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99 Bill Leathem Drive, 2 Leikin Drive and 20 Leikin Drive

Planning Rationale Zoning By-law Amendment

99 BILL LEATHEM DRIVE, 2 LEIKIN DRIVE AND 20 LEIKIN DRIVE

PLANNING RATIONALE IN SUPPORT OF A ZONING BY-LAW AMENDMENT APPLICATION

Prepared For:

Zena-Kinder Holdings Limited

Prepared By:


Engineers, Planners & Landscape Architects
240 Michael Cowpland Drive
Ottawa, Ontario K2M 1P6

March 30, 2021

Novatech File: 121187

Ref: R-2021-026

March 30, 2021

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario K1P 1J1

Attention: Sean Moore, Planner III

**Reference: Zoning By-law Amendment Application
99 Bill Leathem Drive, 2 Leikin Drive and 20 Leikin Drive
Planning Rationale**

Novatech has prepared this Planning Rationale on behalf of Zena-Kinder Holdings Limited to support a Zoning By-law Amendment application for 99 Bill Leathem Drive, 2 Leikin Drive, 20 Leikin Drive and the unopened sections of Bill Leathem Drive and Paragon Avenue in the South Merivale Business Park. It is proposed to amend the current Light Industrial Zoning (IL9) of the site by adding 'warehouse' and 'truck transport terminal' to the stand alone permitted uses. Warehouse is currently only permitted when associated with another permitted use. Truck transport terminal is often an integral part of light industrial uses. It is permitted in the parent IL zone, but is not amongst the permitted uses in the IL9 subzone.

A pre-application consultation meeting was held with City Staff on January 20, 2021 to discuss the proposed application and submission requirements.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, BUPD
Planner

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1.0 | INTRODUCTION

Novatech was retained by Zena-Kinder Holdings Limited Inc. to prepare a Planning Rationale in support of a Zoning By-law Amendment application to add “warehouse” and “truck transport terminal” to the stand alone permitted uses for the parcels at 99 Bill Leathem Drive, 2 Leikin Drive, 20 Leikin Drive and the unopened sections of Bill Leathem Drive and Paragon Avenue in the South Merivale Business Park. Warehouse is currently only permitted when associated with another permitted use and ‘truck transport terminal is not amongst the permitted uses.

2.0 | CONTEXT ANALYSIS

2.1 SITE LOCATION AND LOCAL CONTEXT

The subject site comprises three parcels and the remaining unopened sections of Bill Leathem Drive and Paragon Avenue which will be absorbed into the adjacent parcels. Details are provided in the table below:

Municipal Address	Area	Legal Description
99 Bill Leathem Drive	72,330 m ²	PART OF LOTS 18 AND 19 CONCESSION 1 RF, PART 5 PLAN 4R8388 AND PARTS 4, 5 AND 6 PLAN 4R8276, EXCEPT PART 4 PLAN 4R8388, AND EXCEPT PARTS 5, 6 AND 7 PLAN 4R23595, NEPEAN. S/T N311767 CITY OF OTTAWA
2 Leikin Drive	110,262 m ²	PART OF LOTS 18 AND 19 CONCESSION 1, RF, NEPEAN CITY OF OTTAWA
20 Leikin Drive	101,565 m ²	CONSOLIDATION OF VARIOUS PROPERTIES PT LTS 18 & 19 CON 1 RF, PT 3 4R-8388 AND PTS 7, 8 & 9 4R-8276, S/T N311767, NEPEAN
Unopened sections of Bill Leathem Drive and Paragon Avenue (currently being transferred back to Zena-Kinder Holdings Limited)	NA	The legal description of the whole street lot (which includes Leikin Drive and the opened section of Bill Leathem Drive) is: PART OF LOTS 17, 18 AND 19, CONCESSION 1, NEPEAN (RIDEAU FRONT), DESIGNATED AS PARTS 13, 25 AND 27 ON PLAN 4R-9089 AND PART 27 ON PLAN 4R-8388 SAVE AND EXCEPT THE LANDS LAID OUT BY PLAN 4M-1354. OTTAWA.

The unopened sections of Bill Leathem Drive and Paragon Avenue were subject to a recent report to Committee and Council on February 10, 2021 (City File No. ACS2021-PIE-EDP-0009) that approved the reconveyance of the unopened roads to Zena-Kinder Holdings Limited. The site is generally flat and is cleared and vacant of development. Surrounding land uses are as follows: to the north and west is the Federally owned National Capital Greenbelt. The Greenbelt land to the north is zoned Agricultural (AG) and the Greenbelt land to the west is zoned Rural Countryside (RU). Both are currently farmed. Directly to the north and cut out from the Greenbelt is 2852 Merivale Road, a small parcel which appears to be used as a small depot for landscape supplies and is zoned Light Industrial with an exception (II [1873]).

To the south and east are lots in the same business park, mostly vacant except for a three-storey office building at 61 Bill Leathem Drive and an Enbridge Gas and Canada Post Depot at 90 Bill Leathem Drive.

Further to the east is a large building that is occupied by the Royal Canadian Mounted Police (RCMP) National Headquarters, large residential lots and the Rideau River. Further to the south is Barrhaven Creek and the Davidson Heights Community, an urban residential neighbourhood developed approximately 20 years ago.



Figure 1: Subject site and surrounding land uses

2.2 PLANNING CONTEXT

2.2.1 CITY OF OTTAWA OFFICIAL PLAN

The subject site is designated as Urban Employment Area on Schedule B (Urban Policy Plan) in the Official Plan. Per Section 3.6.5 of the Official Plan, the Urban Employment Area addresses the objective of the Official Plan to “ensure that, over the long term, sufficient areas of land are reserved primarily for places

of business and economic activity.” To qualify, an area must be capable of providing over 2000 jobs. Section 4.2 of this Rationale demonstrates how the proposed zoning amendment complies with the applicable Urban Employment Area polices.

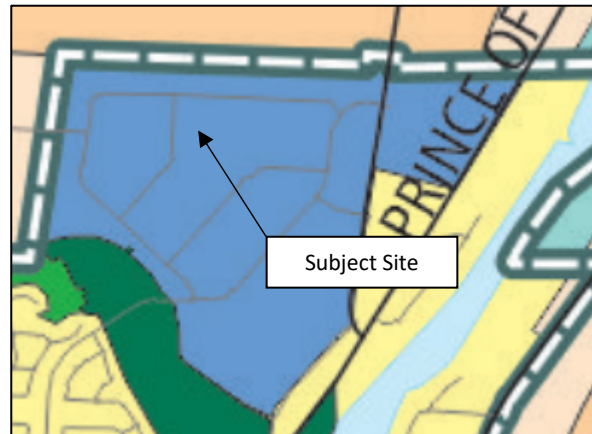


Figure 2: Excerpt of OP Schedule B indicating the subject site's Urban Employment Area designation (blue)

Per “Schedule C – Primary Urban Cycling Network” in the OP, a spine route (blue) runs along Merivale Road to the east of the site and a multi-use pathway (green) runs along Barrhaven Creek 100m to the south west.

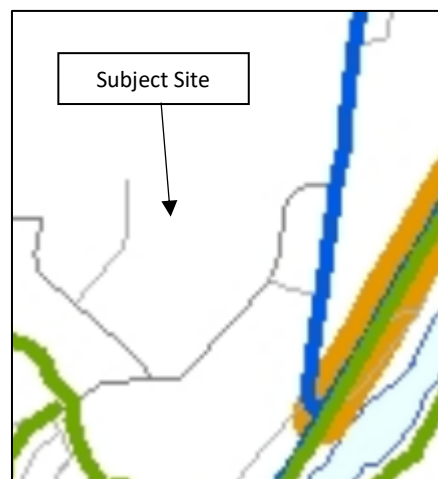


Figure 3: Excerpt of OP Schedule C indicating subject site relative to the spine route and multi-use pathway

Per “Schedule D – Rapid Transit and Transit Priority Network” in the Official Plan, the subject site is 1.6km from the Fallowfield BRT and Park and Ride. A Transit Priority Corridor (Isolated Measures) runs along Woodroffe Avenue, 1km to the west of the site.

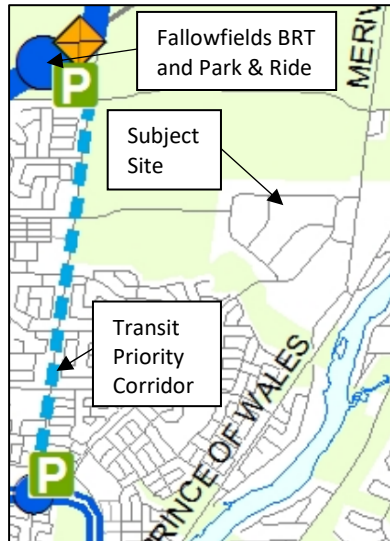


Figure 4: Excerpt of OP Schedule D indicating proximity of Subject Site to the proposed Leitrim and Bowesville LRT stations

“Schedule E – Urban Road Network” in the Official Plan designates Longfields Drive/Bill Leatham Drive and Leikin Drive as Major Collectors (yellow on the map below). The unopened portions of Bill Leatham, and Paragon Avenue are not identified as roads on Schedule E. Beckstead Road is a Minor Collector (green). Merivale Road, Fallowfield Drive and Prince of Wales Drive are all Arterials (red). Longfields Drive has a 26-metre right-of-way and no sidewalks, Bill Leatham Drive has a 20-metre right-of-way and a sidewalk on its southern side. Leikin Drive has 26-metre right-of-way and a sidewalk on its eastern side south of Beckstead Road.

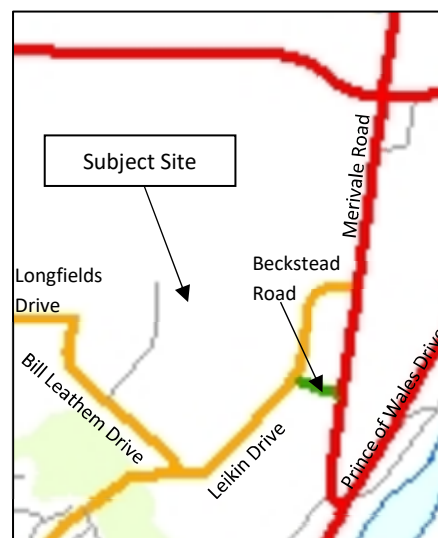


Figure 5: Excerpt of OP Schedule E indicating Subject Site in proximity to designated roads

Per *Official Plan* “Schedule K – Environmental Constraints”, no identified environmental constraints are located on the Subject Site. Per *Official Plan* “Schedule L3 – Natural Heritage System Overlay (West)”, no identified Natural Heritage System features are located on the Subject Site.

2.2.2 SOUTH NEPEAN URBAN AREA (AREA 3) SECONDARY PLAN

The Secondary Plan that affects the subject site was prepared prior to City amalgamation and transferred to the new City of Ottawa. Schedule A – Land Use Plan designates the subject site as Prestige Business Park and names it the South Merivale Business Park. Bill Leathem Drive and Leikin Drive are both designated as Collectors.

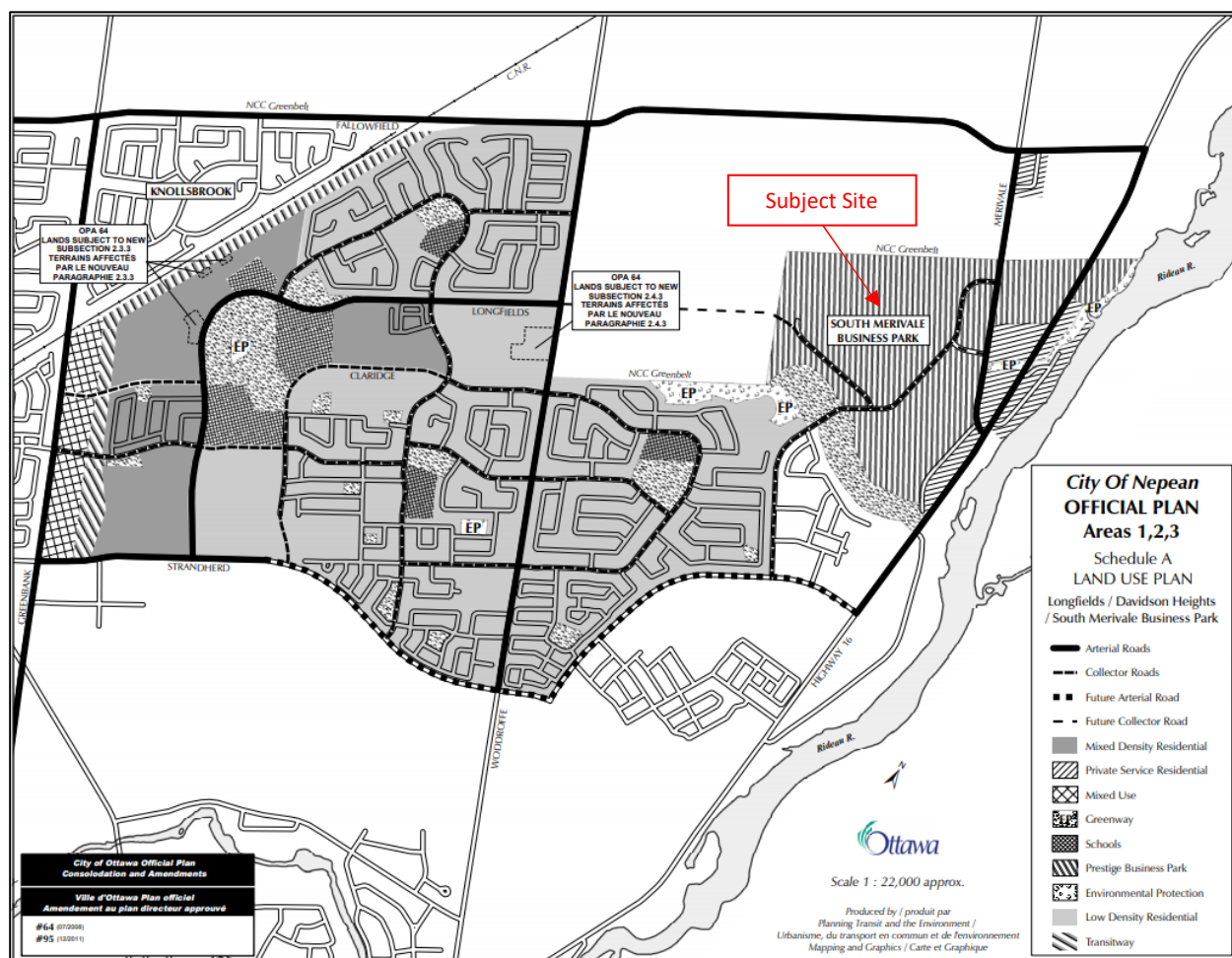


Figure 6: Excerpt of the Leitrim CDP Land Use Plan showing the subject site

2.2.3 ZONING BY-LAW

The subject site is zoned as Light Industrial, subzone 9 (IL9 – South Merivale Business Park). The purpose of the parent IL – Light Industrial zone is to:

1. *permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, 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 on individual pads 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;*
4. *prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and*
5. *provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.*

In the IL9 subzone, office is a permitted use. 'Warehouse' is permitted use only when it is associated with another permitted use and 'truck transport terminal' is not amongst the permitted uses.

3.0 | THE PROPOSAL

3.1 PRE-APPLICATION CONSULTATION

A pre-application consultation meeting was held with City Staff on January 20, 2021 to discuss the proposed zoning amendment and application submission requirements. It was determined that an application for Zoning By-law Amendment approval would be required. Following the meeting, the City confirmed the list of required studies to support the application and provided comments. A Planning Rationale was among the list of required studies.

3.2 WAREHOUSE, TRUCK TRANSPORT TERMINAL AND OFFICE

There is no current development proposal for a Site Plan on the parcels. Zena-Kinder Holdings Limited is keen to develop the land for the highest and best use. As a result, they are proposing to add warehouse and truck transport terminal uses within an overall site of approximately 30.5-hectares. Office is a permitted use in the IL9 Zone.

4.0 | POLICY JUSTIFICATION

4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. Section 3 of the *Planning Act* requires that decisions affecting planning matters “*shall be consistent with*” the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources,

and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed zoning amendment is consistent with the applicable PPS policies.

4.1.1 BUILDING STRONG AND HEALTHY COMMUNITIES

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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 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;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- 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; and
- i) preparing for the regional and local impacts of a changing climate.

The proposed zoning amendment will add uses to an existing business park for a mix of employment uses. It does not prevent the efficient expansion of a settlement areas or cause environmental or public health and safety concerns. The site is within 1km of higher-order transit.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development.*

The subject site is in a settlement area.

Policy 1.1.3.2 requires land use patterns within settlement areas to 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;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed, and;*
- g) are freight-supportive.*

The proposed zoning amendment is appropriate for the existing and planned infrastructure and public service facilities in the area and compatible with the existing adjacent uses. The uses are freight-supportive.

Section 1.1.3.6 of the PPS states that new development should occur adjacent to the existing built-up area and allow for the efficient use of land.

The proposed zoning amendment will add uses to an existing designated Urban Employment Areas.

Section 1.3 of the PPS provides policies on employment. It sets out directions to planning authorities to set aside and maintain sufficient well-located and well-served employment areas.

Section 1.3.1 of the PPS 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) 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;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) ensuring the necessary infrastructure is provided to support current and projected needs.*

The parcels are located within one of the City of Ottawa's designated Urban Employment Areas that fulfills the above noted policies

Section 1.3.2.6 of the PPS states:

Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

The parcels are well situated in a location for goods movement, including warehouse and truck transport terminal uses, given their proximity to major roadways including Merivale Road, Woodroffe Avenue, Fallowfield Road, Strandherd Drive, Prince of Wales, and the Vimy Memorial Bridge connection to Earl Armstrong and the Riverside South Community.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 *Before consideration is given to developing new infrastructure and public service facilities:*

(a) the use of existing infrastructure and public service facilities should be optimized

The subject site is located within an existing business park. Infrastructure and public service facilities will have been addressed as part of the subdivision approval process. The proposed development will utilize municipal sewage, water and stormwater services.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

b) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

The proposed uses fulfill planned employment uses in Barrhaven – a part of the City otherwise dominated by residential uses – which will potentially shorten commute journeys. Bus service is available at Bill Leathem Drive and Paragon Avenue which connects into the Fallowfield BRT.

d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;

The subject site is easily accessible from the Ottawa International Airport and Highway 416.

4.1.2 WISE USE AND MANAGEMENT OF RESOURCES

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 *Natural features and areas shall be protected for the long term.*

Per *Official Plan “Schedule K – Environmental Constraints”*, the subject site is not affected by any environmental constraints. Per *Official Plan “Schedule L3 – Natural Heritage System Overlay (West)”* no identified Natural Heritage System features are located on the subject site.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

No sensitive surface or ground water features exist on or adjacent to the subject site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 *Prime agricultural areas shall be protected for long-term use for agriculture.*

The subject site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 *Minerals and petroleum resources shall be protected for long-term use.*

No mineral or petroleum resources exist on or adjacent to the subject site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

No mineral aggregate resources exist on or adjacent to the subject site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

Policy 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

Archaeological resources and potential would have been investigated and cleared as part of the registration of the subdivision. An Archaeological Resource Assessment was not required by City staff for this application.

Policy 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The subject site is not adjacent to protected heritage property.

4.1.1.3 PROTECTING PUBLIC HEALTH AND SAFETY

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 *Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*

- a) *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) *hazardous sites.*

The proposed zoning amendment is not occurring within or adjacent to natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.1 *Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*

The development is not known to be on, abutting or adjacent to any of the lands referred to above.

4.2 OFFICIAL PLAN

OFFICIAL PLAN SECTION 3.6.5

The subject site is designated Urban Employment Area per Schedule B of the *Official Plan*. Section 3.6.5 of the *Official Plan* contains policies for this land use designation:

Policy 1 of Section 3.6.5 states:

Urban Employment Areas are designated on Schedule B and are intended to be established clusters of business and economic activity capable of accommodating more than 2,000 jobs and with a broad spectrum of job densities. Urban Employment Areas shall be distributed throughout the urban area to help provide access to jobs throughout the city. Established Urban Employment Areas have capacities ranging from 2,000 to 20,000+ jobs. The City shall maintain sufficient land in these Employment Areas to maintain the Employment objectives established in the City Employment Survey. New Urban Employment Areas shall have sufficient land to accommodate a minimum of 2,000 jobs based upon a diversified cluster of business types and economic activity and employment densities. These New Employment areas must also be located so that they have designated truck route access. Some Urban Employment Areas may not be contiguous as a result of natural or human-made barriers, or existing land uses.

The parcels are well situated in a location for goods movement, including warehouse and truck transport terminal uses, given their proximity to major roadways including Merivale Road, Woodroffe Avenue, Fallowfield Road, Strandherd Drive, Prince of Wales, and the Vimy Memorial Bridge connection to Earl Armstrong and the Riverside South Community, which are designated truck routes.

Policy 2 of Section 3.6.5 states:

In Urban Employment Areas, the Zoning By-law will:

Permit traditional industrial uses such as manufacturing, warehousing, distribution, storage, communications, construction;

Policy 2 specifically permits warehousing and distribution (i.e. truck transport terminal) in an Urban Employment Area.

OFFICIAL PLAN SECTION 2.5.1

Section 2.5.1 of the *Official Plan* presents Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:

To enhance the sense of community by creating and maintaining places with their own distinct identity.

Development in the business park consists of an office building and the Enbridge Gas and Canada Post Depot. The proposed zoning amendment is consistent with a business park identity. It locates the office use adjacent to the existing office building and orients it to front Bill Leathem Drive. The industrial buildings are located in a part of the business park that is most conducive to industrial development.

To define quality public and private spaces through development.

It is anticipated that the future development of the parcels will include quality private space and will enhance the public space adjacent to public roads.

To create places that are safe, accessible and are easy to get to, and move through.

The subject site is within an existing business park with good access to public roads.

To ensure that new development respects the character of existing areas.

Development in the business park is limited to an office building and the Enbridge Gas and Canada Post Depot. The proposed zoning amendment will add uses that are consistent with a business park identity.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]

The zoning amendment will add uses that are currently permitted in the parent IL – Light Industrial Zone which will ultimately allow for greater variety and choice of uses.

To understand and respect natural processes and features in development design.

No identified Natural Heritage System features are located on or adjacent to the Subject Site.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The building will meet the Ontario Building Code.

4.3 SOUTH NEPEAN URBAN AREA (AREA 3) SECONDARY PLAN

The plan sets out as objectives for employment opportunities as follows:

- *To promote the South Merivale Business Park as a prestige high technology/business area;*
- *To encourage uses compatible with this prestige high technology business area;*
- *To encourage the location of service employment uses and home based businesses within residential neighbourhoods; and,*
- *To ensure that development is planned to sensitively interface with adjacent residential areas.*

The proposed uses are consistent with these objectives. The subject parcels are well separated from residential areas by over 180m.

Schedule A – Land Use Plan at Section 2.0 designates the subject site as Prestige Business Park and names it the South Merivale Business Park. Bill Leathem Drive and Leikin Drive are both designated as Collectors. The Prestige Business Park designation states that: *“this park shall provide up to 10,000 jobs.”* and that: *“This area shall be developed in accordance with the policies of Ottawa Official Plan Section 3.6.5.”*

Section 2.1.1 states:

Permitted uses within the "Prestige Business Park" designation amongst other suitable uses acceptable to the City, include the following:

1. *offices, including ancillary retail and service uses and restaurants, where internally integrated within the office building and intended for the use of local businesses and employees;*
2. *various forms of light manufacturing, assembly, processing and fabrication of goods and materials;*
3. *warehousing, indoor storage, ancillary and related administrative and service functions;*
4. *research and development facilities and advanced technology industries;*
5. *hotels and convention centres, including accessory and co-located retail service and .*
6. *entertainment facilities;*
7. *sports, health and fitness recreational uses including ancillary retail and service uses;*
8. *limited retail and service uses supporting the business park activities;*
9. *banks and financial institutions; and*
10. *pocket parks and open space linkages.*

Warehouse is permitted in the designation.

Section 2.1.2 notes that the business park is within the Ottawa Airport Operating Influence Zone and: *“As such, noise-sensitive development will not be permitted.”*

The proposal does not include noise-sensitive development.

Section 3.0 of the plan sets out Urban Design Policies. Some of these relate to new subdivisions and/or residential development. Others related to zoning have limited relevance to this application for Zoning By-law Amendment as this application does not proposed to vary any zoning provisions, just permitted uses.

4.4 ZONING BY-LAW

It is proposed to amend the Zoning By-law to add ‘warehouse’ and ‘truck transport terminal’ to the stand alone permitted uses in the IL9 subzone. Warehouse is currently permitted when associated with another permitted use and ‘truck transport terminal is not amongst the permitted uses. Both uses are permitted in the Urban Employment designation and in the parent IL – Light Industrial Zone. Allowing warehouse as a stand alone use and re-introducing truck transport terminal use to the business park is appropriate and represents some of the highest and best uses for the subject site. There are no other proposed changes to the IL9 Subzone provisions as they are seen appropriate for the development of the site. There will be no impacts on adjacent uses within the South Nepean Business Park because they share the same IL9 zoning. There will be no impacts on the adjacent Greenbelt land to the north and to the west because warehouse is currently a permitted use when associated with another permitted use and truck transport is typically associated with a warehouse use.

The business park was developed in the 1990s. Based on aerial photos, by 1999 the RCMP building and the Enbridge Gas and Canada Post depot were in place. The only development to have occurred in the 22 years since then has been the office building at 61 Bill Leathem Drive which was completed in 2008.

The proposed warehouse and truck transport terminal uses will fulfill a vital and growing need in the urban economy. They will enhance the underlying value of the parcels in the business park. Recent experience and trends clearly demonstrate that warehouse, truck transportation and distribution of goods in general is going to continue to grow with on-line shopping while the demand for “bricks and mortar” stores is likely to decline somewhat. Warehouse and truck transport terminal are not noxious or heavy industrial uses that will impact on other potential uses that may be developed on the few remaining parcels.

5.0 | CONCLUSION

It is our assessment that the proposed Zoning By-law Amendment is consistent with the *Provincial Policy Statement*, conforms to the *City of Ottawa's Official Plan including the South Nepean Urban Area (Area 3) Secondary Plan* and is consistent with the general intent and purpose of the parent IL – Light Industrial Zone in *Zoning By-Law 2008-250*

This planning rationale, along with the associated technical studies, supports the proposed zoning amendment. The proposed zoning amendment is an appropriate and desirable addition to the business park and represents good planning.

Sincerely,

NOVATECH

Prepared by:

A blue ink signature, likely of James Ireland, consisting of stylized initials and a surname.

James Ireland, BUPD
Planner

Reviewed by:

A blue ink signature, likely of Greg Winters, written in a cursive style.

Greg Winters, MCIP, RPP
Senior Project Manager