



PLANNING RATIONALE

Zoning By-law Amendment and Site Plan
Control Applications for 1400-1410 Youville
Drive

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Project Number:
160410254

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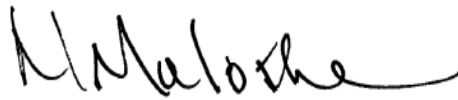
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Table of Contents

1	OVERVIEW.....	2
2	CONTEXT ANALYSIS.....	2
2.1	Surrounding Context.....	2
2.2	Site Context.....	3
3	PROPOSAL.....	7
4	POLICY REVIEW & JUSTIFICATION	10
4.1	Provincial Policy Statement 2020.....	10
4.2	Official Plan	12
4.2.1	2003 Official Plan (Repealed)	12
4.2.2	In-force Official Plan	17
5	ZONING BY-LAW.....	21
5.1	Existing Zoning	21
5.2	Requested Amendment.....	23
6	PUBLIC ENGAGEMENT STRATEGY	24
7	SUPPORTING DOCUMENTATION.....	24
8	CONCLUSION.....	25

LIST OF TABLES

Table 1. Development details.....	9
Table 2. IL2 H(14) Zone Provisions (red text denotes required relief).....	22
Table 3. Parking Space Rates	23
Table 4. Proposed site-specific zoning exception.....	23

LIST OF FIGURES

Figure 1. Location Plan (GeoOttawa 2019 Aerial Imagery)	3
Figure 2. Surrounding context (GeoOttawa 2019 Aerial Imagery)	3
Figure 3. Site context (GeoOttawa 2021 Aerial Imagery)	4
Figure 4. Site context (Google Earth and Streetview)	5
Figure 5. Aerial render facing west towards the site (Google Earth)	6
Figure 6. Survey Plan (Stantec Geomatics Ltd.)	6
Figure 7. Site Plan excerpt (KWC Architects Inc.)	8
Figure 8. Streetscape render of the proposal (Google Streetview & KWC Architects Inc.)	9
Figure 9. Landscape Plan (GJA Inc.)	9
Figure 10. Excerpt of Schedule B of the Official Plan	13
Figure 11. Excerpt of Schedule B8 of the OP	17
Figure 12. Zoning Excerpt	21



1 OVERVIEW

Stantec Consulting Ltd. (“Stantec”) is retained by Jim Keay Ford Lincoln Sales Ltd. (the “client / owner”) for the purpose of preparing this planning rationale in support of Zoning By-law Amendment and Site Plan Control applications for the properties municipally described as 1400 and 1410 Youville Drive (the “site”) within the City of Ottawa.

The site consists of two abutting properties, being 1400 and 1410 Youville Drive. The owner of the site also owns and operates an automobile dealership approximately 80 metres north along Youville Drive. The owner would like to establish a collision centre proximate to their dealership, and given space constraints associated with their dealership site, the subject site presents itself as an appropriate location in proximity to the dealership to establish the proposed use. Collision centres often co-locate with automobile dealerships as they provide services for the repair of leased, demonstration, and trade-in vehicles.

The owner’s intent is to develop a Fix Auto collision centre on the subject site, which is defined as an automobile body shop or automobile service station under City Zoning By-law 2008-250. The collision centre would provide service to the nearby automobile dealership, and would consist of a single building, surface parking, and landscaping. To proceed with the proposed development, Planning Act applications are required to amend the site’s current light industrial zoning and to receive Site Plan Control Approval.

Rezoning is required to add “automobile body shop” and “automobile service station” as permitted land uses in a zone already permitting other automobile related and light industrial land uses (proposed use will not include any form of vehicle sales or storage). As a function of these uses, vehicles in the repair queue would be temporarily parked in the rear yard of the site awaiting repair before leaving the site. The proposed performance standards of the development will fully comply with existing zoning (i.e., building height, setbacks, parking, etc.).

This planning rationale has been prepared in support of the proposed development and required approvals, and together with other required technical plans and studies, demonstrates the proposed development is timely, appropriate, and represents good land use planning in the public interest.

2 CONTEXT ANALYSIS

2.1 Surrounding Context

The site is located in Ward 1 - Orleans, and is within the Youville Business Park, which is generally situated to the south of Highway 174, north of St. Joseph Boulevard, west Jeanne-d’Arc Boulevard South, and to the immediate east of National Capital Commission (NCC) Greenbelt land. Specifically, the site is bound and surrounded by the following properties, features, and land uses:

East: Youville Drive, a two-lane local road with an approximately 20 metre wide ROW

West: 1485 St-Joseph Boulevard, which contains the White Sands golf course



Planning Rationale - 1400-1410 Youville Drive

North: 1420 Youville Drive, which contains a multi-unit commercial building

South: 1390 Youville Drive, which contains a recreational vehicle sales centre



Figure 1. Location Plan (GeoOttawa 2019 Aerial Imagery)

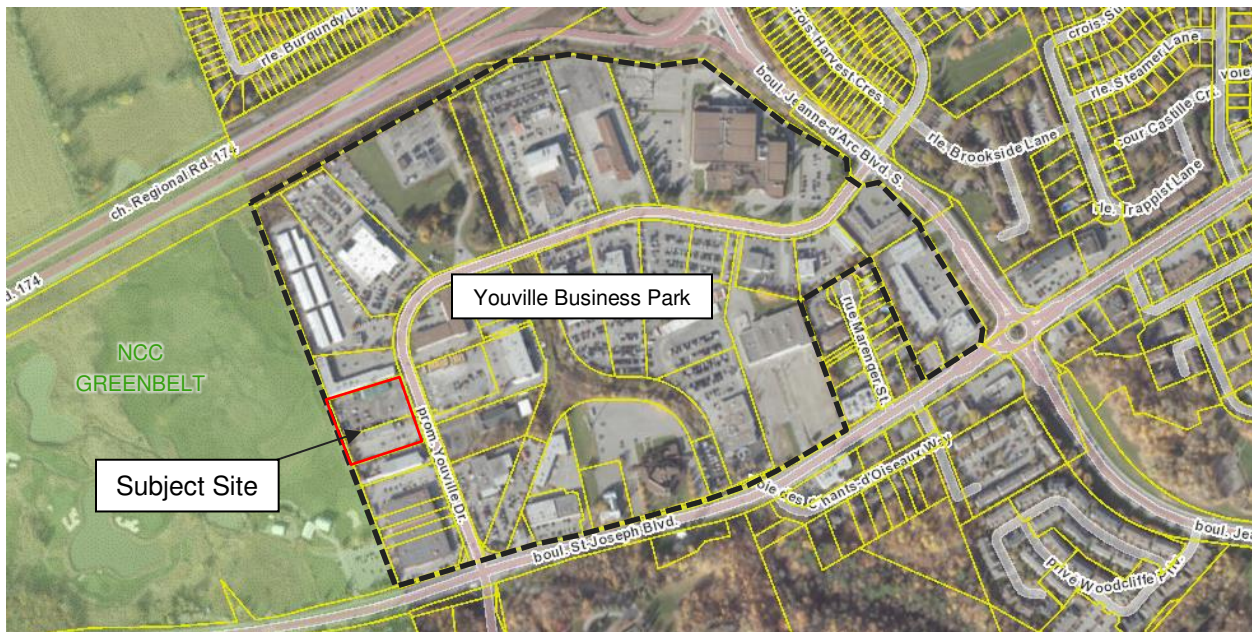


Figure 2. Surrounding context (GeoOttawa 2019 Aerial Imagery)

2.2 Site Context

The site consists of two abutting properties, with the northerly one being vacant and used for parking, and the southerly one containing a self-serve car wash operation. The site is regularly shaped and has a total



Planning Rationale - 1400-1410 Youville Drive

area of approximately 9,192 m², with 91.44 m frontage along Youville Drive, which also appears to be subject to a 30 cm reserve identified as Part 4 on Plan 4R-6509. Much of Youville Drive appears to contain a similar reserve, and the purpose of this reserve was unknown at the time of pre-application consultation with City staff but is anticipated to be determined as part of the application review process.

The registered owner of the site is 2167659 Ontario Inc. and consists of two PINs (04392-1295 & 04392-1296) and is described legally as Part of Block WW Registered Plan 4M-152 City of Ottawa. The site does not appear to be subject to any registered easements as per the topographic plan of survey prepared by Stantec Geomatics Ltd. in support of the proposed development applications.

Vehicle access to the site is provided by three private approaches, two of which serve the north property. Municipal services are available along the site's frontage, and consist of a 450 mm sanitary sewer, a 685 mm storm sewer, and two separate watermains measuring 300 mm and 762 mm. A single sidewalk exists along the east and south side of Youville Drive, whereas the west and north sides typically consist of grassed boulevard and utilities lines. At the northeast corner of the site is an OC Transpo stop (No. 7726) which services routes 131, 231, and 631. Figures 3-6 provide site context from GeoOttawa aerial imagery, Google Streetview and Earth, and a recently completed survey.

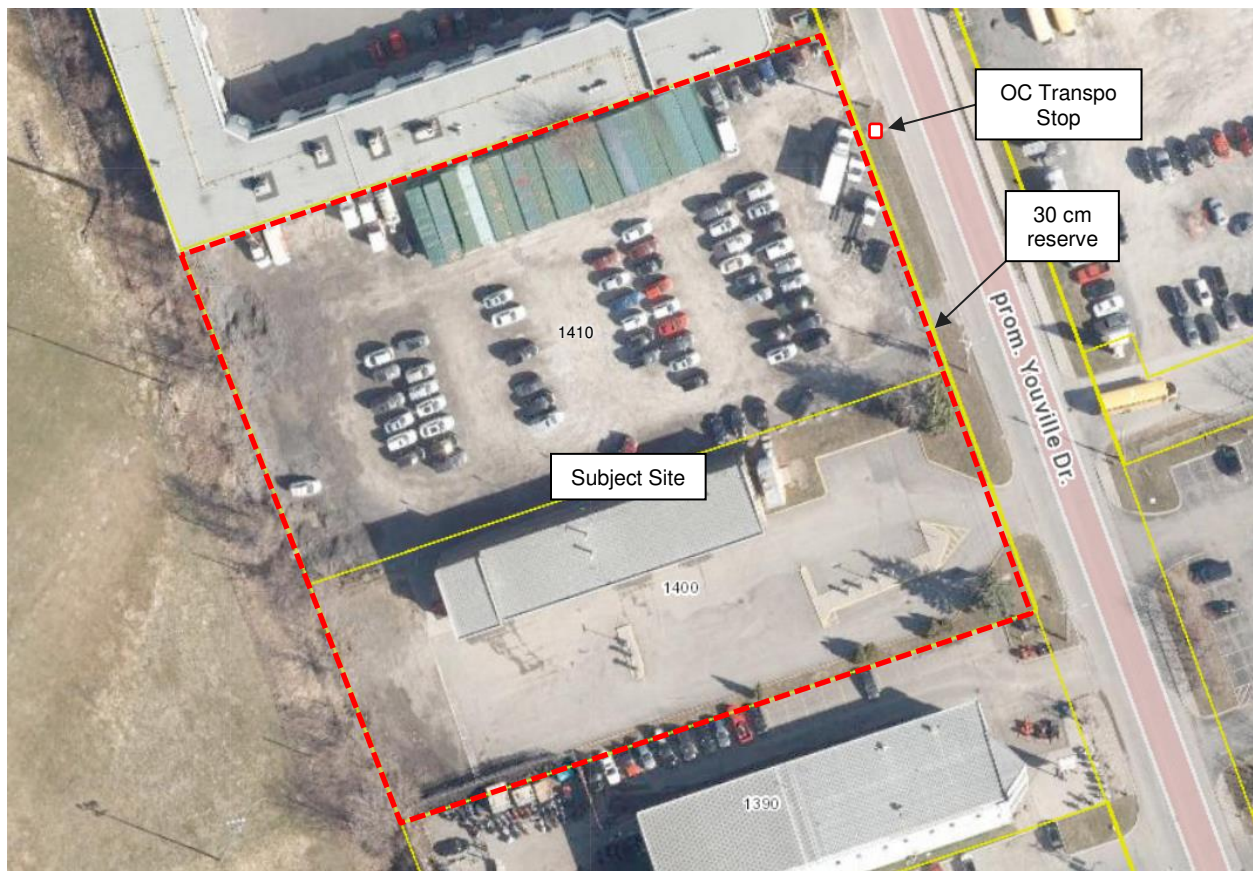


Figure 3. Site context (GeoOttawa 2021 Aerial Imagery)



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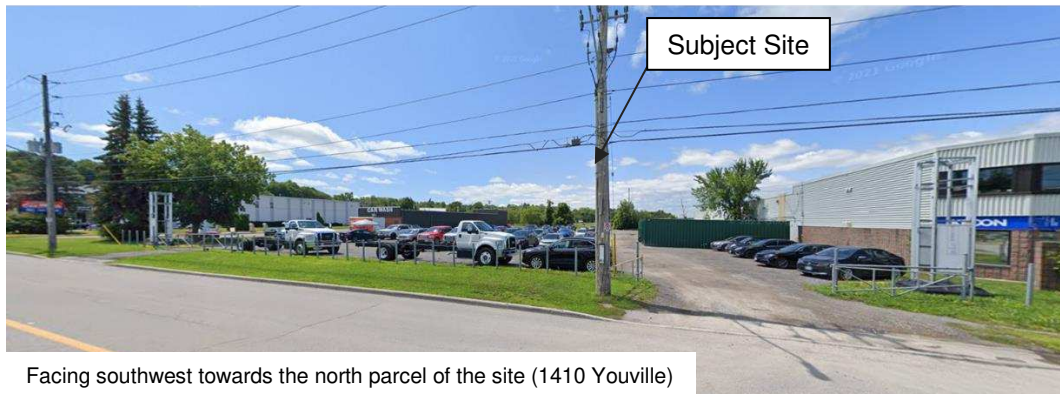


Figure 4. Site context (Google Earth and Streetview)



Planning Rationale - 1400-1410 Youville Drive



Figure 5. Aerial render facing west towards the site (Google Earth)

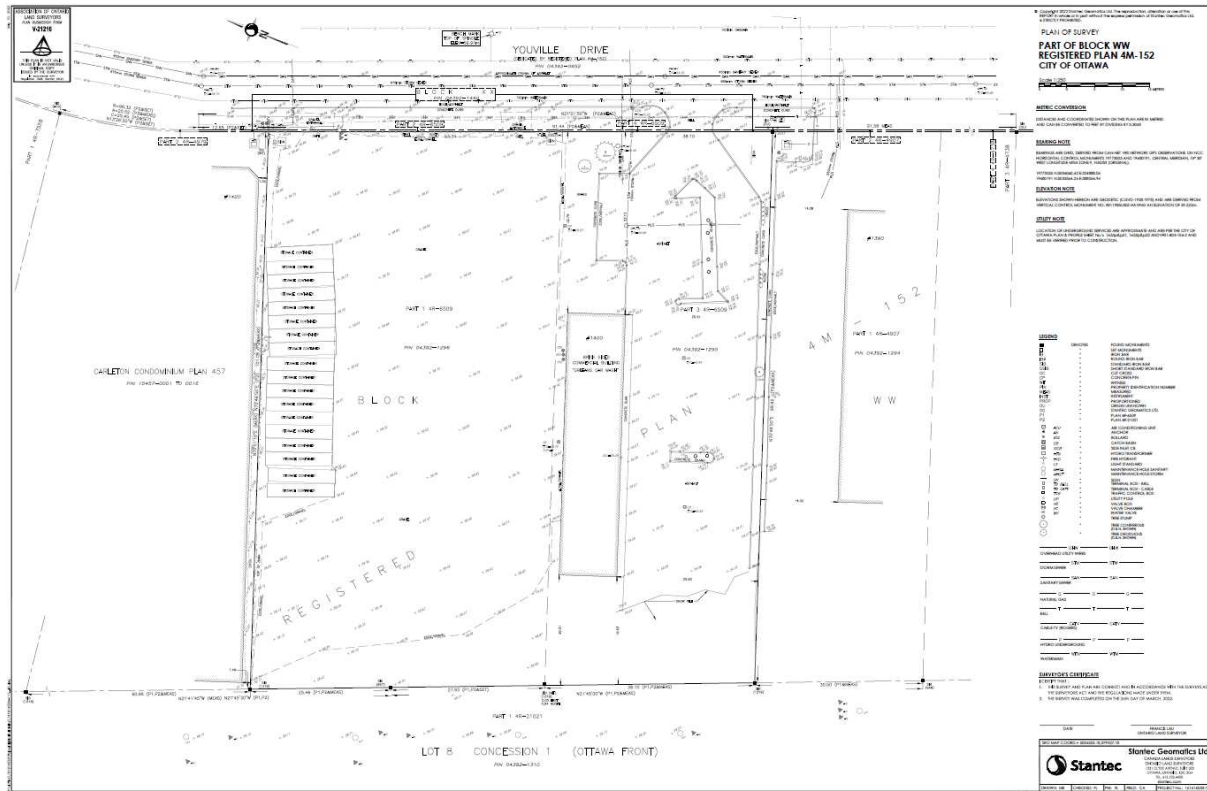


Figure 6. Survey Plan (Stantec Geomatics Ltd.)



3 PROPOSAL

The proposal is for the development of an automobile collision centre, which requires a zoning by-law amendment (“ZBA”) and site plan control approval. The purpose of the ZBA is to add “automobile body shop” and “automobile service station” as permitted land uses in a zone that already permits other automobile related and light industrial land uses. As a function of these uses, vehicles in the repair queue would be temporarily parked in the rear yard of the site awaiting repair before leaving the site. The proposed use will not include any form of vehicle sales or storage.

The proposed use has very specific requirements to support its function, which includes adequate surface space for turning movements and in-queue vehicle parking. The general workflow for the site includes damaged vehicles being delivered to the site by tow trucks and flatbeds, both of which require specific clearances in order to safely complete their turning movements as part of deliveries. Once on site, in-queue vehicles will be temporarily parked in the rear yard and then taken indoors where all service work is completed. All parts for servicing will be stored within the building, with the exception of certain parts that due to their size will be stored in non-permanent storage containers in the rear yard. Once vehicles are repaired, the process is complete and the repaired vehicles leave the site. The timing of the process from damaged vehicle drop-off to repair is ranges from a few days to a few weeks and depends on the severity of damage and the availability of parts.

The function of the proposed automobile collision centre aligns with the zoning definitions of both an automobile body shop and an automobile service station, and so in an abundance of caution, both land uses have been included as part of the proposed rezoning. The zoning definitions of the proposed land uses are provided below.

Automobile body shop means a place where motor vehicles are repainted and major or structural repairs made.

Automobile service station means a place that:

- a. has one or more service bays or facilities for a mechanic to service and repair motor vehicles other than heavy vehicles, which may also retail fuel and other automotive products; or
- b. has one or more service bays which provide one or more single or specialized service product installation for motor vehicles other than heavy vehicles such as mufflers or oil changes; and
- c. may include sales of motor vehicles other than heavy vehicles in association with the automobile service station.

The proposed development consists of a single building, surface parking, and landscaping. The proposed building will be single storey with a two-storey appearance and will include the primary collision centre use and ancillary office space. The gross floor area of the building is 2,115 m², of which 1,824 m² is for the primary collision centre operations and 291 m² is for ancillary office space.



Planning Rationale - 1400-1410 Youville Drive

The building will be located along the mid-point of the site's frontage with its primary façade and signage oriented towards the street. The building location will allow for efficient movement of employee and service vehicles through the site, as two private approaches (reduction from the three existing) are proposed to support circular traffic flow. The layout of the site also ensures there is no parking or drive aisles in the front yard, which allows the development to provide landscaping that frames the public realm. With the building oriented to address the street, it also allows for loading, temporary in-queue vehicle parking, and waste management activities to be confined to the rear and side yards of the site.

Proposed parking on the site consists of 89 stalls (includes two barrier-free stalls), all of which are located within the side and rear yards of the site and are required for in-queue temporary vehicle parking, employees, and customers. The driveways into the site will be 7.5 m (north) and 9 m (south) wide, with the northerly driveway containing a security gate at the entrance and the southerly driveway containing a security gate setback further into the site to permit public access to a limited number of parking stalls during hours of operation, including barrier-free stalls. Loading for the site is located along the south (side), north (side) and west (rear) of the building and has been designed in accordance with the operational needs and function of the collision centre.

A green buffer has been provided along the perimeter of the site and ranges from 3 m to approximately 8 m wide, with the widest portion being along the east (front yard). The landscaped area along the front of the building includes nine trees, a mix of shrubs and ground cover, and manicured grass, with the remaining landscaped buffer consisting of trees, shrubs and ground cover. A total of 21 new trees are proposed, with one existing tree to be retained and four existing trees to be removed. The front and side yard landscaping will provide a vegetated buffer from the parking within the site's side yards.

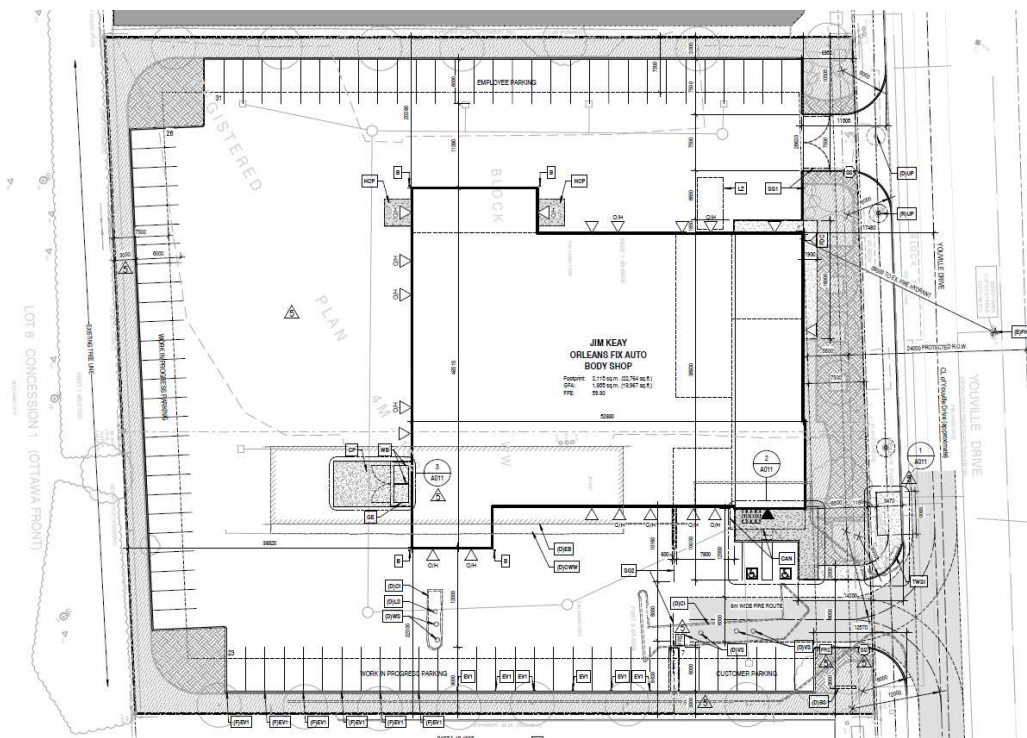


Figure 7. Site Plan excerpt (KWC Architects Inc.)



Planning Rationale - 1400-1410 Youville Drive

Table 1. Development details

Feature	Proposed		
	Automobile Body Shop / Automobile Service Station	Office	Total
Gross floor area	1,824 m ²	291 m ²	2,115 m ²
Building height	-	-	±8.01 m
Bicycle parking	1	3	4
Vehicle parking	56	33 (includes 2 barrier-free)	89
Loading	1	0	1



Figure 8. Streetscape render of the proposal (Google Streetview & KWC Architects Inc.)

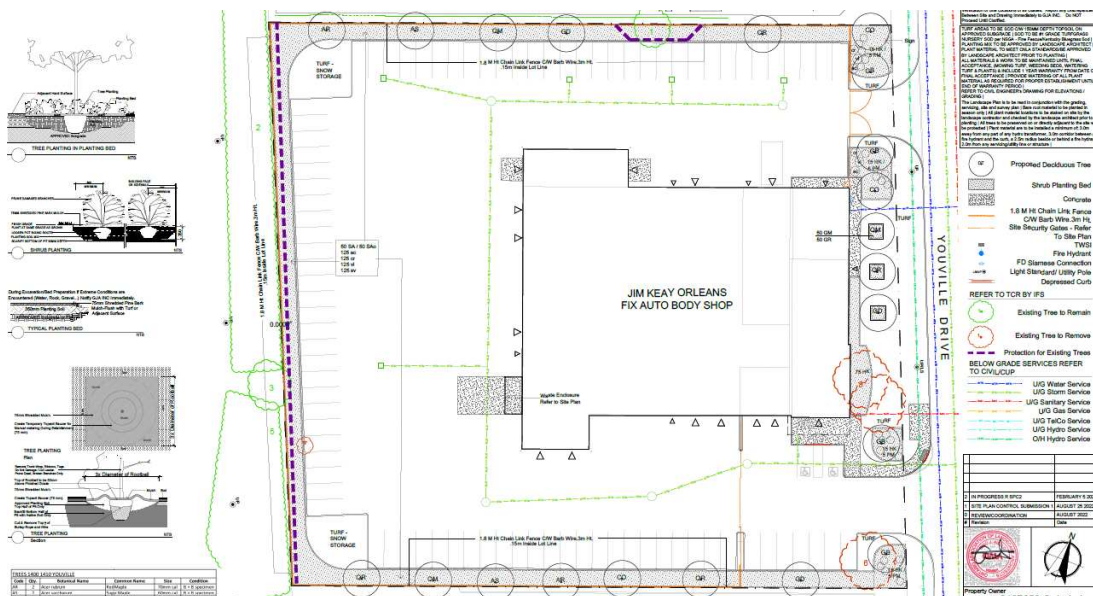


Figure 9. Landscape Plan (GJA Inc.)



4 POLICY REVIEW & JUSTIFICATION

The following section consists of a policy review and corresponding rationale in support of the proposal. The review covers the Provincial Policy Statement 2020, the City of Ottawa Official Plan, Zoning By-law 2008-250, and applicable urban design guidelines.

4.1 Provincial Policy Statement 2020

The Provincial Policy Statement 2020 ('PPS') provides policy direction on planning matters in the Province of Ontario and is issued under Section 3 of the Planning Act. Generally, this direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters in Ontario shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed development is consistent with the applicable policies of the PPS.

Section 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these include: promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; accommodating an appropriate, affordable and market-based range and mix of employment (including industrial and commercial) type land uses to meet long-term needs; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting cost-effective development patterns; improving accessibility by identifying, preventing, and removing land use barriers; ensuring there is necessary infrastructure to meet current and future needs; promoting development and land use patterns that conserve biodiversity; and, preparing for the regional and local impacts of a changing climate.

Section 1.1.3.2 of the PPS states, generally, that land use patterns within settlement areas shall be based on land uses which efficiently use land and resources, including through redevelopment and intensification.

Section 1.3.1 of the PPS states, generally, that planning authorities shall promote economic development and competitiveness by: providing an appropriate mix and range of employment uses; providing opportunities for a diversified economic base taking into account the needs of existing and future businesses; facilitating the conditions for economic investment; and, ensuring the necessary infrastructure is provided to support current and projected needs.

Section 1.5.1 of the PPS states, generally, that healthy, active communities should be promoted by: planning public spaces to be safe and to meet the needs of pedestrians.

Section 1.6.6 of the PPS states, generally, that planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.



Section 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7.1 of the PPS states, generally, that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness.

Section 1.8.1 of the PPS states, generally, that Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote intensification, transit-supportive development, and urban greening, where feasible.

The proposed light industrial development is consistent with and supportive of the above policy statements of Section 1 of the PPS, as it will help to support and contribute to the following:

- Promoting an efficient and cost-effective development pattern by redeveloping underutilized land within an urban business park;
- Promoting the efficient use and optimization of existing municipal sewage, water, and stormwater services, which have been reviewed for adequacy through a site servicing and stormwater management study provided in support of the proposed development;
- Introducing an appropriate employment type land use that provides an essential service (automobile collision centre) for a nearby related land use (automobile dealership) under the same ownership;
- Supporting economic development and community investment-readiness;
- Increasing the vegetation cover on the site with a green buffer along its perimeter and a net increase in trees for contribution towards the urban canopy; and,
- Supporting the use of alternative modes of transportation to internal combustion automobiles by providing EV charging stations, bicycle parking, and an improved front yard environment that includes a new bus stop pad.

Section 2.0 of the PPS states, generally, that Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental, and social benefits.

The subject site is not anticipated to contain any of the above noted resources, as it appears to have been developed since the 1980s, and previous to that, consisted of agricultural land. The City's list of required plans and studies to support the proposal did not include an Environmental Impact Statement, but did include a Tree Conservation Report which noted that of the site's five existing trees, one will be retained (landscape plan proposes 21 new trees and includes shrubs and ground cover). Other relevant studies and plans, such as a geotechnical study and site servicing and stormwater management report, have been provided in support of the proposed applications.



Section 3.0 of the PPS states, generally, that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

In accordance with supporting plans and studies, the proposal is not anticipated to result in any unacceptable risk to public health and safety. The required submissions include a site servicing and stormwater management study reviewing potential storm events, as well as a geotechnical study reviewing soil conditions. The report findings will be reviewed and further discussed, if necessary, through consultation with the City of Ottawa and Rideau Valley Conservation Authority. A Phase I Environmental Site Assessment (ESA) was also completed for the site (Pinchin, 2022) and noted that a Phase II ESA was not required and that the site is suitable for the intended development.

The proposed rezoning and site plan control applications will allow the site to accommodate a desirable form of redevelopment, which among other benefits, will support renewal of underutilized land, economic vitality, the efficient use of land and public infrastructure, an improved stormwater drainage condition, and urban greening within a business park. For these reasons, and the ones noted in the above review, the proposal is consistent with the policies of the PPS 2020.

4.2 Official Plan

The City of Ottawa Official Plan is the primary long-term policy document that guides growth and development within the City. At the time that this report was originally prepared, the in-force Official Plan (“OP”) was the version enacted in 2003, as amended. The City recently went through an extensive process to prepare and adopt a new Official Plan, which received council approval on November 24, 2021 and Ministerial approval on November 4, 2022.

The proposal conforms to the Official Plan and the following subsections provide a review of both the 2003 OP, as amended (now repealed), and the in-force OP. It should also be noted that the site was not subject to a Secondary Plan or community design plan at the time that this report was originally prepared nor when the complete subject applications were submitted to the City (submitted August 30, 2022).

4.2.1 2003 OFFICIAL PLAN (REPEALED)

4.2.1.1 Section 3: Designation and Land Use

The subject site is designated General Urban Area on Schedule B of the OP (see Figure 9), which permits a wide range of uses, including the proposed light industrial automobile related use. Section 3.6.1 of the Official Plan contains direction for General Urban Area’s, and a review of applicable policies for this designation is provided below.



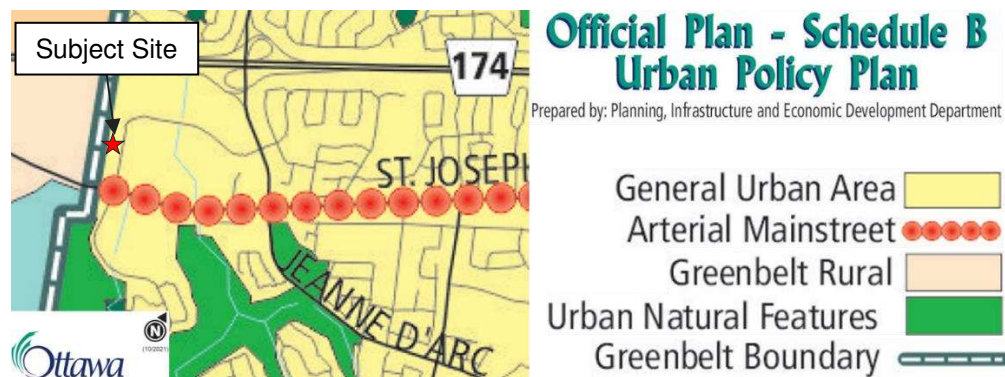


Figure 10. Excerpt of Schedule B of the Official Plan

Policies

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.
2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.
3. Building height in the General Urban Area will continue to be predominantly Low-Rise. [...]

The proposed development conforms to the applicable policies of Section 3.6.3, as summarized below:

- Proposes a permitted light industrial type land use;
- Proposes a permitted low-rise building height; and,
- Although not a residential development or in proximity to residential development, the proposal conforms to the applicable policies of Section 2.5.1 and 4.11 of the Official Plan, as demonstrated in the subsequent subsection of this report.

4.2.1.2 Section 2.5.1: Designing Ottawa

The proposal conforms to the applicable design and compatibility policies of Section 2.5.1 of the Official Plan. This Section provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. The intent of the objectives and policies is to ensure that areas targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the established surrounding character. Specifically, this Section states the following with respect to growth and design:

Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good

urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.

Section 2.5.1 provides the following design objectives and policies:

Design Objectives

- To enhance the sense of community by creating and maintaining places with their own distinct identity;
- to define quality public and private spaces through development;
- to create places that are safe, accessible and are easy to get to, and move through;
- to ensure that new development respects the character of existing areas;
- to consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;
- to understand and respect natural processes and features in development design; and,
- to maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Policies

1. In [...] the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proposed new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives.

As demonstrated by the architectural submissions and the contents of this report, the proposal is in general conformity with the applicable policies and design objectives of Section 2.5.1 as detailed below:

- Will enhance the sense of community by infilling two vacant lots with a single light industrial type land use that fits well and works well within the context of surrounding land uses found within the business park.
- Will create safe and quality areas of public and private space by providing a redeveloped front yard with increased greenspace and trees, a public parking area addressing accessibility requirements and providing for bicycle parking and electric vehicle charging stations, and by providing appropriate signage, lighting, and security measures.
- Will consist of a building and site design that can adapt and evolve over time.



- Will achieve energy efficiencies by proposing redevelopment on underutilized serviced land located within an existing business park, and by including such features as additional greenspace, EV charging stations, and bicycle parking.

4.2.1.3 Section 4.11: Urban Design and Compatibility

The proposal conforms to the applicable policies of Section 4.11 of the Official Plan. This Section contains a number of design policies that seek to address the matter of compatibility between new and existing development. This relationship is primarily assessed by reviewing design elements relating to built form and functionality.

In the context of the proposal, the purpose of the policies of Section 4.11 are to set the stage for requiring design excellence in design priority areas (i.e., mainstreets). The current proposal is only for rezoning, and so the design elements are high-level and conceptual in nature, with the expectation that detailed design will be addressed as part of a future site plan control process. The below review demonstrates that the proposal conforms to the applicable policies of Section 4.11.

As demonstrated by the architectural submissions and the contents of this report, the proposal is in general conformity with the applicable policies of Section 4.11 as detailed in the below review. The subject site is located within the Youville Business Park and is not within a design priority area. The proposed light industrial type development will fit well and work well within the surrounding context, which is characterized by similar land uses.

1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

- a. The provisions of this Plan that affect the design of a site or building;
- b. Design Guideline(s) approved by Council that apply to the area or type of development; and
- c. The design provisions of a community design plan or secondary plan.

A design brief was identified by the City File Lead as a submission requirement in support of the required applications. The design-related contents of this report, in conjunction with the design brief prepared by McIntosh Perry, address the requirements of the design brief terms of reference.

Building Design

5. 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:

- a. Setbacks, heights and transition;



- b. Façade and roofline articulation;
 - c. Colours and materials;
 - d. Architectural elements, including windows, doors and projections;
 - e. Pre- and post-construction grades on site; and
 - f. Incorporating elements and details of common characteristics of the area.
- 6.** The City will require that all applications for new development:
- a. Orient the principal façade and entrance(s) of main building(s) to the street.
 - b. Include windows on the building elevations that are adjacent to public spaces;
 - c. Use architectural elements, massing, and landscaping to accentuate main building entrances.
- 8.** 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 of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.
- 9.** Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

Design response:

- Proposed building will comply with the underlying zoning performance standards (i.e., setbacks and height).
- Main façade and signage oriented towards the public realm.
- Colour, materials, fenestration, and overall building design is tailored to the standards of the Fix Auto collision centre brand.
- The main entrance is located along the southeast corner of the building adjacent to public automobile and bicycle parking, including barrier-free stalls. The location of the main entrance is appropriate and would not be better located along the front façade as there is no public sidewalk along the site's frontage to support pedestrian access from the street. Instead, the proposal includes a new bus pad adjacent to the main entrance, with these features connected by a proposed pedestrian walkway. Architectural elements, massing, landscaping, and signage have been designed to accentuate the location of the main access.
- At this stage in the development approvals process the intent is for the design of mechanical equipment and utilities to be internalized and/or incorporated into the roof of the building.



Massing and Scale

10. [...] 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:

- a. 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;
- b. 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;

Design Response:

- The proposed building height, massing, and scale take into account the business park's function and the existing context of adjacent properties that are similarly designated and zoned to permit low-rise building heights.
- Proposed setbacks, parking, and landscaping will comply with the performance standards of the underlying zone and have been designed in consideration of neighbouring properties and uses, with a goal of providing additional greenspace on the site from what exists today.

The proposal and elements of its design advance applicable goals and objectives of the 2003 Official Plan, as amended, and conforms to the general intent and purpose of its applicable policies.

4.2.2 IN-FORCE OFFICIAL PLAN

The site is designated Neighbourhood on Schedule B8 of the OP (see Figure 9), which permits a wide range of uses and densities.

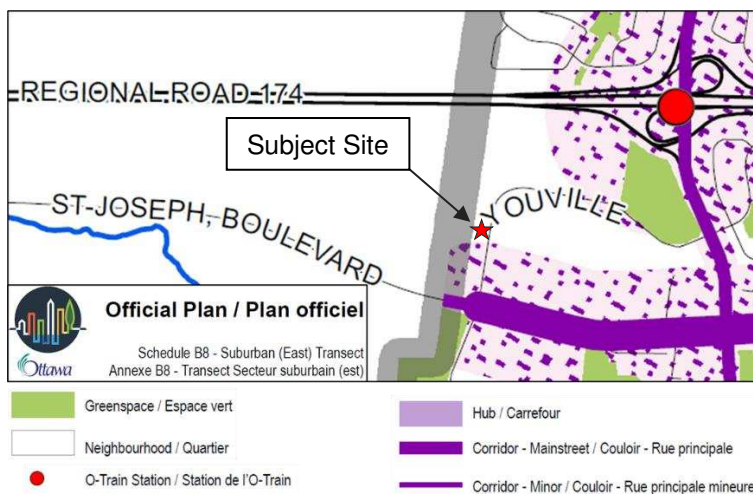


Figure 11. Excerpt of Schedule B8 of the OP



Section 6.3 of the OP states the following with respect to the Neighbourhood designation:

It is the intent of this Plan that they [Neighbourhoods], along with hubs and corridors, permit a mix of building forms and densities. [...] Neighbourhoods are not all at the same stage of development, maturity and evolution. [...] Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development.

Policies

6.3.1 Define Neighbourhoods and set the stage for their function and change over the life of this Plan

2) Permitted building heights in Neighbourhoods shall be Low-rise [...]

4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

d) To provide for a range of local services [...], the Zoning By-law may permit compatible and complementary small scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:

i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;

ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;

iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;

iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;

v) May restrict or prohibit motor vehicle parking in association with such uses; and

vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.

6.3.3 Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

4) Non-residential uses that are not explicitly mentioned as permitted in Subsection 6.3.1, Policy 4) shall be considered where the proposal meets all of 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 the majority of 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;



Planning Rationale - 1400-1410 Youville Drive

- 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.
- 6) Further to Policies 1) and 2), industrial uses likely to cause nuisance to nearby residential uses due to matters such as noise, fumes, heavy equipment movement or external storage or large amounts of materials:
- a) Will be prohibited in the Neighbourhood designation;
 - b) Existing such uses in the Neighbourhood designation will become legally nonconforming under the Zoning By-law; and
 - c) New such uses shall be directed to the Industrial and Logistics designation.

The proposal conforms to the intent and purpose of the applicable policies of Section 6.3, as summarized below:

- Per Policy 4 of Subsection 6.3.3, the proposed land use represents a non-residential land use not explicitly mentioned as permitted in Policy 4 of Subsection 6.3.1. Such uses shall be considered where they meet the criteria listed under the subject policy. The proposal meets these criteria as detailed below:
 - o a) the proposed land use is compatible with and complements the surrounding light industrial type land uses that make up the majority of the land use type within the Youville Business Park
 - o b) the OP does not define what constitutes a “major street”, and such a criterion does not appropriately reflect the intent of this policy, which is to reserve lower traffic streets for future neighbourhood-scaled residential potential.

Regardless of a street size and function, streets can appropriately serve residential and/or non-residential uses solely and in part, and this is demonstrated by Youville Drive. Per Schedule C4 Youville Drive is a local street characterized by solely non-residential land uses of light industrial and business park nature, which it was originally designed, zoned, and previously designated to accommodate from its inception as the main road servicing the Youville Business Park dating back to the 1960s.

Youville Drive does not currently reflect a street character appropriate for neighbourhood-scaled residential uses, nor will the proposed development prevent the street from potentially evolving over time to accommodate appropriately scaled and context-sensitive residential development.

- o c) the proposal consists of a single building situated to occupy the majority of the site's frontage.
- o d) proposed temporary parking of in-queue automobile vehicles will be limited to the rear and side yards of the site to minimize visual impact.



Planning Rationale - 1400-1410 Youville Drive

- e) the proposal does not contain outdoor storage. As a function of the proposed collision centre use, vehicles in the repair queue would be temporarily (days to a couple weeks) parked in the rear yard of the site awaiting repair before leaving the site. All parts for servicing will be stored within the building, with the exception of certain parts that due to their size will be stored in non-permanent storage containers in the rear yard. These containers themselves, do not constitute outdoor storage.
- f) The proposal does not include goods for sale or display within the municipal right of way.
- The proposed use is not in proximity to residential land uses or residentially zoned lands and would be appropriately located within a business park consisting of similar type land uses. The operations of the proposed use are confined to the interior of the proposed building, with the exception of the temporary parking of in-queue automobile vehicles in the rear and side yards.

Schedule A - Transect Policy Areas identifies the site as being located within the Suburban Transect Policy Area. Section 5.4 of the OP contains policies for the Suburban Transect, with the below reviewed policies being relevant to the proposal.

Policies

5.4.1 Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

a) Low-rise within Neighbourhoods [...]

5.4.5 Provide direction for new development in the Suburban Transect

1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and

j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

The proposal conforms to the intent and purpose of the applicable policies of Section 5.4, as summarized below:

- All proposed parking will be located in the rear and side yards and will be screened by perimeter and front yard landscaping, which together will minimize visual impact on the public realm.
- Proposes redevelopment on two underutilized lots with access to full municipal services, which provides for an efficient use of the land. Additionally, the proposed use will serve the needs of the nearby Jim Kaey Ford automobile dealership (less than 100 metres north), and so the proximate



locating of the use will improve efficiency and reduce the length of vehicle trips that may otherwise be required for a site located elsewhere in the city.

The proposal and elements of its design advance applicable goals and objectives of the Official Plan and conforms to the general intent and purpose of its applicable policies.

5 Zoning By-law

5.1 Existing Zoning

The subject site is zoned IL2 H(14), which is described as Light Industrial Zone, Subzone 2, Maximum Building Height of 14 metres under City of Ottawa Zoning By-law 2008-250 (“ZBL”).

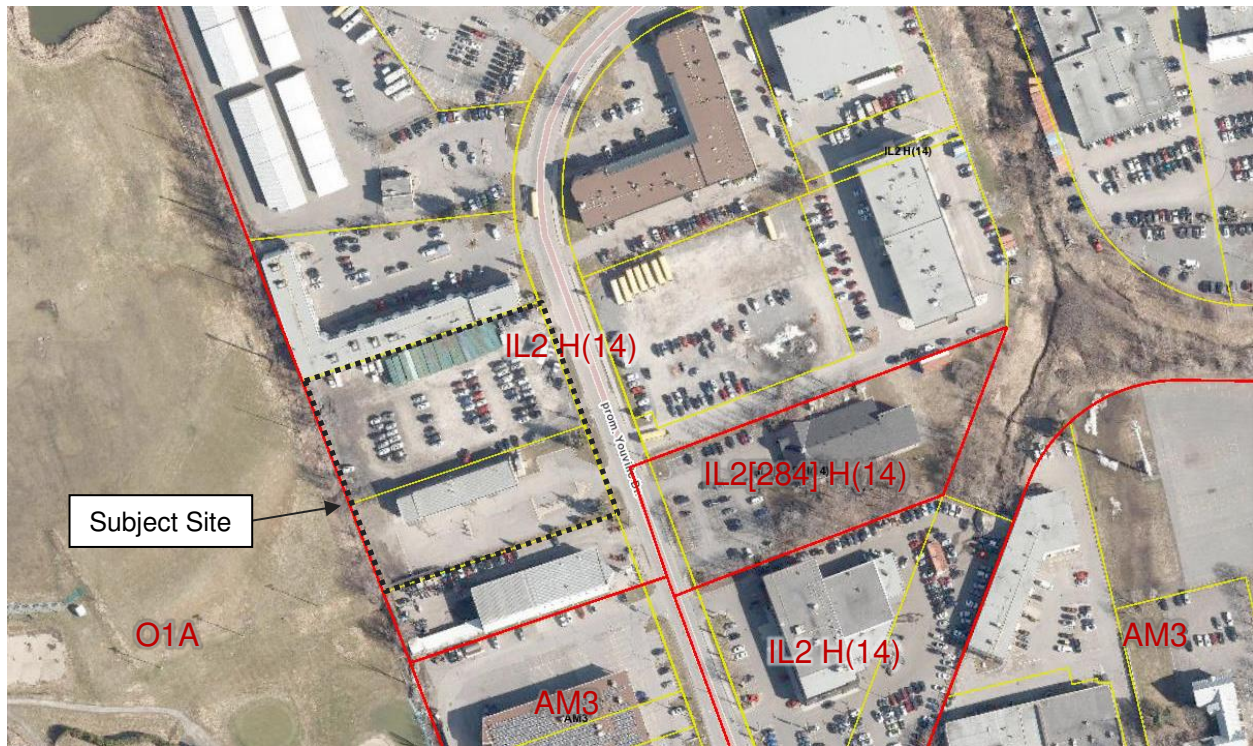


Figure 12. Zoning Excerpt

The purpose of the IL zone is described in Section 203 of the ZBL, as detailed below:

- (1) permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable;
- (2) allow in certain Employment Areas or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service

Planning Rationale - 1400-1410 Youville Drive

commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees of the Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;

- (3) *prohibit retail uses in areas designated as Employment Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;*
- (4) *prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and*
- (5) *provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.*

The proposed zoning by-law amendment is for the purpose of permitting an automobile body shop and an automobile service station. As noted previously in this report, the ZBL definitions for both requested land uses are similar in nature, as both could be used to describe and regulate the proposed automobile collision centre. Although these uses are not currently permitted by the site's existing zoning, it should be noted that the IL parent zone permits an automobile service station along with other related light industrial and automobile type uses, including: automobile dealership, automobile rental establishment; light industrial uses; parking lot; car wash; and, gas bar. Lastly, it should be noted that the performance standards of the proposed development will fully comply with existing zoning (i.e., building height, setbacks, parking, etc.).

Tables 2-4 detail the existing and proposed zoning performance standards and related provisions.

Table 2. IL2 H(14) Zone Provisions (red text denotes required relief)

Section	Provision	Required / Permitted	Proposed
203(1) & (2); 204(2)	Permitted uses	Permitted uses do not include: - automobile service station - automobile body shop	- automobile service station - automobile body shop
203(5)	Outdoor storage	Except in the case of the storage of motor vehicles associated with an automobile dealership and automobile rental establishment, outdoor storage is prohibited	- temporary outdoor parking of in-queue vehicles in the rear and side yards (does not constitute outdoor storage) - certain service parts will be stored in non-permanent storage containers in the rear yard (does not constitute outdoor storage)
Table 203(a)	Minimum lot area	2,000 m ²	± 9,188 m ²
Table 203(b)	Minimum lot width	No minimum	± 91.44 m
Table 203(c)	Maximum lot coverage	65%	± 22%
Table 203(d)	Minimum front and corner side yard setback	7.5 m	7.5 m
Table 203(e)	Minimum interior side yard setback	(i) for uses listed in subsection 203(1) abutting a residential or institutional zone	15 m
		(ii) all other cases	7.5 m
Table 203(f)	Minimum rear yard setback	(i) for uses listed in subsection 203(1) abutting a residential or institutional zone	15 m
		(ii) abutting hydro or railway right-of-way	3.5 m
		(iii) all other cases	7.5 m
Table 203(g)	Maximum floor space index	2	± 0.2
Table 203(h)	Maximum building height	(i) within 20 metres of a residential zone	11 m
		(ii) in all other cases	18 m
		Per site specific zoning	14 m
Table 203(i)	Minimum width of landscaped area	(i) abutting a residential or institutional zone	3 m; may be reduced to one metre if a 1.4 metre high opaque screen is provided
		(ii) abutting a street	3 m



Planning Rationale - 1400-1410 Youville Drive

		(iii) in all other cases	No minimum	3 m
110(3)(c)	Outdoor refuse storage area screening	Screened from view by an opaque screen with a minimum height of 2 metres	2 m high opaque screening	2.3 m high opaque screening around the proposed outdoor refuse storage area (see site plan detail)

Table 3. Parking Space Rates

PARKING TYPE	Automobile Body Shop OR Automobile Service Station GFA = 1,733 m ²				Office GFA = 291 m ²		TOTAL PROVIDED (assumes Office & Automobile Body Shop Uses)
	Minimum Required	Provided	Minimum Required	Provided	Minimum Required	Provided	
Regular	Area C rates Table 101(N9) Rate: 3 per service bay = 13 (3) = 39	56	Area C rates Table 101(N12) Rate: greater of 1 per 100 m ² of GFA or 2 per service bay = 1,732 m ² / 100 = 17 13 (2) = 26	56	Area C rates Table 101(N59) Rate: 2.4 per 100 m ² of GFA = 291 / 100 (2.4) = 7	33	89
Bicycle	Table 111A(i) Rate: 1 per 1,500 m ² of GFA = 1,733 / 1,500 = 1	1 (outdoor)	Table 111A(i) Rate: 1 per 1,500 m ² of GFA = 1,733 / 1,500 = 1	1 (outdoor)	Table 111A(e) Rate: 1 per 250 m ² of GFA = 291 / 250 = 1	3 (outdoor)	4 (outdoor)
Loading	Table 113A(d) Rate: 1 for 1,000-1,999 m ² of GFA Required: 1, Provided: 1				Table 113A(b) Rate: 1 for 1,000-1,999 m ² of GFA Required: 0, Provided: 0		1
Accessible	By-law 2008-250: Section 106(2) & By-law 2017-301: Part C, Sec. 111(2) Required: 2, Provided: 2						2

5.2 Requested Amendment

The proposal is for a zoning by-law amendment (“ZBA”) for the purpose of adding automobile body shop and automobile service station as permitted land uses in a zone that already permits other automobile related and light industrial land uses. The proposed performance standards of the development will fully comply with existing zoning (i.e., building height, setbacks, parking, etc.).

The proposed framework for the ZBA is in the form of a site-specific zoning exception. The framework for this approach will be coordinated with City staff as part of the ZBA process, and a draft of it has been provided below in Table 4.

Table 4. Proposed site-specific zoning exception

EXCEPTION NUMBER	APPLICABLE ZONE	EXCEPTION PROVISIONS		
		ADDITIONAL LAND USES PERMITTED	LAND USES PROHIBITED	PROVISIONS
xxxx	IL2[xxxx] H(14)	- automobile service station - automobile body shop		

It is our opinion that the proposed development and required approvals, as supported by this planning rationale and other required technical plans and studies, represents timely, appropriate, and good land use planning that is in the public interest.

The proposed ZBA will allow for two underutilized lots within the Youville Business Park to be redeveloped with a land use that is compatible with and complementary to surrounding context and land uses. The majority of the Youville Business Park consists of light industrial type land uses subject to Light Industrial zoning. The parent zone of the site is currently Light Industrial and this will remain unchanged by the proposed ZBA, as the requested ZBA is solely to add two new land uses through a site-specific amendment.



The proposal meets the intent and purpose of the Light Industrial Zone, which in part, is to permit a wide range of low impact light industrial uses, including automobile related uses, in a manner which maintains compatibility with surrounding context and land uses.

6 PUBLIC ENGAGEMENT STRATEGY

As part of the due diligence for the project, consultation was undertaken to explore and evaluate design options and early feedback regarding the proposal. This engagement process included pre-application consultation with City staff on September 29, 2021. The Ward Councillor was also informed of the proposed applications by email on August 2, 2022.

As part of the development application process for the proposed zoning by-law amendment and site plan control approval the City will notify the public of the applications and provide them with opportunity for comment in accordance with statutory requirements. Such opportunities include the submission of written comments to the City File Lead and the option to participate as a public delegate with oral comments at the statutory public hearing (Planning Committee) for the proposed zoning by-law amendment.

7 SUPPORTING DOCUMENTATION

The following list includes the plans and studies prepared and submitted as part of a complete application in support of the proposed zoning by-law amendment and site plan control approval:

- Planning rationale report
- Design brief
- Survey plan
- Site plan
- Architectural building elevation drawings
- Landscape plan and Tree Conservation Report
- Transportation Impact Assessment
- Site Servicing and Stormwater Management Report (including civil drawing package)
- Geotechnical Study
- Phase 1 ESA



8 CONCLUSION

The proposal is for a zoning by-law amendment and site plan control approval to permit the development of an automobile collision centre to be operated under the Fix Auto brand. The extent of the ZBA is to permit an automobile body shop and automobile service station in a zone that already permits other automobile related and light industrial land uses.

Through this report and other supporting materials submitted as part of complete concurrent applications, the proposal has been demonstrated to be appropriate for facilitating the future redevelopment of the site. It is our opinion that the proposal is consistent with the Provincial Policy Statement, that it conforms to the City's Official Plan, and that it complies with the general intent and purpose of the City's zoning by-law. Accordingly, we respectfully recommend the proposed zoning by-law amendment and site plan control applications for approval.

