

**Planning Rationale of
Wright Consulting Services
As Authored By:**

**Michael Wright
Principal Planner**

**October 2015
Revised May 2016
Revised March 2017
City of Ottawa File No. D07-12-14-0014**

Prepared for:

Citant Group

301 Palladium Drive

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Section 1.0 Project Overview

The proposal is to erect a multi-use building on-site which has access via a private road as a common element to all the properties.

The site is 4950.14 square metres in size and is broken down into three components:

- (a) Building area: 598 square metres;
- (b) Hard Surface Area including driveways and parking lot: 2007 square metres;
- (c) Landscape area: 1905 square metres.

There will be a two-storey commercial building on the site with a maximum height of 11.2 metres. The proposed use is a restaurant facility as defined in Section of Zoning By-law No. 2008-250. More detail on the proposed use is found in Section 2.4 of this Report as well as shown the Site Plan (Drawing No. A1 by KWC Architects Inc.).

To clarify the location, shape and size of the subject property being used for the proposed building and use, the following drawings are found in Appendix 1 herein:

1. Existing Site Conditions Photo as of 2016;
2. Surveyor's Real Property Report (No. 42500);
3. Plan 4R-7282 (Property);
4. Plan 4R-11260 (Palladium Drive);
5. Figure 1 (EA 14-288 showing property divisions);
6. Photo and List showing Land Uses Surrounding Property;
7. Land Transfer; and
8. MOECC Exemption.

Rather than quote verbatim the various documents in this text, they are attached as Appendices to the Planning Rationale. The pertinent sub clauses or items are found in the text and discussed herein.

Section 2.0 Review of Affected Land Use Documents and Compliance Issues

2.1 Provincial Policy Statement (2014) (Appendix 2)

Section 1.3.1 of the PPS asks that the City promote economic development by “providing opportunities for a diversified economic base and maintaining a range of suitable sites for employment uses which support a wide range of economic activities and ancillary uses” [1.3.1 (b)]. Section 1.3.2 asks that conversion of lands within employment areas to non-employment uses only be done after a review of the existing land use fabric. In this instance, the subject lands are designated as Employment Area and the proposed use is a permitted use in both the Official Plan and the Zoning By-law [2008-250], so that these lands are not being removed from the aforementioned land use category and respects the aforementioned subsections of the PPS.

2.2 The Planning Act (Appendix 3)

Section 3(5) of the Planning Act (Appendix 3) asks that a decision of Council shall be consistent with the policy statements issued under subsection (1). In this respect, Council is to embrace the policy of its Official Plan in regards to planning matters, and in this instance, Sections 2.2 and Section 3.6.5 – Employment Area and Enterprise Area.

2.3 City of Ottawa Official Plan (Appendix 4)

The Official Plan (Appendix 4) designates the subject site as Employment Area as depicted on Schedule ‘B’ of the Official Plan. This designation allows a wide range of land uses dedicated located to offices, manufacturing, warehousing, distribution, research and development facilities and utilities. Complementary uses such as service commercial uses are appropriate as they can be in the Employment Area to meet the day-to-day needs of the employees and reduce the need to travel outside the Employment Area to obtain such needs. In this instance, the proposed use is a restaurant which is a permitted use in the “Employment Areas” land use designation.

Section 2.2.2 (Managing Growth within the Urban Area) was reviewed to determine whether the proposal met the “tests” of this subsection. Section 2.2.2.2 applies in that the employment intensification was met by utilizing a vacant parcel of land (see item c). It was suggested that the lands in question will convert employment lands to another land use. This is not the case. The proposed use is a permitted use. It is the intention to provide a use which is necessary (no other uses of this type are found nearby) and indeed is complementary to the existing uses found in the immediate area (see Drawing No. 6 in Appendix 1). The subject parcel of land is a remnant which originally was part of a development strategy to create two office towers on the site (see Drawing No. 4 – Plan 4R-11260). With the construction of Palladium Drive, the remaining parcel of land was too small to accommodate what can be described as a typical employment use. The remainder of the policy in Section 2.2.2 do not apply in this instance.

It should be noted “Employment Areas” (Section 3.6.5) normally provide large parcels of land for the various uses found in the subject lands. This parcel of land is a small remnant parcel of land (1.23 acres) as a large portion of the original lands were expropriated for Palladium Drive as can be seen on R-Plan No. 4R-11260. In addition, the lands were to be used for a second office tower which mimicked the original tower found on 580 Terry Fox Drive (old City of Kanata headquarters). The removal of a portion of these lands for the construction of Palladium Drive forecluded this activity from occurring on the subject lands. Section 3.6.5.2(c) states that the zoning by-law will “permit a variety of ancillary uses such as.....restaurant located on small lots. “The purpose of the complementary-type uses is to serve the employees of Employment Areas” which is what this proposal does to fulfill this criterion.

The “Introduction component” of the aforementioned land use category discussed how these “Areas” are to function by exhibiting characteristics such as potential jobs, devotion of at least 50% of the lands for employment, no negative impact on residential uses, ease of accessibility from the community, among others. The proposed use will comply with the attributes by creating jobs, does not affect the 50% ratio, is easily accessed by Palladium Drive by the neighbouring community and will provide a use which is complementary to the office park.

The Official Plan provides direction in determining the zoning by-law which will describe the Employment Area. A further review of Items a. to k. of Section 3.6.5.2 provides direction in the following manner:

- a. Permit a variety of uses such as storage, office, and other employment-generating uses;
- b. Not applicable;
- c. Permit a variety of ancillary uses such coffee shop, restaurant, and office in groups of a small plaza or on small lots. The proposed use will occupy a small parcel of land. This type of complementary-type use is to serve the employees of the Employment Area, the public and passing traffic such as those who use Palladium Drive.
- d. Not applicable;
- e. Not applicable;
- f. Not applicable;
- g. Not applicable;
- h. Not applicable;
- i. Not applicable;
- j. Not applicable; and
- k. Not applicable.

The 2016 Ottawa Employment Land Review indicates the employment density for the City is 39.2 employees per net hectare to determine land demand and growth (see Table 11, page 45). This is a forecast of the developed land demand for the period to 2031. The Report also found that there is a vacant supply of 994 net hectares in the Urban Area (see Table 13, Page 46). A review of the lands on the northerly and southerly sides of Palladium Drive show that much of the land is dedicated to office buildings, a hotel and other uses not necessarily reflecting the original concept of what is an Employment Area (see attached air photo). This demonstrates that most of the Employment Lands in this area are occupied except for this site and a few sites on the perimeter. In discussion with the potential occupant, a restaurant, it was stated that there would be approximately 65 staff members (2/3 full-time) which would translate to 85 employees per net hectare when considering Table 11 of the Report.

The writer has visited several other “employment areas” to determine what has happened in fulfilling the City’s targets. Areas such as Kanata North, Colonnade Road and South Nepean were reviewed to determine what has happened over the past number of years. It was found that: a) occupancy of existing buildings has declined; b) there is still a substantive amount of vacant employment area lands found in the Merivale Road corridor and South Nepean lands which have never been built; and c) recent land use activities in the Employment Area lands have departed from “traditional” Employment Area land uses.

It was found that some of these lands are being occupied by a recreation facility (soccer field), car dealership, ground floor retail and upper floor residential (low rise 4-storey dwellings), among others due to a lack of demand for such lands for Employment Area activities. This indicates that the 2016 Report is accurate in that the vacancy rate exceeds demand.

The proposal is to construct a building which can house a restaurant and a take-out restaurant as defined in the City’s Zoning By-law. This building is located on a small parcel of land and will serve primarily the “Employment Area” occupants as well as clientele in the immediate area. Due to the small size of the land, the odd shape of the land parcel, the proximity to other uses in the Palladium sector which require such an use, this demonstrates that the proposal meets the tests of the official plan and will enhance the “Employment Area” straddling Palladium Drive.

2.4 City of Ottawa Zoning By-law No. 2008-250

The City’s Zoning By-law (Appendix 5) at present zones the property as IL5 H (22) and IL5 306 H (30). These Zones essentially limit the uses to industrial uses and accessory uses such among others. This zone recognizes that the subject lands were intended for future development in areas designated as Employment Area.

The Light Industrial Zone allows “a variety of complementary uses such as recreational uses, and service commercial uses (e.g. convenience store, restaurant) occupying small sites on individual pads to serve the employees of the Employment Area, the public in the immediate vicinity, and passing traffic;” [Purpose 2 of the IL – Light Industrial Zone]. The proposed use complies with this purpose of the subject Zone. Section 203 (2) states that a “restaurant” is a

permitted use with the stipulation that said use be limited to 300 square metres of gross floor area. This will necessitate an amendment to the Zoning By-law as the proposed square footage will exceed that limitation. In addition, Section 203 (5) asks that a full-service restaurant in an IL5 subzone be in a building containing one of the permitted uses listed in Section 203 (1). This will also require an amendment to the Zoning By-law as it is a stand-alone use occupying the whole of the building. This is discussed in greater detail in Appendix 6 attached herein.

2.5 *Supporting Studies and Analyses*

Studies, drawings, and reports have been undertaken to assess the site and determine whether there are limitations to its future development. These studies are being submitted as separate documents. The studies are as follows:

a) Site Plan	KWC Architects Inc.
b) Site Services and Composite Plan	Erion Associates
c) Storm Drainage Area Plan	Erion Associates
d) Profiles and Sediment Control	Erion Associates
e) Tree Conservation Report	IFS Associates
f) Landscape Plan	IFS Associates
g) R-Plan	Fairhall & Moffatt
h) Geotechnical Report	DST Consulting Engineers

3.0 Professional Opinion

Having visited the site and the surrounding properties as well as reviewing the abovementioned studies and Site Plan, the writer undertook to review the various land use documents to ensure that the proposal met and satisfied the policy contained therein.

It is the writer's opinion that the proposal meets the tests and policy found in the City's land use documents (official plan, zoning by-law and employment report) and should be approved as submitted.

Respectfully Submitted

Per:

WRIGHT CONSULTING SERVICES

Michael Wright
Principal Planner

Appendix 1

Site Plans

- 1. Existing Site Conditions as of 2016**
- 2. Surveyor's Real Property Report (No. 42500)**
- 3. Plan 4R-7282 (Property)**
- 4. Plan 4R-11260 (Palladium Drive)**
- 5. Figure 1 (EA 14-288) showing property divisions**
- 6. Photo and List of Surrounding Land Uses**
- 7. Land Transfer**
- 8. MOECC Exemption**



580

500

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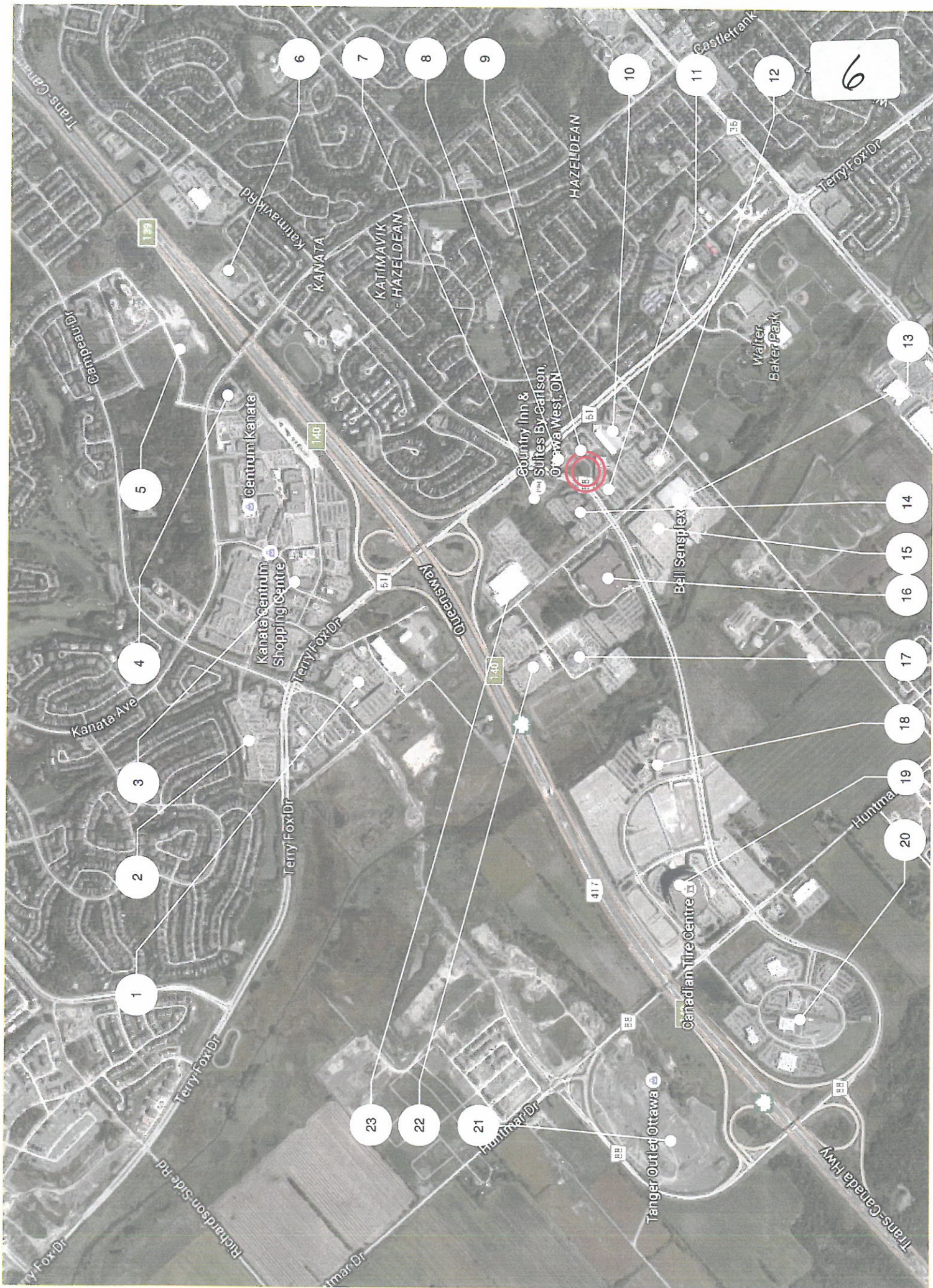
503

Palladium Dr.

5



SILVER SEVEN ROAD



Map Legend

1	Canadian Tire Store / Ford dealership / Staples
2	Signature Centre Shopping
3	Kanata Centrum Shopping District
4	Hotel -
5	Marriot Hotel (New)
6	Kanata Wave Pool
7	Hotel – Country Inn & Suites
8	580 Terry Fox offices
9	600 Terry fox Offices
10	Hydro Ottawa
11	Curtis Wright
12	Honeywell
13	Bell Sens Plex
14	BDC / Newtronics / 308 Palladium / Kinaxis
15	Lockheed Martin
16	Sanmina
17	Movati Fitness
18	Multiple offices
19	Canadian Tire Centre Arena
20	Palladium Auto Park
21	Tanger Outlets
22	Home depot
23	Costco

The applicant(s) hereby applies to the Land Registrar.

yyyy mm dd

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Properties

<i>PIN</i>	04509 - 0041 LT	<i>Interest/Estate</i>	Fee Simple
<i>Description</i>	PCL 1-42, SEC MH-2; PT LT 1, CON 2, PTS 4 & 5, 4R7282, EXCEPT PT 2, 4R11260, S/T LT658718, T/W LT706327 ; S/T LT644349 KANATA/MARCH		
<i>Address</i>	301 PALLADIUM DRIVE KANATA		

<i>PIN</i>	04509 - 0040 LT	<i>Interest/Estate</i>	Fee Simple
<i>Description</i>	PCL 1-43, SEC MH-2; PT LT 1, CON 2, PTS 10 & 11, 4R7282, EXCEPT PTS 3 & 4, 4R11260, S/T LT658718, T/W LT457197 & LT706327 ; KANATA/MARCH. SUBJECT TO AN EASEMENT IN GROSS OVER PART 1 ON PLAN 4R-24124 AS IN OC1070883.		
<i>Address</i>	301 PALLADIUM DRIVE KANATA		

Consideration

Consideration	\$ 450,000.00
---------------	---------------

Transferor(s)

The transferor(s) hereby transfers the land to the transferee(s).

Name	DY 4 SYSTEMS INC.
Address for Service	333 Palladium Drive Kanata, Ontario K2V 1A6.

I, Alicia Kelly, Acting Controller, have the authority to bind the corporation.

This document is not authorized under Power of Attorney by this party.

Transferee(s)

Capacity

Share

Name	301 PALLADIUM LTD.	Registered Owner
Address for Service	102-4015 Carling Avenue Ottawa ON	

STATEMENT OF THE TRANSFEROR (S): The transferor(s) verifies that to the best of the transferor's knowledge and belief, this transfer does not contravene the Planning Act.

STATEMENT OF THE SOLICITOR FOR THE TRANSFEROR (S): I have explained the effect of the Planning Act to the transferor(s) and I have made inquiries of the transferor(s) to determine that this transfer does not contravene that Act and based on the information supplied by the transferor(s), to the best of my knowledge and belief, this transfer does not contravene that Act. I am an Ontario solicitor in good standing.

STATEMENT OF THE SOLICITOR FOR THE TRANSFEREE (S): I have investigated the title to this land and to abutting land where relevant and I am satisfied that the title records reveal no contravention as set out in the Planning Act, and to the best of my knowledge and belief this transfer does not contravene the Planning Act. I act independently of the solicitor for the transferor(s) and I am an Ontario solicitor in good standing.

Sianed Bv

The applicant(s) hereby applies to the Land Registrar.

yyyy mm dd

Page 2 of 2

Signed By

Michael Edward Kelly

1786 River Road, Box 131
Manotick
K4M 1A2acting for
Transferee(s)

Signed

2011 12 15

Tel 613-692-2559

Fax 6136922550

I am the solicitor for the transferee(s) and I am not one and the same as the solicitor for the transferor(s).

I have the authority to sign and register the document on behalf of the Transferee(s).

Submitted By

TED M. KELLY LAW OFFICE

1786 River Road, Box 131
Manotick
K4M 1A2

2011 12 15

Tel 613-692-2559

Fax 6136922550

Fees/Taxes/Payment

Statutory Registration Fee \$60.00

Provincial Land Transfer Tax \$5,225.00

Total Paid \$5,285.00

File Number

Transferor Client File Number : 101-014

Transferee Client File Number : GIBSON

PURCHASER'S UNDERTAKING

TO: DY 4 Systems Inc. (the "Vendor")

RE: 301 Palladium Ltd. (the "Purchaser") purchase from the Vendor of the property municipally known as 301 Palladium Drive, Ottawa, Ontario, legally described as Part of Lot 1, Concession 2, being Parts 10 and 11 on Plan 4R7282, except Parts 3 and 4 on Plan 4R-11260, s/t LT7658718 and t/w LT457197 and LT706327; Kanata/March, identified as PIN 04509-0040(LT) and Part of Lot 1, Concession 2, being Parts 4 and 5 on Plan 4R7282, except Part 2 on Plan 4R-11260, s/t LT7658718, t/w LT706327 and s/t LT644349; Kanata/March, identified as PIN 04509-0041(LT) (the "Property")

If the Statement of Adjustments delivered in the noted transaction is inaccurate or incomplete, I UNDERTAKE to the Vendor and the Vendor's Solicitor to re-adjust forthwith.

This covenant shall survive and shall not merge upon closing of the subject transaction.

DATED at KANATA, ON, this 14th day of December, 2011.

301 PALLADIUM LTD.

Per: 

Name: Jeff Gibson

Title: President

I have the authority to bind the Corporation

From: **Lawrence Erion** erion@sympatico.ca
Subject: Fw: 301 Palladium Drive
Date: December 23, 2015 at 11:57 AM
To: Peter Clare peter.clare@citantgroup.com, Bob Webster rwebster@rogers.com

11

FYI

Lawrence

From: Diamond, Emily (MOECC)
Sent: Wednesday, December 23, 2015 9:54 AM
To: erion@sympatico.ca
Cc: mark.fraser@ottawa.ca
Subject: 301 Palladium Drive

Good Morning Lawrence,

This email is in follow up to our meeting yesterday morning.

From the information provided, the site meets the approval exemption under Ontario Regulation 525/98 under the Ontario Water Resources Act for the proposed storm water management facility for 301 Palladium Drive.

3. Subsection 53(1) and (3) of the Act do not apply to the use, operation, establishment, alteration, extension or replacement of or a change in a storm water management facility that,

- (a) is designed to service one lot or parcel of land;*
- (b) discharges into a storm sewer that is not a combined sewer;*
- (c) does not service industrial land or a structure located on industrial land; and*
- (d) is not located on industrial land.*

If you have any further questions, please do not hesitate to contact me.

Regards,

Emily Diamond

Environmental Officer
Ministry of the Environment and Climate Change

Ottawa District Office
2430 Don Reid Drive
Ottawa, Ontario, K1H 1E1
Tel: 613-521-3450 ext 238
Fax: 613-521-5437
e-mail: emily.diamond@ontario.ca

Appendix 2

Provincial Policy Statement

Section 1.3 Employment

Section 1.3.2 Employment Areas

1.2.6 Land Use Compatibility

- 1.2.6.1 *Major facilities and sensitive land uses* should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of *major facilities*.

1.3 Employment

- 1.3.1 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;
- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d) ensuring the necessary *infrastructure* is provided to support current and projected needs.

1.3.2 Employment Areas

- 1.3.2.1 Planning authorities shall plan for, protect and preserve *employment areas* for current and future uses and ensure that the necessary *infrastructure* is provided to support current and projected needs.
- 1.3.2.2 Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.
- 1.3.2.3 Planning authorities shall protect *employment areas* in proximity to *major goods movement facilities and corridors* for employment uses that require those locations.
- 1.3.2.4 Planning authorities may plan beyond 20 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.

Appendix 3
The Planning Act

Section 3.5 Policy Statements and provincial plans

1

3. (1) The Minister, or the Minister together with any other minister of the Crown, may from time to time issue policy statements that have been approved by the Lieutenant Governor in Council on matters relating to municipal planning that in the opinion of the Minister are of provincial interest. R.S.O. 1990, c. P.13, s. 3 (1).

Minister to confer

(2) Before issuing a policy statement, the Minister shall confer with such persons or public bodies that the Minister considers have an interest in the proposed statement. 1994, c. 23, s. 6 (1).

Notice

(3) If a policy statement is issued under subsection (1), the Minister shall cause it to be published in *The Ontario Gazette* and shall give such further notice of it, in such manner as the Minister considers appropriate, to all members of the Assembly and to any other persons or public bodies that the Minister considers have an interest in the statement. 1994, c. 23, s. 6 (1).

Idem

(4) Each municipality that receives notice of a policy statement under subsection (3) shall in turn give notice of the statement to each local board of the municipality that it considers has an interest in the statement. R.S.O. 1990, c. P.13, s. 3 (4).

Policy statements and provincial plans

(5) A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Municipal Board, in respect of the exercise of any authority that affects a planning matter,

(a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and

(b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be. 2006, c. 23, s. 5.

Same

(6) Comments, submissions or advice affecting a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government,

(a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date the comments, submissions or advice are provided; and

(b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be. 2006, c. 23, s. 5.

Duties of Minister unaffected

(7) Except as provided in subsections (5) and (6), nothing in this section affects nor restricts the Minister in carrying out the Minister's duties and responsibilities under this Act. 1996, c. 4, s. 3.

(8), (9) REPEALED: 1996, c. 4, s. 3.

Review

(10) The Minister shall, at least every five years from the date that a policy statement is issued under subsection (1), ensure that a review of the policy statement is undertaken for the purpose of determining the need for a revision of the policy statement. 1994, c. 23, s. 6 (3).

Delegation of Minister's powers

4. (1) The Minister, on the request of the council of any municipality, may, by order, delegate to the council any of the Minister's authority under this Act, other than the authority to approve or the authority to exempt from approval the official plan or amendments to the official plan of the municipality of which it is the council and, where the Minister has delegated any such authority, the council has, in lieu of the Minister, all the powers and rights of the Minister in respect thereof and the council shall be responsible for all matters pertaining thereto, including, without limiting the generality of the foregoing, the referral of any matter to the Municipal Board. R.S.O. 1990, c. P.13, s. 4 (1); 1996, c. 4, s. 4 (1); 1999, c. 12, Sched. M, s. 21; 2006, c. 23, s. 6.

Appendix 4
City of Ottawa Official Plan

Section 2.2 Managing Growth

Section 3.6.5 Employment Area and Enterprise Area

Schedule A Urban Policy Plan

Ottawa Employment Land Review (Draft) April 20, 2016)

- a. The ability of existing or planned infrastructure to support the development of this expansion area. Infrastructure includes such matters as pipes, public utilities, aquifers, roads, transit, community resources and greenspace;
- b. The need to preserve agricultural areas, mineral resource areas, and Natural Heritage System identified in this Plan. Where a village designation is considered for any of these areas, there must be sufficient evidence that there are no reasonable alternative locations that avoid these designations. Additional evidence must be provided for agriculture areas that there are no reasonable alternatives that make use of poorer soils in the designation. The ability of the proposal to meet the rural servicing requirements described in Section 4.4;
- c. The need to provide new or upgrade existing roads, transit, water, stormwater and wastewater services, and other public utilities, municipal services and facilities and the cost of providing same;
- d. The effect of the proposed change on the structure and character of the Village and the provision of municipal services there;
- e. The supply of lots within existing designated Villages and their relative suitability for development compared with the new lots that would be created by the proposed Village expansion;
- f. The proximity of the proposed expansion to the urban boundary;
- g. Any other effect the designation would have on the City's ability to achieve the policies in this Plan.

[Amendment #76, OMB File # PL100206, August 19, 2011]

- 13. If a proposed amendment to a Village boundary is approved, development in the affected area will be guided on the basis of a community design plan, and a subwatershed plan or environmental management plan, which, among other matters, will safeguard the village character.
- 14. #76, OMB File # PL100206, August 19, 2011]

2.2.2– Managing Growth Within the Urban Area

Since the early 1990s municipal governments in the Ottawa area and across North America have promoted intensification as a strategy to manage growth in a sustainable way. In principle this strategy makes the best use of existing services and facilities. It has the least impact on agricultural land, mineral resources and protected environmental areas by decreasing the pressure for urban expansions. Generally, intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city. More vibrant, accessible and 'complete' communities are more compelling places to live. Communities where residents do not need to drive for everyday activities, where jobs, shopping, recreation and social activities lie within walking, rollerblading or cycling distance have far greater potential for reducing their carbon footprint and their net contribution to many of the negative consequences of our modern lifestyle, such as climate change. And because Ottawa has an aging population, a more compact urban form will offer greater accessibility and place a wider choice of goods and services close at hand. Consequently, the policy direction of this Plan is to promote an efficient land-use pattern within the urban area through intensification of locations that are strategically aligned with the transportation network, particularly the rapid transit network, and to achieve higher density development in greenfield locations. In accordance with the Provincial Policy Statement, this Plan contains policy direction for the establishment of minimum intensification and density targets within the urban area.

Physically, the pattern of intensification described by this Plan is one of a series of nodes and corridors. The Central Area is the focus, serving both as the symbolic heart of the nation and the economic and cultural nerve centre of the city. The Central Area contains the highest density development pattern in the entire city. Radiating out from the downtown is a linear network of Mainstreets. These streets perform a dual role. They carry cross-town commuters and attract shoppers from all over the city. At the same time, they act as the

primary service corridors, meeting place, and residence for the many who occupy the numerous neighbourhoods that lie along their path. Complementing and at times paralleling these linear arteries is the dedicated rapid transit network whose major stations anchor nodes of dense development, designated as Mixed-Use Centres and Town Centres. These concentrations act as mini downtowns, seeking to take full advantage of the volume of transit riders that pass through by providing complementary high density, high rise employment and residential development opportunities. Land uses around stations should serve as both origins and destinations of trips. This Plan encourages areas around major transit stations to develop as compact, walkable, mixed-use developments with densities that support transit use in both directions in which the line runs throughout the day. Plans for Transit-Oriented Development Areas may be prepared to provide direction for growth in areas around transit stations, which will be implemented through such means as the Zoning By-law, Development review and improvements to municipal infrastructure. [Amendment #113, July 30, 2012]

Consequently, within the designated urban area, growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets, and large tracts of vacant land.

Within lands designated **General Urban Area**, opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale than in the land-use designations described above. By directing major intensification to the Central Area, along Mainstreets, and within Mixed-Use Centres and Town Centres in association with the transportation network, the stability of neighbourhoods within the General Urban Area is enhanced. Because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit.

The quality of the built environment is a significant cornerstone of intensification. Well-designed public spaces and buildings are considered to be critical factors in achieving compatibility between the existing and planned built form. This Plan requires that intensification proposals have full regard for the existing built context and a full understanding of the impacts the proposal will have on both the immediate and wider surroundings. Consequently, this Plan calls for excellence in urban design and architecture, both in the public and private realms.

The quality of the greenspace environment is also significant. A greenspace network of natural lands and open space and leisure lands provides additional structure to the urban area and promotes a healthy lifestyle. The designation of the major elements of this network in this Plan and other policies for environmental protection and the provision of public parks, will ensure that intensification respects the boundaries of the greenspace network and pursues opportunities to extend and strengthen it.

[Amendment #76, OMB File # PL100206, September 07, 2011]

Policies

Definition of Intensification

1. Residential intensification means intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:
 - a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
 - b. The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
 - c. Infill development;

- d. The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e. The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

[Amendment #76, OMB File # PL100206, September 07, 2011]

- ▶ 2. Employment intensification means intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by:
 - a. Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
 - b. Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
 - ▶ c. Infilling of vacant or underutilized land within employment areas;
 - d. Replacing uses with a low number of employees with uses having a higher number of employees.

[Amendment #76, OMB File # PL100206, September 07, 2011]

- 3. All intensification will occur in accordance with the provisions of Section 2.5.1, Urban Design and Compatibility, and 4.11, Urban Design and Compatibility, and with Section 4.6.1, Heritage Buildings and Areas.

[Amendment #76, OMB File # PL100206, September 07, 2011]

Target Areas for Intensification

- 4. Target areas for intensification are focused on major elements of the rapid transit network.

[Amendment #76, OMB File # PL100206, September 7, 2011]

- a. Target areas include the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres defined on Schedule B, the Community Core in Riverside South, and Transit-Oriented Development Areas defined on Annex 6, which may include more than one land use designation. [Amendment #76, OMB File # PL100206, August 18, 2011; September 07, 2011] [Amendment #113, July 30, 2013]
- b. Arterial Mainstreets inside the Greenbelt are designated in this Plan and the Transportation Master Plan as supplementary rapid transit corridors. As such, the intent of this Plan is to guide their development toward denser and more urban forms that will support frequent transit service and prepare them for the high level of transit that is planned for Supplementary Rapid Transit corridors in the future.

[Amendment #76, OMB File # PL100206, August 18, 2011]

- 5. The City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The target will be: 36% in 2007-2011; 38% in 2012-2016; 40% in 2017-2021; 42% in 2022-2026; and 44% in 2027-2031.

[Amendment #76, OMB File # PL100206, September 07, 2011]

- 6. Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the rapid transit network.

18. For those lands outside of the Greenbelt that are included in a community design plan approved by Council after June 10, 2009, the following housing mix and density provisions apply [Amendment #76, Ministerial Modification #5, OMB File # PL100206, September 07, 2011]

- a. At least 45% single detached but not more than 55% single detached, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.
- b. Overall residential development will meet a minimum average density target of 34 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.

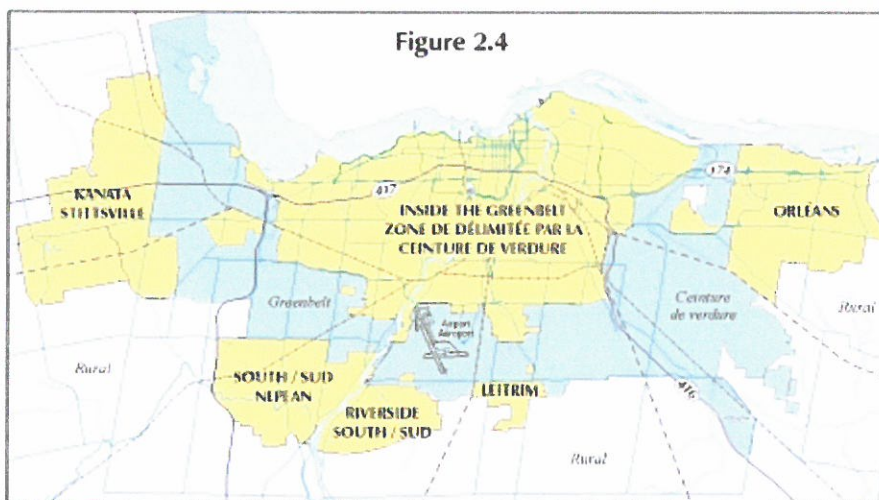
[Amendment #76, OMB File # PL100206, September 07, 2011]

19. Policies on where high-rise buildings may be considered are found in Section 4.11 of this Plan.

[Amendment #76, OMB File # PL100206, September 07, 2011]

Employment

20. In all urban communities outside the Central Area, opportunities will be sought to balance housing and employment opportunities. A ratio of at least 1.3 jobs per household will be reflected in the amount of land designated for employment and residential development within each of the three urban communities outside of the Greenbelt as shown in Figure 2.4. [Amendment #76, OMB File # PL100206, September 27, 2011]



21. The City encourages intensification of jobs within areas designated Central Area, Mixed-Use Centre, Town Centre, Traditional Mainstreet, Arterial Mainstreet, Employment Area and Enterprise Area on Schedule B of this Plan in accordance with the foregoing policies on targets set out in Figure 2.3. [Amendment #76, OMB File # PL100206, September 27, 2011]
22. Major Office Development, consisting of buildings over 10,000 m² gross leasable area, will be located in areas with existing or planned higher order transit service, particularly those served by stations on the Light Rail and Bus Rapid Transit corridors rapid transit network. The City will permit Major Office Development in the following locations:
- a. Central Area;
 - b. Mixed-Use Centres
 - c. Town Centres

2.5.6, the community design plan will: [Amendment #76, Ministerial Modification #34, OMB File # PL100206, September 07, 2011]

- a. Establish the mix and location of residential dwelling types which, as a minimum, will constitute the following:
 - i. No more than 55% single detached, at least 10 per cent apartments dwellings and the remainder multiple attached dwellings other than apartments,
 - ii. In Developing Communities outside the Greenbelt, overall residential development will meet a minimum density target of 34 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking area internal to developments but excluding public streets, right-of-way and all non-residential uses.

[Amendment #76, OMB File # PL100206, September 07, 2011]

- b. Residential densities for Developing Communities inside the Greenbelt will be similar to those found in residential areas adjacent to the Central Area, commensurate with the greater proportion of multiple dwellings to be located in these areas;
- c. Identify how the land use mix contributes to achieving the balance of jobs and households for the larger area, as identified in Figure 2.2;
- d. Complete a subwatershed plan or environmental management plan in accordance with Section 2.4.3 should no plan exist for the area. These plans will identify a natural heritage system within the Developing Community and measures to protect this system through public ownership or other means will be included in the community design plan; [Amendment #76, OMB File # PL100206, September 07, 2011]
- e. Establish a modified grid system as the preferred alignment of roads serving the area, in order to maximize the number of access and egress points, the permeability of the network, pedestrian and transit accessibility to all areas, and to enhance way-finding and personal navigation within it. Inherent in the modified grid pattern is flexibility to address such matters as preserving existing desirable landform or landscape features or achieving a mix of housing form and density;
- f. Identify and illustrate how the development pattern will achieve a distinctive identity and a variety of building form and façade treatments through means such as:
 - i. Making each unit in ground-oriented development distinct from its adjacent neighbour through the multiple use of elements such as colour, different cladding materials, etc.,
 - ii. Creating a strong street edge through the use of a uniform building setback,
 - iii. Dispersing different types of housing throughout a development, rather than concentrating enclaves of the same type of housing in one area, including variations in unit type along the same street (e.g., a single-detached unit next to a row house or ground-oriented apartment),
 - iv. Considering variations in lotting arrangements such as orienting units around central courtyards,
 - v. Determine the appropriate amendments to this Plan to facilitate the implementation of the community design plan wherever necessary to accommodate such matters as recognizing environmental features, establishing Major Open Spaces or identifying new Mainstreets.

3.6.5 – Employment Area and Enterprise Area

[Amendment #28, July 13, 2005]

6

Employment-related land uses are permitted in almost every urban designation in the Official Plan. The Central Area is the foremost employment concentration and will continue that role. Most business activities can integrate well with other land uses and it is the intent that these be focused on nodes and corridors (Mixed-Use Centres and Mainstreets). All three of these designations anticipate a healthy mix of business, retail, housing, institutional and cultural uses.

However, one of the key objectives of this Official Plan is to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominantly of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. The maintenance of an adequate supply of suitable employment land is essential to the future economic prosperity of Ottawa and its residents. Employment land provides for a wide range of economic activities, job opportunities and pay scales, from advanced technology to traditional jobs in construction, trucking, and warehousing/distribution. Maintaining a sufficient supply of

land for this range of activities is key to the long-term economic health of the community and its ability to attract and retain new investment. Typically, Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floorplate, and they are usually well situated with respect to major roads. These areas often come under pressure from other land uses that also may find it advantageous to locate in areas with these characteristics. The City is concerned that, in the short term, if too wide a range of uses is permitted, employment lands may develop for non-employment purposes, particularly during periods of a weak market for industrial or office uses. This Plan protects 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. [Amendment #76, August 04, 2010]

Employment Areas are designated to enable a variety of functions:

- Noxious industrial uses that impose constraints on other uses locating nearby and require a buffer between these and other uses;
- Uses that, while not noxious, are incompatible with other uses because of noise, lights and around the clock operation, etc.;
- Prestigious uses (usually office or combinations of office/clean industrial) with a signature address and a desire to locate among other similar uses.

The decision to designate land as an Employment Area will be determined, in part, by its ability to accommodate at least 2,000 jobs. They will have various locational attributes depending on the type of Employment Area such as key locations on 400 series highways and multi-lane arterials; and locations that have good truck or rail or air access. These are also areas that can provide large parcels of land at affordable prices. Because one of the objectives of this Plan is to balance housing and employment opportunities in all urban communities outside the Central Area, lands designated as Employment Areas are distributed throughout the urban fabric, with at least one in each urban community outside the Greenbelt boundary.

Enterprise Areas are areas of employment that may accommodate the integration of housing without detracting from the objectives outlined above. They must still provide opportunity for a concentration of employment but, by increasing the employment densities, may also be able to support medium and high-density housing. Enterprise Areas have the following characteristics:

- The potential to provide for at least 2,000 jobs;
- At least 50% of the land is or will be devoted to employment;
- The employment uses existing or planned for the area will not negatively impact on residential uses through noise, odour, health concerns or other conflicts;

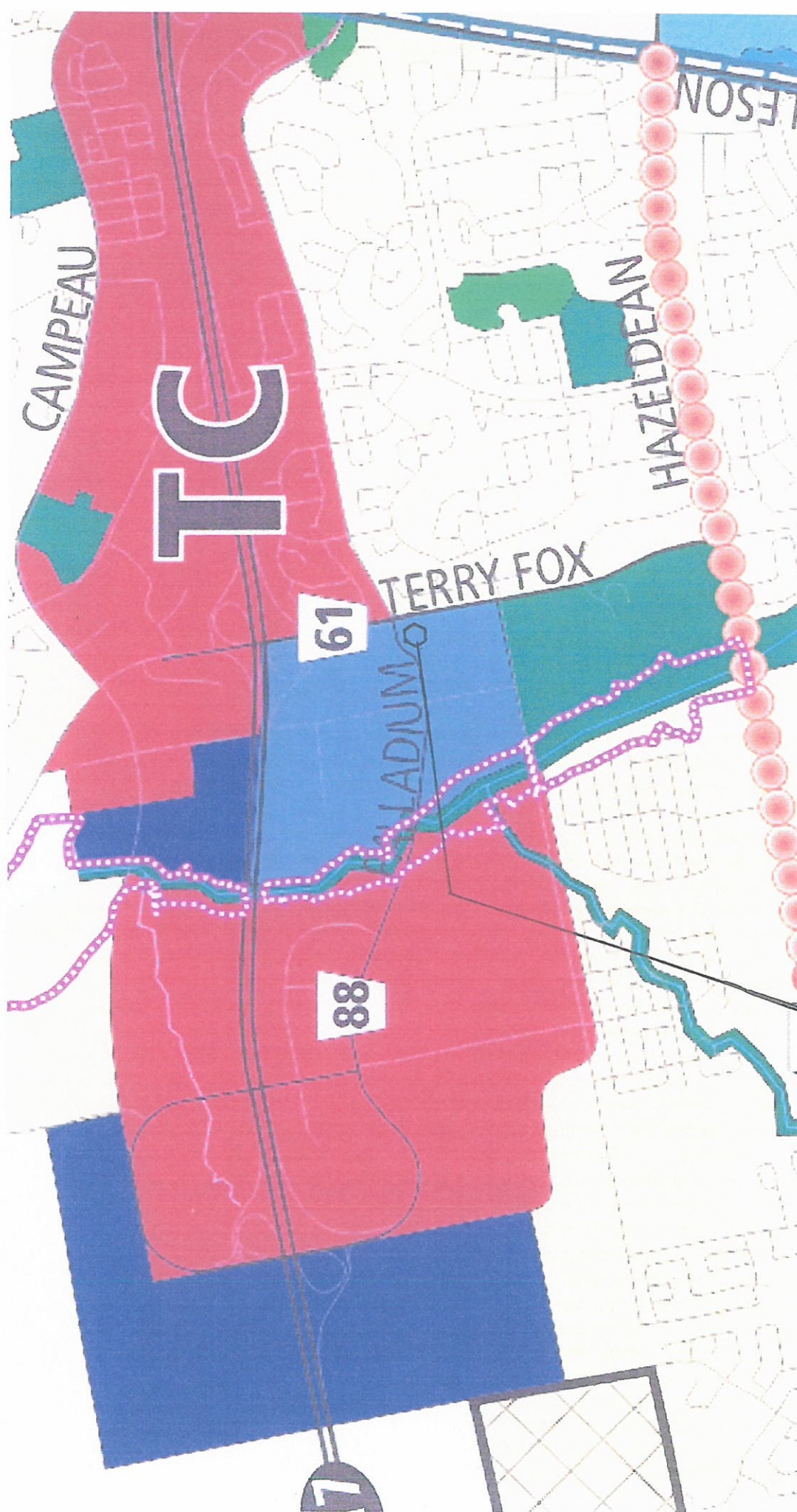
- Generally, the employment uses have less stringent locational requirements than those associated with Employment Areas, except that the area should be well served by public transit and may require access to truck routes;
- Contain business park type employment such as offices, but have the potential to achieve employment densities higher than achieved in traditional park-like settings;
- Are easily accessible from the surrounding community so that residential uses can be well integrated, both within the Enterprise Area itself and with the adjoining residential area, and can easily access residential amenities and services.

Uses that require large land areas for the external storage of goods or for vehicle sales and service may be carried out in Employment and Enterprise Areas. Incidental activity carried out in combination with a main use, such as showroom space associated with warehousing and storage, is also anticipated in Employment and Enterprise Areas. Complementary uses, such as service commercial, are appropriate in both Employment and Enterprise designations to meet the day-to-day needs of employees and residents and reduce their need to travel outside the area.

Policies

1. Employment Areas and Enterprise Areas are designated on Schedule B. They provide for the concentration of at least 2,000 jobs at a range of densities and fulfill the projected need for employment land in the city to the planning horizon. The 2,000 job figure represents the minimum number of jobs that warrants the designation of lands on Schedule B; it is intended in virtually all cases that Employment and Enterprise Areas provide for many more jobs than this. Employment and Enterprise Areas must have access to designated truck routes. They are distributed throughout the urban area to support the potential to achieve a balance of housing and jobs especially in communities outside the Greenbelt boundary. They must have access to designated truck routes. They are distributed throughout the urban area to support the potential to achieve a balance of housing and jobs especially in communities outside the Greenbelt. [Amendment #76, August 04, 2010]
2. In Employment and Enterprise Areas, the zoning by-law will:
 - a. Permit a variety of industrial and employment-generating uses, such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional, and research and development uses;
 - 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 a variety of ancillary uses, such as recreational, health and fitness uses, child care, and service commercial uses (e.g. convenience store, doctor and dentist office, shoe repair shop, coffee shop, restaurant, bank, dry-cleaning outlet, service station or gas bar) consisting of small occupancies on individual pads, within a building containing a permitted use, in groups as part of a small plaza, or on small lots. The purpose of these complementary-type uses is to serve the employees of Employment Areas and Enterprise Areas, the general public in the immediate vicinity, and passing traffic. Ancillary uses are to be clearly incidental to the primary employment-generating uses listed in policy 2.a and will not be of a size or nature that draw clientele from a beyond the local area; [Amendment #76, August 04, 2010]
 - d. Permit sample and showroom uses, meaning that portion of a building operating only in association with a warehouse or other permitted use in the same building, primarily used for the display of samples, patterns or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers, and where the proportion of the gross leaseable area of a building devoted to sample and showroom use is limited in the zoning by-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage;

- e. Distinguish uses with characteristics that are likely to impact negatively on surrounding areas (e.g., industrial uses that produce odours, dust, smoke, heavy equipment movement, large areas of outdoor storage, or noise) from those uses that are likely to have negligible such impacts (e.g., offices or research and development facilities);
 - f. Not permit industrial uses or development with the potential of restricting visibility at the Ottawa Macdonald-Cartier International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust, or steam as described in the provincial government policy document, Land-use Planning Near Airports, 1978, as amended from time to time, published by the Ministry of Municipal Affairs and Housing;
 - g. Notwithstanding policies 2.a), b), c), and d) above or any other provisions of this Plan that prohibit retail uses on lands designated Employment Area, permit retail uses on lands located south of Highway 417, west of Terry Fox Drive, east of the Carp River and north of Palladium Drive, save and except for property with any frontage on Palladium Drive, and provided that adequate road capacity is available;
 - h. Notwithstanding policies 2.a) and c) above, an institutional use will be permitted on the south half of Lot 26, Concession A, in the former City of Nepean, shown as Part 5 on Plan 5R-8254;
 - i. Notwithstanding policy 2.c) above, the site at 500 Coventry Road may be developed with 100% retail use with a maximum of two stand alone retail stores to a total maximum gross floor area of 7,779 square metres. Alternatively, should the site not be developed with "stand-alone" retail as permitted by this policy, office development within buildings having a height of 5 storeys shall be permitted. Where the site is developed for office use in accordance with this policy, retail uses shall be limited in accordance with the policies of S.3.6.5;
 - j. Notwithstanding policy 2.c) above, a stand-alone retail store up to a maximum size of 4,645 square metres gross floor area is permitted at 525 Coventry Road.
 - k. in addition to the provisions of the policies set out in this section, S.2.1.1 of the Secondary Plan for Area 1, 2, & 3 in the former City of Nepean set out in Volume 2A of this Plan will apply to the lands described as Parts Lot 19, Concession A, R.F., Nepean: PIN 04733-0055 and 04733-0056 located east of Merivale Road and west of Prince of Wales Drive in the South Merivale Business Park. [OMB decision #2649, September 21, 2006]
3. Notwithstanding policies 2.a) and c) above or any other provisions of this Plan that prohibit retail uses on lands designated Employment Area, the lands identified as Commercial on Schedule A in the Secondary Plan for South Nepean Urban Areas 9 and 10 in the Former City of Nepean as set out in Volume 2A in this plan may be developed with retail uses, which may also include commercial office use and commercial uses that support the employment use, with a maximum lot area of 12 hectares (30 acres). [Amendment #121, July 10, 2013]
 4. Enterprise Areas are areas of employment are characterized by the presence of a high proportion of higher density offices that potentially offers a positive environment for the integration of housing without detracting from the area's employment potential. Generally, Enterprise Areas are not characterized by circumstances such as the presence of soil contamination; truck routes or other streets that carry high volumes of heavy equipment; the location of trunk sewer or other infrastructure that would interfere with or raise safety issues; or the presence of industrial uses that by virtue of the generation of noise, fumes, heavy equipment movement, or external storage of large amounts of materials, constitute incompatible neighbours to residential uses. [Amendment #76, August 04, 2010]
 5. Residential uses are permitted in Enterprise Areas by amendment to the zoning by-law. Applications to provide for residential uses within an Enterprise Area will be considered provided the following criteria are met:
 - a. The applicable policies in Section 4 have been satisfied;
 - b. A mix of housing is provided but all housing is in the form of townhouses, stacked townhouses or apartments.



Ottawa Employment Land Review Draft Report

April 20th, 2016

Land Need: How Much Employment Land Is Required to Accommodate the Forecast Growth?

Employment growth is translated into land demand by way of applying an employment density to the employment growth in new space. Table 11 estimates the current employment densities for the urban Employment Areas. The major office and population-related employment densities are estimates based on standard measures and observation of some typical existing densities in Ottawa. The densities have been vetted and refined in consultation with City staff. The residual for the calculation of the Employment Land employment density is the key statistic to be drawn from this table. At 39.2 employees per net ha, this figure is comparable to other urban communities in Ontario. At the high end of the range, for example, the comparable figure in York Region is 46 employees per net ha. At the lower end for major urban communities are those whose Employment Areas include significant space devoted to the distribution and logistics sector which is highly-automated with a very low employment density. Brampton, for example has a City-wide Employment Land employment density of about 33 employees per net ha.

With the Employment Land density of 39.2 determined for the existing base, a range for the forecast has been applied of 35 to 40 employees per net ha. The midpoint of the forecast density range is lower than the current city-wide average (i.e. current 39.2 compared to 37.5 as the midpoint of the 35 to 40 range) to recognize a shift to greater automation and the expectation that there will some (though not a large amount) of the low density distribution and logistics uses. Office and population-related employment job densities are based on a typical range for new buildings, which is somewhat higher than the average for the standing stock. Table 12 provides the resulting Employment Area land demand to accommodate forecast urban Employment Area job growth to 2031 in a range from 398 to 470 ha.

This is a forecast of the developed land demand for the period to 2031; it is not a final planning-based conclusion on long-term land need. The next section describes the land supply available Ottawa. This is followed by a section which compares the demand and supply, but also accounts for a longer time period and other key factors in planning such as long-term vacancy and land use changes.

Table 11: Estimated Current Densities in Urban Employment Areas

	Employees	Density	Occupied (net ha)
Major Office	43,100	125.0	340.0
Population-Related	17,700	60.0	300.0
Employment Land	77,800	39.2	1,980.0
Total	138,600	52.8	2,620.0

Table 12: Urban Employment Area Forecast Land Demand to 2031

	Major Office	Employment Land Employment	Population-Related Employment	Total
Employment Growth in New Space	4,100	13,200	3,600	20,900
Low End of Density Range				
Density (employees per ha)	125	35	60	44
Net Land Need (ha)	33	377	60	470
High End of Density Range				
Density (employees per ha)	175	40	80	52
Net Land Need (ha)	23	330	45	398

Land Supply

Amount and Distribution of Vacant Supply

The City keeps a detailed inventory of its vacant Employment Land supply, and has just updated the published 2012-13 Inventory of Vacant Industrial and Business Park Lands (VILS) to a 2015 base. The inventory identifies the Employment Land supply across the 39 Urban and 14 Rural industrial or business parks, which comprise the City's Employment Area land supply. A detailed profile of these Employment Areas was prepared based on GIS provided by the City, the VILS and data from the City's 2012 Employment Survey. A site by site review was undertaken in order to verify the land supply as well as to identify any recent changes to vacant and non-vacant land areas since the 2013 VILS was prepared. This was reviewed with City staff and updated based on input received, in particular as related to recent changes in designated land use.

As shown in Table 13, the review has determined a vacant supply of roughly 1,758 net ha of Employment Land, across the City's urban and rural Employment Areas. As shown in the table, most of the supply – 994 net ha representing 57% of Ottawa's vacant Employment Lands – is within the City's urban area.

Supply for Intensification

While there may be some opportunity for redevelopment in Employment Areas, it is not anticipated that intensification will play a large role in meeting forecast Employment Area demand; at least not to the extent that this may be expected in other central and mixed use areas of the City for residential or commercial uses. While Infill and intensification of the building stock do occur over time in Employment Areas as additions are constructed and, rarely, site redevelopment for a new employment use, however this infill and intensification rarely, if ever, result in growth in the total jobs in an Employment Area, since most Employment Lands experience stable to declining employment as they age. A trend toward increasing vacancy rates of office buildings is also common over the longer term, for both smaller and major office buildings. Overall, at best infill and intensification operate to keep the level of employment in an Employment Area stable, but it cannot be relied on to accommodate significant job growth. This is different than residential intensification or employment in other parts of the City but is the observation for designated employment areas.

**Table 13: Employment Land Supply
City of Ottawa Employment Areas, 2015**

Geography	Developed Land (ha)		Net Vacant (ha)	Total Net Supply ³ (ha)
	Built Parcel ¹	Expansion Land/ Vacant Building ²		
Urban Area	2,624	73	994	3,668
Rural Area	1,043	245	764	2,053
City-wide	3,667	319	1,758	5,720

Source: Hemson Consulting Ltd. based on information provided by the City of Ottawa.

Note: All figures above are rounded.

¹ Parcels that contain a physical structure and are occupied.

² Parcels that contain a structure which is unoccupied.

³ Total net supply is the sum of the above. This does not include any parcels that are undevelopable were included in the Non-Vacant part of the City of Ottawa's Vacant Industrial Study, 2013

Capacity to Accommodate Employment Growth

The analysis considers the City's long term employment land needs to a 2031, 2036 and 2041 horizon. The demand for lands for new development to 2031 was determined to be in the range of 570 to 640 net ha from a 2013 base which results in an overall potential surplus of between 306 and 376 net ha at a 2031 planning horizon, as shown in Table 12 below. The 2014 PPS enables municipalities to plan beyond a 20-year horizon for the long-term protection of Employment Land. Consistent with this policy direction, the analysis also considers the City's needs over the longer-term to 2036 and 2041.

In considering the City's needs to 2031 and longer term, two key factors have been added to the long-term land supply planning. A factor for long-term vacancy has been added at a 5% of the base. This factor accounts for the observed existence of long term land vacancy where parcels do not come to market for a very long time, if ever. These are often parcels with unusual configuration or limited access. They may also be parcels that an owner simply decides not to sell or not sell except at a very high price. Finally, some owners also hold parcels in the hopes of conversion to an alternative use. 5% is a common assumption for this and is consistent with other Employment Land related work undertaken by the City.

Over the longer-term there will also be changes in use in the existing developed base of land or parcels which are highly under-utilized. Over a long time frame some conversion or alternative use of existing developed lands are bound to occur, whatever the policy environment. This is distinct from the conversion of undeveloped vacant lands. In addition, there may also be long-term under-utilization. While most industrial buildings that are vacated are re-occupied by another use, some buildings will stay unused or under-used for a very long time. This might include specialized buildings that are not amenable for re-use and sites that end up being used for truck storage or some other use with few or no on-site employees. A 3% structural vacancy of the existing occupied land is used as the assumption for this factor.

The development time frame has been extended by an additional ten years to estimate need to 2036 and 2041. The ten years beyond 2031 is based on a continued land demand at the same annual rate as is being forecast for the period to 2031. At some future date, the City will update its Official Plan and prepare full demographic-based forecasts for that work. For the current purpose of thinking about urban employment areas beyond 2031, this land-based outlook is sufficient.

Incorporating the assumptions above, the following tables indicate the results of the employment land need analysis to 2031, 2036 and 2041 horizons respectively.

Table 14: Land Need Analysis for Long-Term Planning Purposes to 2031

	Lower Density (net ha)	Higher Density (net ha)
Developed Land 2013	2,624	2,624
Estimated New Development to 2031	470	398
Developed Land 2031	3,094	3,022
Factor for Long-Term Vacancy (5% of total occupied and vacant)	163	159
Change in Use and Under-Utilization in Existing Base (3% of 2012 occupied land)	79	79
Estimated Total Planning Land Need to 2031	3,336	3,260
Net Needed	710	640
Current Supply	994	994
Difference	284	354

Table 15: Land Need Analysis for Long-Term Planning Purposes to 2036

	Lower Density (net ha)	Higher Density (net ha)
Developed Land 2013	2,624	2,624
Estimated New Development to 2031	470	398
Developed Land 2031	3,094	3,022
Estimated Additional Absorption to 2036	125	105
Development Extended to 2036	3,219	3,127
Factor for Long-Term Vacancy (3% of total occupied and vacant)	99	97
Change in Use and Under-Utilization in Existing Base (3% of 2012 occupied land)	79	79
Estimated Total Planning Land Need to 2036	3,397	3,303
Net Needed	770	680
Current Supply	994	994
Difference	224	314

Table 16: Land Need Analysis for Long-Term Planning Purposes to 2041

	Lower Density (net ha)	Higher Density (net ha)
Developed Land 2013	2,624	2,624
Estimated New Development to 2031	470	398
Developed Land 2031	3,094	3,022
Estimated Additional Absorption to 2041	250	210
Development Extended to 2041	3,340	3,230
Factor for Long-Term Vacancy (5% of total occupied and vacant)	176	170
Change in Use and Under-Utilization in Existing Base (3% of 2012 occupied land)	79	79
Estimated Total Planning Land Need to 2041	3,595	3,479
Net Needed	980	860
Current Supply	994	994
Difference	14	134

Potential Surplus

The city appears to have more than sufficient overall urban Employment Area supply in numeric terms at the 2031, 2036 and 2041 planning horizons. A reasonable total supply that the City should have to meet its 2031 Official Plan horizon would amount to between 3,260 and 3,336 ha; to a 2036 horizon, the total land need identified is in the range of 3,299 and 3,393 ha. This would require a range of 680 to 770 ha from the vacant supply. Deducting the vacant supply leaves a potential surplus of between 224 and 314 ha in the city at a 20-year planning horizon to 2036. Given the surplus identified, some conversions of land to alternative uses have been considered through the Employment Land Review, as appropriate to meet the City's objectives for urban development.

Rural Area

The focus of the Employment Land needs analysis is primarily on Ottawa's urban area as this is where most future growth will occur. More limited growth will occur in the rural area, marginal in relation to an expansive rural Employment Land supply. As this rural supply is outside of the designated urban area and is privately serviced, it would run counter to the PPS as well as the City's growth management objectives to direct any significant amount of future growth to the rural area through policy. Given a vacant designated Employment Land supply of more than 750 net hectares in the rural area, it is highly unlikely that supply will ever constrain demand within a foreseeable future. To the extent to which growth does occur in the rural area, particularly of urban economic uses locating outside of the urban area, demand for urban Employment Lands would be diminished however, this is not anticipated or recommended to alter the conclusions of the supply demand analysis as relates to the city's urban Employment Areas.

There are other specific policy issues associated with the rural Employment Land supply that will be addressed in other parts of the report. In particular, the study is recommending recognition of existing zoning permissions and built uses through the formal designation of selected Rural Employment Areas in the Official Plan. This will not add or alter the amount of overall Employment Land supply for the City, but rather is acknowledging what is already on the ground and permitted in other City policy documents.

Market Characteristics of Urban Employment Land Supply

Location, Accessibility and Servicing of the Urban Land Supply

The key characteristics of the 39 urban industrial areas and business parks in Ottawa are provided in the Employment Area profiles in Appendix A to the report. The key general attributes of Employment Lands are their location, accessibility to highways and servicing. As this section is only addressing urban Employment Lands, so all of these lands are serviced or planned for servicing. It is understood that there are no specific long-term servicing constraints to any of these areas. The key characteristics of the areas in terms of the location and accessibility can best be described by grouping them by general geographic area:

- Employment Areas inside the greenbelt are just under half of all of the urban Employment Area in the city, but well over half (57%) of the occupied lands in the city. The lands inside the greenbelt are mostly developed with only 7% of the area still remaining vacant. About half of the vacant lands are in Hawthorne-Stevenage with good access to Highway 417 and should be attractive to the market for development in the near term. The remaining vacant lands inside the greenbelt are single parcels in scattered locations among the Employment Areas. Many of these scattered remaining parcels will be within the long-term vacancy where new development is uncertain due to access, configuration or ownership.
- Outside of the Greenbelt to the west (Kanata, Stittsville and Bells Corners) is the next largest grouping of industrial areas and business parks with about 25% of the city's occupied land and a similar 24% of the vacant supply. All areas are either on Highway 417 or have very good access to Highway 417. The primary occupants of most of these areas are office or high technology oriented, with little general industrial use. The remaining vacant lands in these areas will continue to be attractive locations for growth occurring in the high technology sectors. Despite the highway access, these are not likely to be as attractive for warehousing and general industrial uses involving goods movement. These uses favour eastern Ottawa locations, where available and may not be suitable or compatible (or even permitted) in the high technology oriented business parks of Kanata.
- Outside of the Greenbelt to the east are several smaller Employment Areas (Youville, Cardinal Creek, Taylor Creek and Ottawa River) all of which are largely developed, but have remaining vacant parcels that will be attractive to the local market in the east. These parks have good highway access to central Ottawa via Highway 174, but have poor access to Highway 417 east. The bulk of the urban Employment Lands east of the Greenbelt are in South Orleans, about two-thirds of which are vacant. These vacant lands form about 10% of the City's vacant supply. Accessibility is the primary concern with these lands from a market perspective as the location has neither good access to Highway 174 nor Highway 417. The most likely market for these lands is the smaller more locally-oriented business requiring industrial-type space, much like the existing development in Youville and the areas to the east on Highway 174. The market question here is not so much that there is no demand for lands in the east due to accessibility, but rather that there is unlikely to be sufficient demand to require the large existing vacant supply.
- Outside of the Greenbelt to the southwest is the Highway 416 Business Park, well located on Highway 416 at the Fallowfield Road interchange. The area is just beginning development now, so is largely vacant with over 100 net ha of vacant land, over 11% of the city's supply. The area is currently planned for high technology and office oriented uses. Despite its excellent highway access, the current planning permissions for the area do not permit most warehouse and industrial uses that rely on goods movement, so this area cannot play a major role in meeting the anticipated demand for lands for those uses.
- The remaining Employment Areas outside of the Greenbelt are to the south of central Ottawa in the general vicinity of the Airport. These include Merivale South and Riverside South southwest of the airport, the Airport Authority's own lands, mostly around the north end of the airport site and the Albion-Leitrim area, just southeast of the Airport. Collectively, these areas are currently about 12% of the occupied Employment Lands in the City but are 44% of the vacant supply. As a result, much of the

future employment growth occurring in the industrial areas and business parks in the city will be in the vicinity of the Airport. One on hand, all of these areas have the attractive feature of easy access to the airport. On the other hand, the highway access for goods movement purposes is much more constrained. Highway 417 eastwards is directly accessible, but at a distance, via Hunt Club Road or Leitrim Road. Highway 416 is also accessible, but also at a distance, via Hunt Club, Fallowfield or Strandherd Roads. These lands will be attractive for a range of industrial and business park uses, given the airport location and may be attractive to some uses requiring goods movement. For those uses relying on significant volumes of goods movement all of these areas are farther from the highways than would typically be considered as an ideal location.

Relationship of Urban Supply to Demand

If the supply were available, continued strong demand for Employment Land inside the Greenbelt, especially in the eastern areas with good Highway 417 access, would be anticipated. Once available, the National Capital Commission lands near Hunt Club and Highway 417 would be expected to be absorbed quickly. These can only meet a very small portion of long-term demand.

Out of the necessity of a simple lack of supply, the land demand will need to shift to areas outside the Greenbelt over the longer term. As the most desirable locations build-out, demand will push outward. This means that over the long term, demand will need to be met in places where there is currently little demonstrated demand; areas to the south and east of the Greenbelt.

Notwithstanding that many employers would like highway access, only a small portion of the Employment Land demand (likely about one-third) definitely requires good highway access. This would be suitable for the NCC lands, the Highway 416 Business Park and Kanata West if the use permissions are widened. Among these uses would be distribution centres and manufacturers, though neither of these are large sectors in Ottawa. With current use permissions there are few urban


locations within the City that can meet the highway-oriented development needs.

The remaining demand is for more locally-oriented businesses that occupy industrial-type buildings. While many of these businesses would prefer highway locations, good arterial road access is often acceptable, as can be seen today in many of the existing employment areas in the City.

South Merivale, Riverside South and the lands around the airport and Orléans will be capable of meeting some of this demand in the longer term. The issue is more about when than if development will occur. While developer timelines tend to be relatively short-term by nature and land use planning operates within fixed planning time horizons the timing of demand for employment land development is often much longer term than either land owners or planning policy would desire.

Appendix 5
City of Ottawa Zoning By-law No. 2008-250

Section 54	Definition of Restaurant
Section 203-204	IL – Light Industrial Zone
Map	Zoning of Subject Property

	Putrescible means able to decompose quickly enough to cause odours and attract flies, such as putrescible waste. (putrescible)
	[top]
	- Q -
	Quarry means land or land under water from which consolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not include a wayside quarry . (carrière)
	[top]
	- R -
	Rapid transit network means an interconnecting system of rights-of-way and corridors in which the stations, roadbeds, rail beds or other related facilities including park and ride and maintenance facilities used for apublic rapid transit service may be located. (réseau de transport en commun rapide)
	Recreational and athletic facility means a public place designed and equipped with facilities such as a swimming pool, squash or tennis courts, sports arena, gymnasias, weight-lifting and exercise rooms and used for recreational, fitness or athletic pastimes and / or used to provide instruction in such pastimes, and may include an ancillary sports field. (installation récréative et sportive) (By-law 2015-190)
	Research and development centre means a place used for systematic research, data collection and manipulation, or technical or scientific development of information or new products, and may include a research laboratory; but excludes industrial and manufacturing operations other than those required as part of the research. (centre de recherche-développement)
	Residential care facility means an establishment providing supervised or supportive in-house care for those who need assistance with daily living, that may also provide on-going medical or nursing care or counselling and social support services and which may include services such as medical, counselling, and personal services. (établissement de soins pour bénéficiaires internes)
	Residential use building means a converted or purpose-built building comprised solely of dwelling units, rooming units , or any of them and includes detached; linked-detached; semi-detached; duplex, three-unit dwellings, townhouse dwellings, stacked dwellings, apartment dwelling, low-rise, and apartment dwelling, mid-high rise, rooming houses, rooming houses, converted, bunk house dwelling, group homes, retirement homes; and retirement homes, converted ; and residential use and residential premises have corresponding meanings. (bâtiment à utilisation résidentielle) (By-law 2012-334)
	Residential zone means the R1, R2, R3, R4, R5, RM, RR, V1, V2 or V3 zones . (zone résidentielle)
	Restaurant includes a:
(a)	Fast-food restaurant which means a restaurant that sells food and beverages over a counter to its customers for consumption in the restaurant, for consumption in a motor vehicle on the premises, or for consumption off the premises;
(b)	Full-service restaurant which means a restaurant that sells and serves food and beverages to patrons seated at tables, for consumption on the premises; and

	(c) Take-out restaurant which means a restaurant that does not have seating capacity for diners and instead:
	(i) sells food and beverages over the counter for pick-up by the consumer for consumption off the premises, or
	(ii) delivers food and beverages directly to the consumer for consumption off the premises, whether located in a building a motor vehicle or a trailer . (restaurant)
Retail food store means a store where primarily food, as well as other personal, convenience and household items and services, is provided for sale directly to the public and includes a supermarket, butcher shop, bakery shop, produce outlet, delicatessen or farmer's market. (magasin d'alimentation au détail)	
Retail store means a place where consumer goods are displayed for sale or rent, or sold directly to the public for the purchaser's own use, and includes a garden centre and a home sales display court. (magasin de détail)	
Retirement home means a residential use building containing rooming units or a combination of rooming and dwelling units , providing residence mostly to senior citizens who do not require assistance with daily living, and which may provide ancillary health, personal service, and recreational services to serve the residents of the home. (maison de retraite)	
Retirement home, converted means the whole of a residential use building or the whole or part of any other building that was converted to a retirement home . (maison convertie en maison de retraite)	
Rooming house means a principal dwelling within the whole of a residential use building that contains at least four rooming units , and which may also contain dwelling units and an administration office accessory to the operation of the house. (maison de chambres)	
Rooming house, converted means the whole of a residential use building or the whole or part of any other building that was converted to a rooming house . (maison convertie en maison de chambres)	
Rooming unit means a room, or a suite of rooms, that constitutes a separate, independent residential occupancy, but which is not self-contained and which requires access to other parts of the principal dwelling or building intended to serve the residents, including shower or bathtub facilities, kitchens, eating areas or bathrooms. (chambre) (By-law 2008-326)	
Rural zone means the AG, ME, MR, RC, RG, RH, RI, RR, RU, VM, V1, V2 and V3 Zones. (zone rurale)	
[top]	
- S -	
Satellite dish means a parabolic antenna used to receive communications signals from a satellite. (antenne parabolique)	

2



Residents > » By-laws, licenses and permits > » By-laws > » By-law index A-Z
 > » City of Ottawa Zoning By-law > » IL - Light Industrial Zone (Sec. 203-204)

IL - Light Industrial Zone (Sec. 203-204)

Purpose of the Zone

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

- | | |
|-----|--|
| (1) | <p>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;</p> |
| (2) | <p>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;</p> |
| (3) | <p>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;</p> |
| (4) | <p>prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and</p> |

	(5)	provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.	
203.	In the IL Zone:		
Permitted Uses			
	(1)	The following uses are permitted subject to:	
		(a)	the provisions of subsections 203(3) to (6);
			<div>animal care establishment (By-law 2015-190)</div> <div>animal hospital</div> <div>automobile dealership</div> <div>automobile rental establishment</div> <div>broadcasting studio</div> <div>catering establishment</div> <div>day care</div> <div>drive-through facility</div> <div>emergency service</div> <div>heavy equipment and vehicle sales, rental and servicing</div> <div>light industrial uses</div> <div>medical facility</div> <div>municipal service centre</div> <div>office</div> <div>park</div> <div>parking garage</div> <div>parking lot</div> <div>place of assembly</div> <div>post office</div> <div>printing plant</div> <div>production studio</div> <div>research and development centre</div> <div>service and repair shop</div> <div>small batch brewery, see Part 3, Section 89</div> <div>technology industry</div> <div>training centre</div> <div>truck transport terminal</div> <div>warehouse</div>
	(2)	The following uses are also permitted subject to:	

(b) Minimum lot width		No minimum
(c) Maximum lot coverage		65%
(d) Minimum front yard and corner side yard setback		7.5 m
(e) Minimum interior side yard setback	(i) for uses listed in subsection 203(1) abutting a residential or institutional zone	15 m
	(ii) all other cases	7.5 m
(f) Minimum rear yard setback	(i) for uses listed in subsection 203(1) abutting a residential or institutional zone	15 m
	(ii) abutting hydro or railway right-of-way	3.5 m
	(iii) all other cases	7.5 m
(g) Maximum floor space index		2
(h) Maximum building height	(i) within 20 metres of a residential zone	11 m
	(ii) in all other cases	18 m
(i) Minimum width of landscaped area	(i) abutting a residential or institutional zone	3 m; may be reduced to one metre if a 1.4 metre high opaque screen is provided
	(ii) abutting a street	3 m
	(iii) in all other cases	No minimum


	(4)	Accessory display and sales area must be within the same building as the use to which it is accessory and must not exceed 25% of gross floor area.
	(5)	Outdoor storage is prohibited.
	(6)	For other applicable provisions, see Part 2 – General Provisions, Part 3 – Special Use provisions, and Part 4 – Parking, Queuing and Loading Provisions.

IL SUBZONES

204. In the IL Zone, the following subzones apply:

IL1 SUBZONE – Kanata Town Centre Area, Hearst Way

	(1)	In the IL1 Subzone:	
	(a)	Sections 203 (1) and (2) do not apply and the following uses only are permitted.	
		light industrial uses printing plant recreation and athletic facility (By-law 2008-462)	
	(b)	The following additional uses are permitted subject to:	
		(i)	the cumulative total of the following uses not exceeding a total gross floor area of 5,500 square metres in any one building:
			broadcasting studio medical facility office

	(4)	In the IL4 Subzone:	
		(a)	the uses listed in Section 203 (2) do not apply, and only the following uses are permitted, subject to Section 203 (2) (a), (b), (c) and (d):
			amusement centre instructional facility recreational and athletic facility restaurant (OMB Order #PL080959 issued March 18, 2010)
IL5 SUBZONE – Palladium Drive			
	(5)	In the IL5 Subzone:	
		(a)	the following uses are prohibited:
			animal care establishment animal hospital amusement centre amusement park automobile dealership automobile rental establishment automobile service station car wash catering establishment convenience store gas bar instructional facility parking garage parking lot personal service business recreational and athletic facility small batch brewery , <i>see Part 3, Section 89</i> (OMB Order #PL080959 issued March 18, 2010)
		(b)	- restaurant, full service must be in a building containing one of the permitted uses in subsection 203(1); and

		(c)	the provisions of subsection 203(3)(d) do not apply and the front yard and corner side yard must be at least 12 metres.	
IL6 SUBZONE – South of Highway 417, west of Terry Fox Drive				
	(6)	In the IL6 Subzone:		
		(a)	the following uses are also permitted subject to:	
			(i) retail store being limited to the sales of appliances, furniture, floor covering, paint and wall coverings, doors, windows, building materials supplies, plumbing supplies, electrical supplies, heating and cooling supplies, kitchen and bathroom cabinets and fixtures, specialty tools, garden supplies and any products directly related to the foregoing;	
			hotel retail store	
		(b)	the following uses are prohibited:	
			animal care establishment animal hospital amusement centre amusement park automobile dealership car wash catering establishment convenience store gas bar instructional facility parking garage parking lot small batch brewery, see Part 3, Section 89 (OMB Order #PL080959 issued March 18, 2010)	
		(c)	the provision of subsections 203(2)(b) and (c) do not apply to the following uses:	

Appendix 6

Proposed Zoning By-law Amendment

The proposed amendment would address two (2) matters as presently found in Section 203 of the Zoning By-law. Section 203 (2) allows “complementary uses” such as service commercial (restaurant among others) occupying small sites on individual pads or groupings as part of a small plaza. The zoning by-law does limit such uses by stating that “each use not exceeding 300 square metres of gross floor area” [203 (2)(c)]. In this instance, the gross floor area will be 800 square metres as shown on the Site Plan. An amendment to the Zoning by-law is required to allow a variance from the gross floor area.

A review of Table 203 finds that the proposed development meets all the zone provisions. With respect to item (i), landscaping has been provided along Palladium Drive with a minimum of 3.0 metres. Landscaping has also been provided along the various lot lines (see Site Plan) and meets the provision of “No minimum” as found in Item (i)(iii). The only break in the landscaping is the access points to and from the private roadway.

The property is zoned IL5 and is split into two IL5 subzones. There is a variance for height [IL5 H(22) and IL5(306) H(30)]. The “306” permits an additional land use – recreational and athletic use. The height of the building is 11.3 metres which complies with both subzones. Section 204 (5)(b) asks that the full-service restaurant must be in a building containing one of the permitted uses listed in Section 203(1). A variance from this provision is required as the proposed restaurant is a stand-alone land use.

The IL5 subzone asks that the front yard and corner side yard setbacks be at least 12 metres. The front yard facing Palladium Drive is 12.0 metres. The corner side yard abuts a private roadway, thus, this provision does not apply in this instance. The minimum setback from the private roadway is 9.135 metres. Normally, the corner side yard is defined as “that yard abutting a public street”. This is not the situation in this instance.

To conclude, the zoning amendment will address the following:

1. Waive Section 203(2)(c) respecting the gross floor area;
2. Waive Section 204(5)(b) in requiring the restaurant to be contained within a building having one of the permitted uses found in Section 203(1).

All other zoning provisions, whether they are found in Table 203 or Section 204(5) have been met.

Appendix 7

Response to Development Review

Transportation Engineering

The Memorandum dated June 6, 2016 contained a section which discusses Section 4.3.11 of the Official Plan and Section 4.2.1 of the Pedestrian Plan. It was put forth by Staff that the developer/proponent should be responsible for replacement of the existing asphalt sidewalk along Palladium Drive.

41

A review of Section 4.3.11 asks that new development is linked to the existing network. This block of land does have links to Palladium Drive via a private roadway as well as a sidewalk at the northern tip of the project lands. Thus, this policy plays no role in the development of these lands.

Section 4.2.1 discusses the fact that new communities promote pedestrian travel. Such was done in the earlier development of this industrial area. Sidewalks are in place along Palladium Drive. Most of the businesses and buildings along Palladium Drive are auto-dependent and pedestrian travel is minimal. Thus, this policy plays no role in the development of the subject lands.

As to Section 41(7) of The Planning Act, sub section (4) says that a municipality **may** (writer's emphasis) require the owner of the land to provide the facility found in item (7)(a)(4). The operative word is may and thus is not mandatory.

To summarize, approval and development of this property is not contingent upon providing a new sidewalk which is already in the City's infrastructure.

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To summarize, approval and development of this property is not contingent upon providing a new sidewalk which is already in the City's infrastructure.