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planning
+ design

PLANNING RATIONALE

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OTTAWA, ONTARIO

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This Planning Rationale is prepared in support of a Site Plan Control Application for the proposed automotive dealership at 1300 Michael Street. This Planning Rationale also includes the following: Public Consultation Strategy.

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1.0 INTRODUCTION

Q9 Planning + Design has been retained by St. Laurent Automotive Group to prepare a Planning Rationale for a proposed Volvo dealership on the property, municipally known as 1300 Michael Street. There is currently an existing dealership on the north portion of the lot that contains Jaguar Land Rover (JLR) and Volvo. The new dealership proposed on the south portion of the lot will be the new location for Volvo as it can no longer remain in the JLR building.

The existing JLR/Volvo dealership has recently undergone interior alterations and two small additions were constructed. Parking for the new Volvo dealership will be shared with the JLR dealership in accordance with Section 93 of the Zoning By-law that will consider both future parcels as one lot for zoning purposes.

Between the two dealerships, there are 127 parking spaces. Sixty-six of these spaces are required for customer and employee parking. The remaining 61 spaces are critical for vehicle storage as part of the identified site uses.

The overall property (including the severed and retained portions) is an irregular lot with a site area of roughly 11,456 m² (1.15 hectares). The Volvo site has a lot area of 2,282 square metres. It has 43.6 metres of frontage along Michael Street. The property is designated as Mixed Use Centre in Schedule B 'Urban Policy Plan' of the current Official Plan. In Schedule B5 of the new Official Plan, the property is designated Neighbourhood in the Outer Urban Transect Policy Area. The property is zoned General Mixed Use Zone, Subzone 12 (GM12 H(11)), with a site-specific height provision.

The new Volvo dealership building will be located on the southern corner of the overall property, which will be severed from the existing lot so that separate servicing can be provided to the proposed dealership. This site plan control application pertains only to the severed portion of the overall property. However, parking and accesses will be shared with the neighbouring lot (the retained portion).

Applications submitted:

- [Site Plan Control (submitted January 2022)
- [Consent to Sever (application submission to be determined)

2.0 SITE & CONTEXT

2.1 SITE

The overall property is an irregularly shaped, roughly triangular parcel that is approximately 1.15 hectares in size. The Volvo site is approximately 2,282 square metres in area, with 43.6 metres of frontage along Michael Street. The site previously contained a detached dwelling that has since been demolished. The retained portion of the overall property is developed with the JLR dealership currently shared with Volvo. The survey for the property indicates that there are two separate parcels on the site. However, the parcels have since merged on title. As part of the overall vision for the property, it will be severed into two parcels, one of which is the subject site containing the proposed Volvo dealership.



Figure 1: Bird's eye view of site. (Source: Google Maps, marked up by Q9).

Access to the site is achieved via an existing customer entrance along Parisien Street. There is a service entrance proposed on Michael Street that will serve both the JLR and the proposed Volvo dealerships. The site currently has minor soft landscaping along the

southwestern portion of the site. Majority of the overall property is dedicated to outdoor vehicle storage in accordance with the uses of the site.

The following represents the overall property's current dimensions:

- [Lot Area: 11,456 m² (1.15 ha)
- [Lot Frontage: 252 m (Michael Street); 153 m (Parisien Street)
- [Lot Depth: Irregular (approximately 138 m)

The following represents the Volvo site's dimensions:

- [Lot Area: 2,282 m²
- [Lot Frontage: 43.6 m

The site is legally described as Part of Lots 17 and 18 on Registered Plan 23 in the City of Ottawa.

2.2 CONTEXT

The property is located within the East Industrial neighbourhood in Ward 11 – Beacon Hill-Cyrville (Tim Tierney). Ward 11 is located within the Greenbelt roughly southeast of Ottawa's downtown. The property is located south and west of Highway 417 and east of St. Laurent Boulevard. The East Industrial Neighbourhood consists primarily of Industrial and Commercial uses between Highway 417 and Hunt Club Road. The immediate area is framed by St. Laurent Boulevard to the west, Highway 417 to the north and the east, and Innes Road to the south. Industrial and commercial are the principal uses within the immediate vicinity of the site. A Volkswagen dealership and a Subaru dealership are located to the south of the site along Parisien Street, with warehouses and other light industrial uses located to the east. A small residential community is also located in the area approximately southeast of the site, which is otherwise predominantly characterized by light industrial and arterial commercial uses.

The following two maps identify the surrounding uses and overall context.

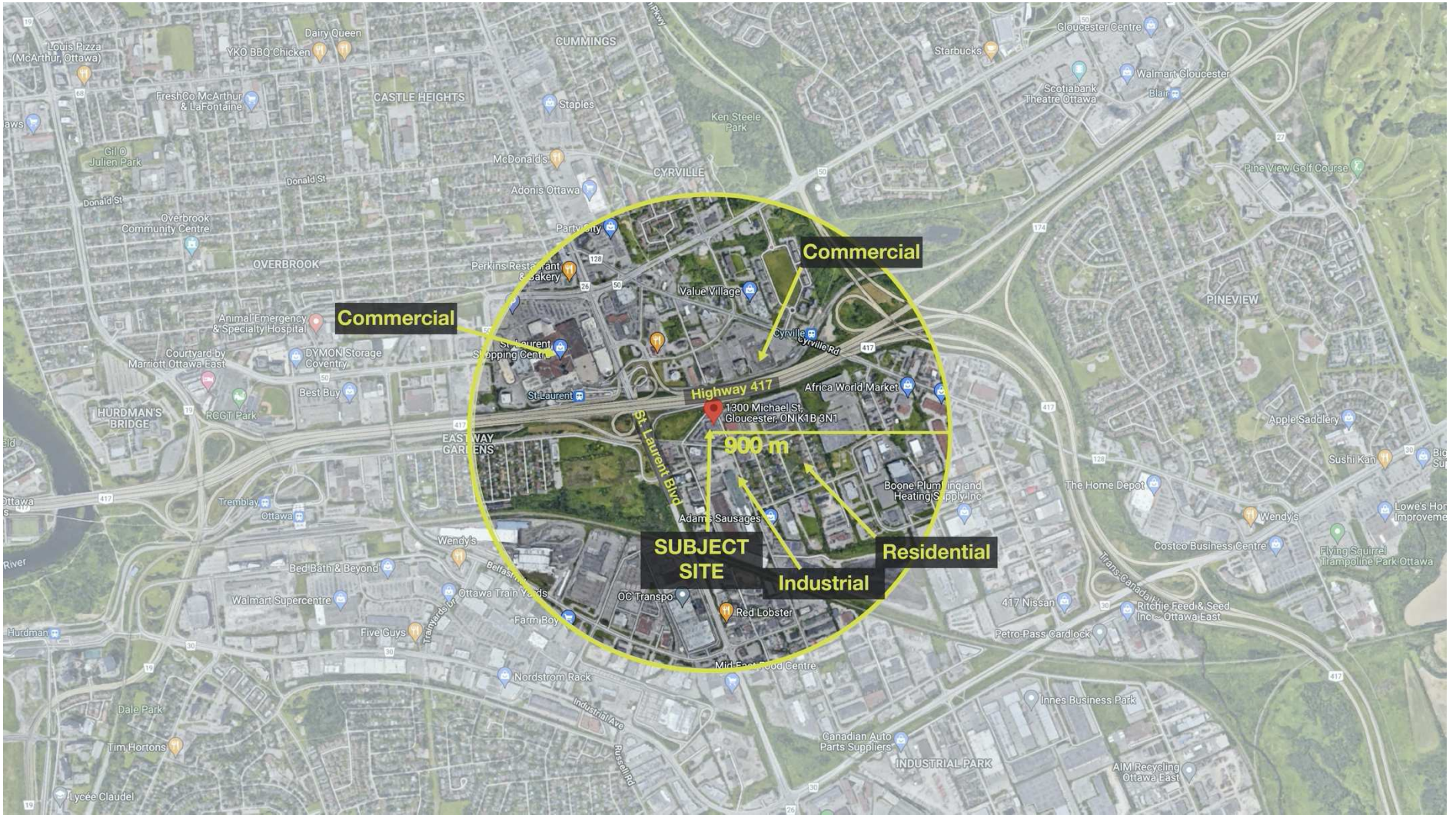


Figure 2: Context map of the surrounding area. (Source: Google Maps, marked up by Q9).



Figure 3: Context view of site and immediate area. (Source: Google Maps, marked up by Q9).

2.3 PEDESTRIAN AND TRANSIT NETWORK

The property is located just south of Highway 417 and east of St. Laurent Boulevard. The lot is a triangular, irregularly shaped parcel that is bounded by Parisien Street to the south and Michael Street to the northwest and northeast. Both Parisien Street and Michael Street are local roads. The main arterial roads linking to the site are St. Laurent Boulevard along the west and Innes Road to the south. Access to Highway 417 from the site is provided via St. Laurent Boulevard.

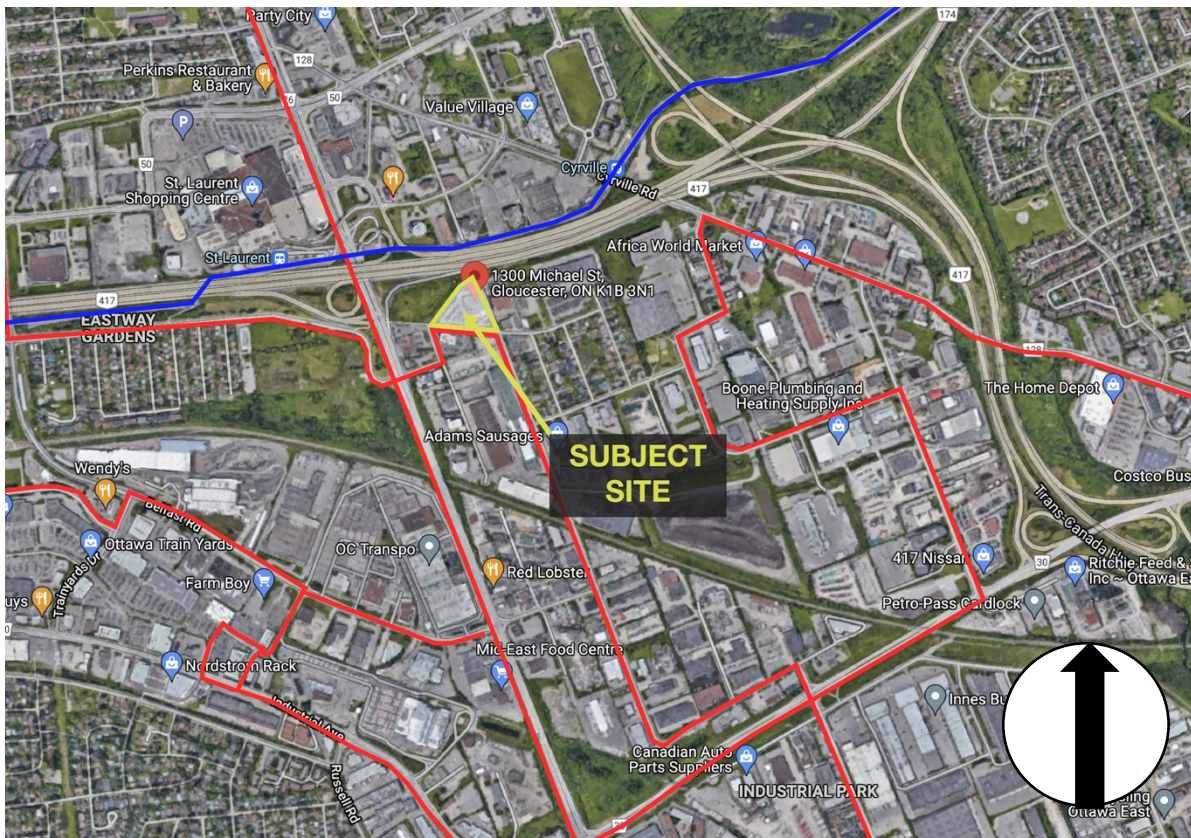


Figure 3: Transit Network (Source: Google Maps, marked up by Q9)

2.3.1 Transit Network

The site is located between the St. Laurent and the Cyrville LRT stations. The site is also located near St. Laurent Boulevard, which is identified as a Transit Priority Corridor (Isolated Measures) on Schedule D 'Rapid Transit and Transit Priority Network' of the Official Plan. Along St. Laurent Boulevard, Bus Routes 18, 19, and 40 provide north-south connection to St. Laurent Station, from which LRT and bus routes can be accessed that link with other parts of the city. No bus routes operate directly on Michael Street. Bus Route 47 provides limited service to the site, running along Triole, Parisien, and Michael

Street (south of Parisien). No stops are located along either Michael Street or Parisien Street. Overall, the site is well-served by public transportation, with limited-service routes a very short walk away and frequent north-south service routes connecting to St. Laurent Station less than 200 metres away.

2.3.2 Pedestrian and Cycling Network

There are no bike lanes along Michael Street or along Parisien Street. Additionally, there are no bike lanes along Triole Street or Michael Street (south of Parisien Street) that serve the property. However, an existing multi-use pathway from St. Laurent Boulevard that links to Parisien Street is identified on the NCC Cycling Map. A future multi-use pathway is indicated along Parisien Street between the current pathway and Marchand Street on Schedule C 'Primary Urban Cycling Network' of the Official Plan.

There are no sidewalks along the portion of Michael Street that runs adjacent to the the property. There is a sidewalk along part of the south side of Parisien Street, which connects to the sidewalk along the east side of Triole Street, subsequently linking to Tremblay Road and St. Laurent Boulevard. As part of this Site Plan Control application, new sidewalks will be provided along the severed property's frontages on Michael Street and Parisien Street. The sidewalk will contribute to improved pedestrian connections in the area.

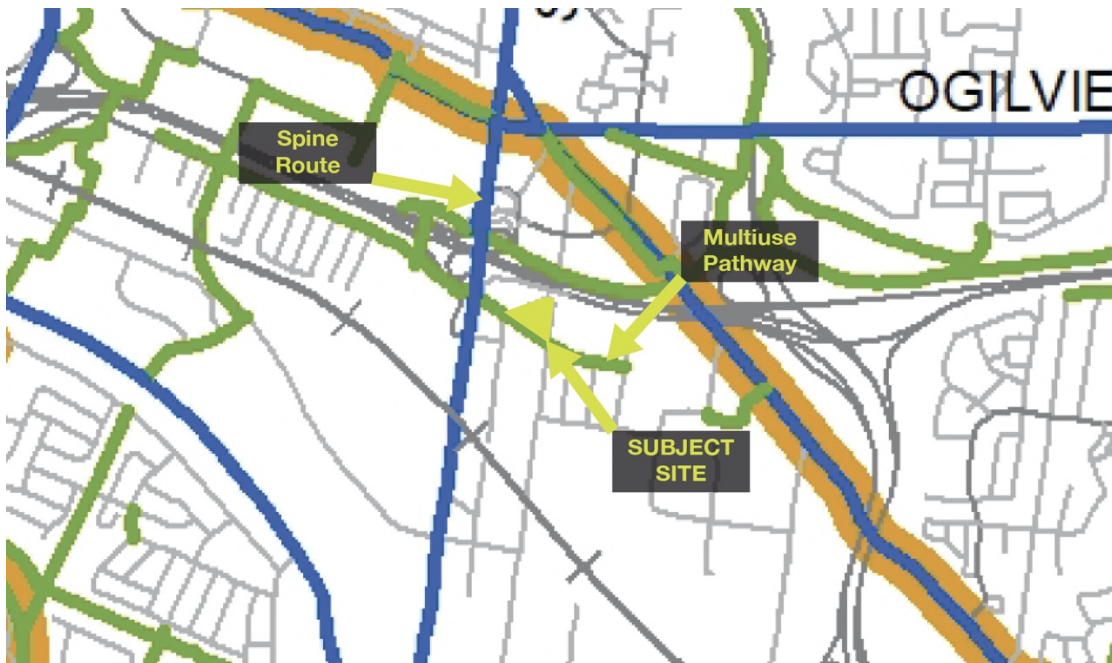


Figure 5: Cycling Network (Source: City of Ottawa, marked up by Q9)

3.0 PROPOSAL

3.1 OVERVIEW

The development consists of a new separate automotive dealership on the proposed severed parcel of the current property. The development would allow for the existing Volvo dealership that is shared with Jaguar Land Rover to be located in a separate, brand new building. The outdoor vehicle storage area and customer/employee parking as well as the access lane and customer entrance into the site will continue to be shared with the Jaguar Land Rover dealership to the north of the proposed development. The building will contain a Total Gross Floor Area (GFA) of 1,141 m² which will consist of a vehicle showroom area, offices, and service area. Five customer parking spaces constructed out of permeable pavers is proposed where EV chargers will also be situated. A small outdoor display area will also be provided at the main entrance of the proposed dealership.

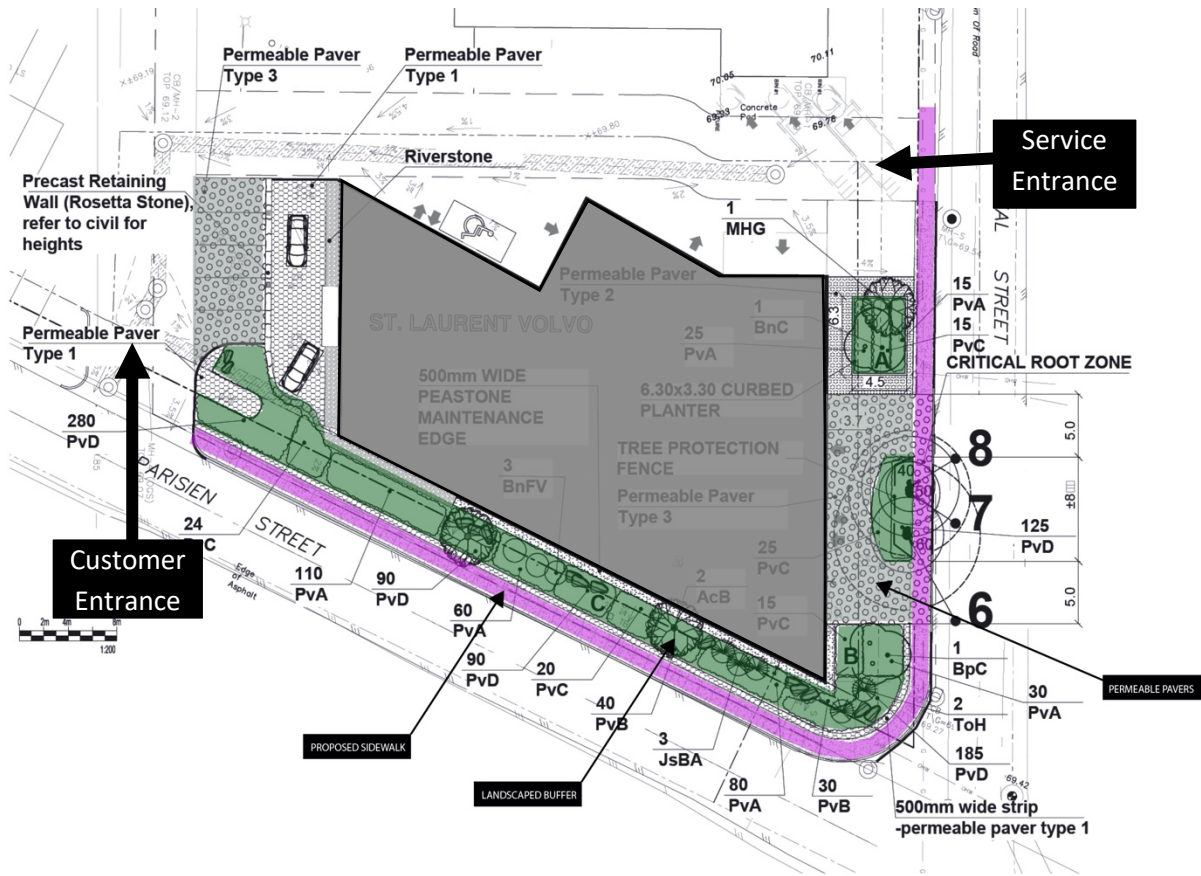


Figure 4: Proposed development (Source: Ruhland & Associates, marked up by Q9)

The proposed Site Plan and Landscape Plan are provided at the end of this section.

3.2 BUILDING FORM AND SETBACKS

The proposed building will have a height of 7.2 metres over a single storey with mezzanine, with the main floor being used for showrooms. The front yard setback along Michael Street is 7.68 metres, while the applicable corner side yard setback along Parisien Street will be 1.68 metres. As a result of road widening, the new setback on Michael Street will be 4.45 metres and 0 metres from the corner lot line fronting Parisien Street. There is no applicable rear yard setback due to the one lot for zoning provisions. The setback from the proposed interior lot line will be 3.79 metres. A landscaped buffer is proposed along the extent of the Parisien Street frontage, as demonstrated on the extract of the Landscape Plan below. The setbacks are considered appropriate based on the surrounding development. No adverse impacts are anticipated on neighbouring properties, with the interior and rear lot line abutting the retained parcel, which will contain the same use. The zoning by-law provisions require setbacks of 3 metres for both the front and corner yard setbacks. While the Michael Street setback is met, the Parisien Street setback is not, and a minor variance application will be submitted along with the identified Consent to Sever application. Through the process of review, if any further variances are identified, they will be included as part of the COA submission.

3.3 STATISTICS

The following tables outline the project statistics and the zoning review. The table below presents statistics for the proposed severed parcel.

Dimension	Provided
Lot Area (severed)	2,282 m ²
Ground Floor Gross Floor Area	1,008.50 m ²
Second Floor Gross Floor Area	132.70 m ²
Total Gross Floor Area (Volvo)	1,141.20 m ²
Total Parking Spaces	127 (shared)

3.4 ACCESS AND CONNECTIVITY

The proposed development contains two vehicle access points. The existing entrance from Parisien Street on the western portion of the site will serve as the customer access. A new entrance will be constructed on the eastern portion of the site, which will also

provide access to loading spaces into the showroom. This latter access is considered a service access only. Both the existing and the new entrance will be partially located on the retained Jaguar Land Rover parcel, with the severance line being proposed halfway between the two-way access lanes.

In addition to access improvements on the site, the proposed development will provide improved pedestrian connection to the site, with new sidewalks along the severed parcel's frontages on Parisien Street and Michael Street. New landscaping and retained trees will contribute to the public realm and improve overall site design.

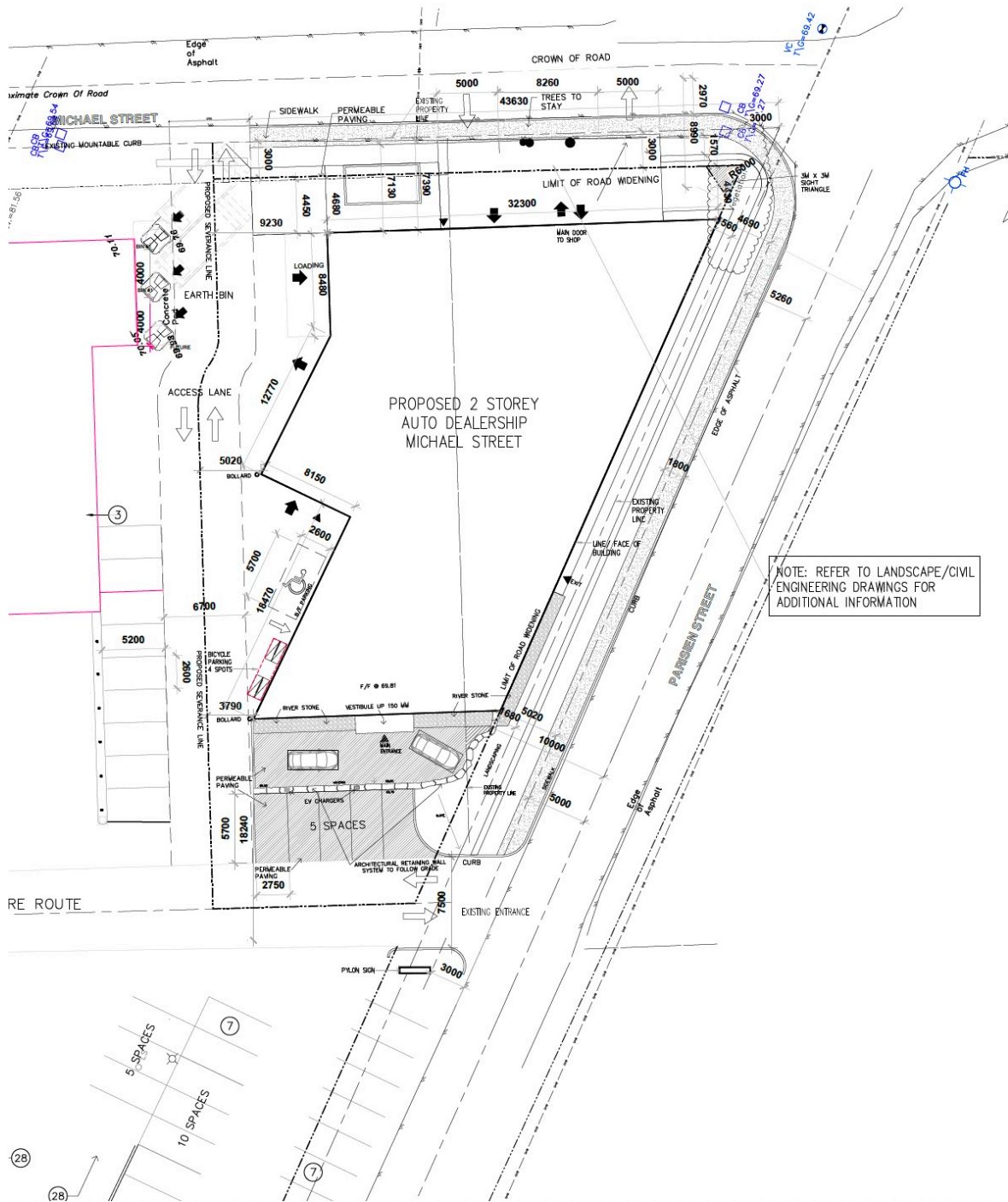


Figure 5: Site plan (Source: Brian K Clarke Architect)

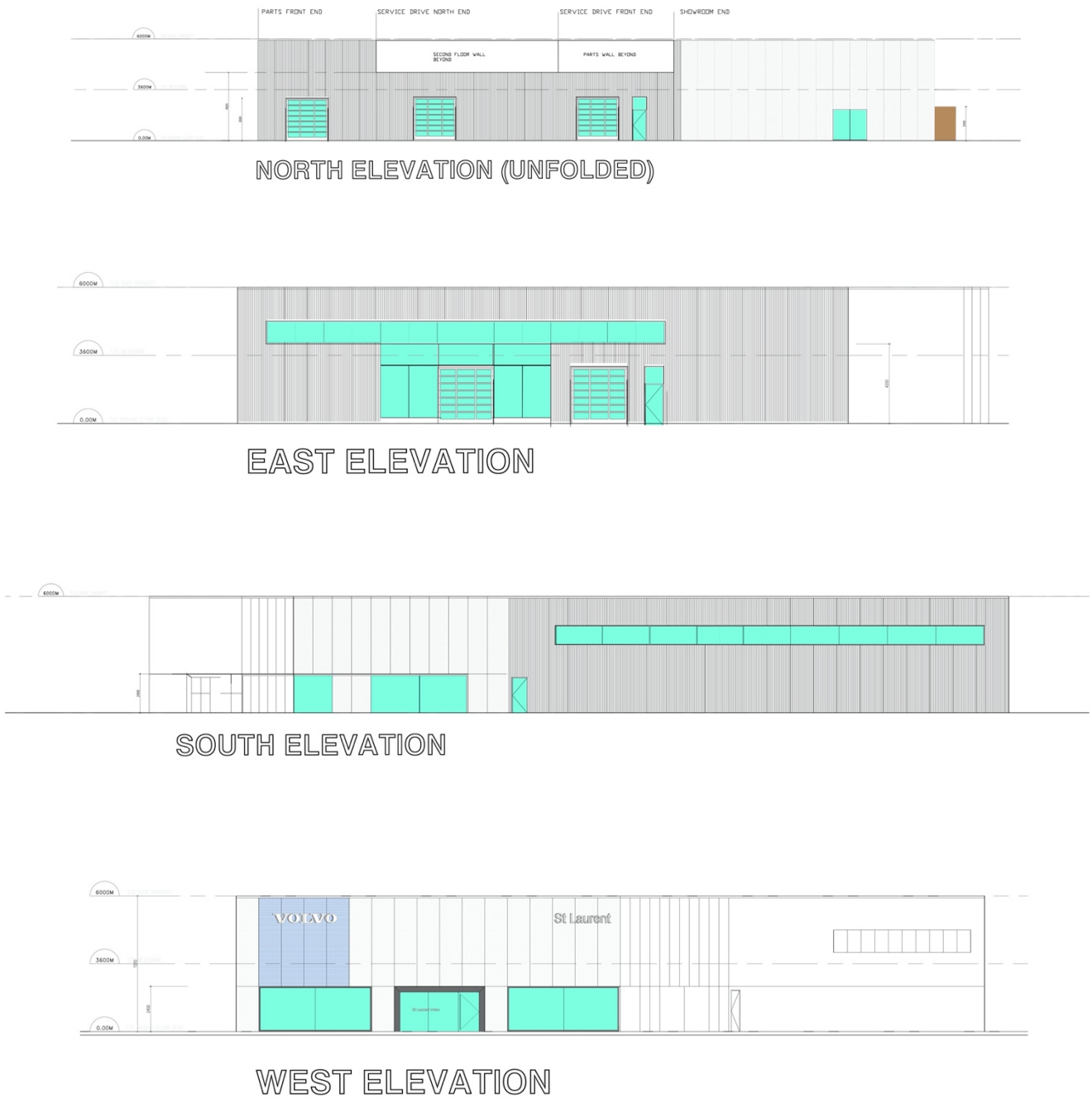


Figure 6: Elevations (Source: Brian K Clarke Architect)

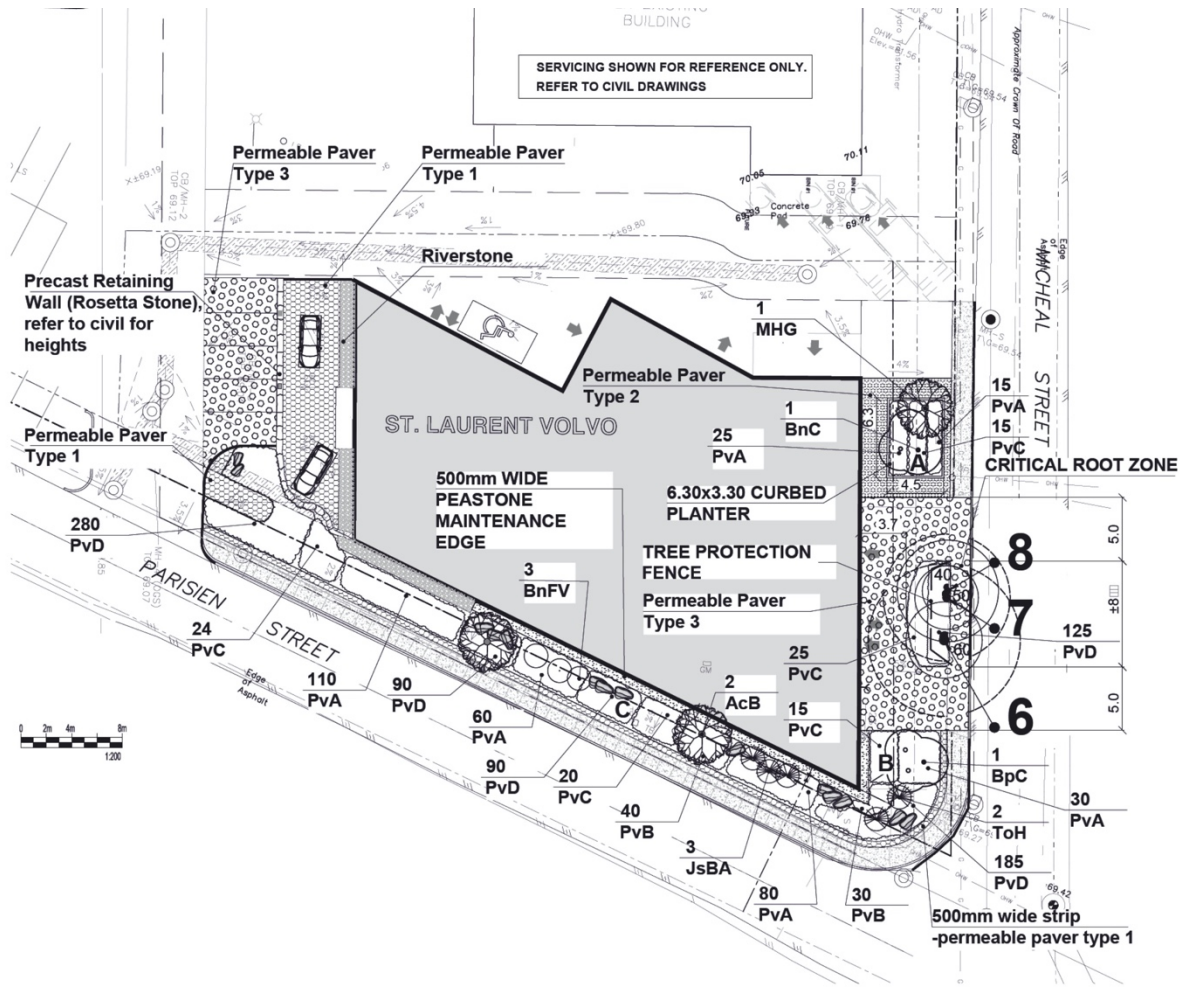


Figure 7: Landscape plan (Source: Ruhland & Associates)

4.0 POLICY AND REGULATORY CONTEXT

The proposed development of a Volvo dealership on a newly severed parcel from the existing property will require site plan control approval. Additionally, a consent application will be required and submitted at a future date in order to establish the subject site, which will be severed from the existing property. This application requires a review of applicable policies, including the Provincial Policy Statement (PPS), the City of Ottawa Official Plan, the City of Ottawa Zoning By-law, and applicable community design plans or design guidelines.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides the foundation for the regulation and development of land in Ontario. It contains broad policy direction on land use planning matters of provincial interest, forming the parameters for land use and development in Ontario. The PPS plans for a more effective and efficient land use planning system that promotes public health and safety, protects resources of provincial interest, and preserves the quality of the natural and built environment. The PPS is issued under the authority of the *Planning Act*.

The relevant policies of the PPS are discussed below, with policies provided in *italics*.

Section 1.0 of the PPS provides policies that aim to promote efficient land use and development patterns and manage change wisely by supporting strong, healthy, liveable, and resilient communities, protecting the environment, protecting public health and safety, and facilitating economic growth.

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;*

Comment | The proposed development results in the removal of a legal non-conforming residential building within a primarily arterial commercial and light industrial area and the construction of a new dealership building. The new dealership will support the continued permitted use of the site in a more efficient manner using shared access and parking, while improving the outdoor vehicle storage areas and adding new landscaping and sidewalks. The resulting development will greatly improve the commercial viability of the site in a manner that is compatible with the prevailing character of the area. Further, the development constitutes more density on the lot, new sidewalks, sharing of parking and accesses to ensure efficiency of hard surfaces, and the retention of trees.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

Comment | The development is not anticipated to cause any environmental or public health and safety concerns.

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

Comment | The property is located within the urban boundary. As such, no impact on the expansion of the settlement area boundary is expected.

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

Comment | The subject site is located in an area with existing municipal infrastructure and servicing facilities. Servicing requirements for the proposed development can be met by the existing infrastructure. The proposed severance will provide for separate servicing for the new Volvo dealership.

- i) *preparing for the regional and local impacts of a changing climate.*

Comment | The proposal will result in the redevelopment of an existing site, preventing greenfield land from being used for the new dealership. Additionally, the proposed development will utilize existing accesses to the extent possible and continue to allow for shared access and parking, promoting a more efficient use of the site.

Section 1.1.3 provides policy direction for settlement areas in Ontario. It provides for the efficient development and wise use of land and resources, while promoting green spaces and ensuring that infrastructure is efficiently used and public expenditure is minimized.

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;*

Comment | The proposed development and the anticipated severance utilize an existing site within an industrial and arterial commercial area with a predominantly auto-centric

development pattern. The development will utilize existing infrastructure and public servicing, adding one new connection to support the severed lot.

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*

Comment | The proposed development will include new landscaping and a vegetative buffer between the new sidewalk and the building wall, which will contribute to the available green space in the area.

- e) *support active transportation;*

Comment | New sidewalks along Parisien Street and Michael Street will help support improved pedestrian connections and will contribute to improvements in the area over time as other parcels renew and redevelop. Additionally, the site is located within walking distance of active and public transportation infrastructure.

- f) *are transit-supportive, where transit is planned, exists or may be developed;and*

Comment | The site is located near public transportation routes along Michael Street south of Parisien Street, as well as along St. Laurent Boulevard, which connects to the St. Laurent O-Train Station.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Comment | The proposed redevelopment of the severed parcel will result in an improvement of the site with more landscaping, defined outdoor vehicle storage, and a new vehicle showroom and service centre. No adverse impacts to public health and safety are anticipated as a result of this development.

Section 1.6 provides policies related to the provision of adequate servicing and infrastructure.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

Comment | Municipal sewer, water, and stormwater servicing exist in the area along Parisien Street and part of Michael Street up to the Jaguar Land Rover dealership. New servicing connections will be required for the new Volvo dealership on the severed parcel.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Provincial Policy Statement (PPS), 2020.

4.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan provides the framework for planning for Ottawa's growth into the year 2036. The Plan's policies are aimed at reinforcing the City's many qualities, including liveable communities, greenspace, and landmarks. The Plan's policies regulate development in order to anticipate and manage change. Relevant policies are included in *italics*. The following relevant sections of the Official Plan will be reviewed:

- [Section 2: Strategic Directions
- [Section 3: Designations and Land Use
- [Section 4: Review of Development Applications
- [Section 5: Implementation

Section 2 of the Official Plan provides broad policies aimed at governing growth and change over a 20-year horizon. It calls for growth management in a manner that supports liveable communities and healthy environments. The section plans for growth to occur within the urban area, where servicing already exists. A mix of housing, shopping, recreation, and employment should be provided and redevelopment of existing sites is encouraged. Wide ranging economic activities are planned for as part of complete communities and to promote a high quality of life.

Section 2.2 provides specific policy direction on managing growth in the urban boundary, where 90% of growth is planned. Growth is directed towards nodes and corridors, where higher densities are planned to be located. Section 2.2 states that growth throughout the urban area will strengthen Ottawa's liveable communities through:

- [*Intensification and infill; and*
- [*New development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies). [OMB decision February 1, 2018]*

Comment | The proposed development is to construct a new automobile dealership on a portion of the existing site, which will be severed from the current lot. The new dealership

will allow for the Volvo dealership to move out of the JLR building and expand, increasing the density of the site development.

Section 2.3 of the Official Plan sets out the provision and planning of infrastructure, including transportation, water, sewer, and stormwater servicing in the City. It plans for efficient development patterns, with the provision of infrastructure functioning as a key lever to make more intensive use of the available land base.

Section 2.3.1 includes policies related to meeting the travel needs of residents and businesses in Ottawa through public and active transportation infrastructure, encouraging alternative trip modes.

Comment | The proposed development will result in the improvement of the site while allowing the existing use to continue. There is strong transit access to the site, with the development being located near bus routes along Parisien Street and St. Laurent Street, with access to St. Laurent LRT station. This infrastructure will be supported by a small improvement to pedestrian facilities via new sidewalks along Michael Street and Parisien Street for the extent of the severed parcel.

Section 2.3.2 and 2.3.3 provide policies for the provision of water, wastewater, and stormwater servicing within the Public Service Area. They provide that development within Public Service Areas must be on the basis of water and wastewater servicing.

Comment | The subject property is located within a Public Service Area and currently has access to municipal water and wastewater servicing. A new servicing connection will be added to the proposed Volvo dealership building on the severed parcel. The property will also contain appropriate and adequate strategies for stormwater management on site. Please see the material submitted by D.B Gray Engineering.

Section 2.4 of the Official Plan provides policies aimed at protecting and maintaining environmental integrity by governing land development at the site level and developing large scale plans aimed at addressing cumulative impacts. It deals with air quality enhancement and protecting natural features and functions.

Comment | The proposed development is not located next to significant natural heritage features and is not expected to impact significant wetlands and woodlands. Additionally, no material increase in air quality impact is anticipated from the proposal, since the development continues the current use on the existing property. The site design contributes the following: landscaped buffer, tree retention, permeable pavers.

Section 2.5 of the Official Plan provides policies aimed at building liveable communities in the urban area with good transit access and walkability, as well as quality housing, employment, greenspace, and history and culture.

Section 2.5.1 provides specific urban design policies to manage how buildings, landscapes, and public spaces look and function together. Urban design plays a critical role in the built form, open spaces, and infrastructure aspects of communities. Additionally, the section provides policies intended to regulate community design, focusing on the aesthetics and function of buildings and spaces. The urban design policies in the section also provide direction on ensuring that new development is compatible with the surrounding context and can enhance an established community without generating adverse effects. The criteria used to evaluate compatibility are found in Section 4.11. The following Design Objectives apply to all development in the City:

1. *To enhance the sense of community by creating and maintain places with their own distinct identity.*

Comment | The proposed development will compliment the existing character of the area, which predominantly consists of other commercial uses and light industrial uses. The new dealership building will improve the site with an attractive, high-quality building and additional soft landscaping. Locating the Volvo dealership in its own building will also improve the function of the site, support new employment, and result in an improved streetscape and pedestrian realm along Parisien Street. It also increases the density of the site and constitutes commercial infill on an awkwardly shaped parcel.

2. *To define quality public and private spaces through development.*

Comment | The proposed development will include adequate front, side, and rear yard setbacks as well as a vegetative buffer to improve visual amenity along Parisien Street and Michael Street.

3. *To create places that are safe, accessible and are easy to get to, and move through.*

Comment | The site will feature two access points. The existing entrance will be improved with new asphalt and sidewalk connections and will be the exclusive customer entrance. Further, the access from Michael Street will be a dedicated service access to ensure that the public presence is focused towards Parisien Street. The access points will be shared between the new Volvo dealership and the existing Jaguar Land Rover dealership. Barrier-free parking will also be provided. Overall, the development will significantly improve circulation and access throughout the site.

4. *To ensure that new development respects the character of existing areas.*

Comment | The prevailing built form character and land uses in the area are light industrial and commercial. Within the immediate area, there is also a relatively new Subaru dealership and a Volkswagen dealership. The proposed Volvo dealership would fit within this prevailing context, with a built form and height that respects the overall character of the area.

5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

Comment | The proposed development greatly enhances the site, providing for the continued use of the property as automotive sales. The site could be adapted to other arterial commercial or light industrial uses relatively easily. Automobile dealership buildings are generally large and could be broken into multiple tenancies to support other uses in the future.

6. *To understand and respect natural processes and features in development design.*

Comment | The proposed development includes enhanced landscaping and a vegetative buffer between the sidewalk and the building.

7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumptions, energy use, and carbon footprint of the built environment.*

Comment | Though the proposed development will add an additional building to the properties, the new building is anticipated to be more energy-efficient and sustainable.

Section 3 of the Official Plan sets out detailed policy direction for specific areas of the city, as identified by their land use designation. It provides a framework for land use decisionmaking within each designation. Specific uses and performance standards are implemented through the zoning by-law. The subject site is designated as Mixed-Use Centre in Schedule B: 'Urban Policy Plan' in the City of Ottawa Official Plan.

Section 3.6.2 provides policies specific to properties designated as Mixed-Use Centres and Town Centres. Town Centres and Mixed-Use Centres act as the central activity nodes within the community and the City more broadly. They are to contain the highest densities and consist of compact, mixed-use development focused around rapid transit. Most Mixed-Use Centres are designated based on being located within an 800 metre walking distance of rapid transit stations and contain one or more arterial roads with frequent transit service. The proposed development is located within 800 metres of the St. Laurent LRT station and the Cyrville LRT station. Additionally, it is located close to St. Laurent Boulevard, which features frequent bus services.

5. *Mixed Use Centres will permit a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing. Major Urban Facilities are permitted as set out in Section 3.6.7.*

Comment | While a mix of uses are not proposed for the subject site, the development proposal will add to the overall mix of uses in the area, providing a land use and built form that is contextual with the surrounding light industrial and arterial commercial uses.

Section 4.11 addresses compatibility of uses and scales by ensuring new development aligns with the surrounding context. The policies in Section 4.11 ensure that high quality, contextual urban design is provided in all parts of the City.

Section	Policy	Conformity
Views		
4.11.2	Development applications for all High-Rise 31+ buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas. Community design plans or other plans approved by Council may identify prominent important views. Skyline is defined in Section 2.5.6, policy 14.	The proposed development is for a single storey with mezzanine automobile dealership. No impact on the city skyline or existing prominent views and vistas are expected.
4.11.3	The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill, are identified on Annex 12. New buildings or structures should be located to compliment or enhance the view of these important landmark buildings. A building or structure is deemed to obstruct the view if it visually blocks the foreground view or visually changes the background silhouette of the Parliament Buildings when viewed from the identified locations. For each property in the viewshed, no Zoning By-law amendment or minor variance shall be permitted that would permit a proposed building to obstruct the view unless it is demonstrated that the view is already impacted and would not be further impacted by the proposal. Site plan control approval, other regulations and City maintenance practices may also be adjusted to ensure that fences, signs, trees and other elements do not obstruct the view.	The proposed development will not impact the views at the specified locations.

4.11.4	Policies to protect views of the Parliament Buildings and other national symbols that apply to development applications in the Central Area are contained in Section 3.6.6 Central Area.	The proposed development will not impact views of the Parliament Buildings and other national symbols.
Building Design		
4.11.5	<p>Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> [Setbacks, heights and transition [Façade and roofline articulation [Colours and materials [Architectural elements, including windows, doors and projections [Pre- and post-construction grades on site; and [Incorporating elements and details of common characteristics of the area. 	<p>The proposed development constitutes an improvement of the site, with the severed lot being redeveloped with a new dealership building. Additionally, existing access points and outdoor vehicle storage areas will be improved. The development also proposes public realm improvements, with a new sidewalk along Michael Street and Parisien Street and a vegetative buffer between the sidewalk and the building. The proposed dealership will contain appropriate setbacks, heights, and transitions. High quality materials will be selected for the building façade and the site and building design will fit within the existing context in the area, which contains other commercial uses including automobile dealerships.</p>
4.11.6	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> [Orient the principal façade and entrance(s) of main building(s) to the street. [Include windows on the building elevations that are adjacent to public spaces; 	<p>The principal façade of the building will be oriented towards Michael Street and Parisien Street. The existing entrance on Parisien Street will be improved, while a new</p>

	<ul style="list-style-type: none"> Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>entrance will be constructed from Michael Street. Accesses and parking will be shared with the existing Jaguar Land Rover dealership, which has a third entrance from Michael Street that contains a gateway feature framing the entrance to the two dealerships.</p>
4.11.8	<p>To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Loading areas for the proposed dealership will be oriented towards the internal travel lane away from the streetscape. Loading areas will not impede use of the proposed sidewalk.</p>
Massing and Scale		
4.11.10	<p>Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; 	<p>The subject site is located within the St. Laurent TOD Community Design Plan Area and the Tremblay, St. Laurent and Cyrville Secondary Plan Area. Policies in both plans provide a height limit of 20 stories, and the Secondary Plan provides a minimum density of 1.0 FSI. The proposed development aligns with the overall height context, massing, and yard setback pattern.</p>

	The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.	
Outdoor Amenity Areas		
4.11.19	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	The development is not located adjacent to residential units. No impact on private amenity spaces is anticipated.

Section 5 of the Official Plan provides the tools used by the City to implement Official Plan policies.

Based on our review, it is our professional planning opinion that the proposed development conforms to the current City of Ottawa Official Plan.

4.3 TREMBLAY, ST. LAURENT AND CYRVILLE SECONDARY PLAN

The Tremblay, St. Laurent and Cyrville Secondary Plan specifies maximum heights and densities for the Tremblay TOD, the St. Laurent TOD, and the Cyrville TOD. The proposed development is located within the St. Laurent TOD.

The Secondary Plan indicates that there is built-in flexibility by permitting existing constructed uses of land to be expanded and rebuilt at densities below the minimum densities. In other words, for expanded existing uses (that being the automobile dealership use) the minimum density does not apply. As referenced in policy 1.2 of the Secondary Plan, the minimum density applies when an owner requests rezoning in response to intensification pressure.

It is noted that the future applicable minimum density for this site is to have an FSI of 1.0. For information purposes, the existing FSI is 0.11. With this expanded development, the FSI improves to 0.3. This development will add some additional employment, it adds another piece to the pedestrian infrastructure, retains mature trees, includes permeable pavers, and presents landscaped buffer façade frontage to Parisien Street. This proposal is an improvement that is consistent with the directions of the Secondary Plan.

Based on our review, it is our professional planning opinion that the proposed development aligns with the Tremblay, St. Laurent and Cyrville Secondary Plan.

4.4 TRANSIT-ORIENTED DEVELOPMENT (TOD) PLANS: ST. LAURENT TOD

The TOD Plans were adopted by Council in anticipation of land development projects near the new Confederation Line LRT stations. The plans aim to ensure that well-designed and compact neighbourhoods are developed within rapid transit stations. The proposed development is located within the St. Laurent TOD.

10.4 St. Laurent Transit-Oriented Development Plan Area

The St. Laurent TOD area is identified as being generally lower density, with an automobile-oriented environment. Most of the land uses are identified as being large-scale commercial and employment uses. The southeast corner of the St. Laurent TOD where the subject site is located is described as containing well-established light industrial uses in large-format, low-profile buildings with outdoor storage. Little redevelopment into compact, mixed-use development is anticipated in the short term, since many of the sites are comprised of active businesses and well-established land uses.

10.4.2 St. Laurent Pedestrian Network

Figure 47 in this section identifies Parisien Street along the southern portion of the property as an area for a future sidewalk. A new sidewalk is proposed along the southern portion of the severed lot on which the new Volvo dealership is planned.

10.4.6 St. Laurent Land Use Framework

The southeast corner of the plan area contains existing light industrial uses which are anticipated to redevelop over time to transit-supportive land uses within a compact building form. Figure 53 identifies the site as the planned area for mixed use development. The proposed redevelopment continues an already existing use in an area that is recognized in the TOD Plan as containing commercial and industrial uses, that are rightly identified as uses that are planned to continue in the short term. The Plan recognizes these areas as containing well-established land uses and active businesses. The proponent intends to continue and enhance his business operation on his property and the new Volvo dealership will provide a land use type and built form characteristic that is compatible with the existing area.

10.4.7 St. Laurent Building Heights and Density Targets

This section of the plan recognizes that 41% of the available land for redevelopment could see new, transit-supportive mixed-use development in the short term. The remaining lands are anticipated to redevelop over the long term. The section also ascribes different heights and densities for each part of the TOD. The subject site is recognized as 'TD2', which plans for 400-100 people per net hectare and a maximum of 20 storeys. As recognized in the TOD Plan, many of the existing uses in the St. Laurent TOD area such as the subject site are long-standing uses comprised of active businesses. The proposed development will allow for the enhancement and

continuation of an active business within a well-established industrial and commercial area.

Section 11.1 (i) states that “The purpose ... is to provide flexibility by permitting uses of land existing as of the date of passing of the by-law to legally remain, expand and/or build new under the applicable TD zone regulations but without having to provide the density minimum requirement until a new use in a new building is added or the maximum building height or maximum FSI from the original zone is exceeded, as described below.”

The proposed development constitutes an expansion of the existing use. In fact, it is the transfer of the existing Volvo business that is currently housed in the existing JLR dealership into a new building where it can expand and contribute to the employment base in this area.

Based on our review, the proposed development is consistent with the TOD Plans.

4.5 NEW OFFICIAL PLAN, FALL 2021

The new City of Ottawa Official Plan is intended to guide the City’s goals, objectives, and policies to guide Ottawa’s growth and manage physical change until 2046. The Plan is based on Ottawa’s Five Big Policy Moves, which are the foundational strategies intended to help the City achieve its goal of becoming the most liveable mid-sized city in North America. The Plan is expected to come into effect in late 2021.

Section 3 intends to appropriately guide the growth and development of the City by designating lands for growth, supporting intensification, designing for 15-minute neighbourhoods, and meeting employment needs. Section 3 distinguishes between two distinct areas: urban areas and rural areas.

Comment | The subject site is located within the urban area where most employment growth is planned.

Section 3.5 provides policies to ensure adequate land supply to accommodate future job growth and employment needs in Ottawa. It describes Employment uses within neighbourhoods as being service-oriented and limited in size and area. Retail sector uses are identified as a type of employment use within Neighbourhoods.

Comment | The proposed development expands an already existing commercial use located within an established arterial commercial and light industrial area.

Section 4 provides land use and transportation policies that apply to the entire city. It promotes healthy 15-minute neighbourhoods and the shift towards sustainable modes of transit.

Section 4.1.2 plans for the promotion of healthy, 15-minute neighbourhoods, with safe walkable pedestrian networks and access to active and public transportation infrastructure.

- 6) *New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*

Comment | The proposed development connects to a multi-use pathway from Parisien Street, linking the site to the broader cycling network. Additionally, the proposal provides new sidewalks along the Michael Street and Parisien Street frontages of the severed lot. The new sidewalks will link to existing connections along Parisien Street where a neighbouring dealership is located, allowing pedestrian access to St. Laurent Boulevard.

- 11) *During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:*

b) *New local Streets*

- ii) *In the Outer Urban and Suburban Transects and in villages, shall include sidewalks on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street such as public transit stops or stations, schools, public parks, pathways, recreation centres, public buildings, and institutions and commercial areas.*

Comment | The proposed development will provide a new sidewalk along the Michael Street and Parisien Street frontages of the severed lot. This will ensure that pedestrian infrastructure is provided for the area of development without interfering with the existing business functions and use of the retained JLR lot. At such time when the JLR parcel redevelops, it will be the responsibility of the proponent to fill in their piece of the existing infrastructure.

Section 4.6 contains urban design policies that will guide the design of built form and the shape of the public realm in the City. It recognizes the important role that urban design plays in the provision of healthy 15-minute neighbourhoods. It also promotes urban design excellence in Design Priority Areas, ensures effective site and building design, and

encourages innovative design practices for new developments. The proposed development is not located within a Design Priority Area.

Section 4.6.5 provides policy direction for effective site planning that supports the objectives of Corridors, Hubs, and Neighbourhoods. It provides that development should minimize conflict between vehicles and pedestrians by internalizing servicing/loading areas, limiting interruptions along sidewalks, and screening surface parking from the public realm.

Comment | The proposed development will locate the vehicle loading areas on the interior of the site. Site access will be limited to two shared entrances and a vegetative buffer will be provided from the proposed dealership building.

Section 4.6.6 provides policies meant to integrate new low-, mid-, and high-rise buildings with neighbouring properties.

Comment | The proposed development will be limited to a single storey with a mezzanine level and will fit with the prevailing height context of the area.

Section 5 provides policy direction for the six identified transect policy areas. The subject site is located within the Outer Urban Transect Policy Area.

Section 5.3 provides direction for lands within the Outer Urban Transect. It recognizes a suburban built form pattern while directing for enhanced mobility options, street connectivity, and direction to Hubs, Corridors, and Neighbourhoods. The Outer Urban Transect is recognized as having separated uses, standalone buildings, generous setbacks, and low-rise built forms.

Comment | The proposed development aligns with the surrounding outer urban built form context.

Section 5.6 provides for overlays which contain additional policies on top of the underlying designations. Within the Evolving Overlay, which applies to areas close to Hubs and Corridors, intensification and more urban built forms are planned to gradually transition from a suburban to an urban character.

Comment | The subject site is located within the Evolving Overlay. The proposed development will enhance the site to allow for the continuation of an existing use, while retaining the site's feasibility for any potential future higher density residential development. While the existing lower density character is expected to evolve into a more urban character over time, the area is recognized as being comprised of active

businesses and well-established land uses, such as the existing dealership on the overall property. The development will provide public realm improvements via a new sidewalk and vegetative buffers, while also improving the site itself with a new shared access and a well-designed dealership building.

Section 6 of the Plan provides more tailored policy direction for urban areas, which are divided into Hubs, Corridors and Neighbourhoods. It recognizes the varied nature of neighbourhoods which can differ in age, built forms, and densities. The subject property is within the Neighbourhoods designation.

Section 6.3 provides tailored policies for Neighbourhoods, which are contiguous areas at the heart of communities. Non-residential development is permitted in the area but is generally planned to occur at a smaller scale. Large-scale non-residential uses may be provided based on the following criteria:

- a) *The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation, as per Subsection 6.3.3, Policy 3);*
- b) *The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;*
- c) *The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and*
- d) *A site design is provided in accordance with transect and overlay policies.*

Comment | The proposed development can suitably be located within the neighbourhood designation. No significant additional traffic is expected as a result of the new dealership, since the two dealerships already exist on the unsevered parcel. Transit service exists along Parisien Street, with frequent service located along St. Laurent Boulevard, which is just over 100 metres from the site. The site design aligns with the Outer Urban Transect Area policies and does not preclude the future redevelopment of the site for potential residential intensification.

- 4) *Non-residential uses that are not explicitly mentioned as permitted in Subsection 6.3.1, Policy 1) shall be considered where the proposal meets the following criteria:*
 - a) *The proposed use is compatible with and complements surrounding uses;*
 - b) *The property has frontage on a major street;*
 - c) *The main buildings are situated to occupy a majority of the site's major street frontage;*

- d) *The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate site design methods in accordance with transect and overlay policies;*
- e) *Large land areas for outdoor storage and sale or service of goods (other than uses that do not operate year-round and can be considered a common component of a permitted use, such as a seasonal garden centre in association with a retail use) are not provided; and*
- f) *Goods for sale or display are not placed in the municipal right of way.*

Comment | The proposed development is compatible with and complements the surrounding uses, which are principally light industrial and commercial buildings, including other car dealerships. The site has frontage along Parisien Street and Michael Street, which connect to St. Laurent Boulevard. The building is oriented in a way that ensures the connection towards Parisien Street with a landscaped buffer to improve visual amenity. Further, the retained trees will act as a buffer and visual block towards the proposed sales room garage door accesses.

Based on our review, it is our professional planning opinion that the proposed development conforms to the new Official Plan.

4.6 INNER EAST LINES 1 AND 3 STATIONS SECONDARY PLAN

The Inner East Lines 1 and 3 Stations Secondary Plan establishes heights and densities for the areas around Hurdman, Tremblay, St. Laurent, Cyrville, and Blair stations. It is informed by the TOD Plans for each of these respective TODs. The minimum densities required are to set the stage for future redevelopment and intensification at the time market pressure exists for that intensification. The implementing zoning by-law will provide more flexibility on required densities than the maximums identified in the Secondary Plan.

The subject site is identified as Area B on Schedule A of the secondary plan, which prescribes a maximum height of 20 storeys and a minimum density of 1.0 FSI (with the same flexibility as described above). The proposed development will be two storeys and will have a density of 0.3 FSI. This is considered an appropriate density and height profile for an interim condition of site development.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Inner East Lines 1 and 3 Stations Secondary Plan.

4.7 CITY OF OTTAWA ZONING BY-LAW

The subject site is currently zoned as General Mixed Use Zone, Subzone 12 with a site-specific height restriction of 11 metres (GM12 H(11)) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The General Mixed Use Zone allows for commercial uses as of right. Large-scale commercial uses are planned for with the potential to draw from outside the neighbourhood. A variety of non-residential and residential uses are permitted in this zone. Various commercial and community facilities such as retail and offices are permitted in the GM Zone. Subzone 12 includes additional non-residential uses including the proposed automobile dealership.

The table below summarizes the required performance standards for the GM12 H(11) Zone:

Provision	Requirement	Proposed	Section
Minimum lot width	No minimum	-	S.187, Table 187
Minimum lot area	No minimum	2,280 m ²	S.187, Table 187
Maximum building height	11 m	7.2 m	N/A
Minimum front yard setback	3.0 m	7.68 m	S.187, Table 187
Minimum corner side yard setback	3.0 m	1.68 m	S.187, Table 187
Minimum rear yard setback	All other cases: [No minimum	15.51 m	S.187, Table 187
Minimum interior side yard setback	All other cases: [No minimum	3.79 m	S.187, Table 187
Maximum FSI	2.0	0.3	S.187, Table 187
Minimum landscaped area width	Abutting a street: [3.0 m Other cases: [No minimum	1.68 m	S.187, Table 187

Parking	<p>Sales/showroom area: 2 per 100 m² GFA</p> <p>Service area: 2 per service bay</p> <p>Other areas: 1 per 100 m² GFA</p>	<p>- 2 per 100 m² (730 m² [14.6], 351.30 m²[7.03]) = 21.63</p> <p>2 per bay (12[24], 6[12]) = 36</p> <p>- 1 per 100 m² (95 m² [0.95], 712.85 m² [7.13]) = 8.07</p>	S.101, Table 101A
Parking space dimensions	2.6 m to 3.1 m (width) x 5.2 m (length)	2.6 m (width) x 5.2 m (length)	S.106
Aisle and driveway width	Min width for double traffic lane: 6.0 m	6.7 m	S.107
Bicycle parking	1 per 1500 m ² of GFA	4 spaces	S.111, Table 111A

5.0 PLANNING ANALYSIS AND RATIONALE

The proposed development is informed by and aligns with relevant policy direction and the surrounding neighbourhood. It provides for a substantial improvement of the existing property, facilitating the continued use of the site as an automobile sales establishment. The development will result in a severance to create one new parcel on which a new Volvo car dealership is proposed to be developed, and a minor variance application will be pursued concurrently with the severance application to address a couple minor performance standards. The proposal will have the effect of providing a separate Volvo building from the existing Jaguar Land Rover building, which was formerly shared between the two brands. It will also result in some enhancements to the public realm via additional landscaping, retained street trees, and a sidewalk along part of Michael Street and Parisien Street.

The building and outdoor automobile storage areas will be appropriately buffered from the street. New landscaping will be provided. The parking/automobile storage area will be shared with the existing Jaguar Land Rover dealership, allowing for a more efficient use of the site and ensuring that the future needs of the business can be met on the property. The development can be accessed via public transportation service along Parisien Street, with more frequent bus service along nearby St. Laurent Boulevard. A multi-use pathway also connects to the site. The new sidewalks provided will improve the pedestrian infrastructure in the area.

From a design perspective, the proposed dealership building aligns with the principally low-rise, industrial and commercial buildings in the area. There is adequate separation from nearby uses and the development does not abut any residential uses. The building's design will be attractive and functional, presenting well on the streetscape while aligning with the Volvo brand's design language. Design and landscaping details for the development will continue to be refined through the Site Plan Control Process.

6.0 PUBLIC CONSULTATION STRATEGY

The Site Plan Control level for this project is Standard Non-Rural and may not require a public information session. Notwithstanding, the Councillor's office will be made aware of the proposal and submission. Q9 will also provide regular updates to the Councillor's office as the project moves through approvals.

Further, all information will be available on the City of Ottawa Development Application search tool along with the appropriate staff contact to make requests for information.

Q9 Planning + Design is also available for contact on this application.

To summarize, information about this project will be available through the following means:

- [Development Applications Tool to contain all submitted materials
- [Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process (contact details provided in this report)
- [Required signage on site with City file lead contact details (comments provided are shared with the proponent)
- [Updates shared with the Community via the Councillor's office for an efficient line of communication moving forward

7.0 SUPPORTING PLANS AND STUDIES

7.1 PHASE I ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment was prepared for the site by Paterson Group Inc on April 15, 2021. The purpose of the report is to assess the past and current uses on the site and identify any environmental concerns that previously may have or currently are occurring and impacting the property. The study recognizes the historic use of the site for residential purposes in the late 1940s/early 1950s. The surrounding area was historically developed for light industrial and commercial uses, with an automotive dealership and servicing garage constructed to the north of the property in the 1960s. This use was not found to pose any environmental concern to the subject site.

Currently, the site is noted as containing a one-storey residential dwelling which was not found to pose any environmental concern to the subject property. Though some off-site PCAs were identified from the surrounding light industrial and commercial uses, they were not deemed to be of any environmental concern. The study concluded that, based on this evidence, no Phase II Environmental Site Assessment would be required.

7.2 STATIONARY NOISE ASSESSMENT

A Stationary Noise Assessment was prepared by Gradient Wind on November 9, 2021. The assessment examined noise impact from the two anticipated stationary noise sources in the proposed development: the service garage doors and rooftop mechanical equipment. The study used theoretical noise prediction methods that conform to MECP and City of Ottawa requirements as well as City of Ottawa ENCG noise level criteria. Four noise reception points were used in the nearby residential community to assess any noise impacts. The study found a 49dBA (day)/44 dbA (night) sound level at the first receptor, 50/45 at the second receptor, 44/41 at the third receptor, and 43/40 at the fourth receptor. All of these sound levels at each receptor fall below the ENCG criteria set out by the City. Based on these findings, the study concluded that the proposed development is expected to be compatible with the existing noise sensitive land uses in the area.

7.3 SITE SERVICING AND STORMWATER MANAGEMENT REPORT

A Site Servicing Report was prepared by D.B. Gray Engineering on January 12, 2022. Existing servicing is located along Parisien Street including a 150 mm watermain, a 300 mm sanitary sewer, and a 525 mm stormwater drain. Boundary conditions from the City of Ottawa note a Hydraulic Grade Line (HGL) of 112.7 m for a 38 L/s fire flow and a 106.7 m HGL for a 90 L/s fire flow. The HGL of the max day fire flow calculates to a pressure of 367 kPa, which is above the minimum criteria of 140 kPa. A 150 mm water service

connecting to the 150 mm watermain is proposed to service the sprinkler system and meet domestic water demand. A 150 mm sanitary service at 2% slope is proposed to connect with the 300 mm municipal sanitary sewer along Parisien Street. Stormwater quality control will be provided via an Oil Grit Separator located downstream of the Inlet Control Device. Stormwater quantity control will control the 100-year post-development flow rate to the 5-year pre-development flow rate. Stormwater storage on the building roof and underground in catch basins, manholes, and sewer pipes will result in a post-development release rate of 26.05 L/s during a 100-year storm event, which is 63% less than the predevelopment condition and equal to the maximum allowable release rate. A 375 mm private storm sewer system at 0.25% slope is also proposed, which will connect to the 525 mm municipal storm sewer on Parisien Street. A 200 mm connection at 1% slope is proposed from the building to the private storm sewer system to manage unrestricted flows from the building roof.

Please see the Site Servicing Study & Stormwater Management Report and supporting plans prepared by D.B. Gray Engineering for further details.

8.0 CONCLUSION

The subject site is an irregularly shaped parcel located in Ward 11 within the East Industrial Neighbourhood. The property has a lot area of roughly 1.15 hectares. As part of the development, a portion of the property is proposed to be severed. The severed portion will have a lot area of 2,282 square metres with 43.6 metres of frontage along Michael Street. The property is designated as Mixed Use Centre in the current Official Plan and as Neighbourhood within the Outer Urban Transect in the new Official Plan. The property is zoned General Mixed Use Zone, Subzone 12, with a specific height provision of 11 metres (GM12 H(11)) in the City of Ottawa Zoning By-law 2008-250.

The proposed development is to construct a single storey plus mezzanine Volvo dealership building on the southern portion of the overall site. As the brand currently shares the existing Jaguar Land Rover building, the new dealership will allow for the Volvo brand to operate in a separate building. Under Section 93 of the zoning by-law, the severed portion will be considered one lot for zoning purposes, allowing the two dealership buildings to share parking and accesses. The development will contain 127 parking spaces overall, with 66 spaces required for customer and employee parking and 61 spaces for vehicle storage. The proposed development aligns with the Provincial Policy Statement's intent and conforms to the policy direction of the current Official Plan and the New Official Plan. The dealership is also a permitted use in the Zoning By-law and aligns with the overall intent of the zone. Minor variances will be required to address compliance with performance standards, which will be sought in a future minor variance application pursued concurrently with a severance application during the site plan control process.

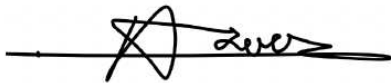
Overall, the development results in the improvement of the site and its surrounds with more landscaping, retained trees, new sidewalks, and an enhanced public realm. It will also provide an additional building that will facilitate the expansion of the active business on the property and results in a more formalized parking and vehicle storage area. The proposed dealership building is compatible with the principally light industrial and commercial uses in the area and results in a low-rise built form that is adequately separated from neighbouring properties. The building's design will incorporate more landscaping and permeable paving and results in a function and well-designed site that presents well on the street.

It is our professional planning opinion that the proposed development constitutes good land use planning.

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