Ottawa
Gatineau
Montréal
Québec City

JFSA
WATER RESOURCES AND
ENVIRONMENTAL CONSULTANTS

PLANNING RATIONALE & DESIGN BRIEF - SITE PLAN CONTROL & PHASED CONDOMINIUM

August 2024

1319 Johnston Road

Parts 3-8 on Registered Plan 4R-35581. Concession 3, Part of Lots 2 & 3, Geographic Township of Gloucester, City of Ottawa

Prepared for:
2079 Artistic Place GP Inc

JFSA Canada Inc.
52 Springbrook Drive,
Ottawa, ON K2S 1B9
T 613-836-3884 F 613-836-0332
jfsa.com

Table of Contents

List of Figures

List of Tables

1 Introduction

1.1 Background

This Planning Rationale has been prepared to support a Site Plan Control application for 1319 Johnston Road with the documentation and analysis of relevant policies. 1319 Johnston is on the eastern side of Sawmill Creek, severed from an existing property, 2059 Artistic Place. The property was registered in February 2024.

The site was occupied for many years by a landscaping company that still owns and operates the property west of Sawmill Creek (2059 Artistic Place). Over the past 15 years, the property was incrementally altered and developed in an uncontrolled manner as the operation expanded.

This Site Plan Control application seeks to develop the severed site consistent with the current light industrial zoning and will represent an improvement to the current site conditions. Eight (8) light industrial buildings will occupy the property and vegetated watercourse setbacks will be established on the west and north sides of the development. The proposed development of the site will occur over five phases of construction.

An application for Plan of Condominium is being submitted in addition to the Site Plan Control application. The application is for a phased Condominium comprising **177** units in five phases.

1.2 Location

The site is located within the South Keys/Greenboro neighbourhood. It is an approximately 4.89 ha irregularly shaped parcel, municipally addressed as 1319 Johnston Road, identified as Parts 3-8 on Registered Plan 4R-35581. Concession 3, Part of Lots 2 & 3, Geographic Township of Gloucester, City of Ottawa. The lands are bounded by a rail corridor to the north, an auto repair centre and vacant industrial land to the east, a car dealership and Johnston Road to the south, and a landscaping company to the west. Sawmill Creek is the western boundary line. Please refer to **Figure 1.**

Figure 1: Location of Site.

1.3 Consultation

A pre-consultation meeting regarding this site was held with the municipal planning file lead on June 17, 2022.

Stage three pre-consultation began on January 24, 2024. Two rounds of comments were received, and responses provided, before the formal application was submitted.

1.4 Supporting Studies

The reports itemized below support the Site Plan Control, and Phased Condominium Applications:

- Site Plan – Allan Stone Architect, dated July 23, 2024.
- Phasing Plan – Allan Stone Architect, dated July 23, 2024
- Transportation Impact Assessment (Rev #3) – CGH Transportation, dated August 2024.
- Landscape Plan – James B. Lennox & Associates Inc., dated August 20, 2024.
- Tree Conservation Report – CSW Landscape Architects Ltd., dated August 14, 2024.
- TCR Addendum, Tree Impact Assessment – Ottawa Tree Reports, dated August 20, 2024.
- Site Elevations – Integrated Design Engineering & Architecture, dated August 20, 2024.

- Context Drawings – Integrated Design Engineering & Architecture, dated August 2024.
- Servicing and Stormwater Management Report – Robinson Land Development., dated July 2024.
- Design Drawing Package, including plans for Servicing, Grading, Erosion and Sediment Control, Existing Conditions and Removals, and Storm Drainage Areas – Robinson Land Development., dated July 2024.
- Retaining walls structural drawings – Art Engineering Inc., dated August 7, 2024
- Draft Plan of Condominium., Stantec Geomatics Ltd, dated August 7, 2024.

The reports itemized below also support the Site Plan Control and Phased Condominium Applications. These were previously submitted and have not been updated for this submission:

- Geotechnical Investigation – GEMTEC, dated May 13, 2024.
- Environmental Impact Statement – GEMTEC, August 28, 2023.
- Survey Plan 4R-35581 – Stantec Geomatics Ltd., signed and dated July 21, 2023.
- Site Lighting Certification Letter – Tristar Engineering, dated November 15, 2023.
- Photometric Plan – Tristar Engineering, dated July 2023.
- Phase 1 Environmental Site Assessment Update – BAE Environmental, dated May 27, 2023.

2 Context

2.1 Surrounding Area

The site is within the Outer Urban transect and is designated as Industrial and Logistics. It is surrounded by uses consistent with the industrial designation.

- North

  The Ottawa Central Railway corridor is directly to the north. Beyond the railway corridor is land zoned for community leisure, Ledbury Park

- East

  Additional industrial lands addressed as 3196 Albion Rd are to the northeast. To the southeast is an automobile repair centre and beyond that an insulation manufacturing factory.

- South

  To the south is a car dealership and Johnston Road. Beyond is the neighbourhood of South Keys-Greenboro West.

- West

  To the west are lands operated by a landscaping company with sales and storage. Beyond is Bank Street, South Keys shopping mall, and Greenboro Station.

Neighbourhood context is shown in **Figures 2 to 5** below.

Figure 2: Site Context

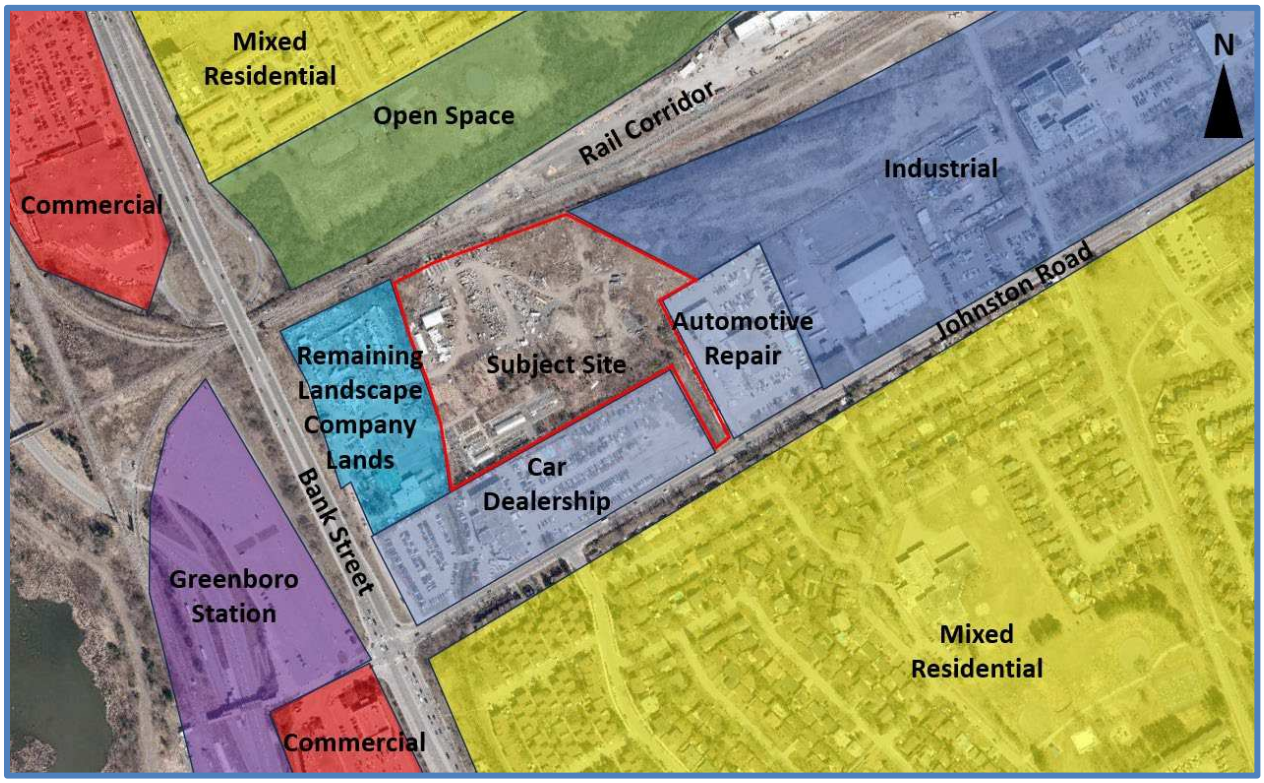


Figure 3: Facing North Towards Johnston Rd Entrance to Site; Automotive Repair Centre to Right of Entrance

Figure 4: Facing South from Johnston Rd Entrance; Residential Rear Yards

Figure 5: Facing West Towards Intersection of Johnston and Bank; Greenboro Station Beyond Intersection

2.2 Site Conditions

The existing site conditions are the result of years of incremental uncontrolled site alternation and development by the previously occupying landscaping company. Various greenhouses and covered storage structures are located on the property. Extensive areas are used for outdoor storage, vehicle and equipment storage, and garden areas for plant nursery. Piles of unconsolidated fill material are scattered across the site but are concentrated mostly in the northeast portion of the land, surrounding a previous temporary soil sifting site. Most native vegetation on the site has been removed, with a limited number of mature trees retained in some areas.

Figure 6: Outdoor Storage Area.

Figure 7: Vehicle and Landscaping Materials Outdoor Storage.

Figure 8: Greenhouses and Plant Nursery.

Figure 9: Unconsolidated Fill Piles.

2.3 Transportation Connections

The site shall be accessed from frontage on Johnston Road, 380 metres from the intersection at Bank Street. Bank Street is an arterial road and Johnston Road is a major collector providing good access to the city's street network. Greenboro LRT station is approximately 330 metres west of the property, however, due to the irregular shape of the lot, it is 570m by pedestrian route. A sidewalk on the south side of Johnston Rd provides safe pedestrian access and supports transit stops on the north and south sides of Johnston Rd at Southgate Road. Cyclists' access to the site is via Johnston Road which currently does not have any dedicated active transportation infrastructure. A major pathway is intended to be constructed on the northern side of Johnston according to the city's cycling network layer on Geoottawa.

3 Condominium Application

An application for a Phased Plan of Condominium is accompanying the Site Plan Control application. This plan will divide the proposed development into **177** units across five phases of construction. Individual occupancies will own multiple units depending on their space requirements. Phase one contains three buildings (units **1-62**), phase two contains two buildings (units **63-105**), phase three contains one building (units **106-129**), phase four contains one building (units **130-156**), and phase five contains one building (units **157-177**). The Draft Plan of Condominium is shown in **Figure 10.**

Figure 10: Draft Plan of Condominium

The **177** units will share the dispersed parking areas and will collectively be responsible for the maintenance of site services, parking areas, landscaping, and the collection of garbage. Costs will be split between individual occupancies based on the proportional share of the number of units each occupies.

4 Proposed Development & Design Brief

The proposed light industrial development is comprised of approximately **14,484** square metres of gross floor area across eight (8) buildings. The 8 buildings are divided into multiple units and have been located on the site to allow for truck movement to the rear of each of those buildings, while the other side serves as a main entrance for employees and clients with easy access from the parking spaces available to each building from the front. Parking is interspersed throughout the proposed development. The development will be constructed in five phases.

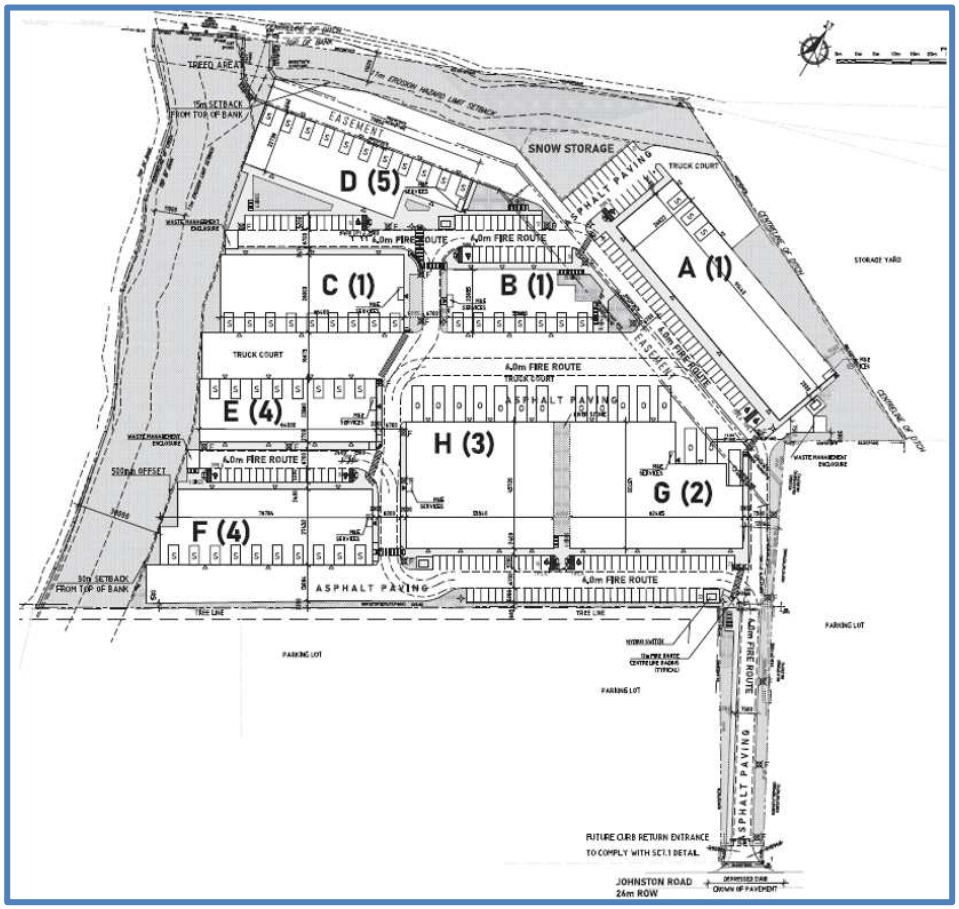
As is typical for this type of development, leasing and sales of units in the eight multi-tenant industrial buildings have not been completed yet. The developer is establishing flexibility to internally divide buildings and fit out based on market demand. For this reason, the size and layout of the internal occupancies cannot be confirmed at this time. Further, because the internal layout is subject to further revisions as the space is leased and/or sold, many of the primary and secondary door locations cannot be confirmed either. Door locations have been marked as either “conceptual” or “confirmed” on the site plan. Loading spaces are also conceptual until such time that internal occupancies have been established. This is an appropriate way to design light industrial structures, allowing flexibility for different tenant needs and evolution over time.

A mix of uses consistent with the light industrial zoning will occupy the proposed buildings with the majority expected to be in the manufacturing and warehousing industries. Agreements for the dedication of units within the proposed development are currently underway. The flexible nature of the proposed development will create a natural variation of uses and provide a resilient source of employment and services for the area.

4.1 Site Plan

The proposed site plan is shown in **Figure 11** below. The numbers in brackets indicate which phase each building will be constructed in.

Figure 11: Site Plan



4.2 Building Design

All buildings are proposed to be constructed with a steel frame and insulated metal panels, or IMP, wall cladding. In addition to providing high thermal efficiency, improved speed of construction and additional design features for aesthetics, IMPs are durable with long-lasting performance that significantly reduce CO2 emissions as well as construction waste when compared to traditional building techniques. Roof surfaces will be constructed with high albedo materials to reflect solar radiation and reduce the urban heat island effect.

All units will have the option of constructing a mezzanine of up to 40% of the floor area of the unit area. This option will be determined by individual tenants and noted when applying for building permits. Although it is unlikely that all tenants will choose to construct a mezzanine area, the impact of 40% additional floor area has been accounted for with respect to parking requirements, transportation and services demand.

The overall aesthetics are consistent across the buildings and can be described as follows; in the rear of each building drive-in loading bays are accessed through a 14' x 14' garage door with windows to allow for natural light. The emphasis on natural light is stronger on the front elevations where each unit has its curtainwall in addition to windows. To create a variation in the design between the buildings, coloured metal fins were added to the main and side elevations that share the same colour as the coloured insulated metal panels above the rear garage doors.

All buildings have similar massing and height with the exception of building **A** which provides a high ceiling area for potential users. A representative set of building elevations (**Building H**) is provided in **Figures 12 & 13** to demonstrate materiality and building scale. Please see the full package of elevations provided with this submission for more information. Building massing as viewed from above the Johnston Road entrance can be seen in **Figure 14.** Please see the full context drawing package for additional views.

Figure 12: Representative Elevation - Building H Front (South)

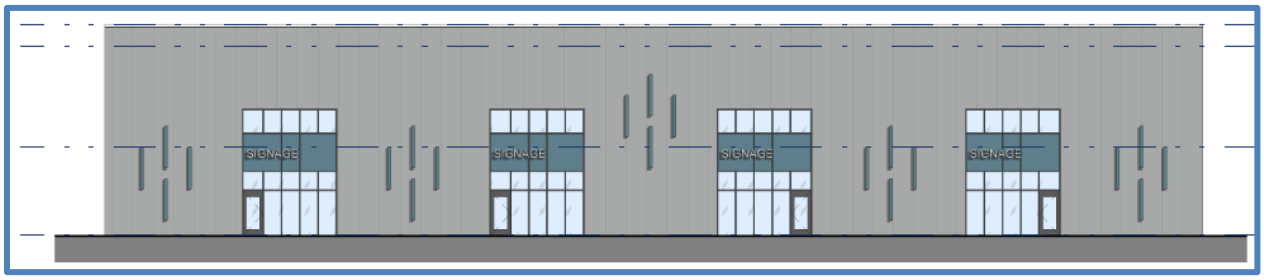


Figure 13: Representative Elevation - Building H Rear (North)

Figure 14: Massing of Proposed Development Seen from Above Johnston Road Entrance.

4.3 Zoning Compliance

Based on review of the performance provisions for the IL zone, the proposed development is compliant, and no variances are required. **Table 1**

Table 1: Zoning Compliance

1319 Johnston Zoning Compliance - IL			
Mechanism	**Required**	**Proposed**	**Compliance**
Minimum lot area	2,000 m²	48,977 m²	Yes
Minimum lot width	No minimum	15.3 m	Yes
Maximum lot coverage	65%	31%	Yes
Minimum front yard setback	7.5 m	113.4 m	Yes
Minimum interior side yard setback	7.5 m	7.5 m	Yes
Minimum rear yard setback	3.5 m	22.7 m	Yes
Maximum floor space index	2	0.3	Yes
Maximum building height	18 m	17.8m	Yes
Minimum width of landscaped area	abutting a street: 3m	3 m	Yes
	other cases: No Minimum	1.5 m	Yes
Parking Spaces	121	188	Yes
Bicycle Parking Spaces	19	63	Yes
Loading Spaces (*Conceptual)	Standard: 8 Oversized: 0	Standard: 48 Oversized: 15	Yes

*Loading spaces shown on the site plan are conceptual only to demonstrate that sufficient space exists to meet loading space requirements. When built, fewer loading spaces will be provided, but the zoning requirements will still be met.

4.3.1 Parking Requirements

During the initial consultation with city zoning staff (Mitchel LeSage, Oct 19, 2022), we identified that parking should ideally be calculated individually by occupancy. However, because leasing and sales of the proposed development have not been completed, we do not know all of the occupancies. As an alternative approach, we have calculated parking individually by building.

Parking has been calculated based on the rates provided in Table 101 of section 101 of the zoning bylaw (2008-250). There is approximately **14,484** square metres Gross Floor Area in the eight proposed buildings. Based upon the light industrial rate of 0.8 spots per 100m² of Gross Floor Area, **121** spots are required for the proposed development. Parking has been calculated individually by building because it is assumed that individual buildings will have different businesses as opposed to a single occupant throughout the entire site. Additionally, a sensitivity analysis has been undertaken to account for up to 40% additional floor area that could be present if mezzanines are constructed in every unit. If this is the case, then up to **170** parking spots would be required. See **Table 2.**

Table 2: Calculation of Required Parking

Building	Gross Floor Area (m²)	Parking Space Rate (Area C - Table 101 from Zoning Bylaw)	Required
A	2320	0.8 per 100 m2 of gross floor area	19
B	1006	0.8 per 100 m2 of gross floor area	9
C	1756	0.8 per 100 m2 of gross floor area	15
D	1499	0.8 per 100 m2 of gross floor area	12
E	1380	0.8 per 100 m2 of gross floor area	12
F	1908	0.8 per 100 m2 of gross floor area	16
G	2307	0.8 per 100 m2 of gross floor area	19
H	2307	0.8 per 100 m2 of gross floor area	19
Total	**14484**		**121**
Total + 40%			170

Bicycle parking spaces have been calculated based on the rates provided in Table 111A of section 111 of the zoning bylaw(2008-250). Similar to parking spaces, bicycle parking spaces have been calculated individually by building because internal occupancies have not been established yet. As per Table 111A, light industrial uses require 1 bicycle parking space per 1000 m² of gross floor area. Based on this rate a total of **19** bicycle parking spaces are required. Similar to parking spaces, a sensitivity analysis has been undertaken to account for up to 40% additional floor area that could be present if mezzanines are constructed in every unit. If this is the case, then up to **27** bicycle parking spots would be required. See **Table 3.**

Table 3: Calculation of Required Bicycle Parking

Building	Gross Floor Area (m²)	Bicycle Parking Space Rate (Table 111A from Zoning Bylaw)	Required
A	2320	1 per 1000 m2 of gross floor area	3
B	1006	1 per 1000 m2 of gross floor area	2
C	1756	1 per 1000 m2 of gross floor area	2
D	1499	1 per 1000 m2 of gross floor area	2
E	1380	1 per 1000 m2 of gross floor area	2
F	1908	1 per 1000 m2 of gross floor area	2
G	2307	1 per 1000 m2 of gross floor area	3
H	2307	1 per 1000 m2 of gross floor area	3
Total	**14484**		**19**
Total + 40%			27

Loading Spaces have been calculated based on the rates provided in Tables 113A and 113C of section 113 of the zoning bylaw (2008-250). Similar to parking spaces, loading spaces have been calculated individually by building because internal occupancies have not been established yet. As per Table 113A, light industrial buildings with less than 9,999m² gross floor area, require 1 loading space. Further as per Table 113C there is no requirement for oversized spaces until the gross flood area exceeds 5000m². Based on these requirements each of the eight proposed buildings will require 1 standard loading space. See **Table 4.**

Table 4: Calculation of Required Loading Spaces

Building	Gross Floor Area (m²)	Required (As per Tables 113A & 113C)		*Provided	
		Standard	Oversized	Standard	Oversized
A	2320	1	0	3	0
B	1006	1	0	7	0
C	1756	1	0	9	0
D	1499	1	0	11	0
E	1380	1	0	8	0
F	1908	1	0	10	0
G	2307	1	0	0	8
H	2307	1	0	0	7
Total	**14484**	**8**	**0**	**48**	**15**
Total + 40%		12			

*All provided loading spaces are conceptual only. The number of required and provided loading spaces will be confirmed when a building permit application is submitted.

4.4 Transportation

Access to the site will be provided by two-way access to Johnston Road. Johnston Road is a major collector and intersects with Bank Street, an arterial, approximately 400 metres west of the proposed site entrance. The majority of site traffic is expected to access the site coming from Bank Street via Johnston Road.

Internal sidewalks and crosswalks provide safe pedestrian permeability throughout the site.

The site plan supports access to the transit network through a pedestrian connection to Johnston Road. Bus stops located on Johnston Road and Bank Street provide access to transit with route #6 running every 15 minutes during the day and every 30 minutes after 8 PM as well as, route #40 running every 15 minutes at peak times and every 30 minutes for the remainder of the day. Greensboro LRT station is also located approximately 570 meters walking distance from the site and provides 15 minutes service all day.

During consultation, transportation engineering services suggested investigating transit fare incentives. Fare incentives have been considered and deemed impractical to implement on this site. This is because the site will not be operated by a single user, rather it will have many different tenants, some of whom will own their units, while others lease space from the condominium corporation. Further, the different users will have a variety of business types, making it extremely difficult to equitably divide the costs and benefits of transit fare incentives.

Parking is distributed throughout the site so that each building has access to employee and visitor parking in convenient and accessible locations. **188** parking spots will be provided across the five phases of construction: **141** in Phase 1, none in Phases 2 & 3, **19** in Phase 4, and **28** in Phase 5.

A total of **63** bicycle parking spaces in accessible and protected locations have been provided as part of the development to encourage alternative forms of transportation. **35** bicycle parking spots

will be installed during the construction of Phase 1, **6** in Phase 3, **6** in Phase 4, and the final **16** installed in Phase 5. The additional bicycle parking provided is necessary to allow flexibility for other uses consistent with the light industrial zone to be provided on this site.

All buildings shown in **Figure 11** have loading areas located at the rear. Buildings **G and H** provide exterior loading areas accessible to tractor trailers. All other site buildings will provide interior loading areas accessible to standard 30ft box trucks. All loading docks will be at grade with the site parking lot. Where necessary, hydraulic lifts will be installed inside the proposed buildings. **63** conceptual loading spaces have been shown on the site plan to demonstrate that the proposed development can meet zoning space requirements. Ultimately many of these spaces will not be constructed, as only those required for the operation of the proposed businesses will be installed. Zoning requirements will be reevaluated for compliance during the review of building permits. A summary of provided parking is shown in **Table 5**.

Table 5: Summary of Parking Provided

Phase	Gross Floor Area (m²)	Parking (Section 101)		Bicycle Parking (Section 111)		Loading Spaces (Section 113)	
		Required	Provided	Required	Provided	Required	Provided
Phase 1 (A, B & C)	5083	43	141	7	35	3	19
Phase 2 (G)	2307	19	0	3	0	1	8 (oversized)
Phase 3 (H)	2307	19	0	3	6	1	7 (oversized)
Phase 4 (E & F)	3289	28	19	4	6	2	18
Phase 5 (D)	1499	12	28	2	16	1	11
Total	**14484**	**121**	**188**	**19**	**63**	**8**	**63**
Total + 40%	20278	170	190	27	63	12	63

188 parking spots are provided at 1319 Johnston Road. This exceeds the required minimum parking by **68** spots. The additional spots in this site plan will allow for a variety of as-of-right uses that may require higher parking rates than the light industrial requirements noted in Table 101 of the zoning bylaw (such as Recreational and Athletic Facility). It is anticipated that the additional parking will be necessary to accommodate the flexibility of future tenant businesses. Variations in the as-of-right uses on the site will enhance the attractiveness, useability, and longevity of the development. Specific uses will be identified at the time of building permit application.

4.5 Landscaping

Parking areas have been broken up with soft landscaping as much as possible. Large, vegetated watercourse setbacks are provided on the north and west sides of the property which restore riparian shade, habitat, and water quality mitigation to the adjacent watercourses, as well as improve the aesthetic appeal of the site. An additional large, landscaped area is provided to the rear of Building **A** in **Figure 11.** Trees lining the extended private driveway will establish an appealing entrance to the site. These areas all contribute towards Ottawa's goal of increasing tree canopy throughout the city.

Extensive landscaping is provided throughout the site with a total of **35% (17,378 m²)** of the property being comprised of hard and soft landscaped areas. Vegetation will be primarily composed of hardy indigenous species that are well suited to Ottawa's climate. Species in the watercourse setbacks have been selected based on guidance from RVCA's *Shoreline Naturalization Program* species list.

The site positively contributes towards Ottawa's goal of providing 40% tree canopy cover in the city. It is understood that this goal is city-wide. Urban areas may not be able to achieve this target but will be offset by the greater tree canopy coverage possible in rural areas. Light industrial development requires asphalt areas to facilitate truck movement and turning, particularly when accessing loading spaces. These requirements are incompatible with providing 40% canopy coverage on light industrial sites. Tree Canopy coverage at 40 years is projected to be **22.4%**, which is higher than is typical for this type of development. This significant improvement over the existing conditions on the site will help to mitigate the urban heat island effect and provide thermal and water quality benefits to Sawmill Creek as identified by the Official Plan.

4.6 Servicing

The site is serviced for storm, water and sanitary with municipal infrastructure.

4.6.1 Water

The eight light industrial buildings will receive water supply via a twinned 200 mm watermain connected to the existing 300 mm watermain on Johnston Road, looped within the site for supply redundancy.

Water supply for fire protection will be provided by eight new on-site hydrants. Buildings A, C, G & H will be sprinklered and buildings B, D, E, & F will not be sprinklered.

4.6.2 Sanitary

Sanitary flows will discharge to the 750 mm sanitary sewer on Johnston Road.

4.6.3 Stormwater

Stormwater runoff collected from the developed area of the site will be discharged to the existing 1800 mm storm sewer that runs in an easement through the site and ultimately discharges to Sawmill Creek downstream.

Quantity control is provided on-site by a dry pond and underground storage tank. Quality control is provided by oil and grit separators before discharging to the existing 1800 mm storm sewer.

4.6.4 Refuse Collection

Refuse collection for the eight light industrial buildings will be sited in three external waste collection enclosures. These are distributed through the site to provide adequate access for all buildings. One is located south of building A, one is between buildings C & D, and one is between buildings E & F. Two of the enclosures will be constructed during Phase 1, and one during Phase 4. A private commercial waste collection company will be contracted to collect waste at regular intervals.

4.6.5 Snow Removal

Snow removal will be undertaken by a private company. A snow storage area is provided north of Building A and is co-located with the dry stormwater pond.

4.7 Sustainability

The proposed development offers environmental benefits through three key measures. First, by utilizing steel frame and integrated metal panel cladding, the project will achieve significant reductions in materials required compared to conventional construction methods. Second, the incorporation of white roofs helps counteract the urban heat island effect by reflecting sunlight and reducing heat absorption. Third, the inclusion of vegetated watercourse buffers further mitigates the urban heat island effect and protects the riparian and aquatic habitat of Sawmill Creek through thermal regulation and water quality mitigation. These strategies enhance comfort and decrease the demand for air conditioning, resulting in energy savings and lower greenhouse gas emissions which collectively contribute to a sustainable and environmentally conscious building project.

4.8 Contextual Analysis

The local context described in section 2 and consultation with municipal staff have influenced the layout of the site plan and location of the land uses within. Views and focal points have been established in the layout to bring pedestrians into the site. The arrangement of the site plan and orientation of the proposed development is intended to address the relationship with the surrounding properties.

5 Supporting Policy

5.1 The Planning Act and Provincial Policy Statement 2020

Under Section 3 of the Planning Act, the Provincial Policy Statement 2020 (2020 PPS) establishes policies to achieve appropriate development and land management while protecting public resources. Specifically, it promotes growth in urban areas for the efficient use of land, resources, infrastructure, and public service facilities. The policies also seek to protect public health, safety and property, conserve the natural resources that support the long-term health and social wellbeing of communities, and the sustainability of natural features and systems in the environment.

5.1.1 Provincial Policy Statement 2020

The proposed site plan supports efficient and resilient development and land use land patterns in accordance with policies under Section 1.

- Promotes efficient development and land use patterns which sustain the financial well-being of the province and municipality over the long term.
- Accommodates an appropriate range and mix of land uses to meet long-term needs.
- Avoids environmental or public health and safety concerns.
- Promotes development and land use patterns that conserve and enhance biodiversity.
- Prepares for the regional and local impacts of a changing climate.

The area is located in a settlement area as directed under Section 1.1.3.

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

The site plan promotes employment in accordance with the goals set out in section 1.3.

- Provides 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.
- Industrial and manufacturing uses are provided in an area that is separated from sensitive land uses that would limit their long-term operational and economic viability.

The proposed light industrial site plan supports long term economic prosperity as specified in section 1.7.

- Provides opportunities for economic development and community investment-readiness.
- Minimizing the negative impacts of a changing climate and considering the ecological benefits provided by nature.

The proposed development of the site is consistent with the above direction provided in the PPS 2020. It will provide for a diverse mix of light industrial uses and allow flexibility for other uses consistent with the existing light industrial zoning present on the site. This fills an important need for the surrounding communities by providing a significant source of employment in an area that is well supported by existing transit infrastructure. The proposed site plan provides an opportunity for economic development in a manner consistent with provincial policy and is therefore in the public interest.

5.2 Ottawa Official Plan

The Official Plan provides a policy framework to guide the city's development through 2046. It provides guidance for the future growth of the city and addresses matters of provincial interest as defined by the *Planning Act* and the PPS.

The site is within the Outer Urban Transect as noted on Schedule A of the Official Plan. Further, it is designated as Industrial and Logistics, as shown on Schedule B3. No secondary plan applies to the site, however, it is within Special Policy Area 37, as noted in Annex 5 of the Official Plan.

5.2.1 Outer Urban Transect

As per Section 5.3 of the Official Plan, the Outer Transect comprises neighbourhoods located inside the Greenbelt, but constructed in a predominantly suburban form during the last third of the twentieth century. The Outer Urban Transect is generally characterized by low- to mid-density development. The objectives are to recognize a suburban pattern of built form and site design, to provide direction for development (with a focus on hubs and corridors) and, to enhance mobility options and street connectivity.

The proposed site supports an evolution towards 15-minute neighbourhoods by providing a significant source of employment in an area that is well served by existing transit infrastructure. Additional pedestrian and active transportation infrastructure is provided to link the proposed site to the surrounding area.

Section 5.3.2 of the Official Plan provides direction for development to enhance mobility options in the Outer Urban Transect.

> *1) The transportation network for the Outer Urban Transect shall:*
>
> *a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes.*

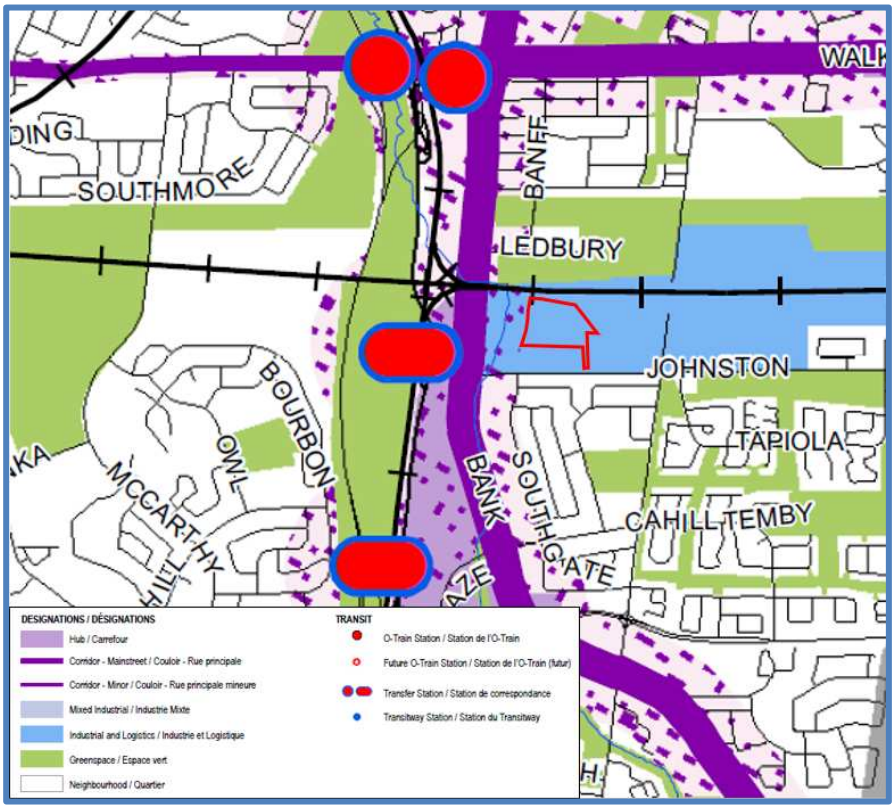
The proposed site plan provides additional bicycle parking beyond minimum requirements to encourage active transportation. Although additional automobile parking is provided beyond minimum requirements, it is intended to allow for flexibility of users in the future as the site develops. The development of this employment area within a reasonable walking distance from Greenboro LRT station will encourage more transit use than existing conditions.

5.2.2 Industrial and Logistics Designation S. 6.3

The site is located within the Outer Urban Transect on land designated as "Industrial and Logistics" See **Figure 15.** Section 6.4 of the OP states that "*Industrial and Logistics areas are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses.*" and *"These uses help broaden the economic base for Ottawa beyond federal, high-tech, health and education services. Some of these uses also support existing residents and employers through the storage and logistics of merchandise, supplies and construction needs".*

The location of the proposed development, within walking distance of significant transit (Greenboro LRT), and near an existing arterial route (Bank St), provides excellent access to employees and goods movement via the city's existing transportation infrastructure. The proposed development will provide opportunities for manufacturing and warehousing operations which will provide a significant source of employment for the local area.

Figure 15: Site Location on Official Plan Schedule B3



5.2.3 Preserve land in strategic locations for goods movement and logistics uses - OP Section 6.4.1

As per Official Plan section 6.4.1 Policy 2

> *2) 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.*

The proposed uses are consistent with the permitted uses indicated by the official plan.

5.2.4 Water Resources – OP section 4.9.3

The Official Plan recognizes that water is an essential resource that shall be protected. To this aim the Official Plan sets out to achieve the goal of, *"Protect, improve or restore the quality and quantity of surface water features and groundwater features."* This aim is implemented through minimum setbacks from water features (section 4.9.3, policy 2) and is guided by consultation with the Conservation Authority. Policy 2c indicates the setback is 30 metres from the top of bank.

The proposed development provides a 30 metre setback to Sawmill Creek which runs along the west property line of the subject site. Additionally, a 15 metre setback to the minor drainage tributary which runs along the northern property line adjacent to the rail corridor is also provided. The reduced setback from the northern minor drainage tributary was discussed with RVCA staff in early 2022 who confirmed it would be the appropriate buffer given the nature of the tributary

(ditch collecting water from railways lands) and that improvements through re-naturalization plantings would be expected.

As per Official Plan section 4.9.3 Policy 5

> *5) Where development or site alteration is proposed within or adjacent to headwater drainage features, and the proponent is requesting an exception to the minimum setback identified in Policy 2), the proposal and supporting studies must address the following to the satisfaction of the City:*
>
> *a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods;*
>
> *b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat; and*
>
> *c) Management recommendations regarding the need to protect, conserve, mitigate, maintain recharge or maintain/replicate terrestrial linkages of the headwater drainage features and a corresponding recommendation for an appropriate minimum setback.*

An Environmental Impact Assessment prepared by GEMTEC, recommends that a 30 metre setback from Sawmill Creek and a 15 metre setback from the northern drainage tributary be provided to protect water quality and associated fish habitat. The proposed development conforms with the recommendations of both watercourse setbacks.

The Geotechnical Report prepared by GEMTEC notes that the banks of Sawmill Creek and the northern drainage tributary are too low to be considered slopes, therefore it is not appropriate to assign a slope stability setback. The banks are stable, and no erosion setback is necessary, however, to demonstrate that it would be within the provided watercourse setbacks a calculation was undertaken. If an erosion setback was necessary, it would be 11 metres; well within the provided 15 and 30 metre setbacks.

The current site conditions have extensive development within the area of the 30 metre setback from Sawmill Creek and the 15 metre setback from the northern drainage tributary. This consists largely of legacy outdoor storage areas, fill piles, greenhouses and plant nurseries from the previous landscaping company user. The proposed development will naturalize these areas with hardy native species which represents a substantial improvement to the existing conditions. Limited grading prior to planting within the edges of the setback areas, close to the proposed development edge, will support these naturalization efforts.

As per Official Plan section 4.9.3 Policy 6

> *6) No site alteration or development is permitted within the minimum setback, except as otherwise provided for in this section. Exceptions to this policy are:*
>
> *c) Alterations necessary for passive open spaces (including pathways and river access points), environmental restoration or slope stability works that are approved by the City and the conservation authority in accordance with an assessment of site-specific conditions;*

The proposed grading will be undertaken on previously developed and degraded lands and will support naturalization efforts. All graded areas within the proposed setbacks will be planted with native vegetation.

5.3 South Keys to Blossom Park, Bank Street Community Design Plan

The Subject property is within the study area of the South Keys to Blossom Park, Bank Steet Community Design Plan. This plan was prepared by the City of Ottawa in 2015 and ultimately informed the development of the South Keys Secondary Plan. However, the subject site was excluded from the boundaries of the Secondary Plan and included in an area specific policy outlined in **section 5.4** of this report.

Additional guidance for the subject site is provided in two sections of the community design plan:

Section 3.4.5 – Employment Area (Johnston Road)

"Sawmill Creek parallels Bank Street, and runs through the westerly part of the Employment Area. Consequently, some of the properties are subject to flood plain zoning. However, the flood plain may be deemed unnecessary, and may be removed in the future."

- The flood plain designation on this property was deemed to be incorrect following review by the RCVA. The floodplain zoning overlay was removed by City of Ottawa zoning staff through an omnibus zoning report in Q1 2024.

"Development should establish pedestrian connections to Johnston Road to promote walking to Bank Street and to transit."

- A pedestrian connection to Johnston Road is proposed in the site plan.

"Properties that have had land uses whose past actions have resulted in actual or perceived environmental contamination and/or have derelict or deteriorated buildings shall submit an environmental study to determine whether contamination exists and how the remediation should be carried out. This should occur prior to, or with, any proposed rezoning or site plan for the development of habitable space."

- An Environmental Site Assessment and an Environmental Impact Statement have been prepared for the subject property.

Section 3.7.2 – Sawmill Creek

"Reclaim lands near the Creek to create a sufficiently wide natural corridor to support aquatic habitat, surface water quality, native vegetation, bird and mammal habitat and the functional integrity of the watercourse corridor."

- A 30 metre watercourse setback is provided from the top of bank as per Official Plan policies. Extensive re-vegetation support will be provided within the watercourse setback to support aquatic habitat, surface water quality, native vegetation, bird and mammal habitat and the functional integrity of the watercourse corridor.

5.4 Area Specific Policy 37

As shown in Annex 5 of the Official Plan the subject site is within the boundaries of Area Specific Policy 37 (Johnston Road Employment Area). The provisions of Area Specific Policy 37 provide guidance regarding a Future Land Use Study that was noted as a requirement in the South Keys to Blossom Park Bank Street Community Design Plan (CDP). This requirement is only triggered by an application for a Zoning By-Law amendment in this area, prior to commencement of a city-initiated study.

As the proposed development does not include a Zoning By-Law amendment, the provisions of Area Specific Policy 37 do not apply. This was confirmed in pre-consultation discussions with city staff.

5.5 Zoning By-law

The site is currently zoned as Light Industrial - IL. The purpose of the Light Industrial zone is to 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. The Light Industrial zone also allows 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 on individual pads or in groupings as part of a small plaza, to serve the employees and the general public in the immediate vicinity. Uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious, are generally prohibited from the Light Industrial zone.

The proposed development consisting of a mix of manufacturing and warehousing uses is allowed as of right in the IL zone. Future users who have not yet been confirmed will also conform with the uses allowed as of right in the IL zone.

6 Supporting Report Summaries

6.1 Transportation Impact Assessment

A transportation impact assessment has been prepared for this site by CGH Transportation (August 2024). The report concludes that the proposed trip generation rates and mode shares are consistent with the surrounding area context and do not unduly impact the surrounding road network. It is recommended that, from a transportation perspective, the proposed development applications proceed.

6.2 Environmental Site Assessment

A Phase One ESA was initially prepared for the site by BAE Environmental in April 2019. An update to the original report has been provided by BAE Environmental (May 27, 2023) which supports the findings of the original report. No significant environmental concerns are identified on the subject site. Based on the findings of this assessment, it is their opinion that a Phase II – Environmental Site Assessment is not required for the property.

6.3 Environmental Impact Statement

An EIS has been prepared for this site by GEMTEC (August 28, 2023). No negative impacts to natural heritage features identified on-site, including fish habitat, significant wildlife habitat and habitats of species at risk, from future industrial construction are anticipated. The report notes the proposed project complies with the natural heritage policies of the Provincial Policy Statement and Ottawa's Official Plan.

During pre-consultation, the presence of potential unevaluated wetlands was identified for investigation. The field investigation conducted through the EIS determined that the areas of the mapped unevaluated wetlands were not wetlands. These areas are simply a map artifact, and wetlands are not present on the site.

6.4 Geotechnical Investigation

A Geotechnical Investigation of the subject site was undertaken by GEMTEC (May 13, 2024). The report is based on site investigations and documents geological and groundwater subsurface conditions. Recommendations are provided regarding construction of the proposed development. Grade raise limits of 2 metres are identified on this site.

An assessment of the stability of the banks of Sawmill Creek and the northern drainage tributary was undertaken. No signs of instability were observed at either watercourse. Bank heights are lower than 1.5 metres, this is below the threshold to be considered a slope and no slope stability setback is required.

6.5 Servicing and Stormwater Management Report

A servicing and stormwater management report has been prepared by Robinson Land Development (July 2024). The report concludes that the proposed development can be adequately serviced by existing water, and sanitary connections adjacent to the subject site as well as the stormwater trunk sewer which runs through the site.

7 Conclusion

Based on evaluation of the applicable policies and guidelines outlined in the Official Plan, it is our professional opinion that the proposed site plan represents good land use planning. The development is well-suited to the industrial and logistics designation and will improve upon current site conditions in a manner consistent with light industrial development. The proposed light industrial site is considered a desirable use because it will provide opportunities for employment and economic development. Furthermore, the proposed development conforms with all the requirements of the IL zone.

Should you have any questions, please do not hesitate to contact the undersigned at your earliest convenience.

Tim Eisner, M. Pl., LEED Green Associate
Planner, JFSA

Reviewed by:

Jocelyn Chandler, M.Pl., RPP, MCIP
Land and Water Resource Planner, JFSA

8 JFSA Statement of Limitations

JFSA Canada Inc. (JFSA) has prepared this report and performed the services described in this report, in a manner consistent with the level of care and skill normally exercised by members of the planning profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and financial and physical constraints applicable to the services. No other warranty, expressed or implied, is made. This report has been prepared for the exclusive use of the client representative, for the specific site, objective, and purpose described to JFSA by the client. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location. Any change of site conditions, purpose and/or development plans may alter the validity of the report. The report, which specifically includes all tables, figures and appendices, is based on data and information assembled by JFSA, and is based on the conditions at the site and study area at the time of the work and on the information provided by others. JFSA has relied in good faith on all information provided and does not accept responsibility for any deficiencies, misstatements, or inaccuracies contained in the report as a result of omissions, misinterpretation, or fraudulent acts of the persons contacted or errors or omissions in the reviewed documentation and data. Any use which a third party makes of this report, or any reliance on, or decisions to be made based on it, are the responsibilities of such third parties. JFSA accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report