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Wireless Industry

401 March Road

Planning Rationale



401 MARCH ROAD
PLANNING RATIONALE

Prepared for:

Starbank Developments 401 Corp
329 Brooke Avenue
Toronto ON
M5M 2L4

Prepared By:

NOVATECH ENGINEERING CONSULTANTS LTD.
Suite 200, 240 Michael Cowpland Drive
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K2M 1P6

December 2013

Novatech File: 113023



December 20, 2013

City of Ottawa
110 Laurier Avenue, West
4th Floor
Planning and Growth Management Department
Ottawa, ON
K1P 1J1

Attention: Mr. Davis Wise, Program Manager, Development Review, Suburban West

Dear Mr. David Wise,

**Reference: 401 March Road
Site Plan Control and Zoning By-law Amendment Applications
Our File No.: 113023**

This Planning Rationale has been prepared in support of applications for a zoning by-law amendment and site plan approval for the property located at 401 March Road in the City of Ottawa. Schedule 'B' of the City of Ottawa Official Plan (Consolidation January 2007) designates the subject parcel as 'Employment Area'. The current zoning of the parcel is General Industrial Zone, Subzone 6, Exception 295- IG6 [295] in the *City of Ottawa Zoning By-law 2008-250*.

The site plan proposes a commercial plaza, consisting of a gas bar, two restaurants with a drive-through facility and a commercial building (medical facility).

The application for a zoning amendment requests to rezone the property to the IG Zone which would permit 'car wash', 'gas bar' and 'restaurant' as permitted uses. These uses are not permitted under the current zone, IG6 [295].



Should you have any questions regarding any aspects of these applications please do not hesitate to contact either Murray Chown or myself.

Yours Truly,

NOVATECH ENGINEERING CONSULTANTS LTD.

A handwritten signature in dark ink, appearing to read "Alyson", is written over a light blue horizontal line.

Alyson Mann
Planner

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1.0 EXECUTIVE SUMMARY

This Planning Rationale has been prepared in support of applications for a zoning by-law amendment and site plan approval for the property located at 401 March Road in the City of Ottawa. Schedule 'B' of the City of Ottawa Official Plan (Consolidation January 2007) designates the subject parcel as 'Employment Area'. The current zoning of the parcel is IG6 [295], in the *City of Ottawa Zoning By-law 2008-250*.

This triangular parcel of land is bounded by March Road to the east, Station Road to the north and the railway (owned by City of Ottawa) to the south. The property is municipally known as 401 March Road and is legally described as Concession 3, Part of Lot 6, Plan 5R-12138. The total area of the parcel is approximately 1.3 hectares (3.4 acres), with 104 metres of frontage along March Road and 154 metres of frontage along Station Road.

401 March Road is currently zoned General Industrial Zone, Subzone 6, Exception 295- IG6 [295]. The site plan proposes a commercial plaza, consisting of a gas bar, two restaurants with a drive-through facility and a commercial building (medical facility).

The application for a zoning amendment requests to rezone the property to the IG Zone which would permit 'car wash', 'gas bar' and 'restaurant' as permitted uses. These uses are not permitted under the current zone, IG6 [295].

This planning rationale demonstrates that the proposed zoning amendment is consistent with the *Provincial Policy Statement*, conforms with the policies of the *City of Ottawa Official Plan*, and that the proposed uses are compatible with the surrounding uses.

2.0 INTRODUCTION

2.1 PURPOSE

Novatech Engineering Consultants Ltd. (Novatech) has prepared this *Planning Rationale* in support of applications for *Zoning By-law Amendment* and *Site Plan Approval*. The zoning amendment proposes to rezone property at 401 March Road from “General Industrial Zone, Subzone 6”- IG6 [295] to the IG Zone. The IG Zone will permit a broader range of uses, appropriate for the subject site. The IG zone would be consistent with the zoning of existing developments to the north of the subject site.

This Planning Rationale will illustrate the various elements of the proposal that support the zoning by-law amendment. This report will also demonstrate how the proposed zoning will:

- Be consistent with the policies of the *Provincial Policy Statement*
- Conform to the policies of the *City of Ottawa Official Plan*
- Be compatible with surrounding uses.

2.2 PROPOSAL FOR ZONING BY-LAW AMENDMENT AND SITE PLAN APPROVAL

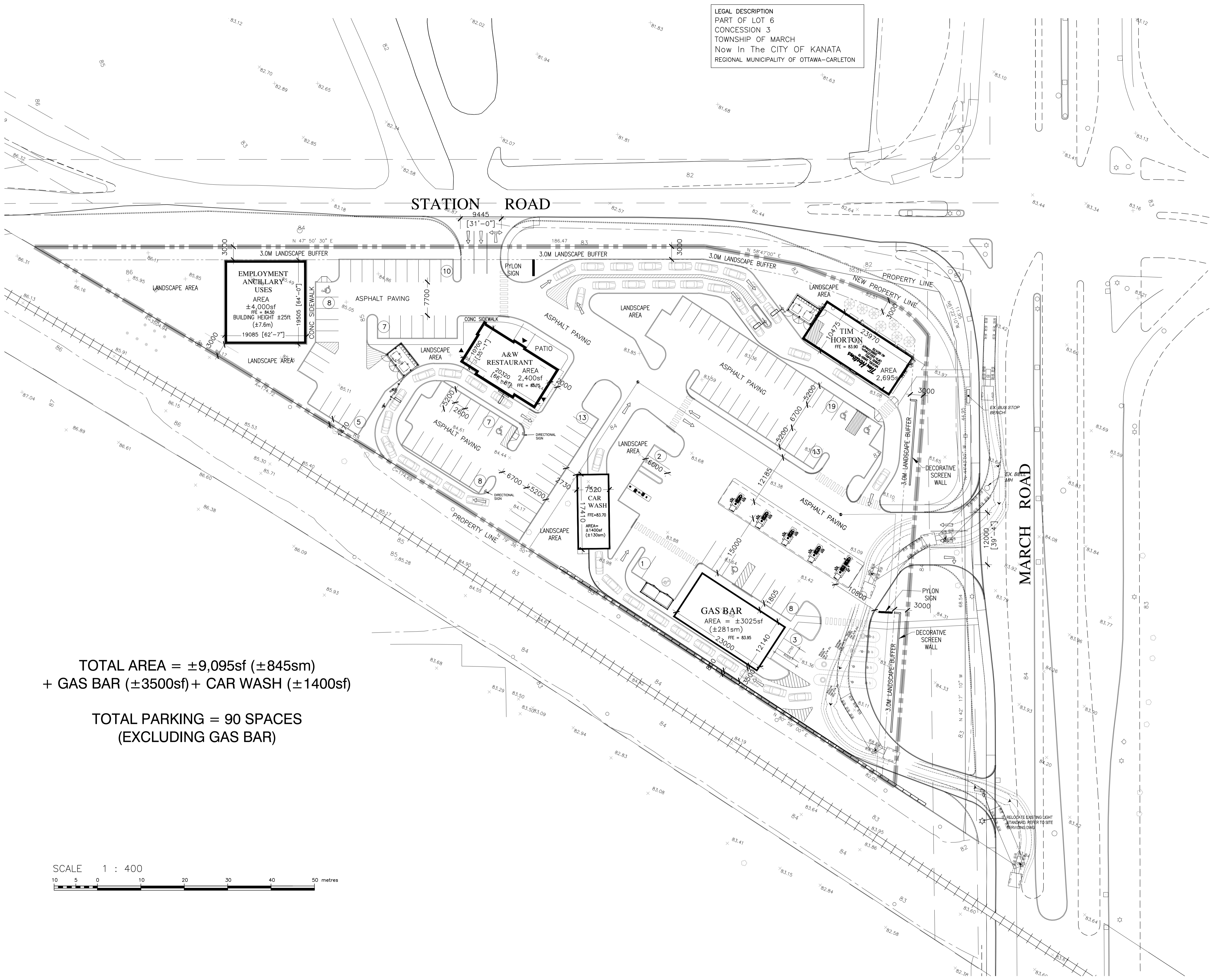
This application will facilitate the development of a commercial plaza at 401 March Road. The gas bar will have a gross floor area of 280m² and five gas pumps will be provided. Two restaurants are proposed for the site. The first restaurant will have a gross floor area of 250m² and is proposed to be located at the northeast corner of the lot. The second restaurant will have a gross floor area of 222m² and is proposed to be located on the interior portion of the lot. The 371m² commercial building (medical facility) will be located at the westerly end of the site. A total of 93 parking spaces will be provided on the site (See Figure 1)

The subject site is currently undeveloped. The proposed development requires a zoning amendment as the existing IG6 [295] Zone does not permit all of the proposed uses. The requested IG Zone permits the proposed uses.

LEGAL DESCRIPTION
 PART OF LOT 6
 CONCESSION 3
 TOWNSHIP OF MARCH
 Now In The CITY OF KANATA
 REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

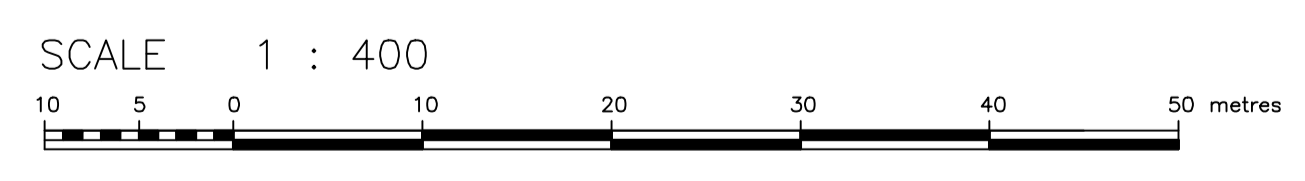
ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON REQUEST.
 THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND REPORT DISCREPANCIES TO THE ARCHITECT.
 ALL DIMENSIONS ARE GIVEN IN MILLIMETRES UNLESS OTHERWISE INDICATED.
 DO NOT SCALE DRAWINGS.

REVISIONS AND DISTRIBUTION LOG		
No.	Date	Note
1	DEC. 10, 2013	ISSUED FOR SITE PLAN APPROVAL



TOTAL AREA = ±9,095sf (±845sm)
 + GAS BAR (±3500sf) + CAR WASH (±1400sf)

TOTAL PARKING = 90 SPACES
 (EXCLUDING GAS BAR)



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Project:
401 MARCH ROAD

STARBANK GROUP OF COMPANIES
 401 MARCH ROAD
 OTTAWA ONTARIO

Drawing Title:
SITE PLAN

Drawn By:	Checked By:	Date Checked:	Project No.:
	HV		13A102
Date Plotted:	Dec 20, 2013 - 11:37am		Scale:
			1:400
Drawing No.:			Revision No.:

A100

FILE NAME: S:\2013 Projects\13A102_413 March Road_13A102_A100 Site Plan_Option 24_ Dec-20, 2013.dwg

3.0 COMMUNITY CONTEXT

3.1 SITE DESCRIPTION

The parcel at 401 March Road is 1.3 hectares (3.4 acres) and has 104 metres of frontage along March Road and 154 metres of frontage along Station Road. The subject property is currently vacant and undeveloped.

3.2 SURROUNDING USES

The subject property is located in the Kanata North ward in the City of Ottawa. The subject site is located north of Highway 417 along March Road. More specifically, the parcel is located at the southwest corner of March Road and Station Road.

Industrial lands are located to the north, south and west of the subject site. The site directly to the east of 401 March Road is currently vacant and undeveloped. A commercial plaza is located southeast of the site (see Figure 2).

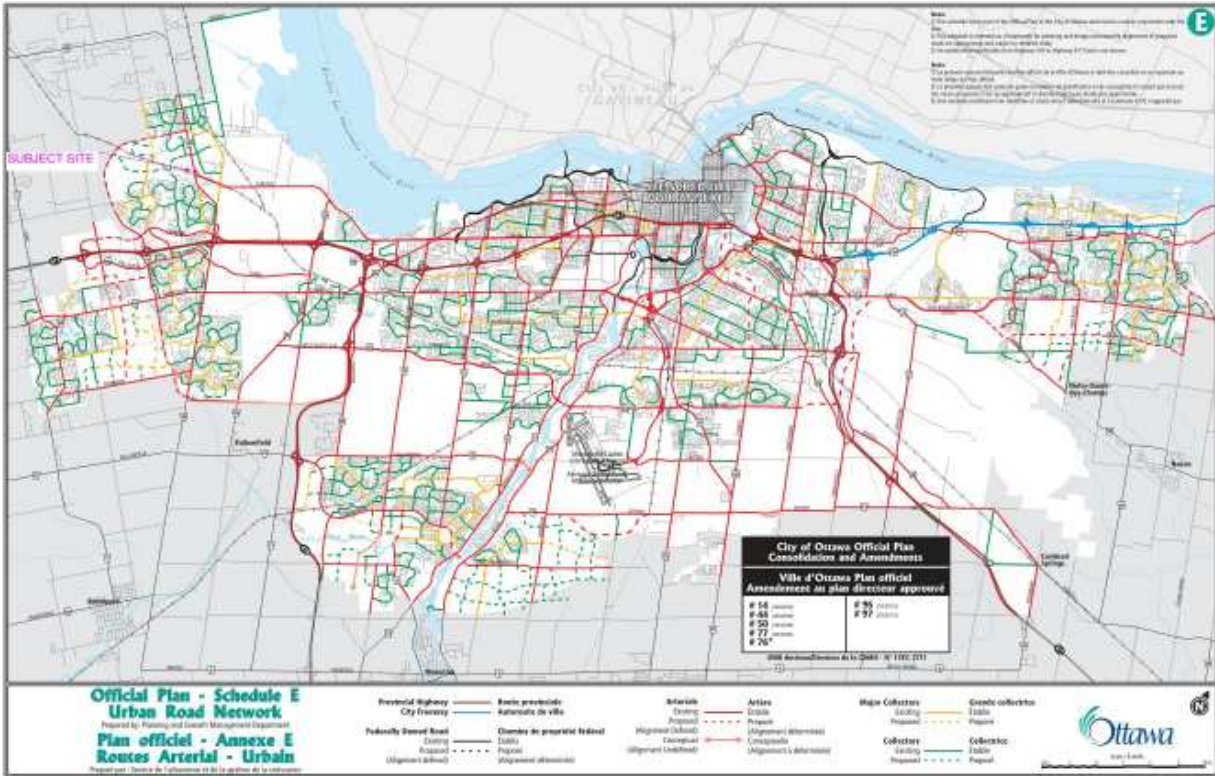
Figure 2: View of Subject Property



3.3 TRANSPORTATION

401 March Road is identified as an Existing Arterial Road on Schedule E, in the City of Ottawa Official Plan (Figure 3)

Figure 3: Schedule E, City of Ottawa Official Plan



Annex 1- Road Classifications and Rights-of-Way states the following:

“Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses.

March Road is an Arterial Road which accommodates “car and truck traffic”, public transit buses, as well cyclists. OC Transpo bus stops are located on both sides of March Road (see Figure 4) There is an existing bus stop located directly in front of the site on March Road, the ‘March/Station’ bus stop. This stop provides regular/all day service (Route 93), peak hours service (Route 181), rural express service (Route 60) and school route service (Route 674). In addition, there are sidewalks on March Road which can accommodate pedestrians.

Figure 4: OC Transpo Bus Routes



March Road is identified as a Scenic-Entry Route on Schedule I, in the City of Ottawa Official Plan (Figure 5). Section 4.6.4 of the Official Plan states that “*Scenic-Entry Routes form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa*”. “*Most Scenic-Entry Routes can be enjoyed by a variety of modes, including bus, bicycle, and in many areas of the network in the urban area and Villages, foot*”.

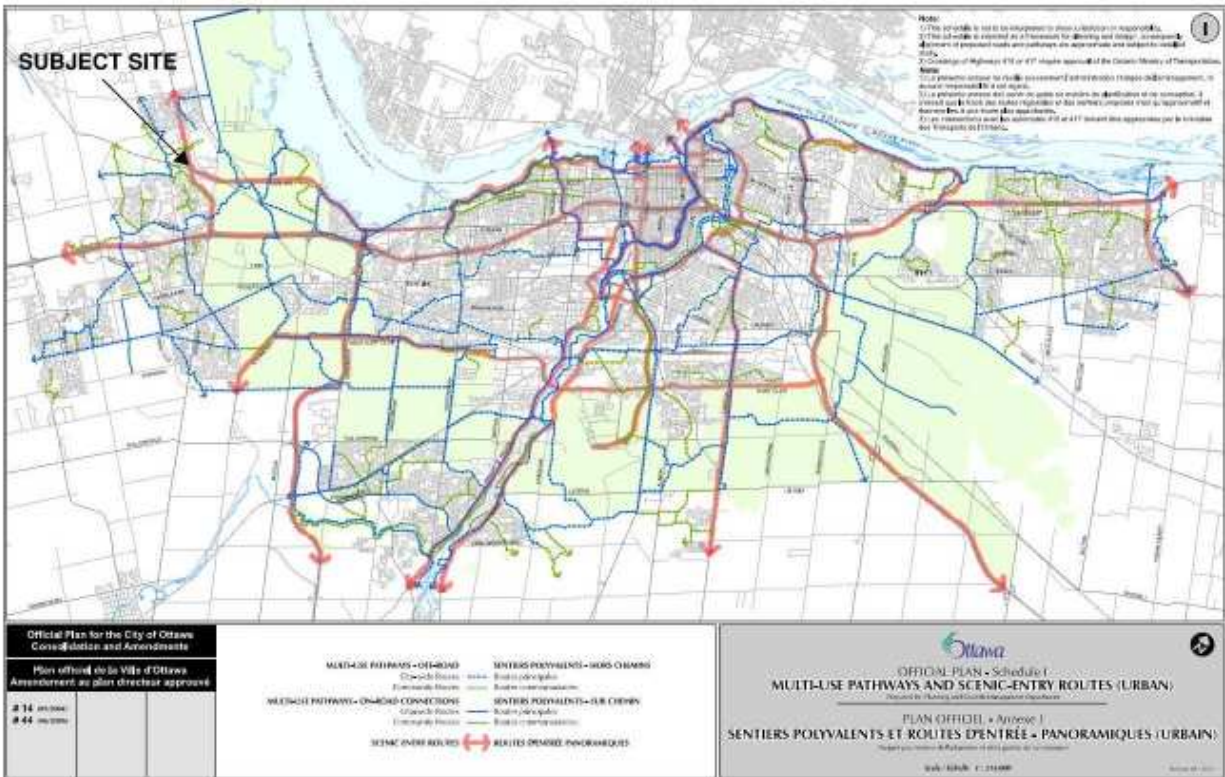
Policy 2 states the following:

- 2. Guidelines for Scenic-Entry Routes that elaborate on the more general Arterial Road Corridor Design Guidelines, as updated from time to time, will be developed and implemented by the City. While respecting the primary function of the road, the guidelines will promote:

b. attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape.”

As this policy suggests, an aesthetically pleasing streetscape will be created at 401 March Road through proper building orientation, access and egress, landscaping and lighting.

Figure 5: Schedule I, City of Ottawa Official Plan



4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 PROVINCIAL POLICY STATEMENT (2005)

The 2005 Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on March 1, 2005. Under the authority of Section 3 of the *Planning Act*, all decisions affecting planning matters shall be consistent with this policy statement. The specific policies applicable to this proposal are as follows:

Policy 1.1 states the following:

1.1.1. Healthy, liveable and safe communities are sustained by:

b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open spaces to meet long-term needs;

Policy 1.3. states:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;

The proposal consists of several commercial uses (car wash, gas bar, restaurants and commercial use). As noted in policies 1.1.1 and 1.3.1, the PPS supports an appropriate mix and range of employment uses to meet long-term needs.

Policy 1.3 states the following:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses

- c) *planning for, protecting and preserving employment areas for current and future uses; and*
- d) *ensuring the necessary infrastructure is provided to support the current and projected needs.*

The subject property provides a mix of employment uses, including a car wash, gas bar, restaurants and commercial use (medical facility). 401 March Road is a suitable site for the employment uses and ancillary use. The site is adjacent to existing employment areas, which support economic activities. The necessary infrastructure will be “*provided to support the current and projected needs*”.

The proposed development at 401 March Road is consistent with the Provincial Policy Statement.

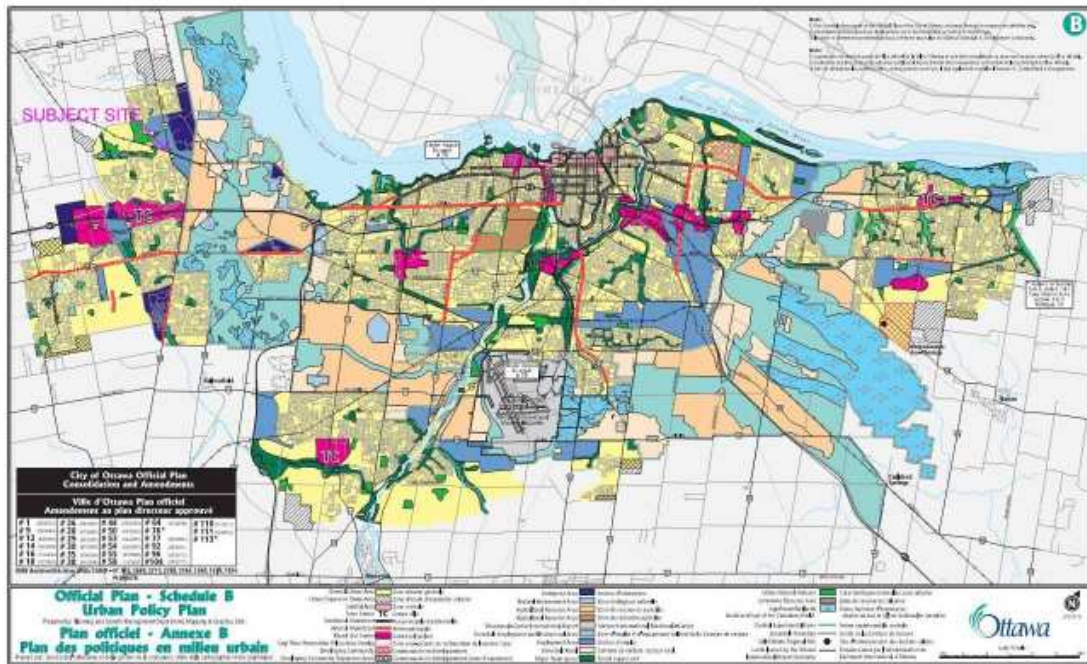
4.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and the Ontario Municipal Board. City Council approved the Official Plan Amendment 76 (OPA 76) on June 24, 2009. The amendment was approved by the Ministry of Municipal Affairs and Housing but was subsequently appealed. As decisions were made by the Ontario Municipal Board on the appeals, the new policies and land use designations of OPA 76 were consolidated into the online version of the Official Plan. For the purposes of this planning rationale, the consolidated online version of the City of Ottawa Official Plan up to and including Official Plan Amendment 121 (Official Plan) was used for reference.

4.2.1 Official Plan

Schedule B in the Official Plan shows that the subject site is located in an area designated ‘Employment Area’ (See Figure 6). Section 3.6.5 states that “*one of the key objectives of this Official Plan is to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity*”. Further, “*Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floorplate, and they are usually well situated with respect to major roads*”.

Figure 6: Excerpt from City of Ottawa Official Plan, Schedule B



4.2.2 Employment Area

Section 3.6.5 of the Official Plan states the following:

2. In Employment and Enterprise Areas, the zoning by-law will:

- a. Permit a variety of industrial and employment generating uses, such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional and research and development uses;
- c. Permit a variety of ancillary uses, such as recreational, health and fitness uses, child care, and service commercial uses (e.g. convenience store, doctor and dentist office, shoe repair shop, coffee shop, restaurant, bank, dry-cleaning outlet, service station or gas bar) consisting of small occupancies on individual pads, within a building containing a permitted use, in groups as part of a small plaza, or on small lots. The purpose of these complementary-type uses is to serve the employees of the Employment Areas and Enterprise Areas, the general

public in the immediate vicinity and passing traffic. Ancillary uses are to be clearly incidental to the primary employment-generating uses listed in policy 2.a and will not be of a size or nature that draw clientele from beyond the local area;

The proposed development consists of a “variety of ancillary uses”; which includes a car wash, gas bar, restaurants and commercial use (medical facility). ‘Service commercial uses’ such as a ‘doctor and dentist’... ‘restaurant’...‘service station or gas bar’ are ancillary uses permitted in Employment Areas. The proposed development consists of small occupancies on individual pads within a small plaza, conforming to the Official Plan policy that permits ‘small occupancies on individual pads’...‘in groups as part of a small plaza’. These uses are complimentary uses that will serve the employees of the Employment Area, the public in the immediate vicinity and the traveling public.

4.2.3 Review of Development Applications and Land Use Compatibility

Section 4.11 of the Official Plan discusses issues of compatibility in reviewing planning applications. Designations such as Employment Area permit a broad range of uses with non-specific development policies; therefore it is necessary for zoning by-laws to establish more specific uses that can be permitted and the corresponding performance standards. Policy 4.11.1 of the Official Plan states that,

“When evaluating compatibility of development applications, the City will have regard for the policies of the site’s land use designation and all applicable Community Design Plans, Secondary Plans, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10.”

The proposed development respects the following policies:

- Relating to Section 4.1 (Site-Specific Policies and Secondary Policy Plans), the subject site is not subject to Site-Specific Policies or located within a Secondary Policy Plan;
- Relating to Section 4.2 (Adjacent to Land-Use Designations), there are no areas of natural and scientific interest or Provincially significant wetlands within or adjacent to the site;
- Relating to Section 4.3 (Walking, Cycling, Transit, Road and Parking Lots), the existing and future transportation network is adequate to meet the needs of the

proposed development (See *401 March Road Transportation Study* prepared by R.J. Burnside & Associates Ltd dated December 2013);

- Relating to Section 4.4 (Water and Wastewater Servicing), adequate services will be made available for the proposed development (see *Development Servicing Study and Stormwater Management Report* dated December 20, 2013, prepared by Novatech Engineering);
- Relating to Section 4.5 (Housing), these properties will not be developed for housing. This property is better suited for commercial development;
- Relating to Section 4.6 (Cultural Heritage Resources), there are no cultural heritage resources on the subject site;
- Relating to Section 4.7 (Environmental Protection), there have been no environmental features identified on the site;
- Relating to Section 4.8 (Protection of Health and Safety), the subject site is not affected by Environmental Constraints on *Schedule K* of the Official Plan.
- Relating to Section 4.9 (Energy Conservation Through Design), there will be an opportunity to address energy conservation through design;
- Relating to Section 4.10 (Greenspace Requirements), a minimum of 2% of land will be required for parkland dedication or cash-in-lieu of parkland will be provided.

To demonstrate compatibility of the proposed use with existing uses adjacent to the subject property, this planning rationale gives consideration to the various objective criteria listed in Section 4.11.2 of the Official Plan as follows:

- a) *Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated.*

The proposed development will include a car wash, gas bar, two restaurants and a commercial building (medical facility). 401 March Road has frontage along two roads, March Road and Station Road. March Road is an existing Arterial Road, which has the capacity to accommodate the traffic generated by users of the site. Station Road is a local two lane rural road. The findings of the Transportation Study (See *401 March Road Transportation Study* dated December 2013, prepared by R.J. Burnside & Associates Ltd) show that no roadway modifications will be required to accommodate the traffic generated by the proposed development.

- b) *Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite.*

Headlight glare, noise and loss of privacy are not expected to be issues for abutting properties. The abutting properties consist of industrial properties to the north and south. The lands to the east and west are currently vacant and undeveloped. Noise, headlight glare and loss of privacy on the adjacent non-residential properties are not significant.

- c) *Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas.*

The 250m² restaurant requires 25 parking spaces (*restaurant use requires 10 spaces per 100m² of gross floor area*). The 222m² restaurant requires 22 parking spaces (*restaurant use requires 10 spaces per 100m² of gross floor area*). The 371m² commercial use (medical facility) requires 15 parking spaces (4 spaces per 100m² of gross floor area). The gas bar does not require any parking spaces. The total number of required parking spaces for the subject site is 62 parking spaces. A total of 93 parking spaces will be provided on site. There will be adequate on-site parking to service the users of the site.

- d) *Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures.*

There are no adjacent residential developments surrounding the subject site. The subject site abuts industrial lands and undeveloped lands. Landscaping will be located on the site to enhance the streetscape along March Road and Station Road.

- e) *Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated, using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping).*

Outdoor garbage storage will be enclosed and located on the west side of the building for the restaurant at the northeast corner of the subject site. The restaurant in the interior of the site will have an enclosed garbage storage located to the west of the building.

- f) *Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated.*

The lighting will be addressed during the processing of the Site Plan application.

- g) *Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.*

It is expected that the proposed uses on the site will generate minimal additional noise, odours or other emissions. There are no adjacent sensitive uses that would be negatively impacted by the noise and air quality.

- h) *Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures.*

The maximum building height for 401 March Road is 22 metres. The proposed development consists of one storey buildings. Shadowing will not impact adjacent properties.

- i) *Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties.*

The new development will have no adverse effects on microclimate.

The proposed uses, when evaluated against the above-noted criteria, are compatible with existing uses. The proposed development will have minimal, if any, impact on neighbouring properties. The proposed zoning amendment conforms to the compatibility requirements of Section 4.11 of the Official Plan.

4.3 CITY OF OTTAWA BY-LAW 2008-250

The parcel is currently zoned IG6 [295] - General Industrial Zone, Subzone 6, Exception 295 (See Figure 10).

Figure 10: Excerpt from City of Ottawa Zoning By-law 2008-250



The purpose of the IG Zone is to “allow in certain Employment Areas or General Urban Areas, a variety of complimentary uses such as recreational, health and fitness uses and service commercial (eg. 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 Employment or General Urban Area, the general public in the immediate vicinity and passing traffic”.

The IG6 Zone applies to all of the properties to the north and east of the site. The properties to the south and west of the subject site are zoned Business Park Industrial.

The requested IG Zone permits the following uses:

- animal hospital
- automobile body shop
- broadcast studio

- catering establishment
 - crematorium
 - day care
 - **drive-through facility**
 - emergency service
 - garden nursery
 - heavy equipment and vehicle sales, rental and servicing
 - kennel
 - leaf and yard waster composting facility
 - light industrial uses
 - **medical facility**
 - office
 - park
 - parking garage
 - parking lot
 - place of assembly
 - printing plant
 - production studio
 - research and development centre
 - service and repair shop
 - small batch brewery
 - storage yard
 - technology industry
 - training centre
 - truck transport terminal
 - warehouse
 - waste processing and transfer facility

The following uses are permitted subject to:

(c) each use not exceeding 300 square metres of gross floor area;

- animal care establishment
- automotive dealership
- automotive rental establishment
- automobile service station
- bank
- bank machine
- **car wash**

- convenience store
- **gas bar**
- instructional facility
- personal service business
- post office
- recreational and athletic facility
- **restaurant**

The IG Zone permits proposed uses on the site including a car wash, gas bar, two restaurants with a drive-through facility and commercial use (medical facility). The car wash, gas bar and the restaurants are permitted uses in the IG Zone, subject to not exceeding 300m² of gross floor area. None of these proposed uses exceed 300m² of gross floor area.

The IG6 [295] Zone that applies to the subject site prohibits the following uses:

- animal care establishment
- animal hospital
- automobile body shop
- automobile dealership
- automobile rental establishment
- automobile service station
- **car wash**
- convenience store
- crematorium
- **gas bar**
- heavy equipment and vehicle sales, rental and servicing
- instructional facility, unless it is limited to computer training
- personal service business
- **restaurant**
- small batch brewery
- truck transport terminal

A hotel is a permitted as an additional land use in the IG6 zone (Exception 295).

5.0 PROPOSED ZONING AMENDMENT

The requested amendment to the Zoning By-law is to rezone the subject property from an IG6 Zone (General Industrial Zone, Subzone 6) to the IG Zone (General Industrial Zone). The IG Zone will permit the uses proposed on the subject site.

6.0 SUMMARY

This Planning Rationale has been prepared in support of applications for site plan approval and zoning by-law amendment which would amend the zoning at 401 March Road from an IG6[295] to the IG Zone. The proposed amendment will accommodate the uses proposed on the subject site, which includes a car wash, gas bar, restaurants with a drive-through facility and a commercial use (medical facility).

The proposed site plan approval and zoning by-law amendment are consistent with the Provincial Policy Statement. The proposed commercial uses are appropriate as they accommodate *“an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses for the long-term needs”*.

The proposed site plan approval and zoning by-law amendment conform with the policies in the City of Ottawa Official Plan. The subject property is designated ‘Employment Area’ in the Official Plan. The proposed development and zoning amendment will implement the goals and objectives of the ‘Employment Area’ policies in the Official Plan.

The ‘General Industrial Zone’ allows a variety of complimentary uses which serve employees of the Employment Area. This Planning Rationale has established that the rezoning to the ‘General Industrial Zone’ will implement the goals and objectives of the ‘Employment Area’ designation.

The proposal is considered appropriate development for the subject parcel, having regard to the nature of the existing and proposed land uses in the vicinity of the subject property and the absence of any significant impacts on abutting and adjacent properties.