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Open Space, Parks &
Recreation
Community &
Residential
Commercial &
Institutional
Environmental
Restoration

Site Plan Control Application

2 Leikin Drive, 20 Leikin Drive and 99 Bill Leathem Drive



Prepared for: Medusa General Partner Inc.

Site Plan Control Application

2 Leikin Drive, 20 Leikin Drive and 99 Bill Leathem Drive

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October 29, 2024

Novatech File: 124123
Ref: R-2024-124

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1.0 EXECUTIVE SUMMARY

Novatech has prepared this Planning Rationale on behalf of Medusa General Partner Inc., the owner of 2 Leikin Drive, 20 Leikin Drive and 99 Bill Leathem Drive (together the Subject Site). It is proposed to construct a 290,999.58 m² light industrial building. Light industrial is a permitted use in the IL9 zone.

A minor variance application will be submitted concurrently to vary the maximum building height.

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official Plan and complies with the Zoning By-Law 2008-250.

2.0 INTRODUCTION

2.1 Subject Site and Surrounding Area

The Subject Site comprises three parcels totalling 30.58 ha as set out below, with access points on Paragon Avenue and Longfields Drive. The unopened sections of Bill Leathem Drive and Paragon Avenue still show on the plan at Figure 1 below, although they have been incorporated into the Subject Site.

Municipal Address	Area	Legal Description
2 Leikin Drive	11.05 ha	PART OF LOTS 18 AND 19 CONCESSION 1, RF, NEPEAN CITY OF OTTAWA
20 Leikin Drive	10.18 ha	CONSOLIDATION OF VARIOUS PROPERTIES PT LTS 18 & 19 CON 1 RF, PT 3 4R-8388 AND PTS 7, 8 & 9 4R-8276, S/T N311767, NEPEAN
99 Bill Leathem Drive	7.25 ha	PART OF LOTS 18 AND 19 CONCESSION 1 RF, PART 5 PLAN 4R8388 AND PARTS 4, 5 AND 6 PLAN 4R8276, EXCEPT PART 4 PLAN 4R8388, AND EXCEPT PARTS 5, 6 AND 7 PLAN 4R23595, NEPEAN. S/T N311767 CITY OF OTTAWA
<i>Former unopened roads</i>	<i>2.10 ha</i>	<i>FIRSTLY: PART OF LOT 19, CONCESSION 1, NEPEAN (RIDEAU FRONT), PART 13 ON PLAN 4R-9089 SAVE AND EXCEPT PART 3 ON PLAN 4R-11133 AND SAVE AND EXCEPT PART 4 ON PLAN 4R-23595; SECONDLY: PART OF LOT 19, CONCESSION 1, NEPEAN (RIDEAU FRONT), PART 25 ON PLAN 4R-9089 SAVE AND EXCEPT PARAGON AVENUE ON PLAN 4M-1354; SUBJECT TO AN EASEMENT OVER PART 1 ON PLAN 4R33538 AS IN OC2334579 CITY OF OTTAWA</i>
TOTAL SITE AREA	30.58 ha	

Surrounding land uses are as follows:

To the **north** and **west** is the Federally owned National Capital Greenbelt. The Greenbelt land to the north is zoned Agricultural (AG) and the Greenbelt land to the west is zoned Rural Countryside (RU). Both are currently farmed. Directly to the **north** and cut out from the Greenbelt is 2852

Merivale Road, a small parcel which appears to be used as a small depot for landscape supplies and is zoned Light Industrial with an exception (II [1873]).

To the **south** and **east** are lots in the same business park, including a furniture store at 2 Bill Leatham Drive, an Enbridge Gas and Canada Post Depot at 90 Bill Leatham Drive and a three-storey office building at 61 Bill Leatham Drive. Further to the **east** is a large building that is occupied by the Royal Canadian Mounted Police (RCMP) National Headquarters, large residential lots and the Rideau River. Further to the **south** is Barrhaven Creek and the Davidson Heights Community, an urban residential neighbourhood developed approximately 20 years ago.



Figure 1: Subject Site and Surrounding Area

2.2 Development Proposal and Statistics

A light industrial building is proposed, with associated loading bays, parking and stormwater management (SWM) facilities. The ground-level building footprint is 60,701.92 m² with additional servicing platforms and mezzanines covering 4,049.67 m². It is five stories tall, with an overall floor area of 290,999.58 m². Levels two through five are allocated for operational facilities, while the ground floor houses 1,553.3 m² of offices, extending outward from the main structure to maximize daylight and create a welcoming, human-scale entry.

The development includes 59 loading docks for non-refrigerated trailers and a fenced truck yard accommodating 482 trailers, for a combined capacity of 541. A total of 1,185 car parking spaces are provided, which includes 32 accessible spaces and 24 electric vehicle stalls. 291 bike racks are provided to promote active transportation, and access for cyclists connects Leikin Drive and Paragon Avenue to the facility's main entrance. Pedestrian access is routed through a traffic circle on Bill Leathem Drive, Paragon Avenue, and Longfields Drive. To ensure safety, raised crosswalks link parking areas to landscaped sidewalks, maintaining separation from truck routes.

Dry stormwater ponds are integrated with the landscaping, creating natural views. Along the office's primary facade, ample landscaping lines pedestrian walkways to enhance the walking experience. At the rear of the truck yard, additional planting screens the space from adjacent properties, and dense planting along the associate parking area softens its visual impact for passing pedestrians and vehicles. Landscaped bands break up the parking area, featuring walkways leading safely from vehicles to building entrances.

To visually reduce its scale, the building's facade incorporates vertical projections for stairwells and elevators. Materials include prefabricated concrete panels on the lower exterior for durability and security and insulated metal panels above for a light, elegant finish. Colorful canopies at entrances facilitate wayfinding. Sand and light gray hues, combined with zinc gray vertical accents, provide a modern aesthetic that lightens the building's mass while creating a welcoming presence.

The building incorporates sustainable design elements aimed at achieving LEED-equivalent performance, including a reflective roof, energy-efficient HVAC with energy recovery, low-flow fixtures, shaded parking, and drought-resistant landscaping. Additionally, it's designed as "solar ready," with provisions for net metering, increased roof loading, and cable pathways for future solar installations.

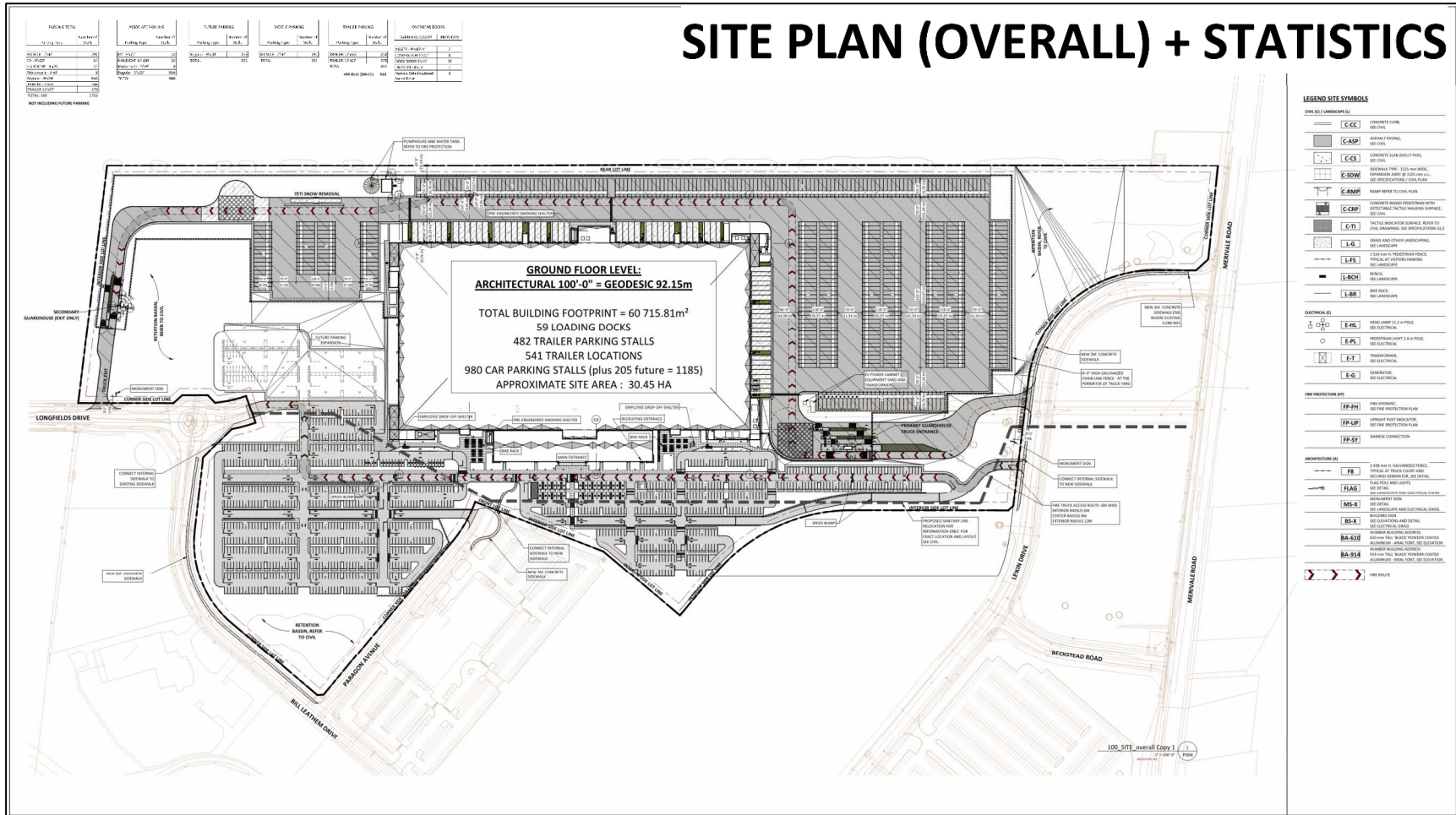


Figure 2: Excerpt of Site Plan

3.0 PLANNING ASSESSMENT

3.1 Provincial Policy Statement 2024

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The relevant provisions of the PPS are assessed below.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

2. Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be optimized; and b) opportunities for adaptive re-use should be considered, wherever feasible.

A Serviceability Report prepared by Novatech and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the reports for details.

Chapter 4: Wise Use and Management of Resources

Section 4.2 of the PPS provides policies on Water.

2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

Section 4.3 of the PPS provides policies on Agriculture.

4.3.1 General Policies for Agriculture

2. As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.

Section 4.4 of the PPS provides policies on Minerals and Petroleum.

4.4.1 General Policies for Minerals and Petroleum

1. Minerals and petroleum resources shall be protected for long-term use.

Section 4.5 of the PPS provides policies on Mineral Aggregate Resources.

4.5.1 General Policies for Mineral Aggregate Resources

1. Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

None of the above exist on or adjacent to the subject site.

Section 4.6 of the PPS provides policies on Cultural Heritage and Archaeology.

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

An Archaeological Resource Assessment was not required by City staff for this application.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

Protecting Public Health and Safety

Section 5.2 of the PPS provides policies on Natural Hazards.

2. Development shall generally be directed to areas outside of:

a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;

b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and

c) hazardous sites.

The proposed development is not occurring within natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

1. Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

2. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase 1 Environmental Site Assessment by Geosyntec dated October 24, 2024 and a Phase 2 Environmental Site Assessment by Geosyntec dated July 23, 2021 form part of this application.

3.2 City of Ottawa Official Plan

Strategic Directions and Cross-Cutting Issues

Section 2 (Strategic Directions) of the Official Plan outlines strategic directions for development within the City. As the proposal has been designated a High Economic Importance Project (HEIP), it is consistent with Big Policy Move 5: *Embed economic development into the framework of our plan* and with cross-cutting issue *Economic Development* at Section 2.2.2.

Official Plan Designations

Schedule B6 - Suburban (Southwest) Transect designates the Subject Site as Mixed Industrial (blue):

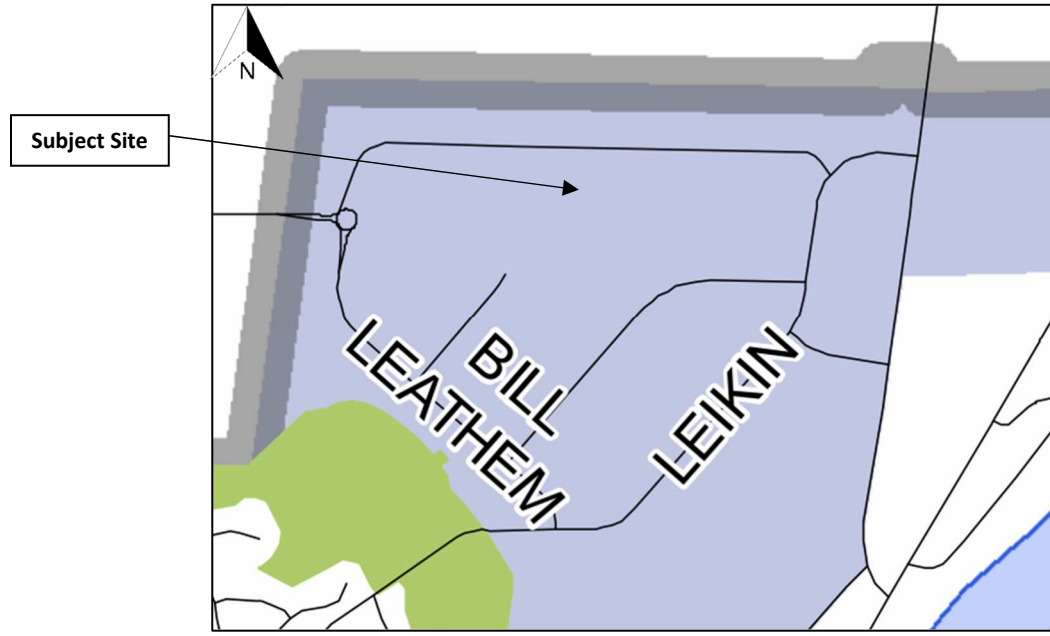


Figure 3: Schedule B6

Schedule C3 - Active Transportation Network shows a Major Pathway (red) along the south side of the SWM pond located to the south of the Subject Site and connecting to Longfields Drive. It has only been constructed to the Greenbelt boundary. There are existing Major Pathways on Leikin Drive and on Prince of Wales Drive:



Figure 4: Schedule C3

Schedule C4 – Urban Road Network designates Merivale Road and Prince of Wales Drive as Arterials (red), Longfields Drive, Bill Leatham Drive and Leikin Drive as Major Collectors and Beckstead Road as a Collector.



Figure 5: Schedule C4

Schedule C14 - Land Use Constraints Due to Aircraft Noise shows the Subject Site in the Airport Operating Influence Zone (mid brown)

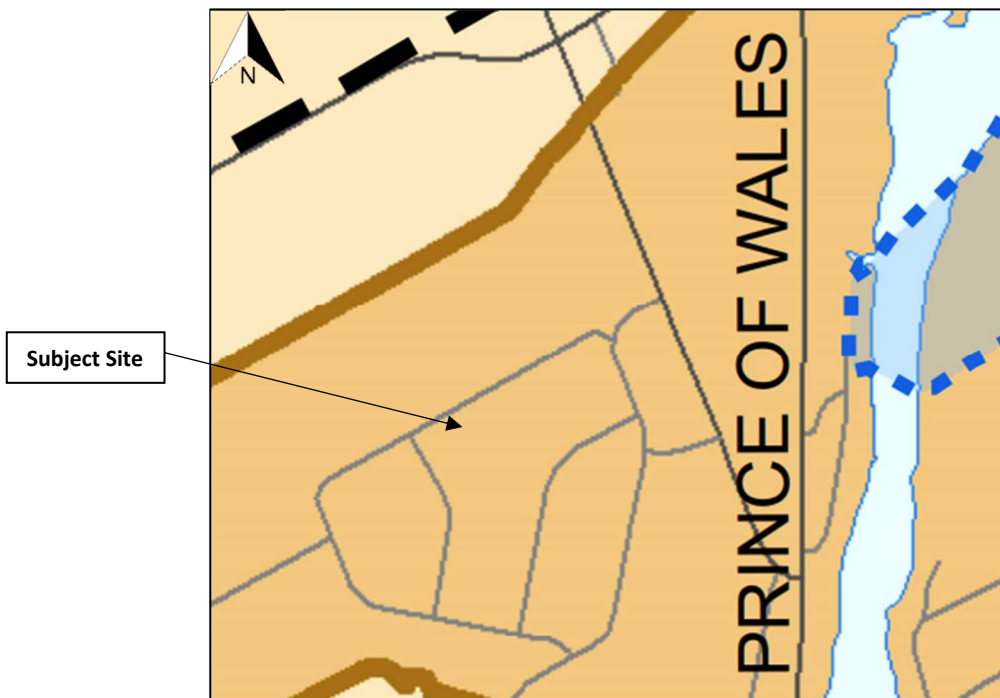


Figure 6: Schedule C14

The following schedules are not shown here:

Schedule C11-C - Natural Heritage System (East) designates the subject site as urban area.
Schedule C12 - Urban Greenspace does not show green space on or adjacent to the subject site.
Schedule C13 - Scenic Route shows Prince of Wales Drive as a Scenic Route.

Assessment against Section 6.5 Mixed Industrial

The introductory statements support the proposal (emphasis added):

Mixed Industrial areas are clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas. These areas can provide a transition between Industrial and Logistics areas and Neighbourhoods, Hubs or Corridors, and provide a supply of land for non-residential sensitive uses and smaller-scale light industrial and commercial uses. This designation corresponds to the office activities within employment areas as defined within the Provincial Policy Statement. Where applicable, these areas can contribute to 15-minute neighbourhoods through the location of neighbourhood-based uses.

Mixed Industrial areas are characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial service uses and non-residential sensitive uses such as places of worship, indoor recreational uses and stand-alone licensed care centres that would otherwise not be permitted on lands designated Industrial and Logistics. Because the primary uses are not considered a nuisance or have high impacts, these areas can diversify more than Industrial and Logistics areas and can blend more into surrounding neighbourhoods.

Section 6.5.1 *Preserve land for uses that require a business park environment for their operation sets out permitted uses:*

- 2) *The following uses are permitted in the Mixed Industrial designation as shown on Schedules B1 through to B8:*
 - a) *Low-impact light industrial uses including light manufacturing, warehousing, distribution and storage;*
 - b) *Automotive sales and service, heavy equipment sales and service;*
 - c) *Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;*
 - d) *Major Office in accordance with Subsection 3.5, Policy 12); and*
 - e) *Small-scale office that is typically less than 10,000 square metres.*

The proposal meets a) as a light industrial use.

Section 6.5.2 *Act as a transition between Neighbourhoods and Industrial areas is applicable as there is a Neighbourhood designation to the east, although the Subject Site itself does not abut it:*

- 1) *Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.*

The proposal is not hazardous and does not generate noise, fumes, odours or other similar obnoxious impacts.

Assessment against Section 4.6 Urban Design

Section 4 of the Draft OP sets out City Wide Policies. Section 4.6 covers Urban Design. The relevant policy is addressed below:

4.6.3 Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The proposal includes new sidewalks on Bill Leathem Drive and Leikin Drive and a connecting section of sidewalk on Paragon Avenue.

3.3 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned Light Industrial subzone nine with an exception (IL9 [2707]).

The purpose of the IL – Light Industrial Zone is to:

- 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 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 IL9 subzone:

- adds uses that are not relevant to this application so are not listed here;
- provides that “*vehicular access from Queen Anne Crescent and Merivale Road is prohibited*”, (this is not proposed) and:
- includes specific zoning provisions (Table 204E). The proposal meets all the provisions except for maximum building height. The current building height is 22 m and the proposed

height is 29.4 m. A minor variance application will be filed to address this. Refer to the enclosed Zoning Confirmation Report for a detailed zoning assessment.

Exception 2707 permits Truck Transport Terminal and Warehouse as additional uses.

Light Industrial is a permitted use in the zone.

4.0 PARKS

A park approximately 6,900 m² in area will be provided at the eastern end of the Subject Site with frontage to Merivale Road and Leikin Drive. This is an over-dedication as the requirement is for approximately 6,116 m².

5.0 INTEGRATED ENVIRONMENTAL REVIEW

In accordance with the Planning Rationale Terms of Reference, an Integrated Environmental Review is not required as the project does not require an Environmental Impact Study.

6.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign on the Subject Site that provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or ask 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/>). Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff. Full details are available under 'Community and Neighbourhood Notification' on the City's website.

7.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official Plan and complies with the City of Ottawa Zoning By-law 2008-250 except for maximum building height, for which a minor variance application will be filed.

This planning rationale, along with the associated Design Brief and technical studies, supports the proposed development. The proposed development is an appropriate addition to the neighbourhood and represents good planning.

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