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# Proposed Warehouse Development 575 Dealership Drive Planning Rationale

**Proposed Warehouse Development**  
**575 Dealership Drive**  
**Barrhaven, Ontario**

**Planning Rationale in support of**  
**Site Plan Control Application**

Prepared By:

**NOVATECH**

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

May / 05 / 2023

Novatech File: 119123  
Ref: R-2023-083

May 5, 2023

City of Ottawa  
Planning, Real Estate and Economic Development  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON  
K1P 1J1

**Attention: Lily Xu, Manager – Development Review (South)**

Dear Ms. Xu:

**Reference: Site Plan Control Application  
575 Dealership Drive  
Our File No.: 119123**

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The following Planning Rationale has been prepared in support of a Site Plan Control application to develop the property at 575 Dealership Drive in Barrhaven (the “Subject Property”). The proposed development consists of two single-storey industrial buildings with associated parking and loading areas. The Subject Property is legally described as Part of the West Half of the North Half of Lot 17, Concession 4, Rideau Front, Township of Nepean, Except Part of Plan 4M-1528, Except Parts 2 & 3 4R-31718, City of Ottawa (PIN 0446-71976).

The Subject Property is designated Industrial and Logistics on Schedule B6 (Suburban (Southwest) Transect) of the City of Ottawa’s Official Plan. The property is zoned Business Park Industrial, Exception 1219 (Holding) and Business Park Industrial, Exception 2545 (Holding) in the City of Ottawa’s Zoning By-law 2008-250. A Zoning By-law Amendment application has also been filed with the City of Ottawa (City File No. D02-02-23-0019).

This Planning Rationale examines the location and context of the Subject Property, provides details on the proposed Site Plan, reviews the planning policy and regulatory framework of the site, and offers an opinion on the proposed 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 a Site Plan Control application to facilitate the development of 575 Dealership Drive in Barrhaven (the “Subject Property”). The Subject Property is designated ‘Industrial and Logistics’ on Schedule B6 (Suburban (Southwest) Transect) of the City of Ottawa’s new Official Plan (OP). The property is zoned Business Park Industrial, Exception 1219 (Holding) and Business Park Industrial, Exception 2545 (Holding) in the City of Ottawa’s Zoning By-law 2008-250.

Traditional heavy and industrial uses, including ‘warehousing’ and ‘distribution’ are specifically listed as a permitted use under the policies of the new Official Plan for lands designated ‘Industrial and Logistics’. A site-specific Zoning By-law Amendment application has also been filed with the City of Ottawa (City File No. D02-02-23-0019). The proposed Zoning By-law Amendment application requests to add ‘warehouse’ to the list of permitted uses for the Subject Property.

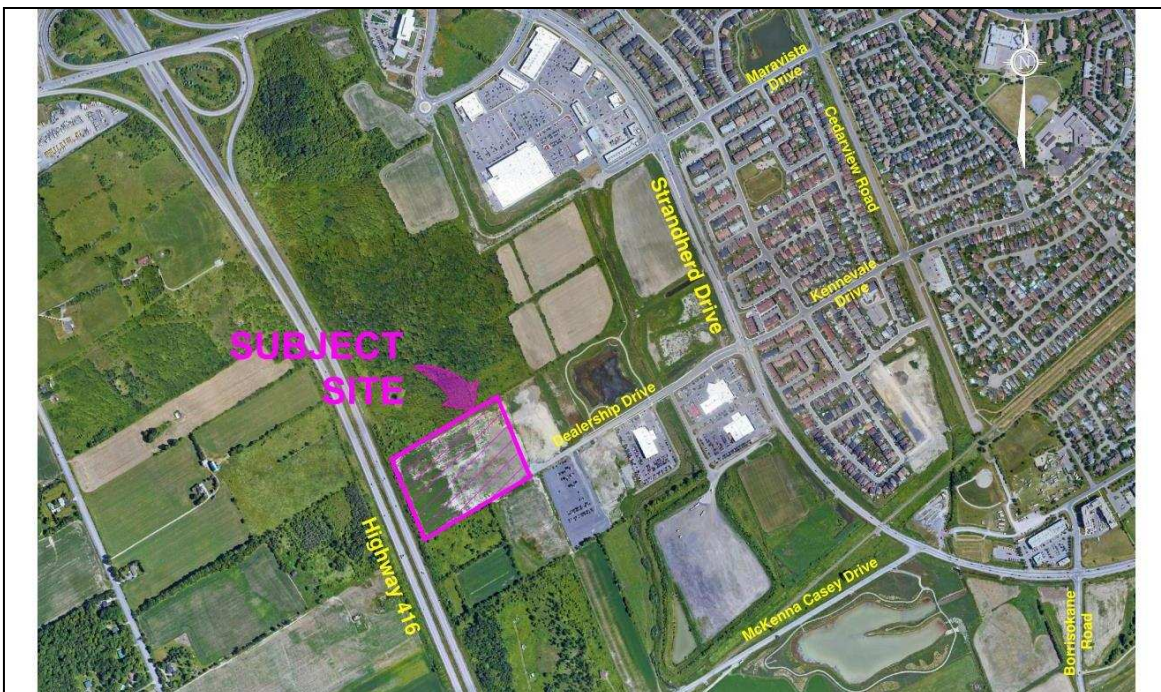
This Planning Rationale will demonstrate the proposed Site Plan Control application:

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

**1.1 Description of Subject Property**

575 Dealership Drive is located in the Barrhaven West Ward (Ward 3) of the City of Ottawa. The Subject Property is located west of the intersection of Dealership Drive and CitiGate Drive in the CitiGate Business Park (see Figure 1).

**Figure 1 – Context Plan of Subject Property**



575 Dealership Drive is legally described as Part of the West Half of the North Half of Lot 17, Concession 4, Rideau Front, Township of Nepean, Except Part of Plan 4M-1528, Except Parts 2 & 3 4R-31718, City of Ottawa (PIN 0446-71976). The Subject Property has an approximate area of 6.0 hectares (14.9 acres). The Subject Property has approximately 207 metres of frontage along CitiGate Drive and a depth of approximately 294 metres. The Subject Property is currently vacant.

## 1.2 Site Location and Community Context

**North:** Lands immediately to the north of the Subject Property (known as 444 CitiGate Drive) are currently undeveloped and subject to an application for a Plan of Subdivision (D07-16-22-0025). The proposed Plan of Subdivision contains four large blocks for future industrial development, a parkland block and the connection of CitiGate Drive to Systemhouse Street. North of the vacant lands is the recently constructed Amazon Fulfillment Centre building and the Trinity Common at CitiGate shopping centre which includes Costco as the anchor tenant (see Figure 2).

Figure 2 – Land Uses North of Subject Property



**South:** Lands immediately south of the Subject Property (known as 560 Dealership Drive) are also vacant and subject to the same Plan of Subdivision application as 444 CitiGate Drive (D07-16-22-0025). 560 Dealership Drive is expected to be developed with industrial uses (see Figure 3). Further south of 560 Dealership Drive are lands owned and operated for radio towers.

Figure 3 – Land Uses South of Subject Property



**East:** Lands to the east of the Subject Property are primarily developed with a variety of automotive uses, including several automobile dealerships (Barrhaven Ford, Barrhaven Honda) and an automobile body shop (Myers CarStar).

Figure 4 – Land Uses East of Subject Property



**West:** Immediately west of the Subject Property is Highway 416 which provides a physical buffer to the agricultural uses that are located on the opposite side of Highway 416. The lands west of Highway 416 in the vicinity of the Subject Property are in the rural area and designated 'Agricultural Resource Area' (See Figure 5).

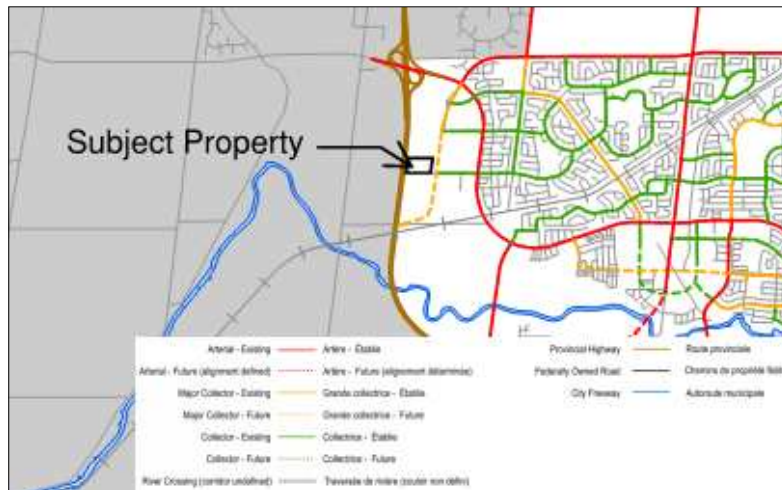
**Figure 5 – Land Uses West of Subject Property**



### 1.3 Linkages and Transportation Framework

The Subject Property is located northwest of the intersection of Dealership Drive and CitiGate Drive. Schedule C4 of the Official Plan shows that CitiGate Drive is designated as a Major Collector – Future, indicating its future function as a Major Collector connecting Fallowfield Road and the future realignment of McKenna Casey Drive. Dealership Drive is designated as a Collector – Existing on Schedule C4 (see Figure 6).

**Figure 6. Official Plan Schedule C4 Excerpt**



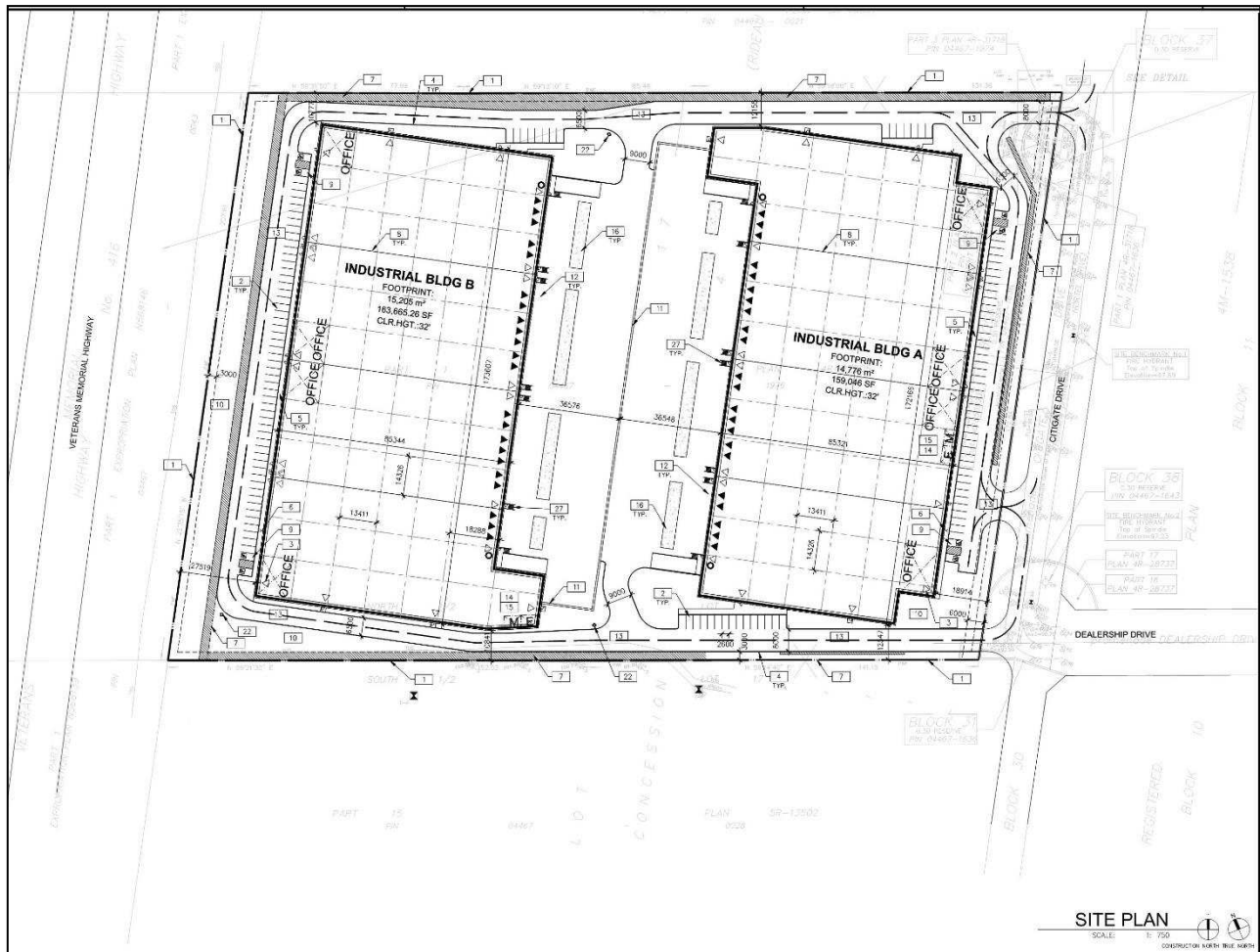


The Subject Property is not currently serviced directly by OC Transpo bus routes. The nearest OC Transpo Route that has accessible bus stops is Route 170 with bus stops located at Kennevale Drive and Cobble Hill Drive, approximately 750 metres east of the Subject Property.

**2.0 PROPOSED DEVELOPMENT**

RF Ottawa Limited Partnership and 14275021 Canada Inc. are proposing to develop 575 Dealership Drive to include two single-storey industrial buildings with small office components for each future tenant (see Figure 7). Each building is proposed to be 11.4 metres in height.

**Figure 7. Proposed Site Plan Excerpt**



Building A (located on the east side of the Subject Property) will contain a gross floor area of approximately 14,776 square metres (±159,046 square feet) and will be divided into four individual units. Parking for Building A provides 69 standard vehicle parking spaces and 22 bicycle parking spaces. Building A contains a total of 22 dock doors for loading and unloading of transport vehicles. The two outer units provide a drive-in door entrance at the north and south ends of the building respectively.

Vehicle parking for Building A will primarily be located along the front of the building along Citigate Drive and will be accessed from the north entrance to Citigate Drive exclusively. A secondary entrance to Citigate Drive has been provided to ensure property fire truck routing but will be signed to restrict turning movements to be in line with the City's Private Approach By-law. Due to grading restrictions, truck access for Building A will be exclusively from the southerly entrance to the Subject Property.

Building B (located on the east side of the Subject Property) will contain a gross floor area of approximately 15,205 square metres ( $\pm 163,665$  square feet) and will be divided into four individual units. Parking for Building B provides 65 standard vehicle parking spaces and 22 bicycle parking spaces. Building B contains a total of 22 dock doors for loading and unloading of transport vehicles. The two outer units provide a drive-in door entrance at the north and south ends of the building respectively.

Vehicle parking for Building B will primarily be located along the rear of the property, abutting Highway 416. Parking will be accessed from both the northerly and southerly entrances on Citigate Drive and will allow for continuous circulation of vehicles through the development. Due to grading restrictions, truck access for Building B will be exclusively from the northerly entrance to the Subject Property. The truck loading areas for Buildings A and B will be separated due to the site topography.

The proposed development includes two principal entrances to the Subject Property from Citigate Drive. The southerly entrance has been aligned such that it will function as a fourth leg of the Citigate Drive and Dealership Drive intersection. Both entrances will be shared by employee traffic and truck transport traffic. A third entrance is proposed to accommodate the required fire routing for Building A.

Parking and loading areas for the Subject Property have generally been separated to reduce the potential for vehicle conflicts in the central loading area. There are small areas of overflow parking that would be located along the main driveways. The loading areas for Building A and Building B are located in the centre of the Subject Property but are divided through the centre due to existing topography. Signage at the entrances to the Subject Property will identify the optimum routing for traffic between Buildings A and B.

The existing topography of the Subject Property is such that large sections of the property limits will require retaining walls to meet the existing grade at the property line. Locations of retaining walls have been shown on the Site Plan with further details provided on the Grading Plan. Abutting Highway 416, the proposed 2:1 slope is designed with a geotextile webbing and hardy plantings. Owners of lands both north and south of the Subject Property have been contacted and have acknowledged support for cooperating to match grades across property lines to reduce the overall impact and cost of constructing and maintaining retaining walls around the perimeter of the Subject Property.

### 3.0 SITE PLAN APPLICATION

The Subject Property is a remnant parcel of land that was created because of the expropriation for the construction of Highway 416. The lands have been included in the urban boundary since prior to the amalgamation of the City of Nepean into the City of Ottawa. The adjacent subdivision, known as the Citigate Subdivision, was developed in stages over a period of several years commencing in 2015. The portion of Citigate Drive which provides access to the Subject Property was constructed in 2019. Although adjacent to the Citigate Business Park, the Subject Property was not a registered block on the plan of subdivision for Citigate and is not subject to a Subdivision Agreement.

Despite not being located on the corresponding plan of subdivision, the Subject Property was originally zoned for industrial uses through a series of Zoning By-law Amendments that facilitated the development of the CitiGate Business Park (By-law 2008-462; 2019-16). Various zoning categories and permissions were granted throughout the CitiGate Business Park to establish a variety of uses and performance standards for a high-tech business campus.

The new City of Ottawa Official Plan changed the land use designations for all of the CitiGate Business Park. The new land use designations ('Mixed Industrial' and 'Industrial and Logistics') introduce new land use policies that broaden the types of developments that are permitted in the CitiGate Business Park. One of the key changes to the new land use designation is the introduction of warehousing and distribution as a permitted use in the CitiGate Business Park (see Section 5.2 for additional detail).

The Site Plan Control application is supported by several plans and studies as identified by the City of Ottawa in a responding email dated November 1, 2022 and a pre-consultation meeting on July 12, 2022. 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 Novatech (dated May 3, 2022). The servicing study demonstrates that the site can be adequately serviced with existing municipal infrastructure.

Water servicing for the proposed development includes on-site watermain installation. A 250mm dia. on-site watermain will encircle the entire site with two (2) connections to the existing watermain on Citigate Drive. Proposed on-site 250mm dia. watermains will connect to the existing 200mm dia. watermain service stub at the northeast entrance on Citigate Drive and to the 250mm dia. service stub at the southeast entrance on Dealership Drive.

The modelling provided in the Novatech Site Servicing Study indicates that the municipal watermain within Dealership Drive and CitiGate Drive along with the on-site watermain will provide adequate fire flows and system pressures to service the subject site under each operating condition.

Sanitary sewer connections will be made directly to the existing 250mm dia. sanitary sewer in Citigate Drive and the existing 300mm dia. sanitary sewer stub located at Citigate Drive and Dealership Drive. The existing sanitary sewers can accommodate the proposed flows resulting from the proposed development.

The proposed development will be serviced by on-site gravity storm sewer system with various proposed pipe sizes. Buildings A and B will have separate services with different outlets. The Building A storm service will connect to the existing 525mm dia. storm service stub at the mid-point of the east property line along Citigate Drive. The Building B storm service will connect to the existing 1350mm dia. storm service stub at the south end of the east property line, located at the intersection of Citigate Drive and Dealership Drive. The Citigate storm sewer system flows east along Dealership Drive and discharges into the existing CitiGate stormwater management facility located at 535 Dealership Drive.

- A Preliminary Scoped Environmental Impact Statement has been prepared by WSP Golder (dated November 2022). The report notes that due to the limited natural features on the Subject Property, the EIS focuses on the potential impacts of the project on Species at Risk (SAR), wildlife habitats and on the adjacent natural features. The EIS concludes that proposed landscaping for the Subject Property is expected to compensate for the minimal loss of tree cover as a result of the development. Based on WSP Golder's analysis, the proposed development appears to comply with all relevant municipal, provincial and federal legislation. Additional study will be required based on appropriate weather conditions.
- A Phase I Environmental Site Assessment has been prepared by Paterson Group (dated April 2022). The Phase I ESA concludes that there are no environmental concerns that could have the potential to impact the proposed development. A Phase II ESA is not required for the Subject Property.
- A Geotechnical Investigation has been prepared by Paterson Group (dated January 11, 2023). The geotechnical investigation concludes that the Subject Property is considered suitable for the proposed industrial development. The proposed warehouse buildings are anticipated to be founded on conventional shallow footings bearing on an undisturbed, compact to very dense glacial till, stiff to very stiff brown silty clay bearing surface, or on approved engineered fill pad placed upon an approved subgrade soil.

Through correspondence with the City's Transportation Engineers it was determined that a Transportation Impact Assessment is not required. The traffic that will be generated from the proposed uses will be lower than those predicted by the approved CitiGate Transportation Impact Study.

#### **4.0 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 be coordinated 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.

## 5.0 PLANNING POLICY AND REGULATORY FRAMEWORK

### 5.1 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 with two single-storey light industrial and/or warehouse buildings. The development of general industrial and warehouse buildings provides the desired increase in employment opportunities and represents economic development for the City of Ottawa. The Subject Property is well situated adjacent to a future Major Collector (CitiGate Drive) with easy access to an arterial road (Strandherd Drive) and Highway 416. The proposed employment uses promote the efficient development of a highly accessible vacant parcel and will contribute to the financial well-being of the CitiGate Business Park 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 development will create a new employment use with an increase in job opportunities on the Subject Property. The proposed Site Plan Control application facilitates the development of approximately 29,681 square metres (319,484 square feet) floor area of dedicated employment uses. The creation of flexible unitized spaces allows for various sized industries to establish themselves in the Ottawa market.

Approval of the proposed Site Plan Control application will result in the efficient development of the Subject Property within the urban area of Ottawa. The Subject Property will be accessible for large vehicles via Dealership Drive and CitiGate Drive (when completed) and will connect to Strandherd Drive / Fallowfield Road and Highway 416.

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 and is a candidate for development. Lands located west of Strandherd Drive are designated for employment uses while being adjacent to commercial and residential uses. The proposed employment uses will contribute to a mix of land uses in the Barrhaven West area.

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 CitiGate Business Park is designated ‘Mixed Industrial’ and ‘Industrial and Logistics’ in the City of Ottawa Official Plan, which promotes light industrial uses such as warehousing and logistics as well as other moderate-scale employment uses. The proposed development of two light industrial buildings and associated office space will promote additional employment opportunities to help meet long-term employment needs of the Barrhaven Community.

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 identified in the Official Plan Natural Heritage System Schedule (Schedule C11A) on the Subject Property. A Preliminary Environmental Impact Statement prepared by WSP Golder concludes that there are minimal natural features that require conservation and that expected landscaping and planting of new trees will compensate for any tree loss along the perimeter of the Subject Property;
- Relating to Section 2.2 (Water), there are no water features in the vicinity of the Subject Property;
- 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. The lands west of the Subject Property and across Highway 416 are in the rural area and designated for agricultural uses. Light industrial uses permitted on the Subject Property are not sensitive land uses with respect to odours or dust generated by agricultural activities and are compatible with agricultural operations;
- 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.

Development of the Subject Property will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources.

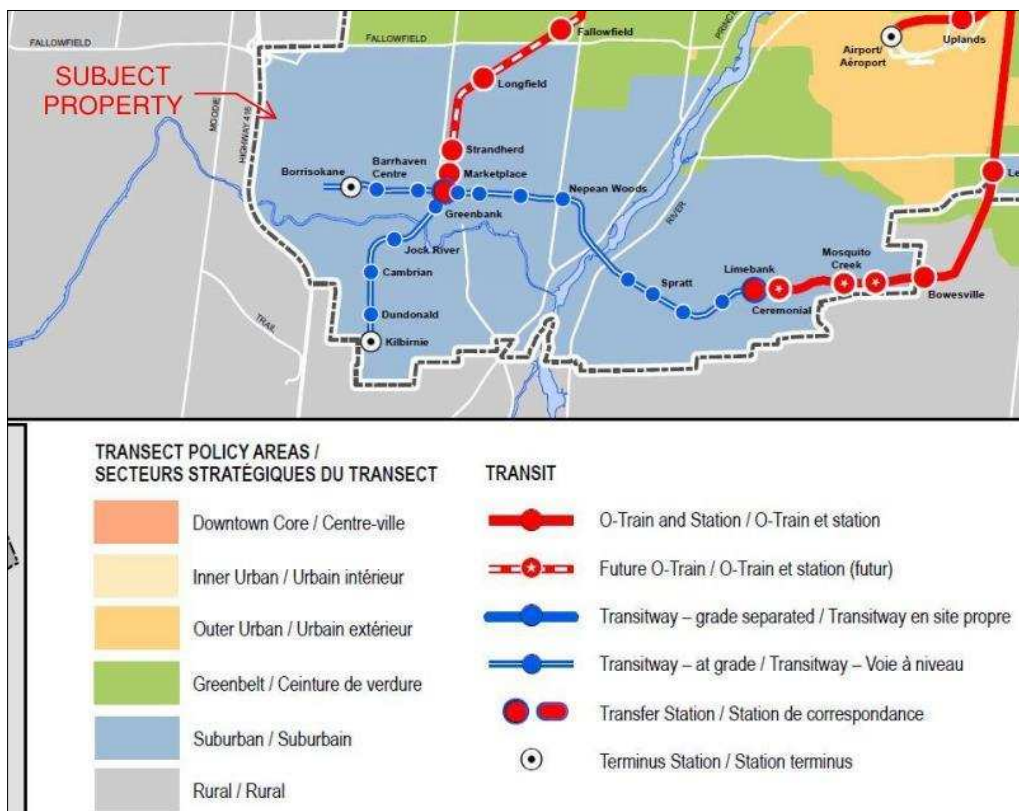
**The proposed Site Plan Control application is consistent with the policies of the Provincial Policy Statement (2020).**

### 5.2 City of Ottawa Official Plan (2021)

The City of Ottawa adopted a new Official Plan on November 24, 2021. Ministry of Municipal Affairs and Housing approval of the new Official Plan was issued on November 4, 2022. The new Official Plan is now in full force and effect. The proposed Site Plan Control application must conform to the policies of the new Official Plan. The new Official Plan is intended to guide development in the City of Ottawa to the year 2046.

The Subject Property is located in the ‘Suburban’ Transect on Schedule A – Transect Policy Areas of the Official Plan (see Figure 8).

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



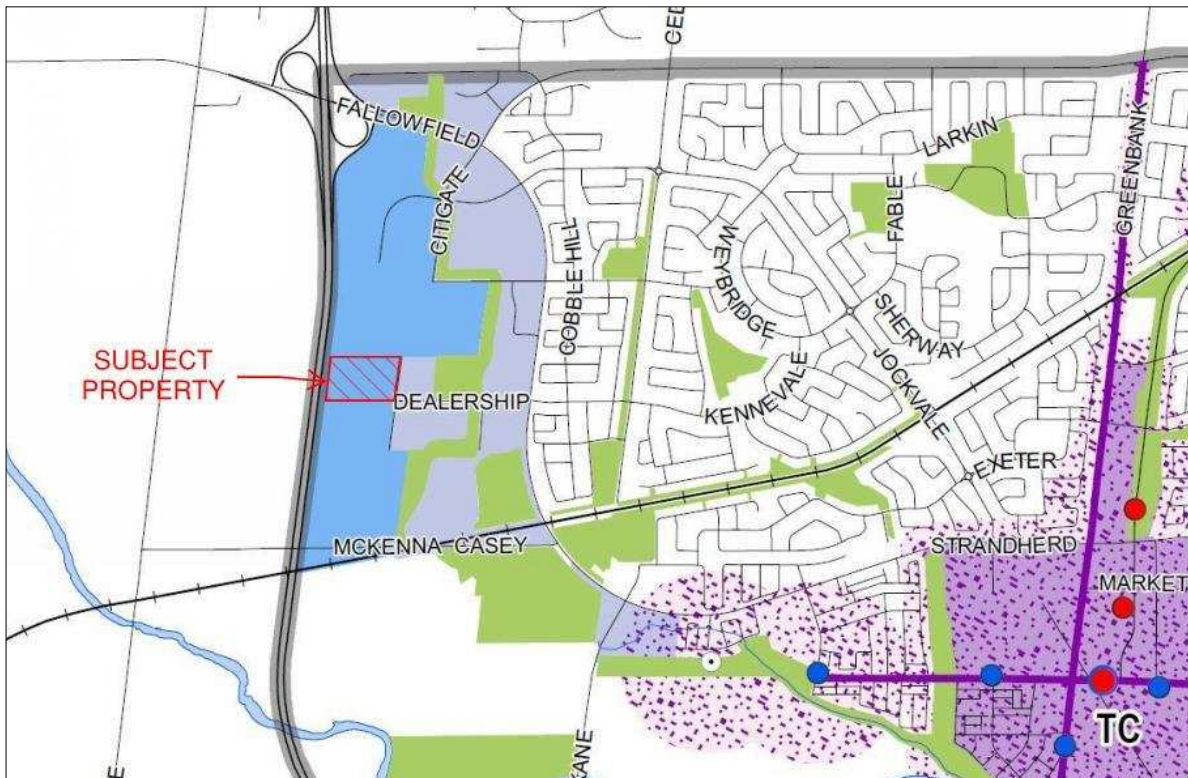
The general characteristics of the suburban built form are described in Table 6 of the Official Plan and include the following:

- *“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”*

The proposed form of development is consistent with the general characteristics of the suburban built form. Building A (located at the front of the Subject Property) will be setback approximately 18.9 metres from the front lot line and will be separated from Citigate Drive by vehicle parking and landscaping. Principal entrances to Building A will face Citigate Drive and will be visible from the street. Buildings will be single storey with a generous building height (11.4 metres) to accommodate the needs of industrial tenants.

The Subject Property is designated ‘Industrial and Logistics’ on ‘Schedule B6 – Suburban (Southwest) Transect’ of the Official Plan (see Figure 9). The ‘Industrial and Logistics’ designation is intended for areas that are, *“are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses.”*

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





With respect to the intent of the 'Industrial and Logistics' land use designation, Section 6.4 of the Official Plan states,

*"The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes. These uses may impact other surrounding uses due to emissions, such as odours, dust, smoke, heavy equipment movement, light or noise and should be segregated from sensitive land uses."*

Intended tenants for the proposed buildings are a mix of industrial uses, warehousing and logistics, indoor storage and similar uses. The proposed uses are well separated from any sensitive land use, the nearest of which being residential dwellings which are located over 625 metres east of the Subject Property. The proposed development of the Subject Property is generally considered as having little to no impact on the immediate surrounding uses, which are primarily industrial and commercial.

With respect to permitted uses, Section 6.4.1, Policy 2 states,

*"The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:*

- a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;*
- b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;*
- c) Auto service and body shops, heavy equipment and vehicle sales and service;*
- d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning*
- e) Major Office in accordance with Subsection 3.5, Policy 12); and*
- f) Offices that are accessory to a primary use."*

The Official Plan clearly states that 'warehousing, distribution and storage' are permitted uses and an appropriate employment-generating use in the Industrial and Logistics designation. The proposed Site Plan Control application seeks to implement the policies of the Official Plan by proposing two industrial / warehouse buildings in the 'Industrial and Logistics' designation.

In order to ensure a proper separation of industrial uses from sensitive uses (such as residential), Section 6.4.2, Policy 2 states,

*"Where permitted uses are in proximity to and potentially have adverse impacts on sensitive uses either within the same designation or an adjacent designation, amendments and minor variances to the Zoning By-law shall consider building setbacks to maximize the separation distance from sensitive use(s)."*

With respect to potential adverse impacts to sensitive land uses, the Ministry of Environment, Conservation and Parks Guideline D-6 (Compatibility between Industrial Facilities and Sensitive Land Uses) provides direction on establishing appropriate setbacks between industrial uses and sensitive land uses (such as residential). Generally, traditional industrial uses would be considered a Class I Industrial Use or a Class II Industrial Use. With respect to the proposed development, the enclosed nature of the design limits the class of industrial use. Class I Industrial Facility is defined in Guideline D-6 as,

*“A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has a low probability of fugitive emissions. Outputs are infrequent, and could be point source of fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.”*

Guideline D-6 establishes that a Class I Industrial Use has a potential influence area of 70 metres and a recommended minimum separation distance of 20 metres. The proposed development of general industrial uses would comply with Guideline D-6 as the nearest sensitive land uses, being residential dwellings are located approximately 625 metres east of the Subject Property on the east side of Strandherd Drive.

Volume 2 of the Official Plan contains area-specific policies for various areas in the City of Ottawa. The Subject Property is located in the area defined as “Barrhaven – Portion of Highway 416 Mixed Industrial and Industrial and Logistics Land”. The proposed development is subject to the following policy with respect to cost sharing,

*“Landowners of a portion of the Highway 416 lands designated as Industrial and Logistics and Mixed Industrial, as shown on Schedule B6 - Suburban (South) Transect, Volume 1 - Official Plan, bounded by Strandherd Drive to the north and east, Highway 416 to the west, and the Canadian National Railway corridor to the south shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of the said lands, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in these lands, requiring proof that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.”*

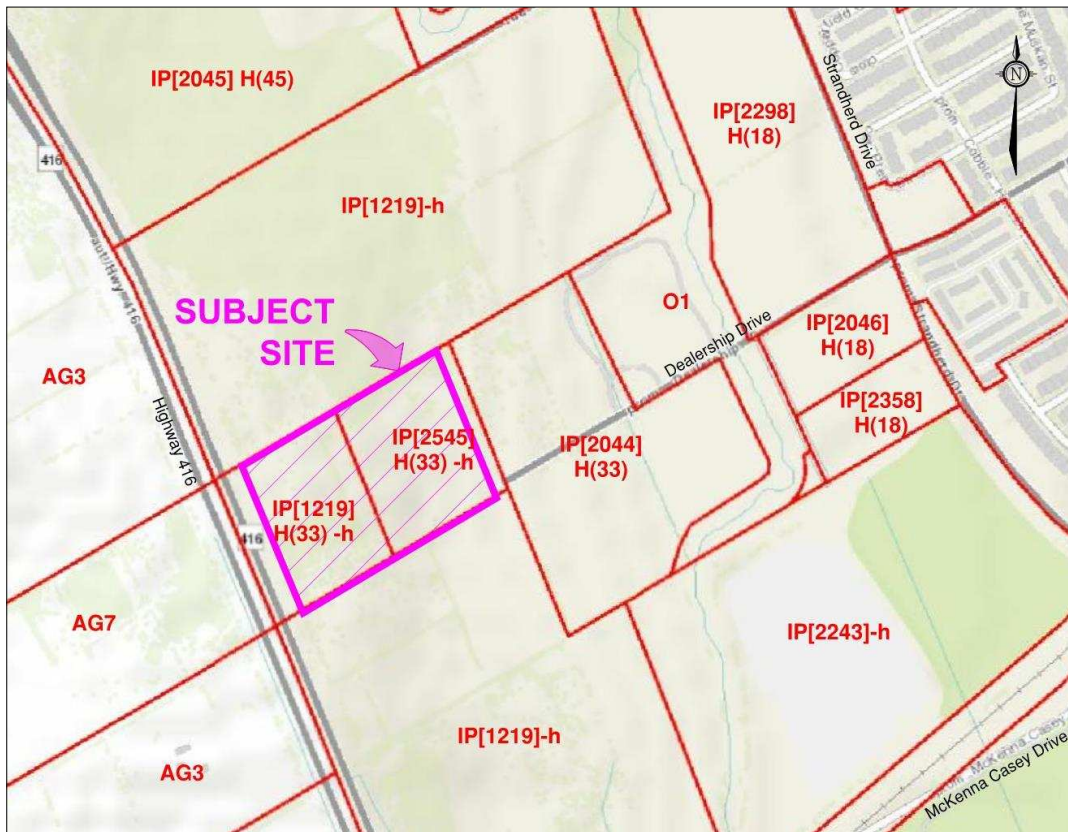
The applicants for the Site Plan Control application have been in contact with the landowners group for the CitiGate Business Park. It is understood that cost sharing contributions will be required as a condition of development.

**The proposed Site Plan Control application conforms to the policies of the City of Ottawa Official Plan.**

### **5.3 City of Ottawa Zoning By-law 2008-250**

The Subject Property is split into two zones. While the primary zone (Business Park Industrial) applies to both halves of the property, site-specific exceptions on each half include specific provisions for the permitted uses and special requirements associated with certain uses. The Subject Property is zoned Business Park Industrial, Exception 1219 (Holding) and Business Park Industrial, Exception 2545 (Holding) in the City of Ottawa’s Zoning By-law 2008-250 (see Figure 10).

Figure 10 – Zoning By-law Map Excerpt



Exceptions 1219 and 2545 are site-specific exception zones that apply to the Subject Property. Exception 1219 applies to the approximate west half of the property and Exception 2545 applies to the approximate east half of the property. The permitted uses for each exception are as follows:

**West Half**

**IP [1219] H(33)-h**

*(Business Park Industrial Zone, Exception 1219, Height maximum of 33 metres, Holding provision)*

**Permitted Uses:**

- day care
- hotel
- light industrial uses
- medical office
- office
- place of assembly
- research and development centre
- technology industry
- bank
- bank machine
- instructional facility
- personal service business\*
- recreational and athletic facility\*
- restaurant – full service\*
- restaurant – take out\*

Special Requirements:

- “\*”personal service business, recreational and athletic facility, restaurant – full service and restaurant – take out are permitted only within a large complex containing a research and development centre, technology industry, light industrial use, office, bank, instructional facility, hotel or place of assembly.
- The ‘h’ symbol is a holding provision that prevents any development until such time as the provision is removed. The holding provision will not be removed until the following have been submitted to and approved by the City:
  - i. A transportation impact study
  - ii. A servicing study and associated funding agreement
  - iii. A master concept plan and a draft plan of subdivision.

**East Half**

**IP [2545] H(33)-h**

*(Business Park Industrial Zone, Exception 2545, Height maximum of 33 metres, Holding provision)*

Permitted Uses:

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Automobile body shop^</li> <li>• Automobile dealership</li> <li>• Automobile rental establishment</li> <li>• Bank*</li> <li>• Bank machine</li> <li>• Day care</li> <li>• Hotel</li> <li>• Instructional facility*</li> <li>• Light industrial uses*</li> </ul> | <ul style="list-style-type: none"> <li>• Medical facility</li> <li>• Office*</li> <li>• Personal service business</li> <li>• Place of assembly*</li> <li>• Research and development centre</li> <li>• Restaurant, full service</li> <li>• Restaurant, take out</li> <li>• Technology industry</li> </ul> |
|--|--|

Special Requirements:

- “A” All operations of an automobile body shop must be within an enclosed building.
- No vehicle storage is permitted within the front yard.
- “\*” The following uses are only permitted within a large complex containing a research and development centre or technology industry:
  - i. bank
  - ii. instructional facility
  - iii. light industrial use
  - iv. office
  - v. payday loan establishment
  - vi. place of assembly

- The ‘h’ symbol is a holding provision that prevents any development until such time as the provision is removed. The holding provision will not be removed until the following have been submitted to and approved by the City:
  - i. A transportation impact study
  - ii. A servicing study and associated funding agreement
  - iii. A master concept plan and a draft plan of subdivision.

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 list of uses permitted in Exception 1219 and 2545 will be generally utilized as the basis for establishing appropriate intended users of the proposed industrial development. The current permitted uses omit ‘warehouse’ as a permitted use, despite the use being permitted by the Official Plan designation. In addition to the uses listed above, an application has been filed for a Zoning By-law Amendment (D02-02-23-0019) requesting that ‘warehouse’ be added as a permitted use.

The Business Park Industrial Zone sets out performance standards established for the zone. A summary of the required performance standards and how the development complies with these standards follows:

| <b>Zoning Mechanism</b>            | <b>Provision</b>           | <b>Provided</b>                            |
|------------------------------------|----------------------------|--|
| Lot Area (minimum)                 | 10,000 m <sup>2</sup>      | 60,449.6 m <sup>2</sup>                    |
| Lot width (minimum)                | 94 metres (Exception 2545) | 207 metres                                 |
| Lot Coverage (maximum)             | 55%                        | 50%  |
| Front Yard Setback (minimum)       | 6.0 metres                 | 18.9 metres                                |
| Corner Side Yard Setback (minimum) | 6.0 metres                 | N/A  |
| Rear Yard (minimum)                | 6.0 metres                 | 27.5 metres                                |
| Interior Side Yard (minimum)       | 4.0 metres                 | 10.8 metres (south)<br>12.2 metres (north) |
| Floor Space Index (maximum)        | 2.0                        | 0.49                                       |
| Building Height (maximum)          | 33 metres                  | 11.4 metres (single storey)                |
| Landscaped Buffer (minimum)        | 3.0 metres                 | 3.0 metres                                 |

|                                    |   |              |
|------------------------------------|---|--------------|
| Standard Vehicle Parking (minimum) | 0.8 spaces per 100m <sup>2</sup> GFA for the first 5000m <sup>2</sup> and 0.4 spaces per 100m <sup>2</sup> GFA above 5000m <sup>2</sup><br>Total Required: 160 spaces | 134 spaces** |
| Bicycle Parking (minimum)          | 1/1000 m <sup>2</sup> GFA<br>Total Required: 44 spaces  | 44 spaces    |

There is one required amendment to be made to the current zoning performance standards. To accommodate the proposed development, the applicant seeks to reduce the required parking from a requirement of 0.8 spaces per 100m<sup>2</sup> GFA for the first 5000m<sup>2</sup> and 0.4 spaces per 100m<sup>2</sup> GFA above 5000m<sup>2</sup> to a requirement of 0.44 spaces per 100m<sup>2</sup> of gross floor area.

**The Site Plan Control application conforms with the intent and purpose of the Business Park Industrial zone and the relevant provisions of the City of Ottawa Zoning By-law except where noted.**

## 6.0 CONCLUSION

This Planning Rationale has been prepared in support of a proposed Site Plan Control application to facility the development of the Subject Property with two single-storey, multi-tenant industrial buildings at 575 Dealership Drive in Barrhaven.

The proposed Site Plan Control application is consistent with the policies of the Provincial Policy Statement and conforms to the policies of the City of Ottawa Official Plan adopted November 24, 2021. The proposed development intends to incorporate the uses permitted in the Business Park Industrial, Subzone 13 (IP13) Zone with the addition of ‘warehouse’ being requested through application D02-02-23-0019. The proposed development has been designed to comply with the development standards required by the IP Zone, with a separate request for a reduction in the ratio of parking spaces required.

The Site Plan Control application is appropriate for the development of the Subject Property and represent good land use planning.

### NOVATECH



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