



1565 Maple Grove Drive

Planning Rationale
Zoning By-law Amendment
March 7, 2023



Prepared for Sensplex Facilities

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March 2023

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Ottawa Community Ice Partners (OCIP) (“the Owner”) to prepare a Planning Rationale in support of a Zoning By-law Amendment for the property legally known as 1565 Maple Grove Road in the City of Ottawa (the “subject site”).

1.1 Application Overview

The subject site, municipally known as 1565 Maple Grove Road, is located within the Kanata West Area, and is defined by existing municipal and recreational facilities, residential neighbourhoods including Mattamy’s Fairwinds Communities to the southwest, the Katimavik neighbourhood to the east of Terry Fox Drive, the Canadian Tire Centre hockey arena and associated parking areas, and light-industrial / research and technologies buildings to the north of Maple Grove Road.

Ottawa Sports Academy (OSA), a tenant of Ottawa Community Ice Partners (OCIP), proposes to renovate existing second floor space within the Bell Sensplex to operate a hockey-focused private school. The private school would provide on and off-ice hockey training, and traditional school subject matter.

The Bell Sensplex is a public-private partnership (P3) with the City of Ottawa.

OSA has retained an architect to prepare design drawings for a building permit and to renovate space within the Bell Sensplex. The space for a school will occupy approximately 418 square of the total 16,722 square metre building area. A large open gym space area with a reception area and four (4) small offices is proposed to be renovated into four (4) classrooms, while maintaining the reception area and offices. The space has direct visibility onto the ice surfaces. Existing washrooms are located within the space and will not be expanded.



Figure 1: Exterior (left) and interior (right) photos of OSA tenant space, 2nd floor of Sensplex Building

Although previous version of the Ottawa Comprehensive Zoning By-law included the *Private School* use, the current version only defines the *School* use. Section 54 of the current By-law defines the *School* use as follows:

School has the same meaning as in the Education Act, and includes any other place of primary, elementary, or secondary education which has a body of teachers and students on the premises, and that provides instruction in the primary, elementary or secondary courses of study authorized or approved by the Minister of Education for Ontario, and also includes adult education and English or French as a second language programs. (école)

Given that the hockey related school also provides traditional academic subject matter by certified teachers it cannot be considered an instructional facility or considered a sports related function as part of the broader Sensplex recreational and athletic facility use. A similar use was previously located in the building, mainly based on the assumption that the Sensplex facilities permitted hockey-associated schools

The purpose of this Zoning By-law Application is to address the Zoning Deficiency Letter, by permitting 'school' as a use under the existing Light Industrial Subzone 5, Exception 305 Zone - IL5[306] H(30) to ensure the Ottawa Sports Academy is a compliant use.

A major zoning by-law amendment (ZBLA) is required to add 'school' as a permitted land uses on the property. .

2.0 Subject Site and Surrounding Context

2.1 Subject Site



Figure 2: Entrance to the Bell Sensplex

The subject site, known municipally as 1565 Maple Grove Drive, consists of a large four (4) sided lot at the intersection of Silver Seven Road and Maple Grove Road in the Kanata South Ward (Ward 23) in the City of Ottawa. The subject site has an area of 43,383 square metres and frontages of 242.7 along Maple Grove Road to the South and 161.1 metres along Silver Seven Road to the east. The subject site is currently developed with the Bell Sensplex, a two (2) storey recreational and athletic facility with 14,200 square metres of building area.

As per the below photographs (taken mid-morning on a weekday) there are large surface parking lots in anticipation of large hockey tournaments and minor league play. No expansions or modifications are proposed for the parking lots as a result of the school use. There are sufficient existing drop-off areas at the main entrance and sufficient parking for staff, parents, and students of driving age.



Figure 3: Surface parking, west lot of Bell Sensplex



Figure 4: Aerial photo of the subject site and surrounding context.

North: Subject site is bordered by 501 Palladium Drive, a large light commercial use building with shared tenancy between Lockheed Martin Canada Mission System & Training and Altitude Gym. Further north consists of Palladium Drive and additional light commercial uses.

East: Subject site is bound by Silver Seven Road to the east, followed by the Honeywell Aerospace building at 400 Maple Grove Road. Further east consists of light industrial uses, which transition to low rise residential following Terry Fox Drive.

South: Subject site is north of Maple Grove Road, and north of the large Walter Baker Recreational Complex, including community buildings, sports fields and walking paths.

West: The Sensplex lands are located immediately abutting the Carp River.

2.3 Transportation Network

2.3.1 Road Network

Palladium Drive to the south of the subject site is classified as an existing east to west ‘Arterial Road’, providing key connections to the Huntmar Drive to the west and Terry Fox Drive the west, which lead to Highway 417.

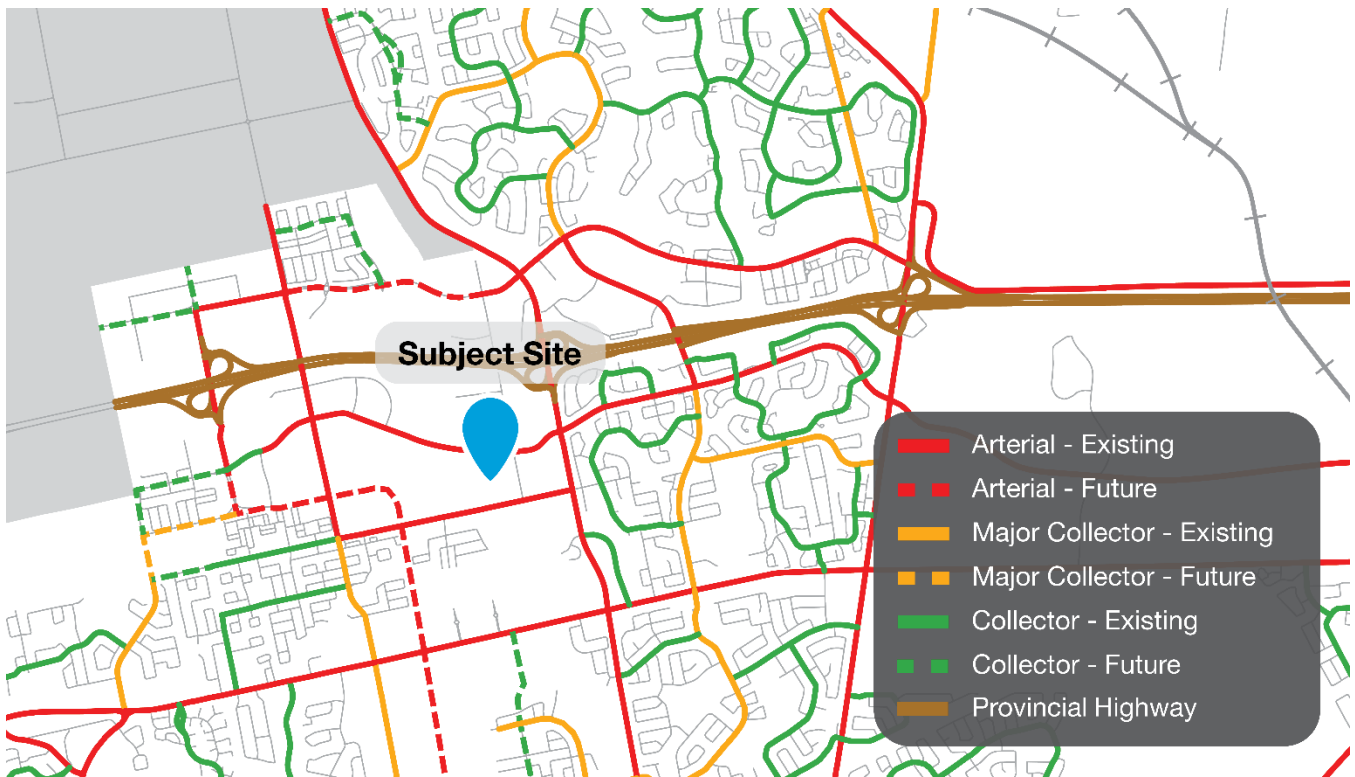


Figure 5: Subject site on Schedule C4 - Urban Road Network of the Official Plan.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

The subject site is approximately 370 metres walking distance from Terry Fox Drive, which is classified as a 'Transit Priority Corridor'. To the west the subject site is within 2 Kilometres of the future Palladium and Maple Grove O-Train Stations.

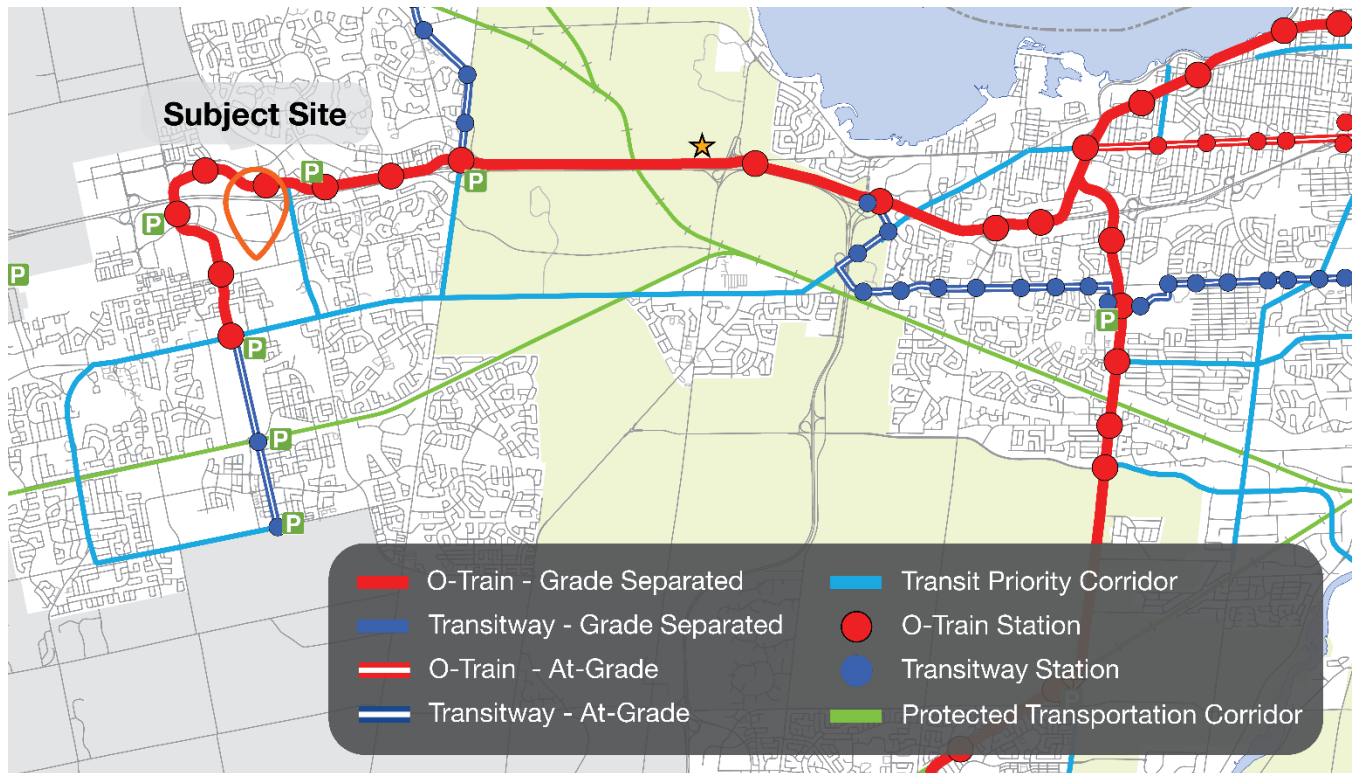


Figure 6: Subject site on Schedule C2 - Transit Network (Ultimate) of the Official Plan.

The subject site is well served by the City of Ottawa's Active Transportation as a key north south 'Major Pathway' is immediate west of the subject site as seen in Figure 7

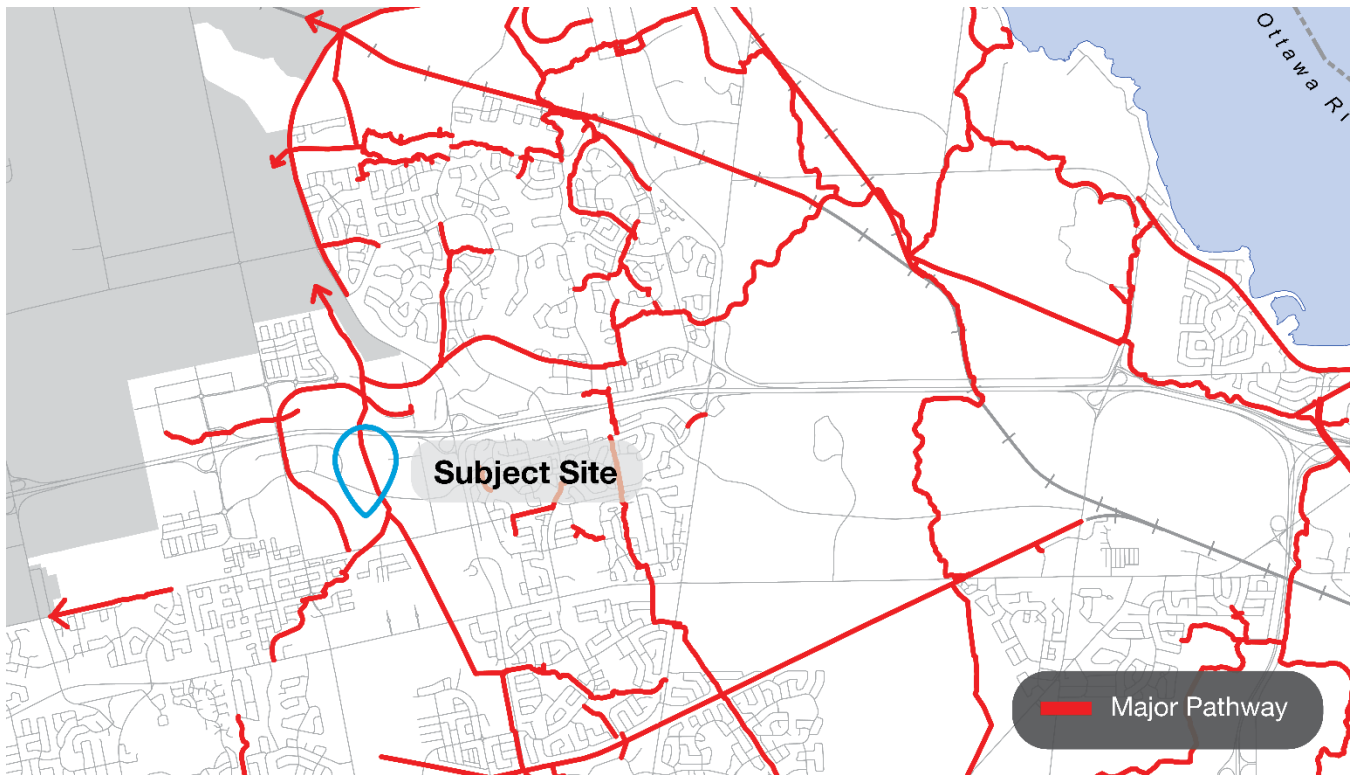


Figure 7: Subject Site on Schedule C3 – Active Transportation Network of the Official Plan.

3.0 Policy and Regulatory Review

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS encourages the careful management of land use to achieve efficient development patterns which optimize the use of land, resources, and public investment in infrastructure and public service facilities.

The proposed Zoning By-law Amendment meets the following policies of the PPS, among others:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 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;
- e) support active transportation; and
- f) are transit-supportive, where transit is planned, exists or may be developed;

- 1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
- a) there is an identified need for the proposed use;
 - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - d) potential impacts to industrial, manufacturing, or other uses are minimized and mitigated.
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- 3.1.5 Development shall not be permitted to locate hazardous lands and hazardous site where the use is:
- b) an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day care and schools;

The proposed Zoning By-law amendment is consistent with the policies of the PPS (2020). In particular, the existing 'School' makes efficient use of land and servicing and demonstrates there are no adverse impacts of the industrial designated parcel and surrounding parcels on the sensitive school use.

3.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

3.2.1 Large-scale Institutions and Facilities

Large-scale institutions and facilities such as hospitals, major health care facilities, universities, community colleges, major employers, federal employment campuses, major sports, recreational and cultural facilities are vital contributors to the City and generate economic development and employment. They usually serve the entire city or large parts of it and may draw from beyond the boundaries of Ottawa. They have a regional draw and often occupy large sites in urban areas.

Policy 1c of Section 4.3.1 states the large-scale facilities are to be designed in manner that coordinates with the existing urban fabric and encourages co-locating or providing a mix of land uses at a density that is transit supportive.

The proposed 'school' use takes advantage of the existing Sensplex athletic and recreational facilities and has excellent transit access. The school use has synergies with the current community serving sports use and is considered complementary.

3.2.2 School Facilities

Besides their primary purpose as educational institutions, school facilities can provide community infrastructure and resources to a neighbourhood, such as licensed child care facilities, indoor and outdoor recreational and cultural spaces, pathways, informal meeting places and greenspaces. As a hub of community life, safe, sustainable and convenient access for residents of all ages and abilities is necessary.

Policy 2 of Section 4.10.1 states school buildings shall be sited in a compact and land-efficient manner that prioritizes safe and sustainable transportation choices as the primary means of travel to and from school. This includes:

- / Provision of safe walking and cycling routes to schools through transportation, land-use and design decisions, with a focus on pedestrian priority designs within the school walk zone;
- / Implementation of traffic calming measures along walking routes to school to reduce traffic speeds without the need for enforcement, increasing the visibility of children and youth at intersections and providing safe intersection crossings that prioritize pedestrians;
- / Ensuring where possible that local roads are designed and posted for low operating speeds. Opportunities to further reduce vehicle speed may be explored for all roads within 400m walking distance of school sites;
- / Locating schools centrally and integrated within neighbourhoods, as part of their street grid, in locations that facilitate active transportation for pupils and parents;
- / Providing sufficient, visible, shaded, secure and where possible, covered bicycle parking facilities;
- / Designing parking facilities, where provided, in accordance with transect area policies, and generally, internalized and located away from street frontages;
- / Locating the school on a site with at least two functional street frontages in order to reduce conflicts with buses and active transportation users;
- / Giving functional priority to school bus drop-off over private vehicle drop-off in designing access and egress drop-off points; and
- / Locating school bus lay-bys and passenger pick-up and drop-off areas (PPDOs) in the right-of-way, as opposed to on school property, wherever possible in order to minimize curb cuts and front yard setbacks and improve pedestrian safety. School bus lay-bys and PPDOs should be located on separate frontages, with visually contrasting materials or colours. In the Downtown Core and Inner Urban Transects, wherever possible, school bus lay-bys and PPDOs should maintain regular curb locations rather than widening the roadway.

The proposed 'school' takes advantage of existing second-floor space in the Sensplex building. There are sufficient existing drop-off areas at the main entrance and sufficient parking for staff, parents, and students of driving age. There are large surface parking lots in anticipation of large hockey tournaments and minor league play, off-peak from the school hours of operation. Access to the building and tenant space from the parking areas and drop-offs is safe and effective. The Sensplex building has access to Maple Grove Road, an Arterial roadway with a posted speed limit of only 40km/hr (low compared to other arteril roadways). The existing drop-off areas are sufficiently segregated from Maple Grove Road to not contribute to any hazards.

The location of the Sensplex facility is central to the surrounding area, with residential uses within 500 metres of the subject site and the large Walter Baker Recreational Complex, including community buildings, sports fields and walking paths.

3.2.3 Transect, Designation, and Overlay

The subject site is located in the **Suburban Transect** and is designated as **Mixed Industrial**.

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

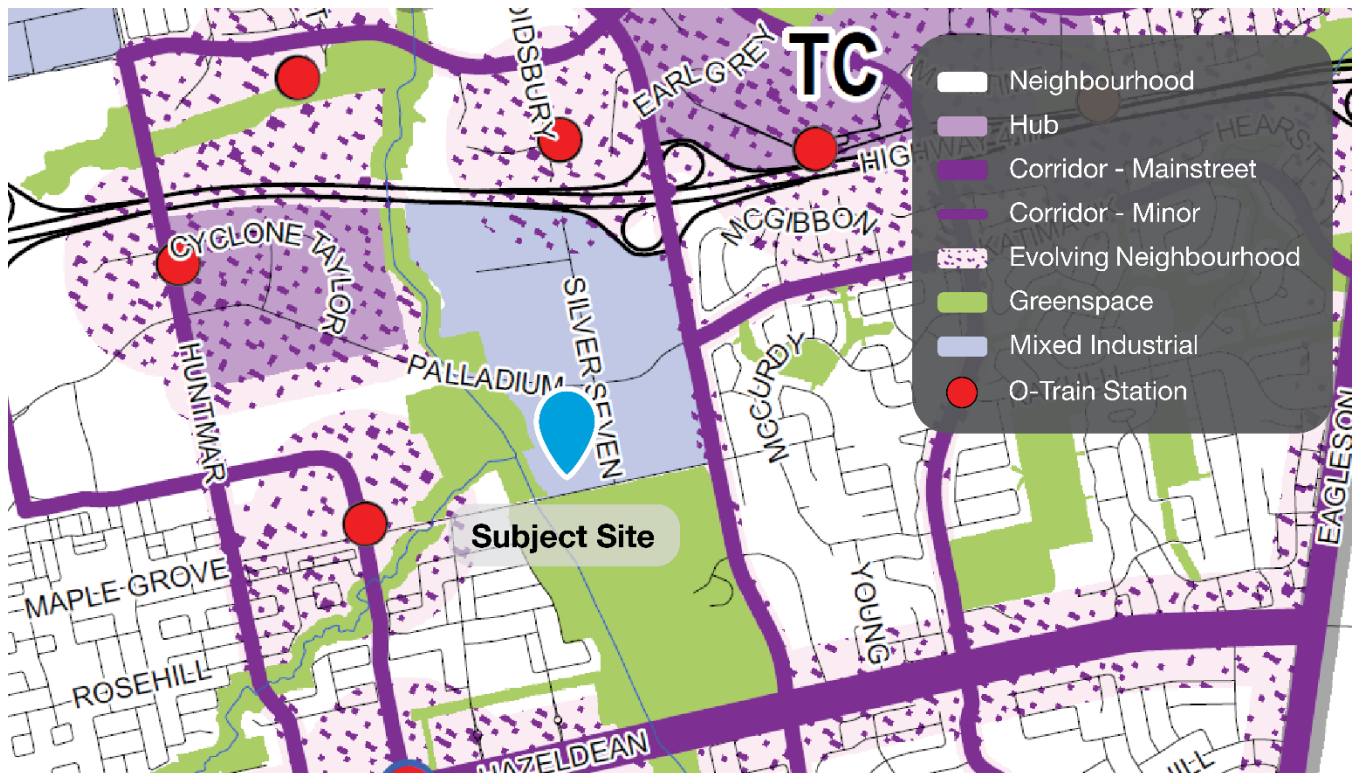


Figure 8: Subject Site on Schedule B5 – Suburban (West) Transect of the Official Plan.

Policy 2 of Section 6.5.3 states that sensitive institutional uses (including private schools, community centres, licensed care centres, or places of worship) may be considered through a site-specific amendment to the Zoning By-law if all of the following criteria are met:

- / There are no adverse health impacts from adjacent uses and the sensitive institutional use does not impede an existing Mixed Industrial use's ability to operate via a Ministry of the Environment, Conservation and Parks permit; (Please see section 3.3 of this report)
- / There are no traffic impacts that would impede a Mixed Industrial use's operations;
- / Is located within 600 metres of a residential zone;
- / Is located a minimum of 300 metres away from zones where heavy industrial lands are permitted.

OSA currently demonstrates that there are no adverse health impacts from the surrounding Mixed Industrial designated properties on the current use, traffic volumes are manageable, the use is located within 600m of residential zones on the east and west of the subject site, and is more than 300 metres away from heavy industrial

lands. Any industrial uses to the north are fully enclosed in existing buildings that have co-habited with the Bell Sensplex facility for decades.

Overall, the proposed 'school' use conforms to the policies of the Official Plan.

3.3 City of Ottawa Zoning By-law

The subject site is designed 'Light Industrial Use Zone, Subzone 5, Exception 306, Height Limit 30 metres' (IL5[306] H(30)). The purpose of the Light Industrial Zone is to:

- / 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;
- / allow a variety of complementary uses such as recreational, health and fitness uses and service commercial, occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees and the general public in the immediate vicinity and passing traffic;
- / prohibit retail uses but allow limited sample and showroom space that is secondary the primary use of buildings for the manufacturing or warehousing of the product;
- / prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and
- / provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

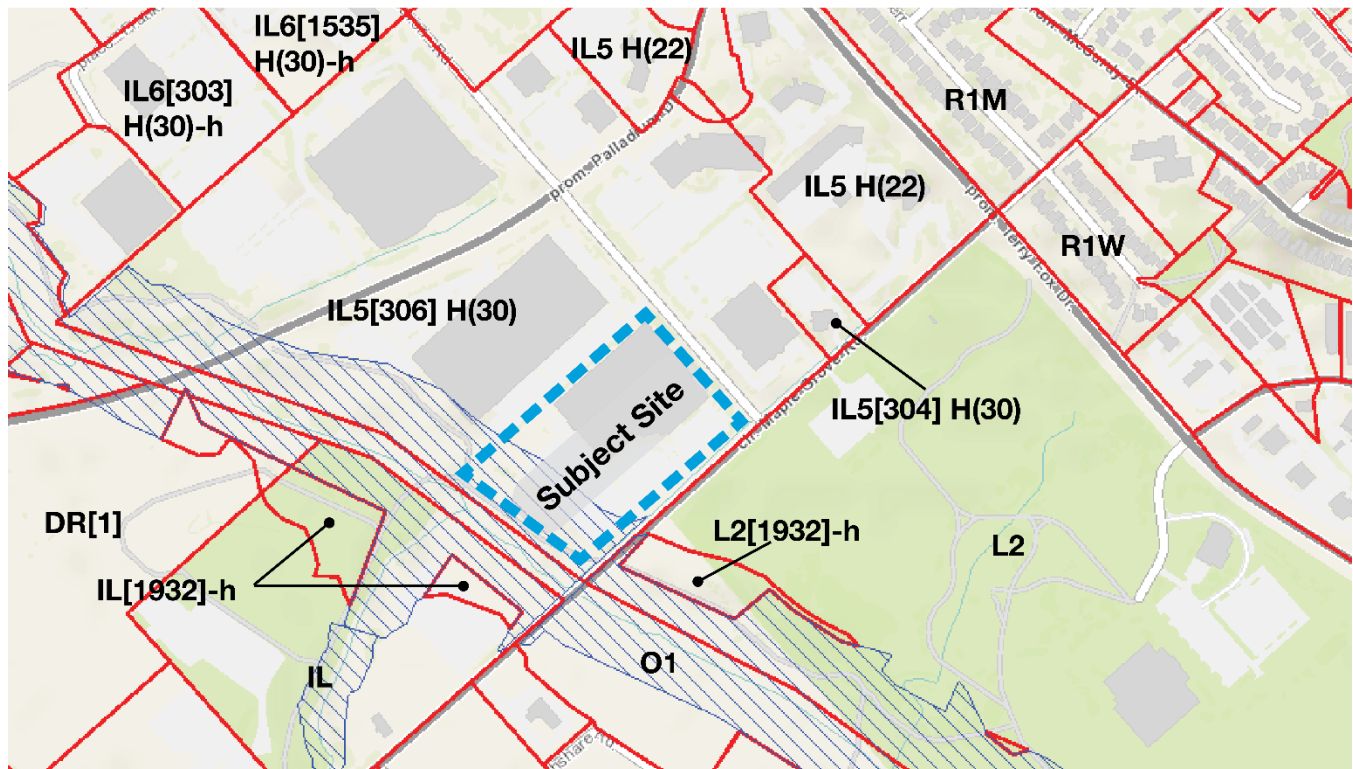


Figure 9: Zoning map of the subject site.

3.3.1 Permitted Land Uses

The IL parent zone permits the following uses:

/ animal care establishment	/ office
/ animal hospital	/ park
/ automobile dealership	/ parking garage
/ automobile rental establishment	/ parking lot
/ broadcasting studio	/ personal brewing facility
/ catering establishment	/ place of assembly
/ day care	/ post office
/ drive-through facility	/ printing plant
/ emergency service	/ production studio
/ heavy equipment and vehicle sales, rental and servicing	/ research and development centre
/ light industrial uses	/ service and repair shop
/ medical facility	/ technology industry
/ municipal service centre	/ training centre
	/ truck transport terminal
	/ warehouse

The following uses are permitted provided that the cumulative total gross floor area for these uses does not exceed 2,999 square metres:

/ amusement centre	/ bar
/ amusement park	/ car wash
/ recreational and athletic facility	/ convenience store
/ animal care establishment	/ gas bar
/ amusement centre	/ instructional facility
/ amusement park	/ personal service business
/ automobile service station	/ recreational and athletic facility
/ bank	/ restaurant
/ bank machine	

The IL5 subzone prohibits the following uses:

/ animal care establishment	/ convenience store
/ animal hospital	/ gas bar
/ amusement centre	/ instructional facility
/ amusement park	/ parking garage
/ automobile dealership	/ parking lot
/ automobile rental establishment	/ personal brewing facility
/ automobile service station	/ personal service business
/ car wash	/ recreational and athletic facility
/ catering establishment	

Exception 306 permits 'recreational and athletic facility' as a use. Also permitted is off-street parking, which "may encroach up to 8.8 metres into the minimum required corner side yard at 1565 Maple Grove Road".

The IL5[306] H(30) performance standards are included in Table 1, below. No changes are proposed to these performance standards.

Table 1: IL5[306] H(30) Subzone

Zoning Mechanism		Requirement
Minimum Lot Width		No Minimum
Minimum Lot Area		2000 square metres
Maximum Lot Coverage		65%
Minimum Front and Corner Yard Setback		7.5 metres
Minimum Rear Yard Setback		7.5 metres
Minimum Interior Side Yard Setback		7.5 metres
Maximum Building Height		18 metres
Maximum Floor Space Index		2.0
Minimum Width of Landscaped Area	Abutting a street	3 m
	In all other cases	No minimum

The proposed 'school' use will not affect any of the above-noted provisions.

Table 2: Parking Requirements

Zoning Mechanism	Requirement	Provided
Parking Requirements Area C on Schedule 1A	4 per ice sheet or other game surface, plus 10 per 100 square metres of gross floor area used for dining, assembly, or common area. School, secondary: 2 spaces per classroom: 8 parking spaces required School, other: 1.5 spaces per classroom: 6 spaces required	470 parking spaces
Bicycle Parking	School: 1 per 100 m ² of GFA	Bicycle parking rack provided on-site near front entrance

Two (2) site visits were conducted on weekdays during off-peak hours to observe the parking demand. On both days, January 10, 2023 and March 3, 2023, there was a large surplus of surface parking availability. Demand for parking will be low for a school use as site access will be off-peak for the facility. Presently, parking demand is higher on weekday evenings and weekends, when the school would not operate. Therefore, the proposed 'school' and existing 'athletic and recreational facility' can share the existing parking lot without expansion required.



Figure 10: Photos of the parking lot, January 10, 2023 at 10:50am.



Figure 11: Photos of the parking lot, March 3, 2023 at 12:51 PM.

3.3.2 Proposed Zoning By-law Amendment

A Zoning By-law Amendment is required to Urban Exception 306 to include 'School' as an additional permitted use to ensure the proposed development is compliant with Zoning By-law (2008-250).

3.4 Ontario Land Use Planning Guideline: D-6 Compatibility between Industrial Facilities

The D-6 guideline is intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another.

The objective of the guideline is to prevent or minimize the encroachment of sensitive land use upon industrial land use and vice versa. A sensitive land use includes 'school' as well as residences, senior citizen homes, and 'recreational uses which are deemed by the municipality or provincial agency to be sensitive', among others.

3.4.1 Guideline

Incompatible land uses are to be protected from each other, in land use plans, proposals, policies and programs to achieve the Ministry's environmental objectives. Distance is often the only effective buffer, however, and therefore adequate separation distance, based on a facility's influence area, is the preferred method of mitigating 'adverse effects'. The separation distance should be sufficient to permit the functioning of the two (2) incompatible land uses

without an 'adverse effect' occurring. Separation of incompatible land uses should not result in freezing or denying usage of the intervening land.

3.4.2 Permitted Uses Within Industrial Land Use Designation

Guideline D-6 identifies three (3) classes of industrial facilities: class I, II, and III, which are defined as follows:

- / **Class I Industrial Facility:** A place of business for a small scale, self contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.
- / **Class II Industrial Facility:** A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.
- / **Class III Industrial Facility:** A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.

According to Appendix A: D-6-1 Industrial Categorization Criteria, the Mixed Industrial Designation of the City of Official Plan and Light Industrial Zone of the City of Ottawa Zoning By-law (2008-250) would best align with the 'Class I' industrial category. The criteria for this category is as follows:

- / Outputs:
 - Noise: Sound does not audible off the property
 - Dust and/or Odour: Infrequent and not intense
 - Vibration: No ground-borne vibration on plant property
- / Scale:
 - No outside storage
 - Small scale plant of scale is irrelevant in relation to all other criteria for this class
- / Process:
 - Self-contained plant or building which produces/stores a packaged product. Low probability of fugitive emissions.
- / Operation/Intensity:
 - Daytime operations only
 - Infrequent movements of products and/or heavy trucks

Section 4.1.1 indicates that the minimum separation distances and zones of influence for the three (3) industrial classes are as follows:

Table 3: Industrial classes, minimum separation distances, and zones of influence

Class	Minimum Separation Distance*	Zone of Influence
Class I	20 metres	70 metres
Class II	70 metres	300 metres

Class	Minimum Separation Distance*	Zone of Influence
Class III	300 metres	1000 metres

* Per section 4.4 of Guideline D-6, the minimum separation distance can be measured in multiple ways: from the area(s) designated for industrial use, property lines, or zoning boundaries. Section 4.4.3 states that setbacks within the property can be utilized as part of the minimum separation distance requirement where site-specific zoning precludes the use of the setback for any activity associated with the industrial land use.

3.4.3 Change in Land Use is Proposed within an Influence Area or Potential Influence Area

Influence areas should act as a 'flag', and no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II, or III industrial land uses, without evidence to substantiate the absence of a problem.

3.4.4 Feasibility Analysis

When a change in land use is proposed for either industrial or sensitive land use, less than the minimum separation distance of 20 metres may be acceptable subject to either the municipality or the proponent providing a justifying impact assessment.

As section 4.4 of Guideline D-6 notes, a setback within the property can be utilized as part of the minimum separation distance requirement. Lands to the north and east are zoned Light Industrial Subzone 5 - IL5[306] H(30), the same zoning classification as the Sensplex building and site.

To the east, Silver Seven Road forms the immediate boundary. Silver Seven Road has a protected right of way (ROW) of 26 metres. This exceeds the required minimum buffer of 20 metres between the subject site and the industrial lands to the east.

To the north, the subject site shares a property boundary with 501 Palladium Drive. The two (2) buildings are located approximately 44 to 46 metres apart, measure by abutting interior side yard. Both sites have a minimum interior side yard setback of 7.5 metres in the By-law. Combined, the zoning by-law requires a total setback distance of 15 metres, less than the required 20 metre minimum separation distance.



Figure 12: Lockheed Martin Canada Mission Systems & Training



Figure 13: Altitude Gym, a rock climbing gym

A site visit was conducted on March 3, 2023 to assess the nature of the surrounding industrial area.

Findings from the site visit to 501 Palladium Drive are summarized in Table 4, below. Lands to the east were not assessed against the Class I criteria as they were all more than 30 metres away, an adequate buffer to any potential impacts generated by their operations.

Table 4: Class I Criteria and observations of 501 Palladium Drive

Class I Criteria	Observations
Outputs	
Noise	Sound was not audible on or off the property
Dust/ Odour	Dust and odour not detected on or off the property
Vibration	Vibration not detected on or off the property
Scale	
Outside storage	Outside storage not permitted in IL5 subzone
Process	
Self-contained plant or building which produces/stores a packaged product	Plant appears to be self-contained
Low probability of fugitive emissions	No emissions detected
Operations/ Intensity	
Operations	Shift change and staff movement not observed
Movement of products	No movement of products observed
Movement of heavy trucks	No movement of heavy trucks observed

The Ministry or delegated authority shall require the following in order to make an assessment for allowing less than the recommended minimum separation distance:

- / Detailed mapping showing the area subject to the proposed development and all industrial facilities and any other sources of adverse effects (e.g. rail lines).
- / Mapping shall also indicate all vacant properties currently zoned and/or designated for industrial use along with relevant excerpts from the official plan and/or zoning by-law. Attempts shall also be made to predict the types and levels of adverse impact that would result in a "worst case scenario" should an industrial use be developed upon any of the vacant parcels.

The subject site is located in an area that is designated Mixed Industrial under the Official Plan and is zoned a Light Industrial subzone 5 (IL%). The map below shows the lands that are designated and zoned industrial. All lands designated as Mixed Industrial are also zoned Light Industrial (IL) per the zoning by-law. There are also lands that are not designated Mixed Industrial, but are zoned Light or Heavy Industrial, which are shown on the map as medium purple and dark purple, respectively.

As discussed in section 3.3 above, all lands designated Mixed Industrial are zoned a Light Industrial subzone (IL). The subzones for IL5[306] H(30), IL5[304] H(30), and IL5 H(22) were reviewed.

Urban Exception 304 permits a place of worship; this site is currently occupied by a Jehovah's Witness Kingdom Hall.

Urban Exception 306 permits a recreational and athletic facility despite the IL5 subzone prohibiting the use. The use would have been permitted in the early 2000s, then subject to the former Township of Goulbourn Zoning By-law. The post-amalgamation, City-wide Comprehensive Zoning By-law was approved in 2008. The IL parent zone permits land uses consistent with the Class I industrial land use. As well, the IL5 subzone also prohibits land uses including automobile dealership, automobile rental establishment, automobile service station, and others. The above-noted permitted uses are consistent with the Class I industrial land use as defined by the provincial guidelines.

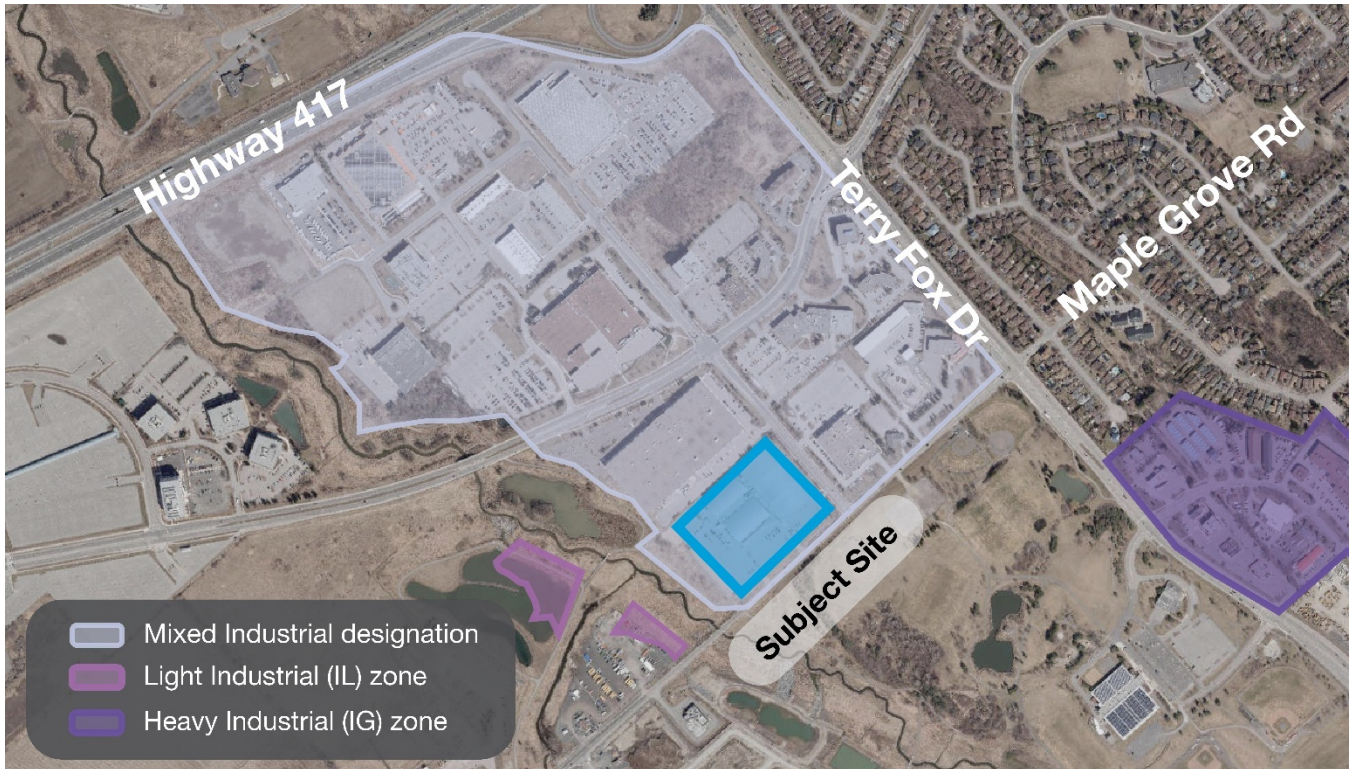


Figure 14: Nearby industrial designations and zones

The existing buildings – the subject site and 501 Palladium Drive – currently provide enough of a separation buffer to satisfy the minimum separation distance for Class I Industrial Facilities.

4.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment to allow 'school' as a permitted use under the IL5[306] H(30) zone constitutes good land use planning and in the public interest for the following reasons:

- / The proposed use is consistent with the Provincial Policy Statement (2020) as it takes advantage of existing infrastructure and servicing, while
- / The proposed use conforms to the policy direction for major facilities, schools, and the underlying Mixed Industrial designation of the City of Ottawa's Official Plan.
- / The Mixed Industrial designation appears to best align with the Class I Industrial use per the Ontario Land Use Planning Guideline: D-6 Compatibility between Industrial Facilities. Currently there is an appropriate buffer between the subject site and an adjacent site; and
- / The proposed use currently demonstrates it meets a majority of the applicable requirements in the Zoning By-law (2008-250). The requested amendment is appropriate and will not create undue negative impacts on the community and surrounding properties.

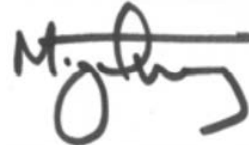
Sincerely,



Bipin Dhillon, MPA M.PI
Planner



Tamara Nahal, M.PI
Planner



Miguel Tremblay, MCIP RPP
Partner