



## **524 Lacolle Way, City of Ottawa**

Planning Rationale  
Site Plan Control  
December 19, 2024



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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Patrice Houle Holdings Inc. to prepare this Planning Rationale in support of a Site Plan Control Application for the site at 524 Lacolle Way, legally described as Part of Lot 30, 31, and Part of the Road Allowance between Lots 30 and 31, Concession 1, in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

## 1.1 Application History

A similar development proposed at 524 Lacolle Way was subject of a Site Plan Control application and approved in 2018. As a building permit was not obtained within five years, the agreement lapsed in 2023. The current proposal is identical except in regard to building height – this revised proposal is for a one-storey building with mezzanine instead of two full storeys. A pre-application consultation meeting with City staff was attended by the project team on June 26<sup>th</sup>, 2024.

## 1.2 Purpose of the Application

The purpose of this application is to obtain Site Plan Approval from the City of Ottawa to permit a light industrial building of approximately 2241 square metres with 63 parking spaces and 3 loading bays accessed via a single ingress from Lacolle Way. The building is to be used for primarily for a light industrial use with an accessory office use.

## 1.3 Executive Summary

The following rationale finds the proposed development to be appropriate for its context, as a low-rise, 2241-square-metre cleaning depot located in the Taylor Creek Business Park. The proposed development will provide repair and cleaning services for a variety of manufactured articles, considered a Light Industrial use per Zoning By-law 2008-250 and MECP Industrial Categorization Criteria D-6-1. The proposed site plan is fully zoning-compliant and does not interfere with easements present on the site.

## 2.0 Subject Site and Surrounding Context

### 2.1 Subject Site

The subject site is an irregular 8,517 square-metre parcel of land with 45 metres of frontage on Lacolle Way, located in Ward 1, Orléans East – Cumberland, in the east end of the City of Ottawa. The site is relatively flat, with a slight slope upward from Lacolle Way toward the south. The site is unimproved and open, without trees except for a few along the southern lot line. It is similar in scale and characteristics to the surrounding lots in Taylor Creek Business Park.

### 2.2 Surrounding Context

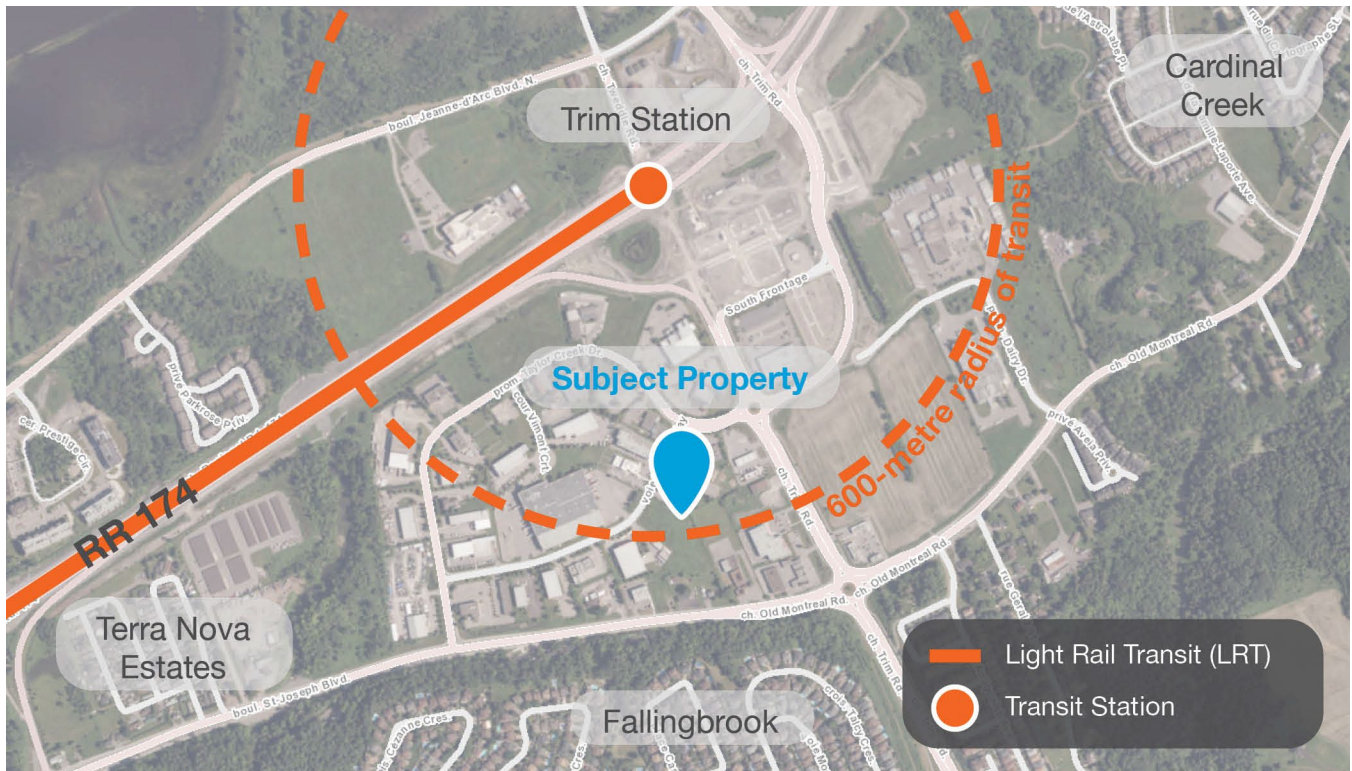


Figure 1: Subject property and surrounding context

Taylor Creek Business Park consists of a variety of light industrial and commercial uses clustered along Taylor Creek Drive and Lacolle Way, bound by Regional Road 174 to the north, Trim Road to the east, St. Joseph Boulevard to the south, and Taylor Creek to the west. The Business Park was designed to serve vehicles, including transport trucks, and is characterized by large-scale buildings on large land parcels with generous setbacks and large surface parking lots. Other businesses located in the Business Park include breweries, motorsports retail, fitness centres, and offices. Orléans is generally car-oriented, with traditional suburban characteristics like curvilinear streets and crescents, detached homes, and large-scale stores and strip malls fronted by parking lots. The following land uses surround the subject site:



### North

Businesses directly north of the subject site include a gymnastics centre, a martial arts school, a café, a furniture store, a daycare, and a brewery. The business park is bound to the north by Regional Road 174, beyond which lies a trades college, Jeanne d'Arc Boulevard, and the Petrie Island natural area on the Ottawa River, approximately 1.2 kilometres from the site.

### East

Land uses directly east of the site front on Trim Road or St. Joseph Boulevard and include a church, an athletics facility, retail, and contractors. St. Joseph Boulevard turns to Old Montreal Road as it crosses Trim Road, where land uses become more rural in nature, including privately-serviced detached dwellings on large lots, food preparation facilities, agriculture, and natural spaces. Notably, there is also the new residential subdivision of Cardinal Creek approximately one kilometre east of the subject site, and the Village of Cumberland approximately 5 kilometres further east.

### South

Abutting the southern lot line are two detached dwellings, one of which has been converted for use as a travel agency, fronting on St. Joseph Boulevard. Adjacent uses include contractors, a barbershop, and retail. Four additional detached dwellings front on the southern side of St. Joseph Boulevard, beyond which is a steep, wooded slope separating them from newer but established residential subdivisions. The neighbourhood of Fallingbrook, atop this escarpment, is a vast swath of traditional suburban development of detached dwellings interspersed with parks, schools, and institutional uses. Businesses are concentrated along the commercial mainstreets of Tenth Line Road and Innes Road.

### West

A moving and storage business directly abuts the western boundary of the subject site, also surrounded by offices, retail, wholesalers, and light industrial uses. St. Joseph Boulevard continues west, past the natural area surrounding Taylor Creek, where it passes by the Terra Nova mobile home housing cooperative and a few additional detached homes. Commercial activity increases around Prestone Drive, concentrated in the malls of Orléans Town Centre and Place d'Orléans and continuing as predominantly detached retail, service, and restaurant uses along the commercial mainstreet. Low-density residential subdivisions can be found fronting on local streets behind these commercial uses, as well as on the north side of Regional Road 174.

## 2.3 Transportation Network

Lacolle Way is a short local street with both ends terminating onto Taylor Creek Drive, a collector road. Trim Road is a north-south arterial road that intersects the eastern terminus of Taylor Creek Drive and connects Regional Road 174 to south Orléans. Regional Road 174 is a city-owned freeway connecting Provincial Highway 417 at the Aviation Parkway to eastern city limit where it turns to Highway 17 and leads toward Montréal. St. Joseph Boulevard is an east-west arterial road that runs parallel to Regional Road 174 and reaches close to the eastern city limit just past Cumberland village through downtown Ottawa. It is a Mainstreet Corridor that intersects the western terminus of Taylor Creek Drive and is subject to the Orléans Corridor Secondary Plan, which envisions a more urban, walkable, transit-supportive form.

The subject site is approximately 360 metres from the existing Trim Road Park & Ride, and 520 metres from the future Trim LRT Station. Taylor Creek Drive is served by OC Transpo bus routes 39 and 639 seven days per week. Trim Road is also served by Route 221 on weekdays.

A sidewalk is provided on the opposite side of Lacolle Way from the site, as well as along one side of Taylor Creek Drive. No major active transportation infrastructure is planned for the business park, as per schedule C3 of the Official Plan. However, a multi-use pathway has its eastern terminus at Trim Road and Jeanne d'Arc Boulevard just north of Regional Road 174 and connects to the Ottawa River Pathway which reaches as far west as downtown Ottawa. Additionally, there is an active transportation corridor planned to follow a hydro corridor east of the site, as per the Cardinal Creek Village Concept Plan. There is a fully separated multi-use path and on-road bike lane following Trim Road, and an unprotected on-road bike lane along St. Joseph Boulevard.

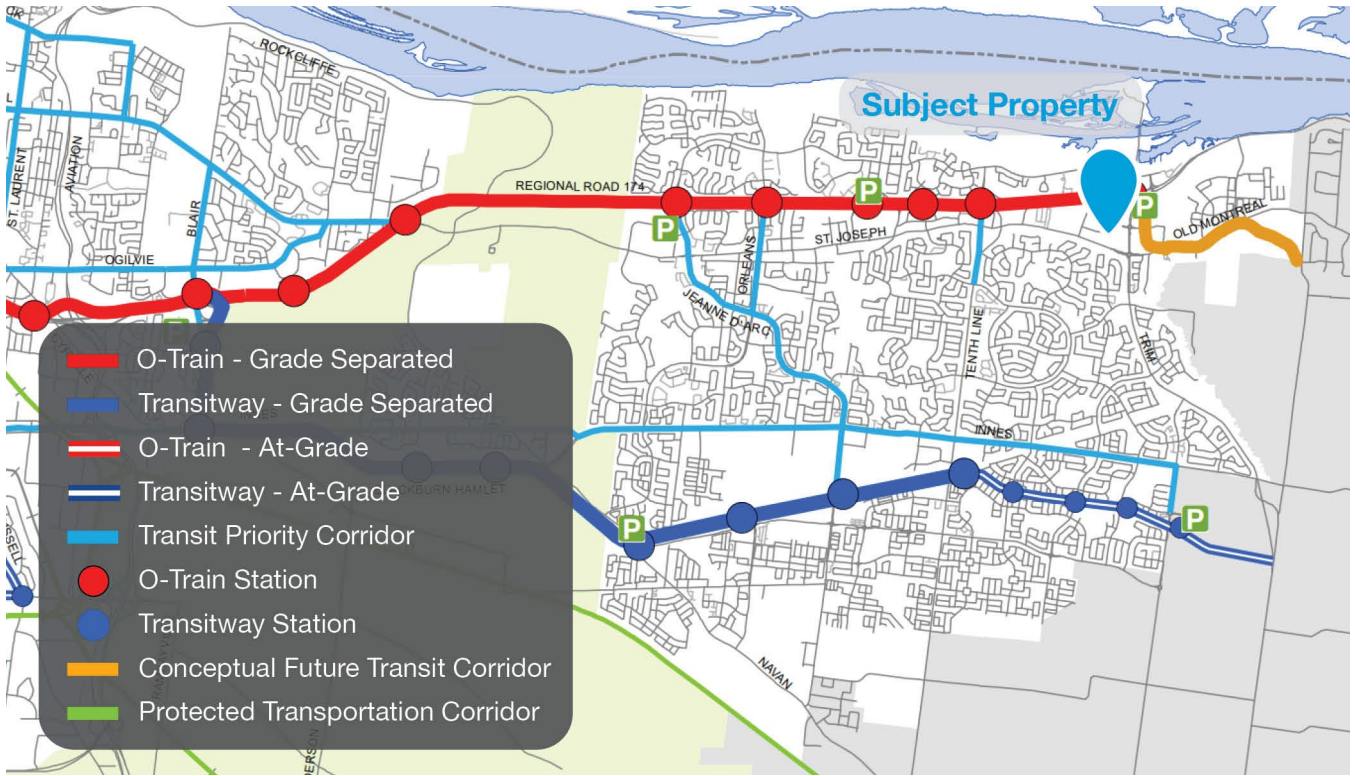


Figure 2: Subject property and rapid transit network (OP Schedule C2)

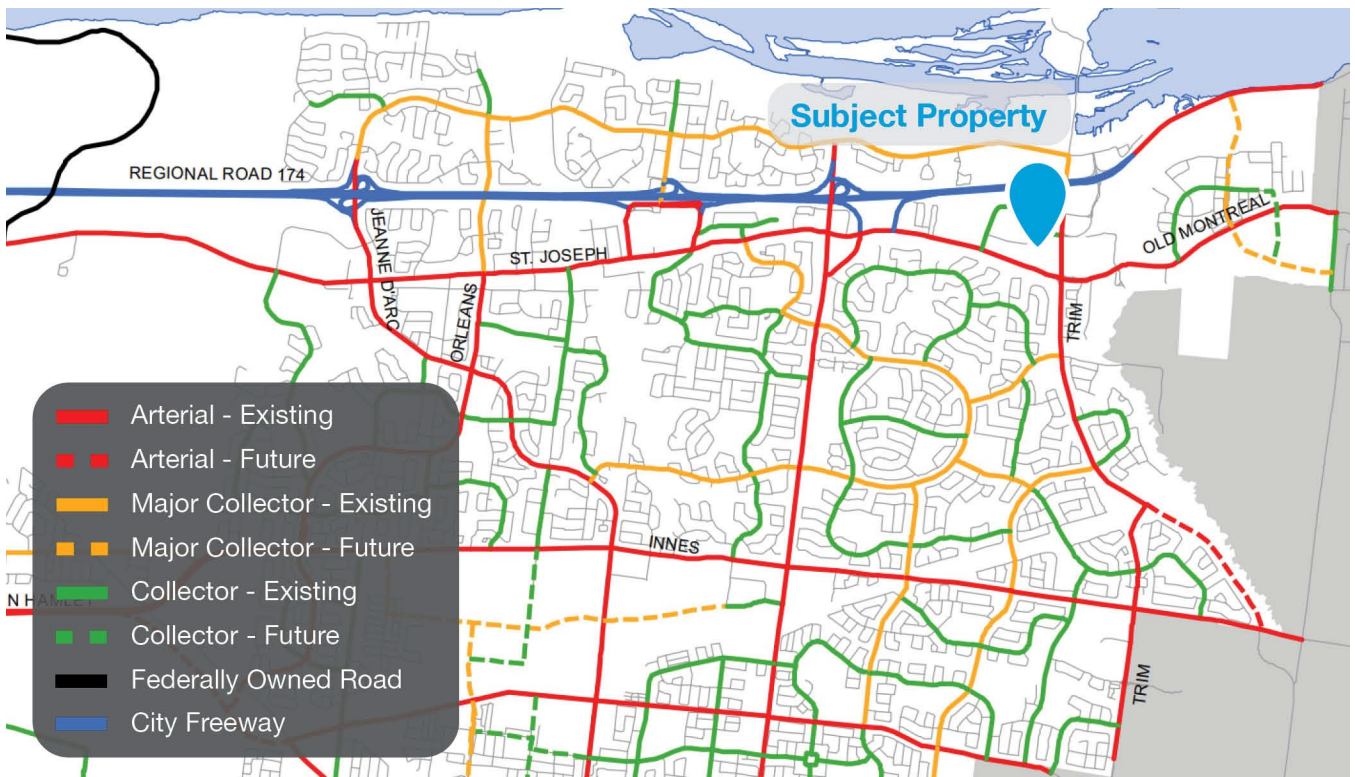


Figure 3: Subject Property and Urban Road Network (OP Schedule C4)



## Proposed Development

The purpose of this application is to obtain Site Plan Approval for a 2,241 square-metre, single-storey building with mezzanine. The 2,000.8 square-metre footprint will accommodate light industrial uses totalling 2,149 square metres with an accessory office use of 92 square metres. The building is split into two units of 852.6 and 1,148.2 square metres, each with their own entrances and loading bays.



Figure 4: Northeast elevation of the proposed building, as viewed from near the entrance to the parking lot from Lacolle Way

The building is to be clad in a mix of red brick, cement panels, and corrugated aluminum siding arranged in a contemporary and aesthetically pleasing manner in conjunction with two levels of windows to avoid large, unsightly blank façades.



Figure 5: Southeast elevation of the proposed development, as viewed from the parking area near the rear of the site, showing the rear loading bays



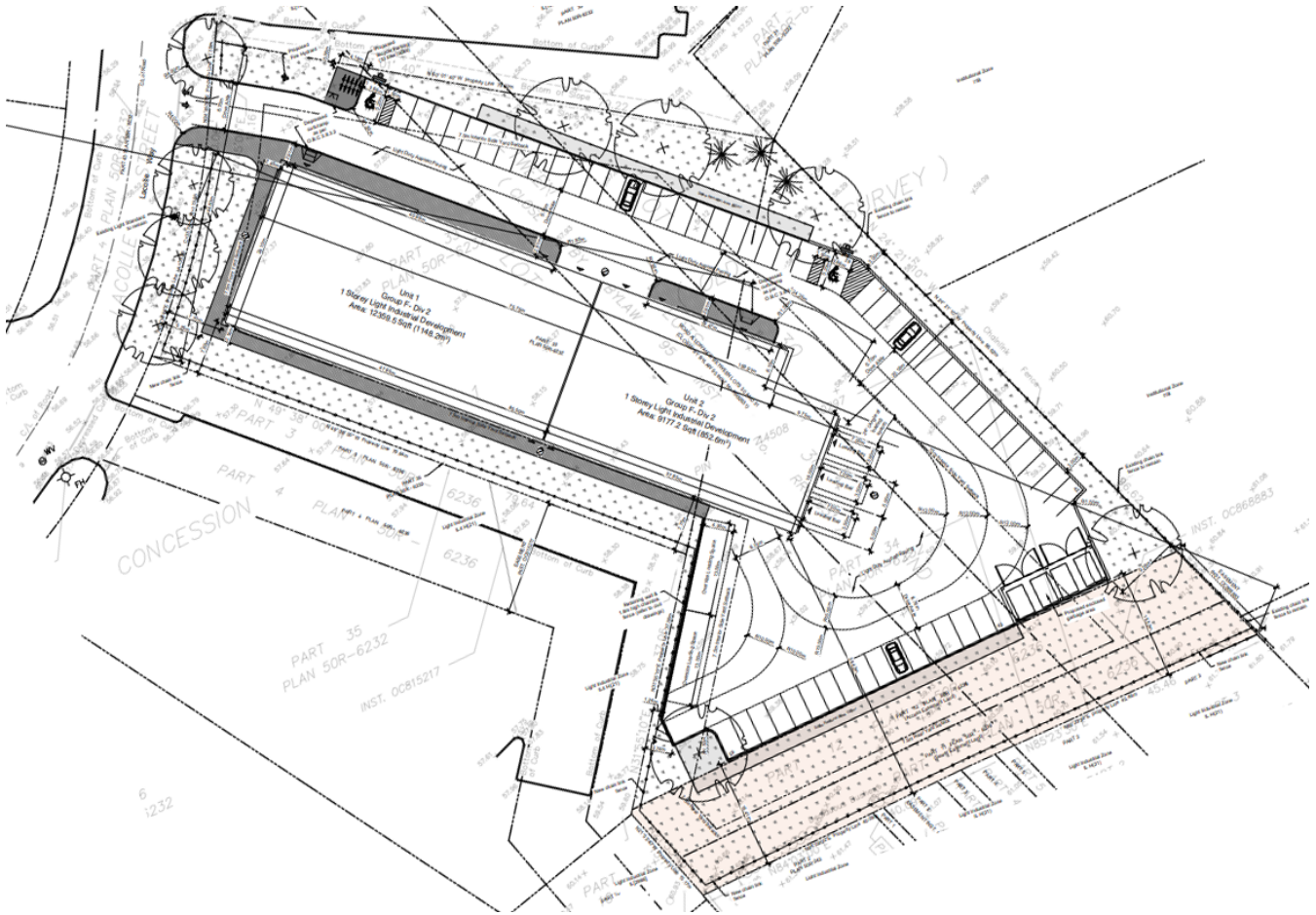


Figure 6: Proposed architectural site plan

A single access/egress lane is proposed from Lacolle Way. Sixty-three (63) parking spaces, two of which are accessible, are proposed in the rear and interior side yards, as well as a one oversized space in the rear yard. Ten (10) bicycle parking spaces are provided to encourage active transportation and transit use, taking advantage of the site's proximity to Trim Station and various multi-use pathways. Three (3) loading bays face the rear yard, while two (2) garage doors and four (4) pedestrian entrances face the eastern side yard, and a pedestrian connection is provided to the road. A screened garbage area is provided in the rear yard, as is an appropriately sized paved area to allow for the turning radii of delivery vehicles to access the rear-facing loading bays.

The entire site is bordered by a landscaped buffer that varies in width. Two portions include a retaining wall, as marked by a thicker line abutting the parking area on the site plan. Trees along the lot lines will be maintained, and a variety of deciduous and coniferous trees will be planted within the site's 2,755 square-metre landscaped area.

The proposed development's primary use is the cleaning and repair of manufactured products, recognized as light industrial per the definition provided by Comprehensive Zoning By-law 2008-250. In the By-law, light industrial use is defined as an "assembly-line process that involve [...] processing [...] of finished parts or finished products made from previously prepared materials" and includes "the repair or servicing of such products".

The Ministry of the Environment, Conservation and Parks (MECP) provides D-6-1 Industrial Categorization Criteria to separate industrial uses into three classes. The proposed use fits the criteria of Class I, as it provides the least negative

externalities. Possible examples provided by the Ministry include laundry and linen supply, as well as repair services. These criteria include:

- / no audible sound off the property,
- / infrequent dust or odour,
- / no ground borne vibration,
- / no outside storage,
- / self-contained building with low probability of fugitive emissions,
- / daytime operations only, and
- / infrequent movement of products and/or heavy trucks.

Upon conducting site visits of other locations operated by the company intended to occupy the proposed development, it was observed that noise, dust, odor, and vibration are not perceptible outside the building, storage is located fully indoors, operations are contained within the building and only take place during the daytime, and goods movement occurs infrequently. The cleaning process to be conducted within the proposed facility does not create the negative externalities related to the chemicals required for traditional dry cleaning.



Figure 7 Photo of laundry machines in existing cleaning location on Sheffield Road in Ottawa





Figure 8 Photo of existing cleaning location on Sheffield Road in Ottawa

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

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

The PPS, in an effort to ensure efficient and healthy development patterns, encourages planning authorities to permit and facilitate a range of housing options, including greenfield development and residential intensification, to respond to current and future needs. The PPS encourages the optimization of land use, resources and public investment and public service facilities.

The proposed development is consistent with the following policies of the PPS:

#### 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;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;
- h) promoting development and land use patterns that conserve biodiversity;

#### 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;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- g) are freight-supportive.

#### 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;
- 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) facilitating the conditions for economic investment by 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;
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

**The proposed development provides employment opportunities in close proximity to a major transit station, with no need for expansion of infrastructure or other public service facilities. The proposal is compatible with adjacent land uses and located within a light industrial business park. Trees on and near the site are preserved and a landscaped buffer is provided to manage stormwater runoff. The proposed development is located within 400 metres of Regional Road 174, providing ease of access for deliveries and thereby avoiding impact on sensitive uses. As the subject site is not designated Industrial and Logistics in the Official Plan, it is not considered an employment area and therefore not subject to the policies of Section 1.3.2. Overall, the proposal is consistent with the 2020 Provincial Policy Statement.**

## 4.2 Provincial Planning Statement (2024)

Due to be released on October 20, 2024, the latest iteration of the Provincial Planning Statement has been renamed. Proposed changes are intended to increase housing affordability and supply, generally increase density, ease appropriate urban boundary expansion, adjust definitions of transit-adjacent areas, and provide additional tools to municipalities to focus growth in strategic areas, among others. However, Official Plan Amendment D01-01-23-0016 removed mixed industrial lands from the Protected Major Transit Station Area, and few other policies relevant to the subject property have been updated. As such, the proposed development is consistent with the 2024 Provincial Planning Statement.

## 4.3 City of Ottawa Official Plan (2022)

The Official Plan (OP) for the City of Ottawa was approved November 4, 2022. The Plan sets forth specific goals and policy directions to manage growth within the City until 2046, when population is expected to surpass 1.4 million people. The following primary strategic directions of this plan are referred to as “Big Policy Moves”:

- / Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- / By 2046, the majority of trips in the city will be made by sustainable transportation.
- / Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales.
- / Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
- / Embed economic development into the framework of our planning policies.

The OP also recognizes the interconnectedness of the measures required to attain these policy goals in Section 2, referring to them as cross cutting issues. The proposed development primarily supports subsection 2.2.2 Economic Development. Policy intent includes:

- 1) Enhance Ottawa’s high quality of life to attract a skilled workforce and businesses
- 3) Direct major employment to Hubs, Corridors, and Special Districts
- 5) Create conditions for small-business growth
- 6) Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses

**Section 3** of the OP identifies the City’s Growth Management Framework, which is focused on the management of residential development to meet projected growth, though **Subsection 3.5** speaks to meeting employment needs. The employment uses proposed suits **Policy 3.5.3**, which states:

Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.

**The proposed development is a small light industrial use located within an appropriate Mixed Industrial area that is in close proximity to transit. As such, the proposal supports City goals for economic growth, environmental protection, and intensification near transit.**

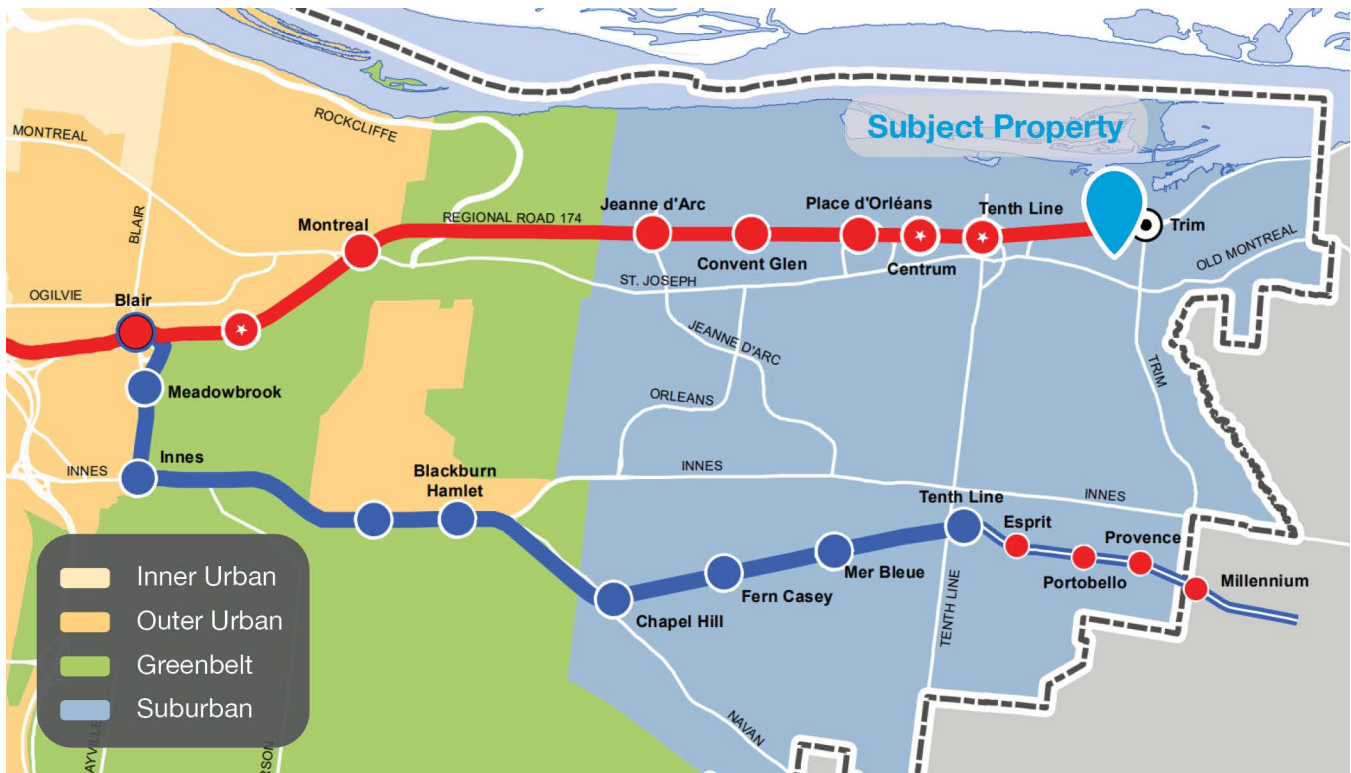


Figure 9: Subject property in Official Plan Transect Policy Areas (OP Schedule A)

The Official Plan identifies policy areas by transect, from the Downtown Core to Suburban, and by designation, including Hubs, Neighbourhoods, Greenspaces, and Corridors. The subject lands are designated **Mixed Industrial** and located in the **Suburban Transect**. Although the Suburban Transect is subject to the policies of Subsection 5.4, they primarily apply to residential development or new large-scale subdivisions within Hub, Neighbourhood, or Corridor designations. However, **Policy 5.4.1.1** accepts that the Suburban Transect's established pattern of built form and site design is suburban and reflective of the conventional model.

Policies affecting lands designated Mixed Industrial are described in **Subsection 6.5** and include:

**6.5.1.2** 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.

**6.5.1.6** The Zoning By-law and site specific applications shall implement, to the extent possible, the Province's Land Use Compatibility Guidelines to ensure that impacts between industrial uses and sensitive land uses are minimized.

**6.5.2.1** Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.



Figure 10: Subject property within Mixed Industrial Designation (OP Schedule B8)

**6.5.3.1** 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.

The proposed development is a respectful reflection of the established suburban character of the area, including the Taylor Creek Business Park. The proposed use is low-impact, in conformity to the definition of light industrial provided in the Zoning By-law, and permitted within the Mixed Industrial designation. An additional setback is provided to ensure adequate separation and transition to the abutting institutional zone. Pedestrian connection to Lacolle Way is provided, as are bicycle parking facilities above the required amount.

#### 4.4 Orléans Corridor Secondary Plan (2022)

Driven by the extension of O-Train Line 1, the Orléans Corridor Secondary Plan is intended to supplement (and supersede) the Official Plan for lands within an 800-metre radius of LRT stations from Jeanne d’Arc to Trim and along the St Joseph Boulevard and Jeanne d’Arc Boulevard corridors. The Plan identifies opportunities and goals for intensification and revitalization, while offering policies to responsibly reach these goals by supporting transit-oriented development and the creation of 15-minute neighbourhoods, shifting the area to be more human-scale.

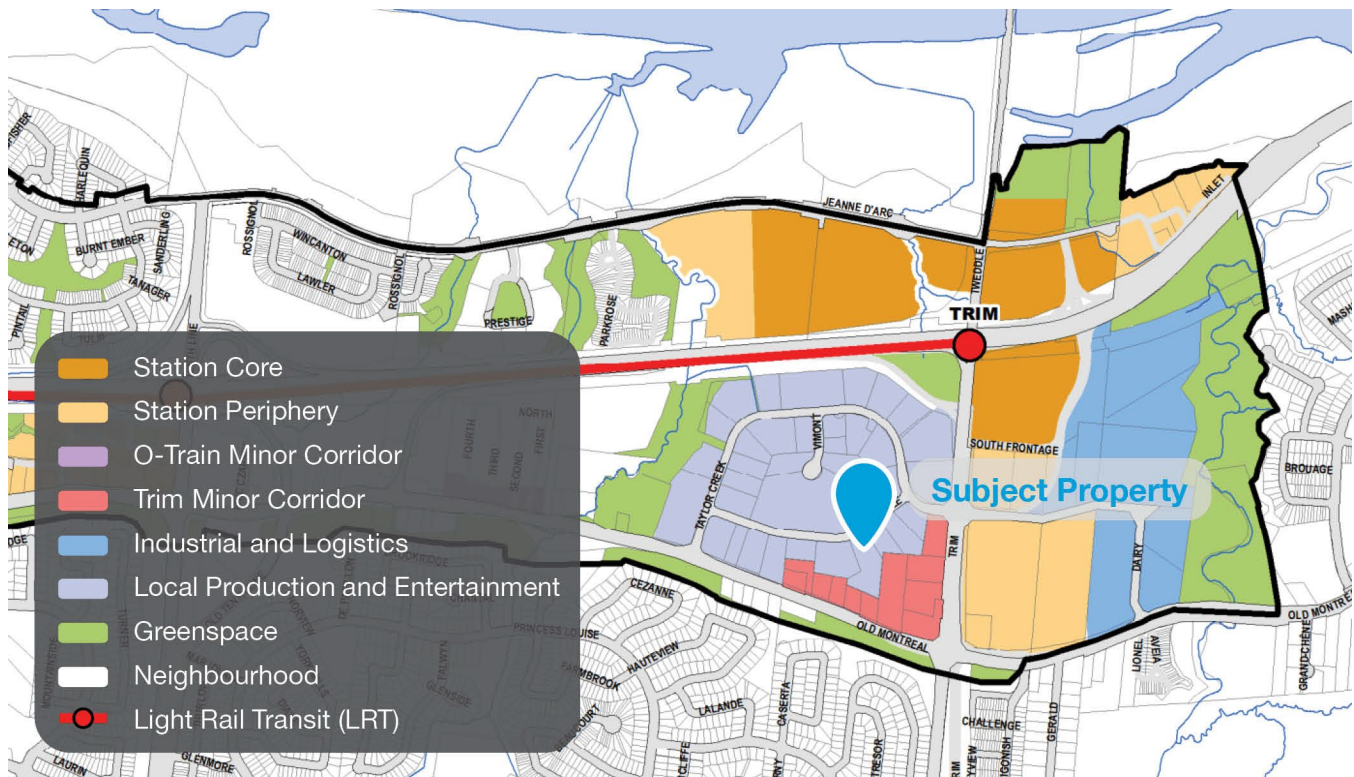


Figure 11: Subject property within Orleans Corridor Designation Plan (Schedule A)

The overall plan’s goals include the concentration of tall buildings and reduction of surface parking within 400 metres of transit stations, the enhancement of the public realm, and the prioritization of pedestrian and cyclist safety and experience. The following policies supporting these goals apply to the proposed development:



**4.2.3** Development shall minimize conflict between vehicles, pedestrians and cyclists and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities, where possible, into the design of the building.

**4.2.6** New buildings shall, wherever possible, include active frontages facing the public realm, such as along public or private streets.

**4.11.1** There shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking.

**4.11.3** Surface parking lots will generally be placed at the rear of properties, or otherwise visually screened from the public realm.

**4.11.9** On-site storage and logistical functions such as solid waste management and removal, should occur within buildings, underground, or in a well-designed area that is visually screened from the public realm and where noise is mitigated from the general public and nearby residential uses.

**4.19.2** The City will not identify any lands as a Class 4 noise area if these lands are in proximity to other lands designated Industrial and Logistics, Local Production and Entertainment or Trim Minor Corridor.

**The proposed development provides a single ingress/egress from Lacolle Way and allows for pedestrian access to the building without crossing internal driveways to minimize conflicts with vehicles. Parking and logistical functions are screened from the public realm, and the proposed use is adequately buffered from neighbouring uses to ensure no negative impact.**

The subject site is within the “Local Production and Entertainment Designation” of the Plan’s Schedule A. These lands are intended to provide a diverse array of uses that are not compatible with noise-sensitive uses such as residential. This designation allows for a greater mix of uses than the Mixed Industrial designation applied to the site under the Official Plan, and continues to allow for the light industrial and office uses permitted under said Plan. As such, it is subject to the policies of Subsection 5.5 as follows:

- 1) In the Local Production and Entertainment Designation mixed industrial uses described in the Official Plan, excluding noise and vibration sensitive land uses, will be permitted, in addition to uses associated with nightlife, entertainment production, social interaction and recreation.
- 2) Residential uses are not permitted.
- 3) Low-rise buildings are permitted.
- 4) Missing sidewalk connections shall be provided as sites redevelop, or where redevelopment or additions to existing buildings are proposed. New or improved sidewalks shall be a condition of site plan agreement where possible.
- 5) Mobility within the Local Production and Entertainment Designation will be improved through new MUP connections identified within Schedule C – Public Realm and Mobility Improvements, of this Plan. Opportunities to increase connectivity within the Local Production and Entertainment designation, and wider Trim Station Area, to the surrounding areas is encouraged, as a condition of new development or through ROW improvements.

Additionally, the Taylor Creek Business Park is referenced in Subsection 6.5 – Trim Station Area. It is stated that it will continue to be an area reserved for business park operations and a broad range of non-residential uses, while Schedule B states a height limit of 4 storeys.

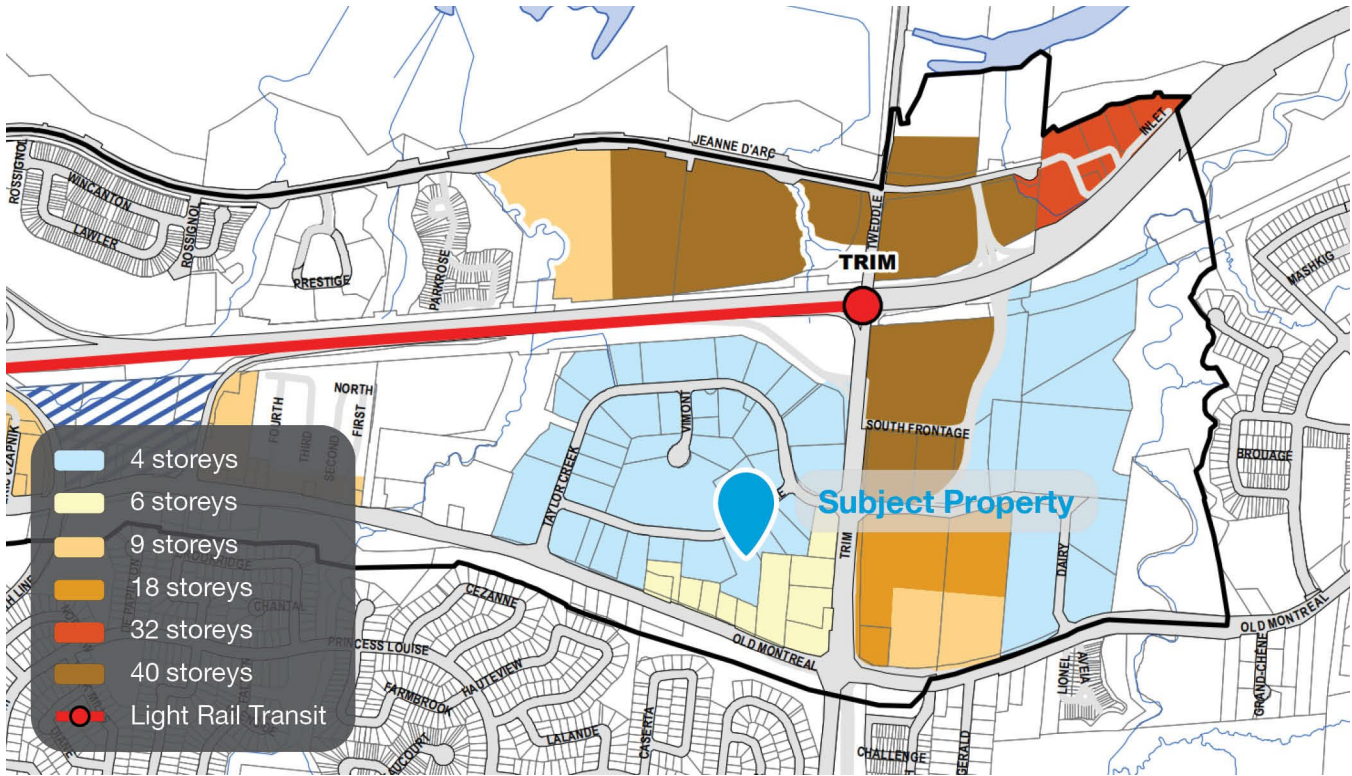


Figure 12: Subject property within Orleans Corridor Maximum Building Heights Plan (Schedule B)

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

The City of Ottawa Zoning By-law contains specific provisions relating to built form throughout different areas of the city. The subject site is within the Light Industrial – IL Zone, Subzone 4, with a height suffix of 21 metres. This zone is reflective of the Official Plan’s Mixed Industrial Designation, intended to permit a wide range of low-impact light industrial uses, as well as office-type and complementary uses in a campus-like industrial park setting. Only small-scale secondary retail uses are permitted in employment areas, while noxious uses are prohibited throughout.

**The proposed use is in conformity with the By-law’s definition of light industrial use as (c) the repair or servicing of such products. Additionally, the cleaning techniques to take place on-site are wet-wash, to be conducted without the noxious chemicals required for dry-cleaning. All pick-up and drop-off of materials and products is to be done by staff, therefore not requiring an accessory public-facing storefront use. The 92-square-metre office is permitted as an ancillary use.**

The following table shows the provision of the IL4 H(21) zone in comparison to the proposed development:

Mechanism	Provision	Provided	Compliant?
Minimum lot area	2000 m <sup>2</sup>	8520 m <sup>2</sup>	Yes
Maximum lot coverage	65%	23.48%	Yes
Minimum front yard setback	7.5 m	7.70 m	Yes
Minimum interior side yard setback	Where abutting institutional zone: 15 m	18.78 m	Yes
	Otherwise: 7.5 m	7.65 m	Yes

<b>Minimum rear yard setback</b>	7.5 m		39.42 m	Yes
<b>Maximum floor space index</b>	2		0.26	Yes
<b>Maximum building height</b>	21 m		7 m	Yes
<b>Minimum width of landscaped area</b>	Where abutting street: 3 m		7.7 m	Yes
	Where abutting an institutional zone: 3 m		3.2 m	Yes
	Otherwise: n/a		Abutting IL zone: 0.56 m	Yes
<b>Minimum required parking</b>	Light industrial: 0.8 per 100 m <sup>2</sup>	18	59	Yes
	Accessible	1	2	Yes
<b>Minimum loading spaces</b>	Light industrial (1000-10000 m <sup>2</sup> )	1	5	Yes
<b>Minimum bicycle parking</b>	Light industrial: 1 per 1500 m <sup>2</sup>	1	10	Yes
<b>Minimum parking space dimensions</b>	2.6 m x 5.2 m		2.6 m x 5.2 m	Yes
<b>Minimum loading space dimensions</b>	Standard	3.5 m x 7 m	3.5 m x 7 m	Yes
	Oversize	4.3 m x 13 m	4.3 m x 13 m	Yes
<b>Minimum 2-way access lane width</b>	6.7 m		6.7 m	Yes



Figure 13: Subject property within local zoning context



#### 4.5.1 Draft New Zoning By-law (2024)

Released for public feedback in May 2024, the first draft of the updated draft zoning by-law is intended to implement policies of the 2022 OP and may be considered indicative of the City's general policy direction in terms of density and built form. As such, the zoning of the subject property is updated to IM1 – Mixed Industrial, Subzone 1, intended for business park environments such as Taylor Creek. The provisions are similar to the existing zone with the exception of yard setbacks, which have been reduced from 7.5 metres to 3 metres in many cases.

**The proposed development is fully compliant with the existing and proposed draft zoning, demonstrating that it is in adherence with the City's general intent in terms of built form and siting for light industrial uses.**

#### 4.6 Taylor Creek Business Park Building and Site Development Guidelines

The Taylor Creek Business Park Building and Site Development Guidelines are a framework created to ensure the development a business park with features which are uniformly complementary and to maintain a high-quality development with high architectural standards. The Guidelines control elements of building design (such as cladding materials and the integration or screening of mechanical and electrical equipment), landscaping (such as grading plans and the screening of garbage, parking, and engineering structures), tree plantings (including sizes, spacing, and types), lighting, signage, and fencing.

**The proposed development uses high-quality materials and architectural design to strike a balance between reflecting the character of established buildings nearby and providing an attractive contemporary aesthetic. Parking is adequately buffered and utilities are screened from the public realm.**

#### 4.7 City of Ottawa Parkland Dedication By-law (2022-280)

The City of Ottawa Parkland Dedication By-law requires the conveyance of land for public recreational use or cash-in-lieu as a condition of development or redevelopment of land. The specific amount is to be determined by the General Manager in accordance with Section 4 of the By-law. Development for industrial purposes is subject to a rate of 2% of the gross land area, whether it is provided as land, cash-in-lieu, or a combination thereof. While the City has a stated preference for the transfer of land, the location of the subject site is not suitable for a public park, and therefore a payment of cash-in-lieu is expected.



## 5.0 Supporting Plans and Studies

### 5.1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment was conducted by LRL Engineering to identify potential environmental concerns or liabilities related to past and present operations conducted on the subject property and adjacent lands. It was originally undertaken in 2013 for the original Site Plan Control application and reviewed for the current application in September 2024. No environmentally concerning activities were found to affect the subject site, and it is stated that no further environmental assessments are required at this time.

### 5.2 Geotechnical Study

An investigation of the geotechnical implications of the proposed development was undertaken by LRL Engineering in April 2013. The study includes the geotechnical conditions underlying the site, recommendations regarding suitable foundation types and depths, discussion of excavation conditions during construction, comment on backfilling requirements and the suitability of on-site soils for this purpose, and recommendations for pavement structure for access and parking. Additionally, LRL has provided a letter dated July 7, 2014, certifying that a proposed slope re-profiling has been determined to be safe in both the short and long term, as it has a safety factor greater than 1.5 under static and seismic conditions. As this report and letter are based on a heavier two-storey building and the composition of the underlying geology did not change, it has been determined that they are still valid.

### 5.3 Site Servicing Study

A stormwater management report and site servicing study were prepared in September 2024 by LRL Engineering to support this application. It was found that the watermain, sanitary sewer, and stormwater sewer adjacent to Lacolle Way provide sufficient capacity for the proposed development, according to boundary conditions provided by the City of Ottawa. The site drains toward Lacolle Way, where the maximum permitted release rate for a 5-year storm event is 22.52 L/s. The site will have a controlled release rate of 19.52 L/s for the 5-year storm event.

### 5.4 Archaeological Assessment

As the subject site is identified by the City of Ottawa's 1999 Archaeological Resource Potential Mapping Study as having archaeological potential, Matrix Heritage was engaged to conduct Stage 1 & 2 Archaeological Assessments of the subject site in September 2024. Stage 1, a database and context review, identified moderate potential for pre-contact indigenous artifacts due to the proximity of water sources and historical roads. Stage 2 involved subsurface testing via hand excavated test pits and indicated no archaeological remains with cultural heritage value or interest within the proposed development area.

### 5.5 Landscape Plan

The proposed landscape plan, developed by James B. Lennox and Associates demonstrates proposed landscaping materials, the locations of proposed tree plantings and the specifications of two retaining walls abutting the east and west sides of the parking area. The three large coniferous trees, five large deciduous trees, and four small deciduous trees planned are strategically located to ensure adequate soil volumes and visual screening of the building and parking areas. They provide 21.9% canopy cover on the subject site, limited by marine clay soils and the hydro easement to the rear of the property. This plan also forms the basis for other plans including the Sediment and Erosion Control Plan, the Grading and Drainage Plan, the Servicing Plan, and the Watershed Plan.

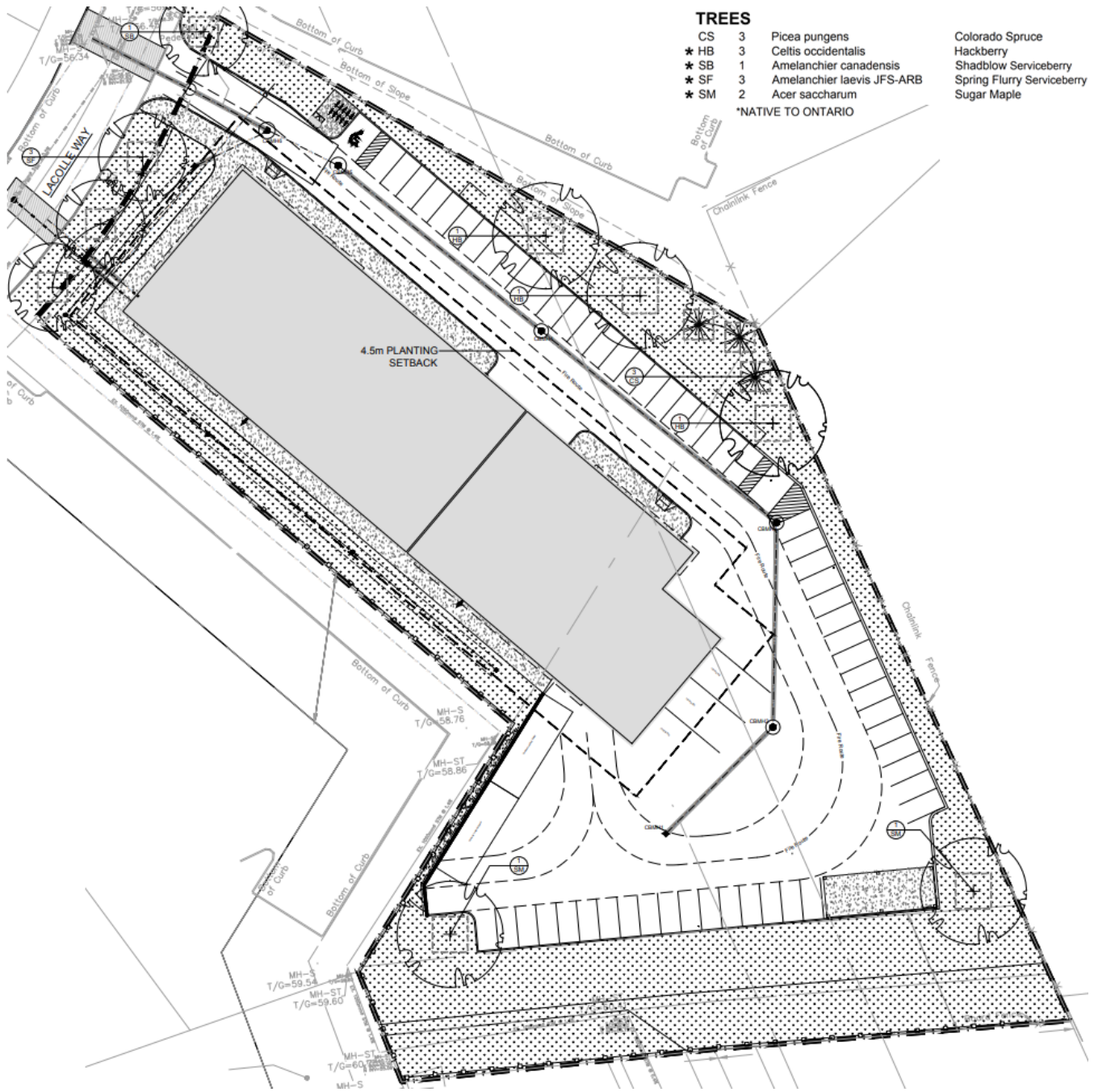


Figure 14: Excerpt of the Landscape Plan for the proposed development at 524 Lacolle Way

## 5.6 Architectural Package

Details of the proposed development are presented in the Architectural Package prepared by Ignite Architecture. It shows the proposed parking area, loading area, driveways, and walkways, as well as building specifics such as the footprint, location of entrances, and loading bays. Notably, movements of transport trucks through the parking and loading area are also displayed. The document also includes building elevations and renderings, as well as details of the garbage enclosure and bike rack.

## 6.0 Conclusion

It is our professional opinion that the attached Site Plan Control application is appropriate, represents good planning, and is in the public interest.

- / The proposed development is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary that are intended for a range of employment, business, and service uses.
- / The proposed development conforms to the Official Plan's vision for supporting economic development and employment opportunities in proximity to major transit stations.
- / The proposed development is a suitable land use as per the Local Production and Entertainment designation identified in the Orléans Corridor Secondary Plan, and will not negatively impact neighbouring uses.
- / The proposed development conforms to all provisions of the IL4 H(21) Zone which applies to the site as per the Zoning By-law.
- / The Site Plan Control Application is supported by environmental, geotechnical, and archaeological studies, as well as civil engineering, landscape, and architectural plans.

Should you have any questions related to the contents of this letter or the application, please do not hesitate to contact the undersigned.

Sincerely,



Kenneth Blouin, M.PL.  
Planner



Matthew McElligott, MCIP RPP  
Principal