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PROPOSED WAREHOUSE DEVELOPMENT 405 HUNTMAR DRIVE

Planning Rationale

Prepared for: ROSEFELLOW

Proposed Warehouse Development
405 Huntmar Drive
Kanata, Ontario

Planning Rationale in support of
Site Plan Control Application

Prepared By:

NOVATECH

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December / 16 / 2022

Novatech File: 122151
Ref: R-2022-211



December 16, 2022

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

Attention: Allison Hamlin, Manager – Development Review West (Acting)

Dear Ms. Hamlin:

**Reference: Site Plan Control Application
405 Huntmar Drive
Our File No.: 122151**

The following Planning Rationale has prepared in support of a Site Plan Control application to facilitate the development of the property at 405 Huntmar Drive in Kanata (the “Subject Property”). The Subject Property is legally described as Part of Lot 4, Concession 1, Geographic Township of Huntley (PIN 0450-80173).

The Subject Property is designated Mixed Industrial on Schedule B5 (Suburban (West) Transect) of the City of Ottawa’s Official Plan. The property is zoned Business Park Industrial, Subzone 13 (IP13) 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 planning policy and regulatory framework of the site, and makes recommendations on the proposed Site Plan Control application.

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

Yours truly,
NOVATECH

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

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of an application for Site Plan Control to facilitate the development of 405 Huntmar Drive in Kanata (the “Subject Property”). The Subject Property is designated ‘Mixed Industrial’ on Schedule B5 (Suburban (West) Transect) of the City of Ottawa’s new Official Plan (OP). The property is zoned Business Park Industrial, Subzone 13 (IP13) in the City of Ottawa’s Zoning By-law 2008-250.

Low-Impact light industrial uses are specifically listed as a permitted use under the policies of the new Official Plan for lands designated ‘Mixed Industrial’. The Site Plan Control application will facilitate the development of two light industrial buildings with a small office component for each unit, together with the requisite parking, loading areas and landscaping.

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

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

1.1 Description of Subject Property

405 Huntmar Drive is located in the Kanata North Ward (Ward 4) of the City of Ottawa. The Subject Property is located on the north-west corner of Huntmar Drive and Campeau Drive in the area known as the Kanata West Business Park. (see Figure 1).

Figure 1 – Aerial Photo of Subject Property



405 Huntmar Drive is legally described as Part of Lot 4, Concession 1, Geographic Township of Huntley (PIN 0450-80173). The Subject Property has an approximate area of 8.67 hectares (21.4 acres). The Subject Property has approximately 211 metres of frontage along Huntmar Drive, approximately 268 metres of frontage along Campeau Drive and approximately 186 metres of frontage along Journeyman Street. The Subject Property is currently vacant.

1.2 Site Location and Community Context

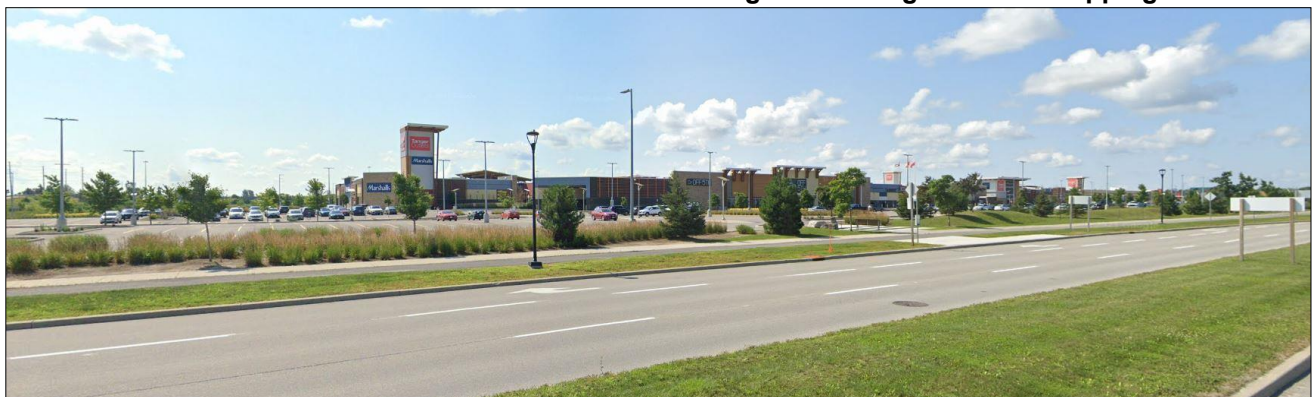
North: To the north of the Subject Property are lands outside of the City of Ottawa urban area. The lands to the north are primarily used for agricultural purposes. The agricultural lands do not contain any buildings. There are two existing detached residential dwellings immediately north of the Subject Property (453 and 467 Huntmar Drive). (see Figure 2).

Figure 2 – Land Uses North of Subject Property



South: Immediately south of the Subject Property is the Tanger Outlets Shopping Centre, a regional shopping destination for western Ottawa. South of the shopping centre is Highway 417. (see Figure 3).

Figure 3 – Tanger Outlet Shopping Centre



East: Across Huntmar Drive east of the Subject Property is a recently constructed residential subdivision consisting primarily of ground-oriented two and three-storey detached dwellings and street townhouses (see Figure 4). The residential subdivision was designed such that there are window streets and side yards abutting Huntmar Drive but no rear yard amenity areas.

Figure 4 – Residential Uses east of Huntmar Drive



West: West of the Subject Property is a mix of industrial and office uses. Immediately west of the Subject Property is a new industrial complex at 1300 Upper Canada Street and a Carpentry Training Centre operating at 8560 Campeau Drive. Further west of the Subject Property is a hotel use and additional office and light industrial uses. (See Figure 5).

Figure 5 – Office / Employment Uses West of Subject Property



1.3 Linkages and Transportation Framework

The Subject Property is a corner lot at the north-west intersection of Huntmar Drive and Campeau Drive. The Subject Property also has frontage along Journeyman Street. Huntmar Drive and Campeau Drive are both designated as

an Existing Arterial Roads. Journeyman Street is a local street and not specifically identified on Schedule C4 of the Official Plan. (see Figure 6). The Subject Property is located at a convenient location along Campeau Drive with easy access to a Highway 417 via the interchange at Palladium Drive, west of the Subject Property.

Figure 6. Official Plan Schedule C4 Excerpt

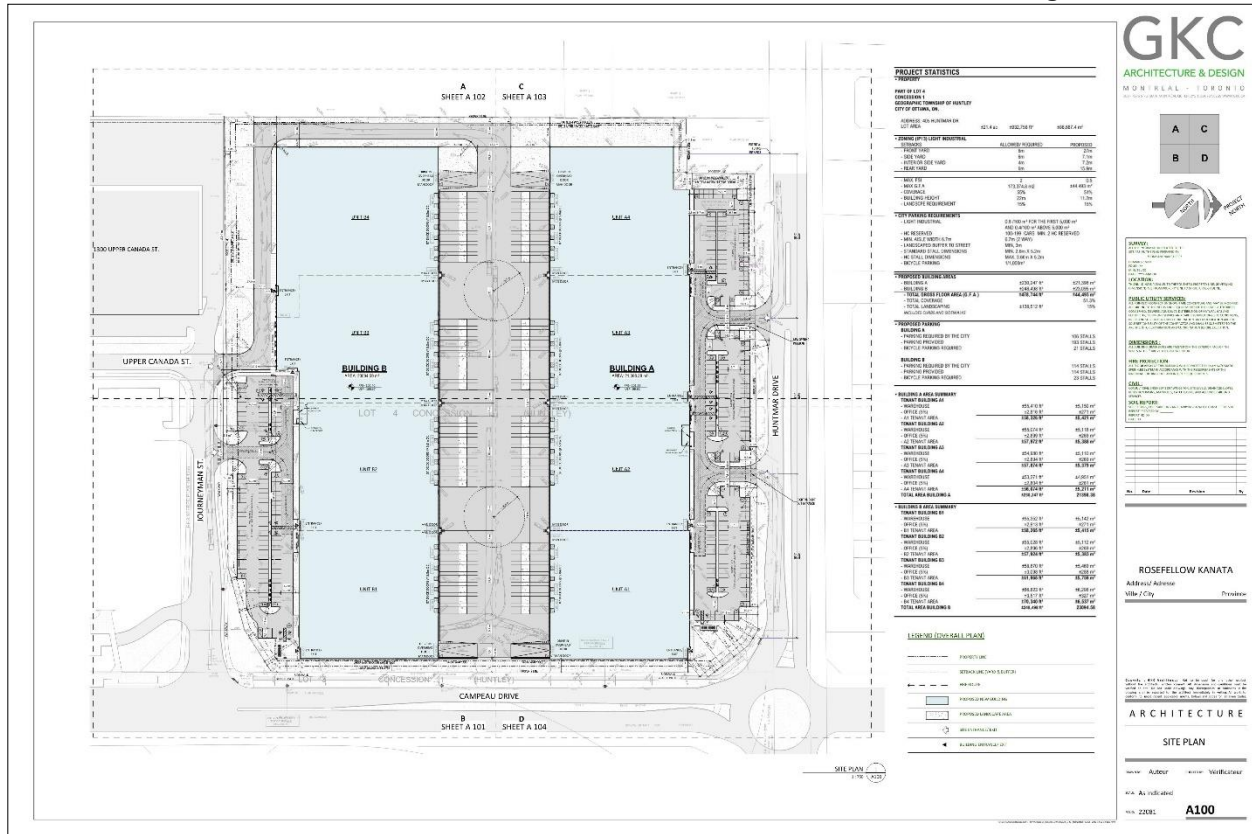


The Subject Property is serviced by two OC Transpo bus routes (Routes 62 and 162) with frequent daily service. Bus stops are located at the intersection of Campeau Drive and Journeyman Street, immediately adjacent to the Subject Property. The Subject Property is also located roughly 700 metres from the future Arcadia O-Train Station, although there is no timeline for construction of this phase of the City’s O-Train system as of the time of this report.

2.0 PROPOSED DEVELOPMENT

RF Kanata LP I is proposing to develop 405 Huntmar Drive to include two single-storey light industrial buildings with small office components for each future tenant (see Figure 7).

Figure 7. Site Plan



Building A (located on the east side of the Subject Property) will contain a gross floor area of approximately 21,398 square metres (±230,247 square feet) and will be divided into four individual units. Parking for Building A provides 193 standard vehicle parking spaces and 21 bicycle parking spaces. Building A contains a total of 28 dock doors for loading and unloading of transport vehicles. The two outer units provide a drive-in door entrance at the north and south ends of the building respectively.

Vehicle parking for Building A will be accessed from Huntmar Drive exclusively. There are two entrances proposed with the southerly entrance being limited to right-in / right-out access only due to the distance from the roundabout intersection at Campeau Drive and Huntmar Drive. The northerly entrance to the vehicle parking for Building A is proposed to be a full-movement entrance, requiring a new median break and construction of a northbound left turn lane.

Building B (located on the west side of the Subject Property) will contain a gross floor area of approximately 23,095 square metres (\pm 248,498 square feet) and will be divided into four individual units. Parking for Building B provides 114 standard vehicle parking spaces and 23 bicycle parking spaces. Building B mirrors Building A by containing a total of 28 dock doors for loading and unloading of transport vehicles. The two outer units provide a drive-in door entrance at the north and south ends of the building respectively.

Vehicle parking for Building B will be accessed from Journeyman Street exclusively. There will be once singular full movement entrance to the parking for Building B.

The truck transport entrance to access the loading areas for both Building A and Building B will be from the intersection of Journeyman Street and Upper Canada Street. The truck transport entrance accesses a central area between Buildings A and B. This entrance will be utilized for truck transport access only and has been designed to accommodate the necessary radii to properly maneuver vehicles in and out of the loading area.

3.0 PROPOSED SITE PLAN APPLICATION

The Subject Property was previously part of an overall Draft Plan of Subdivision and Zoning By-law Amendment process for the whole of the Kanata West Business Park lands (excluding the Tanger Outlet shopping centre). The approved Draft Plan of Subdivision contemplated the extension of Upper Canada Street to Huntmar Drive with several smaller industrial lots with areas ranging from approximately 0.74 hectares to approximately 2.4 hectares. A Zoning By-law Amendment was also adopted that placed the Subject Property in a Business Park Industrial, Subzone 13 Zone (IP13).

Over time, the Draft Plan of Subdivision has been registered in phases with various revisions to the lotting fabric. The Subject Property represents the remaining lands that have not been incorporated into a registered plan of subdivision. There is no obligation of the owner to register a plan of subdivision in order to facilitate the orderly development of the Subject Property. Being that the property is zoned for the proposed use, there is no requirement for a Zoning By-law Amendment to facilitate the development of the Subject Property.

The Site Plan Control application is supported by several plans and studies as identified by the City of Ottawa in a pre-consultation meeting on September 27, 2022. The supporting materials prepared for the Site Plan Control application are as follows:

- A Standard Engineering Design (including Site Servicing Plan, Grade Control and Drainage Plan, Erosion and Sediment Control Plan, Stormwater Management Brief, Site Servicing Study) has been prepared by Novatech (dated December 2022). The servicing study demonstrates that the site can be adequately serviced with existing municipal infrastructure.

Through the pre-consultation with City staff it was determined that a municipal watermain would be required that would connect to existing watermain stub at the intersection of Upper Canada Street and Journeyman Street with the intent to create a redundant watermain loop. The engineering design for the proposed site includes a 300mm municipal watermain that loops around the north of the building and connects to a 200mm municipal watermain in Fallengale Crescent, located north and east of the Subject Property. A 6 metre easement will be created to provide the City access to the municipal watermain in perpetuity.

Sanitary sewers will be extended to the two new industrial buildings from direct connections to an existing sanitary sewer in Campeau Drive.

Stormwater management for the proposed development includes various methods of controlled and uncontrolled conveyance of stormwater:

- Storm sewers (minor system) in the parking lots for the two (2) warehouses have been designed to convey the uncontrolled 5-year peak flow using the rational method.
- The loading bay between the warehouses will include controlled oversized storm sewers to prevent ponding within the loading bay.
- Flows from the warehouse roofs will be attenuated by controlled flow roof drains outletting into the minor storm sewer system.

- Release rates from the proposed development conform to the allowable release rates outlined in the Kanata West Business Park storm design.
- The site will include raingardens to provide an alternative method of stormwater collection. Roughly 4.5% of the site will utilize the raingardens to manage stormwater via infiltration as recommended by the Kanata West Master Servicing Study.
- A Landscape Plan has been prepared by Novatech (dated December 2022). The proposed plantings are sufficient and appropriate for an industrial park setting. Particular attention has been made to accentuate the landscaping at the intersection of Huntmar Drive and Campeau Drive.
- A Transportation Impact Assessment has been prepared by Novatech (dated December 2022) which concludes that the resulting traffic generated by the proposed light industrial buildings will have a negligible impact on the existing traffic patterns in the vicinity of the Subject Property. The only road modifications required to accommodate the proposed design is a median break and northbound left turn lane for the parking for Building A.
- Architectural Building Elevation Drawings have been prepared by the building designers and reflect the most current corporate design for the developer. All exterior elevations include tenant entrances that are recessed to protect users from the elements. Pink accents on the buildings maintain the corporate colour scheme of the developers.
- A Preliminary Scoped Environmental Impact Statement and Tree Conservation Report has been prepared by WSP Golder (dated December 2022). The report concludes that the proposed landscaping for the Subject Property is sufficient to compensate for the loss of tree cover as a result of the development. Based on WSP Golder's analysis, the proposed development appears to comply with all relevant municipal, provincial and federal legislation. Additional study will be required based on appropriate weather conditions.
- A Geotechnical Investigation has been prepared by Paterson Group (dated September 2022). The geotechnical investigation concludes that the Subject Property is considered suitable for the proposed industrial development. The proposed warehouse buildings is intended to be founded using conventional shallow footings placed over an undisturbed, very stiff to stiff silty clay bearing surface.
- An Environmental Noise Control Study has been prepared by Paterson Group (dated December 2022). The Environmental Noise Control Study concludes that the southern and eastern building walls may be subjected exceedances of environmental noise (traffic noise) and certain industrial units should be fitted with central air conditioning to allow for windows and exterior doors to remain closed.
- A Phase I Environmental Site Assessment has been prepared by Paterson Group (dated August 2022). The Phase I ESA concludes that there are no environmental concerns that could have the potential to impact the proposed development. A Phase II ESA is not required for the Subject Property.

Following the approval of the Site Plan Control application, the applicant will be required to enter into a Site Plan Agreement with the City of Ottawa.

4.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Public consultation will also be conducted with the local ward councillor.
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff.

5.0 PLANNING POLICY AND REGULATORY FRAMEWORK

5.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters "*shall be consistent with*" policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS sets out policies for managing and directing land use to achieve efficient and resilient development and land use patterns. Policy 1.1.1 states:

"Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.*

The Subject Property is proposed to be developed to accommodate two single-storey light industrial and/or warehouse buildings. The development of general industrial buildings provides the desired increase in skilled employment opportunities and represents economic development for the City of Ottawa. The Subject Property is well situated with direct access to an arterial road network and has easy access to Highway 417. 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 the Kanata West Business Park and the City of Ottawa.

Policy 1.1.3.2 of the PPS states:

“Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;”*

The proposed development will create a new employment use with high-quality job opportunities on the Subject Property. The Site Plan Control application facilitates the development of a total of approximately 44,493 square metres (478,734 square feet) floor area of dedicated employment uses. The creation of flexible unitized spaces allows for various sized industries to establish themselves in the Ottawa market.

Approval of the proposed Site Plan Control application will result in the efficient development of the Subject Property within the urban area of Ottawa. The Subject Property will be accessible from an arterial road (Huntmar Drive) and a local street (Journeyman Street). The Subject Property has easy access to a 400-series highway via Palladium Drive interchange with Highway 417. The elimination of the extension of Upper Canada Street reduces the overall infrastructure in the Kanata West Business Park that would need to have been maintained by the City of Ottawa.

Policy 1.1.3.6 of the PPS states:

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

The Subject Property is a vacant parcel within the Urban Area of the City. Lands located west of Huntmar Drive are designated for employment uses while being adjacent to ‘Neighbourhood’ designated commercial and residential uses. The proposed additional employment uses will provide a wider mix of land uses in the Kanata West area. The planning applications will permit the development of employment uses on a property adequately serviced by municipal infrastructure.

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 Kanata West Business Park is designated 'Mixed Industrial' and 'Industrial and Logistics' and which promotes light industrial uses such as warehousing and logistics as well as other moderate-scale employment uses. The proposed development helps to meet long-term employment needs of the community of Kanata. The proposed development of two light industrial buildings will provide additional employment opportunities in the Kanata West neighbourhood.

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 identified in the Official Plan Natural Heritage System Schedule (Schedule C11A) located on the Subject Property. A Preliminary Environmental Impact Statement prepared by WSP Golder concludes that there were no natural features that require conservation;
- Relating to Section 2.2 (Water), City of Ottawa mapping shows a small watercourse in the vicinity of the north property line. A Preliminary Environmental Impact Statement prepared by WSP Golder concludes that there were no identifiable watercourses in the vicinity shown on City of Ottawa GeoOttawa mapping;
- Relating to Section 2.3 (Agricultural Resources), the Subject Property is within the urban area of the City of Ottawa and is not designated or zoned for agricultural uses. The adjacent lands north of the Subject Property are in the rural area and designated for agricultural uses. Light industrial uses permitted on the Subject Property are not sensitive land uses with respect to odours or dust and are compatible with adjacent agricultural operations;
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of minerals or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), the Subject Property has no mineral aggregate potential;
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the Subject Property has no known areas of archaeological potential.

Approval of the proposed Site Plan Control application will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources.

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

5.2 City of Ottawa Official Plan (2021)

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

The Subject Property is located in the 'Suburban' Transect on Schedule A – Transect Policy Areas of the Official Plan (see Figure 8). There is future rapid transit station (Arcadia Station)

approximately 700 metres east of the Subject Property. The LRT station will be part of the Phase 3 O-Train expansion which is not yet scheduled for construction.

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



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

- *“Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way*
- *Principal entrances oriented to the public realm but set back from the street*
- *Larger lots, and lower lot coverage and floor area ratios*
- *Variety of building forms including single storey*
- *Generous spacing between buildings*
- *Informal and natural landscape that often includes grassed areas*
- *Private automobile parking that may be prominent and visible from the street”*

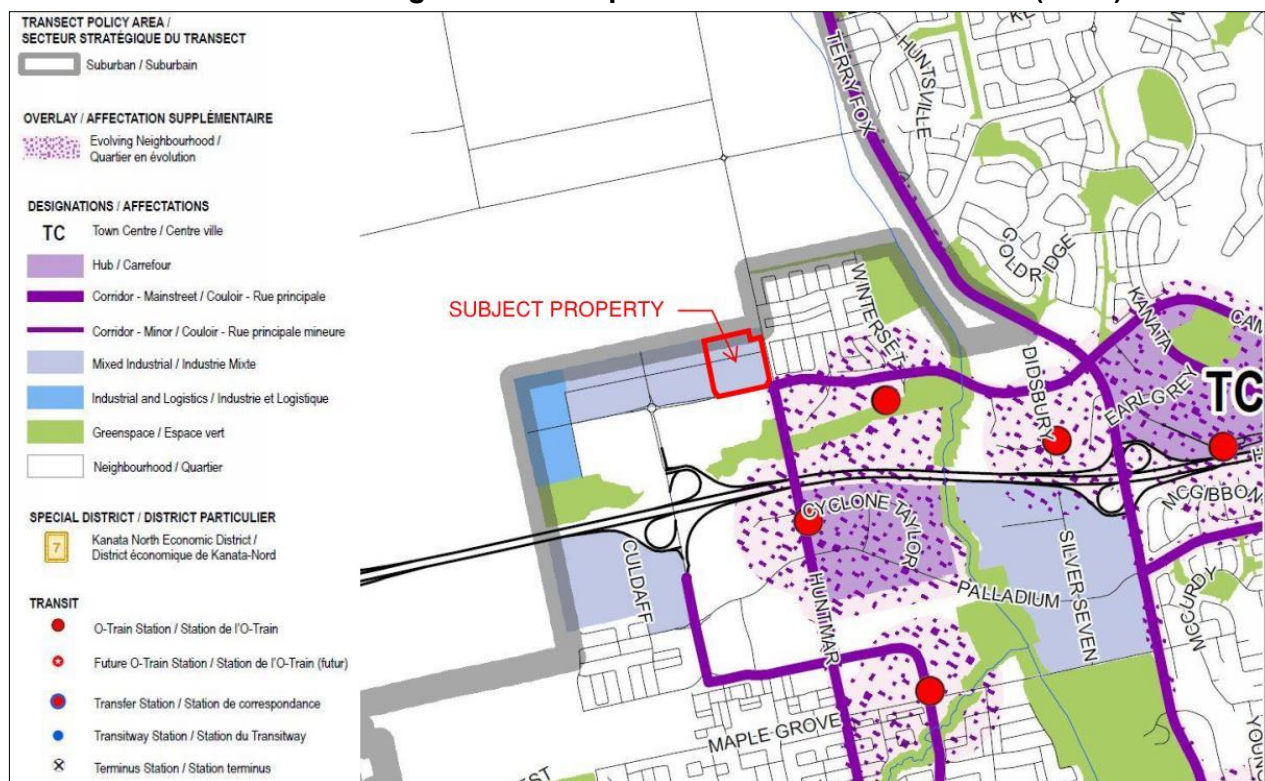
The proposed development is consistent with the general characteristics of the suburban built form. Building A abutting Huntmar Drive will be setback approximately 27 metres from the front lot line and will be separated from the roadway by vehicle parking and landscaping. The extensive setback mitigates the visual impact of the new building on existing residential dwellings on the east side of Huntmar Drive. Principal entrances to Building A will be facing Huntmar Drive.

Building B is similarly setback from Journeyman Street by approximately 27.5 metres and will including principal entrances that face the street.

Buildings A and B will both be single storey in height with a total height of 11.2 metres. The building height, combined with the provided building setback, provides more than adequate transition from the two-storey dwellings on the east side of Huntmar Drive. The two buildings will be well spaced and will be separated by a central loading area and landscaped areas.

The Subject Property is designated ‘Mixed Industrial’ on ‘Schedule B5 – Suburban (West) Transect’ of the Official Plan (see Figure 9). The Mixed Industrial designation is intended for areas that are, “clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas.”

Figure 9 – Excerpt of Schedule B5 – Suburban (West) Transect



With respect to the intent of the ‘Mixed Industrial’ land use designation, Section 6.5 of the Official Plan states,

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

The proposed industrial development conforms to the above policy as it proposes a mix of light industrial uses with accessory office components. Intended tenants for the proposed buildings are a mix of light industrial uses, warehousing and logistics, indoor storage and similar uses. The uses permitted by the current zoning for the Subject Property are generally considered as having little to no impact on surrounding uses.

With respect to permitted uses, Section 6.5.1, Policy 2 states,

“The following uses are permitted in the Mixed Industrial designation as shown on Schedules B1 through to B8:

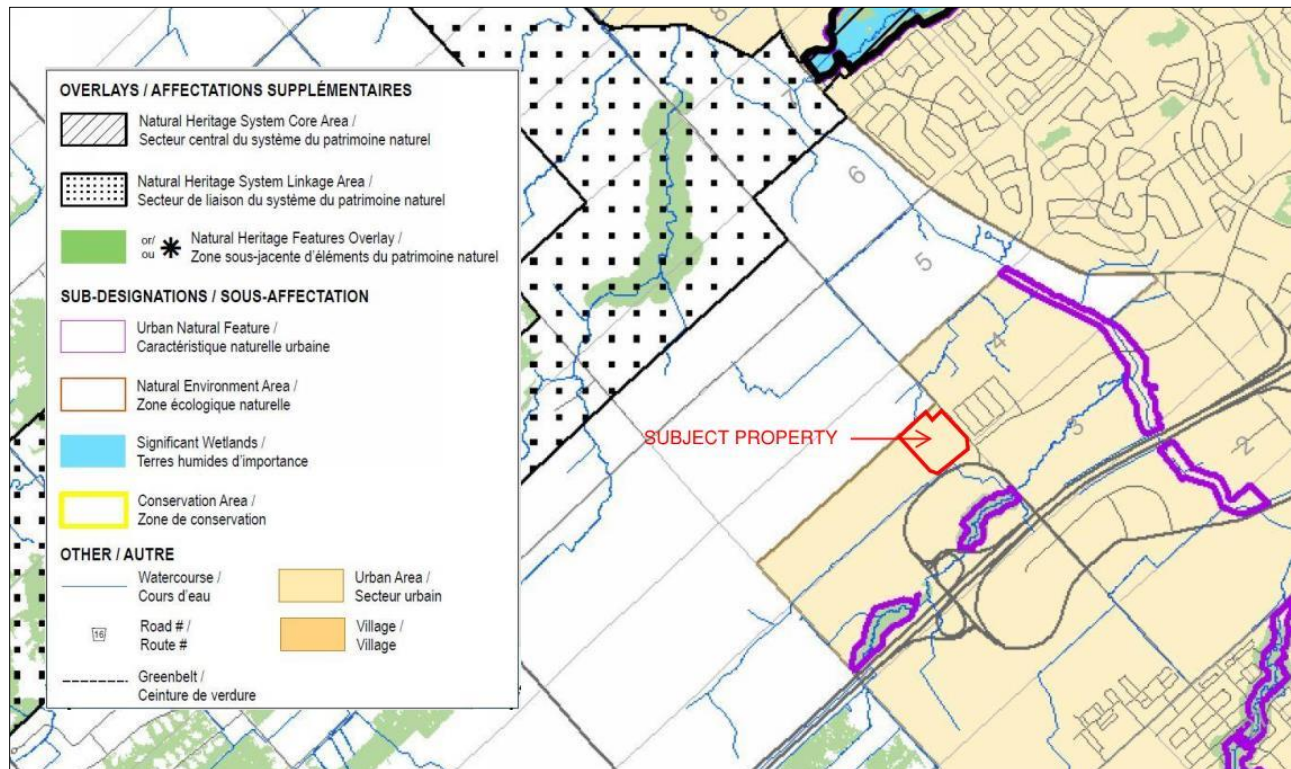
- a) Low-impact light industrial uses including light manufacturing, warehousing, distribution and storage;*
- b) Automotive sales and service, heavy equipment sales and service;*
- c) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;*
- d) Major Office in accordance with Subsection 3.5, Policy 12); and*
- e) Small-scale office that is typically less than 10,000 square metres.”*

The Official Plan clearly states that ‘light industrial uses’ and ‘warehousing, distribution and storage’ is a permitted use and an appropriate employment-generating use in the Mixed Industrial designation. The proposed development seeks to implement the policies of the Official Plan through the construction of two mixed industrial buildings in the ‘Mixed Industrial’ designation.

In order to ensure a proper separation of obnoxious uses from sensitive uses (such as residential), Section 6.5.2, Policy 1 states, *“Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous, should not be permitted.”* The current zoning permissions for the Subject Property are such that no uses that would be likely to be obnoxious would be permitted from operating in the proposed industrial buildings. Further discussion regarding permitted uses is found in Section 5.3 of this rationale.

Schedule C11-A (Natural Heritage System (West)) of the Official Plan identifies areas of natural heritage significance through in the west end of the City. A small watercourse appears along the north property line of the Subject Property as shown on Schedule C11-A (see Figure 10).

Figure 10 – Excerpt of Schedule C11-A – Natural Heritage System (West)



The proponent retained WSP Golder to investigate the potential watercourse along the north property line. The conclusion of WSP Golder is that the watercourse does not exist on the ground and no setback is required. This appears to be consistent with the downstream connection of this potential watercourse, which is shown as flowing through Minto's Arcadia Subdivision. As the watercourse has been eliminated downstream from the Subject Property, it stands to reason that the entire watercourse is no longer present.

Volume 2 of the Official Plan contains area-specific policies related to the Kanata West development area. The Subject Property is located within the Kanata West Development Area and is subject to the following policy with respect to cost sharing,

“Policy 2.1 – Landowners within the Kanata West policy area, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of Kanata West, and the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of approval for all plans of subdivision and condominium, site plan and severance applications in Kanata West, requiring notification from the Trustee of the Kanata West Owners Group Inc. that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.”

It is understood that the vendor in for this property has ensured that the property is in good standing with the Kanata West Owners Group Inc. The above policy will require that current or future owners will be required to obtain confirmation of this good standing as a condition of Site Plan Approval. There are no other applicable site-specific policies in Volume 2 of the Official Plan.

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

5.3 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned Business Park Industrial, Subzone 13 (IP13) in the City of Ottawa's Zoning By-law 2008-250. With respect to the intent of the Business Park Industrial Zone, Section 205 of the Zoning By-law states that the purpose of the IP zone is to:

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

The proposed light industrial buildings meet the intent of the Business Park Industrial Zone by providing high-quality employment opportunities and low impact light industrial uses in the 'Mixed Industrial' designation. The uses currently permitted in the IP13 Zone are as follows:

- animal care establishment*
- animal hospital*
- automobile body shop^
- automobile dealership
- automobile rental establishment
- automobile service station*
- bank*
- bank machine*
- bar (see additional note)
- broadcasting station
- broadcasting studio^
- car wash*
- cannabis production facility (see additional note)
- catering establishment^
- convenience store*
- day care
- drive-through facility
- emergency service
- garden nursery^
- gas bar*
- hotel
- instructional facility*
- light industrial uses
- medical facility
- office
- park*
- parking garage^
- parking lot^
- personal brewing facility (By-law 2019-41)
- personal service business^

- place of assembly
 - place of worship (see additional note)
 - post office*
 - printing plant
 - production studio
 - recreational and athletic facility^
 - research and development centre
 - restaurant*
 - service and repair shop^
 - technology industry
 - training centre
 - warehouse
- *Uses marked “*” are restricted to a maximum of 300 square metres of gross floor area, to a cumulative total of 2,999 square metres of gross floor area.*
 - *Uses marked “^” are restricted to a maximum of 700 square metres of gross floor area, to a cumulative total of 4,000 square metres of gross floor area.*
 - *A ‘Bar’ must be ancillary to a permitted brewery, winery or distillery and may not have a gross floor area exceeding 300 square metres of gross floor area or 25% of the floor area of the brewery, winery or distillery.*
 - *A ‘Cannabis Production Facility’ is permitted, limited to 350 square metres gross floor area and contained within a building that is not a greenhouse.*
 - *A ‘Place of Worship’ is permitted subject to a maximum floor area of 1000 square metres*

The list of uses permitted in the Business Park Industrial Zone (Subzone 13) will be utilized as the basis for establishing appropriate intended users of the proposed industrial development. The intent is to encourage uses that conform to the above list.

The Business Park Industrial Zone requires that all development conform to the performance standards established for the zone. A summary of the required performance standards and how the development complies with these standards follows:

Zoning Mechanism	Provision	Provided
Lot Area (minimum)	750 m ²	86,687.4 m ²
Lot width (minimum)	No minimum	211 metres
Lot Coverage (maximum)	55%	51%
Front Yard Setback (minimum)	6.0 metres	27.0 metres
Corner Side Yard Setback (minimum)	6.0 metres	7.1 metres
Rear Yard (minimum)	6.0 metres	15.9 metres
Interior Side Yard (minimum)	4.0 metres	7.2 metres
Floor Space Index (maximum)	2.0	0.5
Building Height (maximum)	11.0 metres within 20 metres of a residential zone, otherwise 22.0 metres	11.2 metres (single storey)
Landscaped Buffer (minimum)	3.0 metres	3.0 metres
Standard Vehicle Parking (minimum)	0.8 spaces per 100m ² GFA for the first 5000m ² and 0.4 spaces per 100m ² GFA above 5000m ² Total Required: 220 spaces	307 spaces
Bicycle Parking (minimum)	1/1000 m ² GFA Total Required: 44 spaces	46 spaces

There are no amendments required to the current Zoning By-law performance standards to accommodate the proposed development.

The proposed Site Plan Control application is consistent with the purpose of the Business Park Industrial zone and the relevant provisions of the City of Ottawa Zoning By-law.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a proposed Site Plan Control application to facilitate the development of the property of two single-storey, multi-tenant industrial buildings at the property known as 405 Huntmar Drive in Kanata.

The proposed development is consistent with the policies of the Provincial Policy Statement and the policies of the City of Ottawa Official Plan adopted November 24, 2021. The proposed development intends to incorporate the uses permitted in the Business Park Industrial, Subzone 13 (IP13) Zone. The proposed development has been designed to comply with the development standards required by the IP13 Zone.

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

NOVATECH

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