



4401 Fallowfield Road

Planning Rationale
Zoning By-law Amendment
August 9, 2024



Prepared for Phoenix Homes

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1.0 Introduction

1.1 Application History

The subject lands refer to “Phase 2” of the O’Keefe Court subdivision, originally draft approved on December 30, 2015. Phase 1 of the O’Keefe Court subdivision has been registered and development of the parcels has begun on an individual basis. An implementing Zoning By-law Amendment was applied to the O’Keefe Court lands, coming into effect June 2015. This applicable zoning relied on the policy direction of the previous Official Plan, which designated the lands as an Urban Employment Area.

Since these applications, the City of Ottawa adopted a new Official Plan in 2022 which applies a Mixed Industrial designation to the subject lands. The revised policy direction anticipates the increased role for these areas to provide for a transition between more traditional industrial uses and stable residential areas, while also contributing to the 15-minute neighbourhood principle that underpins the current Official Plan. The proposed Zoning By-law Amendment is aligned with this direction.

1.2 Project Overview

The applicant is proposing a Zoning By-law Amendment for the lands which would serve to maintain the general format of the existing Phase 2 zoning exception while introducing two (2) new uses to the subject lands: automobile dealership and animal hospital. These uses are represented with frequency throughout other iterations of the parent Business Park Industrial (IP) zoning and reflect the intent of the applicable Official Plan designation.

At this time, the applicant intends to establish the revised zoning exception in order to broaden the developability of the lands in line with what is appropriate from a policy and land use planning perspective. Future applications will follow to revise the draft-approved lot configuration if needed, and for Site Plan Control to establish development on a lot-specific basis.

A concept plan is provided to illustrate the suitability of the lands for the proposed uses, but it is acknowledged that elements such as site circulation, urban design, landscaping, and other elements will be assessed in further detail through revisions to the Draft Plan of Subdivision and Site Plan Control applications.

1.3 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the statutory public meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

Upon formal submission of the applications, the following public engagement activities will be undertaken:

- / Notification of Ward Councillor, Councillor David Hill
- / Community “Heads Up” to local registered Community Associations
- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa)
- / Statutory Public Meeting – Planning and Housing Committee

1.4 Subject Lands

The subject lands, known municipally as 4401 Fallowfield Road, are located in the O’Keefe Court business park at the western edge of the Barrhaven neighbourhood in the City of Ottawa. The lands are irregularly-shaped with a frontage of 16.35 metres on O’Keefe Court, facilitating access to the site, resulting in a total site area of 6,175.86 m². Currently, the site is vacant with the westernmost portion of the lands being occupied by a wooded area. The subject lands are directly adjacent to the publicly-owned lands to be used for a stormwater management pond and a drainage easement corridor which were identified as a result of the previous application on the phase 1 lands at the east end of the block.

The property has frontage along Fallowfield Road as well as O’Keefe Court, which is where the lands are accessed.



Figure 1: Context map - subject lands identified.

1.5 Surrounding Context

The subject lands are located in the western portion of the O’Keefe industrial park in the Barrhaven neighbourhood in the City of Ottawa. The surrounding properties and uses include:

North: Immediately north of the subject lands is Lytle Park which includes a playground, a baseball diamond, a softball diamond, and three (3) soccer fields. The park is surrounded by a forest that buffers the park from the Cedarhill residential neighbourhood.

East: East of the subject lands is the existing commercial and industrial park, improved with the Hampton Inn and Suites West hotel. Further east, beyond Fallowfield Road, is the Old Barrhaven West residential neighbourhood, characterized primarily by townhouses, semi-detached, and single-detached dwellings.

South: The area to the south of the subject lands is occupied by the Highway 416 interchange and Fallowfield Road. Further south is the recently constructed, 2.6 million square foot YOW3 Amazon Fulfillment Centre.

West: West of the subject lands is the Highway 416, beyond which is a collection of light industrial uses and the Tomlinson – Moodie Quarry and Asphalt Plant

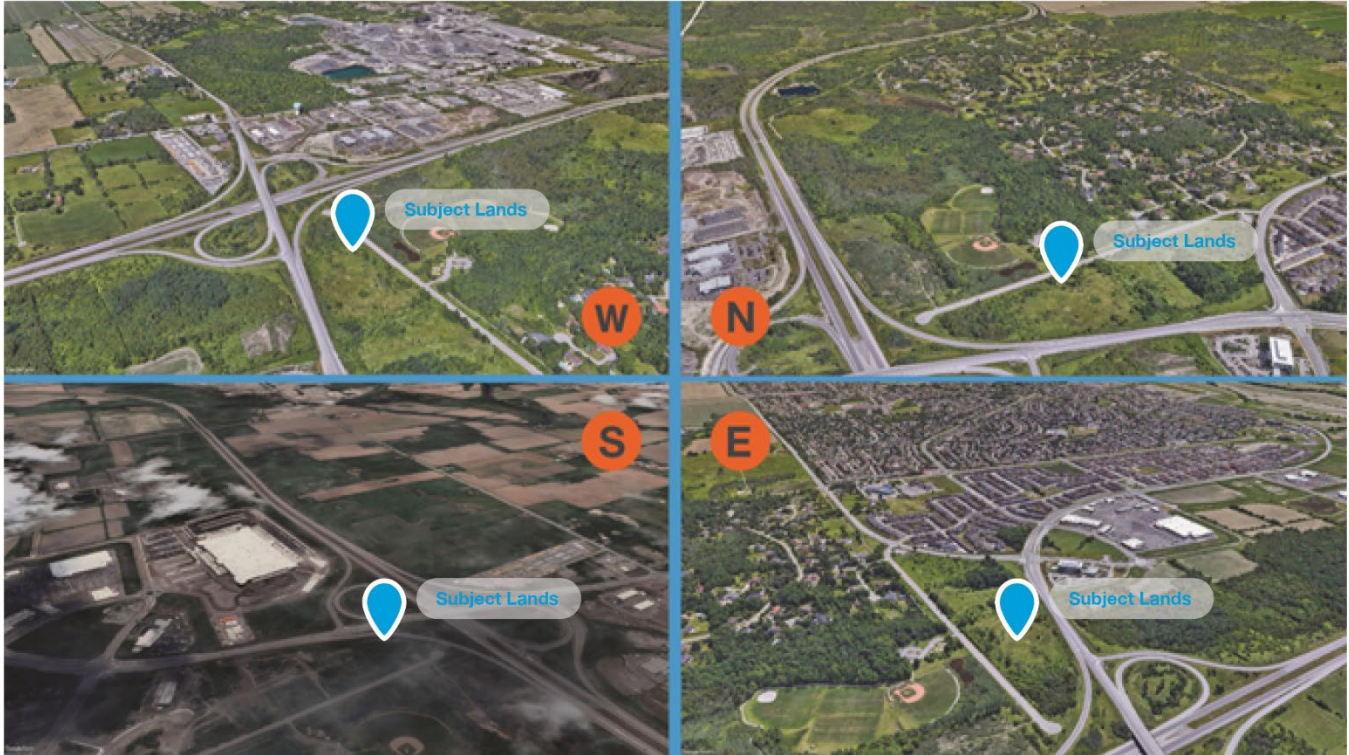


Figure 2: Surrounding context. The view looking south (bottom left) depicts the recently constructed YOW Amazon Distribution Centre located along Highway 416 to the south of the subject lands.

2.0 Policy and Regulatory Review

2.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS), which came into effect on May 1, 2020, is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All municipal development policies, documents and decisions must be consistent with the PPS, read as a whole. The PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

The PPS states that Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Further, the PPS identifies the importance of rural areas for the economic success of the province and notes that it is important to “to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy”. The following policies relate specifically to the proposed development on the subject site.

- 1.1.1 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 employment to meet long-term need;
 - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - d) avoiding development and land uses patterns that would prevent efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
 - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
 - g) ensuring that necessary *infrastructure and public service facilities* are or will be available to meet current and projected needs;
 - h) promoting development and land use patterns that conserve biodiversity;
 - i) preparing for the regional and local impacts of a changing climate.
- 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
 - b) 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;
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d) prepare for the impacts of a changing climate; and,
 - g) are freight-supportive.
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; and,
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

1.3.2.1 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.

1.3.2.3 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

The proposed Zoning By-law Amendment seeks to permit additional uses on the subject lands, which aligns with the priorities of the Provincial Policy Statement (2020) and is representative of the efficient development of employment lands. The proposed land uses provide for an improved range of employment and ancillary uses, sensitive to the proximate residential context and promoting a diversity of economic opportunities in the area. Additionally, the proposed land uses do pose any additional adverse impacts to the environment, public health, or safety from the land uses anticipated on these employment lands. The proposed automobile dealership and animal hospital uses on the subject lands is consistent with the relevant policies of the Provincial Policy Statement.

2.2 City of Ottawa Official Plan (2022)

The Official Plan provides guidance for development across the Ottawa region, outlining how planning over the next 25 years will accommodate the projected population growth. The plan highlights specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan also highlights a strategic approach to economic development across the region with the goal of concentrating development through land use policies, in hopes of attracting a diversified and skilled workforce. The fifth 'Big Policy Move' of the Official Plan sets a framework for economic development across the City, focusing on the geographic distribution of employment opportunities to provide greater location-based job choices to residents, and strategically siting specific industries and functions to promote the efficient movement of goods and services to the Ottawa Region and beyond.

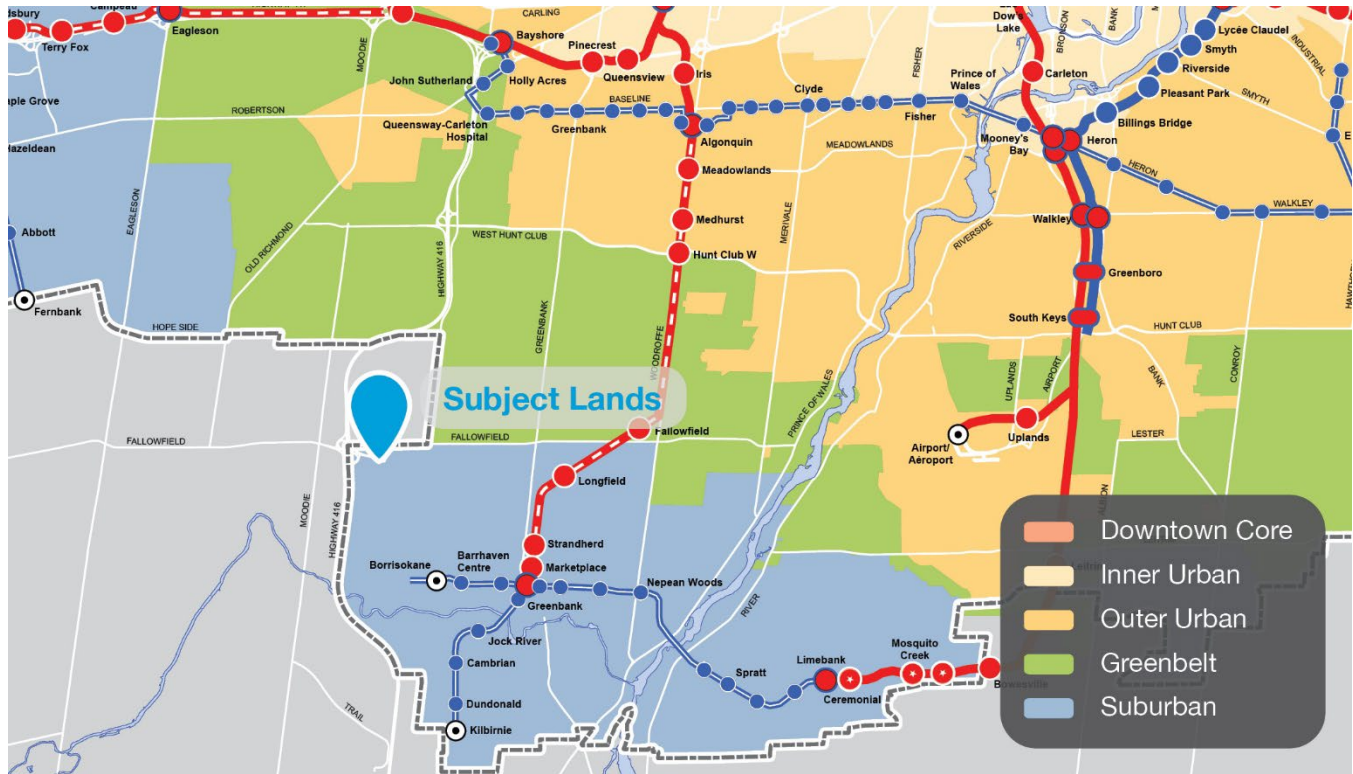


Figure 3: Schedule A - Transect Policy Areas.

2.2.1 Suburban Transect

The subject lands are located within the Suburban Transect, as identified on Schedule A (Figure 3) and is designated as Mixed Industrial (Figure 3). The Suburban Transect represents the areas outside of the Greenbelt and within the urban boundary. The areas in the Suburban Transect are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The policies of the Suburban Transect support the existing suburban patterns of development and seek to grow the three (3) suburban neighbourhoods with a gradual evolution towards the 15-minute neighbourhood model.

2.2.2 Mixed Industrial

The subject lands are designated Mixed Industrial as per Schedule B6 of the Official Plan. The Mixed Industrial designation permits a range of low-impact light-industrial and commercial uses, including small-scale office and industrial as well as non-residential sensitive uses such as places of worship and recreation facilities. The uses and typologies permitted under this designation provide for transitional non-residential uses between heavy-industrial and neighbourhood areas. Mixed Industrial areas are separated into distinct clusters, each capable of supporting more than 2,000 jobs. The subject lands are located within a cluster of Mixed Industrial lands that provide a transitional buffer from the Barrhaven residential neighbourhood to the east and the Industrial and Logistics designated lands adjacent to Highway 416.

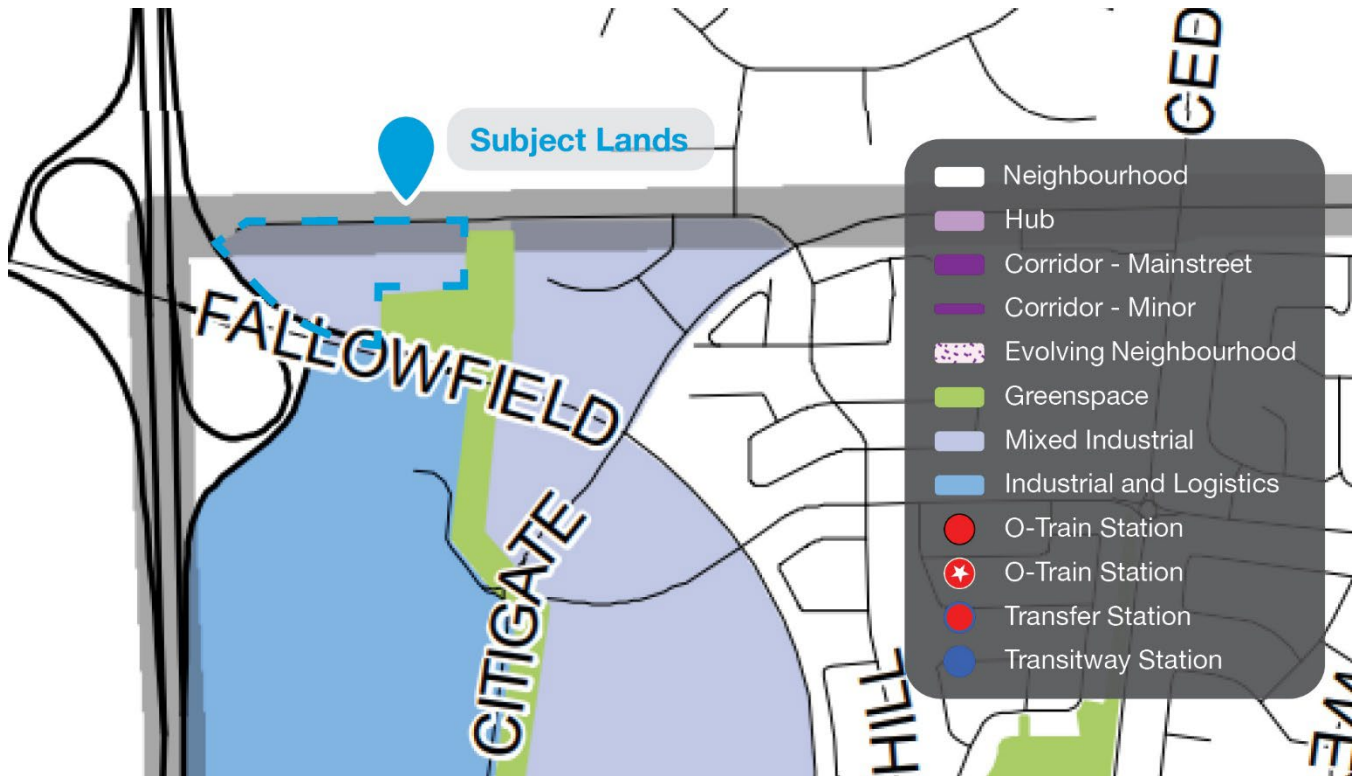


Figure 4: Schedule B6 – Suburban (Southwest) Transect. (City of Ottawa Official Plan)

The following uses are permitted within the Mixed Industrial designation, as per Section 6.5.1.2 of the Official Plan:

- / (a) Low-impact light industrial uses including light manufacturing, warehousing, distribution and storage;
- / (b) **Automotive sales and service**, heavy equipment sales and service;
- / (c) Trades and contractors such as carpenters, plumbers, electricians and heating ventilation and air conditioning; and,
- / (e) Small-scale office that is typically less than 10,000 square metres.

6.5.2 1) Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.

6.5.3 1) The following policies apply to commercial services that may be permitted in Mixed Industrial areas, in support of the 15-minute neighbourhood objectives:

- a) The types of permitted services are those of a scale that cater to a local neighbourhood clientele and to the employees working on lands designated Mixed Industrial, including small scale grocery stores, recreational, health and fitness uses and **service commercial uses** (e.g., convenience retail, doctor and dentist office, coffee shop, restaurant, bank, service station or gas bar);
- b) The permitted services may locate within:
 - i) Stand-alone buildings;
 - ii) Within a building containing a permitted Mixed Industrial use; or
 - iii) In buildings that group more than one of these services;
- c) Commercial service uses shall be located along the edge of the Mixed Industrial area abutting residential neighbourhoods but no more than 600 metres from a residential zone;
- d) Developments shall demonstrate how the proposed use(s) achieves the 15-minute neighbourhood objectives; and,

e) Appropriate cycling and pedestrian facilities may need to be provided where not currently available.

The subject lands are located in the Suburban Transect and designated Mixed Industrial in the City of Ottawa Official Plan. The Transect and designation policies provide for the opportunity to develop a range of light-industrial and commercial uses within the existing suburban context, growing the economic base surrounding the three main neighbourhoods outside of the Greenbelt. The Mixed Industrial designation seeks to provide for transitional uses between the Industrial and Logistics and Neighbourhood designations through the limiting of land uses that are incompatible with neighbouring sensitive residential areas.

The applicable policies of the Official Plan outline the range of permitted uses in the Mixed Industrial designation, including automotive sales and services. The Mixed Industrial designation also permits a range of community-oriented commercial service uses located within 600 metres of residential areas, including the ‘animal hospital’ use requested through this application. Given the relative proximity of residential areas to the north and east, service-oriented commercial uses will contribute to the liveability of the surrounding community. The proposed uses conform to the applicable policies of the Official Plan.

2.2.3 Area Specific Policy – Area 5

The lands are subject to an area-specific policy (Area-Specific Policy Area 5) and its relevant provisions.

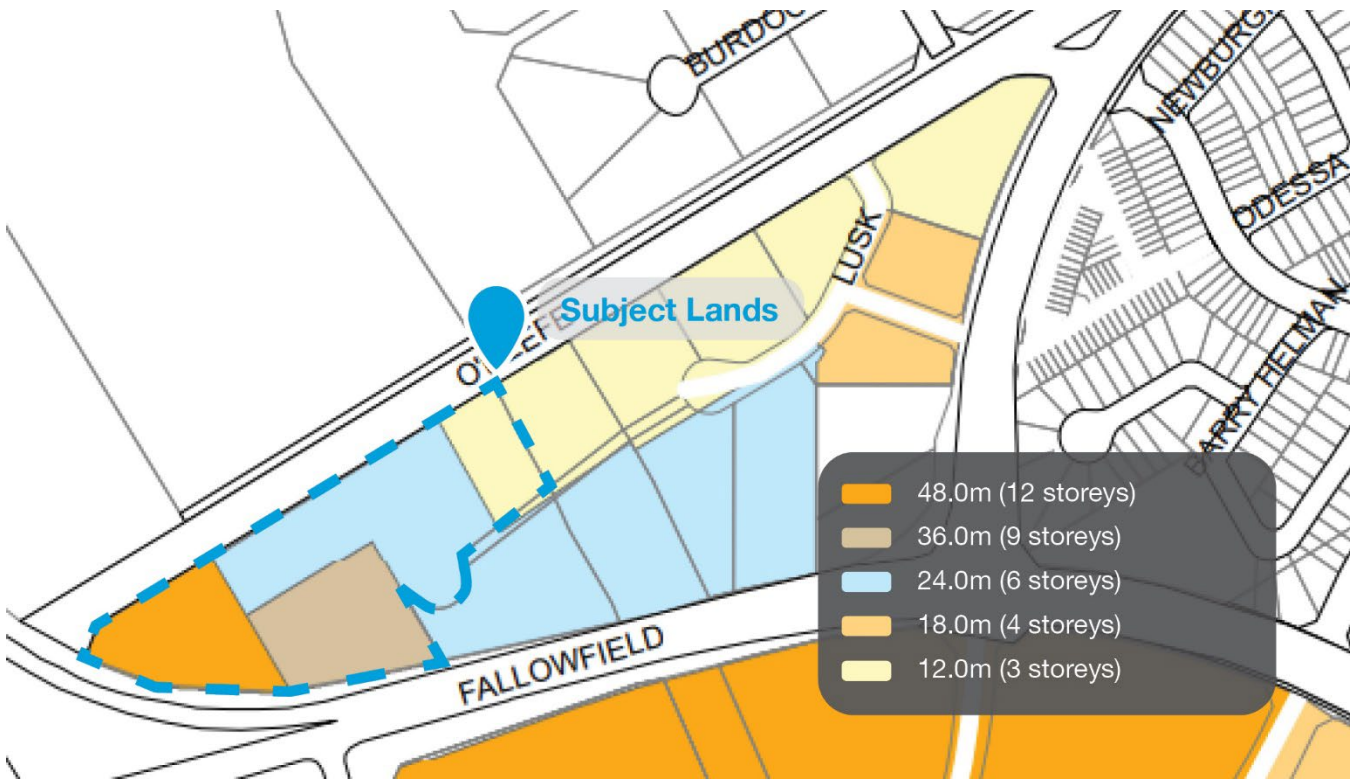


Figure 5: Schedule B - Maximum Height Schedule from the Area 5 Area-Specific Policies.

The following area-specific policies apply:

- 5.2: The maximum height for a portion of the Highway 416 lands designated as Industrial and Logistics and Mixed Industrial, as shown on Schedule B6 - Suburban (South) Transect, Volume 1 - Official Plan, shall be as per Schedule 5.A - Maximum Building Heights, Volume 2C - Official Plan (Figure 5).

The policies of the Area 5 Area-Specific Policy area prescribe the scale of height permitted on the subject lands. Per Figure 5 below, the maximum height ranges from 3 storeys to 12 storeys. The currently envisioned uses are expected to comply with these maximum heights.

2.2.4 Scenic Capital Route

The subject lands are located adjacent to the Highway 416, which is designated as a Scenic Capital Route for the portion located adjacent to the subject lands, as shown on Schedule C13 of the Official Plan. The Official Plan sets specific policies for properties abutting these corridors to ensure the visual integrity and symbolic primacy of the entry routes into the City's urban areas. The following policies apply to developments adjacent to the Scenic Capital Route, as follows:

4.6.2 4) Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

- a) Protecting the opportunity to view natural and cultural heritage features;
- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and,
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and,
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

4.6.2 5) Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:

- a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and,
- b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

With consideration for the policies of Scenic Capital Routes, an approach which considers strong urban design elements, such as varied and quality materiality on the exterior of the building as well as building and site orientation towards the route, will be contemplated at the time of forthcoming Site Plan Control applications following the implementation of the zoning for the lands.

2.2.5 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design possesses an important role in supporting the Official Plan's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The relevant urban design policies were evaluated against the proposed Zoning By-law Amendment with consideration to the role of forthcoming applications for Plan of Subdivision (Revision) and Site Plan Control, as follows:

4.6.4 3) The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.

With regard to the proposed land uses requested through this application, and their anticipated standard site and building layout, opportunities to enhance the site through the installation of photovoltaic panels, innovative roof storage systems, and overall site planning coordination can be considered at the time of future Site Plan Control applications. Additionally, it is anticipated that these lands will undergo a Plan

of Subdivision (Revision) application to address the changing lot fabric, and as such, this presents an opportune time to assess individual lot characteristics and any opportunities or constraints relating to the capacity to support on-site sustainability efforts.

4.6.5 3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed Zoning By-law Amendment seeks to permit a broader array of lower-intensity commercial uses on the lands, which incorporate ancillary surface parking and loading areas. The future Site Plan Control applications will be required to address the siting of parking on the lands as it relates both to the Scenic Entry Route (Highway 416) and O’Keefe Court. Provided that an automobile dealership is proposed through a future Site Plan Control application, site planning measures may be implemented to screen “back-of-house” elements from the rights-of-way, such as building siting and strategic landscaping in relation to the prominent lot boundaries.

The O’Keefe Court frontage is acknowledged as possessing a distinct character due to Lytle Park being located directly north of the subject lands. Landscaping measures and pathways may be implemented along this frontage so as to ensure connectivity with the park and the residential community to the northeast. It is anticipated that this frontage will represent public-facing sales and front-of-businesses, allocating space for tree planting and visitor parking, while the more intensive commercial functions of the lot will be screened at the rear. The specific uses, arrangement, and site design are to be refined at the time of future development applications.

2.3 City of Ottawa Zoning By-law (2008-250)

The subject lands are zoned Business Park Industrial, Urban Exception 2265, with varying building height limits including 48 metres, 36 metres, 24 metres, and 12 metres (see Figure 6) in the City of Ottawa’s Comprehensive Zoning By-law (2008-250). The purpose of the IP – Business Park Industrial zone is to accommodate a range of mixed office, office-type and low impact light industrial uses in a business park setting. This zone prohibits uses which generate excessive noise, emit odours and fumes, or are hazardous or obnoxious. Consumer oriented showrooms and retail spaces are permitted, but only as an ancillary function to a warehouse or manufacturing facility on the same site or an adjacent property.



Figure 6: Zoning map identifying the subject lands' zoning and the zoning of the surrounding properties. (GeoOttawa)

The tables below identify the permitted uses and zoning provisions of the Business Park Industrial zone - IP:

Permitted Uses	
<ul style="list-style-type: none"> / automobile dealership;[*] / automobile rental establishment;[*] / broadcasting station; / day care; / drive-through facility (only when associated with a bank or bank machine); / emergency service;[*] / hotel; / light industrial uses; / medical facility; 	<ul style="list-style-type: none"> / office; / place of assembly; / printing plant;[*] / production studio; / research and development centre; / service and repair shop; / technology industry; / training centre; / warehouse.[*]

*Removed as part of existing Urban Exception 2265

Permitted Uses – each use not exceeding a GFA of 300m ² ; and a cumulative total GFA of these uses not exceeding 2,900m ² (not applying to amusement centre, amusement park, and recreational and athletic facility):	
<ul style="list-style-type: none"> / animal care establishment;[*] / animal hospital;[*] / automobile service station;[*] 	<ul style="list-style-type: none"> / gas;[*] / instructional facility; / park;

<ul style="list-style-type: none"> / bank; / bank machine; / bank machine;* / bar;* / car wash;* / Cannabis Production Facility;* / convenience store; 	<ul style="list-style-type: none"> / personal service business; / place of worship; / post office; / recreational and athletic facility; / restaurant, takeout; / restaurant, full service.
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*Removed as part of existing Urban Exception 2265

Additional Permitted Uses:
<ul style="list-style-type: none"> / Bar <ul style="list-style-type: none"> — Must be ancillary to brewery, winery, or distillery; and, — May not have a GFA exceeding the lesser of: <ul style="list-style-type: none"> • 300m²; or • 25% of the floor area of the primary use. / Cannabis Production Facility <ul style="list-style-type: none"> — Limited to 350m² GFA contained in a building that is not a greenhouse. / A place of worship is permitted subject to: <ul style="list-style-type: none"> — Section 203(3) to (6) or Section 205(3) to (6); — Maximum gross floor area: 1,000 m²; and, — Not being located within the Airport Operating Influence Zone in Schedule 6. / Convenience store, full service restaurant, take out restaurant, personal service business, post office and recreational and athletic facility are permitted only within a large complex containing a hotel, light industrial use, medical facility, office, place of assembly, production studio, research and development centre, technology industry, training centre, bank or payday loan establishment. / Accessory display and sales area must be within the same building as the use to which it is accessory and must not exceed 25% of gross floor area; and, / Except in the case of the storage of motor vehicles associated with an automobile dealership and automobile rental establishment, outdoor storage is prohibited.

*Removed as part of existing Urban Exception 2265

Section 205 – Table 205 – IP Zone Provisions

Zoning Mechanisms	Requirement
Minimum Lot Width (m)	No minimum
Minimum Lot Area (m²)	4,047m ²
Minimum Lot Coverage (%)	55%
Minimum Front Yard and Corner Yard Setback (m)	6 metres
Minimum Interior Side Yard Setback (m)	3 metres
Minimum Rear Yard Setback (m)	6 metres
Maximum Floor Space Index (FSI)	2, unless otherwise shown on the zoning maps
Maximum Building Height	Varies; identified by the “H” suffix (in metres) (Figure 6)

Zoning Mechanisms		Requirement	
Minimum Width of Landscaped Area	(ii) abutting a street	3 metres	
	(iii) in all other cases	No minimum	
Hydro Pole Clearance		2 metres from Pole	
		5 metres from Power Line	
Landscape Buffer Requirements	Abutting a street	Less than 10 spaces	3 metres
		More than 10, less than 100 spaces	3 metres
		More than 100 spaces	3 metres
	Not abutting a street	Less than 10 spaces	None
		More than 10, less than 100 spaces	1.5 metres
		More than 100 spaces	3 metres

Section 101 – Minimum Parking Space Rates

	Automobile Dealership	Animal Hospital
Minimum Vehicular Parking Rate	Sales/showroom area, 2 per 100 m ² of gross floor area; Service area, 2 per service bay; Other areas, 1 per 100 m ² of gross floor area.	4 per 100m ² of gross floor area

Section 69 – Setback from Watercourses

- a) 30m to the normal high-water mark; or,
- b) 15m to the top of the bank of any watercourse or waterbody, whichever is greater.

The Business Park Industrial (IP) zoning on the subject lands permits a range of low-impact commercial, office, and light-industrial uses, providing a transition from the higher-intensity industrial uses to the adjacent Cedarhill and Barrhaven residential neighbourhoods. As a result of previous Zoning By-law Amendments applied to the subject lands, an Urban Exception [2265] restricts several uses on the subject lands, including automobile dealerships and animal hospitals. As part of a subsequent Site Plan Control application, it is anticipated that any development on the subject lands will be in compliance with the applicable provisions of the IP zone.

3.0 Zoning By-law Amendment

The proposed Zoning By-law Amendment is seeking to permit two (2) additional uses on the subject lands: automobile dealership and animal hospital. The subject lands are under the regulation of Urban Exception 2265 of the Zoning By-law which places specific limitations on the uses permitted on the lands, including those being sought through this application. Although no development is proposed as part of this application, a concept plan has been prepared, illustrating a potential site layout depicting the proposed uses and their suitability for the lands if development is pursued in the future (Figure 7).

The subject lands provide adequate developable area to support the proposed uses in a variety of configurations while also respecting the existing context of the area, specifically Lytle Park to the north. The lot fabric currently exhibits varying depths, ranging from approximately 147 metres, while tapering towards O’Keefe Court at the west end of the lands. The width and depth of the lands provides for the opportunity to buffer the commercial uses from the public realm to the north. As depicted in Figure 7, the loading and service entrances are oriented towards the southerly lot lines, allowing for lower-intensity parking and landscaping to be provided along the northern frontage. The specific elements relating to the orientation and site layout are to be confirmed at the time of Site Plan Control, which is required to develop the lands for the uses contemplated on a site-specific basis.

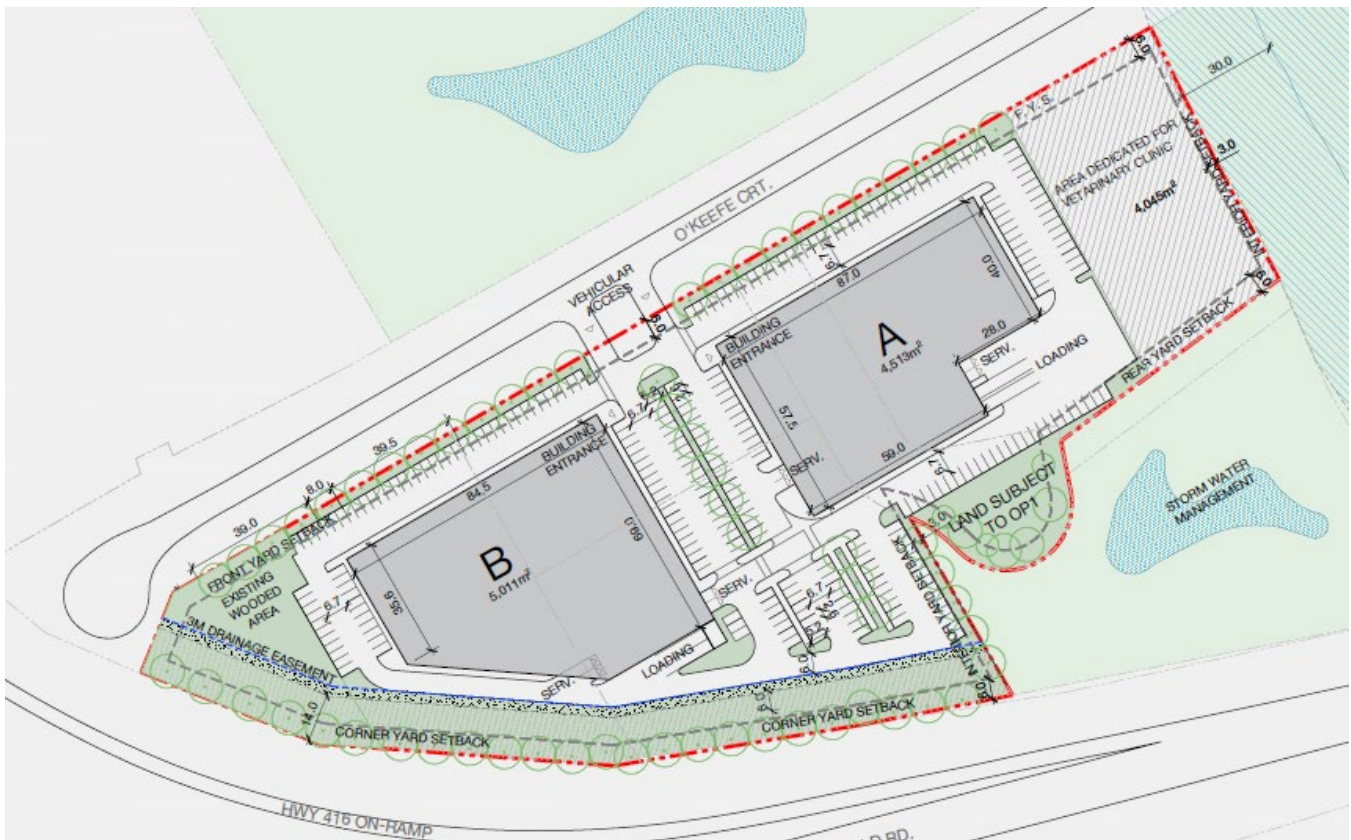


Figure 7: Concept Plan of the subject lands, illustrating a potential option for development of the proposed uses sought through this application.

The Official Plan designates the area as Mixed Industrial. The Mixed Industrial designation was introduced as part of the applicable Official Plan, adopted in 2022. The previous Official Plan contemplated the lands under a since-removed designation, known as Urban Employment Area. This designation, which provided direction to the

zoning introduced at the time, was more restrictive in its policy direction. The current applicable and relevant policies of the Official Plan speak to the purpose of these lands as permitting for a range of low-impact light-industrial and commercial uses.

Generally, the lands designated Mixed Industrial are anticipated to act as a buffer between heavier industrial uses and residential areas. The uses permitted in these areas provide for employment opportunities while limiting uses which present adverse impacts to more sensitive residential uses in adjacent neighbourhood areas. The proposed uses are not anticipated to result in adverse impacts to any greater extent than those uses already permitted on the lands by the existing Official Plan designation or zoning.

3.1 Automobile Dealership Use

The automobile dealership use proposed through this application is explicitly listed as a permitted use within the Mixed Industrial designation and is otherwise permitted within the IP – Business Park Industrial zone, notwithstanding site-specific exceptions, such as in the case on the subject lands. This use represents a low-intensity commercial use with limited adverse impacts, which is generally compatible within light-industrial and commercial business park contexts. Additionally, given the subject lands' relative proximity to the Cedarhill and Barrhaven residential neighbourhoods, this use represents an appropriate transition from the higher-impact uses of the Industrial and Logistics designation to the south while also providing for consumer-oriented service businesses to the surrounding community.

The automobile dealership use conforms with the policies of the Mixed Industrial designation of the Official Plan as a context sensitive commercial land use, appropriately located along the boundary of an existing suburban community.

3.2 Animal Hospital Use

The proposed animal hospital use is representative of a community-oriented commercial service use, serving the needs of the immediate community while also having the capacity to serve the greater region through the proximate access to Highway 416. The policies of the Official Plan, and specifically the Mixed Industrial designation, speak to service commercial uses aimed at catering to the local neighbourhood. The policies of Section 6.5.3 seek to establish service commercial uses in Mixed Industrial areas, in line with the 15-minute neighbourhood priorities of the Official Plan through locating the use along the edge of the designated lands, oriented towards neighbourhood areas as well as providing adequate connections for both vehicles and pedestrians.

The proposed animal hospital use conforms with the policies of the Official Plan, specifically, Section 6.5.3 as it relates to the siting of service commercial uses within the Mixed Industrial designation. Given the potential to serve the immediate community, as well as the potential to serve the greater region, in terms of animal care, the subject lands provide for a suitable location for the animal hospital use.

3.3 Proposed Zoning By-law Amendment

The following table provides an overview of the proposed zoning amendment.

I – Exception Number	II – Applicable Zones	III – Additional Land Uses Permitted	IV – Land Uses Prohibited	V - Provisions
XXXX	IP [XXXX] H(48) IP [XXXX] H(36) IP [XXXX] H(24) IP [XXXX] H(12)	– <u>animal hospital</u>	All uses in subsection 205(1) except: <ul style="list-style-type: none"> – <u>automobile dealership</u> – broadcasting station – day care – drive-through facility – hotel – light industrial uses – medical facility – office -place of assembly – production studio – research and development centre – service and repair shop – technology industry – training centre All uses in subsection 205(2) except: <ul style="list-style-type: none"> – bank – bank machine – convenience store – instructional facility – personal service business – place of worship – post office – recreational and athletic facility – restaurant, takeout – restaurant, full service 	None

4.0 Supporting Plans & Studies

4.1 Transportation Impact Assessment

Arcadis Professional Services Inc. was retained to provide a Transportation Impact Assessment Addendum to the 'Highway 416 Lands Community Transportation Study' prepared in 2015 (IBI, 2015) in lieu of a full TIA update. This report was scoped in order to isolate the potential impacts of the proposed uses within the existing documented materials as part of the 2015 CTS. Recent TIAs have also evaluated and revised the transportation context of these lands through recent Site Plan Control applications. This approach was confirmed by staff in August of 2023.

The enclosed report, dated July 26, 2024, reviewed the anticipated traffic generation and transportation network impacts resultant from the proposed uses. The report found that the overall impacts of any transportation-related infrastructure changes within the vicinity of the lands on mode share and travel patterns were determined to be negligible. Additionally, the anticipated site-generated impacts, shown to be dispersed across the adjacent transportation network, were found to have negligible downstream impacts as a result. As such, the overall conclusions and recommendations of the 2015 TIA would remain valid with the rezoning of the Phase 2 lands to include the automobile dealership and veterinarian clinic land uses.

4.2 Adequacy of Public Services Report

Arcadis Professional Services Inc. was retained to provide an Adequacy of Public Services Report to accompany this application, alongside the supporting civil engineering plans. The report, dated February 29, 2024, provides a conceptual level layout of the proposed development sufficient to support the rezoning of the subject lands. The report concludes that the lands can be developed in an orderly and effective manner and in accordance with the City of Ottawa's current level of service requirements. The use of lot level controls, conveyance controls and end of pipe controls outlined in the report will result in effective treatment of surface stormwater runoff from the site. Adherence to the proposed sediment and erosion control plan during construction will minimize harmful impacts on surface water.

4.3 Geotechnical Memorandum

Kollaard Associates prepared a memo dated July 10, 2024 for this proposal. The memorandum is intended to provide comment with respect to the use of the previously completed geotechnical reports and letters prepared by Kollaard Associates Inc for the proposed development known as O'Keefe Court to support the current application for a zoning bylaw amendment.

In summary, the report states:

- / The geotechnical conclusions provided in the previously completed geotechnical works remain valid to support the current zoning bylaw amendment;
- / There are no geotechnical conditions at the site that would preclude the construction of the buildings permitted by the proposed zoning supported by conventional spread footing foundations;
- / A site specific geotechnical investigation should be completed for each site at the site plan control approval stage;
- / The site (building) specific geotechnical investigation and report will be completed in accordance with current standards and guidelines.

5.0 Conclusion

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan, and meets the intent of the City of Ottawa's Zoning By-law (2008-250). In our opinion:

- / The proposed ZBLA is consistent with the Provincial Policy Statement by providing an increased array of uses that will provide for an improved range of employment and ancillary uses, sensitive to the proximate residential context and promoting a diversity of economic opportunities in the area.
- / The proposal responds to its context within the Suburban Transect and its Mixed Industrial designation, proposing uses which are anticipated and permitted per the applicable policies.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and align with the intent of the IP zone, proposing commercial uses which will not create undue negative impacts on the community or surrounding properties.
- / The proposed development represents good planning and is in the public interest.

Please do not hesitate to contact the undersigned should have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.



Evan Saunders, M.PL
Planner



Scott Alain, MCIP, RPP
Senior Planner