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Restoration

4175 Strandherd Drive, Barrhaven

Planning Rationale

in support of a Major Zoning By-law Amendment

Prepared for: Zena Investment Corporation



4175 Strandherd Drive

Ottawa, Ontario

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Prepared For:

Zena Investment Corporation

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
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November / 26 / 2024

Novatech File: 123120

Ref: R-2024-081

November 26, 2024

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

Attention: Kelby Lodoen Unseth, Planner, Development Review, South

**Reference: Major Zoning By-law Amendment Application
4175 Strandherd Drive
Our File No.: 123120**

The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application to establish additional permitted uses and facilitate the future development of the property at 4175 Strandherd Drive (the "Subject Property").

The Subject Property is designated Mixed Industrial within the Suburban Transect of the City of Ottawa Official Plan (2022). The property is zoned Business Park Industrial, Exception 2298, Maximum Height of 18 metres (IP[2298] H(18)) in the City of Ottawa Zoning By-law 2008-250.

There are no immediate plans to develop the Subject Property. The purpose of the requested Major Zoning By-law Amendment is to implement the City of Ottawa Official Plan (2022). The Zoning Bylaw Amendment proposes to add automobile-related uses and additional retail uses to benefit and contribute to the 15-minute neighbourhood.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed Zoning Amendment, sets out the planning policy and regulatory framework of the Subject Property to demonstrate conformity with the PPS and Official Plan, and makes a recommendation on the Major Zoning By-law Amendment.

Should you have any questions regarding any aspect of this report please feel free to contact the undersigned.

Yours truly,
NOVATECH



Adam Thompson, MCIP, RPP
Senior Project Manager | Planning & Development

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1.0 EXECUTIVE SUMMARY

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment application for the property known municipally as 4175 Strandherd Drive (the 'Subject Property). The Zoning Amendment proposes to add new automobile-related uses and small-scale commercial retail uses in support of creating a 15-minute neighbourhood.

There are no immediate plans to develop the Subject Property. The preliminary concept plan prepared for and included in this report is only an example of how development may occur. The intent of the Zoning By-law Amendment is to establish an expanded list of permitted uses while maintaining pre-determined performance standards to direct the form, massing and scale of a future development.

The Subject Property is designated Mixed Industrial within the Suburban Transect of the City of Ottawa Official Plan (2022). The property is zoned Business Park Industrial, Exception 2298, Maximum Height of 18 metres (IP[2298] H(18)) in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Major Zoning By-law Amendment application to add additional uses will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022); and
- Maintain compatibility with the surrounding uses and community context.

2.0 INTRODUCTION

2.1 Description of Subject Property

The Subject Property is located on the south-west corner of Strandherd Drive and Systemhouse Street in the West Barrhaven community of Ottawa (see Figure 1). The Subject Property is located within Barrhaven West (Ward 3) of the City of Ottawa. The Subject Property is known legally as Block 3 on Plan 4M-1538. Plan 4M-1538 was the subdivision plan that established the road network and land fabric for the CitiGate Business Park. 4M-1538 was registered by the land registry office on May 13, 2015.

Figure 1. Aerial Photo of Subject Property



Topographically the Subject Property is generally flat across the site and is currently pre-graded to be at a slightly lower elevation than the surrounding streets (see Figure 2). The property was pre-graded and cleared of vegetation at the time of the registration of the underlying subdivision in 2015. The Subject Property has subsequently been maintained by clearing and grubbing on a regular basis. There are no existing trees on the Subject Property. Previous to the Subject Property being made vacant and available for development, the property and surrounding area was used for various forms of agricultural crop production since at least the mid-1960s (Source: GeoOttawa).

Figure 2: Subject Property from the intersection of Strandherd Drive and Systemhouse Street



2.2 Site Location and Community Context

The Subject Property is located in the Barrhaven West area of the City of Ottawa. The existing land uses surrounding the Subject Property include suburban residential, retirement living, commercial and industrial uses (see Figure 3). The surrounding uses have been continuously developed over the course of the last 15 years. Lands west of the Subject Property have yet to be developed and are expected to comprise of various types of industrial uses, being primarily warehousing, logistics and other forms of light industrial development.

Figure 3: Subject Property's Surrounding Context



North: Immediately north of the Subject Property is the Trinity Common at Citigate Shopping Centre. The shopping centre consists of approximately 28,800 square metres (310,000 square feet) of retail space. Current anchor tenants of the shopping centre include Costco, Value Village, Marshalls, LCBO and Dollarama. Additional tenants include numerous restaurants (including two quick-service restaurants with drive-through facilities) and other smaller retail tenants (see Figure 4). Other land uses north of the Subject Property include two hotels (including one currently under construction) and a large office building (Tomlinson).

Figure 4: Land uses to the north of the Subject Property



East: Immediately east of the Subject Property are exclusively residential uses, consisting of mainly low-rise residential townhouses on public streets (see Figure 5). A six-storey retirement home has been recently developed on the south-east corner of Strandherd Drive and Maravista Drive. Uses to the east of the Subject Property are separated from the Subject Property by Strandherd Drive, a 44.5-metre-wide arterial road.

Figure 5: Land uses to the east of the Subject Property



South: Immediately south of the Subject Property are two recently constructed automobile dealerships (Myers Subaru and Myers Volkswagen) (see Figure 6). These two new automobile dealerships are in addition to a group of four existing automobile dealerships (for a total of six dealerships in the immediate area), an automobile body shop and a vacant property. Further south is a municipal snow disposal facility.

Figure 6: Land uses to the south of the Subject Property



West: Immediately west of the Subject Property is the O’Keefe Drain, a 46-metre-wide drainage corridor that provides a natural and legal outlet for stormwater management for the Subject Property and the Citigate Business Park as a whole. To the west of the O’Keefe Drain is a proposed industrial subdivision on the lands known as 444 Citigate Drive. Development proposed for 444 Citigate Drive will consist of a number of large industrial use buildings consistent with the intent of the underlying Official Plan designation (Industrial and Logistics) (see Figure 7). Further west of the Subject Property is the Amazon Fulfillment Centre (YOW3), a large warehouse and distribution facility that opened in October 2022.

Figure 7: Land uses to the west of the Subject Property



There are currently three other active development applications in the vicinity of the Subject Property. The current applications in the vicinity include:

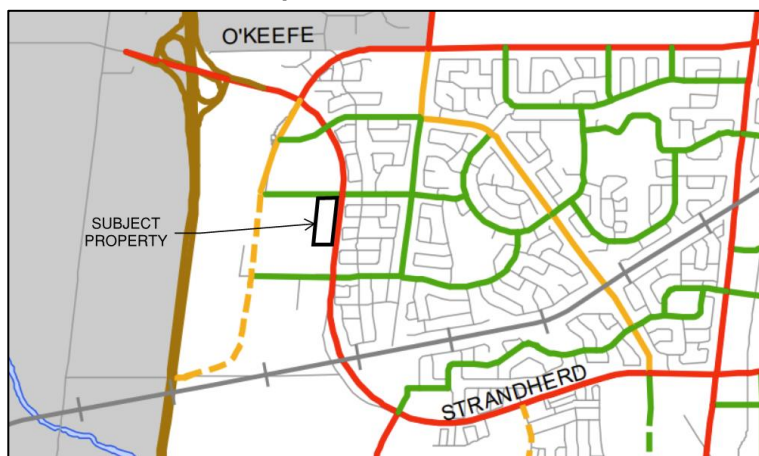
Table 1: Adjacent Development Applications

Address	City File No.	Application Summary
444 Citigate Drive, 560 Dealership Drive and Block 30 on 4M-1538	D07-16-22-0025	Plan of Subdivision to create five development blocks and a new street to connect Citigate Drive.
	D02-02-22-0025	Zoning By-law Amendment to add Warehouse as a permitted use and remove Holding provision
480 and 486 Citigate Drive	D07-12-23-0054	Site Plan Control application for two new Industrial use buildings

The urban design context of the surrounding community can be best described as ‘modern suburban’. Built form consists of mainly low-rise buildings with façades that abut the streetscape as much as possible.

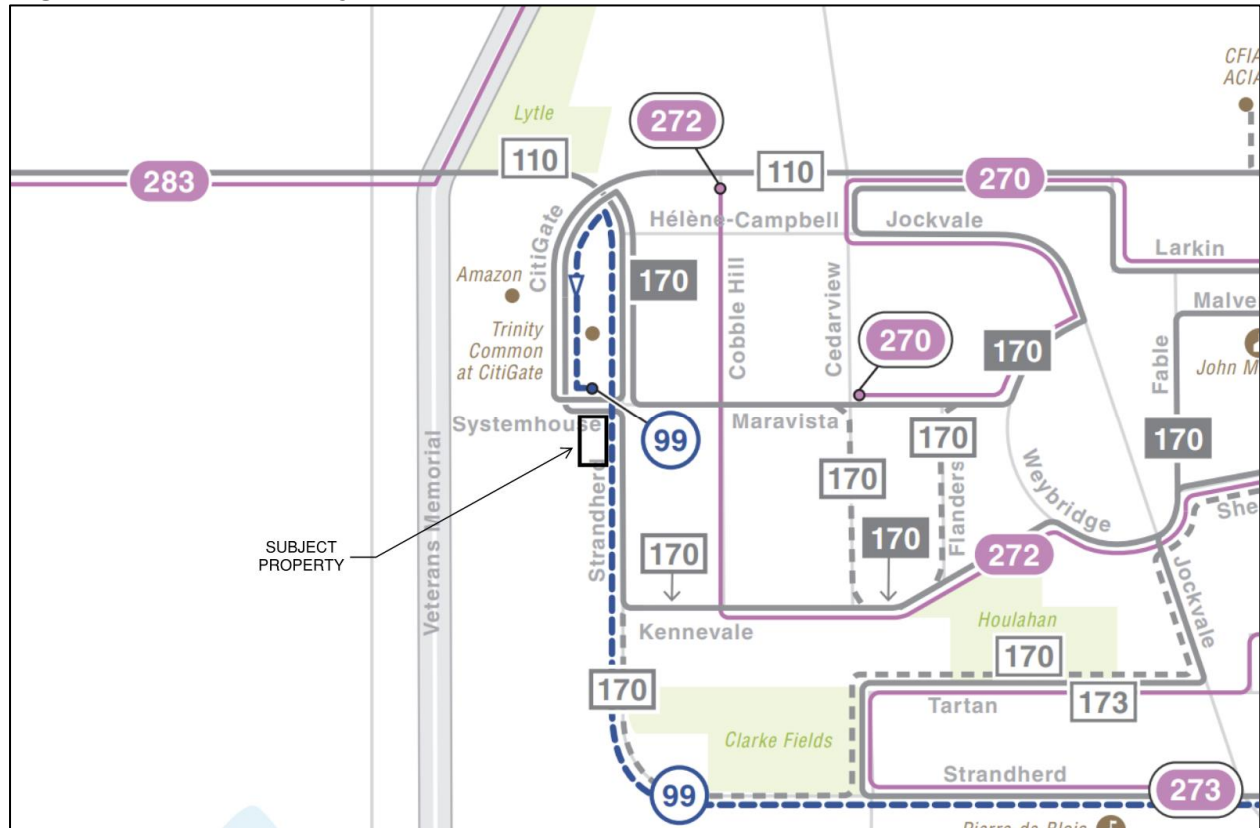
The Subject Property has frontage on Strandherd Drive and Systemhouse Street. Strandherd Drive is designated as an Existing Arterial Road on *Schedule C4 – Urban Road Network* of the Official Plan (see Figure 8). Strandherd Drive has been protected for a 44.5-metre right-of-way width that has previously been taken from the Subject Property through the subdivision registration process. Systemhouse Street was established through the registration of Plan of Subdivision 4M-1538 and generally has been protected for a 26.0-metre right-of-way (albeit slightly wider as it approaches Strandherd Drive). There are no further road widenings expected to be taken from the Subject Property.

Figure 8: Official Plan Schedule C4 Excerpt



The Subject Property is well served by public transit (see Figure 9). Current OC Transpo routes that will be available to the people to access the property include Local Routes 110 and 170. Local Route 110 provides connections to Fallowfield Station (with connections to VIA Rail) in Barrhaven and Eagleson Station in Kanata. Local Route 170 provides connections to Fallowfield Station and Barrhaven Town Centre and Barrhaven Marketplace shopping centre. The Subject Property is occasionally serviced by Route 99L which provides connections to Barrhaven Centre, Riverside South and South Keys.

Figure 9: OC Transpo System Map Excerpt



The Subject Property is located in close proximity to Interchange 66 on Highway 416, which provides reciprocal benefits for the property and the travelling public. The Subject Property will be easily accessible for deliveries and customers alike and will provide additional services to the travelling public who wish to access commercial services before travelling into and out of the City of Ottawa.

3.0 DEVELOPMENT PROPOSAL

There are no immediate development plans associated with the Major Zoning By-law Amendment. The purpose of the Major Zoning By-law Amendment application is to establish additional permitted uses which will implement the policy changes in the Ottawa Official Plan (2022). The property owner wishes to proceed with a Major Zoning By-law Amendment in advance of the City implementing the Official Plan through a Comprehensive Zoning Review, which is not expected to conclude before Q4 2025.

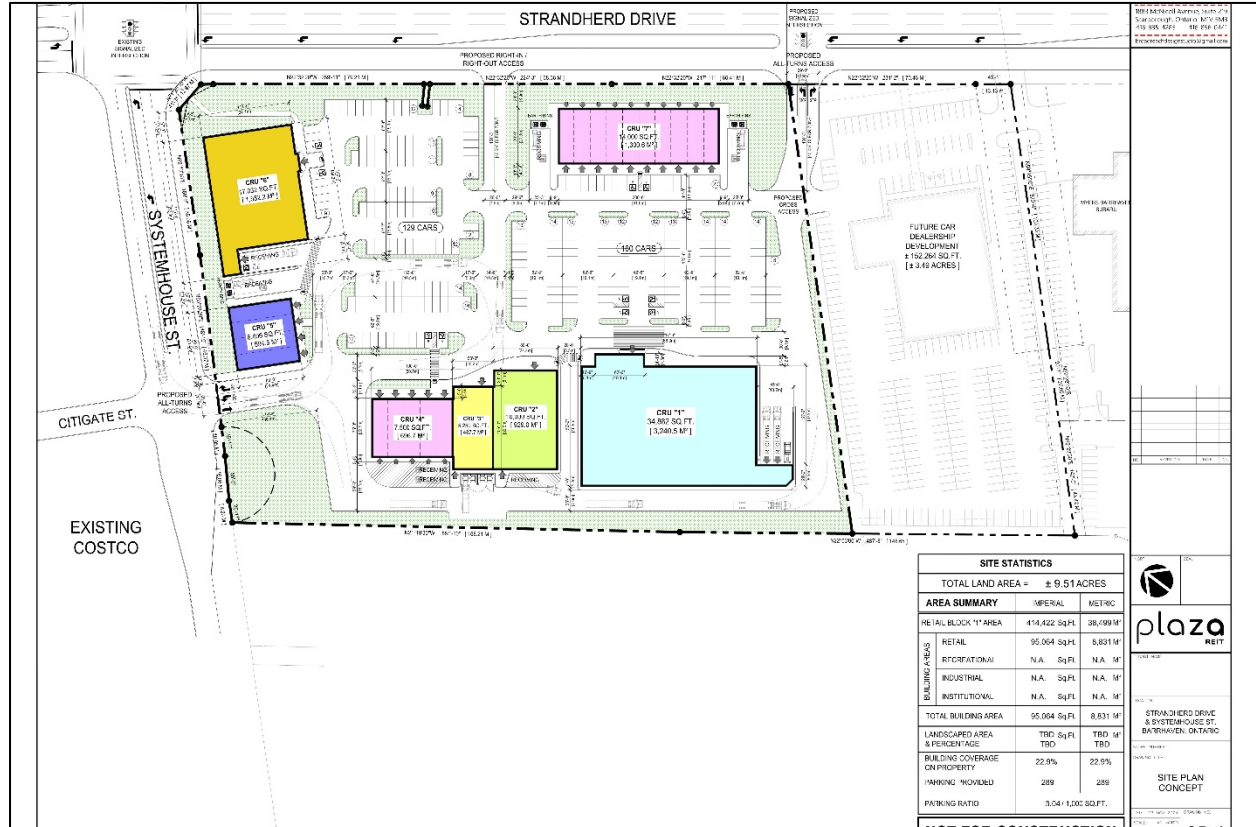
The proposed Zoning By-law Amendment is intended to add the following additional uses to the list of currently permitted uses:

- Animal care establishment
- Animal hospital
- Artist studio
- Automobile dealership
- Automobile rental establishment
- Automobile service station
- Car wash
- Click and collect facility
- Community centre
- Community health and resource centre
- Drive-through facility
- Gas bar
- Library
- Payday loan establishment
- Place of worship
- Retail food store
- Retail store
- Storefront industry
- Warehouse

Conceptually, the intended form of development could consist of at least one new automobile dealership as well as a new retail shopping centre anchored by a small-scale retail food store (see Figure 10). It is anticipated that at some proposed uses (such as restaurants or banks) will wish to incorporate a drive-through facility into the design.

The ultimate design of the Subject Property is expected to be similar to the built form on adjacent commercial properties both north and south. Retail commercial development on the Subject Property will place buildings along the exterior of the site to provide a streetscape character that is consistent with Trinity Common to the north. If an automobile dealership is proposed for a portion of the Subject Property, it would be similar in style, orientation and massing to the existing automobile dealerships located south of the Subject Property.

Figure 10: Preliminary Concept Plan



Parkland dedication for the proposed development was taken at the time of the registration of the underlying plan of subdivision. The proposed use continues to be non-residential and should not require any additional parkland contribution.

A Site Plan Control application will be required to facilitate development on the Subject Property.

4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Planning Statement

The Provincial Planning Statement (2024) (the '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 October 20, 2024. All decisions affecting planning matters "shall be consistent with" policies issued under Section 3 of the Planning Act.

Section 2.1 of the PPS provides policies to direct land use to achieve complete communities. Policy 6 states,

"Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options and multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;*
- c) improving social equality and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups."*

In the context of the above policy, the PPS defines 'complete communities' as follows.

"Complete communities: means places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations."

The proposed Zoning By-law Amendment and the development of the Subject Property will promote the creation of a complete community by introducing additional uses that will support those living in a 15-minute radius of the Subject Property. The proposed additional uses, combined with the uses permitted by the current zoning, will provide new retail and commercial employment opportunities. The proposed development is also well located alongside an arterial roadway, which is supportive of the vehicle-oriented and commercial retail uses proposed.

Section 2.3 of the PPS sets out policies for settlement areas. The Subject Property is considered part of a settlement area, as it is within the urban boundary of the City of Ottawa. Policy 2.3.1(1) 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) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.”*

The proposed additional uses proposed for the Subject Property will contribute to the local neighbourhood by providing opportunities to develop new uses that will provide employment opportunities as well as services for the local population. Facilitating the future development of the Subject Property will help to complete the neighbourhood by encouraging new development on a parcel of land that has remained vacant despite being a block on a registered plan of subdivision.

The Subject Property is an adequate size to support the proposed uses and can be adequately serviced utilizing existing municipal water and sanitary sewer connections. Stormwater management for the Subject Property has been pre-designed and accommodated for in the existing stormwater facility adjacent to the O’Keefe Drain. Public transit service is accessible to the Subject Property and the existing road network can accommodate any increase in traffic. The Subject Property is also freight supportive as it is located adjacent to an arterial road with direct access to an interchange with Highway 416.

Section 2.8 of the PPS sets out policies for employment. Policy 2.8.1 (1) states:

“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;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.”*

The Subject Property is underutilized as it has remained vacant despite being part of a registered plan of subdivision for the past nine years. The proposed additional uses will increase the potential for new development to establish new and varied employment opportunities for the local community. The proposed automobile-related uses and retail uses will benefit both residents and the travelling public by establishing employment and service opportunities to help create a complete community while serving those travelling on Highway 416.

Section 2.8.2 of the PPS sets out policies for employment areas. Policy 2.8.2 (1) states:

“Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.”

The Subject Property is designated ‘Mixed Industrial’ in the Ottawa Official Plan, which is not an ‘employment designation’ as defined by the PPS. The inclusion of automobile-related and retail uses will provide a transition between residential uses to the east and industrial and employment uses intended for the lands west of the Subject Property.

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed rezoning adheres to the policies in Section 2.0 of the PPS as follows:

- Relating to Section 2.1 (Natural Heritage), there are no natural features identified in the Official Plan Natural Heritage System Schedule (Schedule C11A) on the Subject Property. An Environmental Impact Study prepared by Kilgour & Associates Ltd. concluded that the proposed development is not anticipated to have negative impacts to existing natural features or ecological functions provided recommended mitigation measures identified in the EIS are implemented;
- Relating to Section 2.2 (Water), there are no water features in the vicinity of the Subject Property. The O’Keefe Drain is located west of the Subject Property. The required corridor for setbacks to the O’Keefe Drain were established through the registration of the underlying plan of subdivision;
- Relating to Section 2.3 (Agricultural Resources), the Subject Property is within the urban area of the City of Ottawa and is not designated or zoned for agricultural uses.
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of minerals or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), the Subject Property has no mineral aggregate potential;
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the Subject Property has no known areas of archaeological potential as per the City mapping on GeoOttawa.

Approval of the proposed Zoning By-law Amendment application will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources.

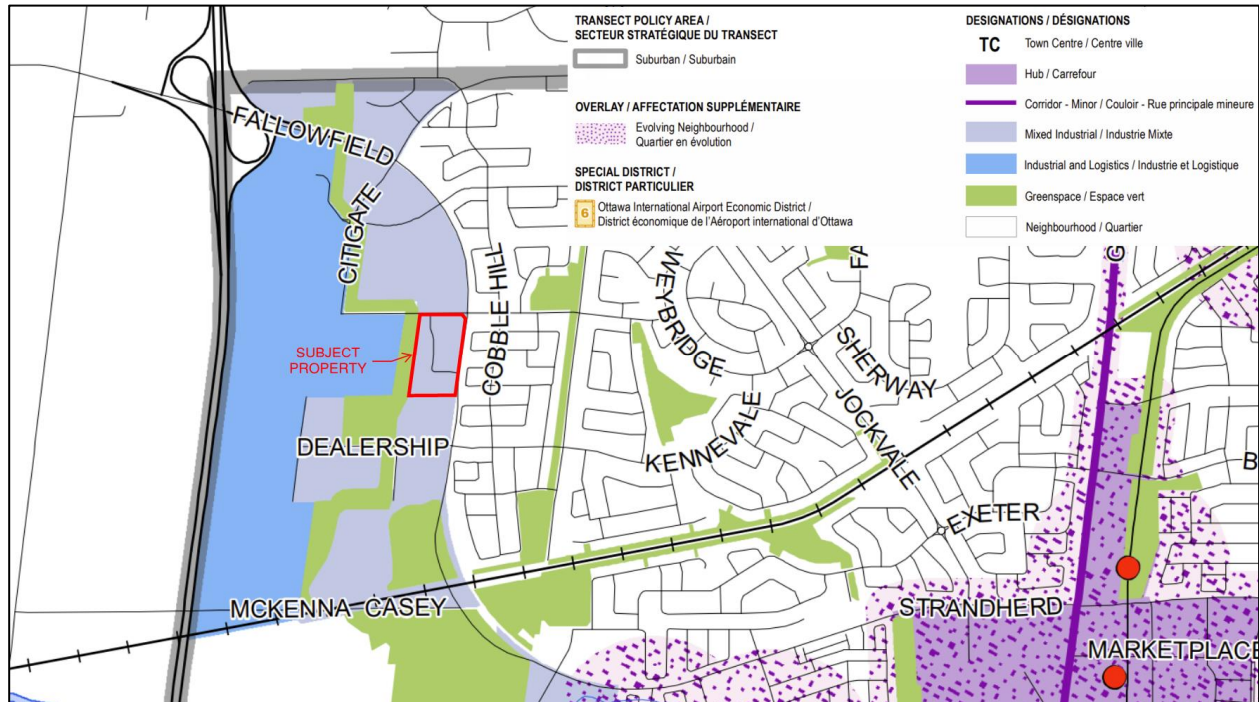
The Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement (2024).

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (2022) was approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The Subject Property is designated Mixed Industrial within the Suburban Transect on *Schedule B6 – Suburban (Southwest) Transect* of the Official Plan (see Figure 11).

Figure 11: Official Plan Designation for the Subject Property



4.2.1 Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 3 in Section 4.6.5 states:

“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”

The preliminary concept plan demonstrates the general intent for development of the Subject Property. The intended development pattern for the commercial retail component would incorporate buildings located along the exterior of the property. This will enhance the streetscape of Strandherd Drive and Systemhouse Street by providing building façades along the public spaces, with parking, loading and other site infrastructure requirements located on the interior of the property, screened from the streets by buildings.

The proposed automobile dealership component of the overall development would follow a similar built form of the two existing automobile dealerships located south of the Subject Property (Subaru and Volkswagen). The automobile dealership will be located such that the primary entrance to the building will be facing Strandherd Drive, but separated by a row of parking for customers as well as vehicle display areas.

4.2.2 Suburban Transect

The Subject Property is located within the Suburban Transect as identified on Schedule A of the Official Plan (2022). Section 5.4 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Suburban Transect.

Section 5.4.1, Policy 1 of the Official Plan states,

“The Suburban Transect’s established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.”

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

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

The ultimate built form will reflect suburban characteristics as described above, but with design transitioning to a 15-minute neighbourhood model where possible. The retail component of the concept will be designed to include buildings located and facing the streetscape with active components such as patios, walkways and attractive landscaping. Parking will primarily be screened by proposed buildings and landscaping where appropriate. Separation distances between commercial buildings will be sufficient to break up the building mass.

The built form of the automobile dealership would follow the existing development pattern south of the Subject Property. An automobile dealership would face Strandherd Drive and be set back

consistent with adjacent dealerships, with a drive-aisle and two rows of parking provided between the building and the street.

All proposed uses will consist of low-rise buildings of one to two-storeys in height and will have principal entrances located at ground level.

4.2.3 Mixed Industrial Designation

The Subject Property is designated Mixed Industrial on Schedule B6 – Suburban (Southwest) Transect of the Official Plan (2022). Section 6.5 provides policy direction for new development in the Mixed Industrial designation.

Policy 2 of Section 6.5.1 states:

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

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

The current zoning for the Subject Property already permits a wide range of light industrial uses in conformity with the above policy. Missing from the current zoning are automotive uses, such as automobile dealerships and automobile service stations. The proposed Zoning By-law amendment is intended to add automobile-related uses to the existing list of permitted uses for the property.

In addition to the permitted uses above, Policy 1 of Section 6.5.3 states,

“The following policies apply to commercial services that may be permitted in Mixed Industrial areas, in support of the 15-minute neighbourhood objectives:

- a) The types of permitted services are those of a scale that cater to a local neighbourhood clientele and to the employees working on lands designated Mixed Industrial, including small scale grocery stores, recreational, health and fitness uses and service commercial uses (e.g., convenience retail, doctor and dentist office, coffee shop, restaurant, bank, service station or gas bar);*
- b) The permitted services may locate within:*
 - i. Stand-alone buildings;*
 - ii. Within a building containing a permitted Mixed Industrial use; or*
 - iii. In buildings that group more than one of these services;*
- c) Commercial service uses shall be located along the edge of the Mixed Industrial area abutting residential neighbourhoods but no more than 600 metres from a residential zone;*

- d) *Developments shall demonstrate how the proposed use(s) achieves the 15-minute neighbourhood objectives; and*
- e) *Appropriate cycling and pedestrian facilities may need to be provided where not currently available.”*

As noted earlier in this planning rationale, the proposed Zoning By-law Amendment and the intended form of development is meant to support the concept of creating a 15-minute neighbourhood in the Barrhaven West community. The proposed Zoning By-law Amendment would add a variety of commercial uses, including but not limited to ‘retail store’ and ‘retail food store’ as permitted by the Official Plan. The preliminary concept includes a possible anchor tenant in the form of a small-scale grocery store, neighbourhood services such as banks and restaurants, and the potential for other personal service establishments such as tailors, hairdressers/salons and fitness studios. All of the proposed commercial uses meet the Official Plan intent of being located along the edge of the Mixed Industrial area, being no more than 600 metres from the nearest residential zones.

The establishment of additional commercial uses in support of creating a 15-minute neighbourhood is justified for this property. The proposed commercial uses are located adjacent to a large residential zone on the opposite side of Strandherd Drive. Strandherd Drive has been recently upgraded to an Urban Arterial standard which includes dedicated pedestrian and dedicated cycling infrastructure. Pedestrians and cyclists will be able to easily access the Subject Property. The ultimate development will incorporate pedestrian facilities (walkways and well-identified crosswalks) and cycling infrastructure in the form of bicycle parking. The uses proposed are intended to service the local community by providing additional stores and services that would be within a 900-metre radius of a large number of residential properties.

4.3 Area-Specific Policies – Area 5

The Subject Property is located within Area 5 on Annex 5 (Urban and Rural Areas Subject to Area-Specific Policies) of the Official Plan. The Area 5 policies of the Official Plan are intended to direct the development of the Citigate Business Park and other adjacent lands located north of the VIA Rail line, east of Highway 416 and west of Strandherd Drive.

Policy 5.1 of the Area-Specific Policies speaks to cost sharing of infrastructure and states,

“Landowners of a portion of the Highway 416 lands designated as Industrial and Logistics and Mixed Industrial, as shown on Schedule B6 - Suburban (South) Transect, Volume 1 - Official Plan, bounded by Strandherd Drive to the north and east, Highway 416 to the west, and the Canadian National Railway corridor to the south shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of the said lands, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of

subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in these lands, requiring proof that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.”

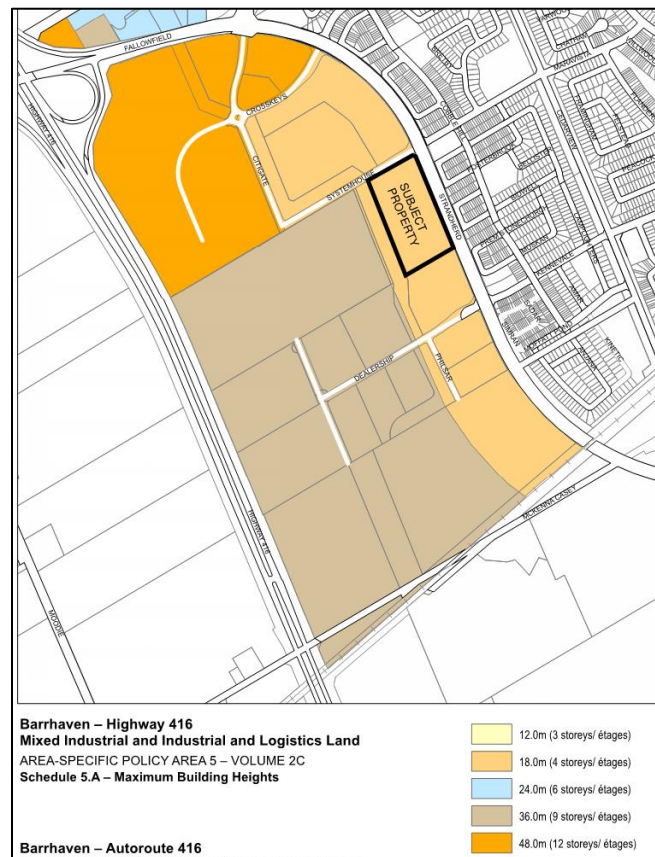
The Subject Property is located on a registered plan of subdivision which was developed by Strandherd Road Inc. This original developer undertook the necessary steps to satisfy the above policy. Any remaining requirements of subsequent landowners have been incorporated into registered agreements on title. Financial contributions to local infrastructure have been borne by the previous property owner of the Subject Property, Strandherd Road Inc. There remain no financial obligations for the current property owner that would prevent development from proceeding.

Policy 5.2 of the Area-Specific Policies speaks to maximum building heights and states,

“The maximum height for a portion of the Highway 416 lands designated as Industrial and Logistics and Mixed Industrial, as shown on Schedule B6 - Suburban (South) Transect, Volume 1 - Official Plan, shall be as per Schedule 5.A - Maximum Building Heights, Volume 2C - Official Plan.”

Schedule 5.A - Maximum Building Heights of the Official Plan illustrates that the maximum permitted building height for the Subject Property is 18 metres (equivalent to four storeys) (see Figure 12). The proposed building heights for all components of the conceptual site plan will be less than 18 metres and will generally be in the one to two storey range.

Figure 12: Excerpt of Schedule 5.A of Volume 2C of the Official Plan



Policy 5.3 of the Area-Specific Policies speaks to additional land uses and states,

“Notwithstanding the policies of the Official Plan regarding permitted uses in the Mixed Industrial designation, within a portion of the Highway 416 lands designated Mixed Industrial, as shown on Schedule B6 – Suburban (South) Transect, Volume 1, Official Plan, bounded by Strandherd Drive to the north and east, Highway 416 to the west, and the Canadian National Railway corridor to the south, hotel will be a permitted use.”

In accordance with the above policy, the current zoning (IP[2298] H(18)) includes ‘hotel’ as a permitted use. There are no changes proposed to the current zoning in this regard and ‘hotel’ will remain a permitted use.

The proposed Major Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan.

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is currently zoned Business Park Industrial, Exception 2298, with a maximum height of 18 metres (IP[2298] H(18)) in the City of Ottawa Zoning By-law 2008-250 (see Figure 13). The current zoning was approved and implemented through the adoption of By-law 2013-185 on July 13, 2013. Further amendments to the zoning were approved through the adoption of By-laws 2015-347, 2017-302 and 2019-449.

Figure 13: Zoning for Subject Property



The current list of permitted uses for the IP[2298] Zone include the following (uses in italics are permitted by exception 2298):

- bank*
- bank machine*
- bar (see additional note)
- broadcasting station
- *catering establishment*
- convenience store*^
- day care
- emergency service
- *environmental preserve and education area*
- hotel
- instructional facility*
- light industrial uses
- medical facility
- office
- park*
- personal brewing facility
- personal service business*^
- place of assembly
- post office*^
- printing plant
- production studio
- recreational and athletic facility*
- research and development centre^
- restaurant*^
- service and repair shop
- technology industry
- training centre

NOTES:

- Uses marked “**” are restricted to a maximum of 300 square metres of gross floor area, to a cumulative total of 2,999 square metres of gross floor area.
- Uses marked “^” must be located within a large complex containing a research and development centre, technology industry, light industrial use, office, bank, instructional facility, hotel, payday loan establishment or place of assembly.
- A ‘Bar’ must be ancillary to a permitted brewery, winery or distillery and may not have a gross floor area exceeding 300 square metres of gross floor area or 25% of the floor area of the brewery, winery or distillery.

The preliminary concept plan has been prepared on the basis of the current zoning standards for the Subject Property. The applicable performance standards for the Subject Property are as follows:

Table 2: Summary of Zoning Provisions

Zoning Mechanism	Provision
Lot Area (minimum)	4000 m ²
Lot width (minimum)	No minimum
Lot Coverage (maximum)	55%
Front Yard Setback (minimum)	6.0 metres
Corner Side Yard Setback (minimum)	6.0 metres
Rear Yard (minimum)	6.0 metres
Interior Side Yard (minimum)	3.0 metres
Floor Space Index (maximum)	2.0
Building Height (maximum)	18.0 metres

Landscaped Buffer (minimum)	3.0 metres
Standard Vehicle Parking (minimum)	<i>to be based on use at the following rates:</i> Shopping Centre: 3.6/100 m ² GFA Automobile Dealership: 2/100 m ² of showroom GFA, 2 per service bay and 1/100 m ² of other GFA
Bicycle Parking (minimum)	<i>to be based on use at the following rates:</i> 1/1500 m ² GFA for automobile dealership 1/500 m ² GFA of shopping centre and retail uses
Parking Setbacks (minimum)	6.0 metres to Strandherd Drive (to be reduced to 3.0 metres) 3.0 metres to O’Keefe Drain

6.0 PROPOSED ZONING BY-LAW AMENDMENT

The Zoning By-law Amendment application being filed for the Subject Property proposes to amend the list of permitted uses in the current zone to add the following uses:

- Animal care establishment
- Animal hospital
- Artist studio
- Automobile dealership
- Automobile rental establishment
- Automobile service station
- Car wash
- Click and collect facility
- Community centre
- Community health and resource centre
- Drive-through facility
- Gas bar
- Library
- Payday loan establishment
- Place of worship
- Retail food store
- Retail store
- Storefront industry
- Warehouse

In addition to the request for new uses to be added to the current zoning, there are a number of provisions in the Business Park Industrial Zone and Exception 2298 that are no longer relevant and should be removed through this Zoning By-law Amendment request:

Provision (IP Zone, Section 205 (b)): *the cumulative total gross floor area for these uses not exceeding 2,999 m²*

This provision was originally added to the Zoning By-law to encourage the development of major developments that would consist of large office complexes or research and development centres and to discourage retail commercial uses. The objectives of the Citigate Business Park have now shifted away from large office complexes. The policies for the new Mixed Industrial designation have changed in intent from the previous Official Plan (2003) designation of Urban Employment

Area. The policies of the Mixed Industrial designation in the new Official Plan (2022) permit commercial uses that cater to the creation of a 15-minute neighbourhood. This provision should be removed from the zoning for the Subject Property.

Provision (IP Zone, Section 205 (c)): *each use not exceeding 300 square metres of gross floor area*

This provision was originally added to the Zoning By-law to encourage the development of major developments that would consist of large office complexes or research and development centres and to discourage retail commercial uses. The objectives of the Citigate Business Park have now shifted away from large office complexes. The policies for the new Mixed Industrial designation have changed in intent from the previous Official Plan (2003) designation of Urban Employment Area. The policies of the Mixed Industrial designation in the new Official Plan (2022) permit commercial uses that cater to the creation of a 15-minute neighbourhood. This provision should be removed from the zoning for the Subject Property.

Provision (IP Zone, Section 205 (d)): *the provisions of subsection 205(2)(c) not applying to recreational and athletic facility and park*

With the proposed removal of Section 205 (c) for the Subject Property, Section 205 (d) becomes irrelevant and should also be removed from the zoning for the Subject Property.

Provision (Exception 2298): *no parking is permitted within 6 metres of the lot line abutting Strandherd Drive*

This provision originates with the original zoning by-law amendment for the Citigate Business Park and does not reflect the current trend to promote a more compact, urban form of development. Much of the street frontage for the retail component of the development will be either building wall or landscaped to screen parking. Any automobile dealership on the Subject Property should be consistent with the design of the automobile dealerships to the south of the Subject Property. The buildings will be separated from the street by a single drive aisle with parking for customers and display parking between the building and Strandherd Drive. This provision no longer reflects the current urban design trends and should be removed from the zoning for the Subject Property.

Provision (Exception 2298): *Convenience store, restaurant, personal service business, post office and recreational and athletic facility are permitted only within a large complex containing a research and development centre, technology industry, light industrial use, office, bank, instructional facility, hotel, payday loan establishment or place of assembly*

This provision originates with the original zoning by-law amendment for the Citigate Business Park, which envisioned large office and research and development complexes. Retail commercial uses were only intended to be accessory uses. The objectives of the Citigate Business Park have now shifted away from large office complexes. The policies for the new Mixed Industrial designation have changed in intent from the previous Official Plan (2003) designation of Urban Employment Area. The policies of the Mixed Industrial designation in the new Official Plan (2022) permits commercial uses that cater to the creation of a 15-minute neighbourhood. This provision no longer conforms to the policies of the Official Plan and should be removed from the zoning for the Subject Property.

7.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application to facilitate the development of the property known as 4175 Strandherd Drive in Barrhaven. The proposed Zoning By-law Amendment will add several commercial and automobile-related uses to the list of permitted uses to conform with the policies of the new Official Plan (2022). The preliminary concept for the Subject Property illustrates the potential to establish an automobile dealership along with a retail commercial shopping centre.

The Subject Property is designated Mixed Industrial in the Suburban Transect of the City of Ottawa Official Plan (2022). The property is zoned Business Park Industrial, Exception 2298, Maximum Height of 18 metres (IP[2298] H(18)) in the City of Ottawa Zoning By-law 2008-250.

There are no immediate development plans for the Subject Property. The purpose of the requested Major Zoning By-law Amendment is to implement the City of Ottawa Official Plan (2022). The Zoning Bylaw Amendment proposes to add automobile-related uses and additional retail uses to benefit and contribute to the 15-minute neighbourhood.

The Zoning By-law Amendment conforms with the policies of the City of Ottawa Official Plan (2022). The proposal conforms with the Mixed Industrial designation of the Official Plan. The proposed zoning will facilitate a development that effectively uses the Subject Property and will utilize a vacant property that is readily available for development.

The Zoning By-law Amendment application proposed for the Subject Property is appropriate for the development of the Subject Property and represents good land use planning.

Yours truly,
NOVATECH



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