



## **600 Terry Fox Drive, Ottawa**

Planning Rationale  
Minor Zoning By-law Amendment  
April 8, 2026

# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by **CBP Capital** to submit a minor zoning by-law amendment application to facilitate a proposed Medical Facility within the existing building at 600 Terry Fox Drive, in the City of Ottawa (the “subject property”).

## 1.1 Application Overview

The submitted application seeks to amend the 300m<sup>2</sup> gross floor area maximum limit for “Medical Facilities” as per Section 1003(2)(a) of Zoning By-law 2026-50 to permit the proposed medical use at 1,000m<sup>2</sup> within the existing building. The existing building is proposed to remain on the site with this application requiring only interior work to prepare for the proposed medical facility.

The intent of this report is to assess the proposed Minor Zoning Bylaw Amendment against the applicable policy and regulatory framework and to demonstrate how the proposed increased gross floor area for a “Medical Facility” use is appropriate and constitutes good planning for the subject property.

## Site Context and Surrounding Area

### 2.1 Subject Property

The subject property is municipally addressed as 600 Terry Fox Drive and located in the Kanata South neighbourhood within the City of Ottawa. The overall site is generally a square shaped interior lot with a frontage along Terry Fox Drive of 73.6 metres and lot depth of 95.2 metres with a total area of 7,699.07 m<sup>2</sup>. A sidewalk is present along the frontage of the property within the public right-of-way for Terry Fox Road.

The existing building (to remain) was constructed in the 1980s, and consists of 2,056m<sup>2</sup> leasable area, with two vehicle and pedestrian access points from Terry Fox Drive and Palladium Drive, and over 100 existing parking spaces.



Figure 1 Subject Site

The existing building currently also hosts many other businesses including financial, legal, and medical business.

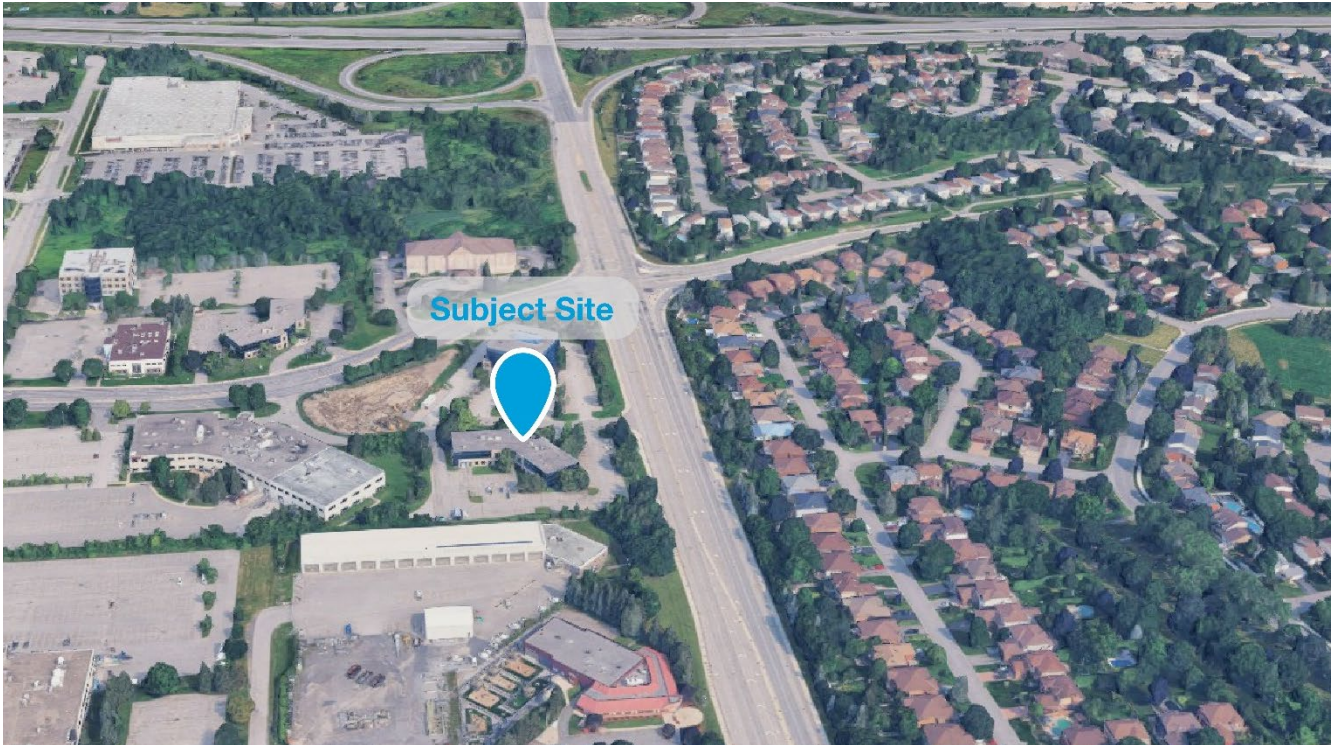


Figure 2: Site context and boundary (dashed blue line).

## 2.2 Surrounding Context

The subject property is in an area characterized by a diversity and range of uses including residential, commercial, recreational, and light industrial. The neighbourhood was originally established in the middle of the 20<sup>th</sup> century and has undergone fragmented growth and intensification over time.

The subject property is immediately bordered by commercial/light industrial uses to the north, south, and west, with Terry Fox Drive framing the eastern lot line. East of Terry Fox Drive is the established Katimavik-Hazeldean residential neighbourhood.



### 2.3 Road Network

The subject property fronts directly onto Terry Fox Drive, which is classified as an Arterial Road in Schedule C4 of the City of Ottawa Official Plan. Approximately 730 metres north, along Terry Fox Drive is access to Highway 417 which offers local and regional access for users of the proposed medical facility.

Arterial Roads are major roads of the City that carry large volumes of traffic over long distances and function as major public infrastructure corridors in the urban communities. Major Collector roads connect communities and distribute traffic between the arterial and local road system.

This location supports efficient vehicular circulation and strong regional and local accessibility.

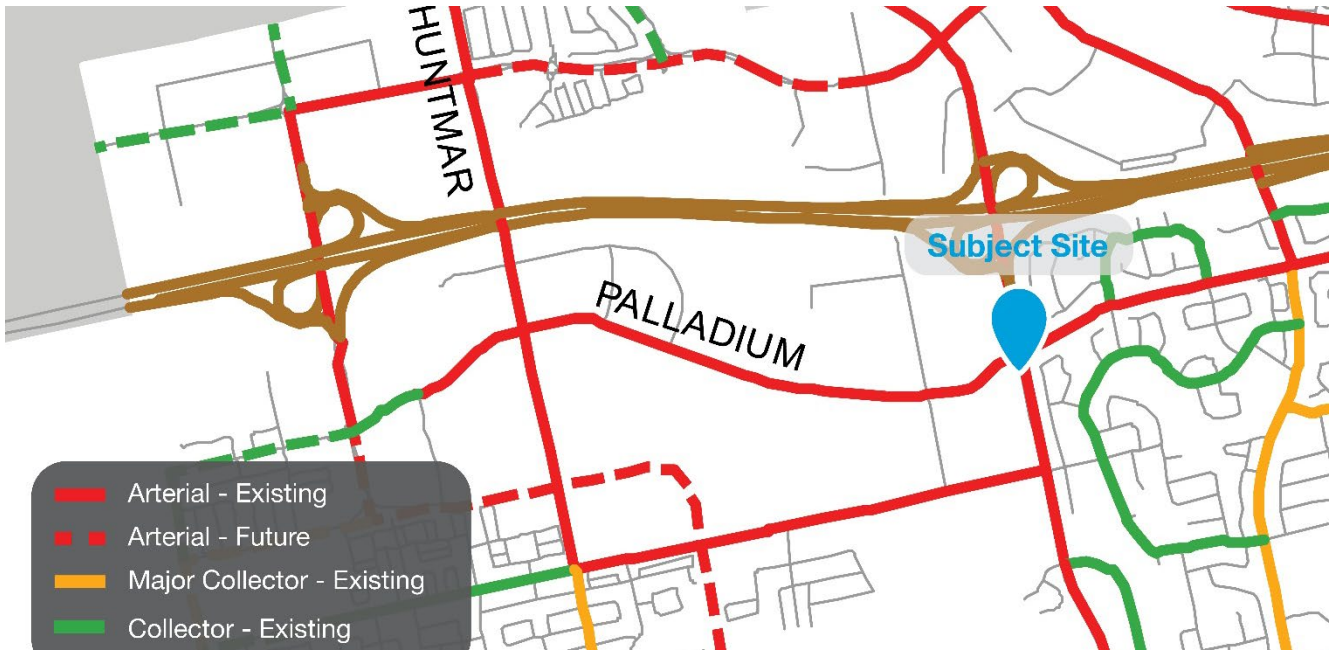


Figure 3: Urban road network - Schedule C4 of the City of Ottawa Official Plan

### 2.4 Transit Network

The subject property is well served by the existing and planned public transit network of the surrounding area. As indicated on Schedule C2 of the Official Plan, the site is located along a Transit Priority Corridor and within 1 kilometre walking distance of a planned O-Train Station (LRT) Station on a Grade-Separated line. This location is supported by existing and planned public transit improvements, and, in return, the transit system would be supported by increased density in this area. OCTranspo routes (67, 68, 646, 667, 668) are present along Terry Fox Road while route 162 has stops along Palladium Drive.



Figure 4: Transit Network - Schedule C2 of the City of Ottawa Official Plan

## 2.5 Active Transportation

The subject property benefits from convenient access and connectivity to the existing and planned future local active transportation network. The City’s Transportation Master Plan envisions improvements in this area, including planned Cross-Town Bikeways, which will enhance cycling connectivity and contribute to a more cohesive and robust active transportation network. Sidewalks are also present immediately and nearby public R.O.W, including Terry Fox and Palladium.

Taken together, these elements form an increasingly well-connected active transportation system.

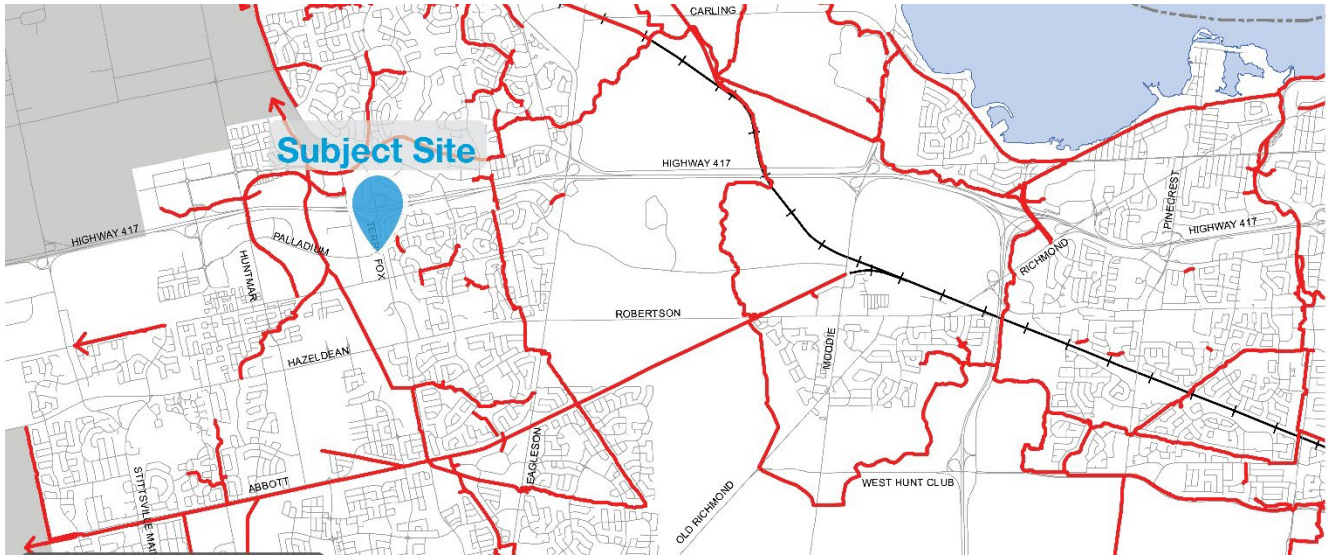


Figure 5: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)

# Proposed Development

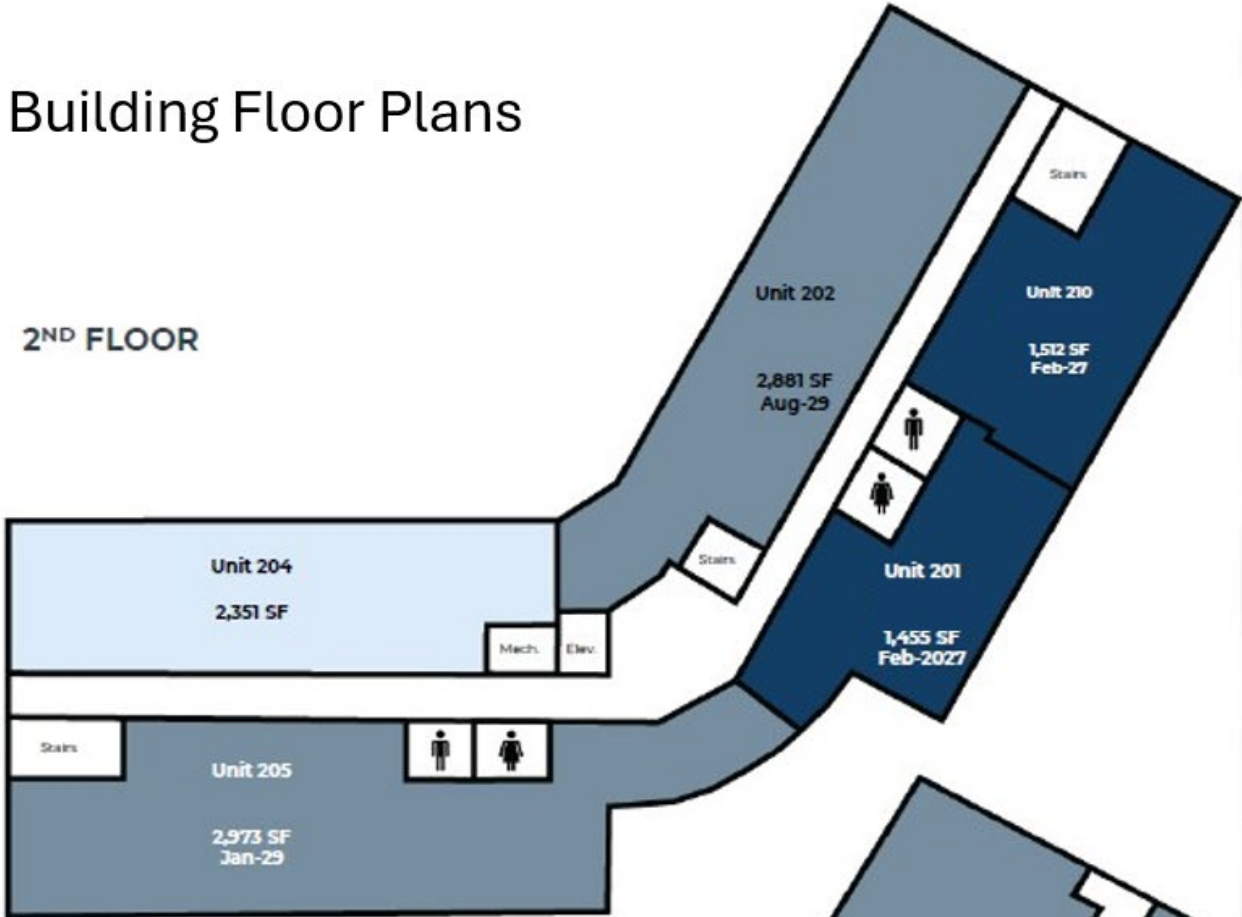
The applicant proposes to establish a provincial licensed Fertility Clinic “Medical Facility” within the subject property consisting of up to 1,000m<sup>2</sup> total gross floor area within the existing building. It is important to note that there is no proposed exterior construction or development currently as part of this current application. The proposed Medical Facility will operate within the existing building at 600 Terry Fox Drive. Once fully operational, the centre will employ approximately 30 people on a standard day, and utilize 24 of the available parking spaces for employees and patients.

The proposed clinic is to be located on the Ground Floor in Unit 100.

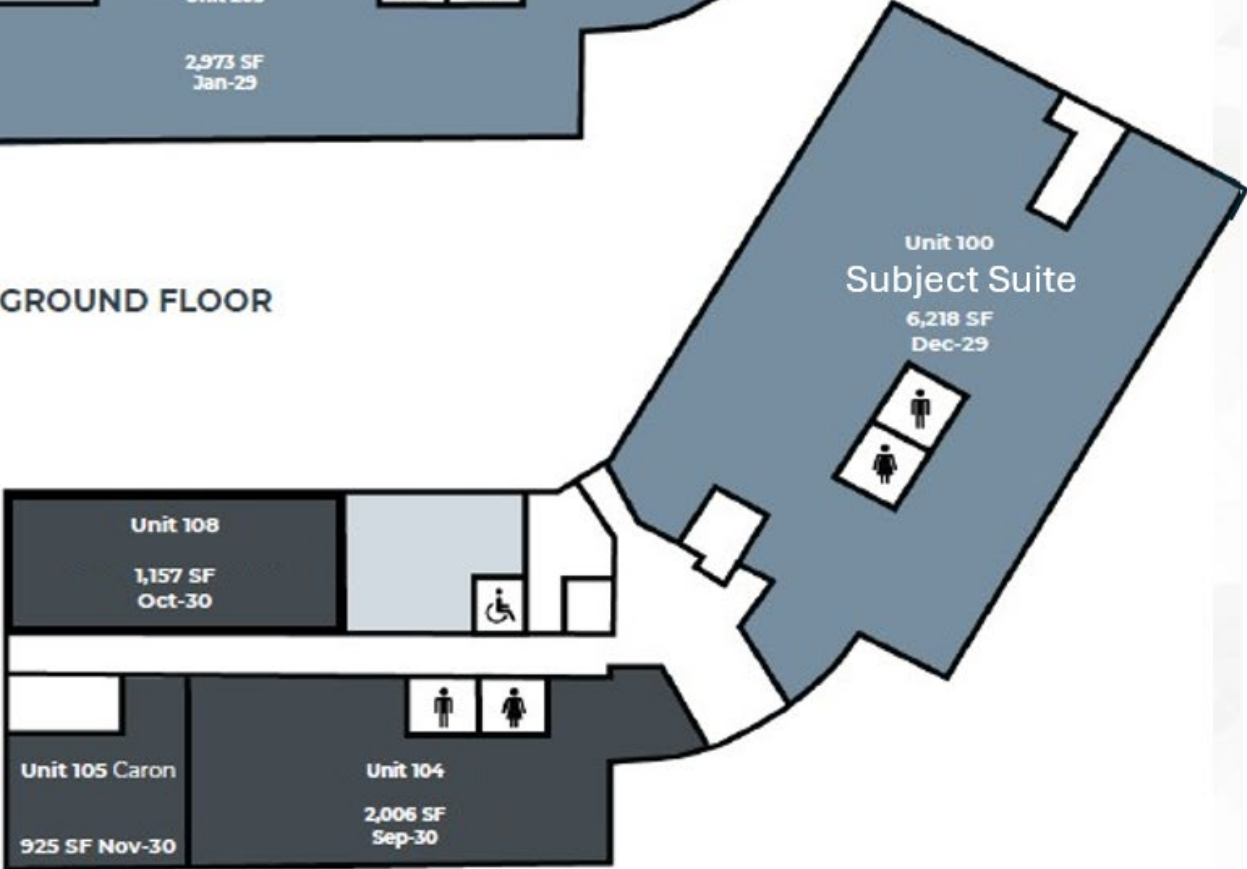


# Building Floor Plans

## 2<sup>ND</sup> FLOOR



## GROUND FLOOR



## 4.0 Policy and Regulatory Review

### 4.1 Provincial Planning Statement (2024)

The Ontario Provincial Planning Statement (PPS) represents the consolidation of the previous PPS (2020) and the *Growth Plan* (2019) into a single comprehensive policy document.

The PPS states that Ontario's land use planning framework, and the decisions that are made, shape how communities grow and prosper. The PPS prioritizes compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians. The PPS states that Municipalities are to support the long-term prosperity and well-being of residents through the design of communities responsive to the needs of all Ontarian.

All municipal development policies, documents and decisions must be consistent with the PPS, read in full, as of the date of enactment.

Policies that support the development and intensification of the subject property include:

- / 2.1.6: Planning authorities should support the achievement of complete communities by:
  - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.
- / 2.3.1.1: Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- / 2.3.1.2: Land use patterns within settlement areas should 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; and,
  - d) are transit-supportive, as appropriate.
- / 2.3.1.3: Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- / 2.4.3.1: Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.
- / 2.8.1.1. 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;
  - 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 proposed “Medical Facility” use at this location will achieve the listed objectives of the PPS through facilitating a mix of uses and employment opportunities for the community and City more broadly. Further, the proposed use is located**

within an area already well suited with a mix of uses, transportation options, and infrastructure to ensure it will remain compatible with the surrounding area.

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa 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 and 827,000 jobs. In fact, the OP establishes that employment is forecasted to grow by about 189,000 jobs from 2018 to 2046. 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.

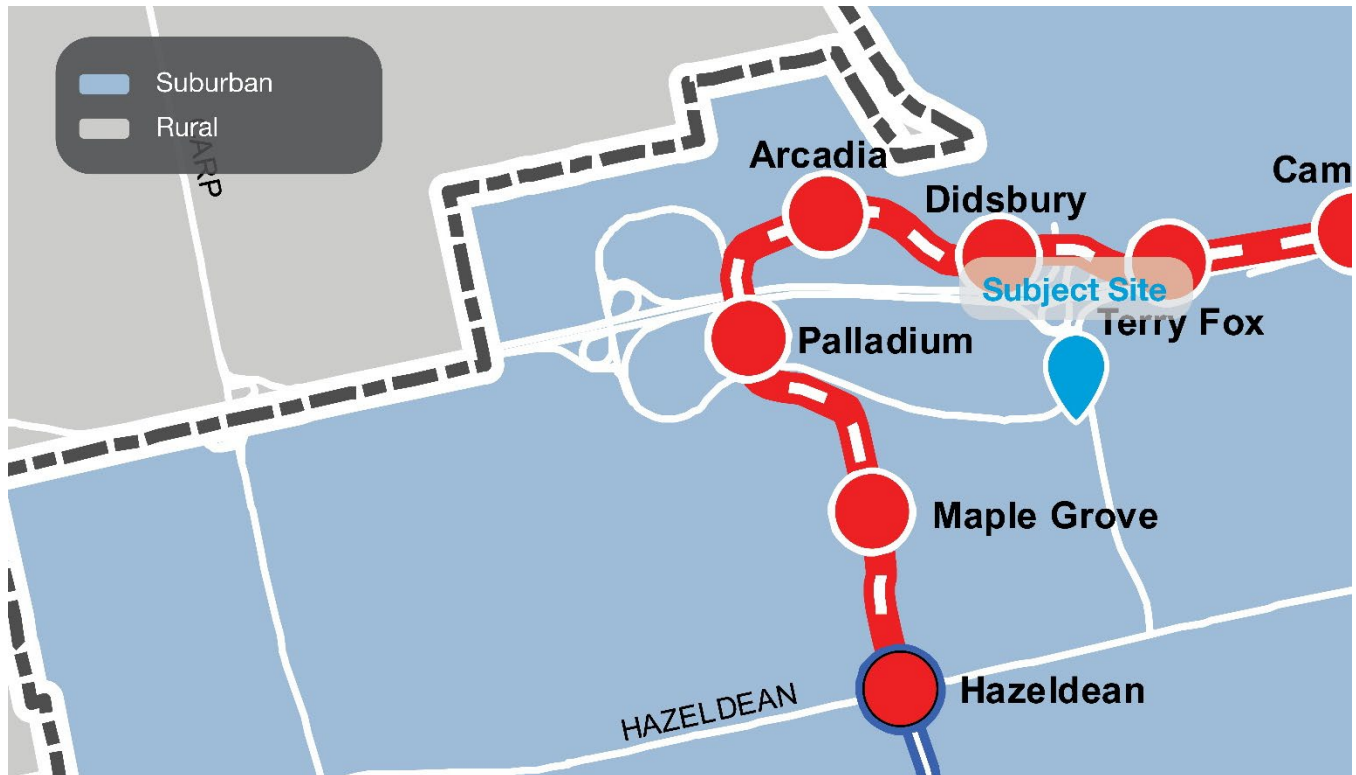


Figure 6: Schedule A - Transect Policy Areas

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

### 4.2.1 Suburban (West)Transect

As indicated on Schedule A, the subject lands are in the “**Suburban (West)Transect**” of the Official Plan and is designated **Minor Corridor**. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. These neighbourhoods were originally planned by the former Regional Municipality of Ottawa Carleton as satellite cities that were to feature a complete range of residential, commercial and employment opportunities anchored by a Town Centre that was linked by rapid transit to the Downtown Core. These areas are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

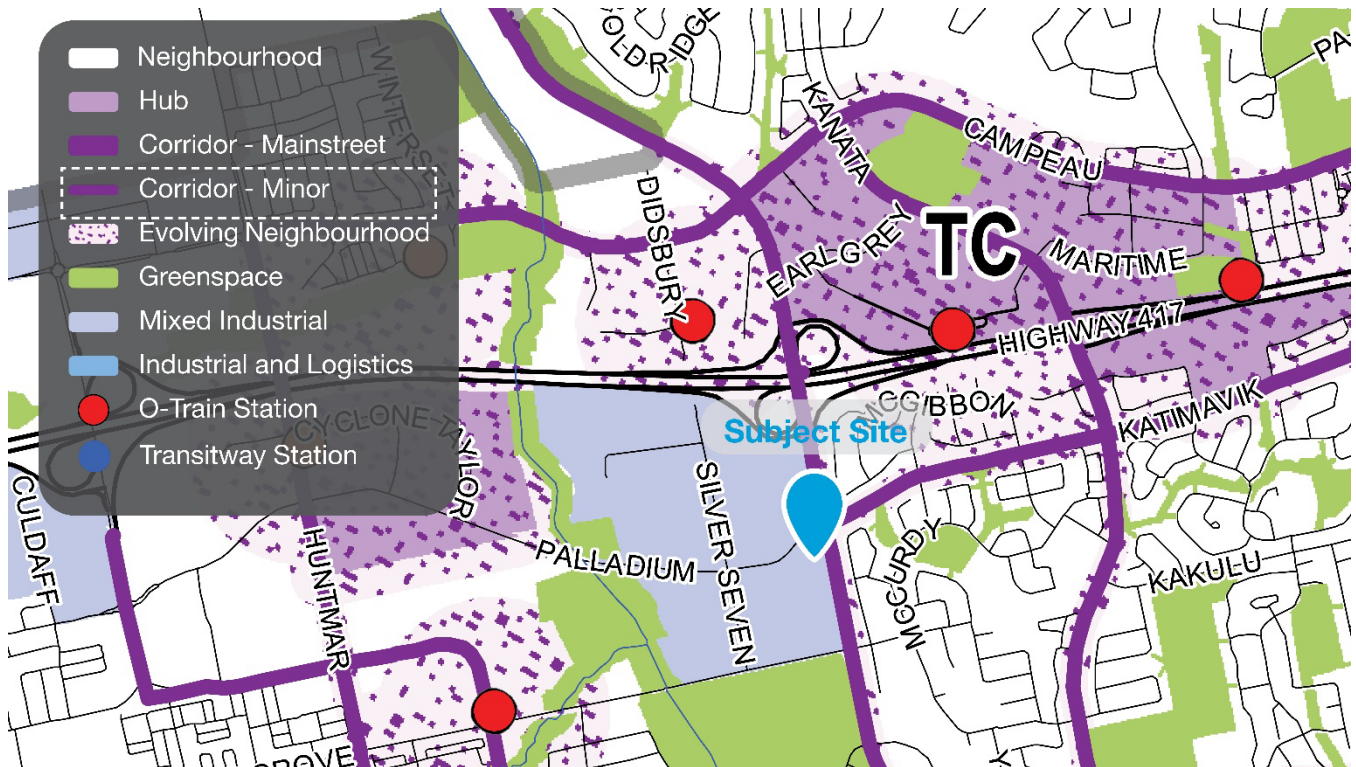


Figure 7: Schedule B3 - Outer Urban Transect

As per the OP, The goal of the Plan is to contribute toward stronger, more inclusive and vibrant neighbourhoods and Villages that reflect and integrate Ottawa's economic, racial and gender diversity in every neighbourhood.

Applicable policy of the OP providing direction to the proposed development includes the following:

**Section 2.2.2** titled "Economic Development" states the following policy objectives relevant to this proposal:

- Enhance Ottawa's high quality of life to attract a skilled workforce and businesses.
- Direct major employment to Hubs, Corridors and Special Districts

**Section 2.2.2** also states that employers with the highest employment densities, such as office uses, hospitals, as well as larger retail clusters that draw people from beyond the adjacent neighbourhood, are expected to locate in proximity to rapid transit stations.

**Section 3** of the Official Plan states that Employment is expected to grow by about 189,000 jobs from 2018 to 2046. With the Outer Urban Corridors, set to see their role increase significantly as places for employment growth. Further, the Official Plan states that there is a policy intent to establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

**Section 5.4** of the Official Plan outlines Suburban Transect policies. The Official Plan establishes that in the Suburban Transect, development should "**Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.**"

**The establishment of a 1,000-square-metre medical clinic represents an important medical services opportunity in Ottawa’s established suburban neighbourhoods. Approximately 30-jobs will be directly created by the day-to-day operations of this medical a facility.**

#### **4.2.2 Minor Corridor Designation**

As previously noted, the subject property is designated Minor Corridor in Schedule B5 of the Official Plan. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

**Section 6.2** of the Official Plan outlines Minor Corridor policies. Specific policies that apply to this proposal include:

**Section 6.2.1 Policy 2** states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate and that development:

- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**Section 6.2.1 Policy 3** establishes that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

**Section 6.2.2 Policy 2** asserts that in the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;

**The proposed application supports and facilitates the objectives of the Official Plan through providing for dozens of new jobs in an area and building already well established for employment generating uses that service the public and near critical transportation infrastructure (personal vehicle, public transportation, active transportation routes to allow for suitable mobility options.**

**Further, given that the property is designated Minor Corridor, the GFA limitation of certain uses within the adjacent Mixed Industrial Designation should not apply here, and a wider range of uses are variable footprints are clearly appropriate for locations such as this, along Minor Corridors.**

### **4.3 City of Ottawa Comprehensive Zoning By-law (2008-250)**

Ottawa City Council unanimously passed a new comprehensive Zoning By-law (2026-50) on January 28, 2026, enacted on March 11, 2026, to replace Zoning bylaw (2008-250). In the new zoning, the subject site is now zoned Mixed Industrial Zone (**IM**).



Figure 8 Zoning for Subject Site.

Previously (prior to March 11<sup>th</sup>, 2026), the subject property was zoned Light Industrial, Subzone 5, with permitted height maximum of 22-metres (IL5 H(22)). Of note, the proposed “Medical Facility” use was permitted with no gross floor area restrictions as recently as March 10<sup>th</sup>, 2026, in the former IL zone.

**In the new Zoning By-law, the purpose of the Mixed Industrial Zone is to:**

- Accommodate mixed light industrial uses in a business park setting, in accordance with the Mixed Industrial designation of the Official Plan.
- Allow a variety of size limited service and retail uses that serve employees and nearby residents.
- Provide development standards to ensure industrial uses do not impact adjacent non-industrial areas.

The provisions of the Mixed Industrial Zone (IM) are contained within Section 1003 of By-law 2026-50. Section 1003(2) further establishes the following conditional uses of which “Medical Facility” is included. As noted below, specific provisions relating to total gross floor area of these conditional uses are included in the new by-law.

- / animal care establishment
- / automobile rental establishment
- / car wash
- / gas bar

- / instructional facility
- / medical facility
- / personal service business
- / restaurant
- / retail store, limited to a convenience store or a retail food store

Regarding the conditional uses above, Section 1003(2)(a) states the following:

The conditional uses are also permitted in the Mixed Industrial Zone subject to the following:

- (a) each use must not exceed 300 square metres of gross floor area; and
- (b) the cumulative gross floor area of uses listed in subsection (2) on a lot must not exceed 3,000 square metres.

#### 4.3.1 Parking Requirements Zoning By-law – 2008-250

##### 4.3.1.1 Vehicle Parking Requirements (Table 101):

Within by-law 2008-250, the are is within Area C on Schedule 1A. For a “Medical Facility” the minimum required parking space rate is 4 per 100 m<sup>2</sup> of gross floor area. Given the the proposed use will occupy up to 1,000m<sup>2</sup> gross floor area, the total parking required will be: 24 spaces.

- / The required 24 vehicle parking spaces are already provided for the existing building; zoning conformance will be confirmed at building permit.

The existing building currently also hosts many other businesses including. The parking space requirements for these uses is as follows:

Land Use and GFA	Parking Space Requirement	Provided	Compliance
Office: <b>520m<sup>2</sup></b>	6 spaces per 100m <sup>2</sup>	31	<b>YES</b>
Production Studio: <b>141m<sup>2</sup></b>	1 per 100 m <sup>2</sup>	1	<b>YES</b>
Existing Medical Facility: <b>550m<sup>2</sup></b>	4 spaces per 100m <sup>2</sup>	24	<b>YES</b>
Proposed Medical Facility: <b>Up to 1,000m<sup>2</sup></b>	4 spaces per 100m <sup>2</sup>	40	<b>YES</b>
<b>Total</b>	Variable	72	<b>YES</b>

##### 4.3.1.2 Bicycle Parking (Table 111):

- Table 111C of the old Zoning B-law establishes the following requirements for bicycle parking:
  - 1 per 1000 m<sup>2</sup> of gross floor area: 3 bicycle spaces required.

- / The required one (1) bicycle parking are already provided for the existing building; zoning conformance will be confirmed at building permit.

#### 4.3.2 Parking Requirements Zoning By-law – 2026-50

##### 4.3.2.1 Vehicle Parking Requirements (Part 6):

- Within the new zoning by-law, no vehicle parking is required for non-residential uses. However, 24 spaces within the existing parking lot will be allocated to the proposed “Medical Facility” use.

##### 4.3.2.2 Bicycle Parking (Section 613):

- Table 613C of the new Zoning B-law establishes the following requirements for bicycle parking:

- 4 spaces with an additional 1 space per 500 m<sup>2</sup> above 2,000 m<sup>2</sup>

The required five (5) bicycle parking are already provided for the existing building; zoning conformance will be confirmed at building permit.

#### **4.3.2.3 Electric Vehicle (EV) Parking Space Provisions**

- Section 611(2)(b) establishes that where parking spaces are provided accessory to a use on lands zoned IM – Mixed Industrial Zone, a minimum of 15 per cent of the spaces provided must be designed electric vehicle parking spaces and must be capable of supporting level 2 charging or greater.

Given that no exterior work is required, and the “Medical Facility” is proposed to utilize the existing parking lot, there are no intentions to upgrade the existing parking lot to accommodate Electric Vehicle (EV) Parking Space on 15 per cent of the spaces provided. In this regard, it is our professional opinion that the building benefits from existing legally non-conforming rights, and Section 611(2)(b) does not apply.

## **4.4 Requested Amendment**

As per the above, the proposed Minor Zoning By-law Amendment seeks to permit a “Medical Facility” use to occupy a total gross floor area of 1000m<sup>2</sup> within the existing building. As the existing building total GFA is below 3,000m<sup>2</sup>, it is not necessary to amend the cumulative gross floor area permissions of the by-law for conditionally permitted uses.

## 5.0 Planning Justification

It is our professional opinion that the proposed increase in permitted GFA to 1,000m<sup>2</sup> for the “Medical Facility” use is appropriate and represents good land use planning for the following reasons:

### 5.1.1.1 Official Plan Direction

As noted above, although the subject property is adjacent to properties designated Mixed Industrial on Schedule B5 of the Official Plan, the subject property itself is designated Minor Corridor. It is acknowledged that the Mixed Industrial Designation includes some direction on controlling certain uses within the boundaries of the designation, however, those restrictions are not included within the Minor Corridor Designation. Therefore, the rationale and policy direction for limiting GFA for certain uses within the Mixed Industrial Designation, as established in Section 6.5 of the OP, and more broadly in the Provincial Planning Statement, do not expressly apply to this property within the more permissive the Minor Corridor Designation. In fact, there appears to be no policy of legislative direction pertaining to controlling total GFA of Medical Facilities, or other conditional uses listed in Section 1003 of the By-law, for that matter.

In Ontario, an official plan provides the foundational direction for a Zoning By-law by setting out high-level goals, policies, and land-use designations for a municipality. The zoning by-law then implements this direction. However, in this instance, it is clear the GFA cap on individual conditional use occupancies within the zoning by-law is not aligned with the PPS or OP, and does not appear to specifically originate from any clear direction from either document. In that regard, it is our professional opinion that this GFA limit is unsubstantiated and unnecessarily restrictive within the Minor Corridor Designation.

### 5.1.1.2 Appropriate Location

Further, the proposed zoning by-law amendment is appropriate given the subject site is well suited for a medical facility for the following reasons:

- Terry Fox Drive is a major arterial with excellent vehicular access and proximity to public transit routes, including OC Transpo service, making the facility easily reachable for patients from across the city and the broader region.
- The proposed use involves an interior refit of an existing unit. There is no request for new construction, no change to the building’s exterior envelope, and no alteration to the site’s lot coverage, setbacks, or parking configuration.
- The site is fully serviced by municipal water, sanitary and storm sewer, and utilities adequate to support the proposed use. No upgrades to public infrastructure are anticipated.
- The surrounding area accommodates a range of commercial and light industrial uses. A medical facility is compatible with this context and represents an improvement in the character and quality of activity in the area.
- The existing vehicle parking supply and site layout are well suited for a medical use where patient visits are scheduled by appointment and traffic flow is predictable and manageable.

### 5.1.1.3 Compatibility of the proposed Use with the Existing Zoning

The proposed minor zoning by-law amendment is appropriate given the existing use is fully compatible with the newly implemented zoning for the subject site.

The “Medical Facility” use was a fully permitted use within the previous zoning framework for the property under Zoning By-law 2008-250. Until March 11, 2026, the previous zoning by-law was in-force for over 15-years, with “Medical Facility” permitted on this property through the permissions of the Light Industrial Zone. The use has therefore historically

integrated compatibility with this context and zoning framework, and would have been permitted as-of-right as recently as March 10<sup>th</sup>, 2026.

Further, as noted above, this site is not within the Mixed Industrial designation of the Official Plan, but rather within the Minor Corridor Designation. This designation is meant to permit a broad range of uses to serve the broader public and contribute to vibrant 15-communities throughout the City. No such restrictions of “Medical Facility” uses are established within the Official Plan for this designation.

Further, the Mixed Industrial (IM) zone already permits a range of uses with land-use impacts that are comparable to and compatible with those of a medical facility. The IM zone accommodates various similar uses such as government service centre, media production studio, research and development centre, office uses, service commercial activities, vehicle service establishments, and various other commercial and institutional functions. The reclassification to IM has introduced a restriction to only certain uses with vary similar attributes where none previously existed.

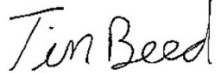
A medical facility of this nature is consistent with the range of uses already contemplated in the IM zone, and the land-use impacts are comparable to or less than many uses currently permitted.

## 6.0 Conclusion

It is our professional planning opinion that permitting a “Medical Facility” within the existing building with a total GFA of up to 1,000m<sup>2</sup> represent good planning and is in the public interest.

Therefore, it is requested that the provisions of Section 1003(a)(2) be revised to remove the 300m<sup>2</sup> gross floor area limit on Medical Facility, and allow that conditional uses up to 1,000m<sup>2</sup> be permitted.

Sincerely,



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**Tim Beed, RPP MCIP**  
**Associate, Planner**