



Planning Rationale in Support of an Application for Zoning By-law Amendment (Rezoning)

**564 Industrial Avenue/ Part
of Lot 628 Industrial Avenue
City of Ottawa**

**Prepared by:
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1.0 – Introduction

Holzman Consultants Inc. has been retained by 1663321 Ontario Inc., operated by Ottawa Trainyards Inc. to prepare a planning rationale in support of an application for Zoning By-law Amendment (rezoning) for the property municipally known as 564 Industrial Avenue and the parcel directly south of 564, 568, and 580 Industrial Avenue which is part of the property municipally known as 628 Industrial Avenue, located in proximity to the existing Ottawa Train Yards development and in the Alta Vista Ward of the City of Ottawa (the “Subject Property”). The purpose of the application is to facilitate the development of a one-storey commercial building on the Subject Property.

This report provides a description of the existing conditions, development concept, and contains a review of the applicable land use planning policies, including the Provincial Policy Statement (PPS), the Official Plan (OP) policies, and Zoning By-law provisions. The summary and conclusions indicate that there is justification for the proposal as the intentions would be consistent with Provincial Policies, conform to the City’s Official Plan, and blend the Subject Property into the Ottawa Train Yards development in a seamless manner.

2.0 – Site Overview

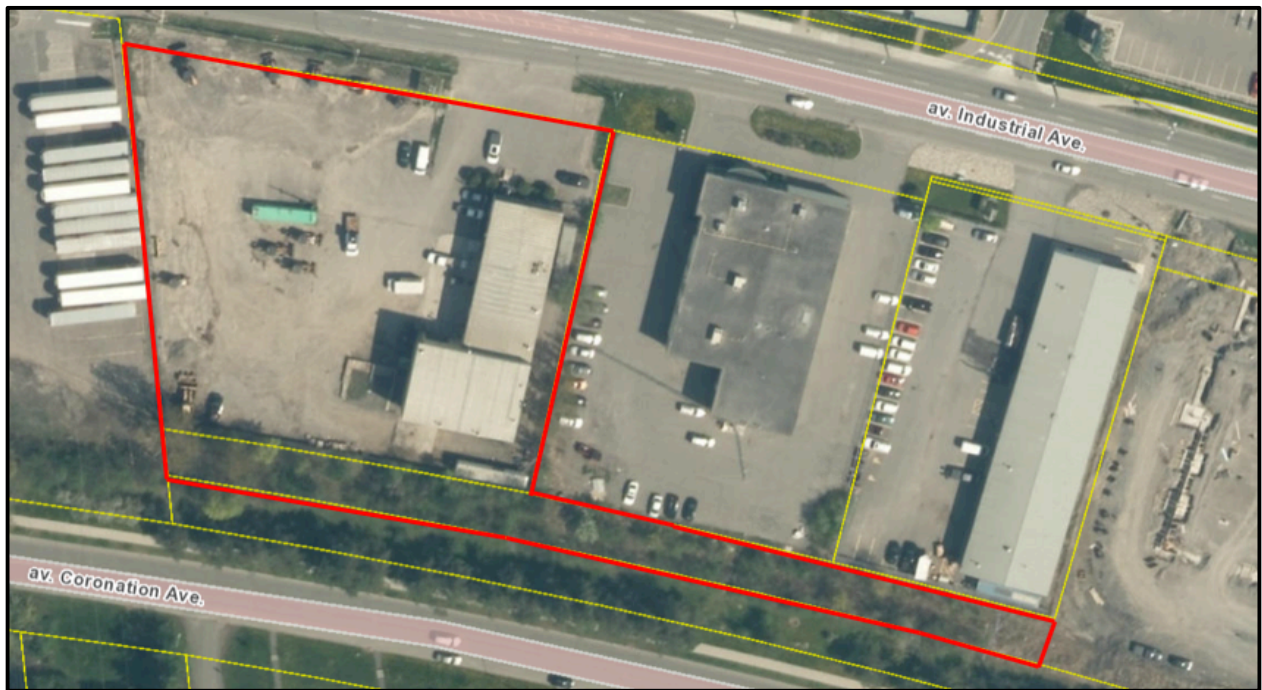


Exhibit ‘A’ – Subject Property

The Subject Property consists of a parcel of land located along the south side of Industrial Avenue, municipally known as 564 Industrial Avenue. It is legally described as Lots 54, 55, and the west half of Lot 56 all on the south side of Industrial Avenue, Plan 560, City of Ottawa, Regional Municipality of Ottawa-Carleton and is denoted as PIN 042560253. The area under consideration also includes the parcel directly south of 564, 568, and 580

Industrial Avenue which is part of the property municipally known as 628 Industrial Avenue. It is legally described as Part of Lots 74, Registered Plan 560 and is denoted as PIN 042560684.

The Subject Property is essentially regular in shape and has approximately 93 metres of frontage along Industrial Avenue and an area of approximately 6,070 square metres. The parcel south of 564, 568, and 580 Industrial Avenue is approximately 173 metres long by 9 metres wide. There is presently one building on the Subject Property.

Currently, access is only provided to the Subject Property from the easterly portion of the property which abuts Industrial Avenue.

The site is surrounded by the following land uses:

- North: CIBC Branch and OUTFRONT Media (commercial uses) along Industrial Avenue;
- East: Turris Communications (industrial use) along Industrial Avenue;
- South: Low-rise Apartments (residential uses) along Coronation Avenue; and
- West: Metro Warehouse (industrial use) along Industrial Avenue.

3.0 – Development Concept

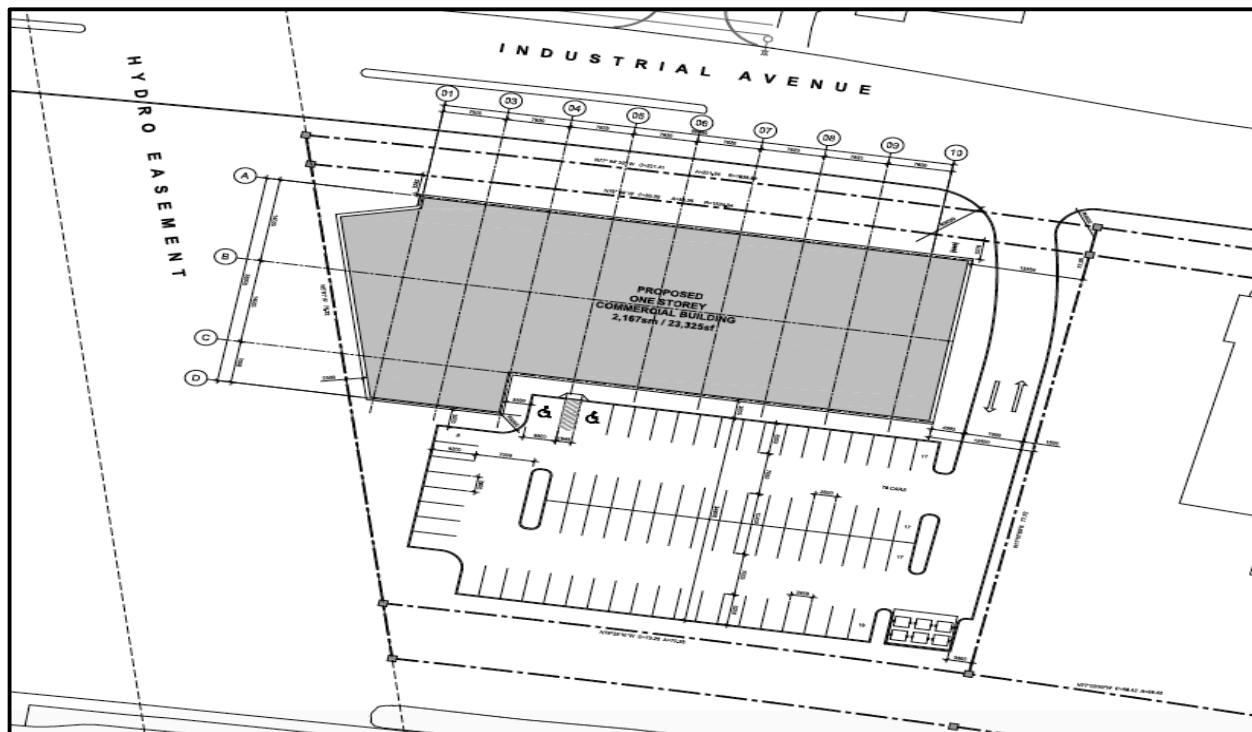


Exhibit 'B' – Concept Plan

The Exhibit 'B' is a site plan for the development a 2,167 square metre one-storey commercial building to the north-west portion of the Subject Property with an accompanying 78 vehicle parking spaces to the east and south of the proposed building.

Access is provided along Industrial Avenue to the east of the building. Although not submitted at this time, a Site Plan Control application to permit this development will be submitted at a later date following the approval of the Zoning By-law Amendment.

4.0 – Planning Context

The applicable policy framework includes an examination of the Province of Ontario's land use planning directives expressed in the Provincial Policy Statement and the City of Ottawa's policies expressed in the City of Ottawa Official Plan.

4.1 – Conformity with the Provincial Policy Statement

According to the Provincial Policy Statement ("PPS"), the vision for Ontario's land use planning system is to carefully manage land to ensure appropriate development to satisfy current and future needs. In addition, land use planning must promote efficient development patterns, which promote a mix of housing, employment, open spaces and multi-modal transportation. The PPS ultimately aims to encourage communities that are economically strong and environmentally sound and that foster social well-being. The relevant policies to the subject application are as follows:

Section 1.1 provides policy guidance for efficient development and land use patterns. This section states: *"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 range and mix of residential (including second units, 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;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate."*

The proposed development would make efficient use of a property well served by existing roads, infrastructure, and convenient transit.

Section 1.3 covers policies aimed to “*promote economic development and competitiveness*”. In accordance with Section 1.3.1, planning authorities shall promote this by:

- a) *“providing for an appropriate mix and range of employment and institutional 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) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
- d) *ensuring the necessary infrastructure is provided to support current and projected needs.”*

The proposed development will contribute to a strong and diversified economic base within the area.

In addition to Section 1.3, Section 1.7.1 provides policy guidance for how long-term economic prosperity should be supported, as follows:

- a) *“promoting opportunities for economic development and community investment-readiness;*
- b) *optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
- c) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- e) *promoting the redevelopment of brownfield sites;*
- f) *providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- g) *providing opportunities for sustainable tourism development;*
- h) *providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;*
- i) *promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;*

- j) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
- k) *encouraging efficient and coordinated communications and telecommunications infrastructure.”*

The development constitutes an investment into the community which will revitalize this portion of Industrial Avenue as it transitions to a more pedestrian friendly area. The development is well designed to facilitate pedestrian circulation and provide quality building designs.

4.2 – Conformity with the Official Plan

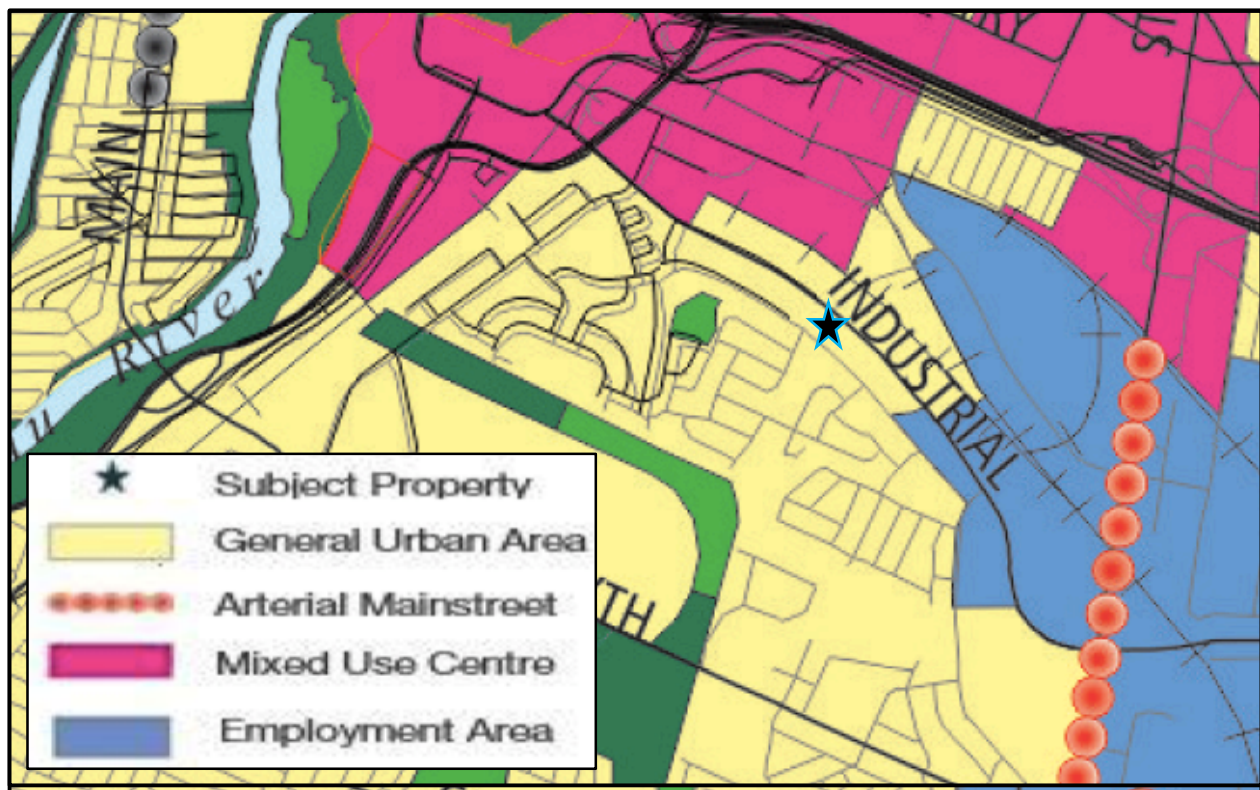


Exhibit 'C' – Official Plan Designation (as per OP Schedule B)

Presently, the City of Ottawa Official Plan policies straddle three documents – The Ottawa Official Plan, Official Plan Amendment #150, and Official Plan Amendment #180. Amendment #150 was undertaken as a 5-year review to the original document; which was then appealed, where further changes were made that became the basis for Amendment #180. These policies have been assessed below as they pertain to the Subject Property. The documents have been interpreted to give precedence to the latest opinion of City Council where relevant.

The Subject Property is designated as General Urban Area in the City of Ottawa Official Plan. The designation permits all types of housing, with conveniently located employment,

retail, service, cultural, leisure, entertainment and institutional uses. The policies of General Urban Areas include:

- 1) *“General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018]*
- 2) *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11;*
- 3) *Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.”*

Section 2.5.1 contains design objectives to achieve good urban design and compatibility. The proposed development will meet the design objectives and principles of Section 2.5.1 as follows:

- *Enhances the sense of community by ensuring that building materials is compatible to what exists along Industrial Avenue and in Ottawa Trainyard development;*
- *Defines quality public and private spaces through development by framing the public realm along Industrial Avenue;*
- *Creates a safe, accessible place that is easy to get to and move through by locating the main entrance along Industrial Avenue and connects to Ottawa Trainyards development via a signalized intersection at Industrial Avenue and Trainyards Drive and another just east of the development;*
- *Ensures that new development respects the character of existing areas by contributing to the low-rise character of the adjacent residential neighbourhood along Coronation Avenue and providing a continuous street frontage; and*
- *Considers adaptability and diversity by introducing smaller dwelling units that offer more housing options in the community adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

Consistent with the Official Plan, the Subject Property is intended to be rezoned as a General Mixed-Use Zone and the proposed development would foster the continued use of this area for business and economic activity.

Based on the above, the proposal maintains the general intent of the Official Plan.

4.3 – Conformity with the City of Ottawa Comprehensive Zoning By-law No. 2008-250

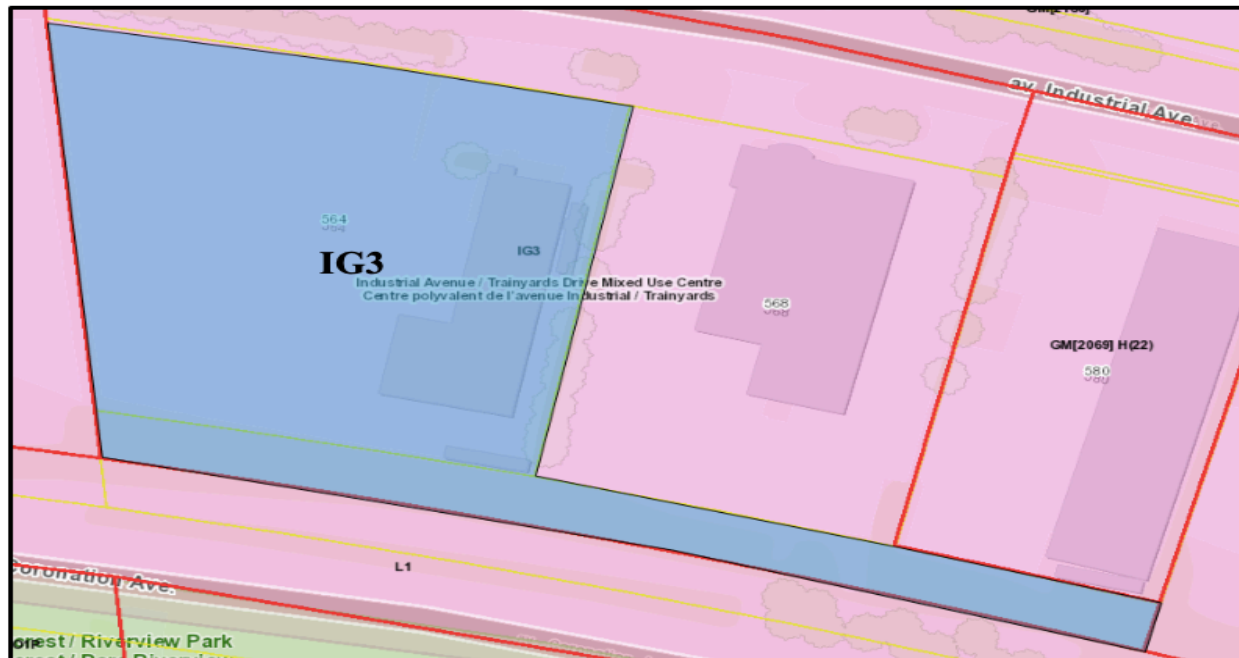


Exhibit 'D' – Zoning Map (geoOttawa 2019, Subject Property shaded in blue)

Presently, The Subject Property is presently zoned IG3 under the City's Zoning By-law 2008-250 Consolidation. This is a General Industrial Zone.

The stated purpose of the General Industrial Zone is to:

- 1) "permit a wide range of low to moderate impact, light industrial uses in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable;
- 2) allow in certain Employment Areas or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;
- 3) prohibit retail uses in areas designated as Employment Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product; and
- 4) provide development standards that would ensure that the industrial uses would not impact on the adjacent non-industrial areas.

The permitted uses include a wide range of industrial uses but does not include "commercial retail uses" which is the intended for the proposed development. Thus, the intended use does not conform to the current zoning and requires a Zoning By-Law Amendment.

4.4 – Zoning By-Law Amendment

The Zoning By-law Amendment application would rezone 564 Industrial Avenue and would also apply to the parcel directly south of 564, 568, and 580 Industrial Avenue which is part of 628 Industrial Avenue. A Zoning By-law Amendment would change the zoning from General Industrial Zone (IG3) to a General Mixed-Use Zone (GM), which is consistent with other retail areas of the Train Yards development and the Official Plan designation and applicable policies. The intent of the GM zone is to:

- 1) *“Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;*
- 2) *Limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;*
- 3) *Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise, or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
- 4) *Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.”*

ZONING MECHANISMS			PROVISIONS	PROPOSAL
(a) Minimum lot area			No minimum	5,942 m ²
(b) Minimum lot width			No minimum	93 m
(c) Minimum front yard and corner side yard setbacks			3 m	3.2 m (Front yard)
(d) Minimum interior side yard setbacks	(i) for a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone		5 m	n/a
	(ii) for a residential use building	1. for a building equal or lower than 11 metres in height	1.2 m	n/a
		2. for a building higher than 11 metres in height	3 m	n/a
	(iii) all other cases		No minimum	2 m
	(i) abutting a street		3 m	n/a

(e) Minimum rear yard setback	(ii) from any portion of a rear lot line abutting a residential zone	7.5 m	<i>n/a</i>
	(iii) for a residential use building	7.5 m	<i>n/a</i>
	(iv) all other cases	No minimum	<i>38 m</i>
(f) Maximum building height		18 m	<i>7 m</i>
(g) Maximum floor space index		2, unless otherwise shown	<i>0.36</i>
(h) Minimum width of landscaped area	(i) abutting a street	3 m	<i>n/a</i>
	(ii) abutting a residential or institutional zone	3 m	<i>n/a</i>
	(iii) other cases	No minimum	<i>1.5 m</i>
(i) minimum width of landscaped area around a parking lot		<i>see Section 110 – Landscaping Provisions for Parking Lots</i>	<i>1.5 m</i>

The proposed development complies with the provisions of the GM – General Mixed-Use Zone. Additionally, the requested Zoning By-law Amendment is consistent with the policies and objectives of the Provincial Policy Statement and Ottawa Official Plan and the intent of the Zoning By-law. The Amendment blends with the development of Ottawa Train Yard lands, allowing a coordinated and cohesive within the area.

5.0 – Technical Studies

Along with this Planning Rationale, the following technical studies have been prepared in support of the development applications associated with the subject property:

1. Site Servicing Plan
2. Site Servicing Study
3. Grade Control and Drainage Plan
4. Geotechnical Study
5. Noise Study
6. Concept Plan
7. Survey Plan
8. Phase I Environmental Site Assessment
9. Phase II Environmental Site Assessment

6.0 – Summary and Conclusions

1. The application for Zoning By-Law Amendment is consistent with the policies laid out in the Provincial Policy Statement.
2. The application is consistent with the aspirations and intentions of the Official Plan and specifically for the General Urban Area designation and the urban design objectives.

3. The proposal is reflective of the intentions and purpose of the zoning designation for GM – General Mixed-Use Zone and complies with those provisions.

Based on the above noted rationale, the application for Zoning By-law Amendment is appropriate and represents sound land use planning.

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