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**4149 Strandherd Drive  
Barrhaven, Ontario  
Planning Rationale**

Engineering excellence. Planning precision. Inspired landscapes.

**4149 Strandherd Drive  
Barrhaven, Ontario**

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

Prepared By:

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November / 6 / 2019

Novatech File: 117148  
Ref: R-2019-182



November 6, 2019

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

**Attention: Sean Moore, Planner III, Planning Services**

Dear Mr. Moore:

**Reference: Official Plan Amendment, Zoning By-law Amendment, & Site Plan Control Applications  
4149 Strandherd Drive  
Our File No.: 117148**

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The following Planning Rationale has prepared in support of an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications to facilitate the development of the property at 4149 Strandherd Drive (the "Subject Property"). The Subject Property is legally described as Block 4, Plan 4M1538.

The Subject Property is designated Urban Employment Area on Schedule B of the City of Ottawa's Official Plan. The property is zoned Business Park Industrial, Urban Exception 2298 (IP[2298]) in the City of Ottawa's Zoning By-law 2008-250.

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

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

Yours truly,

**NOVATECH**

Ryan Poulton, M.PL.  
Planner

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## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of an Official Plan Amendment application, a Zoning By-law Amendment application, and a Site Plan Control application to facilitate the development of the property at 4149 Strandherd Drive (the “Subject Property”). The Subject Property is designated Urban Employment Area on Schedule B of the City of Ottawa’s Official Plan (OP) and ‘Prestige Business Park’ in the South Nepean Urban Areas 9 and 10 Secondary Plan. The property is zoned Business Park Industrial, Urban Exception 2298 (IP[2298]) in the City of Ottawa’s Zoning By-law 2008-250.

The proposed Official Plan Amendment will re-designate the Subject Property as Business Park on Schedule A – ‘Land Use’, and increase the maximum permitted building height on Schedule C – ‘Employment Area Maximum Building Heights’ of the South Nepean Urban Areas 9 and 10 Secondary Plan. The proposed Zoning By-law Amendment will permit automobile dealership and other complementary uses on the Subject Property. The Site Plan Control application will facilitate the development of a car dealership, office building, and a hotel on the currently vacant property.

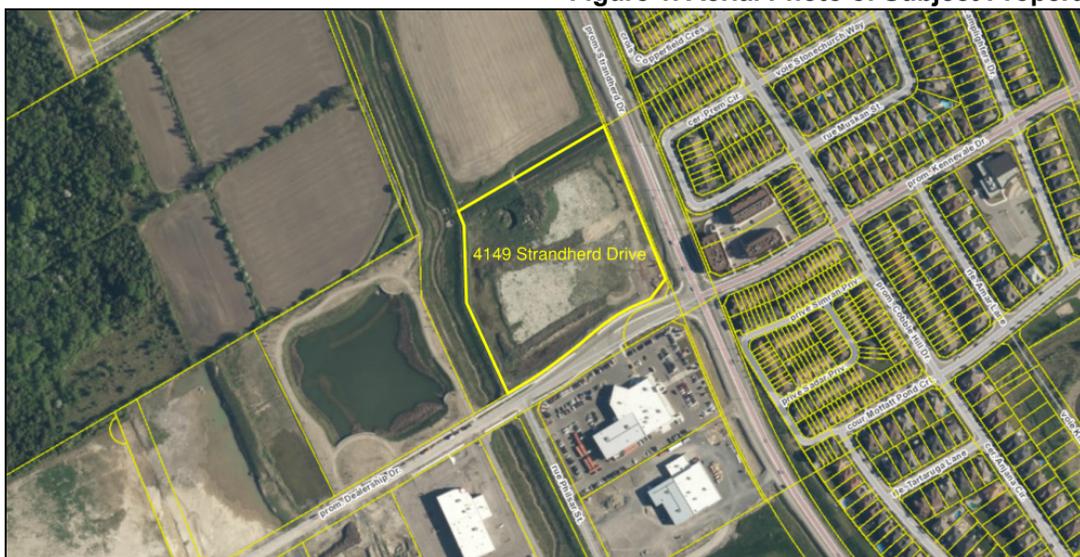
This Planning Rationale will demonstrate the proposed Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control application will:

- Be consistent with the Provincial Policy Statement (2014);
- Conform to the policies in the City of Ottawa Official Plan (up to and including Official Plan Amendment 230);
- Establish appropriate zoning standards for the Subject Property; and
- Be compatible with surrounding development.

### 1.1 Description of Subject Property

4149 Strandherd Drive is located in the Barrhaven Ward (Ward 3) of the City of Ottawa, adjacent to Strandherd Drive (see Figure 1). The Subject Property is legally described as Block 4, Plan 4M1538. The property has an approximate area of 3.37 hectares (8.33 acres), and approximately 200 metres of frontage along Dealership Drive. A municipally-owned reserve (Reserve Block 27, Plan 4M1538) separates Strandherd Drive and the Subject Property. The property is currently vacant.

**Figure 1. Aerial Photo of Subject Property**



## 1.2 Site Location and Community Context

**North:** To the north of the Subject Property are lands currently vacant and proposed to be employment uses. Further north are commercial uses including a retail shopping centre, anchored by a Costco.

Figure 2. Vacant and Commercial Lands



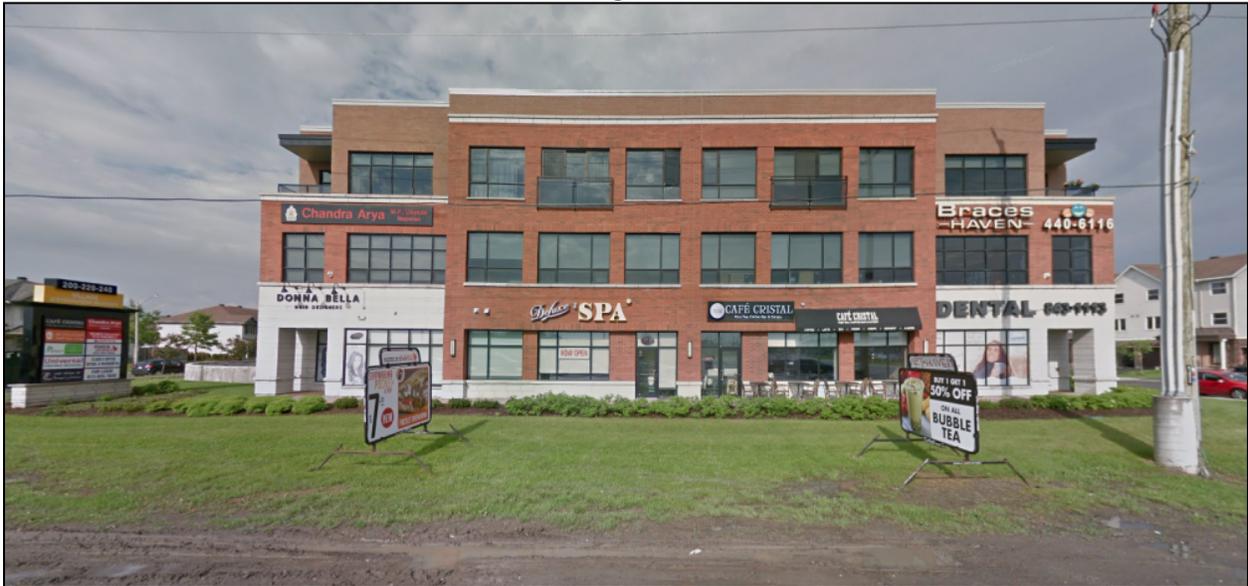
**South:** Immediately south of the Subject Property are Toyota and Hyundai automobile dealerships, and a municipally-owned snow storage facility. A stormwater management pond and the Jock River Floodplain are south of the existing automobile dealerships.

Figure 3. Automobile Dealerships along Strandherd Drive



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

**Figure 4. Commercial Uses east of Strandherd Drive**



**West:** West of the Subject Property is a watercourse known as the O’Keefe municipal drain. West of the municipal drain are a mix of vacant lands, wood lots, a stormwater management pond, and Highway 416.

**Figure 5. Lands West of Subject Property**



### 1.3 Linkages and Transportation Framework

The Subject Property is a corner lot at the northwest intersection of Strandherd Drive and Dealership Drive. Strandherd Drive is designated an arterial road, and Dealership Drive is designated a proposed collector Road on Schedule E of the Official Plan (see Figure 6). The Subject Property is a prominent location along Strandherd Drive and has easy access to a 400-series highway via the Fallowfield Road and Highway 416 interchange.

Figure 6. Official Plan Schedule E Excerpt



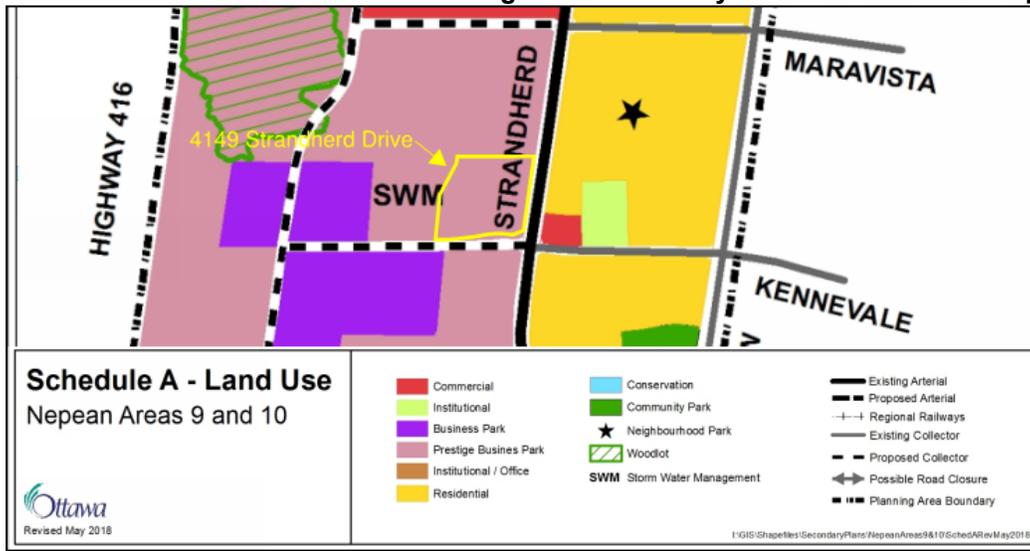
Based on the three-storey commercial and mixed-use buildings immediately across from the Subject Property along the east side of Strandherd Drive, and the automobile dealerships south of the Subject Property, the proposed uses are compatible with surrounding uses along Strandherd Drive and Dealership Drive.



### 3.0 PROPOSED OFFICIAL PLAN AMENDMENT

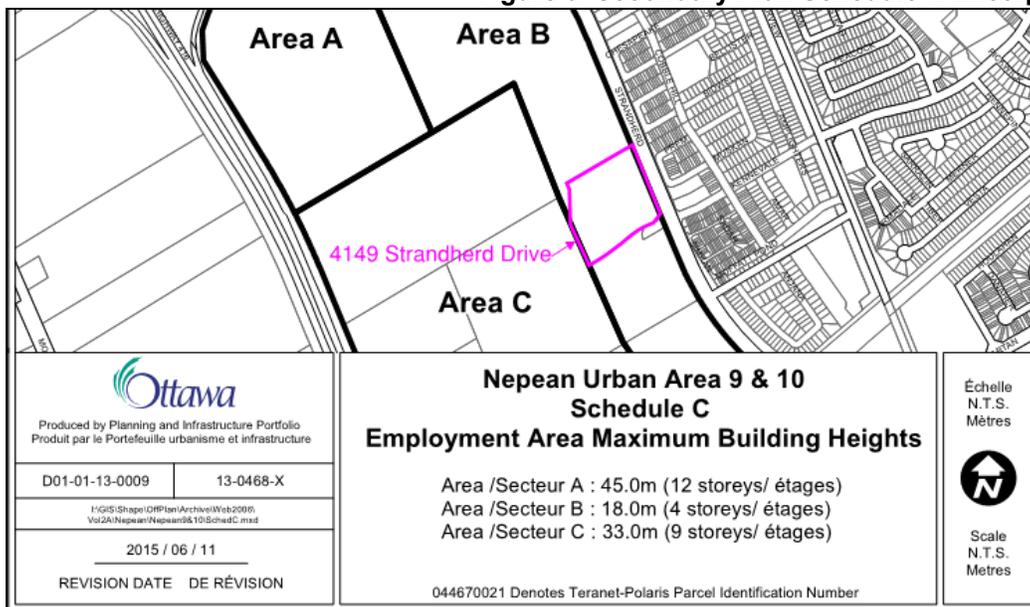
4149 Strandherd Drive is currently designated Prestige Business Park on Schedule A – Land Use of the South Nepean Urban Areas 9 and 10 Secondary Plan (the Secondary Plan) (see Figure 8). The Prestige Business Park designated does not permit the development of an automobile dealership. The Official Plan Amendment proposes to re-designate the Subject Property to Business Park on Schedule A of the Secondary Plan, which will permit an automobile dealership.

Figure 8. Secondary Plan Schedule A Excerpt



The Subject Property is also designated Area B on Schedule C – Employment Area Maximum Building Heights of the Secondary Plan (see Figure 9). Area B has a maximum building height of 18.0m (4 storeys). The Official Plan Amendment proposes to re-designate the Subject Property Area D, and add Area D to Schedule C with a maximum building height of 22.0m (6 storeys).

Figure 9. Secondary Plan Schedule C Excerpt



The Official Plan Amendment does not seek to change the Urban Employment Area designation of the Subject Property on Schedule B of the City of Ottawa's Official Plan. The proposed wording for the Official Plan Amendment is attached as Appendix A.

#### **4.0 PROPOSED ZONING BY-LAW AMENDMENT**

4149 Strandherd Drive is currently zoned Business Park Industrial, Urban Exception 2298 (IP[2298]) in the City of Ottawa's Zoning By-law 2008-250. Urban Exception 2298 does not permit the development of an automobile dealership on the Subject Property. The Zoning By-law Amendment application proposes to rezone the Subject Property with a new urban exception to add automobile dealership and complementary uses to the list of permitted uses and to establish appropriate development standards for the proposed development.

The proposed new urban exception provisions will permit the following new uses on the Subject Property:

- Automobile Dealership;
- Automobile Rental Establishment;
- Car Wash; and
- Drive-through Facility.

The proposed Zoning By-law Amendment will increase the maximum building height on the Subject Property to 22 metres to accommodate the potential for six storeys for the hotel use.

The Zoning By-law Amendment does not seek to change the underlying Business Park Industrial Zone of the Subject Property. The proposed Zoning By-law Amendment seeks to establish a new site-specific exception for 4149 Strandherd Drive. The proposed wording for the Zoning By-law Amendment is attached as Appendix B.

#### **5.0 PLANNING POLICY AND REGULATORY FRAMEWORK**

##### **5.1 Provincial Policy Statement**

The 2014 Provincial Policy Statement (2014) (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 April 30, 2014. 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 range and mix of residential (including second units, 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;"*

4149 Strandherd Drive is proposed to be developed to accommodate an automobile dealership, an office building, and a hotel. The Subject Property is well situated with direct access to an arterial road and a future collector road, and easy access to highway 416. The proposed mix of employment uses promote the efficient development of a highly accessible vacant parcel, and will contribute to the financial well-being of Barrhaven and the City of Ottawa.

Section 1.1.3 of the PPS sets out policies for Settlement Areas. The Subject Property is located within the Urban Area of the City of Ottawa. Policy 1.1.3.1 states: *“Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”* The proposed Amendments and Site Plan Control application facilitate the growth and development of Barrhaven and the Citigate Business Park. The planning applications promote the vitality of the Urban Employment Area by supporting the development of a mix of employment uses west of Strandherd Drive.

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 amendments will permit a mix of employment uses on the Subject Property. The Site Plan Control application facilitates the development of three employment uses on the Subject property. Approval of the proposed Amendments and Site Plan Control application will result in the efficient development of a vacant property within the urban area of Ottawa. The Subject Property is directly accessible from an arterial road (Strandherd Drive), from a Collector Road (Dealership Drive), and has easy access to a 400-series highway via Fallowfield Road and Highway 417 interchange.

Policy 1.1.3.6 of the PPS states:

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

The Subject Property is a vacant parcel within the Urban Area of the City. Lands along the east side of Strandherd Drive are developed with a mix of commercial and residential uses. The planning applications will permit the development of a mix of employment uses on a property abutting existing development.

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 proposed amendments permit the development of a range of employment uses on the Subject Property. The proposed range of employment uses is appropriate given the Subject Property is designated Urban Employment Area on Schedule B of the OP. The proposed development helps to meet long-term employment needs of the community of Barrhaven. The majority of lands within the Urban Employment Area west of Strandherd Drive are vacant. The proposed hotel and office building will diversify the employment uses within the Urban Employment Area.

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

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

Approval of the requested Official Plan Amendment and Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. **The proposed Official Plan Amendment, Zoning By-law Amendment, and the proposed development are consistent with the policies of the Provincial Policy Statement.**

## 5.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 230 (the “Official Plan”) was used for reference.

Section 2.2.3 of the Official Plan sets out policies for city-wide employment area policies. Section 2.2.3 states:

*“This Plan manages economic growth and diversity by protecting some lands primarily for employment use so that they remain affordable for employment purposes and so that they can develop over time without conflict from competing land uses.”*

The proposed Official Plan amendment does not remove any land from the Urban Employment Area designation. The proposed Official Plan Amendment changes the designation of 4149 Strandherd Drive in the Secondary Plan from Prestige Business Park to Business Park, and modifies Schedule C and related maximum employment building height policies in the Secondary Plan. Approval of the proposed Amendments and the Site Plan Control application will permit the development of the Subject Property to accommodate a variety of employment uses.

Policy 2 of Section 2.2.3 states: *“In all urban communities outside the Central Area, areas will be planned for a range of employment opportunities.”* The proposed Amendments do not change the planned function of the Subject Property for employment uses. The Site Plan Control application will facilitate the development of three employment uses on the Subject Property. The proposed Amendments and the Site Plan Control application conform to the policies in Section 2.2.3 of the OP.

### **5.2.1 Urban Employment Areas**

The Subject Property is designated ‘Urban Employment Area’ on Schedule B of the Official Plan. Section 3.6.5 of the Official Plan sets out policies for Urban Employment Areas. Policy 1 of Section 3.6.5 states:

*“Urban Employment Areas are designated on Schedule B and are intended to be established clusters of business and economic activity capable of accommodating more than 2,000 jobs and with a broad spectrum of job densities.”*

The proposed automobile dealership, office building, and hotel will provide jobs and diversify the employment uses within the surrounding area of the Subject Property. The proposed development will contribute to achieving the employment target required for the Urban Employment Area west of Strandherd Drive.

Policy 2 of Section 3.6.5 states:

*“In Urban Employment Areas, the Zoning By-law will:*

- b) Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;*
- c) Permit office uses and similar uses at similar densities, including, research & development and emergency services. Universities, community colleges and private career colleges will be established by an amendment to the Zoning By-law and are subject to Major Urban Facilities Policies 5 to 10 in Section 3.6.7.”*

The proposed automobile dealership requires a large outdoor area for the storage and display of vehicles. An automobile dealership on the Subject Property is permitted by Policy 2(b) of Section 3.6.5 of the OP. Both the hotel and office building are employment uses with similar requirements for site access and surface parking areas. The proposed office building and hotel are permitted by Policy 2(c) of Section 3.6.5 of the OP.

### **5.2.2 South Nepean Urban Areas 9 and 10 Secondary Plan**

4149 Strandherd Drive is subject to the policies of the South Nepean Urban Areas 9 and 10 Secondary Plan. Schedule A of the Secondary Plan designates the Subject Property Prestige Business Park. Schedule C of the Secondary Plan designates the Subject Property in Area B with a maximum building height of 18.0m (4 storeys). The Official Plan Amendment proposes changes to Schedules A and C of the Secondary Plan (see Appendix A).

Section 1.3.2 of the Secondary Plan includes a list of objectives of the Secondary Plan. Objective 5 states: *“To provide sufficient area for employment and to build on the economic development opportunity available from the 416/strandherd interchange.”* The Official Plan Amendment proposes changing the land use designation of the Subject Property in the Secondary Plan from Prestige Business Park to Business Park. The Subject Property will continue to be designated both on Schedule B of the Official Plan and Schedule A of the Secondary Plan for employment uses. The proposed automotive dealership, office, and hotel uses provide employment opportunities that will benefit from the Subject Property’s location with direct access to an arterial road and easy access to the interchange at Fallowfield Road and Highway 416.

Section 2.1 of the Secondary Plan includes a statement on population and employment. Section 2.1 of the Secondary Plan states:

*“The overall employment in areas 9 and 10 shall achieve 7,000 jobs at build-out, the majority of which will be located within the industrial and commercial areas shown on Schedule A.”*

The Subject Property is currently within an industrial area designation (Prestige Business Park) on Schedule A of the Secondary Plan. The proposed Official Plan Amendment will change the designation of the Subject Property to another type of industrial land use (Business Park). The development of an automobile dealership, office building, and hotel on the Subject Property will contribute to achieving the employment target required by Section 2.1 of the Secondary Plan.

Section 2.2.5.2 of the Secondary Plan includes a statement on business parks. Section 2.2.5.2 of the Secondary Plan states:

*“Uses permitted under City of Ottawa Official Plan Section 3.6.5 – Employment Area and Enterprise Area, as amended, are generally permitted in Business Parks designations.”*

As discussed in Section 5.2.1 of this report, the proposed Amendments and Site Plan Control application conform to the Urban Employment Area policies in Section 3.6.5 of the Official Plan. The proposed Official Plan Amendment to re-designate the Subject Property Business Park on Schedule A of the Secondary Plan is consistent with the policies of Section 3.6.5 of the Official Plan.

Section 3.2 of the Secondary Plan lists maximum building heights for areas on Schedule C of the Secondary Plan. The Subject Property is within Area B of Schedule C of the Secondary Plan. Section 3.2 states: “*Development along Strandherd Drive to the south of Jockvale Road extension: low (up to four storeys/18 metres);*”. The current zoning of the Subject Property includes a maximum permitted building height of 18 metres. The Official Plan Amendment requests the Subject Property be re-designated to an Area D on Schedule C, and text be added to the list of maximum building heights in Section 3.2 of the Secondary Plan (see Appendix A). The Zoning By-law Amendment requests the maximum building height be increased to 22 metres. (see Appendix B).

The proposed Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control application conform to the policies of the secondary plan related to land use.

### **5.2.3 Urban Design**

Section 2.5.1 of the Official Plan sets out design objectives for how the City wants to influence the built environment as the City matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa. These design objectives are addressed below.

- To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed office building and automobile dealership are designed to a high standard with quality materials build into the facades of the buildings. The office building incorporates masonry into the ground floor façade. Metal panels make up the façade of the building above the ground floor. The automobile dealership façade is primarily composed of transparent glass, with metal panels framing the building. Both building facades establish a modern aesthetic for employment uses along the west side of Strandherd Drive (see Figures 10 and 11). The proposed automobile dealership together with the existing automobile dealership to the south enhance the identity of Dealership Drive as an entrance to an employment area.

- To define quality public and private spaces through development.

The proposed office building is oriented to address Strandherd Drive, and is located to obstruct the view from Strandherd Drive of the majority of surface parking spaces on site. The proposed automobile dealership will address both Strandherd Drive and Dealership Drive. Trees will be located along both street frontages to enhance the pedestrian environment. The proposed six-storey hotel will be located near Dealership Drive. The height of the building and its location will help define a pedestrian oriented environment along Dealership Drive.

- To create places that are safe, accessible and are easy to get to, and move through.

The automobile dealership will be accessed by a ‘right-in right-out’ driveway off Strandherd Drive and a full movement driveway from Dealership Drive. The office building and hotel will be accessed by a ‘right-in right-out’ driveway off Strandherd Drive and two full movement driveways from Dealership Drive. A system of internal parking lots and driveways allow safe and accessible

movement of vehicles throughout the site. Vehicles cannot access the automobile dealership from the office building or the hotel.

Figure 10. Office Building Elevations



Figure 11. Automobile Dealership Rendering



- To ensure that new development respects the character of existing areas.

The west side of Strandherd Drive is being developed as an employment area. The majority of employment land is currently vacant. The proposed development will establish a modern aesthetic for employment uses within the Urban Employment Area.

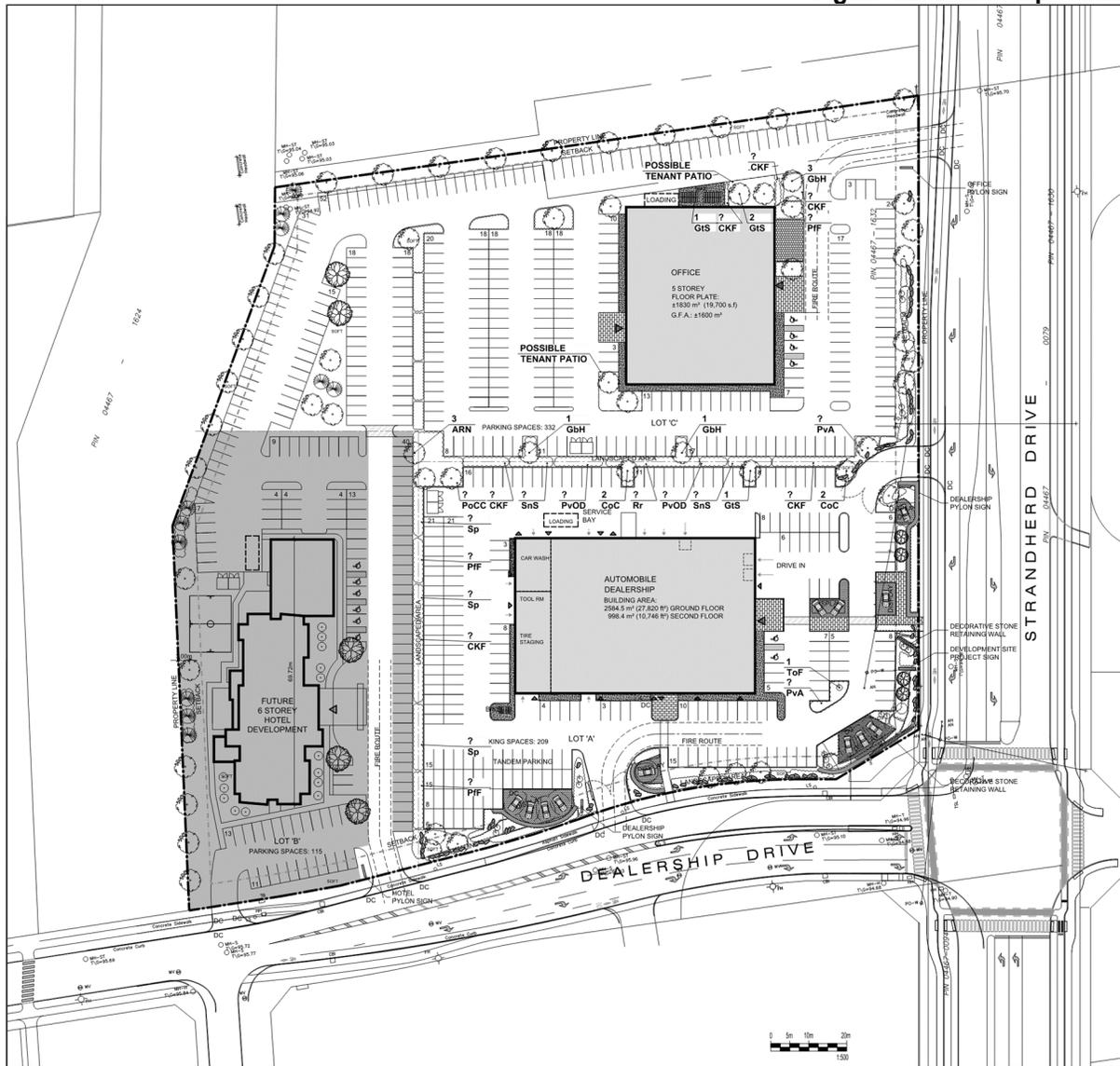
- To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed Official Plan Amendment will allow the development of a variety of employment uses within an area designated for employment uses. The proposed development will diversify the types of employment uses within the Urban Employment Area west of Strandherd Drive.

- To understand and respect natural processes and features in development design.

The proposed Zoning By-law Amendment maintains the existing soft landscaping buffer provisions for parking lots adjacent to the O’Keefe municipal drain. The proposed development provides a three-metre soft landscaping buffer from the O’Keefe municipal drain (see Figure 12). Trees are proposed throughout the site, including along all property lines.

Figure 12. Landscape Plan



- To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed amendments will facilitate the development of a variety of employment uses on a site with access to an arterial road and adjacent to a large suburban community (Old Barrhaven). The proposed development and the proximity of the Subject Property to Old Barrhaven promotes shortened commuting times and distances. Decreasing commuting distances helps reduce resource consumption.

Section 4.11 of the Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Urban Design and compatibility of proposed developments are considered in the context of the policies of Section 4.11 of the Official Plan. Policies in Section 4.11 of the OP are organized under the following subheadings: Views, Building Design, Massing and Scale, High-rise buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests. The proposed development is consistent with the following relevant policies:

#### Building Design

Policy 5 of Section 4.11 states:

*“Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*

- a. Setbacks, heights and transition;*
- b. Façade and roofline articulation;*
- c. Colours and materials;*
- d. Architectural elements, including windows, doors and projections;*
- e. Pre- and post-construction grades on site; and*
- f. Incorporating elements and details of common characteristics of the area.”*

The proposed office building faces Strandherd Drive. The proposed automobile dealership faces both Strandherd Drive and Dealership Drive. The location and design of the proposed automobile dealership is consistent with the design and location of the existing automobile dealership south of Dealership Drive. The majority of lands within the Urban Employment Area are currently vacant. The proposed building setbacks, heights, and design materials will help establish an appropriate aesthetic for new employment uses within the Urban Employment Area.

Policy 6 of Section 4.11 states:

*“The City will require that all applications for new development:*

- a. Orient the principal façade and entrance(s) of main building(s) to the street.*
- b. Include windows on the building elevations that are adjacent to public spaces;*
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.”*

The main façades and front entrances of the office building and the automobile dealership face Strandherd Drive and Dealership Drive respectively. Windows and transparent glass are incorporated into the façades of both the office building and the automobile dealership.

Policy 7 of Section 4.11 states:

*“The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:*

- a. Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.*
- b. Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and*
- c. Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.”*

Strandherd Drive is designated an arterial road, and Dealership Drive is designated a proposed collector Road on Schedule E of the Official Plan. The proposed automobile dealership building has been designed to address both streets. The location and design of the proposed automobile dealership and the existing automobile dealership to the south together act as a gateway into the employment lands west of Strandherd Drive.

### Massing and Scale

Guideline 10 of Section 4.11 states:

*“Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.”*

The South Nepean Urban Areas 9 and 10 Secondary Plan sets out design guidelines for new development adjacent to Strandherd Drive, and with respect to business park image. The design guidelines for the Secondary Plan are discussed below.

The proposed amendments consistent with the design policies of Sections 2.5.1 and 4.11 of the Official Plan.

Section 3.2 of the South Nepean Urban Areas 9 and 10 Secondary Plan sets out design guidelines. As detailed in Appendix A, the proposed Official Plan Amendment requests modifications to Section 3.2 of the Secondary Plan regarding maximum building heights. The relevant guidelines from Section 3.2 of the Secondary Plan are discussed below:

Section 3.2.1 of the Secondary Plan sets out design guidelines for development adjacent to Strandherd Drive. Guideline 2 in Section 3.2.1 states: *“Provide special intersection treatments through signage, lighting, furniture and landscaping at the intersections on Strandherd Drive. Existing mature trees should be utilized whenever possible.”* Trees and plantings are provided at the intersection of Strandherd Drive and Dealership Drive.

Guideline 3 in Section 3.2.1 states: *“Tree plantings on other streets within the Secondary Plan should have an approximate spacing of 9.0 metres and additional planting will be provided at intersections.”* Trees and plantings are proposed at locations along Dealership Drive.

Guideline 5 in Section 3.2.1 states: *“Light standards, signage, transit shelters and materials shall be consistent in design and quality.”* Land immediately north of the Subject Property and adjacent to Strandherd Road are vacant. The proposed development will help establish lighting, signage, and design material standards for new development along Strandherd Drive.

Section 3.2.3 of the Secondary Plan sets out design guidelines related to business park image. Guideline 1 of Section 3.2.3 of the Secondary Plan states:

*“Prestige Business Park areas as shown on the Secondary Plan shall have large lots and a high proportion of lot area devoted to landscaped area. Large parking areas shall not be permitted adjacent to Strandherd Drive and small visitor parking areas should be visible and conveniently located.”*

The proposed Official Plan Amendment seeks to re-designate the Subject Property from ‘Prestige Business Park’ to ‘Business Park’. The perimeter of the Subject Property will be landscaped with trees and soft landscaping excluding required driveways. A three-metre-wide landscape buffer is proposed along the western property line adjacent to the O’Keefe municipal drain. Large parking areas have been located behind buildings toward the northwest corner of the Subject Property. Small parking areas are generally located between proposed buildings and existing roads.

#### **5.2.4 Review of Development Applications**

Section 4 of the City of Ottawa’s Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

Required studies and plans were identified as relevant and have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.3 – Walking, Cycling, Transit, Road and Parking Lots:

Section 4.3 states that the City when reviewing development applications, will assess the adequacy of the transportation network to meet the needs of the proposed development. A Transportation Impact Assessment Report has been prepared by Novatech, dated November 6, 2019 for the Subject Property. The Transportation Impact Assessment Report makes recommendations with regard to development design and parking, boundary streets, access

design, transit, and alternative transportation options. The Transportation Impact Assessment Report conforms to the relevant policies in Section 4.3 of the Official Plan.

Relating to Section 4.4 – Water and Wastewater Servicing:

Section 4.4.1 states that the City will require development applications to be supported by an assessment of the adequacy of public services. A Servicing and Stormwater Management Report as well as a General Plan of Services have been prepared by Novatech, dated November 6, 2019 for the Subject Property. The Development Servicing and Storm Water Management Report concludes the water and sanitary services are available and have capacity to accommodate the proposed development. The report and plans conform to the relevant policies in Section 4.4.1 of the Official Plan.

Relating to Section 4.7 – Environmental Protection:

Policy 1 of Section 4.7.2 requires applications for Site Plan Approval will be supported by a Tree Conservation Report and Landscape Plan. A Landscape Plan has been prepared by Ruhland & Associates Ltd., dated November 6, 2019. The Landscape Plan conform to the relevant policies in Section 4.7.2 of the Official Plan. There are no trees on the Subject Property and a Tree Conservation Report is not required.

Section 4.7.6 states the City will require that stormwater site managements plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Servicing and Stormwater Management Report in conjunction with a Grading Plan and Erosion & Sediment Control Plan have been prepared by Novatech, dated November 5, 2019, for the Subject Property. The Development Servicing and Storm Water Management Report concludes that stormwater management is designed to self-contain each of the three proposed uses, with the ultimate stormwater outlet being the O’Keefe Drain. The report and plans conform to the relevant policies in Section 4.7.6 of the Official Plan.

Relating to Section 4.8 – Protection of Health and Safety:

Policy 1 in Section 4.8.3 states that site plan applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the proposed development, a Geotechnical Investigation has been prepared by Paterson Group, dated September 13, 2019. The Geotechnical Investigation concludes that the Subject Property is considered satisfactory for the proposed development, from a geotechnical perspective.

Policy 3 a) i) of Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 metres of an existing arterial roadway. A noise study is not required for the proposed automobile dealership or office building. A noise study for the hotel will be prepared in support of a future Site Plan application.

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

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

4149 Strandherd Drive is zoned Business Park Industrial, Urban Exception 2298 (IP[2298]) in the City of Ottawa's Zoning By-law 2008-250. Section 205 of the Zoning By-law sets out provisions of the IP zone. The purpose of the IP zone is to:

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

The proposed five-storey office building will be located near Strandherd Drive. The development of a five-storey office building contributes to supporting employment uses within the business park west of Strandherd Drive. The proposed office building is consistent with Purpose 1 of the IP zone.

The proposed hotel and automobile dealership are complimentary uses to existing and proposed employment uses within the business park west of Strandherd Drive. The hotel will serve the businesses within the area and the general public. The automobile dealership is compatible with the existing automobile dealerships immediately south of the Subject Property, and serves the general public. The hotel and automobile dealership are consistent with purpose 2 of the IP zone.

Provision 205 (1) lists office building, automobile dealership, and hotel as permitted uses within the IP Zone.

Provision 205 (4) states: *“Except in the case of the storage of motor vehicles associated with an automobile dealership and automobile rental establishment, outdoor storage is prohibited.”* Outdoor storage associated with the proposed automobile dealership is permitted in the IP zone.

The Subject Property is zoned Urban Exception 2298. Urban Exception 2298 includes a list of additional lands uses permitted, a list of land uses prohibited, and site-specific zoning provisions applicable to the Subject Property. The Zoning By-law Amendment application proposes to rezone the Subject Property with a new urban exception that will permit automotive uses and establishes appropriate zoning standards for the proposed development. The proposed Zoning By-law Amendment is attached to this Rationale as Appendix 2.

The requested Zoning By-law Amendment establishes appropriate zoning provisions for the development of the Subject Property and permits development that is compatible with surrounding uses. **The proposed Amendments and Site Plan Control application are consistent with the purpose of the Business Park Industrial zone and the relevant provisions of the City of Ottawa Zoning By-law.**

## 6.0 CONCLUSIONS

This Planning Rationale has been prepared in support of Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications to facilitate the development of the property at 4149 Strandherd Drive. The Official Plan Amendment proposes to re-designate the Subject Property as Business Park on Schedule A – ‘Land Use’, and increase the maximum permitted building height on Schedule C – ‘Employment Area Maximum Building Heights’ of the South Nepean Urban Areas 9 and 10 Secondary Plan. The proposed Zoning By-law Amendment proposes to re-zone the Subject Property to a new urban exception zone that will permit automobile dealership and automobile rental establishment uses, and establish appropriate site-specific zoning provisions for the Subject Property. The Site Plan Control application will facilitate the development of a car dealership, office building, and a hotel on the Subject Property.

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

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

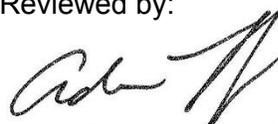
### NOVATECH

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Reviewed by:



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Senior Project Manager | Planning & Develop

Appendix A: Proposed Official Plan Amendment

## **APPENDIX 'A'**

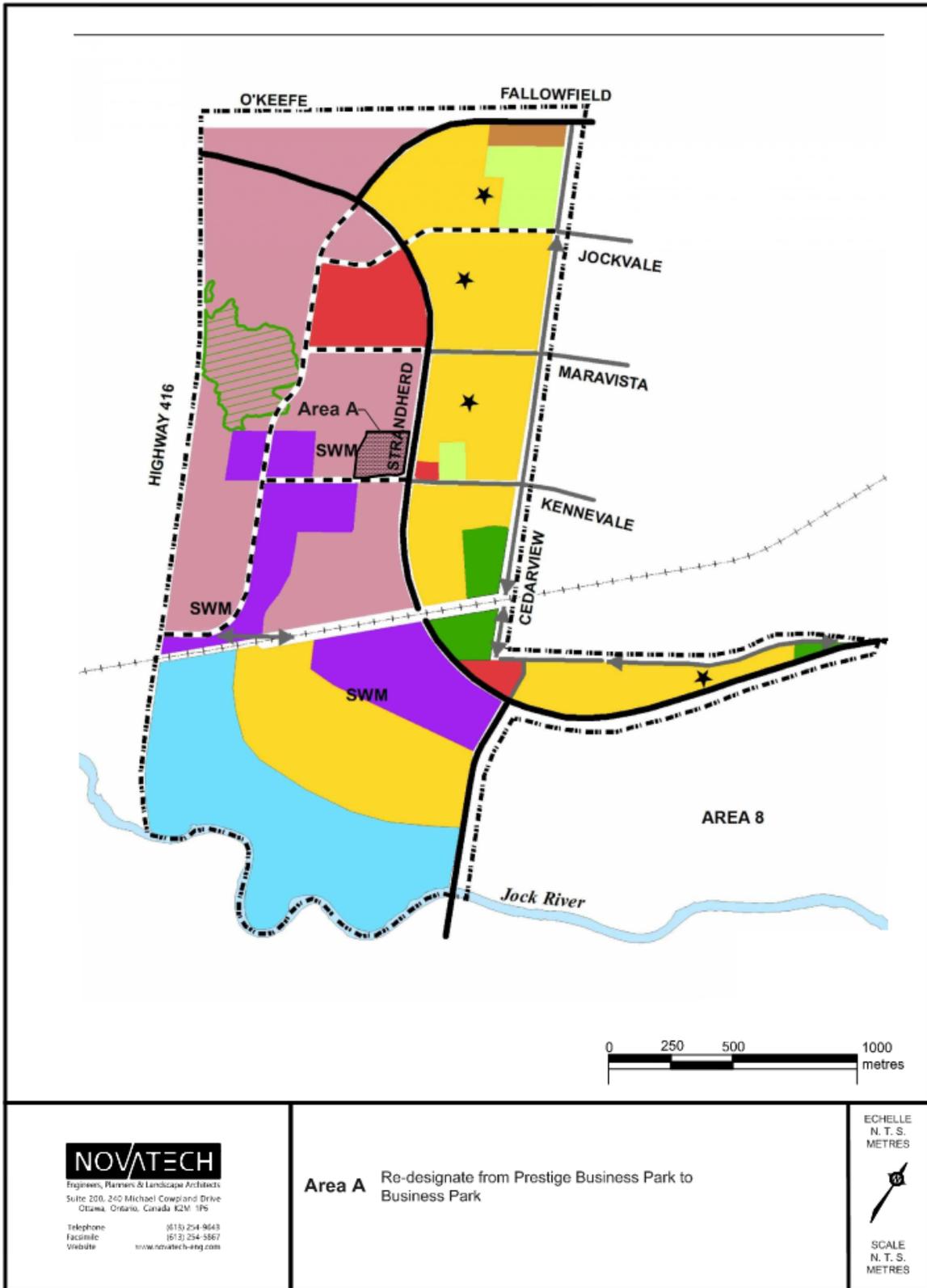
### BY-LAW 2018-XXX

A by-law of the City of Ottawa to amend the City of Ottawa's Official Plan to re-designate the property known municipally as 4149 Strandherd Drive.

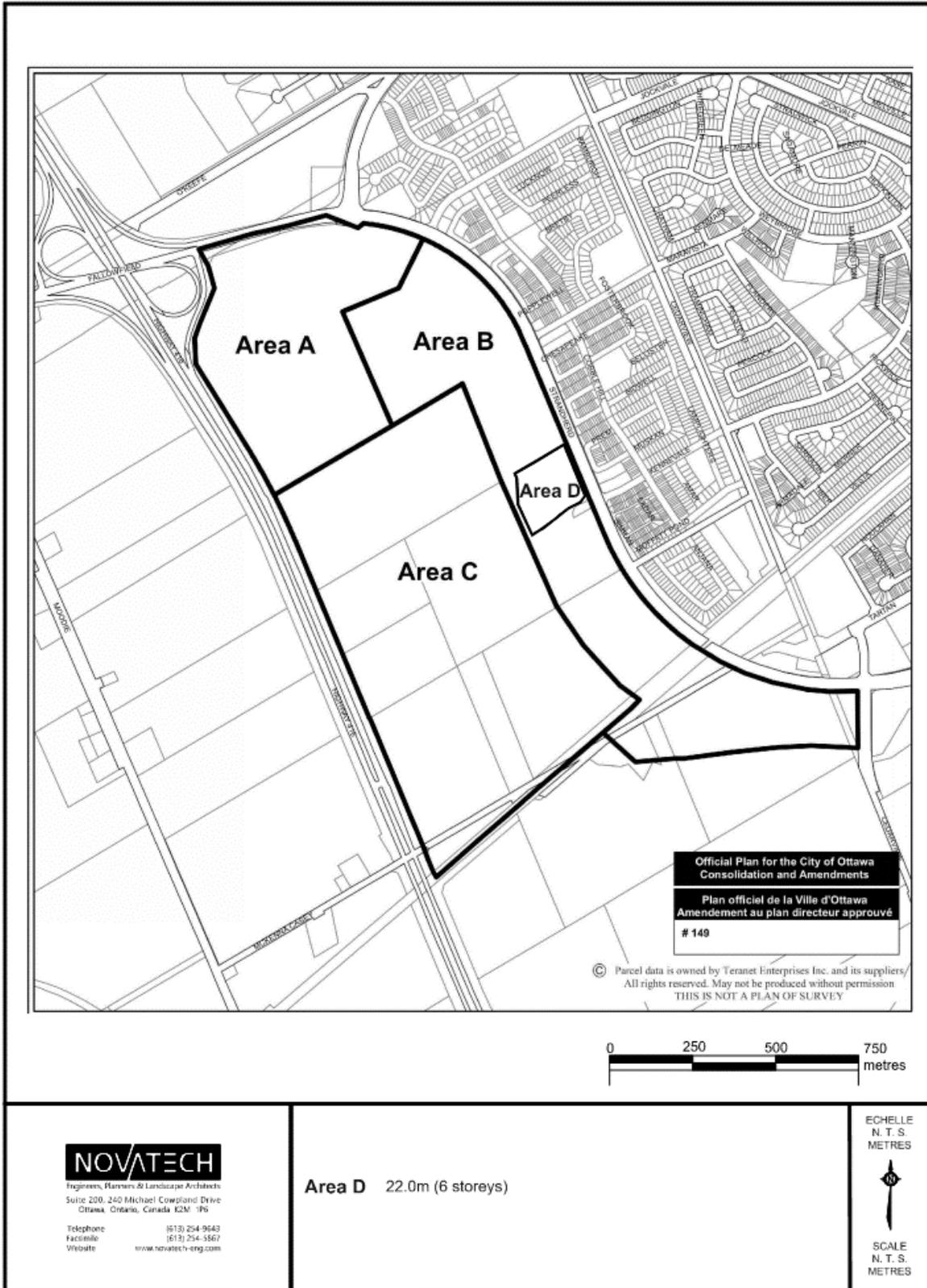
The Council of the City of Ottawa, pursuant to Section 16 of the *Planning Act*, R.S.O. 1990, enacts as follows:

- (a) Schedule A – Land Use of the City of Ottawa's South Nepean Urban Areas 9 and 10 Secondary Plan is amended by re-designating the lands shown on Attachment No. 1 of this by-law as follows:
  - a) Area A – re-designate from Prestige Business Park to Business Park.
- (b) Schedule C – Employment Area Maximum Building Heights of the City of Ottawa's South Nepean Urban Areas 9 and 10 Secondary Plan is amended by adding Area D as shown on Attachment No. 2 of this by-law and by adding the text as follows:
  - a) Area D – 22.0m (6 storeys).
- (c) Adding a bullet to the list of bullets in Section 3.2 of the City of Ottawa's South Nepean Urban Areas 9 and 10 Secondary Plan with the text as follows:
  - a) Developments west of Strandherd Drive and north of Dealership Drive: medium (up to six storeys/22 metres);

ATTACHMENT NO. 1



ATTACHMENT NO. 2



## Appendix B: Proposed Zoning By-law Amendment

## APPENDIX ‘B’

### BY-LAW 2018-XXX

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

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

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

(a) Area A – rezoned from IP[2298] H(18) to IP[xxxx] H(22)

(b) Section 239 – Urban Exceptions of By-law No. 2008-250 entitled “City of Ottawa Zoning By-law” is amended by adding urban exception [xxxx] as follows:

Applicable Zones	Additional Land Uses Permitted	Land Uses Prohibited	Provisions
IP [xxxx] H(22)	<ul style="list-style-type: none"> <li>- Environmental preserve and education area</li> <li>- catering establishment</li> </ul>	<ul style="list-style-type: none"> <li>- animal care establishment</li> <li>- animal hospital</li> <li>- automobile service station</li> <li>- gas bar</li> <li>- warehouse</li> </ul>	<ul style="list-style-type: none"> <li>- The minimum lot area is 4,000 square metres.</li> <li>- Where a parking lot abuts the O’Keefe drainage corridor, the minimum required width of a soft landscaping buffer for:                             <ul style="list-style-type: none"> <li>i) A parking lot containing more than 10 but fewer than 100 spaces: 1.5 metres; and,</li> <li>ii) A parking lot containing 100 or more spaces: 3 metres.</li> </ul> </li> </ul>

