Planning Rationale in Support of an Application for
Zoning By-Law Amendment and Site Plan Control

628 Industrial Avenue
City of Ottawa

Prepared by:
Holzman Consultants Inc.
Land Development Consultants

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1.0 Introduction

Holzman Consultants Inc. (“HCI”) has been retained by 1221986 Ontario Inc. c/o Controlex Corporation (the “Applicant”) to prepare a planning rationale in support of an application for Zoning By-law Amendment (to lift the holding zone) and Site Plan Control for the property municipally known as 628 Industrial Avenue, located in proximity to the existing Ottawa Train Yards development and in the Alta Vista Ward of the City of Ottawa (the “Subject Property”).

This Planning Rational provides a review of the relevant policies in the Provincial Policy Statement, the Official Plan and the Zoning By-law of the City of Ottawa in the context of the Application as well as justification for the development proposal. The summary and conclusions indicate that there is justification for the proposal as the intentions would be consistent with Provincial Policies, conform to the City’s Official Plan, and blend the Subject Property into the Ottawa Trainyards development in a seamless manner.

2.0 Site Overview & History

Exhibit ‘A’: Aerial Photo

The Subject Property consists of a parcel of land located along the south side of Industrial Avenue, known municipally as 628 Industrial Road. It is legally described as Lots 60,61,62,63 and Parts of Lots 64-67, Registered Plan 560 and is denoted as PIN 042560684. The Subject Property has approximately 190 metres of frontage along Industrial Avenue and an average depth of 77 metres for an area of approximately 1.91 hectares. It is located approximately 210m east of the intersection of Trainyards Drive and Industrial Avenue.

As seen on Exhibit ‘A’, the surrounding land uses include a development of 10-2½ storey walkup apartment buildings on the south side of Coronation Avenue, single detached dwellings southeast and southwest along the south side of...
Coronation, a gas bar and a large format shopping centre (Ottawa Trainyards) to the north, a multi-tenanted light industrial building to the east, and a light industrial building to the west along the south side of Industrial Avenue.

Exhibit ‘B’: Site Photo

As shown on Exhibit ‘B’, access is currently via a signalized intersection in the easterly portion of the Subject Property. This parcel is regular in shape although the easterly lot line follows the curve from the former rail line right of way which abuts that lot line. There are no sidewalks along the frontage of the property. The site contains no vegetation and is made up almost completely of hard surface. There is perimeter vegetation along the south property line consisting of a mature planted coniferous tree line between the southern lot line and Coronation Avenue.

In 2013, the property was rezoned from a General Industrial Zone to a Mixed Use Centre zone in order to match the prevailing Mixed Use Centre designation of the Official Plan and the Ottawa Train Yards development, which is owned by the Applicant. The adopted zoning was catered specifically to a concept plan proposed at that time. The site plan has since been modified.
3.0 Development Concept

Exhibit 'C': Concept Plan

The Site Plan, shown above as Exhibit ‘C’, has changed since the concept plan submitted through the 2013 Zoning By-law Amendment in order to accommodate new large-format retail tenants. The previous concept plan was catered to smaller retailers which have proved difficult to attract to the site.

The site plan proposed includes a 3,326.86 square metre single storey retail building on the east side, a 1,941.67 square metre single storey retail building on the west side and a 185.80m² restaurant (café) building on the far east side. Vehicles will access the site via the signalized intersection on the west side and will enter a landscaped drive-way providing access to parking to the rear of the café, parking to the rear of the property and parking courtyards in the middle of the two buildings. The parking in the middle of the two buildings will be buffered from the street with landscaping and broken up by seating, additional landscaping and two pedestrian crosswalks linking the two buildings. The secondary access from Industrial Avenue on the west side will be primarily used for loading. A substantial pedestrian pathway will be provided from the signalized intersection to the rear of the property in order to connect the development with the bus stop and residential neighbourhood on Coronation Street.
4.0 Planning Context and Analysis

4.1 Conformity with the Provincial Policy Statement

The Provincial Policy Statement (“PPS”) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with an appropriate mix of housing, employment, open spaces and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities. The relevant policies to the subject application are as follows.

Section 1.1 provides policy guidance for efficient development and land use patterns. This section states: “Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.”

The proposed development makes efficient use of a property well served by existing roads, infrastructure and convenient transit.

Section 1.3 covers policies aimed to “promote economic development and competitiveness”. In accordance with Section 1.3.1, planning authorities shall
promote this by:

- “providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- 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;
- encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- ensuring the necessary infrastructure is provided to support current and projected needs.”

The proposed development will contribute to a strong and diversified economic base within the area.

In addition to Section 1.3, Section 1.7.1 provides policy guidance for how long term economic prosperity should be supported, as follows:

a) “promoting opportunities for economic development and community investment-readiness;

b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;

c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

e) promoting the redevelopment of brownfield sites;

f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

g) providing opportunities for sustainable tourism development;

h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;

i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;

j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and

k) encouraging efficient and coordinated communications and
The development constitutes an investment into the community which will revitalize this portion of Industrial Avenue as it transitions to a more pedestrian friendly area. The development is well designed to facilitate pedestrian circulation and provide quality building designs.

4.2 Conformity with the Official Plan

The City of Ottawa Official Plan (“OP”) was adopted in 2003 and provides a vision for future growth of the city and a policy framework to guide future development. The OP underwent a 5-year review in 2013 and Official Plan Amendment (OPA) No. 150 was adopted by Council in December 2013. The amendment was subsequently appealed in its entirety to the Ontario Municipal Board and the appeal is still ongoing.

Exhibit ‘D’: Schedule ‘B’ to the Official Plan – Urban Policy Plan

Prior to the adoption of OPA 150, the Subject Property was designated as ‘Mixed Use Centre’.
Exhibit ‘E’: Train TOD Plan Area

In 2012, Council adopted Transit-Oriented Development (TOD) Plans for the areas around the Train, St. Laurent and Cyrville Transit Stations. As was the case with the Mixed Use Centre designation, the TOD Plans envisioned intensification around these transit stations. The areas outside of the TOD plan areas were not projected for the same degree of intensification. The Subject Property falls outside of the 600m radius around the Train Transit Station, as is shown in Exhibit ‘E’ above.
As the Subject Property was not located within the Train TOD Plan area, it was re-designated to the ‘General Urban Area’ designation through OPA 150, which is under appeal. Despite the appeal, the proposed development takes policy guidance from OPA 150 and the new designation.

**Section 3.6.2 – Mixed Use Centre Designation**

Mixed Use Centres are typically areas that occupy strategic locations along the transit network. These areas are expected to intensify with development oriented to transit.

Policy 5 states the following:

“Mixed Use Centres will permit a broad variety of land uses at transit supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing. Major Urban Facilities are permitted as set out in Section 3.6.7.”

The proposed development incorporates desired characteristics of the Mixed Use Centre designation and consists of commercial uses that are permitted by the designation in accordance with Policy 5.

Policy 9 states:

“Plans, public works and development proposals for Mixed Use Centres will enhance opportunities for walking, cycling and transit and in particular will:
a) Give priority to walking and cycling in public rights-of-way;
b) Provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments in the Mixed Use Centre along public rights-of-way, off-road pathways and open space connections;
c) Use public art and the design of public streets and spaces to create attractive public areas;
d) Provide adequate, secure, and highly visible bicycle parking at rapid transit stations and throughout the Centre;
e) Design transit shelters, seating and other facilities that contribute to attractive public areas and that enhance personal security through such measures as described in Section 4.8.”

The development provides opportunities for walking, cycling and transit, where possible, with a pedestrian linkage from the signalized intersection at Industrial Avenue to the rear of the property to the existing bus stop on Coronation Avenue. The buildings have been oriented close to the street to define the street edge to make for an interesting and appealing streetscape for Industrial Avenue.

Section 3.6.1 – General Urban Area Designation (OPA 76)

The General Urban Area designation permits the development of “conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses” in order to “facilitate the development of complete and sustainable communities”. The variety of uses permitted includes retail uses.

As per Policy 5, “The General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:

a. Locations along the rapid-transit system, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
b. Suitable locations on the perimeter of, or isolated from, established residential neighbourhoods. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, or the presence of features such as significant depths of mature forest may be taken into account.”

The location of the property is advantageous with respect to minimizing conflicts with the surrounding residential community. The property is located on the edge of the neighbourhood and separated by the Coronation Avenue road and generous right-of-way width, with access from an Arterial Road, in an area that is transitioning from industrial to commercial retail with the development of the
Ottawa Train Yards Shopping Centre. The development is oriented to Industrial Avenue so that impacts are further minimized; however, a pedestrian connection has been provided to enhance connectivity.

**Section 2.5.1 – Designing Ottawa (OPA 150)**

Section 2.5.1 is found within OPA 150. This section seeks to ensure that new development incorporates a high quality of community and urban design and is compatible with surrounding land uses. The section outlines a number of design objectives to be considered during the development review process. These objectives are as follows:

1. **To enhance the sense of community by creating and maintaining places with their own distinct identity.**
   The site plan builds upon the distinct identity that has arisen out of the development of the Ottawa Train Yards shopping centre and constitutes a similar form of development.

2. **To define quality public and private spaces through development.**
   The buildings and landscaping create a quality public space for shopping.

3. **To create places that are safe, accessible and are easy to get to, and move through.**
   The development is easily accessed via an Arterial Road with a signalized intersection. Pedestrian access can be made safely from the rear of the property to Industrial Avenue. Although the property is located in an area which is primarily accessed by vehicles, the development provides effective connections for pedestrians and to transit in order to encourage non-vehicular forms of transportation.

4. **To ensure that new development respects the character of existing areas.**
   The plan complements the existing pattern and scale of development of the area while respecting the planned function which aims to intensify primarily within the Train TOD area with lower density development for properties outside of the TOD area, like the Subject Property.

5. **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**
   The buildings will create commercial units that can evolve over time as tenants come and go.

6. **To understand and respect natural processes and features in development design.**
   The development will improve upon the subject property which currently consists of mainly hard surfaces.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment. Opportunities for energy efficiency will be explored through building construction.

As per Policy 2 and based on the Mixed Use Centre designation which is in force, the proposed development requires review by the Urban Design Review Panel and an application to the Panel has been made.

Section 4.11 – Urban Design and Compatible Development (OPA 150)

In addition to the design objectives of Section 2.5.1, a development proponent must also implement the policies of Section 4.11 into their proposal which make reference to objective criteria that can be used to evaluate compatibility of development applications including height, bulk or mass, scale relationship, building/lot relationships, and the distance between buildings. The OP aims to achieve compatibility through appropriate land use designations and the corresponding Zoning By-law which “establishes more specific permitted use lists and development regulations within areas and on individual sites in a manner that achieves compatibility among proximate uses and built forms.”

The OP states the following: “At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.” The following policies from Section 4.11 shall be examined in the context of the subject application:

Policy 5: “Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:
   a. Setbacks, heights and transition;
   b. Façade and roofline articulation;
   c. Colours and materials;
   d. Architectural elements, including windows, doors and projections;
   e. Pre- and post-construction grades on site; and
   f. Incorporating elements and details of common characteristics of the area.”
The buildings have minimal setbacks from the street. Parapets have been included to increase the overall height and massing in order to give the buildings a 2 storey feel. The facades incorporate glazing along Industrial Avenue and facing the internal courtyard where main entrances will be.

Policy 6: “The City will require that all applications for new development:
   a. Orient the principal façade and entrance(s) of main building(s) to the street. Where a building abuts more than one street, the building façade and entrances will be oriented in order of priority to the arterial, collector and local street;
   b. Include windows on the building elevations that are visible from public spaces;
   c. Use architectural elements, massing, and landscaping to accentuate main building entrances.”

The buildings have been oriented to the street with a minimal setback in order to define the street edge for a more pedestrian pleasing street environment. A sidewalk will be provided along Industrial Avenue as an extension to the sidewalks proposed by the Train TOD plan along Industrial Avenue. Architectural elements such as glazing have been incorporated into the facades.

The retail success of the development depends on the availability of parking. Nonetheless, the visual impact of surface parking has been minimized with landscaping along the street edge and landscaped islands and a pedestrian walkway breaking up the parking area in between the two buildings. Additional parking has been located to the rear of the buildings to minimize impacts to the streetscape.

Policy 8: “Developments that include loading facilities, service areas, mechanical equipment (including roof-top), vents and metering devices should incorporate these requirements into the building design in such a way that they cannot be seen from, and their operation does not impact, the public street, pedestrian and cycle pathways or adjacent ground-oriented residences. This may be achieved through:
   a. Containment, with a preference to using the same architectural detail, style and materials as the proposed development; and/or
   b. Screening (e.g. trees, landscaped berms, decorative walls and fences).”

The elements referred to in Policy 8 have been located to minimize exposure to the public realm.

Policy 9: Where no approved secondary plan exists with established massing criteria, “the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:
   a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing
pattern of abutting development and development that is across the street;
b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;
c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”

The proposed development follows the prevailing pattern of surrounding development in terms of building height, massing, scale and setbacks.

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots

Exhibit ‘G’: Schedule ‘E’ of the Official Plan, Urban Road Network (OPA 76)

As per Schedule ‘E’ of the Official Plan (OPA 76), Industrial Avenue is an Arterial Road. Furthermore, OPA 150 (Schedule ‘C’ of the OP – Primary Urban Cycling Network) designates this portion of Industrial Avenue as a bicycle spine route. The property is not located on the transit network but is located just outside of the 600m radius from the Train Transit Station. Furthermore, there is a bus station to the rear of the property on Coronation Avenue. According to Section 4.3 of OPA 150, “the City, when reviewing development applications, will assess the adequacy of the transportation network to meet the needs of the proposed development.” In this case, development as a whole is well served by roads, transit and bicycle linkages. The transportation network is therefore more than adequate to support the proposed revisions.

4.3 Urban Design Guidelines for Large Format Retail

The Urban Design Guidelines are a Council-approved set of guidelines to guide development of large format retail buildings. The proposed development is
consistent with these guidelines as follows:

- Buildings set close to the street with room for landscaping abutting the proposed 2m wide sidewalk
- Wrap-around building facades to accentuate the street as well as main building entrances facing the internal courtyard
- Development consists of active uses with facades that incorporate glazing and architectural features to reduce visual impact of unglazed walls
- The internal parking area is broken up with benches for seating, two pedestrian connections and landscaping
- Direct and safe pedestrian connection leading from Coronation through the site to Industrial Avenue
- Pedestrian walkways connecting the buildings in an east-west direction
- Proposed signage to be in keeping with existing character and identity of the area
- Loading and refuse areas screened from the public realm

4.4 **City of Ottawa Zoning By-law**

![Exhibit 'H': Zoning Map, GeoOttawa (Subject Property highlight in blue)](image)

The Subject Property is presently zoned MC[2071]-h under the City’s Comprehensive Zoning By-law 2008-250. This is a Mixed Use Centre zone. It is understood that the property was rezoned based on the new OP designation but that the intent of the original MC zoning was maintained. The new zoning will not be in full force and effect until the appeal of OPA 150 is finalized as it is based on the re-designation of the site from Mixed Use Centre to General Urban Area.

The stated purpose of the Mixed Use Centre zoning is to;

1) “ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination
of transit-supportive uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses;

2) allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and

3) impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.”

The permitted uses are as follows:

- amusement centre
- animal care establishment
- animal hospital
- apartment dwelling, low rise
- apartment dwelling, mid-high rise
- artist studio
- bank
- bank machine
- bar
- broadcasting studio
- cinema
- community centre
- community garden
- community health and resource centre
- convenience store
- court house
- day care
- diplomatic mission
- drive-through facility
- dwelling units
- emergency service
- group home
- home-based business
- home-based day care
- hospital
- hotel
- instructional facility
- library
- medical facility
- municipal service centre
- museum
- nightclub
• office
• parking garage
• parking lot
• personal service business
• place of assembly
• place of worship
• planned unit development
• post office
• post-secondary educational institution
• principal use parking lots other than rapid-transit network park and ride facilities, being located at least 600 metres from a rapid transit station
• production studio
• recreational or athletic facility
• research and development centre
• residential care facility
• restaurant
• retail food store
• retail store
• retirement home
• retirement home
• rooming house,
• rooming house
• school
• service and repair shop
• shelter
• small batch brewery
• sports arena
• stacked dwelling
• technology industry
• theatre
• townhouse dwelling
• training centre

The performance standards include the following provisions from Table 191. An additional column has been provided to demonstrate compliance.

<table>
<thead>
<tr>
<th>I</th>
<th>ZONING MECHANISMS</th>
<th>II</th>
<th>PROVISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Minimum lot area</td>
<td>No minimum</td>
<td></td>
<td></td>
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<tr>
<td>(b) Minimum lot width</td>
<td>No minimum</td>
<td></td>
<td></td>
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<td>----------------------</td>
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<td></td>
<td></td>
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<tr>
<td>I Minimum front yard and corner side yard setback</td>
<td></td>
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<td></td>
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<tr>
<td>(i) abutting a lot in a residential zone</td>
<td>3 m</td>
<td></td>
<td></td>
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<tr>
<td>(ii) abutting the rapid transit corridor</td>
<td>2 m</td>
<td></td>
<td></td>
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<tr>
<td>(iii) other cases</td>
<td>No minimum</td>
<td></td>
<td></td>
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<tr>
<td>(d) Minimum interior side yard setback</td>
<td></td>
<td></td>
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<tr>
<td>(i) abutting a lot in a residential zone</td>
<td>3 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ii) abutting the rapid transit corridor</td>
<td>2 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(iii) other cases</td>
<td>No minimum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(e) Minimum rear yard setback</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>(i) rear lot line abutting a lot in a residential zone</td>
<td>6 m</td>
<td></td>
<td></td>
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<tr>
<td>(ii) abutting the rapid transit corridor</td>
<td>2 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(iii) other cases</td>
<td>No minimum</td>
<td></td>
<td></td>
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<tr>
<td>(f) Maximum floor space index</td>
<td>No maximum; unless otherwise shown on the zoning map</td>
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<td></td>
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### Minimum Building Height

<table>
<thead>
<tr>
<th>Case</th>
<th>Requirement</th>
<th>Height</th>
</tr>
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<tbody>
<tr>
<td>(i) for all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception</td>
<td></td>
<td>6.7 m</td>
</tr>
<tr>
<td>(ii) other cases</td>
<td></td>
<td>No minimum</td>
</tr>
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### Maximum Building Heights

<table>
<thead>
<tr>
<th>Case</th>
<th>Requirement</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) in any area up to and including 20 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124)</td>
<td></td>
<td>11 m</td>
</tr>
<tr>
<td>(ii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 residential zone (By-law 2011-124)</td>
<td></td>
<td>20 m</td>
</tr>
<tr>
<td>(iii) in all other cases</td>
<td></td>
<td>No maximum, or as shown by the suffix “H”, on a zoning map, or specified in a subzone or exception where applicable</td>
</tr>
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</table>

### Minimum Width of Landscaped Area

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped</td>
<td></td>
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</tbody>
</table>

Based on our review of the site plan, the proposed development complies with the provisions of the above table.

The following zoning provisions also apply to the subject development:
Section 187(4): “Storage must be completely enclosed within a building”. All storage is enclosed in the buildings.

The previous rezoning imposed exception no. 2071 which required compliance with the following provisions:

- **The maximum allowable surface parking that can be provided is calculated at a rate of 5.75 spaces per 100 square metres of gross leasable area.**

  The number of parking spaces proposed is 186 parking spaces which is below the maximum of 315.

- **No more than 45 per cent of the width of the lot along Industrial Avenue and within 30 metres of the lot line can be occupied by parking unless screened from the street frontage by a building.**

  22.46% of the width of the lot along Industrial Avenue and within 30m of the lot line is occupied by parking.

- **The maximum building setback for any building within 30 metres of Industrial Avenue is 0 metres.**

  The buildings are set back 0m from Industrial Avenue.

- **The minimum height for any building within 30 metres of Industrial Avenue is 6.7 metres and the maximum building depth is 30 metres.**

  The buildings are compliant with the minimum height requirement.

  The building depths exceed 30m. This provision was imposed based on the previous concept submitted through the zoning by-law amendment. As the concept has changed and no longer complies, a minor variance application will be submitted for relief from this provision.

- **A 1.5 metre landscape strip must be provided along the rear property line except where the provisions of Table 110 apply;**

  A landscape strip has been provided along the rear property line.

- **If a parking garage is provided, the perimeter of the ground floor area of the parking garage must be occupied by any of the following uses: bank, bank machine, personal service business, post office, restaurant, retail store**

  A parking garage is not proposed.
As with the other lands along Industrial Avenue forming part of the Trainyards development, a holding provision was added to the previous zoning by-law amendment that would only be lifted once a site plan control application has been approved for the development of the lands. The development provides all of the elements for removal of the holding symbol as follows:

(1) The applicant submitting a preliminary concept plan to the Urban Design Review Panel for a pre-consultation prior to submitting a formal site plan which will be subject to UDRP review; Staff have indicated that the extensive pre-consultation with the Planning and Growth Management Department has satisfied this requirement, however a formal presentation to UDRP is scheduled for early 2016.

(2) The submission and approval of a site plan application incorporating the following:
   a. a pedestrian pathway shall be provided that connects Coronation Avenue to the signalized intersection at Industrial Avenue, and shall have a minimum asphalt or concrete width of 2.0 metres plus an additional landscape strip of 1.5 metres, except where the 3.0-metre wide pedestrian pathway occurs along building fronts; Such a pathway has been provided on the proposed development plans.
   b. 45 per cent of the commercial walls facing Industrial Avenue shall consist of clear glass windows or functional clear glass doors from a height of 0.75 metres to 2.75 metres with 45 per cent of the remainder facing wall above the 2.75-metre level to consist of clear glass or spandrel glass glazing; The facades facing Industrial Avenue comply with this provision.
   c. Notwithstanding the requirement for a minimum building height of 6.7 metres along Industrial Avenue, building elevations submitted for review shall incorporate architectural parapets to increase the overall massing of a building to an average height of 7.5 metres. Architectural parapets have been provided for an average height of 7.5m.

Section 187(5) points to other parts of the by-law to be analysed: “For other applicable provisions, see Part 2 – General Provisions, Part 3 – Special Use provisions, and Part 4 – Parking and Loading Provisions.”

The site plan is not impacted by any of the provisions of Part 2 or Part 3. Compliance with Part 4 is as follows.

Minimum Parking Space Rates: Section 101(1): “Off-street motor vehicle parking must be provided for any land use at the rate set out in Table 101 below. In addition, visitor parking must be provided in accordance with Section 102.”
## Table 101- MINIMUM PARKING SPACE RATES

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Minimum Number of Parking Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>II Area A on Schedule 1 and MC Zone at Tunney's Pasture (Central Area)</td>
<td>III Area B on Schedule 1 other than MC Zone at Tunney's Pasture (Inner City Area)</td>
</tr>
<tr>
<td>(cs) Shopping Centre (i) Within 600 metres of a rapid transit station (see Sections 101(4) and 101(5))</td>
<td>0.75 per 100m(^2) of gross leasable floor area</td>
</tr>
<tr>
<td>(ii) Other cases (also see Section 101(9))</td>
<td>3.4 per 100m(^2) of gross leasable floor area</td>
</tr>
</tbody>
</table>

As the gross leasable floor area of the revised site plan is 5,480.53m\(^2\) and the Subject Property is not located within 600m of a rapid transit station and is located in Area B, the number of required parking spaces is calculated at a rate of 3.4/100m\(^2\) of GLA. The number of parking spaces required is therefore 186 spaces. The number of proposed parking spaces is 186; therefore this provision has been satisfied.

Parking Space Provisions:

Section 106(1): In accordance with this section, all parking spaces have a width of 2.6m and a length of 5.2m.

All parking spaces meet this requirement.

Aisle and Driveway Provisions:

Section 107(a)(ii): The width of all driveways is 6.7m or wider, as required for a...
double traffic lane driveway providing access to a parking lot.

Section 107(c): All of the aisles have a width of 6.7m, as required for parking at a 90° angle.

Location of Parking:

Section 109(2): In accordance with this section, no parking has been provided in the front yard.

Landscaping Provisions for Parking Lots:

Section 110(1): As per this section, 15% of the parking area must be provided as perimeter or interior landscaped areas. A 3m or wider landscape buffer is required abutting the street and not abutting the street in accordance with Table 110.

Both of these provisions are in compliance with the bylaw requirements.

Section 110(3): All outdoor loading and refuse must be located at least 3m from a lot line and screened from view by a 2m high screen.

This provision has been complied with.

Bicycle Parking Space Rates and Provisions:

Table 111A specifies a bicycle parking space rate of 1 per 500m² of gross floor area. The gross floor area is 5,480.53 which amounts to 11 bicycle spaces required. 30 bicycle spaces will be provided with convenient access to main entrances and in well-used areas.

Loading Space Rates and Provisions:

Table 113A requires 2 off-street loading spaces. 2 loading spaces have been provided, one of which complies with the minimum dimensions for loading spaces. The other has a width of 3m as opposed to 3.5m. As such, relief from this provision will be included in the application for minor variance.

5.0 Technical Studies

The background studies that have been prepared in support of the development application for the subject property are as follows:

(1) Site Servicing Plan
(2) Grade Control and Drainage Plan
(3) Transportation Study
6.0 **Summary and Conclusions**

- The proposed development is consistent with the PPS in that it reinforces the policies that promote and concentrate development within a Settlement Area that contain all of the required infrastructure in an environmentally sensitive manner.

- The redevelopment of the Subject Property is consistent with the Official Plan policies of both the Mixed Use Centre Designation and the General Urban Area designation.

- The design of the site and buildings conforms with the Council-approved Urban Design Guidelines for Large Format Retail

- The site plan generally complies with the zoning. A minor variance application is required to deal with the building depth and the width of the loading space.

- The applications include all elements for the removal of the holding symbol.

- The excellent transit service and pedestrian/cycling facilities to and through the Subject Property will provide incentive and excellent service to reduce the dependency for private vehicles to and from the site.

- The linear corridor and generous right-of-way for Coronation Avenue will assist in mitigating the impact of any future development on the surrounding residential neighbourhood.

It is therefore our professional land use planning opinion that the application for Zoning By-law Amendment and Site Plan Control will assist in permitting a desirable outcome for Subject Property in keeping with the Provincial and
Municipal land use planning policies.

Prepared by;

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