



## **Strandherd Drive and Borrisokane Road**

Development Options Report  
August 19, 2022



Prepared for Southbridge Health Care LP

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

August 2022

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# Development Options Report

## Strandherd Drive and Borrisokane Road

August 19, 2022

**Mr. Alexandre Da Costa**

Vice President – Development  
Southbridge Health Care LP  
766 Hespeler Road, Suite 301  
Cambridge, ON NH3 0Z8

Via Email: [adacosta@southbridgecare.com](mailto:adacosta@southbridgecare.com)

**RE: Development Options Report  
Strandherd Drive and Borrisokane Road**

Dear Mr. Da Costa

Fotenn has prepared a Development Options Report of the lands at the intersection of Strandherd Drive and Borrisokane Road in the City of Ottawa (“the subject site”). The following assessment presents the highest and best use for the lands based on the current policies and the character of the surrounding area.

The following policy documents have been reviewed which form the basis of our findings:

- / City of Ottawa Official Plan (2003, as amended);
- / New City of Ottawa Official Plan (2021, subject to ministerial approval);
- / Ontario Land Use Planning Guideline: D-6 Compatibility between Industrial Facilities;
- / South Nepean Secondary Plan for Area 8; and,
- / City of Ottawa Comprehensive Zoning By-law (2008-250);

Please note that this report is based solely on the applicable policy and regulatory framework and did not have the advantage of technical studies being prepared, such as geotechnical, servicing, structural, etc. If you have any questions, please do not hesitate to contact us at [dhillon@fotenn.com](mailto:dhillon@fotenn.com) and [casagrande@fotenn.com](mailto:casagrande@fotenn.com).

Sincerely,



Bipin Dhillon, MPA M.PL  
Planner



Brian Casagrande, MCIP RPP  
Planner

## Summary of Findings

### Site Context:

- / A long-term care home would match the urban fabric of the site context as institutional and light commercial uses are to the north and residential uses are to the east and south, providing a transition between the areas. A five storey retirement home across the street from Strandherd Drive provides an established height profile in the area.
- / Frontages on two arterials provide excellent access to the Ottawa's road network and opportunities to increase density.
- / Hydro poles are located along both frontages on Strandherd Drive and Borrisokane Road. A setback of 2m is required at grade and a 5m radius from the lines (generally above the second storey).
- / Mature vegetation on the south property line may require a Tree Information Report/Tree Conservation Report.

### City of Ottawa Official Plan (2003, as amended):

- / The subject property is designated as 'Urban Employment Area' which permits traditional light commercial uses such as manufacturing, warehousing, distribution, storage, communication, construction, office, research and development, and showroom uses. These lands act as a buffer between heavier industrial uses and other uses.
- / The 'Urban Employment Area' designation allows for ancillary support uses to accommodate the above uses, such as recreational, health and fitness, childcare, and service commercial uses.

### New City of Ottawa Official Plan (2021, Subject to Ministerial Approval):

- / A new Official Plan for the City of Ottawa has been adopted by Council and is under review by the Ministry of Municipal Affairs and Housing. While the New Official Plan is not yet in force, any new applications shall have regard for its policies.
- / The subject property is designated as 'Mixed Industrial', which permits a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial, and non-residential stand-alone licensed care centres.
- / Policy 2 of Section 6.5.3 states that sensitive institutional uses (including private schools, community centres, licensed care centres, or places of worship) may be considered through a site-specific amendment to the Zoning By-law if all of the following criteria are met:
  - There are no adverse health impacts from adjacent uses and the sensitive institutional use does not impede an existing Mixed Industrial use's ability to operate via a Ministry of the Environment, Conservation and Parks permit;
  - There are no traffic impacts that would impede a Mixed Industrial use's operations;
  - Is located within 600 metres of a residential zone;
  - Is located a minimum of 300 metres away from zones where heavy industrial lands are permitted.
- / An Evolving Overlay is applied to the subject property, which signals a gradual evolution over time in a built environment that supports intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

### Ontario Land Use Planning Guideline: D-6 Compatibility between Industrial Facilities

- / If a proposed use is permitted in the official plan, but rezoning is required, or if both redesignation and rezoning are required, then this guideline shall apply.
- / No sensitive land uses (this includes all residential uses) shall be permitted within the actual or potential influence areas of Class I, II, or III industrial lands uses, without evidence to substantiate the absence of a problem.

South Nepean Secondary Plan for Area:

- / The subject property falls on the eastern edge of the 'Prestige Business Park' land use category. Development shall primarily consist of traditional business park uses under this designation such as research and development facilities, advanced technology industries and services, light manufacturing and production facilities, offices, banks, and a limited amount of small scale support services.
- / Building height next to Strandherd Drive is limited to 18.0 metres maximum.
- / Minimum lot area should be generally 1.0 ha and the maximum lot coverage should be 50% of the lot area. Substantial landscaped areas next to public streets will be conditions of site plan approval for all development within this designation.
- / Large open parking areas next to Strandherd and Main Street (current Chakra Street/Chapman Mills Drive) shall be discouraged.

City of Ottawa Zoning By-law (2008-250):

- / The subject property is zoned DR: Development Reserve. The purpose of the DR zone is to recognize lands for future urban development. A Zoning By-law amendment will be required.
- / The 100-year flood plain limit overlay is located just outside the western portion of the subject property. A 15m setback is required.

Recommendation:

**Based on the Background and Policy Review, the subject property is a suitable site for a 5-6 storey Long-term Care Home based on the following criteria:**

- / A long-term care home would provide an adequate transition to the residential buildings to the south/east and the institutional buildings to the north. The five storey retirement home across Strandherd Drive provides precedent in the area.
- / The subject property meets Policy 2 of Section 6.5.3 of the New City of Ottawa Official Plan, which states that sensitive institutional uses (including private schools, community centres, licensed care centres, or places of worship) may be considered through a site-specific amendment to the Zoning By-law if all of the following criteria are met:
  - There are no adverse health impacts from adjacent uses and the sensitive institutional use does not impede an existing Mixed Industrial use's ability to operate via a Ministry of the Environment, Conservation and Parks permit;
  - There are no traffic impacts that would impede a Mixed Industrial use's operations;
  - It is located within 600 metres of a residential zone;
  - It is located a minimum of 300 metres away from zones where heavy industrial lands are permitted.
- / Although the subject property falls under the suburban low-rise transect for building height under the New Official Plan, an evolving overlay is applied to the area, offering opportunities for intensification.
- / The large area of the subject property provides enough land to meet the required 20 metre minimum separation distance and 70 metre zone of influence listed for Class I industrial uses under the Ontario Land Use Planning Guideline: D-6 Compatibility between Industrial Facilities.
- / Under the South Nepean Secondary Plan, the building height designation next to Strandherd Drive is 18.0 metres.

**A Zoning By-law Amendment is required for the current Development Reserve Zone, as it is typically a placeholder zone until future development can be contemplated. It is recommended that the subject property be rezoned to 'Minor**

**Institutional Zone’ as it permits Residential Care Facilities and complements the surrounding urban fabric with the abutting Minor Institutional Zone properties to the north of the subject property. The General Mixed Use zone should also be explored as an alternative as it permits Residential Care Facilities and offers a greater flexibility of uses if the lands are ever required to be severed or sold in the future. Proposing this zone would however, likely require a site specific exception to restrict uses that are not deemed to be aligned with the policy direction.**

**As the New Official Plan is currently under Ministerial review, rezoning will either need wait for its approval or amend of the existing Official Plan. Furthermore, additional assessment may be needed in regard to the criteria to be met under enabling Policy 2 of Section 6.5.3 of the New Official Plan. An informal consultation meeting with the City is strongly recommended to clarify any technicalities that may arise with proposed height and proposing a residential care facility in the ‘Mixed Use Industrial’ of the New Official Plan, especially with consideration to the Ontario’s Land Use Planning Guideline: D-6 Compatibility between Industrial Facilities.**

Additional Considerations:

- / In terms of current development applications in the area, File No. D07-16-20-0021 (3285, 3288, 3300, 3305 Borrisokane Road) proposes a Draft Plan of Subdivision. The proposal consists of a mix of detached dwellings, townhouse dwellings and one higher density block for a total of approximately 1,450 units. The draft plan also proposes 45 streets, 13 lanes, nine walkway blocks and five parks. The subject lands are approximately 88 hectares in area. The existing site conditions comprise primarily of former and fallow agricultural lands, extending to the banks of the Jock River to the south, the Fraser-Clarke Creek to the east and north, and the Foster Creek to the west. This property is the south abutting land use zone and is zoned R3YY[2766] as seen in Figure 11. More information can be found under the City of Ottawa’s Development Applications Search.
- / It is recommended that the neighbour to the south is consulted in regard to future residential care facility development concepts.



## Site Context and Surrounding Area

### 2.1 Site Description

The subject property is located at the intersection of Strandherd Drive and Borrissokane Road in the Stonebridge-Half Moon Bay-Heart's Desire neighbourhood in the City of Ottawa. Currently, the majority of the subject property is undeveloped except for a section of mature vegetation on the southeast border of the property. The subject property fronts Borrissokane Road for 148.04 metres and Strandherd Drive for 229.48 metres, with a total area of 25,107.51 m<sup>2</sup>. It is important to note that hydro poles run along both Borrissokane Road and Strandherd Drive for the entire frontage of the property.

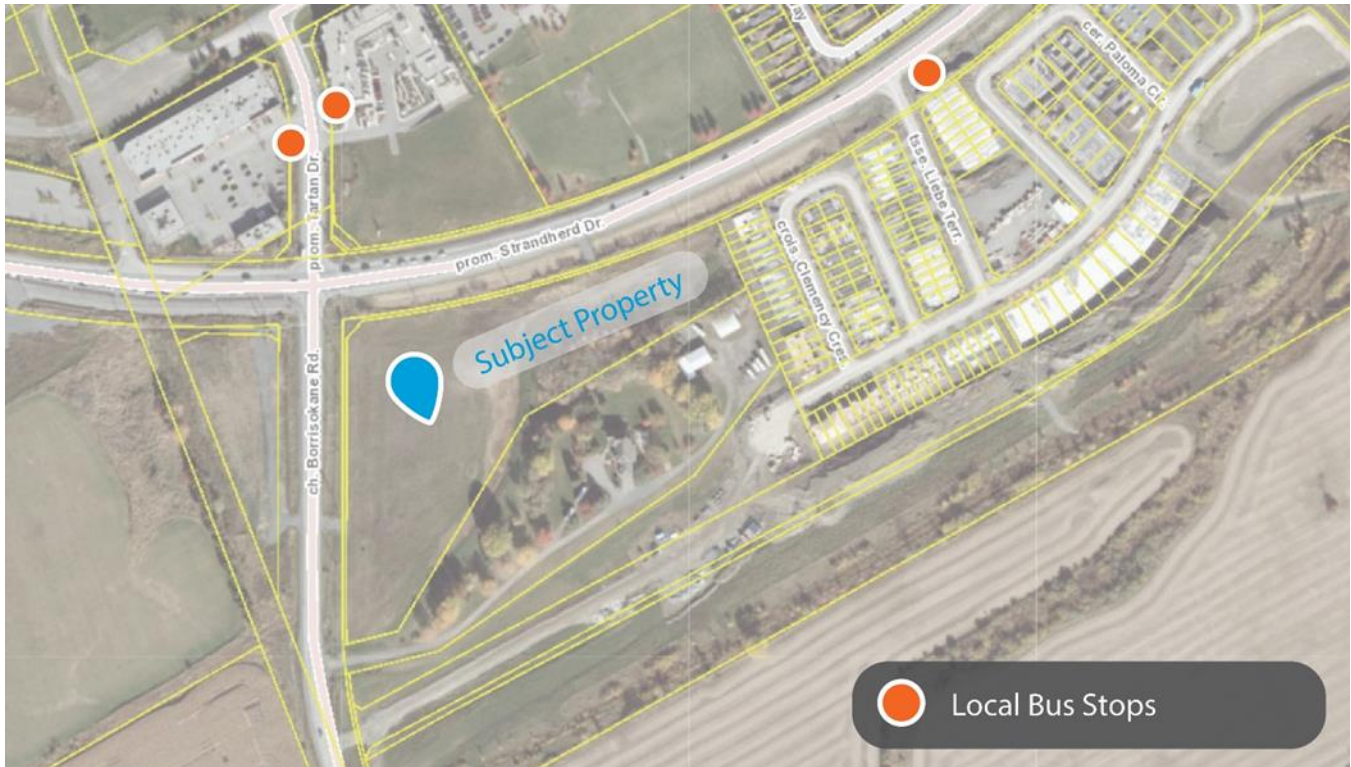


Figure 1: Aerial photo of subject property.

### 2.2 Surrounding Context

**North:** The subject property is bound by the arterial road of Strandherd Drive, followed by institutional zoned lands that consist of the five storey Viva Barrhaven Retirement Community and the Ottawa Christian High School. These lands are bordered by a mix of residential and parkland.

**East:** The subject property is bordered a by newly developing suburb which is nearing completion. It consists of a mixture of semi-detached, single detached, and townhouse dwellings.

**South:** The parcel to the immediate south consists of a large detached dwelling with a private approach, ancillary structures, and mature trees and vegetation throughout the property. This is followed by undeveloped development reverse lands that leads to the Jock River.

**West:** The subject property is bound by the arterial road of Borrissokane Road to the west, followed by undeveloped development reserve lands.

### 2.3 Road Network

As per Schedule E – Urban Road Network (Figure 2), the subject property is bordered by the east-west Arterial Road of Strandherd Drive to the North, providing a vital connection to Veteran’s Memorial Highway to the west. To the west, the subject property is bordered by the north-south Arterial Road of Borrisokane Road. Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distance.



Figure 2: Subject Property on Schedule E – Urban Road Network of the City of Ottawa Official Plan.

### 2.4 Transit Network

As per Schedule C2 – Transit Ultimate Network of the New City of Ottawa Official Plan (Figure 3), the subject property does not abut any major transportation routes, except for local bus stops as seen in Figure 1. However, the subject property is within close proximity to the future Chapman Mills Drive At-Grade BRT corridor, providing linkages to the O-train line in the Barrhaven town centre.

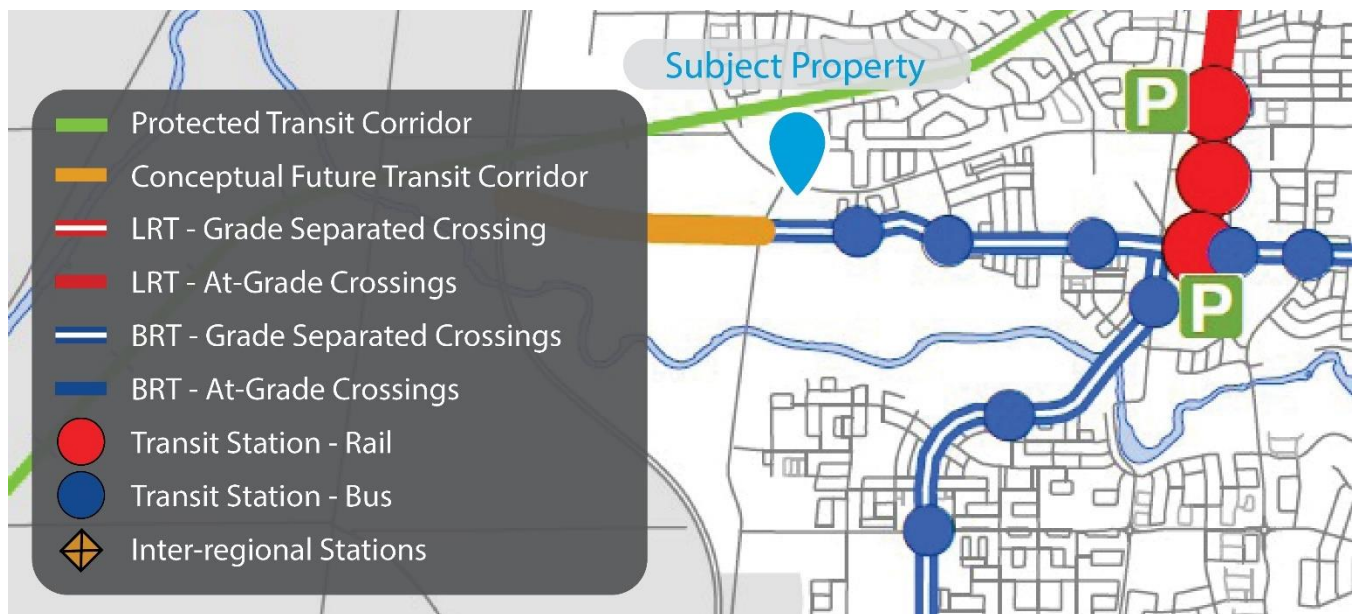


Figure 3: Subject Property on Schedule C2 – Transit Ultimate Network of the New City of Ottawa Official Plan.



## 2.5 Active Transportation Network

The subject property is well connected to the City's urban network as the subject property fronts Strandherd Road, which consists of both a Spine Route and a Multi-use pathway. Spine routes follow major roadways (typically arterials) and may provide a reserved space for cyclists, ideally either a cycle track or a buffered bike lane. Spine routes will provide access along major corridors, connecting the Cross-Town Bikeways and major off-road bike paths to local neighbourhood local routes and Neighbourhood Bikeways. Multi-use pathways are facilities that are physically separated from the road and shared with pedestrians. These facilities may be either adjacent to a road or away from the roadway corridor. As physically separated facilities, multi-use pathways provide a high level of comfort for cyclists.

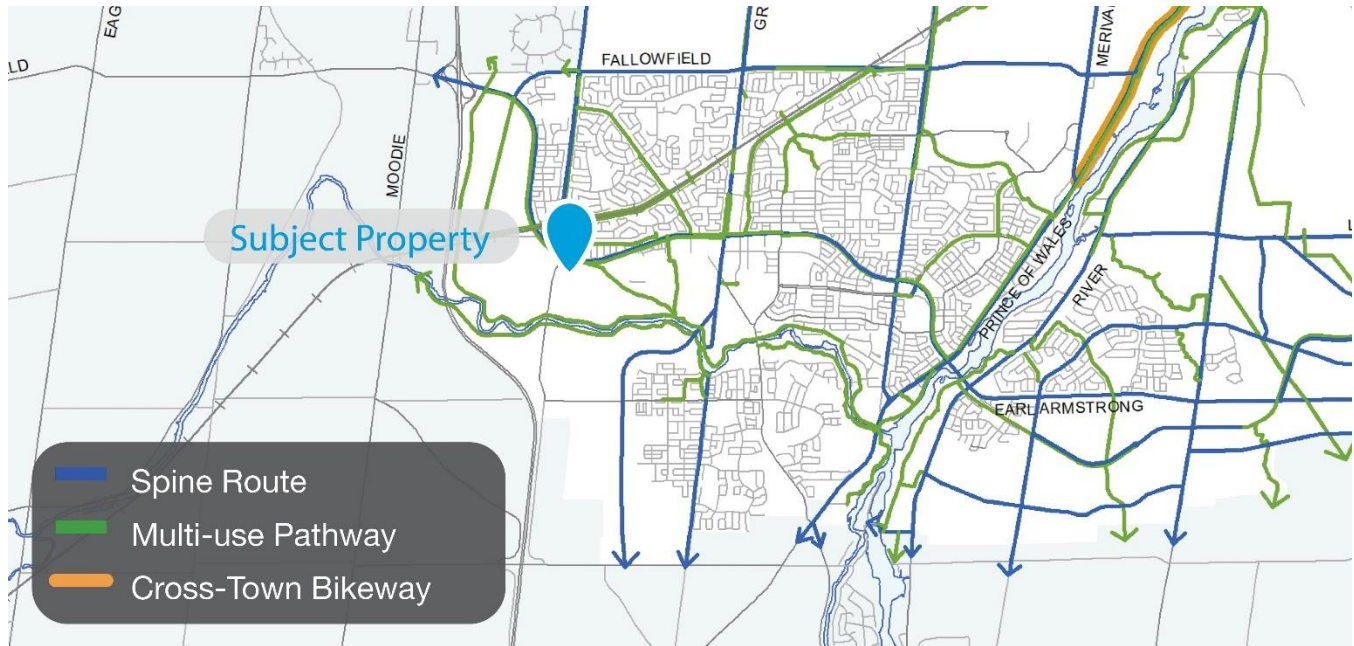


Figure 4: Subject Property on Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan.

# 3.0 Policy and Regulatory Review

## 3.1 City of Ottawa Official Plan (2003, as amended)

The subject property is designated as 'Urban Employment Area' on Schedule B – Urban Policy Plan as seen in Figure 5. Urban Employment Areas are intended to be established clusters of business and economic activity capable of accommodating more than 2000 jobs and with a broad spectrum of job densities. Typically, Urban Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floor plate, and they are usually well situated with respect to major roads.

It is important to note that the 'Urban Employment Area' designation is to be phased out in the New City of Ottawa Official Plan (2021, subject to ministerial approval) in favour of integrated employment and residential uses in mixed use hubs and corridors throughout the city.

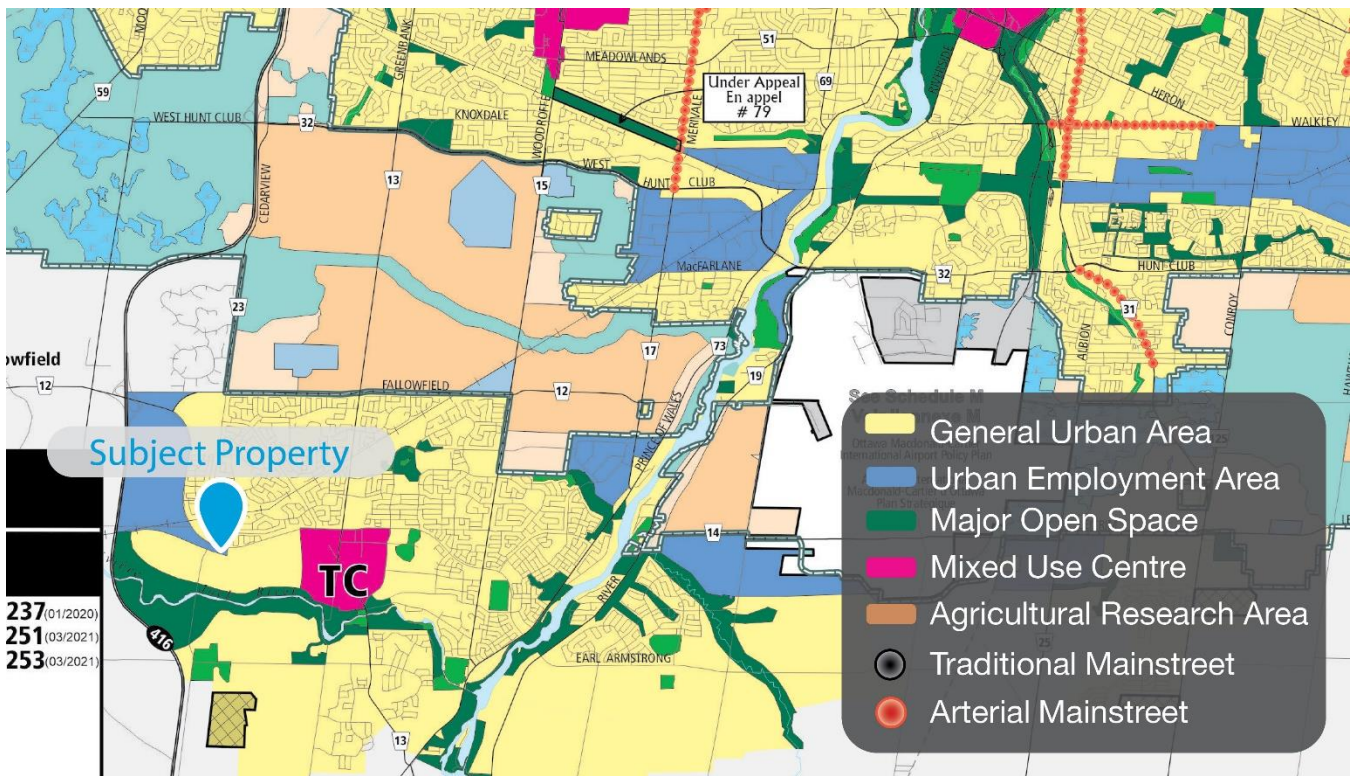


Figure 5: Subject Property on Schedule B - Urban Policy Plan of the Official Plan

The following policies should be considered:

- / Policy 2 a) of Section 3.6.5 permits traditional uses such as manufacturing, warehousing, distribution, storage, communications, and construction
- / Policy 2 c) of Section 3.6.5 permits office uses and similar uses at similar densities, including research & development and emergency services.
- / Policy 2 d) of Section 3.6.5 permits sample and showroom uses.
- / Policy 2 e) of Section 3.6.5 permits a variety of ancillary uses, such as recreational, health and fitness uses, child care, and service commercial uses (such as convenience stores, doctor and dentist offices, coffee shops,



restaurants, banks, dry-cleaning, service stations, or gas bars) consisting of small occupancies on individual pads, withing a building containing a permitted use, in groups as part of a small plaza, or on small lots.

- / Policy 2 g) of Section 3.6.5 distinguish uses with characteristics that are likely to impact negatively on surrounding areas (e.g. heavy industrial uses that produce odours, dust, smoke, or noise) from those that are likely to have negligible impacts (e.g. light commercial or research & development).
- / Policy 3 of Section 3.6.5 states the city will discourage the removal of employment lands for other uses as set out in this plan.

### 3.2 New City of Ottawa Official Plan (2021, subject to ministerial approval)

A new Official Plan for the City of Ottawa has been adopted by Council and is under review by the Ministry of Municipal Affairs and Housing. While the New Official Plan is not yet in force, any new applications shall have regard for its policies. Planning applications received after October 27, 2021, will be evaluated against the policies of both the existing and the new Official Plan with the more restrictive of the policies applying. For requests that conform to the New Official Plan but not to the existing Official Plan, Council can approve the application, but it would only come into effect when the New Official Plan is in force.

#### 3.2.1 Mixed Industrial Designation (Section 6.5)

The subject property is designated as 'Mixed Industrial' with an 'Evolving Neighbourhood Overlay' on Schedule B6 – Suburban (Southwest) Transect of the New Official Plan. Mixed Industrial areas are characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial service uses and non-residential sensitive uses such as places of worship, indoor recreational uses and **stand-alone licensed care centres** that would otherwise not be permitted on lands designated Industrial and Logistics. Because the primary uses are not considered a nuisance or have high impacts, these areas can diversify more than Industrial and Logistics areas and can blend more into surrounding neighbourhoods.

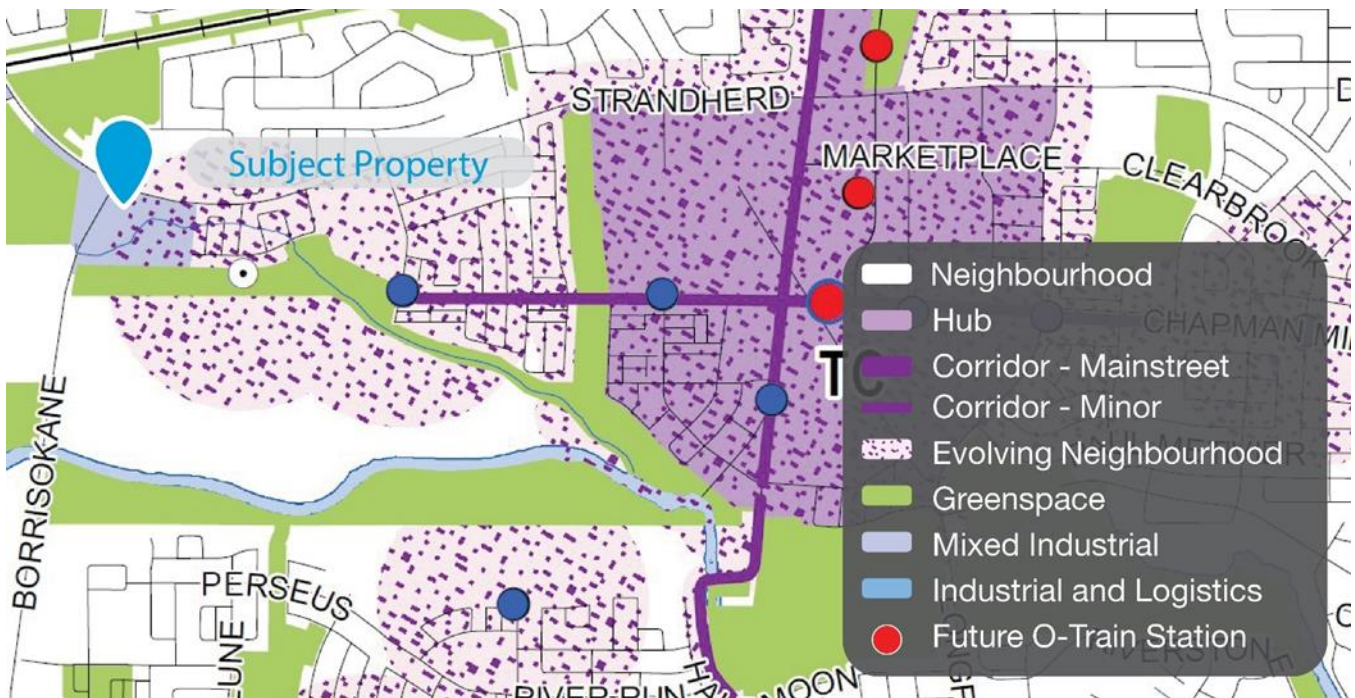


Figure 6: Subject property on Schedule B6 – Suburban (Southwest) Transect of the New Official Plan.

The following policies should be considered:

- / Policy 2 of Section 6.5.1 permits the following uses in the Mixed Industrial designation:
  - Low-impact industrial uses including light manufacturing, warehousing, distribution, and storage;
  - Automotive sales and service, heavy equipment sales and service;
  - Trades and contractors such as carpenters, plumbers, electrical and heating, ventilation and air conditioning;
  - Major offices and small-scale offices (10,000m<sup>2</sup> or less)
- / Policy 6 of Section 6.5.1 states the Zoning By-law and site specific applications shall implement, to the extent possible, the Province's Land Use Compatibility Guidelines to ensure that impact between industrial uses and sensitive land uses are minimized. **Please see section 3.3 of this report.**
- / Policy 7 of Section 6.5.1 states that residential uses are not permitted.
- / Policy 1 of Section 6.5.2 states that uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.
- / Policy 1 a) of Section 6.5.3 states commercial service may be permitted in Mixed Industrial areas in support of 15-minute neighbourhoods, 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).
- / Policy 1 b) of Section 6.5.3 states that permitted commercial services may be located within:
  - Standalone buildings
  - Within a building containing a permitted Mixed Industrial use
  - In buildings that group more than one of these services
- / Policy 1 c) of Section 6.5.3 states 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.
- / Policy 1 d) of Section 6.5.3 states that developments shall demonstrate how the proposed use(s) achieves the 15-minute neighbourhood objectives.
- / Policy 1 e) of Section 6.5.3 states appropriate cycling and pedestrian facilities may need to be provided where not currently available.
- / Policy 2 of Section 6.5.3 **states that sensitive institutional uses (including private schools, community centres, licensed care centres, or places of worship) may be considered through a site-specific amendment to the Zoning By-law if all of the following criteria are met:**
  - There are no adverse health impacts from adjacent uses and the sensitive institutional use does not impede an existing Mixed Industrial use's ability to operate via a Ministry of the Environment, Conservation and Parks permit; (Please see section 3.3 of this report)
  - There are no traffic impacts that would impede a Mixed Industrial use's operations;
  - Is located within 600 metres of a residential zone;
  - Is located a minimum of 300 metres away from zones where heavy industrial lands are permitted.

**The subject property is located within 600 metres of two residential zones, as it abuts residential properties on the south and east property lines, as seen in Figure 7 below. The subject property is well beyond 300 metres of the nearest heavy industrial designated lands on the New Official Plan, as seen in Figure 8.**





Figure 7: Aerial photo of subject property outlined in blue and surrounding residential properties outlined in orange.

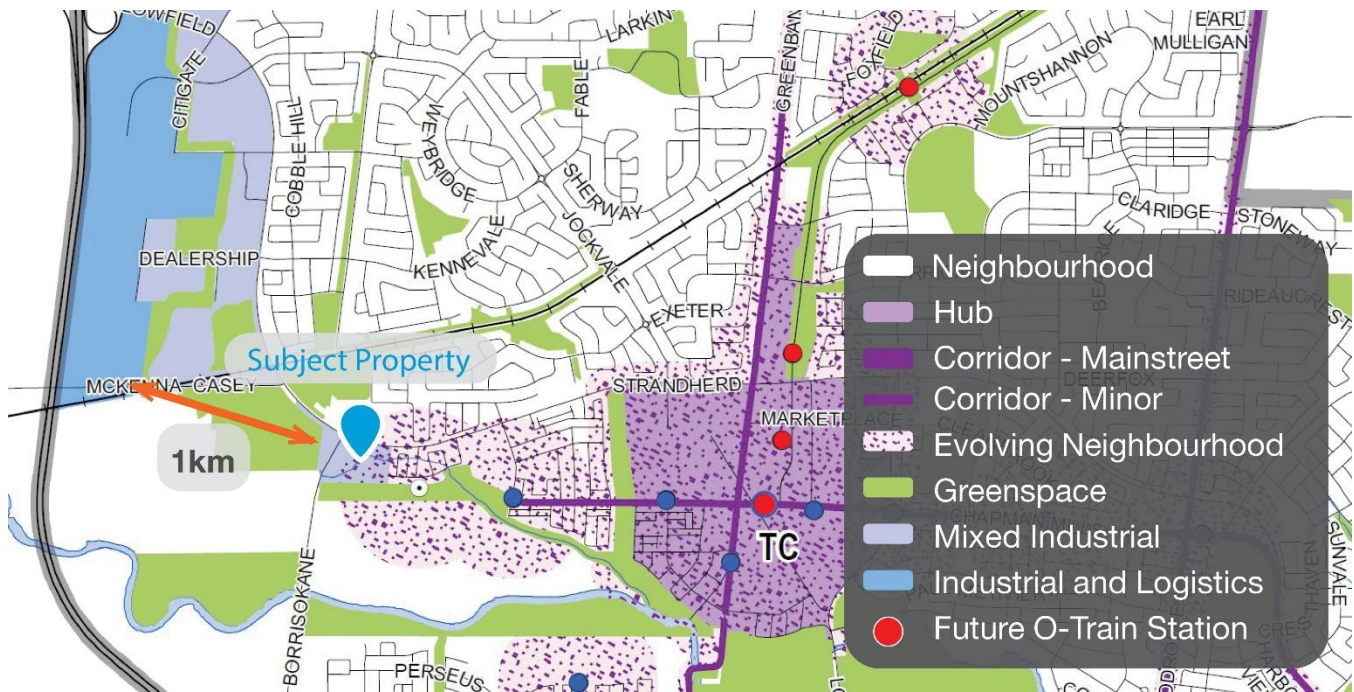


Figure 8: Subject property on Schedule B6 – Suburban (Southwest) Transect of the New Official Plan. The orange line indicates a 1km separation distance.

### 3.2.2 Evolving Overlay (Section 5.6.1.1)



The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The following policies should be considered:

- / Policy 2 a) of Section 5.6.1.1 states the Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics.

### 3.2.3 Meeting Employment Needs (Section 3.5)

The following policies should be considered:

- / Policy 2 of Section 3.5 states employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.
- / Policy 3 of Section 3.5 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 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 offices and other service-oriented uses located within Mixed Industrial areas.

## 3.3 Ontario Land Use Planning Guideline: D-6 Compatibility between Industrial Facilities

This guideline is intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another. If a proposed use is permitted in the official plan, but rezoning is required, or if both redesignation and rezoning are required, then this guideline shall apply.

### 3.3.1 Guideline

Incompatible land uses are to be protected from each other, in land use plans, proposals, policies and programs to achieve the Ministry's environmental objectives. Distance is often the only effective buffer, however, and therefore adequate separation distance, based on a facility's influence area, is the preferred method of mitigating 'adverse effects'. The separation distance should be sufficient to permit the functioning of the two incompatible land uses without an 'adverse effect' occurring. Separation of incompatible land uses should not result in freezing or denying usage of the intervening land.

### 3.3.2 Implementation

When a change in land use will place sensitive land use(s) within the influence area/potential influence area or one or more facilities, Ministry staff shall expect the proponent, along with the approving authority, to prevent land use conflicts.

Ministry staff or the delegated authority, when circulated, will provide comments to the approving authority on applications, planning documents, evaluations and studies. However, staff will not normally review reports in isolation of the development proposal or planning document. Ministry staff or the delegated authority will normally comment on the feasibility of a development proposal at the official plan amendment (OPA) or plan of subdivision/condominium stage. These are the areas of municipal plan review with which the Ministry is routinely involved.

When staff question the feasibility of meeting Ministry objectives within the context of the particular development proposal, feasibility studies shall be required prior to the Ministry or delegated authority recommending draft approval for plans of subdivision/condominium or OPA approval. The Ministry or delegated authority shall also require implementation

of any necessary mitigation measures as a condition of draft approval. Staff must then be satisfied that conditions are met before recommending final approval.

### 3.3.3 When a Sensitive Land Use is Proposed

The proponent shall evaluate the proposal and provide evidence to the approving authority that a compatibility problem will not exist. The purpose of the evaluation/study would be as follows:

- / Evaluate Impacts: The proponent is responsible for evaluating the severity of impacts, both before and after mitigation, within the facility or facilities influence area(s) or potential influence area(s), according to whether there will be a trivial impact (i.e. no adverse effect) or a significant impact (i.e. an adverse effect).

Information to be provided, and when necessary gathered from the local municipality, Ministry Regional or District Offices and other appropriate agencies, and utilized in the decision-making process may include but is not necessarily limited to:

- Nature of the sensitive land use;
  - All existing and committed facilities within the study area, and those not within it but which would impact the study area;
  - Duration, timing and types of operational activities, shipping, receiving and other transport activities, and outputs/contaminants (e.g. noise, odour, dust/particulates, vibration) associated with the facility or facilities;
  - Distance of sensitive land use from facility or facilities or facility/facilities influence area(s)/potential influence area(s)
  - Hours of operation/normal use periods for both the facilities and sensitive land use;
  - Site plan details and building fenestration for sensitive land use (i.e. number, type and location of windows);
  - Wind patterns, topography, and natural man-made barriers/buffers (e.g. elevation, vegetation, walls, berms, ground and surface water); and
  - Any existing complaint history associated with the operation of facilities which would impact the sensitive land use site.
- / Identify/Implement Feasible Mitigation
    - The proponent is responsible for proposing, designing and implementing mitigation, as required by the Ministry, delegated authority and/or approving authority. Mitigative measures can be located either at the contaminant source or elsewhere on the facility site, on the sensitive land use site, or on the site of an intervening land use.

### 3.3.4 Permitted Uses Within Industrial Land Use Designation

According to Appendix A: D-6-1 Industrial Categorization Criteria, the Mixed Industrial Designation of the New Official Plan would best align with the 'Class I' industrial category. The criterion for this category is as follows:

- / Outputs:
  - Noise: Sound not audible off the property
  - Dust and/or Odour: Infrequent and not intense
  - Vibration: No ground-borne vibration on plant property
- / Scale:
  - No outside storage
  - Small scale plant of scale is irrelevant in relation to all other criteria for this class
- / Process:
  - Self-contained plant or building which produces/stores a packaged product. Low probability of fugitive emissions.
- / Operation/Intensity:
  - Daytime operations only
  - Infrequent movements or products and/or heavy trucks

Class I has a minimum separation distance of 20 metres and a potential zone of influence of 70 metres. The Ministry has identified influence areas through case studies and past experience. Figure 9 below shows the dimensions of the subject property, indicating an adequate amount of land buffering on site, should it be required.

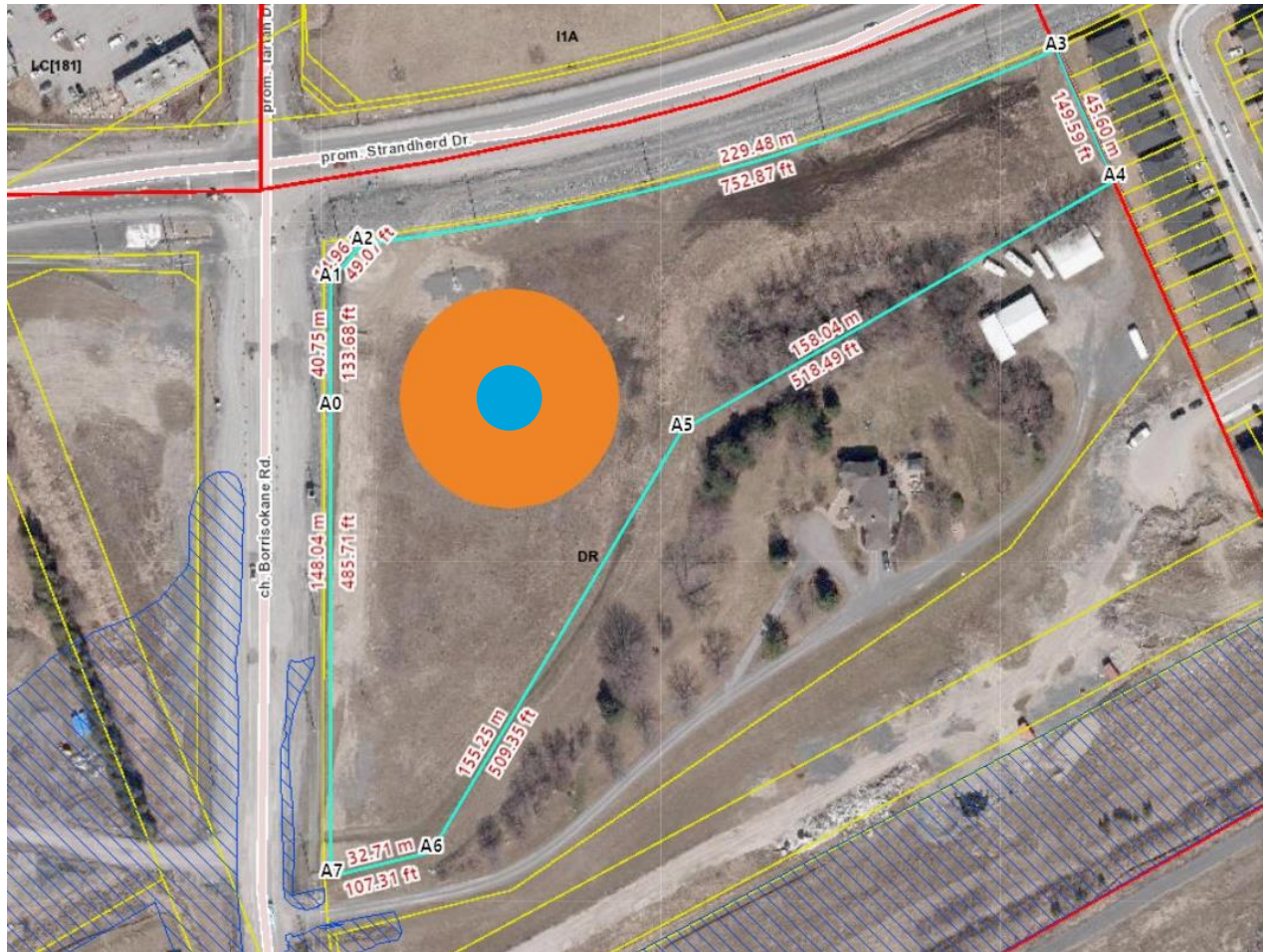


Figure 9: Dimensions of the subject property parcel, retrieved from GeoOttawa. As a point of reference, the orange circle represents a 70 metre zone of influence, while the blue circle represents a 20 metre minimum separation distance.

### 3.3.5 Vacant Industrial Land

Where there is no existing industrial facility within the area designated/zoned for industrial land use, determination of the potential influence area shall be based upon a hypothetical “worst case scenario” for which the zoned area is committed. Therefore, Ministry staff or the delegated authority shall use the outside range of the potential influence area to determine an appropriate separation distance.

### 3.3.6 Change in Land Use is Proposed within an Influence Area or Potential Influence Area

Influence areas should act as a “flag”, and no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II, or III industrial land uses, without evidence to substantiate the absence of a problem.

### 3.4 South Nepean Secondary Plan for Area 8

It is important to note this plan will no longer be in effect once the New City of Ottawa receives ministerial approval.

This Secondary Plan for Area 8 in South Nepean provides detailed policies and an approach to guide the future development of the subject lands. The Secondary Plan provides a strategy for housing, employment, recreation, environmental conservation and the provision of infrastructure in this part of South Nepean. The policies arising from this Secondary Plan form part of the Ottawa Official Plan and should be read in conjunction with the policies of the Official Plan.

#### 3.4.1 Land Use and Densities

In accordance with Schedule A5 as seen in Figure 3, land in Area 8 shall be divided into the following broad land use categories:

- / Residential
- / Prestige Business Park
- / Local Commercial
- / Conservation Area
- / Storm Water Management

These designations are intended to show the general area of land use in accordance with the provisions of the text. The boundaries are not to be scaled or strictly interpreted and may vary without amendment to this plan, provided the general intent and policies of the plan are upheld.

Under Figure 10, the subject falls on the eastern edge of the 'Prestige Business Park' land use category. The function of this designation is to provide for employment opportunities characterized by lot to mid-level industrial buildings, typical of business park developments.



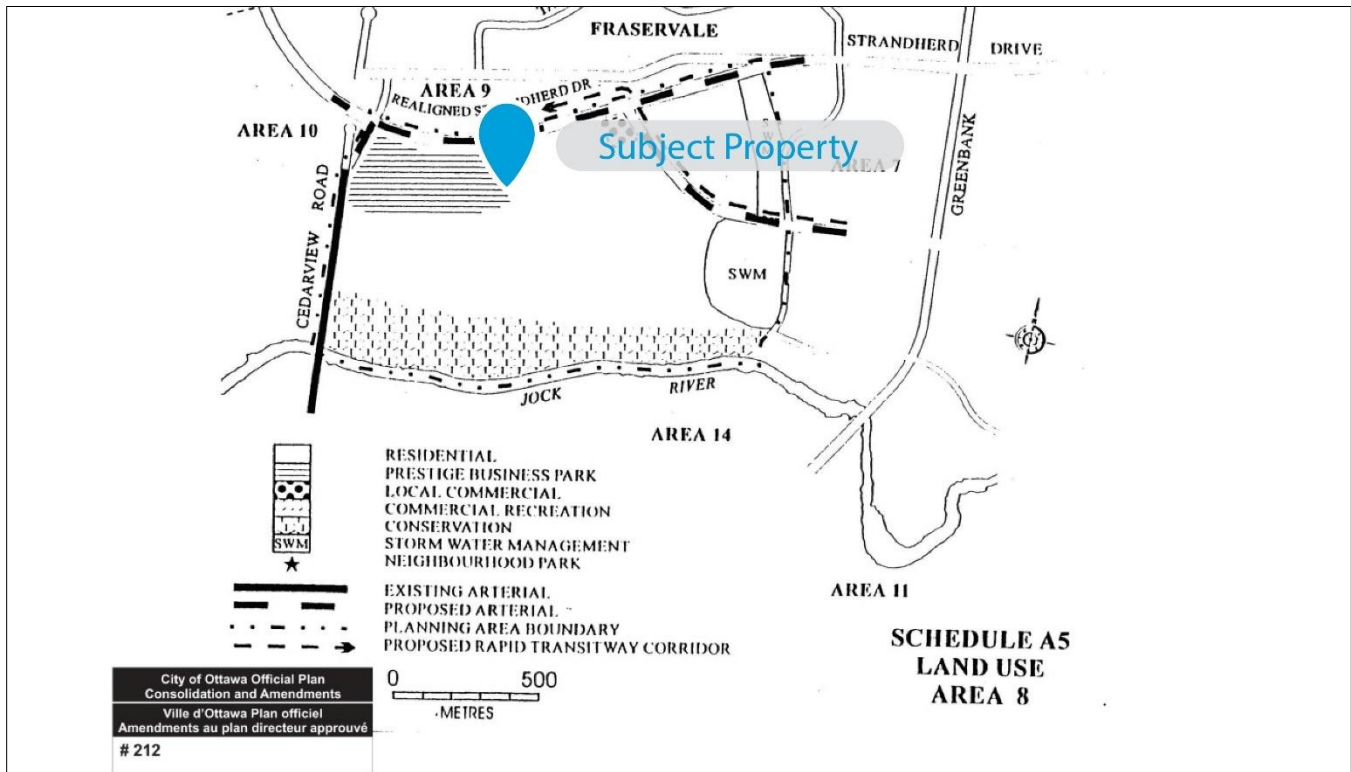


Figure 10: Subject property on Schedule A5 – Land Use, Area 8 of the South Nepean Secondary Plan for Area 8.

### 3.4.2 Uses and Densities (Section 4.3.2.3)

The following policies should be considered:

- / Policy 1 of Section 4.3.2.3 states that development shall primarily consist of traditional business park uses.
- / Policy 2 of Section 4.3.2.3 states permitted uses shall include research and development facilities, advanced technology industries and services, light manufacturing and production facilities, offices, banks, and a limited amount of small scale support services (e.g. restaurants) that are intended to serve the Prestige Business Park.
- / Policy 3 of Section 4.3.2.3 states employment at build-out shall achieve a minimum of 350 jobs.

#### Development Regulations (Section 4.3.2.4)

- / Policy 1 of Section 4.3.2.4 states the building height next to Strandherd Drive is limited to 18.0 metres maximum.
- / Policy 3 of Section 4.3.2.4 states front yard setbacks for development next to Strandherd Drive shall be minimized.
- / Policy 4 of Section 4.3.2.4 states the minimum lot area should be generally 1.0 ha and the maximum lot coverage should be 50% of the lot area. Substantial landscaped areas next to public street will be conditions of site plan approval for all development within this designation.

#### Urban Design Guidelines (Section 6.1)

- / Policy 2 of Section 6.1 states existing stands of trees and vegetated areas should be integrated within the landscaping of new developments.
- / Policy 7 of Section 6.1 states large open parking areas next to Strandherd and Main Street shall be discouraged.



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

The subject property is zoned DR: Development Reserve. The purpose of the Development Reserve is to:

- / Recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan;
- / Limited the range of permitted uses those will not preclude future development options; and
- / Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land use.

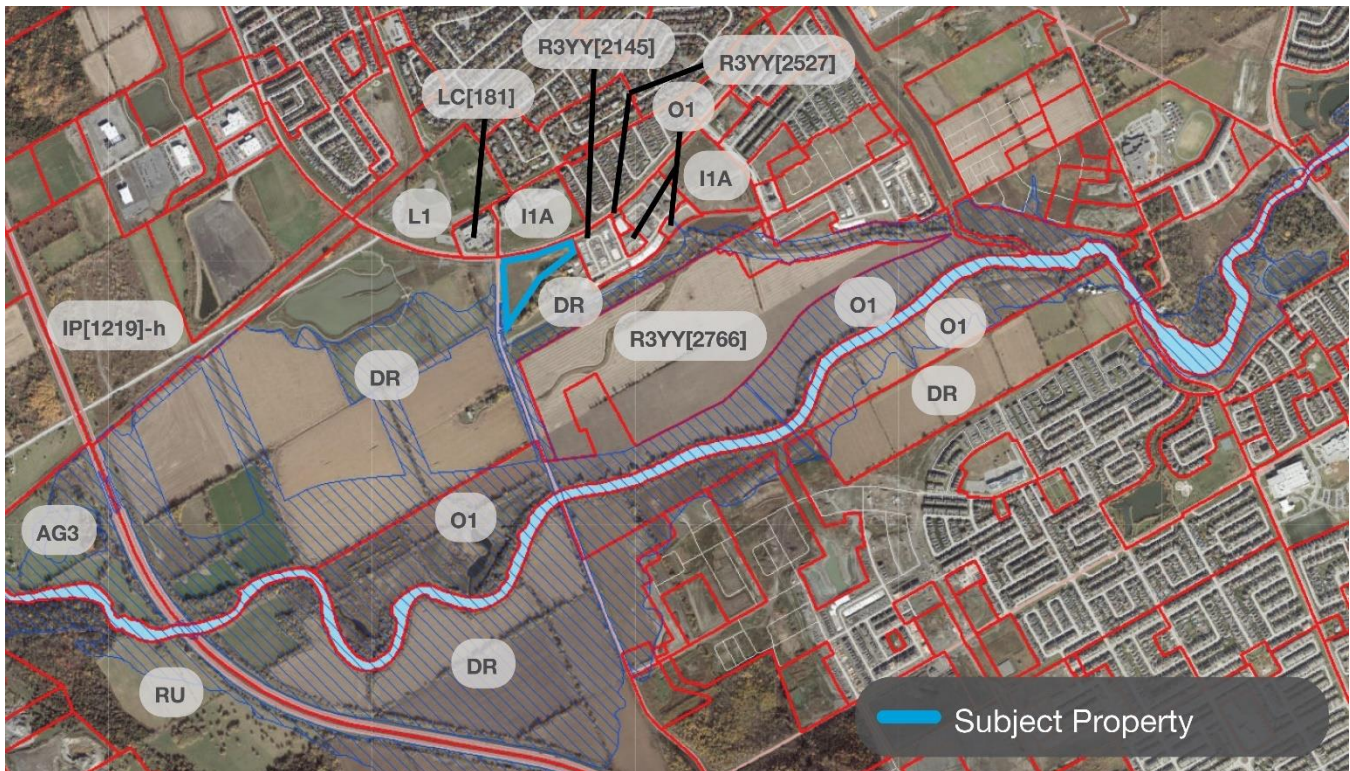


Figure 11: Zoning Map of Subject Property.

#### Permitted Uses

- |   |  |
|---|--|
| / Agricultural use                          | / Marine Facility                                    |
| / Agricultural-related use                  | / One detached dwelling accessory to a permitted use |
| / Emergency Use                             | / Park   |
| / Environmental Preserve and Education Area | / On-farm diversified use                            |
| / Forestry Operation                        | / Secondary dwelling unit                            |
| / Group Home                                | / Urban agriculture                                  |
| / Home-based business                       |  |

Table 1: DR Zoning Provisions

DR	Requirement
<b>Minimum Lot Width (m)</b>	No minimum
<b>Minimum Lot Area (m<sup>2</sup>)</b>	No minimum
<b>Minimum Front Yard Setback (m)</b>	7.5
<b>Minimum Rear Yard Setback (m)</b>	7.5
<b>Minimum Interior Side Yard Setback (m)</b>	7.5
<b>Minimum Corner Side Yard Setback (m)</b>	7.5
<b>Hydro Pole Setback (m)</b>	Typically minimum setback 2m at grade and 5m above the second storey
<b>Floodplain Setback</b>	15m from the 100 year flood level overlay
<b>Maximum Height (m)</b>	11
<b>Maximum Lot Coverage (%)</b>	30
<b>Parking (Area C: Suburban)</b>	<p>Light Industrial Use: 0.8 per 100m<sup>2</sup> for the first 5000m<sup>2</sup> of gross floor area and 0.4 per 100m<sup>2</sup> for the first 5000m<sup>2</sup> of gross floor area</p> <p>Office: 2.4 per 100m<sup>2</sup> of gross floor area</p> <p>Retail/Retail Food Store: 3.4 per 100m<sup>2</sup> of gross floor area</p> <p>Shopping Centre: 3.6 per 100m<sup>2</sup> of gross floor area</p>
<b>Underground Parking</b>	All parking below grade may be reduced by the lesser of 10% of parking spaces or 20 spaces
<b>Parking Space Provisions</b>	Width: 2.6m - 3.1m Length: 5.2m
<b>Aisle and Driveway Provisions</b>	Single Lane: 3m Double Lane: 6m
<p><b>Landscaping Provisions for Parking Lots</b> A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following:</p> <ul style="list-style-type: none"> <li>/ A landscaped buffer must be provided between the perimeter of the parking lot and lot line</li> <li>/ In addition to the landscaped buffer, interior landscaping may be provided including various</li> </ul>	<p>Abutting a street: 3m</p> <p>Not Abutting a street:</p> <ul style="list-style-type: none"> <li>/ Parking lot containing 10-99 spaces: 1.5m</li> <li>/ Parking lot containing 100 or more spaces: 3m</li> </ul>

landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement	
<b>Bicycle Parking</b>	Residential 0.5 per dwelling unit  Retail/Retail food store: 1 per 250m <sup>2</sup> of gross floor area  Retail/Retail foot store (8000m <sup>2</sup> of gross floor area or greater)
<b>Bicycle Parking Space Provisions</b>	Horizontal: 0.6m wide x 1.8m length Vertical: 0.5m wide x 1.5m length
<b>Loading Space Provisions</b>	Retail: 2000-4999m <sup>2</sup> of gross floor area: 1 space 5000m <sup>2</sup> and above of gross floor area: 2 spaces  All other non-residential uses: 1000-1999m <sup>2</sup> of gross floor area: 1 space 2000m <sup>2</sup> and above: 2 spaces
<b>Outdoor Refuse Collection</b>	All outdoor refuse collection and refuse loading areas contained within or accessed via parking lot must be: <ul style="list-style-type: none"> <li>/ Located at least 3.0m away from any other lot line</li> <li>/ Screened from view by an opaque screen with a minimum height of 2.0m</li> </ul>

## 4.0 Other Applicable Requirements

### 4.1 Parkland Dedication Requirements

The City of Ottawa has undergone a review of its Parkland Dedication By-law to meet the September 18, 2022 deadline established by the Planning Act for 'Alternative' parkland dedication rates. The alternative requirement permits municipalities to use higher rates in place of the standard rate, which is 5% of the site area, for residential development only. In preparing the new by-law the City engaged Watson and Associates Economics Ltd. to analyze the current by-law concerning the City's anticipated growth and parkland targets. Watson found that the current Parkland Dedication By-law will not yield sufficient parkland to meet the City's target of 2.0 hectares of parkland per 1,000 residents within the Downtown Core, Inner Urban, and Outer Urban transects.

In response to the findings in the Watson report, the City of Ottawa drafted a New Parkland Dedication By-law and a Parkland First Policy. The new By-law includes the following changes:

- / Changing the 10% cap on conveyance requirements for dwelling units within mid-rise and high-rise buildings:
  - Low-rise: 10% of the gross land area;
  - Mid-rise: 15% of the gross land area;
  - High-Rise: 25% of the gross land area;
- / Requirement that all development, even development not subject to a planning application, be subject to the provisions of the by-law (building permits, etc.);
- / Revision to require conveyance for ancillary uses within places of worship;
- / **"Residential Care Facility" will fall under the "other" category, capped at 5% of gross land area;** and
- / A flat-rate fee of \$500 for secondary dwelling units and coach houses.

Within the new By-law, there are also changes to a number of the definitions. Most impact for new development is the definition of "gross land area" which is used to calculate the total parkland dedication required for each development. The definition of "gross land area" will be changed from "land to be developed" to "the whole of a parcel associated with the development or redevelopment."

The Parkland First Policy was also brought forward by the City to increase parkland, particularly within the downtown core. The policy states that Staff shall prioritize land over Cash-in-lieu of Parkland. On development sites that generate a minimum of 400m<sup>2</sup> of parkland, the City may take the maximum amount of parkland. This means that larger sites that are contemplating high-rise development, will be required to dedicate 25% of the land as Parkland and 15% for mid-rise development.

Following concerns from the development industry, Transition Policies within the New Parkland Dedication By-law were amended to allow for a one (1) -year transition period where all complete applications are exempt from complying from the new by-law and shall comply with the current Parkland Dedication By-law.

Concerns regarding parkland and the provision of housing within proximity to transit resulted in a cap of 10% of gross land area for development on lands zoned Transit-Oriented Development. However, this zone only applies to a limited number of properties in very close proximity to LRT stations.

The Parkland First Policy and the New Parkland Dedication By-law were unanimously endorsed by Planning Committee at the July 7, 2022, committee meeting and will be considered by Ottawa Council on August 31, 2022.

## 4.2 Development Charges

The City of Ottawa updated their Development Charges By-law in 2019. Development charges are one-time fees levied by municipalities on new residential and non-residential properties to help pay for a portion of the growth-related capital infrastructure requirements. Development charges are determined and accounted for by type of service component. Growth-related spending authority is approved annually as part of the City's budgeting process with only those capital projects included in the current Development Charges Background Study being eligible for funding. Reserve fund balances are monitored through the capital budget approval process to ensure they are in compliance with the overall funding policies adopted by Council.

Development Charges are payable at the time of Building Permit issuance. They are subject to annual indexation (typically on April 1 each year) and revision at any time. The next schedule indexation will take place on April 1, 2022. Current rates are always available from the City's website.

At the time of writing, the current Development Charge for various unit types applicable to the Site are as follows (effective October 1, 2021):

Dwelling Type	Municipal Development Charge	Education Development Charges
<b>Non-Residential</b>	\$28.74 per square foot	\$1.71 per square foot
<b>Industrial</b>	\$11.45 per square foot	\$1.71 per square foot

\* These development charges are provided for reference only. As the rates are subject to annual indexation and revision at any time, reference should always be made to the City's website ([ottawa.ca](http://ottawa.ca)) for the current development charge rates.

The standard process is that Development Charges are calculated as of and payable on the date that the first building permit is issued. If a residential building is greater than 18,000 square feet, and where phased building permits are being issued, then the charge can be calculated and due at the issuance of the first above-grade permit.

The Provincial Development Charges Act provides for payment by annual instalments for specific types of development, including rental housing that is not not-for-profit. In this case, you can pay the Development Charge in equal annual instalments beginning on the date of the issuance of an occupancy permit and then for the next 5 anniversaries of that date. In this scenario, there is interest on the charge – currently the City of Ottawa charges 4.2% interest annually from the date of the first building permit issuance.

The above Development Charge Information is provided for reference only and should be verified with the City of Ottawa's Building Services department for accuracy.

## 4.3 Community Benefits Charge

The Province of Ontario is currently consulting on changes to the Planning Act which gives municipalities the authority to charge for community benefits with respect to land to be developed or redeveloped. Known as Community Benefits Charges, these charges are intended to fund municipal infrastructure for community services, such as land for parks, affordable housing and childcare facilities, that are needed to support new residents and businesses associated with new development.

Under the proposed changes, municipalities would have two primary funding streams to pay for the increased need for services due to new development. The first is development charges which, as described above, are a mechanism for municipalities to pay for the capital costs of infrastructure like roads and sewers. It is proposed that development charges could also pay for the capital costs of certain community services such as public libraries, parks development and recreational facilities.



The second funding stream would be the new community benefits charge which would complement development charges and give municipalities the flexibility to fund growth-related capital infrastructure costs of other community services. These might include supporting community priorities like acquiring new parkland, supporting affordable housing, or building childcare facilities.

The major change proposed would be to the parkland dedication policies. Whereas the City can currently take 10% of the land as parkland (where residential development is proposed), under the new community benefit charge the City could take 5% of the land as parkland or cash-in-lieu, or could establish a community benefit charge that would permit them to take up to 15% of the land value as cash which would then be used to acquire parks, fund affordable housing, etc. If both the developer and the City agree, then land could still be dedicated in lieu of some or all of the payment.

The City is currently in the process of preparing a CBC by-law for consideration by no later than September 18, 2022.