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2020 Walkley Road & 2935 Conroy Road Planning Rationale

**2020 Walkley Road & 2935 Conroy Road
Ottawa, Ontario**

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

Prepared By:

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Novatech File: 119067
Ref: R-2021-008

March 17, 2021

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

Attention: Wendy Tse, Planner, Planning Services

Dear Ms. Tse:

**Reference: Major Zoning By-law Amendment & Site Plan Control Applications
2020 Walkley Rd & 2935 Conroy Rd
Our File No.: 119067**

The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment and Site Plan Control application to enable the phased development of three warehouse buildings on lands located at 2020 Walkley Road and 2935 Conroy Road (the "Subject Property"). The Subject Property is legally described as Part of Lots A and 1, Concession 5, Rideau Front, Gloucester, Being Part 1 on Plan 5R-932 and Part 1 on Plan 5R-2422 save and accept Part 1 on Plan 5R-11369 and Part 4 on Plan 4R-14048,(Ottawa).

The Subject Property is designated Urban Employment Area on Schedule B of the City of Ottawa Official Plan. The property is zoned Light Industrial, Urban Exception 1477, Schedule 117, with a holding symbol (IL[1477] S117 -h2) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to add "warehouse" as a permitted use to facilitate development at 2020 Walkley Road and 2935 Conroy Road. The proposed development will be graded to control stormwater runoff. Specific trees have been identified to be to be retained on the property. A realigned right-in right-out driveway is proposed off Walkley Road to the north and a new full access driveway is proposed along St. Laurent Boulevard to the south. The existing right-in, right-out driveway off Conroy Road will be replaced with a full access driveway. A new right-in right-out driveway is proposed off Conroy Road, south of the existing driveway. No significant Traffic impacts are identified resulting from the proposed development.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the applications for Major Zoning By-law Amendment to add "warehouse" as a permitted use and Site Plan Control to facilitate the proposed development.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

NOVATECH



Jeffrey Kelly, MCIP RPP
Project Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the phased development of three warehouse buildings at 2020 Walkley Road and 2935 Walkley Road (the “Subject Property”). Upon completion, the proposed development will require demolition of existing buildings, modifications to site grading, drainage and landscaping, reconfiguration of site access points, parking and vehicular circulation routes on the property.

The Subject Property is designated Urban Employment Area on Schedule B of the City of Ottawa Official Plan (OP). The Subject Property is zoned Light Industrial, Urban Exception 1477, Schedule 117, with a holding symbol (IL[1477] S117 -h2) in the City of Ottawa’s Zoning By-law 2008-250.

The applications are submitted in support of adding “warehouse” as a permitted use to enable the phased development of three warehouse buildings with accessory office uses on the property.

This Planning Rationale will demonstrate the proposed Major Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the Provincial Policy Statement (2020);
- Conform to the policies in the City of Ottawa Official Plan (up to and including Official Plan Amendment 243);
- Establish appropriate zoning standards for the Subject Property; and
- Be compatible with surrounding development.

1.1 Description of Subject Property

The Subject Property is located in Ward 10 (Gloucester-Southgate) of the City of Ottawa. The Subject Property is legally described as Part of Lots A and 1, Concession 5, Rideau Front, Gloucester, Being Part 1 on Plan 5R-932 and Part 1 on Plan 5R-2422 save and accept Part 1 on Plan 5R-11369 and Part 4 on Plan 4R-14048,(Ottawa).

The Subject property is a single parcel and has two municipal addresses under the same ownership. Both municipal addresses are considered the Subject Property (See Figure 1). The Subject Property has approximately 168 metres of frontage along Walkley Road, approximately 316 metres of frontage along Conroy Road, approximately 154 metres of frontage along St-Laurent Boulevard and an approximate area of 5.71 hectares (14.11 acres).

Figure 1. Aerial Photo of Subject Property



The Subject Property currently accommodates two buildings containing a range of uses including; offices, a research and development centre, a community health and resource centre, recreational and athletic centre uses and a surface parking lot providing 304 parking spaces. The two buildings have a combined gross floor area of approximately 12,655 square metres. There are two vehicle access points to the property located to the west from Conroy Road and to the north off Walkley Road. The existing buildings are positioned with frontages on Walkley Road and Conroy Road with surface parking provided to the rear of the property. The southern portion of the Subject Property fronting on Conroy Road and St. Laurent is vacant and comprises approximately one quarter of the total lot area. Trees are located along Walkley Road and Conroy Road providing a screen between the existing buildings, surface parking and the public realm.

1.2 Site Location and Community Context

The Subject Property is located within a large employment district bounded by Walkley Road to the North, Conroy Road to the West, St. Laurent Boulevard to the south, connecting with Walkley Road further to the East. Additional details are provided in Figures 2 to 5 and in the descriptions below. The majority of lands surrounding the Subject Property are zoned Light Industrial and represent a broad range of employment and accessory uses permitted within the Zoning By-law. Uses within the immediate site context include office, warehousing and distribution, medical research and manufacturing, institutional and places of worship. Ancillary uses permitted in the by-law such as retail sales, restaurants and gas bars are also located in the immediate site context (See Figure 6).

North: North of the Subject Property across Walkley Road and east of Conroy Road is a residential area with a community centre, places of worship, retail plaza and schools. North of the Subject Property and west of Conroy Road is an open space area with a residential community further to the North.

Figure 2. Open Space North of Walkley Road



South: Immediately South of the Subject Property is St. Laurent Boulevard. South of St. Laurent Boulevard there are a range of office, commercial and institutional uses.

Figure 3. Office buildings south of Subject Property



East: East of the Subject Property are medical manufacturing and research facilities, offices, places of worship, and surface parking lots.

Figure 4. View east from Subject Property



West: Immediately to the west of the Subject Property is Conroy Road. West of Conroy Road, along Walkley Road are restaurants, a convenience store and gas bar. Further west of Conroy Road along St. Laurent Boulevard is a large business park containing a range of office, commercial and institutional uses.

Figure 5. Restaurants and Gas Bar west of the Subject Property



Figure 6. Surrounding Context



1.3 Linkages and Transportation Framework

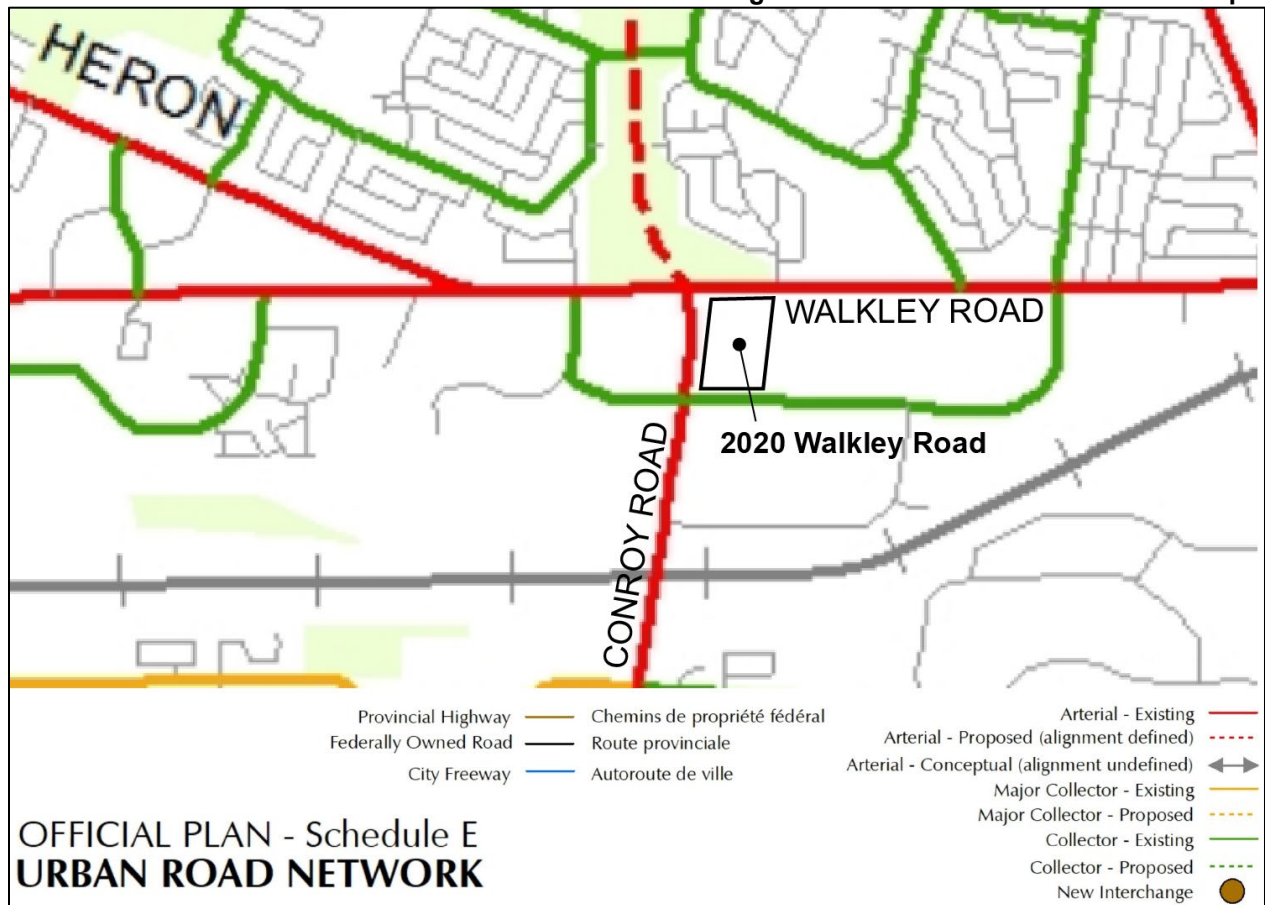
The Subject Property has frontage along Walkley Road, Conroy Road and St. Laurent Boulevard. The Subject Property is southeast of the intersection of Walkley Road and Conroy Road. Both Walkley Road and Conroy Road are designated arterial roads on Schedule E of the Official Plan. The Conroy / Alta Vista Parkway is proposed as an extension north of Walkley Road through the defined alignment (see Figure 7).

Driveways off Conroy Road and Walkley Road provide vehicular access to the Subject Property. There is a right-in access and dedicated left-turn lane to enter the parking lot off Walkley Road. There are dedicated left-turn and right-turn lanes to exit the parking lot onto Walkley Road. A right in, right out access is provided to enter the parking lot from Conroy Road. There is a public sidewalk along Walkley Road, Conroy Road and St. Laurent Boulevard.

Conroy Road is divided by a landscaped boulevard that tapers in size on approach to Walkley Road to the north and St. Laurent Boulevard to the south. A landscaped boulevard also separates a public sidewalk from northbound traffic lanes along Conroy Road. Bus routes 40 and 46 service the Subject Property with public transit.

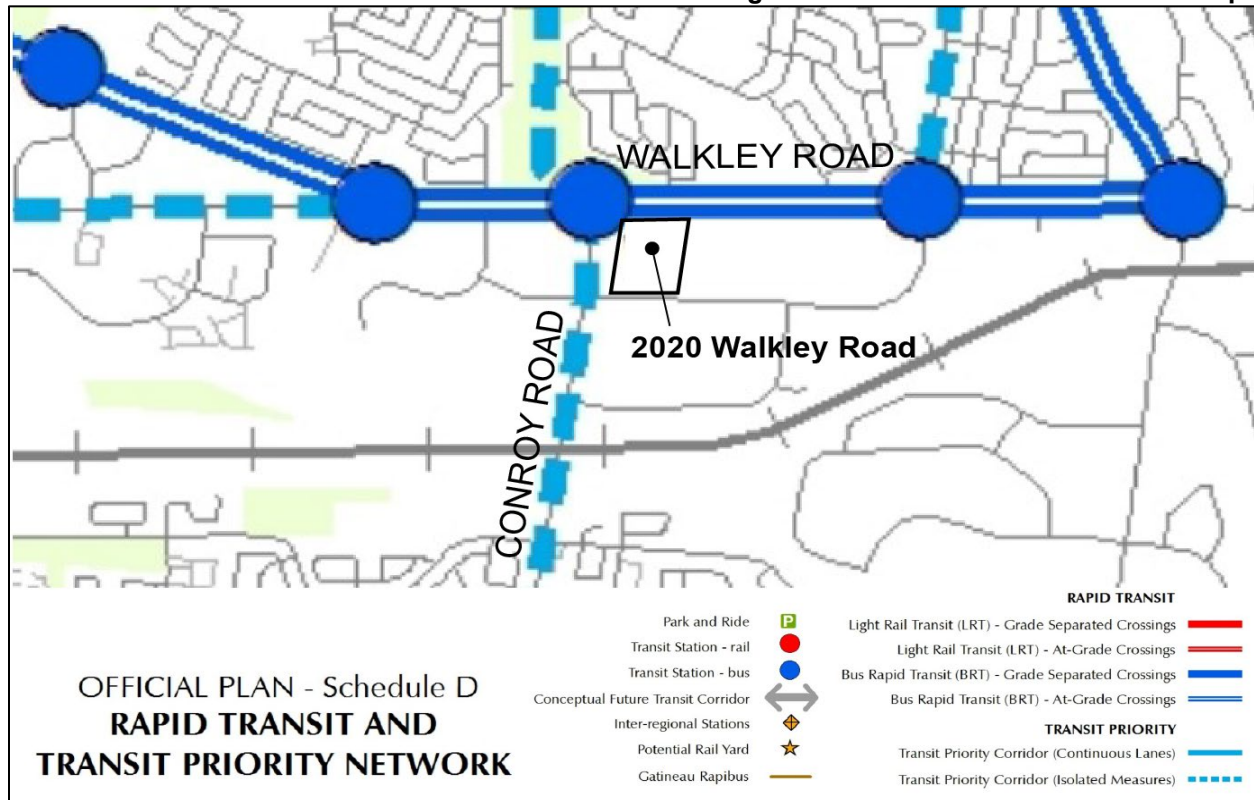
Bus stops are provided at St. Laurent Boulevard, Walkley Road and Conroy Road. A dedicated bicycle lane running northbound along Conroy Road terminates approximately 80m south of Walkley Road.

Figure 7. Official Plan Schedule E Excerpt



Walkley Road is designated 'Bus Rapid Transit (BRT) – At-Grade Crossings' and Conroy Road is designated as 'Transit Priority Corridor (Isolated Measures) on Schedule D of the Official Plan (see Figure 8). The intersection of Walkley Road and Conroy Road is designated a 'Transit Station – Bus' on Schedule D of the Official Plan. The 2013 Transportation Master Plan does not identify Walkley Road as part of the 2031 Affordable network and no certain timeline or funding has been established for this project.

Figure 8. Official Plan Schedule D Excerpt

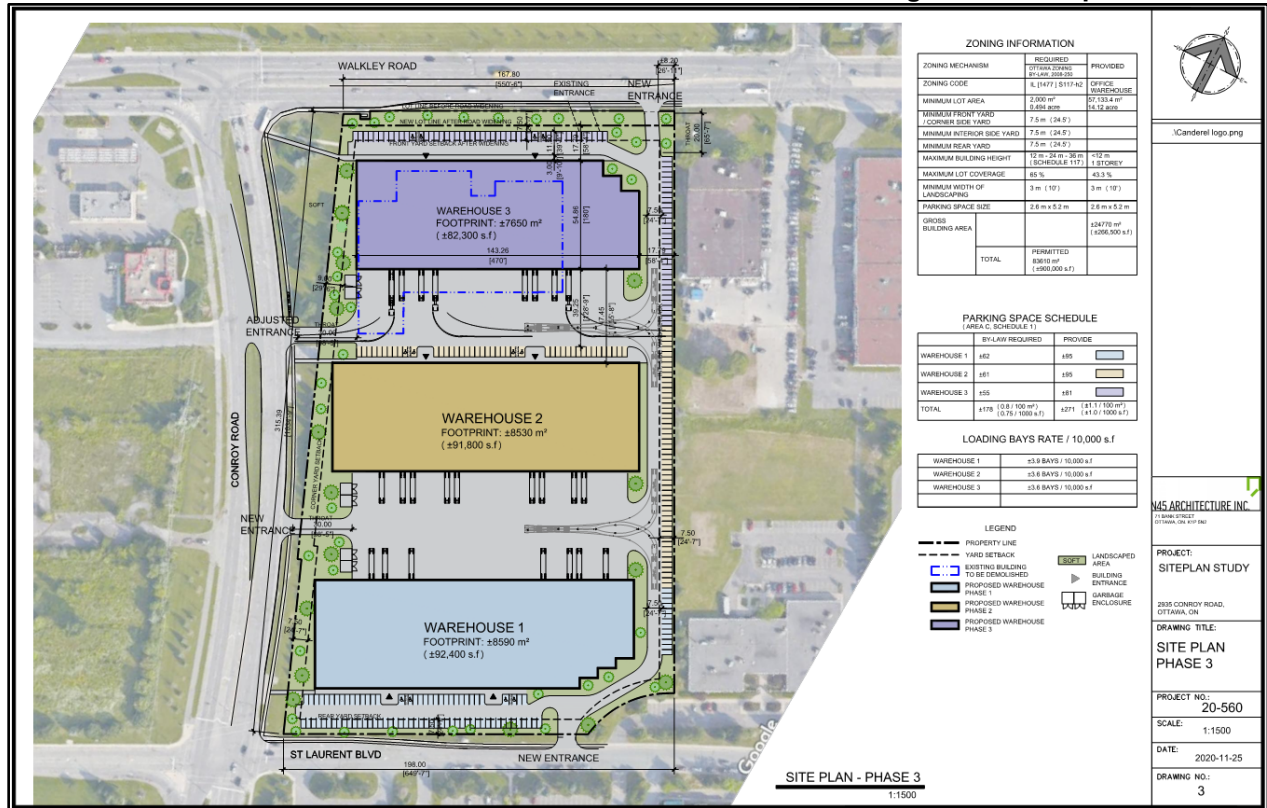


2.0 PROPOSED DEVELOPMENT

A phased plan to demolish the existing structures and construct three warehouse buildings is proposed for the Subject Property. Upon completion, modifications to the existing parking lot will provide a total of 291 surface parking spaces and loading spaces to service the warehouse function (see Figure 9). The Site Plan including proposed phasing is attached as Appendix A.

The Site Plan Control application will facilitate the phased development of three new warehouse buildings on the Subject Property. Upon completion, the proposed development will require demolition of existing buildings, modifications to site grading, drainage and landscaping. A new right-in right-out driveway is proposed to replace the existing full access driveway off Walkley Road at the north eastern corner of the property. The existing right-in, right-out driveway off Conroy Road will be replaced with a full access driveway and adjusted to align with “Warehouse 3” in the third phase. A new right-in right-out driveway is proposed to the south of the existing access off Conroy Road. A new full access driveway will be provided off St. Laurent Boulevard along the south eastern corner of the property.

Figure 9. Conceptual Site Plan



3.0 PROPOSED ZONING BY-LAW AMENDMENT

The Subject Property is currently zoned Light Industrial, Urban Exception 1477, Schedule 117, with a holding symbol (IL[1477] S117 -h2) in the City of Ottawa’s Zoning By-law 2008-250. The site-specific zoning prohibits a range of uses otherwise permitted within the Light Industrial (IL) zone. Warehouse buildings are not currently listed as a permitted use on the Subject Property. (see Figure 10).

To facilitate the proposed development of three warehouse buildings on the Subject Property, this application requests an amendment to include “warehouse” as a permitted use within the site-specific zoning as described below:

- amend Urban Exception 1477 by adding “warehouse” to the list of permitted uses within “Column IV – Exception Provisions – Land uses prohibited”

Figure 10. Site Specific “IL” Zone Excerpt

I Exception Number	II Applicable Zone	III Exception Provisions - Additional land uses permitted	IV Exception Provisions - Land uses prohibited	V Exception Provisions - Provisions
1477 (By-law 2019-449) (By-law 2016-296) (By-law 2016-131)	IL[1477] S117-h2	<ul style="list-style-type: none"> place of worship 	All uses other than: <ul style="list-style-type: none"> bank broadcasting studio day care community centre community health and resource centre light industrial uses medical facility municipal service centre office parking garage personal service business printing plant production studio recreational and athletic facility research and development centre restaurant, full service restaurant, take-out retail food store retail store service and repair shop technology industry 	<ul style="list-style-type: none"> the following uses are only permitted subject to being located on the ground floor of a building containing one or more of the other permitted uses not listed below: <ol style="list-style-type: none"> municipal service centre personal service business restaurant, full service restaurant, take-out retail food store retail store the provisions of Subsection 203(3)(g) do not apply and following provisions apply: <ul style="list-style-type: none"> a maximum of 60, 385 square metres of gross floor area is permitted; subject to the General Manager of Planning, Infrastructure and Economic Development confirming a transportation facility is under construction in the Alta Vista Parkway corridor, the -h2 symbol may be lifted, and an additional 23,225 square metres of gross floor area is permitted; upon lifting of the -h1 and -h2 symbols, the cumulative total maximum gross floor area is 83,610 square metres; maximum building height is in accordance with Schedule 117. a place of worship is subject to 203(2)(g) or 205(2)(g), as applicable.

The proposed warehouse buildings on the Subject Property have been designed to comply with all zoning provisions of Section 203 Table 203 including lot area, front and corner yard setback, interior side yard set back, building height, landscape buffers and parking. Section 101 Table 101 Row N95 of the Zoning By-law (Area “C” – Schedule 1A) sets a minimum parking space rate of 0.8 spaces per 100 square metres of gross floor area for the first 5,000 square metres and 0.4 spaces per 100 square metres above 5,000 square metres of gross floor area for the proposed warehouse use. For accessory office uses within the proposed buildings, Section 101 Table 101 Row N59 of the Zoning By-law (Area “C” – Schedule 1A) sets a minimum parking space rate of 2.4 spaces per 100 square metres of gross floor area.

The proposal will create a combined gross floor area of approximately 24,700 square metres. The accessory office uses within the proposed buildings will have a combined gross floor area of approximately 2,470 square metres.

The minimum number of parking spaces required for the warehouse buildings is 150. The minimum number of parking spaces required for accessory office uses is 59. The combined total number of required parking spaces is 209. The proposed development will provide a total of 291 parking spaces. No provisions for maximum parking ratio apply to the Subject Property. Providing an additional 82 parking spaces will allow flexibility to the parking space requirements for warehouse uses with accessory offices on the Subject Property without the need for relief from parking space requirements.

4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 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 1.1.3 of the PPS sets out policies related to settlement areas. Policy 1.1.3.1 states: *“Settlement areas shall be the focus of growth and development.”* The Subject Property is located within the Urban Area of the City of Ottawa and is considered within a settlement area. The proposed redevelopment of the Subject Property will support the long-term viability of the property for employment uses.

Policy 1.1.3.2 states:

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) 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;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*
and
- g) are freight-supportive.”*

The proposed development efficiently uses the City’s transportation infrastructure to provide a long-term employment solution. Sufficient parking will be maintained through each phase of redevelopment and reconfiguration of the parking lot will not preclude employees from walking, biking, or using public transportation to access the Subject Property.

The Subject Property is freight supportive as it directly abuts two major arterial corridors on Conroy Road and Walkley Road and is within close proximity to Highway 417 providing local and regional connections to warehouse and goods distribution networks.

Section 1.3 of the PPS sets out policies for employment uses. Policy 1.3.1 states:

“Planning authorities shall promote economic development and competitiveness by:

- b) providing opportunities for a diversified economic base, including maintaining a range and choice of economic activities and ancillary uses, and take into account the needs of existing and future businesses;”*

The Subject Property is underutilized with a large portion of the area currently used as surface parking and vacant land along the southern edge fronting on to St. Laurent Boulevard. The proposed development presents an opportunity to expand the employment base in the area for a range of existing and future businesses.

Section 1.3.2 of the PPS sets out policies for employment areas. Policy 1.3.2.6 of the PPS states: “Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations” The proposed warehouse uses require a strong connection to major goods distribution networks in support of future business operations, including warehousing and distribution. The Subject Property is located within close proximity of major goods movement corridors on Conroy Road, Walkley Road and Highway 417.

Section 1.6.6 of the PPS sets out policies for Sewer, Water and Stormwater. Policy 1.6.6.2 of the PPS states: *“Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”* The proposed multi-phase development represents intensification of the current use. The warehouse buildings have been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states: *“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”* The proposed warehouse use will not significantly increase the number of employees and visitors traveling to the Subject Property from the existing condition. The proposed development improves site circulation, accessibility, and safety for pedestrians, private vehicles and truck traffic related to the employment function of the Subject property.

Section 1.6.8 of the PPS sets out policies for transportation and infrastructure corridors. Policy 1.6.8.3 of the PPS states: *“New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”* The Subject Property is adjacent to Walkley Road and Conroy Road designated as arterial roads on Schedule E of the OP. Walkley Road is designated ‘Bus Rapid Transit (BRT) – At-Grade Crossings’ on Schedule D of the Official Plan, and the intersection of Walkley Road and Conroy Road is designated a ‘Transit Station – Bus’ on Schedule D of the Official Plan. The proposed warehouse use on the Subject Property is compatible with the employment function of the surrounding area and will create no impacts on the existing or planned function of adjacent transportation corridors.

Section 1.7 of the PPS sets out policies for long-term economic prosperity. Policy 1.7.1 of the PPS states:

- “Long-term economic prosperity should be supported by:*
- a) promoting opportunities for economic development and community investment-readiness;*
 - c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities”*

The proposed multi-phased development will establish a viable, long-term employment function on the Subject Property and will increase the leasable employment area providing businesses with opportunities to expand or locate in the Ottawa region and contribute to the local economy.

Section 1.8 of the PPS sets out policies for energy conservation, air quality and climate change. Policy 1.8.1 of the PPS states:

“Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities”

Bus routes 40 and 46 currently provide all-day service to the Subject Property with stops located on both sides of Walkley Road and at the intersection of St. Laurent Boulevard and Conroy Road. Walkley Road is Designated as a Bus Rapid Transit Corridor – At-Grade Crossings on Schedule D of the Official Plan. Conroy Road south of Walkley Road is designated on Schedule D as a Transit Priority Corridor (Isolated Measures). A future Bus Rapid Transit Station is planned at the intersection of Walkley Road/Conroy Road. The 2013 Transportation Master Plan does not identify Walkley Road as part of the 2031 Affordable network and no certain timeline or funding has been established for this project. The Subject Property is positioned at the intersection of Walkley Road and Conroy Road which are designated as arterial roads on Schedule B of the OP. The Subject Property is within approximately 3 kilometres of the Highway 417 corridor providing convenient access to the broader transportation network.

The Major Zoning By-law Amendment and Proposed Site Plan Control application are consistent with the policies of the Provincial Policy Statement.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 243 (the “Official Plan”) was used for reference.

4.2.1 Managing Intensification within the Urban Area

Section 2.2 of the Official Plan (OP) sets out policies related to managing intensification within the City. Policy 2 of Section 2.2.2 of the OP states:

“Employment intensification means the development of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by:

- a. Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
- b. Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
- c. Infilling of vacant or underutilized land within Urban employment lands as identified in Policy 1 Section 2.2.3; [Amendment #180, November 8, 2017]
- d. Replacing uses with a low number of employees with uses having a higher number of employees.”

The proposed warehouse buildings will increase the gross floor area of employment uses and represent employment intensification. The Subject Property is underutilized and contains a large vacant portion along the southern edge of the property. The proposed use is consistent with the relevant policies of the OP.

Section 2.2.3 of the Official Plan sets out policies related to managing intensification within the City. Policy 5 of Section 2.2.3 of the OP states: “The City encourages intensification and renewal of employment uses within the Urban Employment Areas located inside the Greenbelt. Because of their central location these Employment Areas provide access to goods movement corridors and major transportation routes for workforce access. These locations also create stable operating environments for a wide variety of traditional industrial uses, which helps to diversify the local economy.”

The Subject Property is designated as an employment area on Schedule B of the OP and is located within the Greenbelt. The Subject Property is located with direct access to two arterial roads as identified on Schedule B of the Official Plan and is within close proximity of the Highway 417 corridor providing access to the property for members of the workforce and to facilitate the movement of goods.

Section 2.3 of the OP sets out policies related to providing infrastructure within the City.

Policy 7 of Section 2.3.1 of the OP states: “The City will develop the network of active transportation facilities shown on Schedules C and J and in the Ottawa Pedestrian Plan through the review of development applications, development of public open space, and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Where feasible, the City will provide separate multi-use pathways within or adjacent to rapid transit corridors.” The Subject Property is adjacent to the Spine Route and Cross-Town bikeway located along Conroy Road and Walkley Road as identified on Schedule C of the Official Plan providing direct access to the active transportation network.

Policy 37 of Section 2.3.1 of the OP states: “The City will minimize the impact of truck traffic on residential neighbourhoods caused by the presence of these vehicles and their noise, vibration and emissions by ensuring the availability of a comprehensive truck route network based on the arterial road system.” The location of The Subject Property connects directly with two arterial roads designated on Schedule B of the Official Plan. The layout of the site has been designed to mitigate impacts of truck traffic accessing the road network through reconfiguration of site access points, vehicular circulation and provision of sufficient throat lengths as part of the phased development.

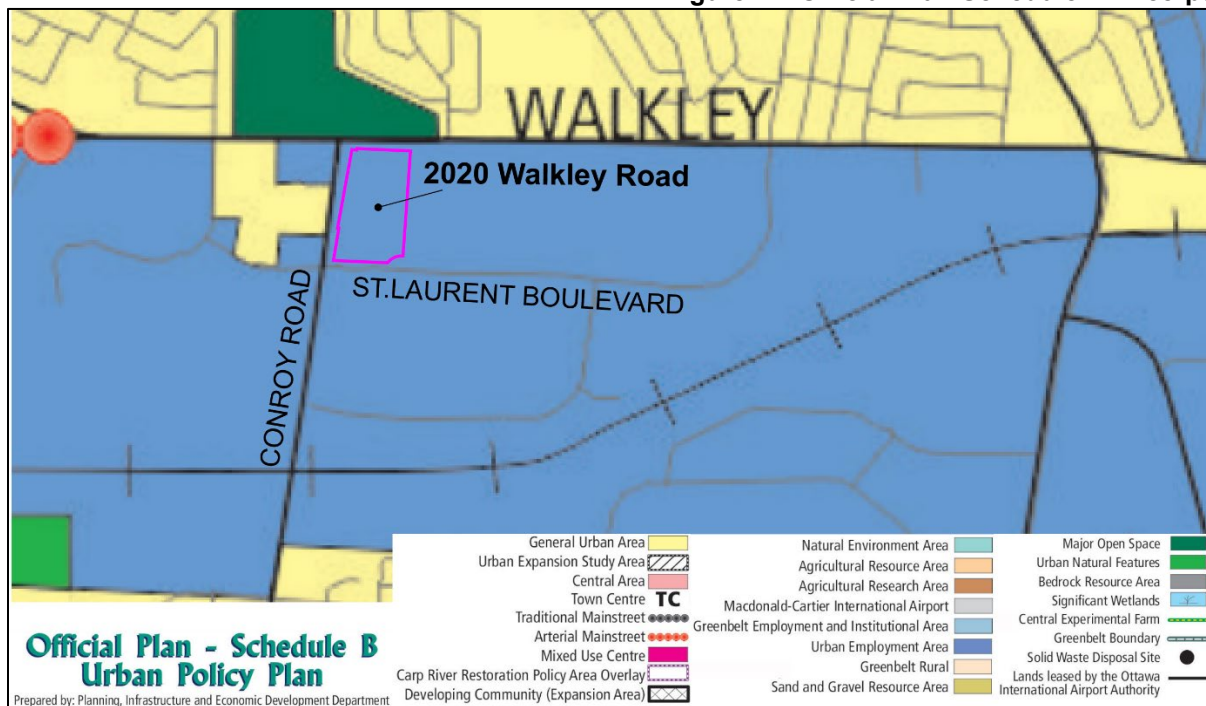
Section 2.5.1 of the OP states: *“compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being ‘the same as’ the existing development.”*

The Subject Property is generally bounded by light industrial uses to the west, south and east with residential uses situated on the far north side of Walkley Road. The adjacent residential uses are predominantly buffered by an open space area to the north of the Subject Property across Walkley Road. A limited number of residential properties front directly onto the northeast corner of Walkley Road, east of Harding Road. No residential properties are directly impacted by the proposed warehouse buildings. Within the block bounded by Conroy Road, Walkley Road and St. Laurent Boulevard are a range of employment and accessory uses including office, manufacturing, medical research, institutional and warehouse. The proposed development is compatible with the existing context and presents no adverse impacts to surrounding properties.

4.2.2 Urban Employment Area

The Subject Property is designated Urban Employment Area on Schedule B of the Official Plan (see Figure 11). Section 3.6.5 of the OP sets out policies for lands designated Urban Employment Area.

Figure 11. Official Plan Schedule B Excerpt



Policy 1 of Section 3.6.5 of the OP states: “*Urban Employment Areas are designated on Schedule B and are intended to be established clusters of business and economic activity capable of accommodating more than 2,000 jobs and with a broad spectrum of job densities. Urban Employment Areas shall be distributed throughout the urban area to help provide access to jobs throughout the city.*”

Policy 2 of Section 3.6.5 of the OP states:

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

- a) *Permit traditional industrial uses such as manufacturing, warehousing, distribution, storage, communications, construction;*
- c) *Permit office uses and similar uses at similar densities, including, research & development and emergency services.*
- d) *Permit sample and showroom uses...*”

The principle use of the Subject Property will be warehouse with office as an accessory use. The proposed warehouse buildings and accessory offices are permitted employment uses in the Urban Employment Area designation. The proposal for phased development of three warehouse buildings on the Subject Property will contribute to providing a desirable type of employment and an increased employment density that is accessible to the local workforce.

4.2.3 Managing Growth

Section 2.2 of the Official Plan sets out policies for managing growth. Section 2.2 states:

“Urban and Rural Employment Areas are lands reserved for specific land uses that need strategic locations or separation distances by virtue of their activity from other land uses. Urban and Rural Employment Areas are important to help diversify the local economy that is dominated by government, office and population-related services. The maintenance of an adequate supply of suitable employment land is essential to the future economic prosperity of Ottawa and its residents.”

and;

“Many of the larger and older Urban Employment Areas are inside the Greenbelt, well established, and have good access to highways, rail and/or arterial roads. The combination of these attributes makes these business parks a key component to diversifying the local economy and therefore they should be protected over the long term.”

A warehouse building is a permitted use in the Urban Employment Area designation. The Subject Property is located within a larger employment area located to the west, south and east. The proposed addition of warehouse buildings is consistent with the planned function of the Urban Employment Area designation and will contribute to a more diverse range of employment options in the City of Ottawa. The Subject Property has access to two arterial roads within proximity of the Highway 417 corridor providing an efficient access for truck traffic and a convenient option for employees anticipated to travel to the Subject Property for work from across the region.

4.2.4 Transportation

Section 2.3.1 of the Official Plan sets out policies related to transportation infrastructure.

Policy 18 in Section 2.3.1 of the Official Plan states: *“The City will develop the road network shown on Schedules E to H to provide for the safe and convenient movement of people and goods.”*

The existing municipal road network is designed to accommodate traffic resulting from the proposed development on the Subject Lands. To facilitate vehicular access to the property and mitigate against potential impacts, several improvements are recommended, as follows:

- A new right-in right-out driveway and a realigned full access driveway are proposed off Conroy Road.
- A new full access driveway is proposed off St. Laurent Boulevard.
- The existing full access driveway off Walkley Road is recommended for conversion to a right-in right out in Phase 2 of the development.

New and realigned driveways will provide required vehicle ingress and egress to the Subject Property for each warehouse building. The changes to the existing parking lot and additional access to the Subject Property improves on existing conditions and enhances safety and convenience for movement of people and goods through the site.

Policy 32 of Section 2.3.1 states:

“The City will manage the supply of parking in areas with intensification requirements and other areas served by the Rapid Transit and Transit Priority Networks to achieve the following objectives:

- a. To produce short-term parking that supports the needs of local businesses, residents, institutions and tourism destinations;*
- b. To limit the supply of long-term parking in a manner that balances transit ridership objectives with the needs of automobile users;*
- c. To support intensification and minimize the amount of land devoted to parking through measures such as providing parking underground or in structures incorporating other uses and arrangements to share parking among land users;*
- d. To continue to regulate both the minimum and maximum parking requirements for development within 800 metres walking distance of existing rapid transit stations and future rapid transit stations identified in an Environmental Assessment, or within 400 metres walking distance of the existing Transit Priority Network. Regulations may vary and respond to the requirements of specific sites and areas.”*

The Subject Property is not within a target area for intensification defined by Policy 3 in Section 2.2.2 of the OP and does not have an intensification requirement. Walkley Road is Designated as a Bus Rapid Transit Corridor – At-Grade Crossings on Schedule D of the Official Plan. Conroy Road south of Walkley Road is designated on Schedule D as a Transit Priority Corridor (Isolated Measures). A Bus Rapid Transit Station is planned at the intersection of Walkley Road/Conroy

Road. There is no current timeline for implementation of a BRT route along Walkley Road. Initiation of a BRT project along Walkley Road is subject to updates to the 2013 Transportation Master Plan and availability of funding for this phase of the project to commence. The number of parking spaces provided is adequate to support the direct needs of businesses operating within the proposed warehouse buildings on the Subject Property.

4.2.5 Designing Ottawa

Section 2.5.1 of the Official Plan sets out design objectives to achieve the City's vision for the built environment as Ottawa matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa and are addressed below.

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

The proposed buildings are designed to present a high-quality, contemporary façade with appropriate built form, materials and glazing to frame the street and public realm. Façade treatments are equally attractive along Walkley Road, Conroy Road and St. Laurent Boulevard.

- To define quality public and private spaces through development.

Proposed soft landscape treatments, buffers and trees are designed to provide screening and minimize the visual impact of buildings and surface parking fronting along Walkley Road, Conroy Road and St. Laurent Boulevard. Existing trees will be retained where possible on the property.

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

All employees and visitors commuting to the Subject Property by private vehicle may access the property via the driveway off St. Laurent Boulevard from the south or via the right-in right-out access off Walkley Road to the north. A full access driveway is also provided off Conroy Road for private vehicle access to "Warehouse Two" connecting to the primary north-south driveway along the east property line. The St. Laurent Boulevard access has been designed to accommodate private vehicles only. Truck traffic will be directed to Conroy Road and Walkley Road.

A 30-metre throat length from the first point of conflict within the parking lot is provided on the access from Conroy Road. The driveway off Walkley Road will be realigned and designed to provide a 20-metre throat length from the first point of conflict within the parking lot. The design of parking areas is generally positioned away from primary circulation paths on the Subject Property in order to improve the safety, accessibility, and movement of vehicles through the site.

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

The proposed development of warehouse buildings at a low-rise scale is compatible with the character of the surrounding employment area. The proposed warehouse buildings will incorporate an attractive, contemporary design with appropriate materials and colours that complement adjacent buildings. The proposed landscape design will preserve trees and vegetation on the property where possible. Proposed landscape buffers and plantings are consistent with surrounding properties and are intended to screen the proposed warehouse buildings positioned along Walkley Road, Conroy Road and St. Laurent Boulevard from the public realm.

- 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 three proposed warehouse buildings will increase the existing floor area from 12,655 square metres to approximately 24,700 square metres and provide a stable employment use on the Subject Property over the long-term. The warehouse uses are designed to provide a flexible building floorplate that can be reconfigured to allocate space as business needs of warehouse tenants change over time.

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

The proposed development respects the natural environment by preserving existing trees on the property where possible. Additional trees are proposed along Conroy Road to replace those trees requiring removal as a result of the proposed development. The proposed landscape plan provides soft landscaping along the interior portions of the Subject Property where footpaths, parking and drive aisles are not proposed.

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

The proposed development of each warehouse building will incorporate a range of sustainability initiatives including high performance glazing, increased building insulation, reduction in thermal bridges, heat recovery systems and reduced water consumption. Site lighting will be provided by low profile LED heads to decrease electricity consumption. Proposed improvements to driveway configuration will allow for truck traffic to access the existing arterial road network and major highway corridors more efficiently and limit the extent and duration of vehicles idling on-site.

4.2.6 Review of Development Applications

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

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

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

Section 4.3 of the OP states that when reviewing development applications, the City will assess the adequacy of the transportation network to meet the needs of the proposed development. A Transportation Impact Assessment has been prepared by Novatech, dated March 16 2021, in support of the proposed development. The Transportation Impact Assessment makes conclusions and recommendations on development design, parking, boundary street Multi Modal Level of Service (MMLOS), and access design. The Transportation Impact Assessment was prepared in accordance with the City of Ottawa Transportation Impact Assessment Guidelines.

Policy 3 of Section 4.3 of the OP states:

“The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City’s Transit Oriented Development Guidelines have been addressed. To promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will:

- a. Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;*
- b. Locate any proposed high-density employment and residential development close to transit stations;*
- c. Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings;*
- d. Minimize walking distances from buildings to stations/major transit stops;*
- e. Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops.”*

The Walkley/Conroy Bus Rapid Transit Station identified on Schedule D of the OP has not been constructed and there is no current timeline in the 2013 Transportation Master Plan for its completion. The proposed development will provide pedestrian accessibility to the Subject Property along Walkley Road, Conroy Road and St. Laurent Boulevard for access to existing transit routes and to the future Rapid Transit station and is convenient for pedestrians and active transportation.

Policy 7 of Section 4.3 of the OP states: “New development or redevelopment of land abutting a Cross-Town Bikeway identified on Schedule C – Primary Urban Cycling Network will be designed to minimize vehicle access across the Cross-Town Bikeway and where possible having such access relocated to a side street or rear lane. Development approval should generally include a condition requiring the provision of or upgrading of a cycling facility to the standard identified in the Ottawa Cycling Plan.” Conroy Road and Walkley Road, west of Conroy Road are identified as Cross-Town Bikeway on Schedule C of the OP. The proposed development will add a second driveway access to the south of the existing driveway off Conroy Road. Both the new driveway and proposed realignment off Conroy Road include a minimum 30-metre throat length. The existing driveway on Walkley Road, east of Conroy Road will also be redesigned to provide a minimum 20-metre throat length. The redesigned driveway access points will improve on existing conditions, will not result in increased conflict between vehicle traffic ingress and egress on the Subject Property and bicycle traffic travelling along Conroy Road and Walkley Road.

Policy 9 of Section 4.3 of the OP states: “The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.” The existing trees along Walkley Road, Conroy Road and St. Laurent Boulevard will be retained where possible. Landscaping will be designed to buffer the proposed buildings, loading and parking areas from the public realm along Walkley Road, Conroy Road and St. Laurent Boulevard. A minimum 5-metre landscape buffer is provided along Walkley Road, accounting for future road widening. A minimum 7.5-metre landscape buffer is provided along Conroy Road and a minimum 3-metre landscape buffer is provided along St. Laurent Boulevard.

Policy 11 of Section 4.3 of the OP states:

- “Where large areas of surface parking are required, they will be designed to:
- a. Avoid one extensive parking area and instead have several smaller-sized parking areas defined by circulation patterns, landscaping, lighting, and other elements;

The proposed parking areas have been designed to retain a buffer and trees along Walkley Road, Conroy Road and St. Laurent Boulevard, where possible. The parking area will be completed through a phased development and has been designed to comprise four main areas. On completion, the primary north-south driveway will connect St. Laurent Boulevard to Walkley Road and provide parking spaces along the majority of the east property line. The north-south driveway will also provide the primary access to separate parking lots provided between each of the three proposed warehouses. These areas will be defined by curbing and soft landscaping where possible.

Relating to Section 4.7 – Environmental Protection:

Policy 1 of Section 4.7.2 of the OP requires that applications for Site Plan Approval will be supported by a Landscape Plan and Tree Conservation Report. A Landscape Plan and a Tree Conservation Report have been prepared by Novatech, dated March 1, 2021, in support of the Site Plan Control application.

Section 4.7.6 of the OP states the City will require that stormwater site management plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Development Servicing Study and Stormwater Management Report, including a Grading and Erosion and Sediment Control Plan has been prepared by Novatech, dated March 5, 2021, for the Subject Property. Section 10.0 of the Development Servicing Study and Stormwater Management Report includes a list of conclusions on stormwater management. The Servicing & Stormwater Management Report, Grade Control and Drainage Plan, and Erosion and Sediment Control Plan are consistent with the relevant policies in Section 4.7.6 of the OP.

Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the OP states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Site Plan Control application, a Geotechnical Investigation has been prepared by GEMTEC, dated March 12, 2021.

City staff requested a Phase I Environmental Site Assessment (ESA) in support of the Site Plan Control application. Policy 3 in Section 4.8.4 of the OP states

“Where a Phase 1 ESA indicates that the property or properties that are subject of a development application under the Planning Act may be contaminated, the City will require the application to be supported by an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 2 ESA has been completed in accordance with Ontario Regulation 153/04, as amended from time to time.”

A Phase I ESA has been prepared by Pinchin Ltd, dated February 8, 2021 in support of the Site Plan Control application. The Phase I ESA concludes: “nothing was identified that is likely to have resulted in impacts to the soil and groundwater at the Phase One Property that would require the completion of a Phase Two ESA. As such, it is Pinchin’s opinion that the Phase One Property is suitable for the intended future Site Plan Approval application at the Phase One Property based only on the completion of this Phase One ESA report.”

Relating to Section 4.11 – Urban Design and Compatibility:

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

A Design Brief providing a description and design justification related to each of the relevant policies within Section 4.11 of the OP has been included under section 4.3 of this report.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.

4.3 Scoped Design Brief

Section 4.11 of the Official Plan sets out directions for high quality urban design and compatibility at the city-wide scale.

Several policies within Section 4.11 are not relevant to the Subject Property. The Design Brief has been scoped to reflect the relevant sections accordingly. A brief explanation of the sections not reviewed as part of this brief are provided below:

Discussion of Views relates to high-rise buildings and protecting the views of the Parliament Buildings. Policies on Views do not apply to the proposed development. The Official Plan policies on High-rise Buildings, Outdoor Amenity Areas and Public Art do not apply to the proposed development. There is limited residential development to the north of the Subject Property, and no new residential development is proposed. The Subject Property is not located within a Design Priority Area. The Design Priority Areas policies do not apply to the Subject Property. The policy on First Nations Peoples Design Interests applies to public lands and does not apply to the Subject Property.

4.3.1 Building Design

Section 4.11 of the Official Plan under “Building Design” states: *“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city.”*

The following section provides a review of each relevant policy and provides design justification in support of the proposed development of three warehouse buildings on the Subject Property.

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.*

Building setbacks provided along St. Laurent Boulevard, Conroy Road and Walkley Road are generally consistent with the existing characteristics of buildings to the immediate east and south of the Subject Property, providing landscaped buffers and screening to soften potential impacts of parking and loading areas from the street. The proposed one-storey warehouse buildings are approximately 11 metres in height and are reflective of the predominantly low-rise scale in the

surrounding area. A uniform roofline and façade combining light coloured, textured materials and tinted glazing has been implemented to complement existing buildings neighbouring the Subject Property. Minor adjustments are proposed to the post-construction grades that will align with abutting properties to the east.

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.*
 - b. *Include windows on the building elevations that are adjacent to public spaces;*
 - c. *Use architectural elements, massing, and landscaping to accentuate main building entrances.*

Principal building façades and main building entrances are designed to be oriented to the street along St. Laurent Boulevard and Walkley Road. The phase two building will orient its main entrance to the north and internal to the site. The principal façade fronting on Conroy Road will also receive a high-quality design treatment, materials and glazing presented to the public realm. A prefinished modular panel system has been selected in a palette of textured natural whites and light greys along with a highly insulated metal panel to achieve a clean, contemporary design aesthetic. The architectural expression of the building is enhanced with a well-articulated combination of tinted glass windows, doors and simulated wood panelling. The variety of materials paired with strategically recessed portions of the building provide visual breaks to the façade while also defining each of the building's units (See Figure 12).

Figure 12. Proposed Façade Treatment



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

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

The Subject Property is positioned at a prominent location in the City. The principal façade of each proposed building will be positioned to address the public realm along St. Laurent Boulevard, Conroy Road and Walkley Road. Materials used for primary building façades will be extended to the Conroy Road frontage. Existing trees and plantings along Conroy Road will be retained to the greatest extent possible and incorporated with new landscape elements as screening between the proposed buildings and public realm where higher quality façade materials are not provided.

8. *To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*

Direct pedestrian connections are provided from all primary building entrances to the public sidewalk along Walkley Road, Conroy Road and St. Laurent Boulevard. Bicycle parking spaces are provided near primary building entrances for convenient access. The site plan identifies patio areas for employees to spend break periods. Patios are located along the western side of the development where there is significant mature landscaping, providing shade and screening from the public realm.

The rear façade of each building is the main shipping and receiving area where a design aesthetic complimentary to the primary façades has been incorporated. Features including Garbage collection areas, pad-mounted transformers, servicing and loading areas have been positioned internally toward the east of the Subject Property. These features are located away from pedestrian footpaths and screened from public view along Walkley Road, Conroy Road and St. Laurent Boulevard.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.

4.4 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned Light Industrial, Urban Exception 1477, Schedule 117, with a holding symbol (IL[1477] S117 -h2) in the City of Ottawa's Zoning By-law 2008-250. The purpose of the IL zone is to:

- (1) *permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable;*
- (2) *allow in certain Employment Areas or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees of the Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;*
- (3) *prohibit retail uses in areas designated as Employment Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;*
- (4) *prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and*
- (5) *provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.*

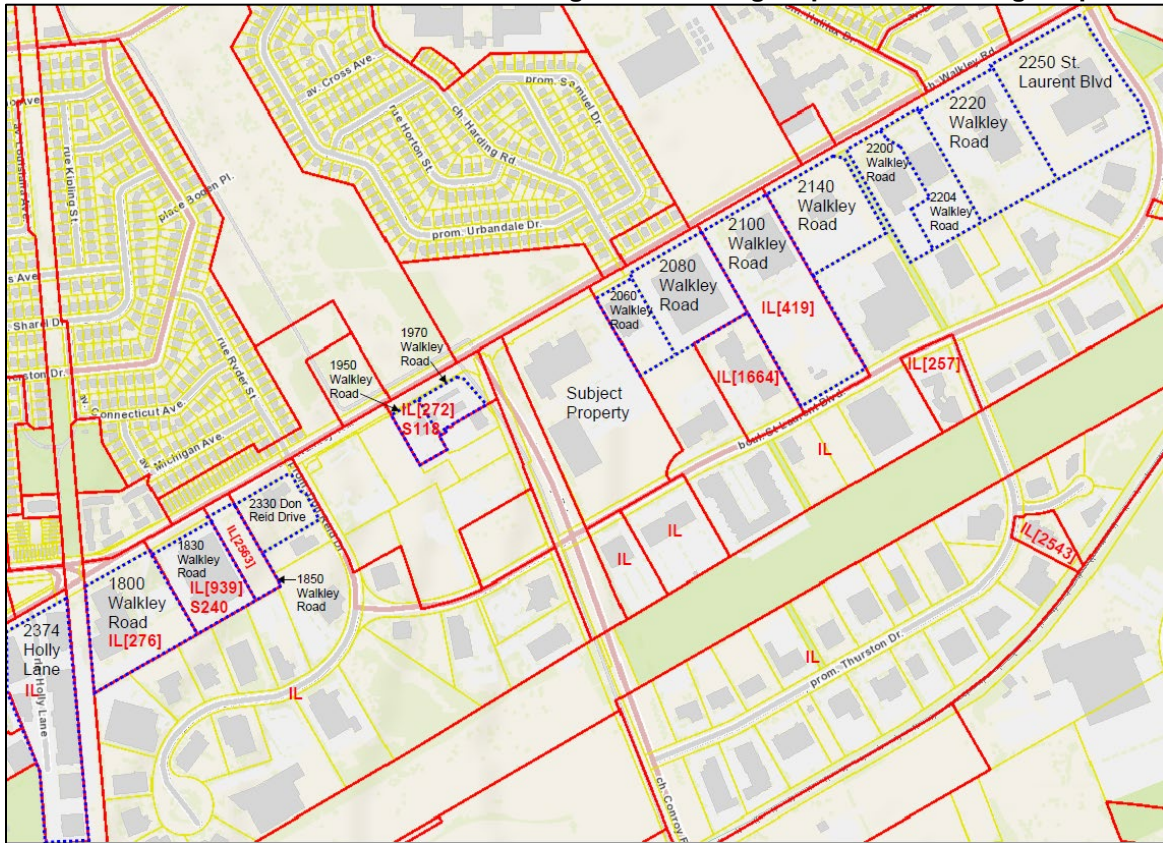
The Zoning By-law defines 'warehouse' as "a building used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses". Section 203 (1) of the Zoning By-law lists "warehouse" as a permitted use in the IL zone. The site-specific provisions of Urban Exception 1477 do not list "warehouse" as a permitted use for the Subject Property.

The majority of properties near the Subject Property are zoned to permit a warehouse use (see Figure 13). The exception zones shown on Figure 13 also permit a warehouse use.

The following properties along the south side of Walkley Road are permitted a warehouse use:

- 2250 St. Laurent Blvd;
- 2204 Walkley Road;
- 2140 Walkley Road;
- 2080 Walkley Road;
- 1970 Walkley Road;
- 2330 Don Reid Drive;
- 1830 Walkley Road;
- 2374 Holly Lane.
- 2220 Walkley Road;
- 2200 Walkley Road;
- 2100 Walkley Road;
- 2060 Walkley Road;
- 1950 Walkley Road;
- 1850 Walkley Road;
- 1800 Walkley Road;

Figure 13. Zoning Map of Surrounding Properties



The proposed warehousing and distribution uses are unlikely to generate significant noise, fumes, odours or hazards as defined in the Zoning By-law and no heavy manufacturing is proposed. The proposed warehouse buildings are compatible with surrounding properties and present no negative impacts on non-industrial areas adjacent to the Subject Property. A proposed warehouse use on the Subject Property is consistent with purposes 1, 4 and 5 of the Light Industrial Zone.

The proposed Major Zoning By-law Amendment application will permit the addition of “warehouse” as a permitted use to the site-specific provisions on the Subject Property. Two existing buildings constructed in the 1970’s are nearing the end of their functional lifespan. Since 2010, a range of uses have been operating on the Subject Property including a fitness centre, offices, community centre and medical research facilities. Limited availability of additional space and further renovations to interior areas and are no longer a viable solution for attracting high-quality tenants to the existing buildings. The proposal for phased redevelopment to construct three warehouse buildings provides an opportunity to increase employment density, intensify the leasable gross floor area and attract a broader range of high-quality tenants. The proposed development of warehouse uses provides a long-term economic benefit to the Subject Property and the City of Ottawa.

The site-specific provisions of Urban Exception 1477 permit a maximum of 60,385 square metres of gross floor area on the Subject Property. A holding provision applied to the Subject Property relates to an additional 23,225 square metres of gross floor area that may be accommodated upon completion of the proposed Alta Vista Parkway corridor extending Conroy Road to the north

at Walkley Road. A cumulative total maximum gross floor area of 83,610 square metres is permitted upon lifting of the holding provision. Additional gross floor area is not required on the Subject Lands to facilitate the proposed development.

The Subject Property is located at the intersection of Walkley Road and Conroy Road providing direct access to the existing arterial road network and proximity to the Highway 417 corridor. The location of the Subject Property facilitates efficient movement of goods, is accessible to the local workforce and supports warehouse and distribution functions on the Subject Property. The proposed development of warehouse uses conforms with the intent of the Light Industrial (IL) zone on the Subject Property.

The Subject Property is within Area C on Schedule 1A of the Zoning By-law. Table 101A Row N59 requires parking be provided at a rate of 0.8 per 100 square metres of gross floor area for the first 5,000 square metres of warehouse and a rate of 0.4 per 100 square metres above 5,000 square metres. The approximate combined gross floor area of the three warehouse buildings is 24,700 square metres.

On completion of Phase 3, a total of 291 parking spaces are proposed. 209 parking spaces are required in support of the proposed warehouse and accessory office uses. A surplus of 82 parking spaces are provided to enable flexibility for parking space requirements in the event of future reconfiguration to the warehouse area based on tenant requirements. Throughout the phased development, sufficient parking will be maintained in support of existing land uses.

The proposed development adheres to all provisions of the Zoning By-law for the Light Industrial (IL) zone Section 203 Table 203 with respect to lot area, front and corner yard setbacks, interior side yard set back, building height and parking spaces. Required bicycle parking, vehicle loading spaces and refuse collection areas are compliant with the provisions of the Zoning By-law. Proposed landscape buffers exceed the zoning requirement along Walkley Road and Conroy Road and comply with the minimum 3 metre buffer along St. Laurent Boulevard. An existing buffer and trees on the Subject Property located along Conroy Road will be retained where possible. The landscape buffer, new and retained trees will screen the proposed buildings, loading areas and refuse enclosures from the public realm.

The new and redesigned driveways along Conroy Road and the new north-south driveway from St. Laurent Boulevard to the realigned Walkley Road access will improve safety and site circulation of vehicle and truck traffic on the Subject Property. The proposed development will create no adverse impacts on residential properties located to the north of Walkley Road. The proposed warehouse buildings are compatible and complimentary to the adjacent properties to the west, south and east of the Subject Property.

The requested Major Zoning By-law Amendment establishes appropriate zoning provisions for the Subject Property through the addition of "warehouse" as a permitted use. The proposal for phased development of three warehouses is compatible with the surrounding land uses and context of the area. The proposed development is consistent with purposes 1, 4 and 5 of the Light Industrial (IL) zone.

The proposed Major Zoning By-law Amendment and Site Plan Control applications conform with the purpose of the Urban Employment area designation, and the relevant provisions of the City of Ottawa Zoning By-law.

5.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. Full details are available under 'Community and Neighbourhood Notification' on the City's website. Neighbours will have the opportunity to comment on the proposal via the notification requirements.

An Information Meeting will be held to discuss the proposed development with the community. This meeting will be coordinated with the Councillor's office immediately following filing of the application. A second meeting will be held if deemed necessary.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of Major Zoning By-law Amendment and Site Plan Control applications to facilitate the phased development of three warehouse buildings on the Subject Property. The Subject Property is zoned Light Industrial, Urban Exception 1477, Schedule 117, with a holding symbol (IL[1477] S117 -h2) in the City of Ottawa's Zoning By-law 2008-250. The site-specific Urban Exception 1477 prohibits "warehouse" as a permitted use on the Subject Property. "Warehouse" is a permitted use in the Light Industrial zone.

This proposal seeks addition of "warehouse" as a permitted use to the site-specific zoning to facilitate the development of three warehouse buildings on the Subject Property. Approval of the proposed development will permit a total of 24,700 square metres of gross floor area for warehouse and accessory office uses. 291 parking spaces are proposed on the Subject Property. Additional parking spaces are provided for flexibility in the event of future internal realignment of the warehouse floor areas.

The proposed development is appropriate to support the employment use of the Subject Property being located within an Urban Employment Area of the City of Ottawa. The proposed Major Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Major Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.

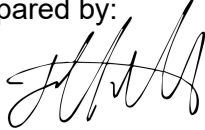
The proposal for phased development of three warehouse buildings conforms with the policies of the City of Ottawa's Official Plan. This Planning Rationale demonstrates the proposed warehouse development conforms with the intent and policies of the Urban Employment Area designation and is compatible with surrounding uses. The development of the Subject Property is in conformity with the City of Ottawa Zoning By-law.

The proposed Major Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represents good land use planning.

Yours Truly,

NOVATECH

Prepared by:



Jeffrey Kelly, MCIP, RPP
Project Planner

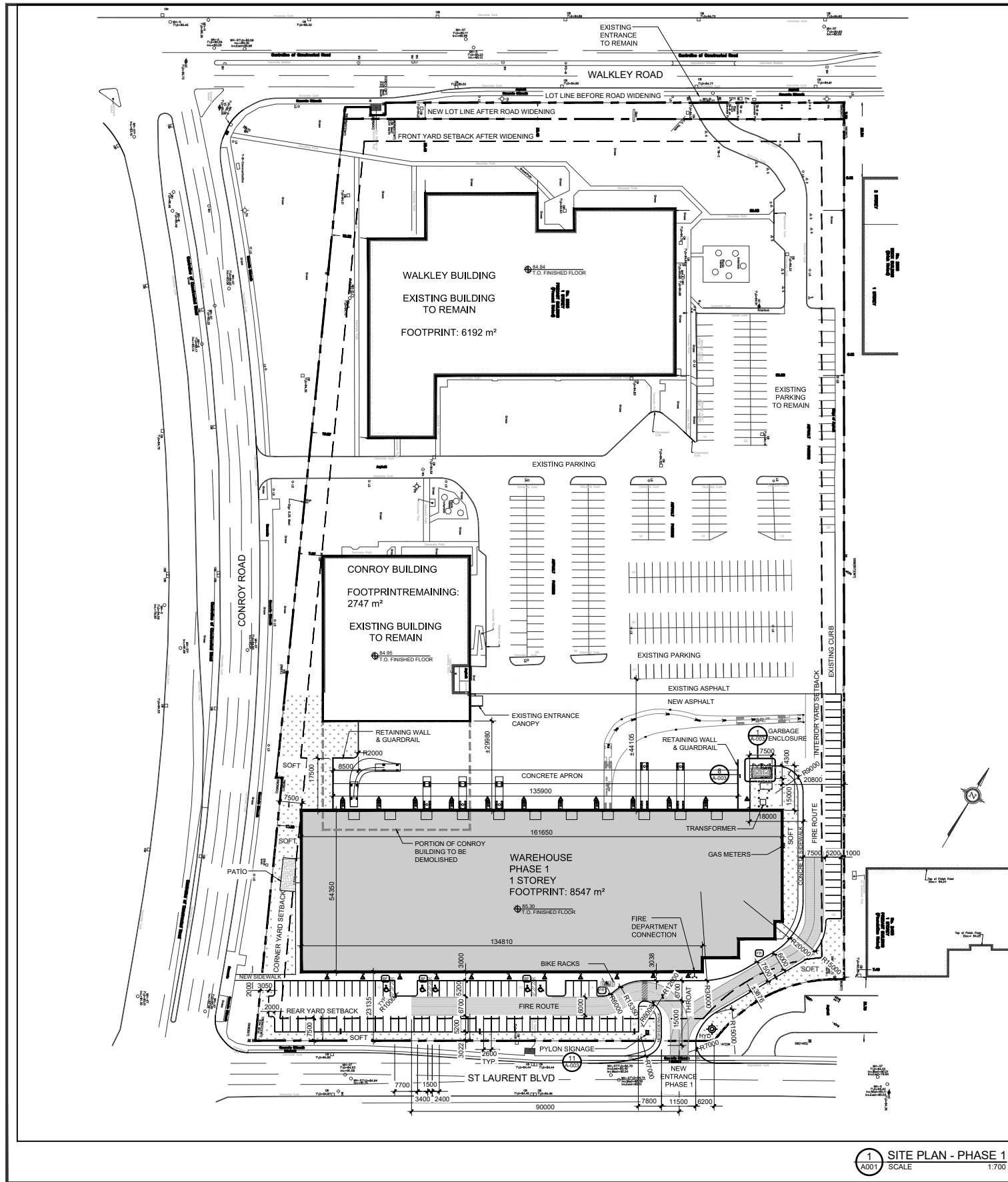
Reviewed by:



Murray Chown, MCIP, RPP
Director | Planning & Development

Appendix A:

Site Plan



1 SITE PLAN - PHASE 1
A001 SCALE 1:700



2 KEY PLAN
A001 SCALE N/A

TOPOGRAPHICAL PLAN OF SURVEY OF
PART OF LOTS A & 1
CONCESSION 5 (RIDEAU FRONT)
Geographic Township of Gloucester
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebæk Ltd.

Surveyor's Certificate
I CERTIFY THAT:
1. This survey and plan comprising of sheets 1 and 2 are correct
and in accordance with the Surveyors Act, the Surveyors Act
and the Land Titles Act and the regulations made under them.
2. The survey was completed on the 11th day of November, 2020.

PROJECT INFORMATION:
BUILDING CLASSIFICATION:
THE BUILDING IS CLASSIFIED AND DESIGN TO
CONFORM TO THE ONTARIO BUILDING CODE 2012
(CURRENT EDITION) PART 3
OCCUPANCY:
GROUP F, DIVISION 2, SPRINKLERED,
ONE STOREY (3.2.67)
PHASE 1 BUILDING STATISTICS:
BUILDING AREA (FOOTPRINT): 8551 m²
GROSS FLOOR AREA: ±8460 m²
NUMBER OF STOREYS ABOVE GRADE: 1
NUMBER OF STOREYS BELOW GRADE: 0
BUILDING SPRINKLERED: YES
OF STREET ACCESS ROUTES: 1
CONSTRUCTION TYPE: NON-COMB.
FLOOR ASSEMBLY & F.R.R.: 2 HOUR
MEZZANINE: 1 HOUR

ZONING INFORMATION - PHASE 1

ZONING MECHANISM	REQUIRED	PROVIDED
ZONING CODE	OTTAWA ZONING BY-LAW, 2008-250 IL (1477) S117-h2	WAREHOUSE
MINIMUM LOT AREA	2,000 m² 0,494 acre	57,104.1 m² 14,11 acre
MINIMUM FRONT YARD	7.5 m	EXISTING
MINIMUM CORNER SIDE YARD	7.5 m	7.5 m
MINIMUM INTERIOR SIDE YARD	7.5 m	20.8 m
MINIMUM REAR YARD	7.5 m	23.03 m
MAXIMUM BUILDING HEIGHT	12 m - 24 m - 36 m (SCHEDULE 117)	11.1 m 1 STOREY
MAXIMUM LOT COVERAGE	65 %	30 %
MINIMUM WIDTH OF LANDSCAPING	3 m	3 m
STANDARD PARKING SPACE	2.6 m x 5.2 m	2.6 m x 5.2 m
ACCESSIBLE PARKING SPACE	3.4 m x 5.2 m TYPE 'A' 2.4 m x 5.2 m TYPE 'B'	
BICYCLE PARKING	7 (WAREHOUSE 1 / 2000 m² of G.F.A.) (OFFICE 1 / 250 m² of G.F.A.)	7
BUILDING FOOTPRINT	EXISTING	8483.2 m²
	PROPOSED WAREHOUSE PHASE 1	8547.1 m²
	TOTAL	17030.2 m²

PARKING SPACE SCHEDULE
(AREA C, SCHEDULE 1)

PROPOSED WAREHOUSE PHASE 1	BY-LAW REQUIRED		PROVIDED
	OFFICE (2.4 / 100 m², 10%) (0.8 / 100 m², FIRST 5000 m²)	WAREHOUSE (0.4 / 100 m² ABOVE 5000 m²)	
EXISTING	±52 (G.F.A. ±1520 m²) (3.4 / 100 m²)	±160 (G.F.A. ±1760 m²) (2.4 / 100 m², 50%)	304
TOTAL	±232	±232	414

LEGEND

- PROPERTY LINE
- - - YARD SETBACK
- ▭ EXISTING BUILDING TO REMAIN
- - - EXISTING BUILDING TO BE DEMOLISHED
- ▭ PROPOSED WAREHOUSE
- ▭ LANDSCAPED AREA REFER TO LANDSCAPE PLAN
- ▭ CONCRETE PAD & SIDEWALK
- ▭ 5m WIDE FIRE ROUTE, REFER TO CIVIL
- ▭ PAVER PATIO REFER TO LANDSCAPE PLAN
- ▭ GARBAGE ENCLOSURE
- ▭ BUILDING ENTRANCE
- ▭ NEW DEPRESSED CURB
- ▭ SEE LANDSCAPE
- ▭ NEW CURB
- ▭ T.W.S.I.
- ▭ FIRE HYDRANT
- ▭ EXISTING PARKING TO REMAIN
- ▭ PROPOSED PARKING
- ▭ LIGHT POST
- ▭ FIRE DEPARTMENT CONNECTION
- ▭ FIRE ROUTE
- ▭ HANDICAP PARKING

NOTE
ALL SIDEWALKS TO BE MIN. 1800 PER CITY REQUIREMENTS



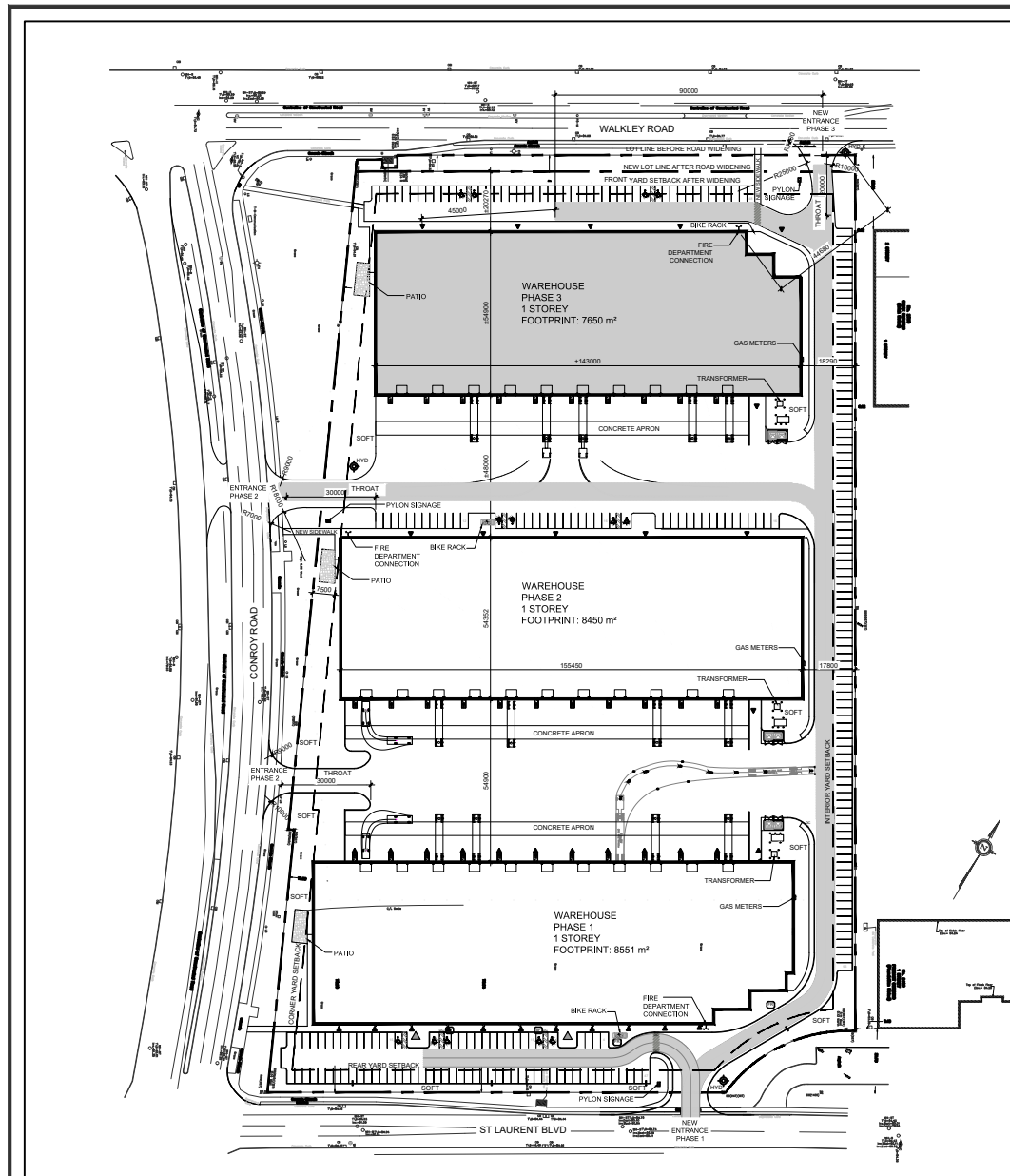
N45 ARCHITECTURE INC.
71 Bank Street, 7th Floor - Ottawa, Ontario, K1P 5N2
tel. 613.224.0995 fax 613.224.9811

project
WALKLEY CONROY WAREHOUSES
MANULIFE
construction north
seal
true north
WEST
EAST
SOUTH
NORTH
Ottawa Association of Architects
Professional Seal
Licence 2899

drawing title
SITE PLAN - PHASE 1
scale AS SHOWN
date Jan. 2021
project number
drawn by J.J.
checked by R.M.
drawing number
A001
revision

PLAN NO.: #XXXXX

CITY'S FILE NO.: XXXX

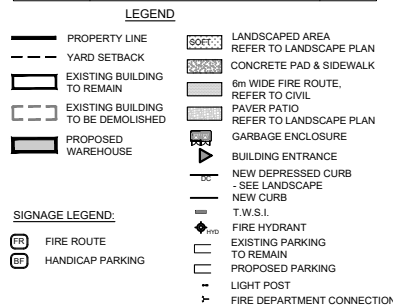


ZONING INFORMATION - PHASE 3

ZONING MECHANISM	REQUIRED	PROVIDED
ZONING CODE	IL [1477] S117-H2	WAREHOUSE
MINIMUM LOT AREA	2,000 m ² (0.494 acre)	57,104.1 m ² 14.11 acre
MINIMUM FRONT YARD	7.5 m	30.48 m EXISTING
MINIMUM CORNER SIDE YARD	7.5 m	7.5 m
MINIMUM INTERIOR SIDE YARD	7.5 m	18.3 m
MINIMUM REAR YARD	7.5 m	23.03 m
MAXIMUM BUILDING HEIGHT	12 m - 24 m - 36 m (SCHEDULE 117)	±11.5 m 1 STOREY
MAXIMUM LOT COVERAGE	65 %	43.2 %
MINIMUM WIDTH OF LANDSCAPING	3 m	3 m
STANDARD PARKING SPACE	2.6 m x 5.2 m	2.6 m x 5.2 m
ACCESSIBLE PARKING SPACE	3.4 m x 5.2 m TYPE 'A' 2.4 m x 5.2 m TYPE 'B'	
BICYCLE PARKING	6 (WAREHOUSE) 1 / 2000 m ² of G.F.A.)	6 (OFFICE 1 / 250 m ² of G.F.A.)
BUILDING FOOTPRINT	WAREHOUSE PHASE 1 WAREHOUSE PHASE 2 WAREHOUSE PHASE 3 TOTAL	8547 m ² 8450 m ² 7650 m ² 24647 m ²
	PERMITTED	MAX. 83610 m ²

PARKING SPACE SCHEDULE (AREA C, SCHEDULE 1)

WAREHOUSE PHASE	BY-LAW REQUIRED	PROVIDED
WAREHOUSE PHASE 1	OFFICE (2.4 / 100 m ² , 10%) WAREHOUSE (0.8 / 100 m ² , FIRST 5000 m ²) (0.4 / 100 m ² , ABOVE 5000 m ²)	±72
WAREHOUSE PHASE 2	OFFICE (2.4 / 100 m ² , 10%) WAREHOUSE (0.8 / 100 m ² , FIRST 5000 m ²) (0.4 / 100 m ² , ABOVE 5000 m ²)	±71
WAREHOUSE PHASE 2	OFFICE (2.4 / 100 m ² , 10%) WAREHOUSE (0.8 / 100 m ² , FIRST 5000 m ²) (0.4 / 100 m ² , ABOVE 5000 m ²)	±66
TOTAL		±209



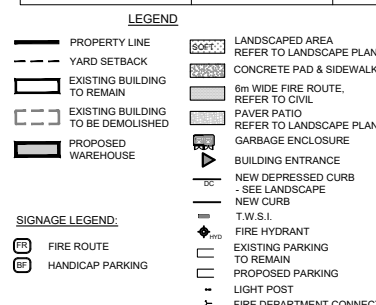
2 SITE PLAN - PHASE 3 (A002) SCALE 1:1000

ZONING INFORMATION - PHASE 2

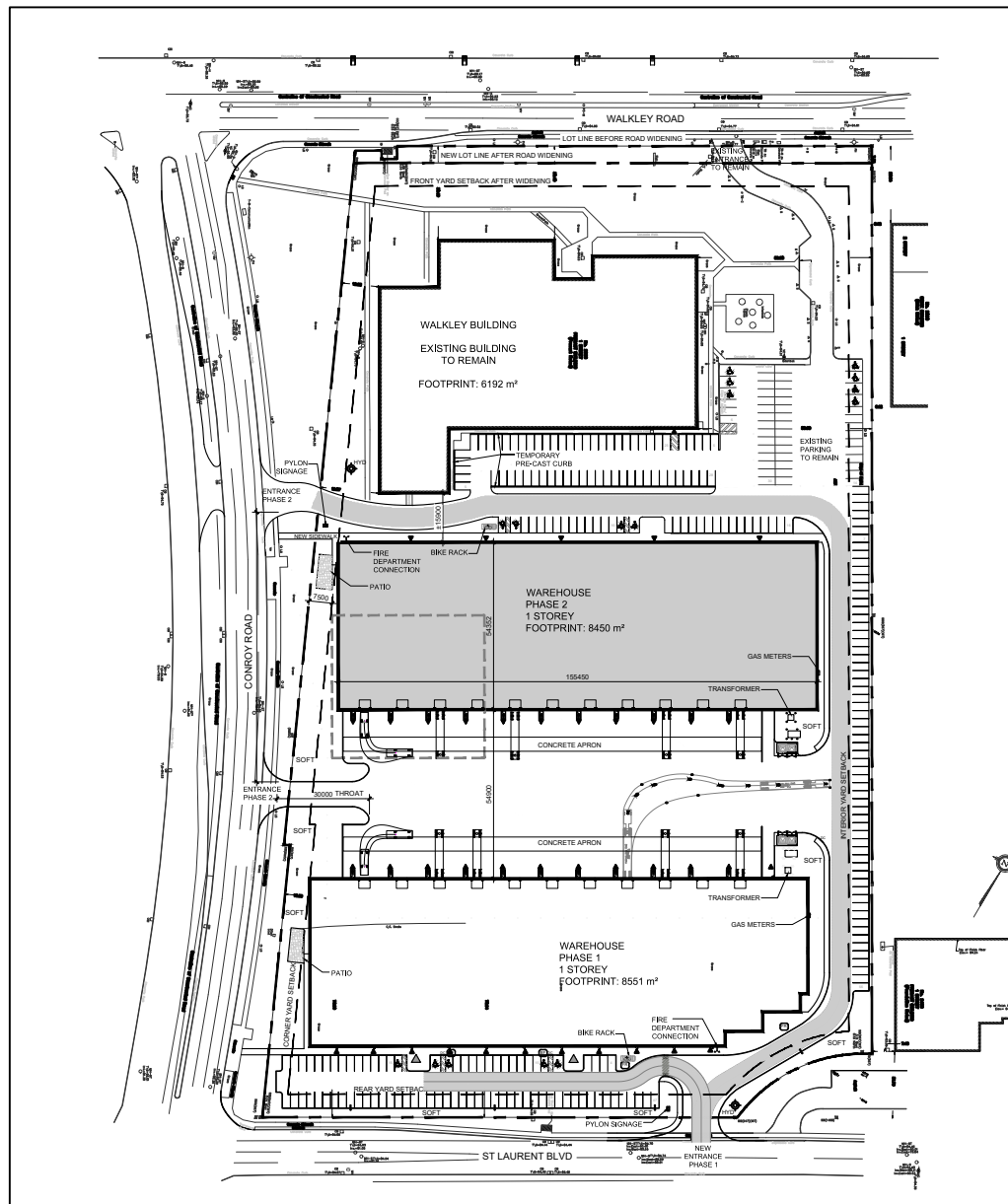
ZONING MECHANISM	REQUIRED	PROVIDED
ZONING CODE	IL [1477] S117-H2	WAREHOUSE
MINIMUM LOT AREA	2,000 m ² 0.494 acre	57,104.1 m ² 14.11 acre
MINIMUM FRONT YARD	7.5 m	30.48 m EXISTING
MINIMUM CORNER SIDE YARD	7.5 m	7.5 m
MINIMUM INTERIOR SIDE YARD	7.5 m	17.8 m
MINIMUM REAR YARD	7.5 m	23.03 m
MAXIMUM BUILDING HEIGHT	12 m - 24 m - 36 m (SCHEDULE 117)	±11.5 m 1 STOREY
MAXIMUM LOT COVERAGE	65 %	40.7 %
MINIMUM WIDTH OF LANDSCAPING	3 m	3 m
STANDARD PARKING SPACE	2.6 m x 5.2 m	2.6 m x 5.2 m
ACCESSIBLE PARKING SPACE	3.4 m x 5.2 m TYPE 'A' 2.4 m x 5.2 m TYPE 'B'	
BICYCLE PARKING	7 (WAREHOUSE) 1 / 2000 m ² of G.F.A.)	7 (OFFICE 1 / 250 m ² of G.F.A.)
BUILDING FOOTPRINT	EXISTING WAREHOUSE PHASE 1 WAREHOUSE PHASE 2 TOTAL	6191.5 m ² 8547 m ² 8450 m ² 23188.5 m ²
	PERMITTED	MAX. 83610 m ²

PARKING SPACE SCHEDULE (AREA C, SCHEDULE 1)

WAREHOUSE PHASE	BY-LAW REQUIRED	PROVIDED
WAREHOUSE PHASE 1	OFFICE (2.4 / 100 m ² , 10%) WAREHOUSE (0.8 / 100 m ² , FIRST 5000 m ²) (0.4 / 100 m ² , ABOVE 5000 m ²)	±72
WAREHOUSE PHASE 2	OFFICE (2.4 / 100 m ² , 10%) WAREHOUSE (0.8 / 100 m ² , FIRST 5000 m ²) (0.4 / 100 m ² , ABOVE 5000 m ²)	±143 169
EXISTING PERSONAL SERVICE (GOODLIFE FITNESS)	±68 G.F.A. ±2850 m ² (2.4 / 100 m ²)	±120 120
TOTAL		±283 289



1 SITE PLAN - PHASE 2 (A002) SCALE 1:1000

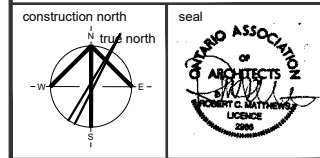


no.	revision	date
1	SITE PLAN APPLICATION	05 MAR 2021

N45 ARCHITECTURE INC.
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tel. 613.224.0095 fax 613.224.9811

project
WALKLEY CONROY WAREHOUSES

MANULIFE



drawing title
SITE PLAN - PHASE 2 & 3

scale	drawn by
AS SHOWN	J.J.
date	checked by
Jan. 2021	R.M.
project number	drawing number
	A002
	revision

CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE WORK COMMENCES. DO NOT SCALE DRAWINGS.

PLAN NO.: #XXXXX

CITY'S FILE NO.: xxxx