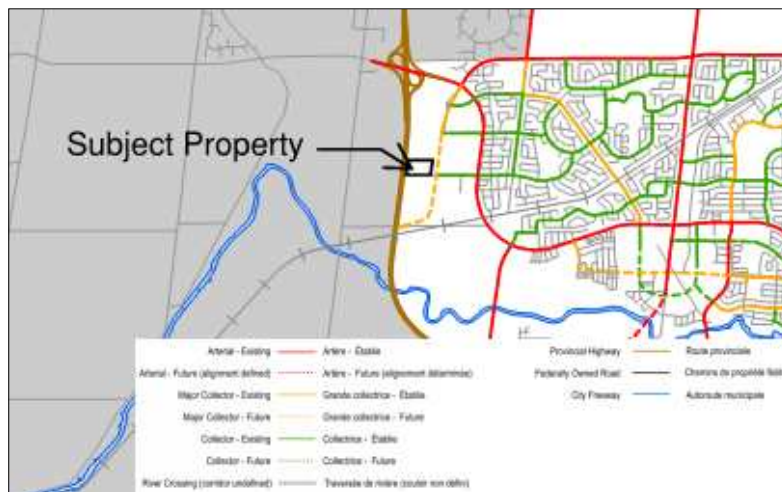
Figure 5 – Land Uses West of Subject Property



1.3 Linkages and Transportation Framework

The Subject Property is located northwest of the intersection of Dealership Drive and CitiGate Drive. Schedule C4 of the Official Plan shows that CitiGate Drive is designated as a Major Collector – Future, indicating its future function as a Major Collector connecting Fallowfield Road and the future realignment of McKenna Casey Drive. Dealership Drive is designated as a Collector – Existing on Schedule C4 (see Figure 6).

Figure 6. Official Plan Schedule C4 Excerpt

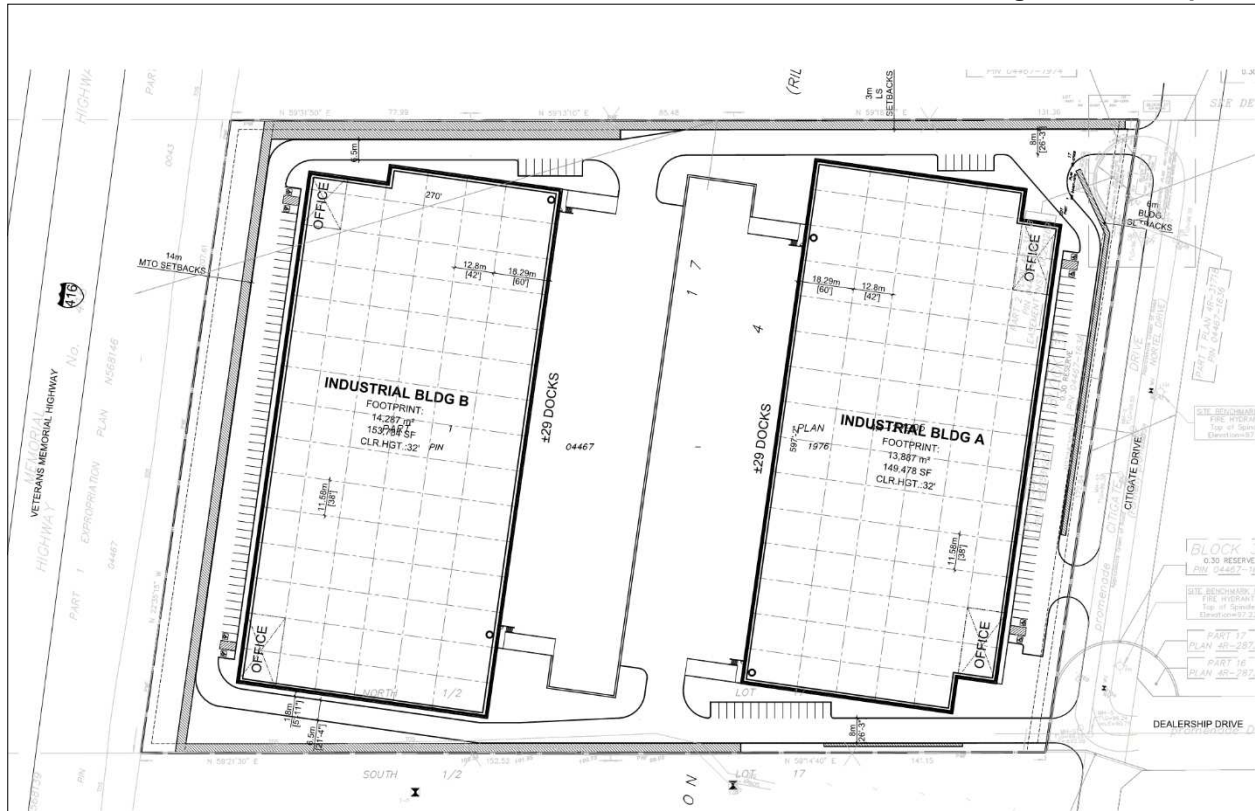


The Subject Property is not currently serviced directly by OC Transpo bus routes. The nearest OC Transpo Route that has accessible bus stops is Route 170 with bus stops located at Kennevale Drive and Cobble Hill Drive, approximately 750 metres east of the Subject Property.

2.0 PROPOSED DEVELOPMENT

As of the date of this report, a final site design has not been fixed. A conceptual site plan could accommodate two single-storey light industrial buildings with small office components for each future tenant (see Figure 7).

Figure 7. Concept Plan



Key elements of the Concept Plan that are expected to be carried through to final design include:

- Single-Storey Buildings – the proposed development is intended to be developed as single-storey buildings with a building height that would be consistent with industrial requirements. Potential building heights would be in the order of 11 to 13 metres. Total floor area may be in the order of approximately 28,000 square metres (±300,000 square feet).
- Site Access – There will be a minimum of two entrances to the Subject Property. Three entrances may also be possible with one entrance limited to non-transport vehicle traffic. The southerly entrance to the Subject Property will be designed to be aligned opposite Dealership Drive at its intersection with CitiGate Drive.

- Parking and Loading – The general design of the Subject Property will be such that parking areas will be separated from the loading areas for each building. The loading areas will likely remain in the centre of the property which benefits the function and operation of traffic flow.
- Retaining Walls – Existing grades across the property are such that retaining walls may be warranted along most of the north, west and south property lines. Owners of the properties north and south of the Subject Property will be contacted in an effort to coordinate efforts on a grading and drainage design that minimizes retaining walls.

3.0 ZONING BY-LAW AMENDMENT APPLICATION

The Subject Property was originally zoned for industrial uses through a series of Zoning By-law Amendments that facilitated the development of the CitiGate Business Park (By-law 2008-462; 2019-16). Various zoning categories and permissions were granted throughout the CitiGate Business Park to establish a variety of uses and performance standards for a high-tech business campus.

The new City of Ottawa Official Plan changed the land use designations for all of the CitiGate Business Park. The new land use designations ('Mixed Industrial' and 'Industrial and Logistics') introduce new land use policies that broaden the types of developments that are permitted in the CitiGate Business Park. One of the key changes to the new land use designation is the introduction of warehousing and distribution as a permitted use in the CitiGate Business Park (see Section 5.2 for additional detail).

The requested Zoning By-law Amendment proposes to add 'warehouse' as a permitted use on the Subject Property.

The Zoning By-law Amendment application is supported by several plans and studies as identified by the City of Ottawa in a responding email dated November 1, 2022 and a pre-consultation meeting on July 12, 2022. The supporting materials prepared for the Zoning By-law Amendment application are as follows:

- A Preliminary Scoped Environmental Impact Statement has been prepared by WSP Golder (dated November 2022). The report notes that due to the limited natural features on the Subject Property, the EIS focuses on the potential impacts of the project on Species at Risk (SAR), wildlife habitats and on the adjacent natural features. The EIS concludes that proposed landscaping for the Subject Property is expected to compensate for the minimal loss of tree cover as a result of the development. Based on WSP Golder's analysis, the proposed development appears to comply with all relevant municipal, provincial and federal legislation. Additional study will be required based on appropriate weather conditions.
- A Phase I Environmental Site Assessment has been prepared by Paterson Group (dated April 2022). The Phase I ESA concludes that there are no environmental concerns that could have the potential to impact the proposed development. A Phase II ESA is not required for the Subject Property.

Through correspondence with the City's Transportation Engineers it was determined that a Transportation Impact Assessment is not required. The traffic that will be generated from the proposed uses will be lower than those predicted by the approved CitiGate Transportation Impact Study.

It is noted that a Site Plan Control application will be filed at a later date which will address other elements of the development review process.

4.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Public consultation will be coordinated with the local ward councillor.
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff.

5.0 PLANNING POLICY AND REGULATORY FRAMEWORK

5.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “*shall be consistent with*” policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS sets out policies for managing and directing land use to achieve efficient and resilient development and land use patterns. Policy 1.1.1 states:

“Healthy, liveable and safe communities are sustained by:

- 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;”*

The Subject Property is expected to be developed with two single-storey warehouse buildings. The development of warehouse buildings provides the desired increase in employment opportunities and represents economic development for the City of Ottawa. The Subject Property is well situated adjacent to a future Major Collector (CitiGate Drive) with easy access to an arterial road (Strandherd Drive) and Highway 416. The proposed employment uses promote the efficient development of a highly accessible vacant parcel and will contribute to the financial well-being of the CitiGate Business Park and the City of Ottawa.

Policy 1.1.3.2 of the PPS states:

“Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;”**

The proposed development will create a new employment use with job opportunities on the Subject Property. The proposed Zoning By-law Amendment to add ‘warehouse’ as a permitted use will provide opportunities for a diversified employment base in the Barrhaven West area. Approval of the proposed Zoning By-law Amendment application will aid in the efficient development of the Subject Property within the urban area of Ottawa. The Subject Property will be accessible for large vehicles via Dealership Drive and CitiGate Drive (when completed) and will connect to Strandherd Drive / Fallowfield Road and Highway 416. The proposed addition of ‘warehouse’ as a permitted use is reflective of the direction of the CitiGate Business Park as a centre for warehousing, distribution and logistics.

Policy 1.1.3.6 of the PPS states:

“New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

The Subject Property is a vacant parcel within the Urban Area of the City and is a candidate for development. Lands located west of Strandherd Drive are designated for employment uses while being adjacent to commercial and residential uses. The proposed employment uses will contribute to a mix of land uses in the Barrhaven West area.

Section 1.3 of the PPS sets out policies for Employment. Policy 1.3.1 states:

“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, and take into account the needs of existing and future businesses;”*

The CitiGate Business Park is designated ‘Mixed Industrial’ and ‘Industrial and Logistics’ in the City of Ottawa Official Plan, which promotes light industrial uses such as warehousing and logistics as well as other moderate-scale employment uses. The proposed addition of ‘warehouse’ as a permitted use helps to meet long-term employment needs of the Barrhaven Community.

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed rezoning adheres to the policies in Section 2.0 of the PPS as follows:

- Relating to Section 2.1 (Natural Heritage), there are no natural features identified in the Official Plan Natural Heritage System Schedule (Schedule C11A) on the Subject Property. A Preliminary Environmental Impact Statement prepared by WSP Golder concludes that there are minimal natural features that require conservation and that expected landscaping and planting of new trees will compensate for any tree loss along the perimeter of the Subject Property;
- Relating to Section 2.2 (Water), there are no water features in the vicinity of the Subject Property;
- Relating to Section 2.3 (Agricultural Resources), the Subject Property is within the urban area of the City of Ottawa and is not designated or zoned for agricultural uses. The lands west of the Subject Property and across Highway 416 are in the rural area and designated for agricultural uses. Light industrial uses permitted on the Subject Property are not sensitive land uses with respect to odours or dust generated by agricultural activities and are compatible with agricultural operations;
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of minerals or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), the Subject Property has no mineral aggregate potential;

- Relating to Section 2.6 (Cultural Heritage and Archaeology), the Subject Property has no known areas of archaeological potential.

Approval of the proposed Zoning By-law Amendment application will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources.

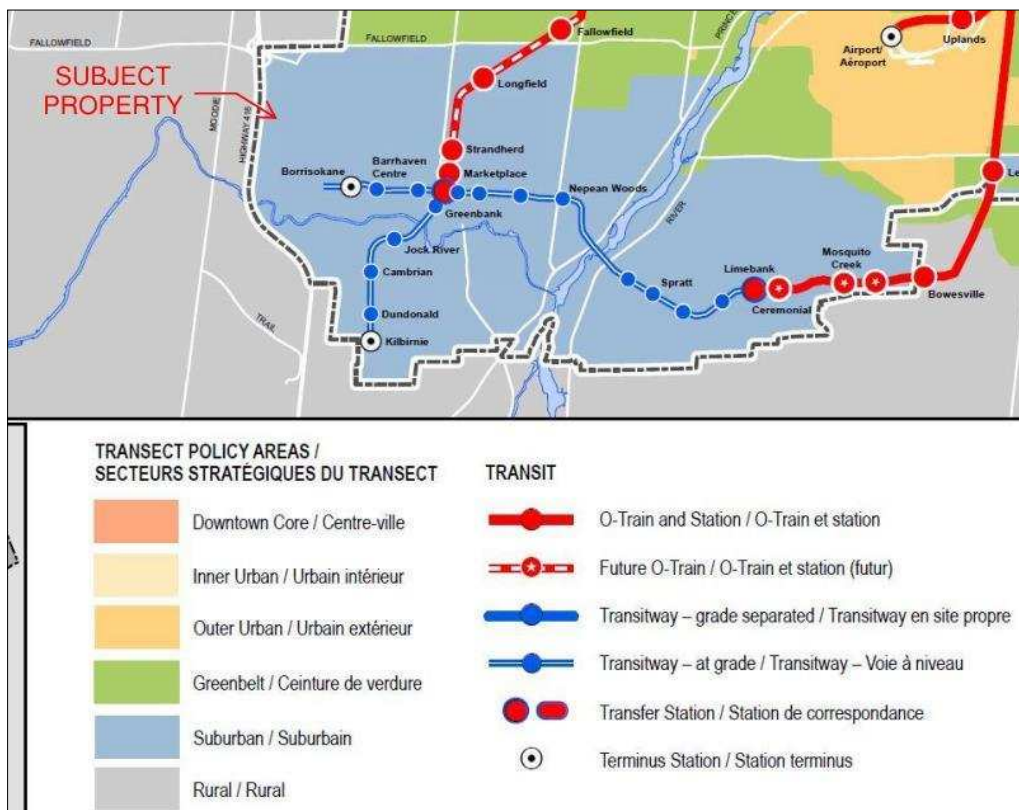
The proposed Zoning By-law Amendment application is consistent with the policies of the Provincial Policy Statement (2020).

5.2 City of Ottawa Official Plan (2021)

The City of Ottawa adopted a new Official Plan on November 24, 2021. Ministry of Municipal Affairs and Housing approval of the new Official Plan was issued on November 4, 2022. The new Official Plan is now in full force and effect. The proposed Zoning By-law Amendment must conform to the policies of the new Official Plan. The new Official Plan is intended to guide development in the City of Ottawa to the year 2046.

The Subject Property is located in the ‘Suburban’ Transect on Schedule A – Transect Policy Areas of the Official Plan (see Figure 8).

Figure 8 –Schedule A – Transect Policy Areas (Excerpt)



The general characteristics of the suburban built form are described in Table 6 of the Official Plan and include the following:

- *“Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way*
- *Principal entrances oriented to the public realm but set back from the street*
- *Larger lots, and lower lot coverage and floor area ratios*
- *Variety of building forms including single storey*
- *Generous spacing between buildings*
- *Informal and natural landscape that often includes grassed areas*
- *Private automobile parking that may be prominent and visible from the street”*

The proposed form of development is consistent with the general characteristics of the suburban built form. Buildings will be generously setback from all lot lines and will be separated from CitiGate Drive by vehicle parking and landscaping. Buildings will be single storey in height but with a generous building height to accommodate industrial tenants.

The Subject Property is designated ‘Industrial and Logistics’ on ‘Schedule B6 – Suburban (Southwest) Transect’ of the Official Plan (see Figure 9). The ‘Industrial and Logistics’ designation is intended for areas that are, *“are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses.”*

Figure 9 – Excerpt of Schedule B6 – Suburban (Southwest) Transect



With respect to the intent of the 'Industrial and Logistics' land use designation, Section 6.4 of the Official Plan states,

"The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes. These uses may impact other surrounding uses due to emissions, such as odours, dust, smoke, heavy equipment movement, light or noise and should be segregated from sensitive land uses."

The proposed addition of 'warehouse' as a permitted use conforms to the above policy as warehousing and distribution are clearly intended land uses in the 'Industrial and Logistics' designation. Intended tenants for the proposed buildings are a mix of light industrial uses, warehousing and logistics, indoor storage and similar uses. The proposed uses are well separated from any sensitive land use, the nearest of which being residential dwellings which are located over 625 metres east of the Subject Property. The proposed Zoning By-law Amendment for the Subject Property is generally considered as having little to no impact on the immediate surrounding uses, which are primarily industrial and commercial.

With respect to permitted uses, Section 6.4.1, Policy 2 states,

"The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:

- a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;*
- b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;*
- c) Auto service and body shops, heavy equipment and vehicle sales and service;*
- d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning*
- e) Major Office in accordance with Subsection 3.5, Policy 12); and*
- f) Offices that are accessory to a primary use."*

The Official Plan clearly states that 'warehousing, distribution and storage' are permitted uses and an appropriate employment-generating use in the Industrial and Logistics designation. The proposed Zoning By-law Amendment seeks to implement the policies of the Official Plan by permitting mixed industrial / warehouse buildings in the 'Industrial and Logistics' designation.

In order to ensure a proper separation of light industrial uses from sensitive uses (such as residential), Section 6.4.2, Policy 2 states,

"Where permitted uses are in proximity to and potentially have adverse impacts on sensitive uses either within the same designation or an adjacent designation, amendments and minor variances to the Zoning By-law shall consider building setbacks to maximize the separation distance from sensitive use(s)."

With respect to potential adverse impacts to sensitive land uses, the Ministry of Environment, Conservation and Parks Guideline D-6 (Compatibility between Industrial Facilities and Sensitive Land Uses) provides direction on establishing appropriate setbacks between industrial uses and sensitive land uses (such as residential). Generally, a warehouse or distribution facility would be considered a Class I Industrial Use, defined in Guideline D-6 as,

“A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has a low probability of fugitive emissions. Outputs are infrequent, and could be point source of fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.”

Guideline D-6 establishes that a Class I Industrial Use has a potential influence area of 70 metres and a recommended minimum separation distance of 20 metres. The proposed addition of ‘warehouse’ as a permitted use would comply with Guideline D-6 as the nearest sensitive land uses, being residential dwellings are located approximately 625 metres east of the Subject Property on the east side of Strandherd Drive.

A large warehouse and distribution facility, such as the existing Amazon Fulfillment Centre at 222 CitiGate Drive, may be considered a Class II Industrial Use in the context that there may be shift operations permitted and frequent movement of products or goods. In the case of a larger facility, the potential influence area would be in the order of 300 metres, still well beyond the existing separation distance of approximately 625 metres for the Subject Property.

The proposed addition of ‘warehouse’ as a permitted use for the Subject Property conforms to the policies of the City of Ottawa Official Plan.

5.3 City of Ottawa Zoning By-law 2008-250

The Subject Property is split into two zones. While the primary zone (Business Park Industrial) applies to both halves of the property, site-specific exceptions on each half include specific provisions for the permitted uses and special requirements associated with certain uses. The Subject Property is zoned Business Park Industrial, Exception 1219 (Holding) and Business Park Industrial, Exception 2545 (Holding) in the City of Ottawa’s Zoning By-law 2008-250 (see Figure 10).

Exceptions 1219 and 2545 are site-specific exception zones that apply to the Subject Property. Exception 1219 applies to the approximate west half of the property and Exception 2545 applies to the approximate east half of the property. The permitted uses for each exception are as follows:

West Half**IP [1219] H(33)-h***(Business Park Industrial Zone, Exception 1219, Height maximum of 33 metres, Holding provision)***Permitted Uses:**

- day care
- hotel
- light industrial uses
- medical office
- office
- place of assembly
- research and development centre
- technology industry
- bank
- bank machine
- instructional facility
- personal service business*
- recreational and athletic facility*
- restaurant – full service*
- restaurant – take out*

Special Requirements:

- “*”personal service business, recreational and athletic facility, restaurant – full service and restaurant – take out are permitted only within a large complex containing a research and development centre, technology industry, light industrial use, office, bank, instructional facility, hotel or place of assembly.
- The ‘h’ symbol is a holding provision that prevents any development until such time as the provision is removed. The holding provision will not be removed until the following have been submitted to and approved by the City:
 - i. A transportation impact study
 - ii. A servicing study and associated funding agreement
 - iii. A master concept plan and a draft plan of subdivision.

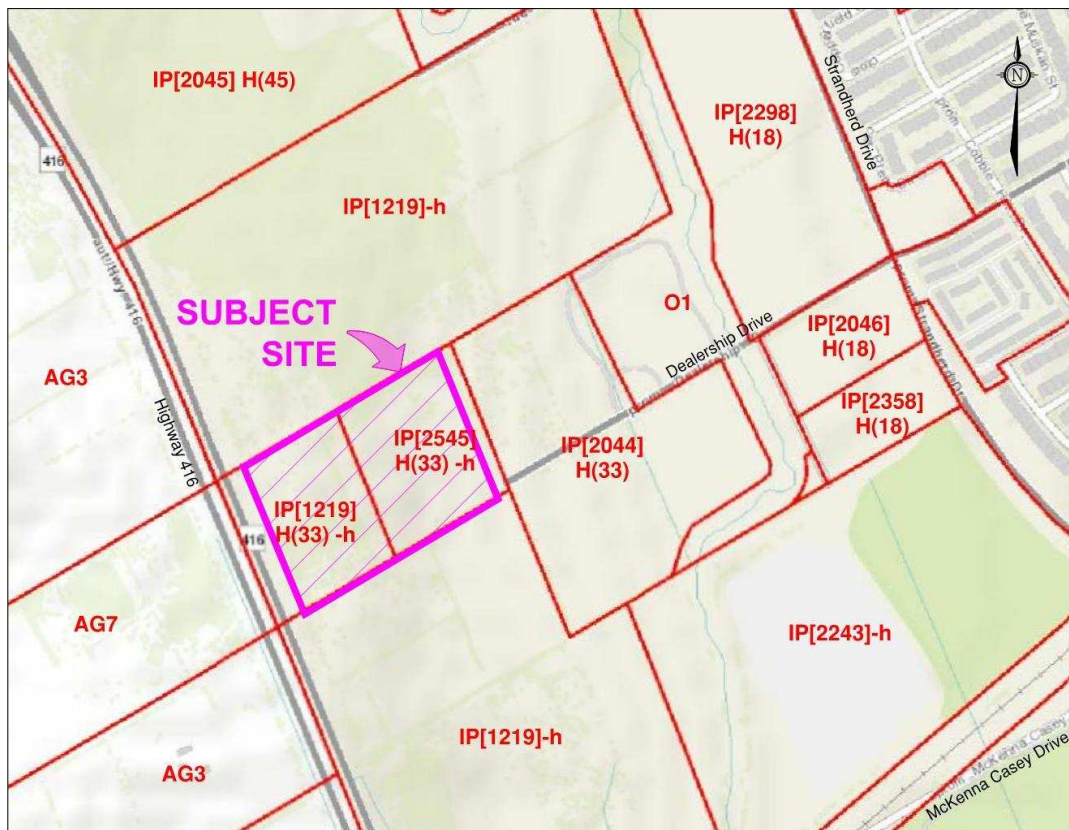
East Half**IP [2545] H(33)-h***(Business Park Industrial Zone, Exception 2545, Height maximum of 33 metres, Holding provision)***Permitted Uses:**

- Automobile body shop^
- Automobile dealership
- Automobile rental establishment
- Bank*
- Bank machine
- Day care
- Hotel
- Instructional facility*
- Light industrial uses*
- Medical facility
- Office*
- Personal service business
- Place of assembly*
- Research and development centre
- Restaurant, full service
- Restaurant, take out
- Technology industry

Special Requirements:

- “A” All operations of an automobile body shop must be within an enclosed building.
- No vehicle storage is permitted within the front yard.
- “*” The following uses are only permitted within a large complex containing a research and development centre or technology industry:
 - i. bank
 - ii. instructional facility
 - iii. light industrial use
 - iv. office
 - v. payday loan establishment
 - vi. place of assembly
- The ‘h’ symbol is a holding provision that prevents any development until such time as the provision is removed. The holding provision will not be removed until the following have been submitted to and approved by the City:
 - i. A transportation impact study
 - ii. A servicing study and associated funding agreement
 - iii. A master concept plan and a draft plan of subdivision.

Figure 10 – Zoning By-law Map Excerpt



With respect to the intent of the Business Park Industrial Zone, Section 205 of the Zoning By-law states that the purpose of the IP zone is to:

- “(1) *accommodate mixed office, office-type uses and low impact, light industrial uses in a business park setting, in accordance with the Enterprise Area designations of the Official Plan or, the Employment Area or the General Urban Area designation where applicable;*”
- “(2) *allow in certain Enterprise 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 as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Enterprise, Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;*”

The proposed additional of ‘warehouse’ as a permitted use is consistent with the intent of the parent Business Park Industrial zone for the property. Warehousing and distribution are low-impact uses with little potential for emissions such as fumes, odours, noise or dust. The proposed use is compatible with a business park setting. In addition to the proposed ‘warehouse’ use, the list of uses permitted in the current zoning (Business Park Industrial Exception 1219 (Holding) and Business Park Industrial, Exception 2545 (Holding)) will facilitate the establishment of appropriate users of the development. There are no uses being deleted as part of the requested Zoning By-law Amendment.

The Zoning By-law Amendment application conforms with the intent and purpose of the Business Park Industrial zone.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Zoning By-law Amendment application which requests that 'warehouse' be added to the list of permitted uses for the Subject Property. Approval of this Zoning By-law Amendment request will aid in the development of a mixed industrial development consisting of light industrial, warehouse and distribution uses and potentially other incidental and compatible industrial uses.

The proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement and conforms to the policies of the City of Ottawa Official Plan adopted November 24, 2021. The proposed Zoning By-law Amendment conforms to the intent of purpose of the Business Park Industrial zone.

The Zoning By-law Amendment application is appropriate for the development of the Subject Property and represent good land use planning.

NOVATECH



Adam Thompson, B.E.S., (PI)
Senior Project Manager | Planning & Development