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4149 Strandherd Drive Barrhaven, Ontario Planning Rationale



**4149 Strandherd Drive
Barrhaven, Ontario**

**Planning Rationale in support of
Zoning By-law Amendment
& Site Plan Control Applications**

Prepared By:

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Ref: R-2022-023

March 11, 2022

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

Attention: Sean Moore, Manager – Development Review South (Acting)

Dear Mr. Moore:

**Reference: Zoning By-law Amendment & Site Plan Control Applications
4149 Strandherd Drive
Our File No.: 121297**

The following Planning Rationale has prepared in support of a Zoning By-law Amendment, and Site Plan Control applications to facilitate the development of the remainder of the property at 4149 Strandherd Drive (the “Subject Property”). The Subject Property is legally described as Block 4, Plan 4M-1538. Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications have been previously approved for one automobile dealership (currently under construction). The proposal for the remainder of the Subject Property is to develop an additional two automobile dealerships in conformity with the new City of Ottawa Official Plan.

The Subject Property is designated Mixed Industrial on Schedule B6 of the City of Ottawa’s Official Plan. The property is zoned Business Park Industrial, Urban Exception 2636 (IP[2636]) in the City of Ottawa’s Zoning By-law 2008-250.

This Planning Rationale examines the location and context of the Subject Property, the proposed development, the proposed Zoning By-law Amendment, the planning policy and regulatory framework of the site, and makes recommendations on the proposed Zoning By-law Amendment and Site Plan Control application.

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

Yours truly,
NOVATECH



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

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of applications for a Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the remaining vacant land at 4149 Strandherd Drive (the “Subject Property”). The Subject Property is designated Mixed Industrial on Schedule B6 of the City of Ottawa’s new Official Plan (OP). The property is zoned Business Park Industrial, Urban Exception 2636 (IP[2636]) in the City of Ottawa’s Zoning By-law 2008-250.

The proposed Zoning By-law Amendment will permit ‘automobile dealership’ as a permitted use on the Subject Property. This use is currently prohibited to be consistent with the former South Nepean Secondary Plan, which was repealed with the adoption of the new City of Ottawa Official Plan on November 24, 2021. ‘Automobile dealerships’ are specifically listed as a permitted use under the policies of the new Official Plan for lands designated Mixed Industrial’. The Site Plan Control application will facilitate the development of two additional automobile dealerships on the property to accompany the Volkswagen dealership currently under construction.

This Planning Rationale will demonstrate the proposed Zoning By-law Amendment and Site Plan Control application will:

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

1.1 Description of Subject Property

4149 Strandherd Drive is located in the Barrhaven Ward (Ward 3) of the City of Ottawa, adjacent to Strandherd Drive (see Figure 1). 4149 Strandherd Drive is legally described as Block 4 on Plan 4M-1538 and has an approximate area of 3.37 hectares (8.33 acres), and approximately 200 metres of frontage along Dealership Drive. The Subject Property consists of the remaining vacant lands on 4149 Strandherd Drive that are not being currently developed as a single automobile dealership, as demonstrated in Figure 1.

Figure 1 – Aerial Photo of Subject Property



1.2 Site Location and Community Context

North: To the north of the Subject Property are lands currently vacant and proposed to be employment uses. Further north are commercial uses including a retail shopping centre, anchored by a Costco retail warehouse. An Amazon Fulfillment Centre has recently been completed in the CitiGate Business Park (see Figure 2).

Figure 2 – Vacant and Commercial Lands



South: Immediately south of the Subject Property are Toyota and Hyundai automobile dealerships, and a municipally-owned snow storage facility (see Figure 3). A stormwater management pond and the Jock River Floodplain are south of the existing automobile dealerships.

Figure 3 – Automobile Dealerships along Strandherd Drive



East: Across Strandherd Drive east of the Subject Property are three (3) three-storey buildings with commercial uses at grade (see Figure 4). One commercial building is mixed-use and includes townhouses fronting onto Prem Circle. A mix of ground-oriented residential uses are located further east of the Subject Property.

Figure 4 – Commercial Uses east of Strandherd Drive



West: West of the Subject Property is a watercourse known as the O’Keefe municipal drain. West of the municipal drain is a stormwater management pond, two automobile dealerships and an auto body repair business (See Figure 5).

Figure 5 – Lands West of Subject Property



1.3 Linkages and Transportation Framework

The Subject Property is a corner lot at the northwest intersection of Strandherd Drive and Dealership Drive. Strandherd Drive is designated as an Existing Arterial Road and Dealership Drive is designated an Existing Collector Road on 'Schedule C4 – Urban Road Network' of the Official Plan (see Figure 6). The Subject Property is a prominent location along Strandherd Drive and has easily access to a 400-series highway via the Fallowfield Road and Highway 416 interchange.

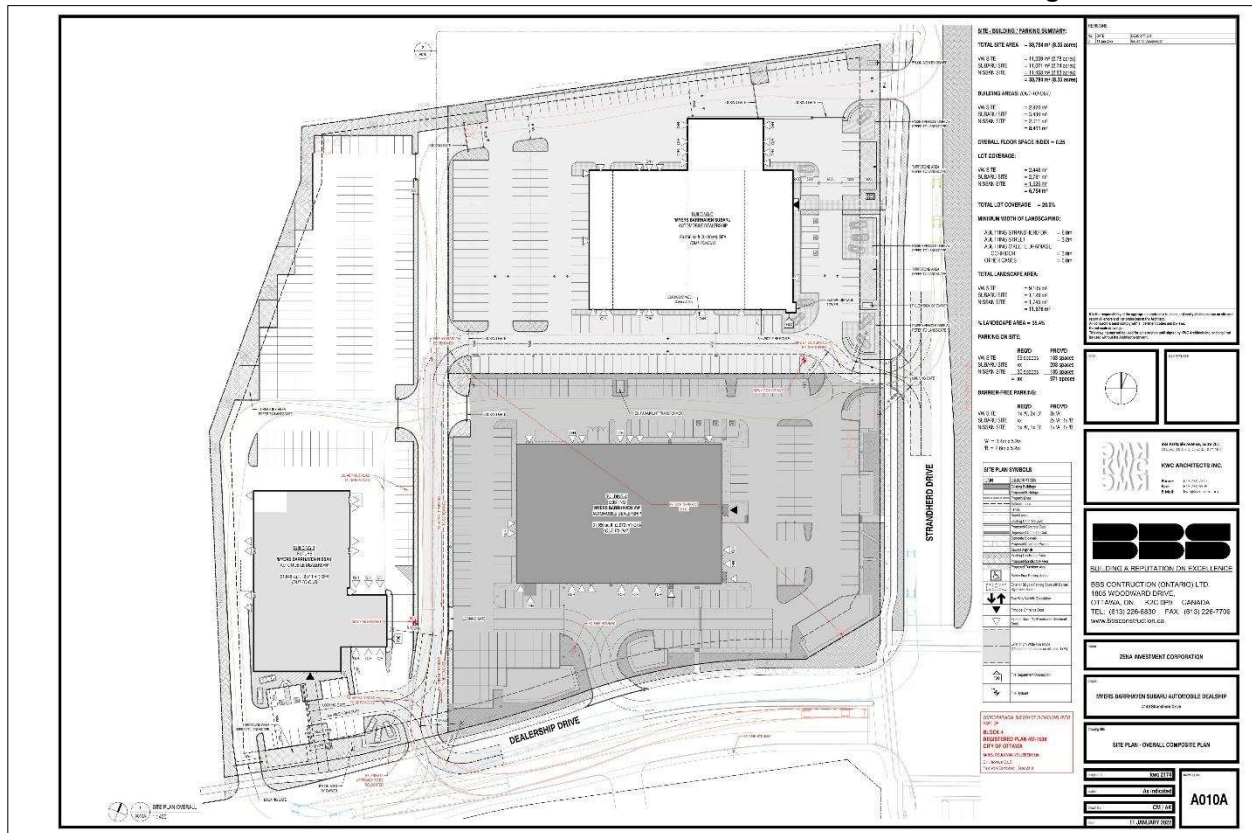
Figure 6. Official Plan Schedule C4 Excerpt



2.0 PROPOSED DEVELOPMENT

Myers Automotive Group is proposing to develop 4149 Strandherd Drive to accommodate two additional automobile dealerships to accompany the previously approved automobile dealership currently under construction (see Figure 7). The proposed automobile dealerships will replace the previous approvals for a five-storey office building and future hotel. The change in direction for the development of the property is consistent with the policies for the 'Mixed Industrial' designation in the new Official Plan. The new Official Plan repeals the former South Nepean Secondary Plan which prohibited automobile dealerships on the remainder of the Subject Property.

Figure 7. Site Plan



Building B on the proposed Site Plan will be approximately 2,011 square metres in floor area, located west of the existing dealership under construction. The building will generally be located at a similar setback from Dealership Drive as the Volkswagen dealership under construction. A vehicle display area is proposed along the frontage of Dealership Drive.

Building C on the proposed Site Plan will be approximately 3,430 square metres in floor area, located north of the Volkswagen dealership that is under construction. The building will be located closer to Strandherd Drive than the Volkswagen dealership and the existing Toyota and Hyundai dealerships south of Dealership Drive. The reduced setback from the existing dealerships will provide a transition to future developments north of the Subject Property. Vehicle display areas

are proposed along the frontage of Strandherd Drive. The western frontage along Strandherd Drive will have a consistent built form both north and south of Dealership Drive.

Access to the two new automobile dealerships will be consistent with the entrances originally proposed for the Volkswagen automobile dealership under construction and the originally proposed office and future hotel. There will be a total of two 'right-in right-out' entrances on Strandherd Drive (one of which is constructed) and a total of three full movement entrances on Dealership Drive (one of which is constructed). A common private lane will extend northward between Building A and Building B to provide a circulation corridor through the property.

3.0 PROPOSED ZONING BY-LAW AMENDMENT

The whole of 4149 Strandherd Drive is currently subject to two zones. The Volkswagen automobile dealership currently under construction is zoned Business Park Industrial, Urban Exception 2635 (IP[2635](H18)) in the City of Ottawa's Zoning By-law 2008-250. Urban Exception 2635 was adopted by Council on July 15, 2020 and added 'automobile dealership' and 'automobile rental establishment' as permitted uses for the portion of the property that was proposed for the automobile dealership currently under construction.

The remainder of the property is zoned Business Park Industrial, Urban Exception 2636 (IP[2636](H22)) in the City of Ottawa's Zoning By-law 2008-250. Exception 2636 replaced an earlier site-specific zoning that limited uses based on the policies of the South Nepean Secondary Plan. The uses that were generally prohibited in the previous exception were carried forward to Exception 2636.

The application for Zoning By-law Amendment for the Subject Property proposes to apply Exception 2635 to the entirety of the Subject Property. The purpose of the proposed Zoning By-law Amendment is to remove the prohibition of 'automobile dealership' and 'automobile rental establishment' that currently exists through Exception 2636. The proposed Zoning By-law Amendment implements the changes in designation and policies of the new City of Ottawa Official Plan that apply to the Subject Property.

The Zoning By-law Amendment does not seek to change the underlying Business Park Industrial Zone of the Subject Property. The proposed Zoning By-law Amendment seeks to extend the site-specific exception that already applies to the Volkswagen dealership currently under construction. The proposed wording for the Zoning By-law Amendment is attached as Appendix A.

4.0 PROPOSED SITE PLAN APPLICATION

Site Plan approval was previously granted for 4149 Strandherd Drive for the development of the Volkswagen automobile dealership, a five-storey office building and a future hotel. The new proposal is to replace the five-storey office building and future hotel with two additional automobile dealerships to accompany the Volkswagen dealership currently under construction. Site Plan Control as the proposed development consists of buildings with a gross floor area greater than 1,860 square metres as well as the creation of parking lots more than nine parking spaces. A description of the site layout is included in Section 2.0 of the rationale.

The Site Plan Control application (as well as the Zoning By-law Amendment application) is supported by several plans and studies as identified by the City of Ottawa in a pre-consultation meeting on December 22, 2021. The supporting materials prepared for the Site Plan Control application are as follows:

- A Standard Engineering Design (including Site Servicing Plan, Grade Control and Drainage Plan, Erosion and Sediment Control Plan, Stormwater Management Brief, Site Servicing Study) has been prepared by McIntosh-Perry (dated March 2022). The servicing study demonstrates that the site can be adequately serviced with existing municipal infrastructure.

A watermain extension to Strandherd Drive will complete a looped system with the existing connection on Dealership Drive. The two new automobile dealerships will connect to the existing system constructed with the previously approved automobile dealership currently under construction

Sanitary sewers will be extended to the two new automobile dealerships from the existing sanitary sewer initially constructed for the automobile dealership currently under construction.

Stormwater Management is proposed to follow the originally approved design of underground storage and that all three automobile dealerships will outlet stormwater to an existing oil/grit separator (OGS) located at the north-west corner of the site.

- A Landscape Plan and Tree Conservation Letter has been prepared by GJA Inc. (dated March 2022) which firstly demonstrates that there is no existing vegetation on the property worthy of protection. The proposed plantings for the site adequately provide shade protection primarily along the frontage of Strandherd Drive and along the rear property line abutting the O'Keefe Drain. The proposed plantings are sufficient and appropriate for an industrial park setting.
- A Transportation Impact Assessment has been prepared by McIntosh Perry (dated March 2022) which concludes that the resulting traffic generated by the proposed automobile dealerships will have a negligible impact on the existing traffic patterns in the vicinity of the Subject Property.
- Architectural Building Elevation Drawings have been prepared by the building designers and reflect the most current corporate store models for the two proposed automobile dealerships. Both exteriors incorporate glass facades along the street frontage and standard commercial/industrial wall treatments for interior walls.

Following the approval of the Site Plan Control application, the applicant will be required to enter into a Site Plan Agreement with the City of Ottawa. It is expected that the Site Plan Agreement will be an amendment to the Site Plan Agreement registered on title for the Volkswagen dealership.

5.0 PUBLIC CONSULTATION STRATEGY

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

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

6.0 DESIGN BRIEF

Grading

The site for this development does not pose any significant grading challenges as it is generally flat, and through the subdivision process allowances were made for naturalized storm water management rights of ways. The proposed development grading and stormwater management plans are developed on the basis of municipal standards and current best practices.

Relationship to Public Realm

These two automotive dealership developments are modest projects which seek to optimize their relationship to the public realm with simple and effective means within the context of this suburban greenfield area designated for such uses.

Strandherd Drive is a multi-lane arterial roadway with an existing signalized intersection at Dealership Drive. The road rights-of-way include pedestrian sidewalks and landscaped street frontages. Existing street trees newly planted in 2021 will be protected and enhanced with additional trees as part of the currently proposed developments.

The two dealerships are logically oriented to their respective streets to provide visibility and draw clients and customers to their offerings. The buildings are highly transparent with their public facing interiors visible to the streetscape. Naturally, the building designs are reflected of their corporate branding standards.

Their less public service and storage requirements are located to the sides and rear of their respective sites with restricted after-hours access.

The proposed buildings and site developments are fully accessible in accordance with contemporary building code and municipal requirements.

Building Elevations and Floor Plans

The attached building floor plans and elevations illustrate proposed building layouts and architectural expressions based on the corresponding manufacturer's corporate design and identity programs.

Nissan (Building B)

The proposed Barrhaven Nissan dealership is 2,011 square metre (21,272 sq. ft.) building also accommodating automotive sales and service functions. It is similarly organized with front part of the building dedicated to sales functions (showroom and sales offices) while the rear portion of the building similarly houses service bays and related parts and equipment storage functions. A service drive-through is located at the easterly side of the building to streamline vehicle intake.

The material palette for this building is also comprised of glazed aluminum curtain wall alongside aluminum composite metal panels, this time in the Nissan corporate identity program colours. The service function portions situated to the rear of the building are enclosed with vertically oriented insulated metal panels, also in a complimentary grey colour.

Please refer to attached architectural building site plan, floor plans, and elevations. Refer also to attached landscape plans.

Subaru (Building C)

The proposed Barrhaven Subaru dealership is a 3,430 square metre (36,940 sq. ft.) two-storey building accommodating automotive sales and service functions. The front part of the building is dedicated to sales requirements (showroom and sales offices) while the rear portion of the building houses service bays and related parts and equipment storage functions. A service drive-through is located at the northerly side of the building to streamline vehicle intake.

The material palette of the building includes glazed aluminum curtain wall and insulated metal panels in the Subaru corporate identity program colours of white and blue. Service function portions of the building are enclosed with vertically oriented insulated metal panels in a complimentary grey colour.

Please refer to attached architectural building site plan, floor plans, and elevations. Refer also to attached landscape plans.

Sustainable Design Features

The proposed auto dealership developments incorporate a number of sustainability measures into the building and site design in response to available opportunities, market demands, and approvals requirements. These include:

- Building envelope with enhanced thermal performance and continuous insulation.
- Building envelope design to optimize fenestration ratios in response to orientation and functional requirements.
- High reflectance roofing materials.

- Stormwater management – on site retention and controlled rate of release including rooftop flow control.
- Site plantings to enhance passive cooling.

7.0 PLANNING POLICY AND REGULATORY FRAMEWORK

7.1 Provincial Policy Statement

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

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

“Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;”*

The Subject Property is proposed to be developed to accommodate two additional automobile dealerships to accompany an automobile dealership currently under construction. The development of automobile dealerships provides skilled employment opportunities and represents economic development for the City of Ottawa. The Subject Property is well situated with direct access to an arterial road and a future collector road, and easy access to highway 416. The proposed mix of employment uses promote the efficient development of a highly accessible vacant parcel and will contribute to the financial well-being of Barrhaven and the City of Ottawa.

Policy 1.1.3.2 of the PPS states:

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

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

The proposed amendment will permit a new employment use with high-quality job opportunities on the Subject Property. The Site Plan Control application facilitates the development of a total of three automobile uses. When automobile dealerships are developed in a grouping it creates a destination for consumers and provides opportunities for the sharing of resources such as parking and storage.

Approval of the proposed Zoning By-law Amendment and Site Plan Control application will result in the efficient development of the remainder of the Subject Property within the urban area of Ottawa. The Subject Property is directly accessible from an arterial road (Strandherd Drive), from a Collector Road (Dealership Drive), and has easy access to a 400-series highway via Fallowfield Road and Highway 417 interchange.

Policy 1.1.3.6 of the PPS states:

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

The Subject Property is a vacant parcel within the Urban Area of the City. Lands along the east side of Strandherd Drive are developed with a mix of commercial and residential uses. Barrhaven and the surrounding area have a demand for automobile dealerships, which provide maintenance and repair services for automobiles. The planning applications will permit the development of employment uses on a property adequately serviced by municipal infrastructure.

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

“Planning authorities shall promote economic development and competitiveness by:

- a) Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
- b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;”*

The general intent of the CitiGate Business Park has been rethought in the new City of Ottawa Official Plan. Whereas the South Nepean Secondary Plan envisioned a high-technology business campus, the new Official Plan recognizes the challenges with locating dense office development in an area that will not be serviced with rapid transit in the lifespan of the Official Plan. The CitiGate business park is now designated ‘Industrial and Logistics’ and ‘Mixed Industrial’, which promotes more warehousing and logistics as well as moderate-scale employment and retail uses. Council approval of the Amazon Fulfillment Centre facility fundamentally changed the nature CitiGate from a focus on high-technology and large offices to a focus on warehousing and logistics.

The proposed development helps to meet long-term employment needs of the community of Barrhaven. The proposed development of two additional automobile dealerships will add to the employment opportunities in the CitiGate business park.

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

- Relating to Section 2.1 (Natural Heritage), there are no natural features on the Subject Property;
- Relating to Section 2.2 (Water), there are no water features on the Subject Property. A watercourse (O'Keefe Drain) is located along the western property line. The requested Zoning By-law Amendment does not propose to amend current setback requirements from the drainage corridor;
- Relating to Section 2.3 (Agricultural Resources), the Subject Property is within the urban area of the City of Ottawa and is not designated or zoned for agricultural uses;
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of minerals or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), the Subject Property has no mineral aggregate potential;
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the Subject Property has no known areas of archaeological potential.

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

The proposed Zoning By-law Amendment and the concurrent Site Plan Control application are consistent with the policies of the Provincial Policy Statement.

7.2 City of Ottawa Official Plan (2021)

The City of Ottawa adopted a new Official Plan on November 24, 2021. As of the date of this rationale, final approval of the Official Plan from the Ministry of Municipal Affairs and Housing is pending and is statutorily required to be approved 120 days following receipt of the approval documents from the City. Approval of the Official Plan is expected in late March or early April 2022. Based on the application process timing, the new Official Plan will be in full force and effect at the time that the Zoning By-law Amendment application will be brought forward for a public meeting of Planning Committee and final decision by Council. The Site Plan Control application will not be considered for approval until the new Official Plan is in full force and effect.

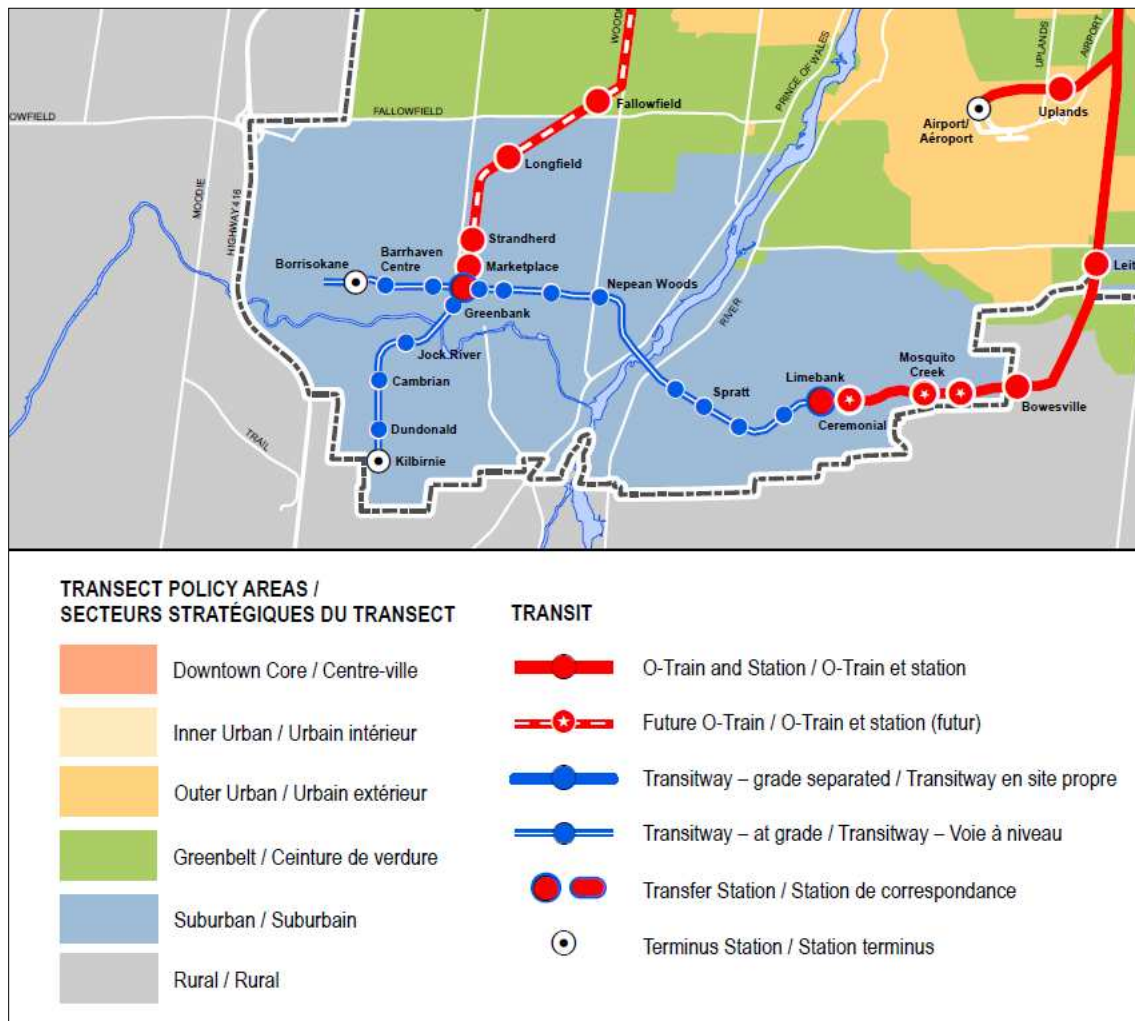
The adoption of the new Official Plan coincided with a repeal of the previous Official Plan, including the South Nepean Secondary Plan which was not replaced in the new Official Plan. The policies of the South Nepean Secondary Plan which prohibited automobile dealerships on the Subject Property are no longer in force and effect.

The Subject Property is located in the ‘Suburban’ Transect on Schedule A – Transect Policy Areas of the Official Plan (see Figure 8). There are no rapid transit routes in proximity to the Subject Property.

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

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

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



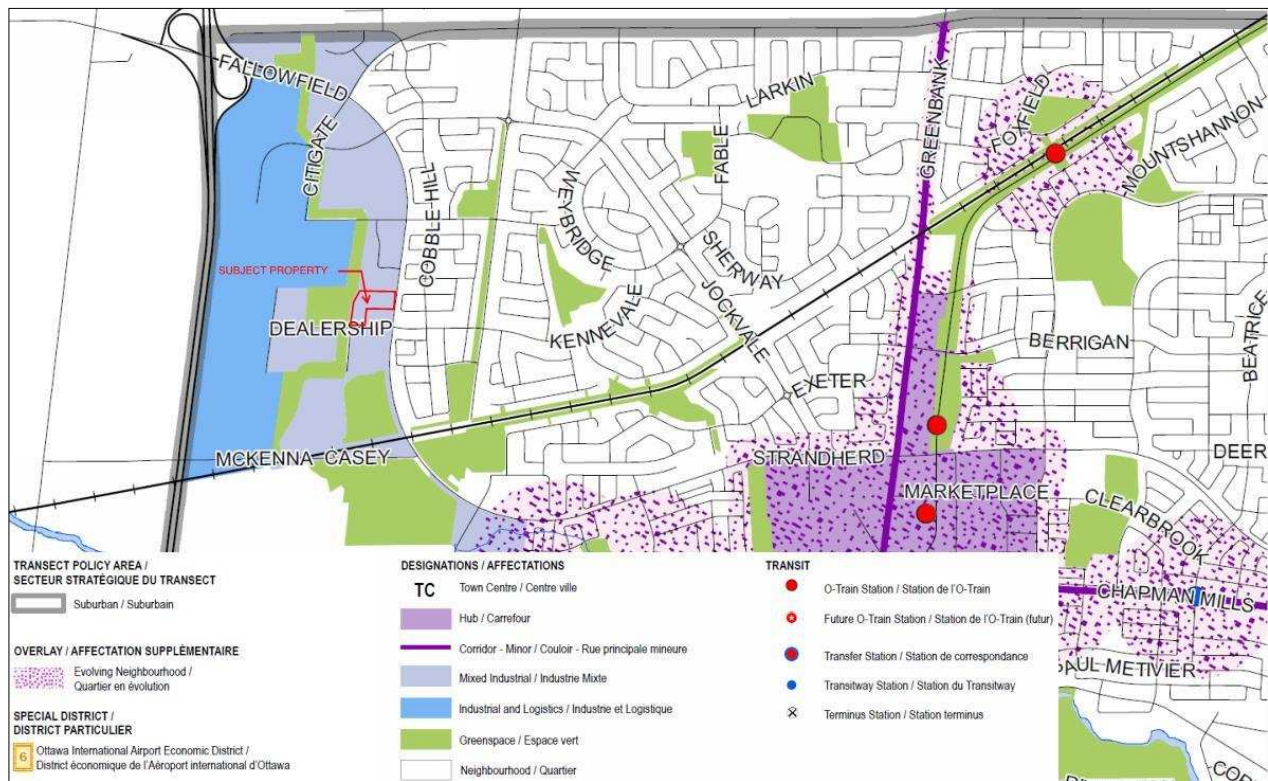
The proposed development is consistent with the general characteristics of the suburban built form. Building C abutting Strandherd Drive will be setback approximately 25.5 metres from the front lot line, which is less than setback for Building A (under construction). A principal entrance to Building C will be facing Strandherd Drive. Building B is similarly setback from Dealership Drive by approximately 25.5 metres and will including a principal entrance that faces the street.

Buildings B and C will be primarily single storey with a second storey mezzanine within the showroom area of each building. The general built form of the automobile dealerships is consistent with the suburban built form. The three buildings will be well spaced and will be separated by parking and landscaped areas.

With respect to the growth management of employment uses, Section 3.5, Policy 3 of the Official Plan states, “Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located with Mixed Industrial Areas”. The proposed addition of two automobile dealerships will contribute to the economic stability of the Barrhaven community by adding high-quality jobs in close proximity to residential areas.

The Subject Property is designated ‘Mixed Industrial’ on ‘Schedule B6 – Suburban (Southwest) Transect’ of the Official Plan (see Figure 9). The Mixed Industrial designation is intended for areas that are, “clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas.”

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



With respect to permitted uses, Section 6.5.1, Policy 2 states,

“The following uses are permitted in the Mixed Industrial designation as shown on Schedules B1 through to B8:

- a) Low-impact light industrial uses including light manufacturing, warehousing, distribution and storage;*
- b) Automotive sales and service, heavy equipment sales and service;*
- c) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;*
- d) Major Office in accordance with Subsection 3.5, Policy 12); and*
- e) Small-scale office that is typically less than 10,000 square metres.”*

The Official Plan clearly states that ‘automotive sales and service’ is a permitted use and an appropriate employment-generating use in the Mixed Industrial designation. The proposed development seeks to implement the policies of the Official Plan through the construction of two additional automobile dealerships in the vicinity of existing automobile dealerships. The development of automobile dealerships on the Subject Property conforms to policies of the Mixed Industrial designation.

In order to ensure a proper separation of obnoxious uses from sensitive uses (such as residential), Section 6.5.2, Policy 1 states, *“Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous, should not be permitted.”* Automobile dealerships provide an appropriate transition as there are no fumes or odours generated from the use. Obnoxious noise is contained as all automobile service occurs indoors.

The Subject Property is located adjacent to the O’Keefe Drain, which is a relocated watercourse and that flows through the CitiGate Business Park. The O’Keefe Drain also functions as a legal outlet for stormwater management purposes. With respect to development adjacent to watercourses, Section 4.9.3, Policy 1 of the Official Plan states, *“The minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, sub-watershed or environmental management plan.”*

An Environmental Management Plan for the O’Keefe Drain was approved by Council in 2013 and remains in effect. The recommendations approved in the Environmental Management Plan include the establishment of a 46-metre corridor (including a pathway) consisting of the following:

- *“Minimum 30 m channel width from top-of-slope to top-of-slope;*
- *5 m setback from top-of-slope to edge of corridor;*
- *6 m pathway block including 3 m pathway outside of the setback.”*

The recommendations of the O’Keefe Drain Environmental Management Plan were implemented through the registration of the CitiGate Business Park subdivision plan (4M-1538). All necessary setbacks have been accommodated within the established corridor on the registered plan of subdivision and will not require greater setbacks as outlined in Section 4.9.3, Policy 2 of the Official Plan.

The proposed Zoning By-law Amendment and Site Plan Control applications conform to the Policies of the City of Ottawa Official Plan.

7.3 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned Business Park Industrial, Urban Exception 2636 (IP[2636] H(22)) in the City of Ottawa's Zoning By-law 2008-250. The current zoning (Exception 2636) replaced an earlier site-specific zoning that limited uses based on the policies of the South Nepean Secondary Plan. The uses that were generally prohibited in the previous exception were carried forward to Exception 2636. Uses previously prohibited should be reconsidered due to the repeal of the South Nepean Secondary Plan and consideration of the policies for the Mixed Industrial designation in the new Official Plan.

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

- “(1) accommodate mixed office, office-type uses and low impact, light industrial uses in a business park setting, in accordance with the Enterprise Area designations of the Official Plan or, the Employment Area or the General Urban Area designation where applicable;”*
- “(2) allow in certain Enterprise or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Enterprise, Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;”*

The proposed automobile dealerships, together with the existing automobile dealership under construction on the remaining portion of 4149 Strandherd Drive, meet the general intent of the above statements by creating a mix of service commercial uses that function in the same way as low impact, light industrial uses. Automobile dealerships have two main functions, being the retail sales of automobiles and the servicing and maintenance of automobiles. Both main functions provide high-quality employment opportunities and serve both the general public and the passing traffic.

Section 205 (1) of the Zoning By-law specifically lists 'automobile dealership' as a permitted use within the standard Business Park Industrial Zone. As a result of the repeal of the South Nepean Secondary Plan, the previous site-specific prohibition of 'automobile dealerships' has been removed from the Official Plan. The current site-specific Zoning exception no longer implements Official Plan policy and can be removed. The proposed Zoning By-law Amendment will reintroduce uses that are generally permitted in the standard Business Park Industrial Zone.

Section 205 (4) of the Zoning By-law states, *“Except in the case of the storage of motor vehicles associated with an automobile dealership and automobile rental establishment, outdoor storage is prohibited.”* Outdoor storage associated with the proposed automobile dealerships is generally limited to the storage of vehicles and is permitted in the Business Park Industrial zone.

The current site-specific exception for Subject Property (Exception 2636) includes a list of additional lands uses permitted, a list of land uses prohibited, and site-specific zoning provisions applicable to the Subject Property. The proposed Zoning By-law Amendment application proposes to rezone the Subject Property with the same urban exception as the Volkswagen dealership under construction. The extension of Exception 2635 will permit automotive uses and will establish appropriate zoning standards for the proposed development. It is anticipated that the exception provisions in Column V may remain in place without impacting the design of the proposed development. The proposed Zoning By-law Amendment is attached to this rationale as Appendix A.

The requested Zoning By-law Amendment establishes appropriate zoning provisions for the development of the Subject Property and permits development that is compatible with surrounding uses.

The proposed Zoning By-law Amendment and Site Plan Control application are consistent with the purpose of the Business Park Industrial zone and the relevant provisions of the City of Ottawa Zoning By-law.

8.0 CONCLUSION

This Planning Rationale has been prepared in support of proposed Zoning By-law Amendment and Site Plan Control applications to facilitate the development of the property of two automobile dealerships at 4149 Strandherd Drive. The proposed development will result in there being a total of three automobile dealerships on the Subject Property.

The proposed Zoning By-law Amendment proposes to zone the Subject Property with an extension to urban exception 2635 which currently permits automobile dealership and automobile rental establishment uses. The proposed extension of the urban extension 2635 and generally maintains the site-specific zoning provisions for the Subject Property that were previously established through urban exception 2298. The Site Plan Control application will facilitate the development of two additional automobile dealerships on the Subject Property, for a total of three automobile dealerships.

The proposed Zoning By-law Amendment and the proposed development are consistent with the policies of the Provincial Policy Statement and the policies of the City of Ottawa Official Plan adopted November 24, 2021. The proposed Zoning By-law Amendment established appropriate zoning provisions for the development of the Subject Property and permits development that is compatible with surrounding uses.

The proposed Zoning Bylaw Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

NOVATECH



Adam Thompson, B.E.S. (PI)
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Appendix A: Proposed Zoning By-law Amendment

APPENDIX 'A'

BY-LAW 2022-XXX

A by-law of the City of Ottawa to amend By-law Numbered 2008-250 of the City of Ottawa to change the zoning for the property known municipally as 4149 Strandherd Drive.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

(a) The Zoning By-law Map of By-law No. 2008-250, entitled "City of Ottawa Zoning By-law" is amended by rezoning the lands shown on Attachment No. 1 to this by-law as follows:

(a) Area A – rezoned from IP[2636] H(22) to IP[2635]

