

575 Dealership Drive
Planning Rationale Report

August 2018

Prepared for

The McKenna Family

Paquette Planning Associates Ltd.

**56 Hutchison Avenue
Ottawa, Ontario
K1Y 4A3
PH: 613-722-7217
FX: 613-722-0762
www.paquetteplanning.ca**

Table of Contents

Section	Page
1. Introduction	1
2. Site Context and Existing Land Use	1
3. Planning Context	3
4. Proposal	13
5. Required Approvals and Rationale	14
6. Conclusion	21

List of Figures

Figure 1:	Location Plan
Figure 2:	Existing Land Use
Figure 3:	Schedule B of the City of Ottawa Official Plan
Figure 4a:	South Nepean Urban Area 9 and 10 Secondary Plan
Figure 4b:	South Nepean Urban Area 9 and 10 Secondary Plan (Detail)
Figure 5:	Citigate Subdivision Plan 4M 1538 Excerpt
Figure 6:	Citigate Concept Plan
Figure 7a:	Zoning Bylaw 2008-250
Figure 7b:	Zoning Bylaw 2008-250 (Detail)
Figure 8:	Site Concept Plan

1. Introduction

The proposal before you is a request to obtain zoning approval to permit an automobile dealership and related uses on the easterly portion of the property known as 575 Dealership Drive located in south Nepean. The following provides a description of the proposal and supporting planning rationale.

2. Site Context and Existing Land Use

The subject property is located in the community of Barrhaven adjacent to the Citigate subdivision. The subject property is 15.6 acres in area and is located at the westerly end of Dealership Drive; the property backs onto Highway 416 and is known legally as: Part of Lot 17 Concession 4, former City of Nepean. See Figure 1: Location Plan.

Figure 1: Location Plan



Adjacent land uses include:

- North: vacant future development land held by the Parks family; further north, there is a newly built shopping centre (operated by Trinity Developments) and a new office building occupied by the Tomlinson Group;
- East: there is a vacant parcel of land held for future development and a storm water management pond; in addition there are 3 car dealership including Barrhaven Honda, Myers Barrhaven Toyota and Myers Barrhaven Hyundai;
- South: vacant future development land; further to the south there is Cambrian Road and a CN rail line;
- West: Highway 416.

Figure 2: Existing Land Use

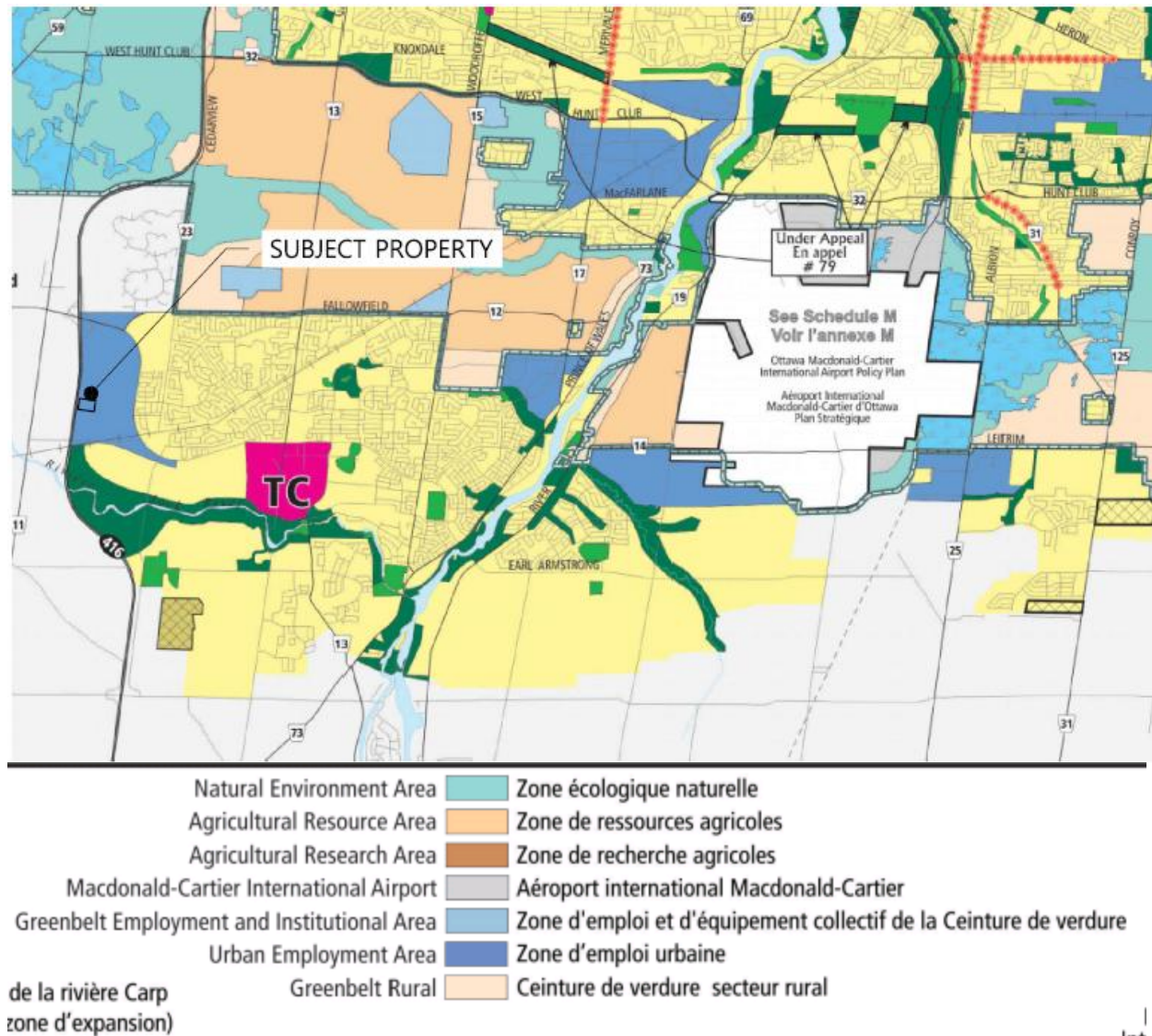


3. Planning Context

3.1 City of Ottawa Official Plan 2003

The subject property is designated Employment Area in accordance with Schedule B of the City of Ottawa Official Plan. See Figure 3: Schedule B of the City of Ottawa Official Plan.

Figure 3: Schedule B of the City of Ottawa Official Plan



Section 3.6.5 of the Official Plan discusses what is permitted under the Urban Employment designation as follows:

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]*

Please note in yellow that policy 3.6.5.2 b) permits ‘vehicle sales and service’.

3.2 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa initiated a review of its Official Plan which resulted in numerous changes to policy and land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes of this review which was subsequently appealed to the Ontario Municipal Board.

While OPA 150 is not in full force and effect, it is understood that none of the policy changes contemplated in OPA 150 alter the applicable policies of the 2003 Official Plan as they generally relate to the proposal before you.

3.3 South Nepean Urban Area 9 and 10 Secondary Plan

According to this document, the easterly half of the subject property is designated Business Park while the westerly half is designated Prestige Business Park as shown on Figures 4a and 4b South Nepean Urban Area 9 and 10 Secondary Plan.

Figure 4a: South Nepean Urban Area 9 and 10 Secondary Plan

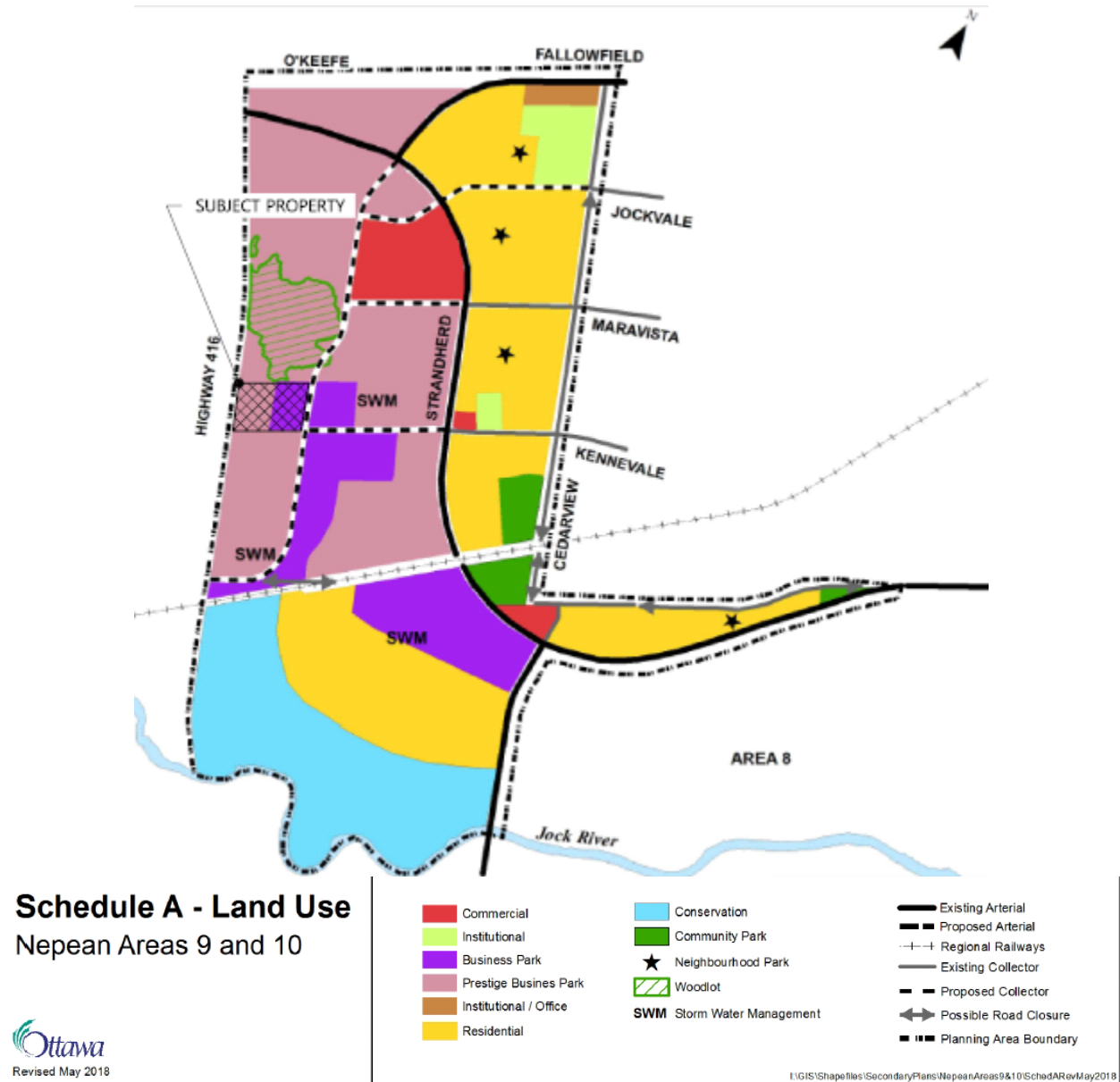
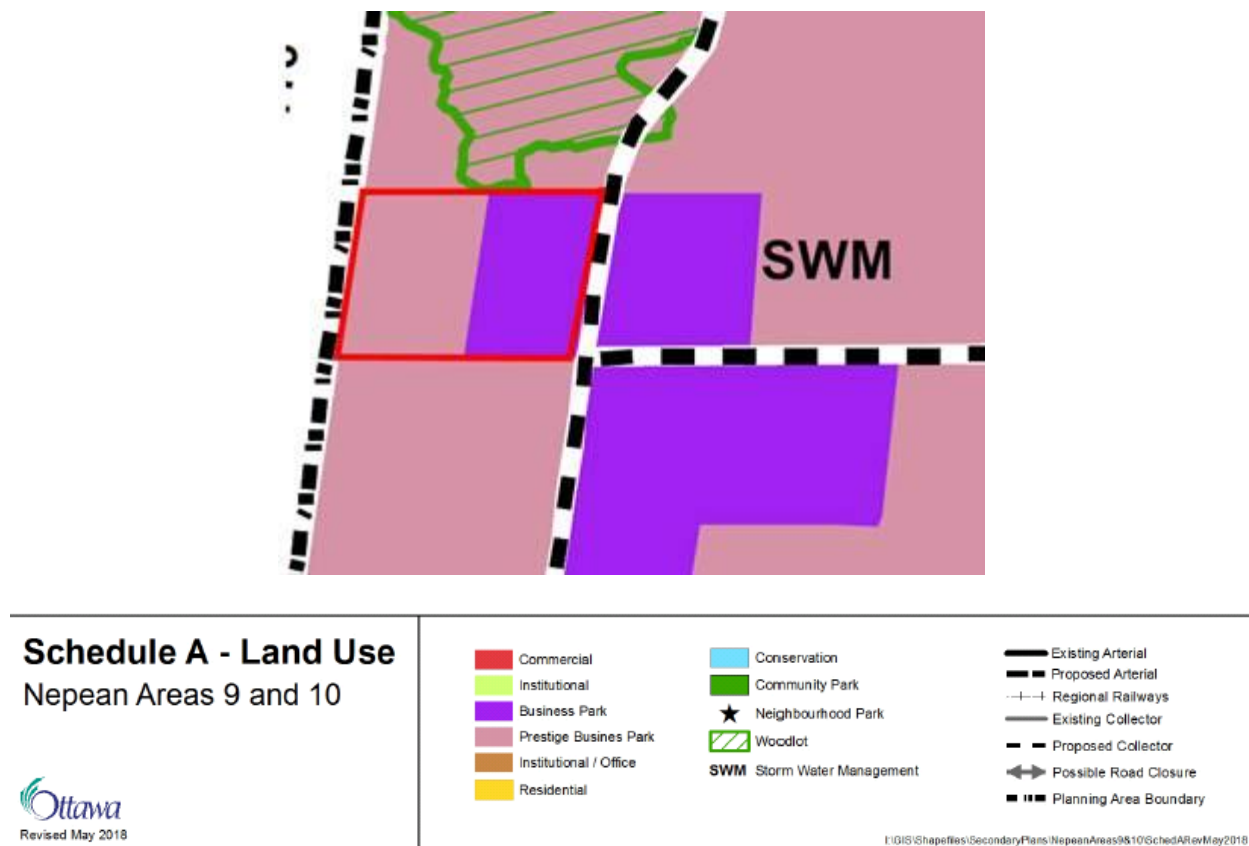


Figure 4b: South Nepean Urban Area 9 and 10 Secondary Plan (Detail)



That portion of the property designated Business Park is subject to policy 2.2.5.2 of the South Nepean Urban Area 9 and 10 Secondary Plan. It states as follows:

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

In turn and as indicated in section 3.1 of this report, policy 3.6.5.2 b) permits ‘vehicle sales and service’.

That portion of the property designated Prestige Business Park is subject to policy 2.2.5.1 of the South Nepean Urban Area 9 and 10 Secondary Plan which states as follows:

Areas designated as Prestige Business Parks in the Secondary Plan shall be developed in accordance with the policies of Ottawa Official Plan, Section 3.6.5. In addition to this, the following special policies shall apply

1. *Permitted uses shall include research and development facilities advanced technology industries and services, light manufacturing and production facilities, office banks and financial services, private and commercial schools, and hotel and convention centre may contain accessory and co-located retail service and entertainment facilities. Automotive*

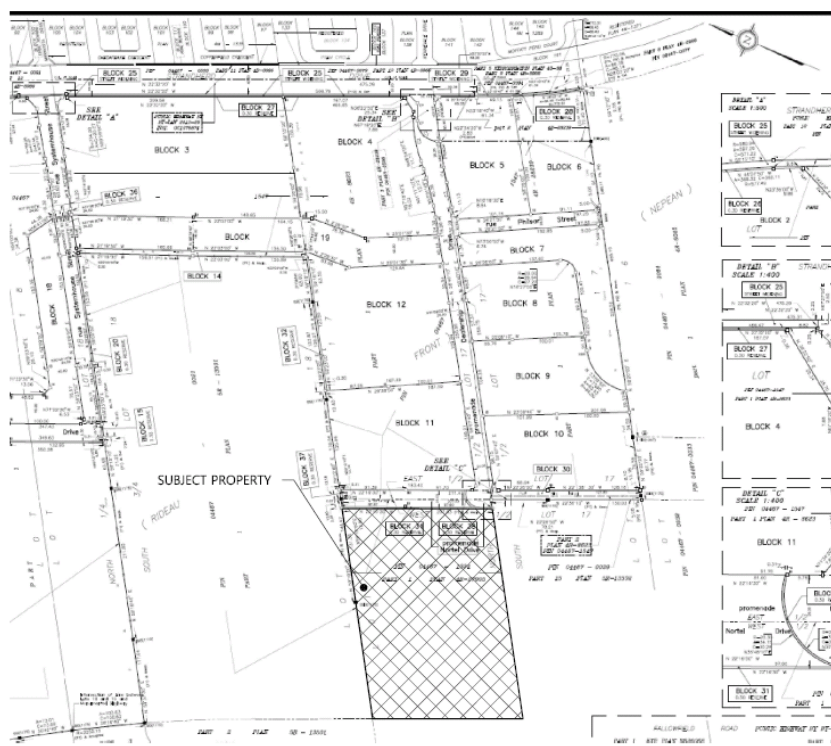
commercial uses on a smaller portion, specifically at the north-west corner of the intersection of Strandherd Drive and Fallowfield Road will be permitted. [Amendment 25, April 27, 2005]

2. Existing forested areas shall be conserved wherever possible on the top and tile slopes of the western ridge.
3. Automobile dealership use within the Prestige Business Park designation will be only permitted on the lands bounded by Kennevale Drive extension to the north, City-owned snow storage facility to the south, Strandherd Drive to the east, and Business Parks lands to the west. Such use shall conform to the urban design objective and policies within this plan for Prestige Business Park and Strandherd Drive. [Amendment #121, July 10, 2013]
4. An existing City owned and operated Snow Disposal Facility is also permitted on lands adjacent to the Canadian National Railway corridor, west of Strandherd Drive, legally described as "Part of Lot 16, Concession 4, Rideau Front; Part 1 of Reference Plan 4R-9045. [Amendment #121, July 10, 2013]
5. For lands at 4401 Fallowfield Road, lot areas shall typically be large with a minimum area of 0.4 ha and lot coverage maximum of 55 per cent. [Amendment #135, April 30, 2014] [Amendment #149, July 9, 2015]

3.4 Plan of Subdivision

The subject property is not part of a plan of subdivision but is adjacent to the Citigate Subdivision which was recently registered as Plan 4M 1538. See Figure 5: Citigate Subdivision Plan 4M 1538 Excerpt.

Figure 5: Citigate Subdivision Plan 4M 1538 Excerpt



As can be seen from Plan 4M 1538, the subject property is intended to be serviced by a second road (known as Citigate Drive) which is understood will be built in 2019.

3.5 Citigate Concept plan

The balance of the lands adjacent to the subject property are included in a concept plan that was done for illustration purposes by the developer Regional Group, as a basis for it's plan of subdivision referred to in section 3.4 of this report . See Figure 6: Citigate Concept Plan. While this concept plan has no legal status, it does illustrate a possible road network including a road which might bisect the subject property in the future.

Figure 6: Citigate Concept Plan



3.6 Zoning Bylaw 2008-250

The subject property is zoned IP [1219]-h as shown on Figures 7a and 7b: Zoning Bylaw 2008-250.

Figure 7a: Zoning Bylaw 2008-250



Figure 7b: Zoning Bylaw 2008-250 (Detail)



The following is a list of permitted uses in the IP [1219]-h zone according to section 205 Zoning Bylaw 2008-150 as well as exception 1219.

	(1)	The following uses are permitted subject to:	
		(a)	the provisions of subsections 205(3) to (6);
			automobile dealership automobile rental establishment broadcasting station day care drive-through facility emergency service hotel light industrial uses medical facility office place of assembly printing plant production studio research and development centre service and repair shop small batch brewery, see Part 3, Section 89 technology industry training centre warehouse
	(2)	The following additional uses are permitted subject to:	
		(a)	the provisions of subsections 205(3) to (6);
		(b)	the cumulative total gross floor area for these uses not exceeding 2,999 m ² ; (OMB Order #PL080959, issued September 18, 2009)
		(c)	each use not exceeding 300 square metres of gross floor area; and
		(d)	the provisions of subsection 205(2)(c) not applying to recreational and athletic facility and park ;
			animal care establishment animal hospital automobile service station bank bank machine

			car wash convenience store gas bar instructional facility park payday loan establishment (By-law 2017-302) personal service business post office recreational and athletic facility restaurant
	(3)	The zone provisions are set out in Table 205 below.	

Urban Exceptions 1,201-1,300 (Section 239)

I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
1219 (By-law 2009-164) (By-law 2008-462)	IP[1219] -h IP[1219] H(11)-h	- snow disposal facility on lot 16, concession 4 the following uses limited to 4451 Fallowfield and subject to the h symbol: - automobile service station - car wash - drive through facility - gas bar	all uses in subsection 205(1) except: - day care - hotel - light industrial uses - medical office - office - place of assembly - research and development centre - technology industry all uses in subsection 205(2) except: - bank - bank machine - instructional facility - personal service business - recreational and athletic facility - restaurant, full service - restaurant, take out	- minimum lot area of 10,000 m ² and minimum lot width of 100 m - all permitted uses not to apply until the 'h' symbol has been removed - the 'h' symbol will not be removed until the following have been submitted to and approved by the City: - a transportation impact study - a servicing study and an associated funding agreement - a master concept plan and a draft plan of subdivision - full-service restaurant, take-out restaurant, personal service business and recreational and athletic facility are permitted only within a large complex containing a research and development centre, technology industry, light industrial use, office, bank, instructional facility, hotel or place of assembly.

Please note that while section 205 permits an automobile dealership, exception 1219 limits on site uses to those listed in the exception. Notwithstanding the above, the Secondary Plan currently in place permits 'vehicle sales and service' on lands designated Business Park lands. (Note: the Secondary Plan which recognises the proposed uses was approved part of OPA 121 in June 2013).

4. Proposal

The proposal calls for a zoning amendment to permit an automobile dealership and related uses on that portion of the subject property designated Business Park in the South Nepean Areas 9 and 10 Secondary Plan . Specifically the following uses are proposed for the subject property:

automobile dealership

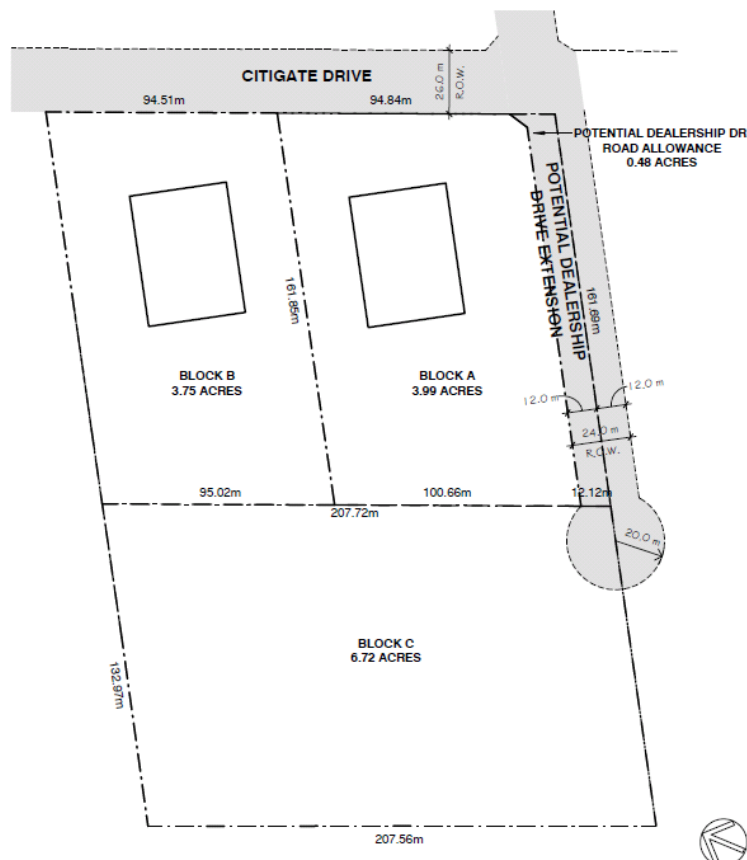
automobile body shop (as a stand alone building or integrated within a dealership building)

storage of cars (including new or used cars for sale on site or at other dealerships)

automobile rental establishment

The intent is to amend the zoning bylaw to recognize these proposed uses as a basis for marketing the property which will be followed by a site plan application once users are secured. To better understand how this property might be developed in the future, the following site concept plan was prepared. See Figure 8: Site Concept Plan. The said plan illustrates how the easterly portion (subject to this application) of the subject property might be severed into 2 lots and allow for the possible extension of Dealership Drive west of Citigate Drive.

Figure 8: Site Concept Plan



5. Required Approvals and Rationale

The proposal will require the approval of a zoning bylaw amendment application.

5.5 Conforms to the City of Ottawa Official Plan

The City of Ottawa Official Plan 2003 provides a complete set of policies and guidelines to evaluate development proposals such as the one that is subject to this report. This section of the report assesses how the proposed development conforms to sections 4 and 2.5.1 of the City of Ottawa Official Plan policies and guidelines as downloaded from the City of Ottawa's web site.

- *Policy 4.1 (Site-Specific Policies and Secondary Policy Plans)*

Comment: The subject property is designated Business Park which in turn is subject to policy 2.2.5.2 of the South Nepean Urban Areas 9 and 10 Secondary Plan which states as follows:

Uses permitted under City of Ottawa Official Plan Section 3.6.5 – Employment Area and Enterprise Area, as amended, are generally permitted in the Business Parks designation. In turn and as indicated in section 3.1 of this report, policy 3.6.5.2 b) permits 'vehicle sales and service' which appears consistent with the uses proposed.

- *Policy 4.2 (Adjacent to Land-Use Designations)*

Comment: The subject property is not adjacent to any significant land use feature identified in this policy;

- *Policy 4.3 (Walking, Cycling, Transit, Road and Parking Lots):*

Comment: The subject property is well served by all transportation considerations identified in this policy. The subject property is within walking distance of a transit stop along Strandherd Drive and is served by Dealership Drive which is double sidewalk street.

Policy 4.4 (Water and Wastewater Servicing):

Comment: The subject property is planned to be connected to municipal water and wastewater facilities. The proposed services are understood to be adequate in order to accommodate the proposed development.

- *Policy 4.5 (Housing):*

Comment: Not applicable

- *Policy 4.6 (Cultural Heritage Resources),*

Comment: Not applicable

- *Policy 4.7 (Environmental Protection),*

Comment: Not applicable

- *Policy 4.8 (Protection of Health and Safety):*

Comment: The proposed use is not considered a noise sensitive use. That said, the development will be subject to a future site plan application which can address any possible noise issue.

- *Policy 4.9 (Energy Conservation Through Design):*

Comment: The proposed development will encourage energy conservation through the application of state of the art building practices.

- *Policy 4.10 (Greenspace Requirements),*

Comment: The proposal does not trigger a need for additional green space other than the landscaping requirements of the zoning bylaw.

- *Policy 4.11 (Urban Design and Compatibility)*

1. When evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable Community Design Plans, Secondary Plans, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10. [Amendment #76, OMB File #PL100206, August 18, 2011] [Subject to Amendment #113, November 14, 2012]

Comment: The proposal can be evaluated against this policy at the site plan application stage.

2. In addition to those matters set out in Policy 1, above, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria. The measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances: [Amendment #76, OMB File #PL100206, August 18, 2011]

- a. Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial

or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;

Comment: The existing and future road network contemplated for this area is understood will be sufficient to accommodate the proposed development.

- b. Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposed development is proposed to be accessed via Dealership Drive and future Citigate Drive.

- c. Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal can be evaluated against this policy at the site plan application stage

- d. Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures;

Comment: The proposed development is not required to provide amenity space according Zoning By-law 2008-250. The proposal can be evaluated against this policy at the site plan application stage

- e. Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible;

Comment: The proposal can be evaluated against this policy at the site plan application stage.

- f. Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated;

Comment: The proposal can be evaluated against this policy at the site plan application stage.

- g. Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.

Comment: The proposed use is not anticipated will generate any significant noise, odours or other emissions. To this end, the proposal can be evaluated against this policy at the site plan application stage.

- h. Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures;

Comment: The proposal can be evaluated against this policy at the site plan application stage.

- i. Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;

Comment: The proposal can be evaluated against this policy at the site plan application stage.

- j. Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area. [Amendment #28, July 13, 2005] [OMB decision #2649, September 21, 2006]

Comment: The proposal calls for uses that are permitted in the Secondary Plan.

- 3. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context. [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal can be evaluated against this policy at the site plan application stage.

- 4. Buildings, structures and landscaping will be used to clearly define public spaces, such as streets and parks. In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities. In other cases, where there is no established building fabric along the street, new buildings will occupy gaps in the

streetscape caused by parking and/or deep building setbacks. New buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal can be evaluated against this policy at the site plan application stage.

5. The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Acknowledged.

6. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public- and private-sector owners and developers to include art as a public component of their developments.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal can be evaluated against this policy at the site plan application stage.

7. The following guidance is provided as a guide for the preparation of secondary plans and community design plans, and for consideration when reviewing development applications:
 - a. Low-Rise – a one to four storey building;
 - b. Medium-Rise – a five to nine storey building;
 - c. High-Rise – a building 10 storeys or more.

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

Comment: Not applicable

8. High-rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan, provided all other policies of this Plan are met:
 - a. Central Area;
 - b. Mixed-use Centres and Town Centres;
 - c. Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and

- d. Traditional and Arterial Mainstreets, provided the provisions of policy 10 below are satisfied.

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

Comment: Not applicable

- 9. In addition to provisions in policy 8 above, high-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:

- a. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
- b. Within 600 metres of a rapid transit station as identified on Schedule D, or;
- c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
- d. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;
- e. Within areas where a built form transition as described in policy 12 below is appropriate.

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

Comment: Not applicable

- 10. Building heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in the same circumstances as described in policy 9 above. [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

- 11. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;

- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

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

Comment: Not applicable

12. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

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

Comment: Not applicable

13. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;

- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

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

Comment: Not applicable

14. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

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

Comment: Not applicable

6. Conclusion

6.1 The proposal is consistent with the Urban Employment Area policies of the Official Plan.

6.2 The proposed uses are permitted under the Business Park designation and policy 2.2.5.2 of the South Nepean Urban Area 9 and 10 Secondary Plan