

4. OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS – 1966 ROGER STEVENS DRIVE

MODIFICATIONS AU PLAN OFFICIEL ET AU RÈGLEMENT DE ZONAGE – 1966, PROMENADE ROGER STEVENS

COMMITTEE RECOMMENDATIONS, AS AMENDED

That Council:

- 1. Adopt an Official Plan Amendment to Volume 2 North Gower Secondary Plan, which modifies:**
 - i. Schedule 1, attached in Document 3, re-designating a portion of the lands, delineated by shading and a heavy outline from “Highway Commercial” to an “Industrial” designation.**
 - ii. Policies of Section 4.4 - Highway Commercial, by adding a second sentence to the first paragraph under the heading "Permitted Uses" as follows: – “Additionally, uses that are principally intended to serve the travelling public will also be permitted”;**
 - iii. Policies of Section 4.7 – Industrial, by amending the second sentence under the heading "Intent" by replacing the word "business" with the words " uses that benefit the local and regional economy.”**
 - iv. Policies of Section 4.7 – Industrial by inserting a new clause under Permitted Uses” stating “Notwithstanding the other provisions of this plan an industrial building designated industrial, located at 1966 Roger Stevens Drive may have a height of 22 metres”.**

2. Approve an Amendment to Zoning By-law 2008-250 for 1966 Roger Stevens Drive to permit a warehouse and amend associated provisions detailed in Document 2 as amended by the following:

That Document 2, Details of Recommended Zoning of Report ACS2019-PIE-PS-0132 in its entirety be amended to be replaced with the following text (changes highlighted):

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1966 Roger Stevens Drive:

a. Rezone the lands shown in Document 1 as follows

- i) Area A from RC to RG [xxxr]- h
- ii) Area B from RC [55r] to RG [xxxr]- h
- iii) Area C from RG to RG [xxxr]- h
- iiii) Area D from RG to O1

b. Add a new exception RG [xxxr] to Section 240 – Rural Exceptions with provisions similar to the intent of the following:

- i) In Column II – Applicable Zones add text, RG [xxxr]- h
- ii) In Column III – Additional Land Uses Permitted and the following:

- bed and breakfast
- day care
- park
- recreational and athletic facility
- retail store limited to an antique store
- craft shop or farmers market

iii) In Column IV – Land Uses Prohibited add the following text:

- storage yard
- waste processing and transfer facility (non-putrescible)

iiii) In Column V – Provisions add the following text:

- The holding symbol may only be removed following approval of a site plan control application.

- Maximum Height 22 metres

- Maximum Total Volume of all buildings: 1,914,035 cubic metres

- 3. that Document 1 Location Map be replaced with the revised map, per Motion no ARAC 2019 09/03 (as set out in supporting Document 1 below), to incorporate an open space buffer of 100 metres from the residential property lot lines to the west;**
- 4. That there be no further notice pursuant to Sub-section 34(17) of the Planning Act.**

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil :

- 1. Adopte une modification au Volume 2, Plan secondaire de North Gower, du Plan officiel, qui vise :**
 - i. l'annexe 1, ci-jointe en tant que document 3, en faisant passer la désignation d'une partie du terrain, hachurée et délimitée par un contour épais, de « Commercial autoroutier » à « Industriel »;**
 - ii. les politiques de la section 4.4 – Commercial autoroutier, en ajoutant au premier paragraphe, sous l'en-tête « Utilisations permises », la phrase suivante : « De plus, les utilisations servant principalement au public voyageur seront également autorisées »;**
 - iii. les politiques de la section 4.7 – Industriel, en remplaçant, dans la seconde phrase sous l'en-tête « Objet » le mot « affaires » par les mots « bénéfiques pour l'économie locale et régionale »;**
 - iv. les politiques de la section 4.7 – Industriel, en insérant une nouvelle clause sous l'en-tête « Utilisations permises » stipulant ce qui suit : « Nonobstant les autres dispositions**

du présent plan, un bâtiment industriel désigné comme tel et situé au 1966, promenade Roger Stevens peut avoir une hauteur de 22 mètres ».

2. Approuve une modification au Règlement de zonage 2008-250 visant le 1966, promenade Roger Stevens, afin de permettre la présence d'un entrepôt et de modifier les dispositions connexes et décrites en détail dans le document 2, telle que modifié par le suivant :

Que le document 2 – *Détail du zonage recommandé* du rapport ACS2019-PIE-PS-0132 soit entièrement remplacé par ce qui suit (*changements surlignés*) :

Document 2 – *Détail du zonage recommandé*

Modification du *Règlement de zonage* de la Ville d'Ottawa (n° 2008-250) proposée relativement au 1966, promenade Roger Stevens :

a. Changer le zonage des terrains indiqués dans le document 1 comme suit :

i) Faire passer le zonage du secteur A de RC à RG[xxxr]-h;

ii) Faire passer le zonage du secteur B de RC[55r] à RG[xxxr]-h;

iii) Faire passer le zonage du secteur C de RG à RG[xxxr]-h;

iiii) Faire passer le zonage du secteur D de RG à O1;

b. Ajouter une nouvelle exception, RG[xxxr], à l'article 240 – *Exceptions rurales*, dont les dispositions ont un effet analogue à celles qui suivent :

i) Dans la colonne II – *Zone à laquelle elle s'applique*, ajouter RG[xxxr]-h;

ii) Dans la colonne III – *Utilisations du sol additionnelles permises*, ajouter :

- un gîte touristique;
- un centre de jour;
- un parc;
- une installation récréative et sportive;
- un établissement de vente au détail limité à un magasin d'antiquités;
- un magasin d'artisanat ou un marché de producteurs;

iii) Dans la colonne IV – Utilisations du sol interdites, ajouter :

- une cour d'entreposage;
- une installation de traitement et de transfert de déchets (non putrescibles);

iiii) Dans la colonne V – Dispositions, ajouter :

- le symbole d'aménagement différé ne peut être supprimé qu'après l'approbation d'un plan d'implantation;
- hauteur maximale : 22 m;
- volume total maximal des bâtiments : 1 914 035 m³.

3. Que le document 1 – Carte de localisation soit remplacé par la carte révisé conformément à la motion n^o ARA 2019 09/03 (comme l'indique le document 1 à l'appui ci-dessous) du Comité de l'agriculture et des affaires rurales; en vue d'élargir à 100 m la zone tampon adjacente aux propriétés résidentielles à l'ouest du terrain.
4. En vertu du paragraphe 34(17) de la Loi sur l'aménagement du territoire, qu'aucun nouvel avis ne soit donné.

Documentation/Documentation

1. Supporting Document 1 - revised Schedule 1, per Motion N° ARA 2019 09/03

Document 1 à l'appui - l'annexe 1 révisée, conformément à la motion n°. ARA 2019 09/03 du Comité de l'agriculture et des affaires rurales

2. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 22, 2019 (ACS2019-PIE-PS-0132)

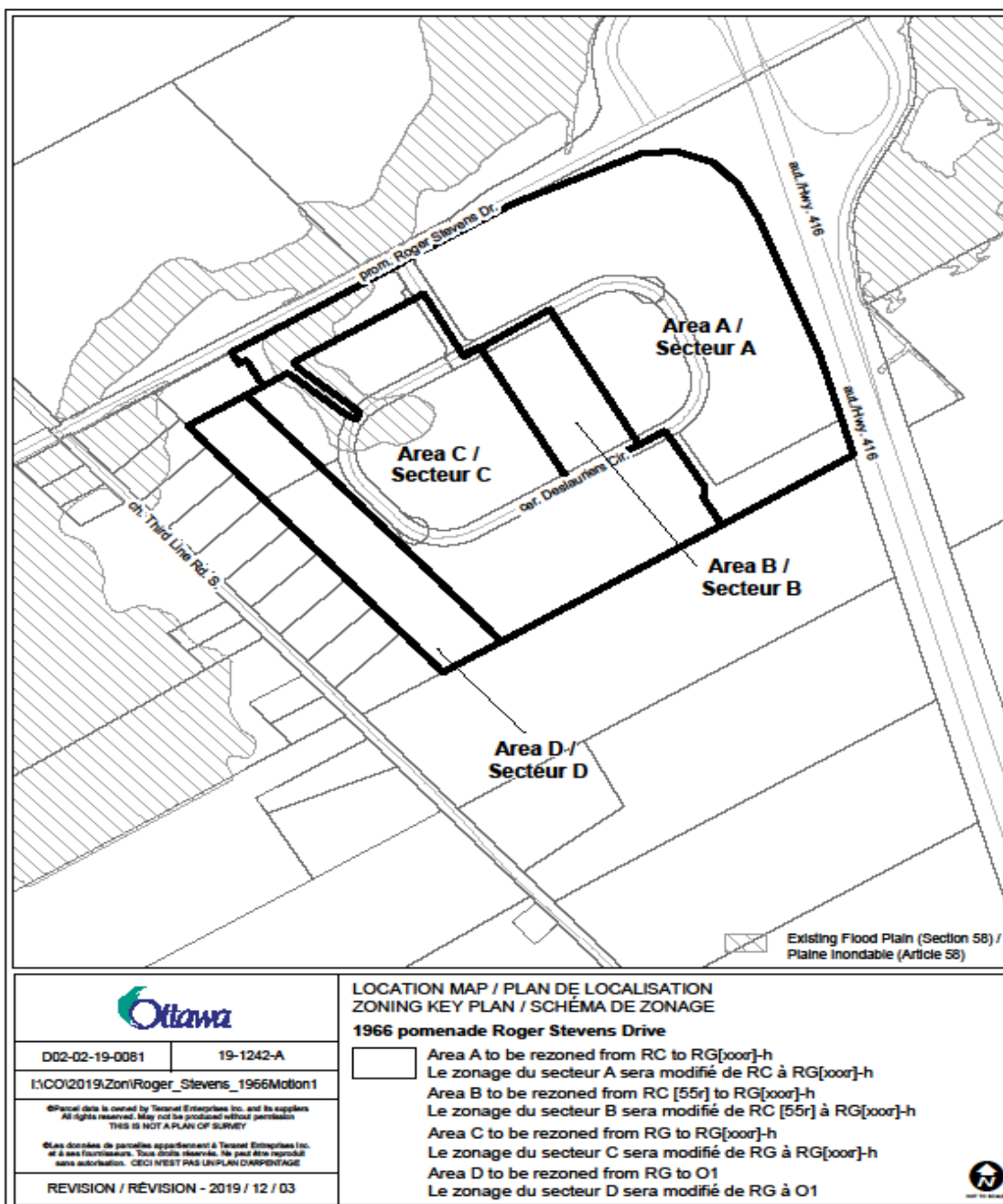
Rapport du directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 22 novembre 2019 (ACS2019-PIE-PS-0132)

3. Extract of draft Minutes, Agriculture and Rural Affairs Committee, 6 December 2019

Extrait de l'ébauche du procès-verbal, Comité de l'agriculture et des affaires rurales, le 6 décembre 2019

Supporting Document 1

revised Location Map per Motion N° ARA 2019 09/03



**AGRICULTURE AND RURAL
AFFAIRS COMMITTEE
REPORT 9
DECEMBER 11, 2019**

41

**COMITÉ DE L'AGRICULTURE ET
DES AFFAIRES RURALES
RAPPORT 9
LE 11 DÉCEMBRE 2019**

**Report to
Rapport au:**

**Agriculture and Rural Affairs Committee
Comité de l'agriculture et des affaires rurales
5 December 2019 / 5 décembre 2019**

**and Council
et au Conseil
11 December 2019 / 11 décembre 2019**

**Submitted on 22 November 2019
Soumis le 22 novembre 2019**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
Jeff Ostafichuk, Planner II / Urbaniste II, Development Review Rural / Examen des
demandes d'aménagement ruraux
(613) 580-2424, 31329, Jeffrey.Ostafichuk@ottawa.ca**

Ward: RIDEAU-GOULBOURN (21)

File Number: ACS2019-PIE-PS-0132

**SUBJECT: Official Plan and Zoning By-law Amendments – 1966 Roger Stevens
Drive**

**OBJET: Modifications au Plan officiel et au Règlement de zonage – 1966,
promenade Roger Stevens**

REPORT RECOMMENDATIONS

That Agriculture and Rural Affairs Committee recommend Council:

- 1. Adopt an Official Plan Amendment to Volume 2 North Gower Secondary Plan, which modifies:**
 - i. Schedule 1, attached in Document 3, re-designating a portion of the lands, delineated by shading and a heavy outline from “Highway Commercial” to an “Industrial” designation.**
 - ii. Policies of Section 4.4 - Highway Commercial, by adding a second sentence to the first paragraph under the heading "Permitted Uses" as follows: – “Additionally, uses that are principally intended to serve the travelling public will also be permitted”;**
 - iii. Policies of Section 4.7 – Industrial, by amending the second sentence under the heading "Intent" by replacing the word "business" with the words " uses that benefit the local and regional economy.”**
 - iv. Policies of Section 4.7 – Industrial by inserting a new clause under Permitted Uses” stating “Notwithstanding the other provisions of this plan an industrial building designated industrial, located at 1966 Roger Stevens Drive may have a height of 22 metres”.**
- 2. Approve an Amendment to Zoning By-law 2008-250 for 1966 Roger Stevens Drive to permit a warehouse and amend associated provisions detailed in Document 2.**
- 2. That Agriculture and Rural Affairs Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of December 11, 2019 subject to submissions received between the publication of this report and the time of Council’s decision.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'agriculture et des affaires rurales recommande ce qui suit au Conseil :

- 1. Adopter une modification au Volume 2, Plan secondaire de North Gower, du Plan officiel, qui vise :**
 - i. l'annexe 1, ci-jointe en tant que document 3, en faisant passer la désignation d'une partie du terrain, hachurée et délimitée par un contour épais, de « Commercial autoroutier » à « Industriel »;**
 - ii. les politiques de la section 4.4 – Commercial autoroutier, en ajoutant au premier paragraphe, sous l'en-tête « Utilisations permises », la phrase suivante : « De plus, les utilisations servant principalement au public voyageur seront également autorisées »;**
 - iii. les politiques de la section 4.7 – Industriel, en remplaçant, dans la seconde phrase sous l'en-tête « Objet » le mot « affaires » par les mots « bénéfiques pour l'économie locale et régionale »;**
 - iv. les politiques de la section 4.7 – Industriel, en insérant une nouvelle clause sous l'en-tête « Utilisations permises » stipulant ce qui suit : « Nonobstant les autres dispositions du présent plan, un bâtiment industriel désigné comme tel et situé au 1966, promenade Roger Stevens peut avoir une hauteur de 22 mètres ».**
- 2. Approuver une modification au Règlement de zonage 2008-250 visant le 1966, promenade Roger Stevens, afin de permettre la présence d'un entrepôt et de modifier les dispositions connexes et décrites en détail dans le document 2.**
- 3. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites**

du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 11 décembre 2019 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

This Official Plan Amendment (OPA) and Zoning By-law Amendment supports the approval of the proposed distribution warehouse facility which will provide employment for approximately 1,100 to 1,700 employees.

This application is supported by two sections of the Official Plan: Section 2.2.3.8.g. which states that "the preservation of lands for employment uses in areas proximate to 400 series highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses" and Section 2.3.1.43 which states that the City will preserve strategic locations with superior access to major highways for distribution centres that intercept goods transported long distances by air, rail or truck and transfer them to smaller, more energy efficient vehicles for distribution within the city. The centres reduce the cost and increase the speed of deliveries within the city and divert heavy truck traffic from local roads.

The request to amend the City's Official Plan (OP) and Zoning By-law is to allow for a 65,000 m² (700,000 sq. ft.) distribution warehouse facility. The proposed site development includes loading bays and trailer drop spaces to be located at the rear and along the east wall of the building facing Highway 416, and a large parking area at the front of the building for employees and visitors. The site will be served by two all-movement employee accesses, and one all-movement truck access, on Roger Stevens Drive. The proposed development is anticipated to be completed in one phase, with full occupancy by 2021.

The City's public notification of the proposed amendments, including the community information meeting, identified many concerns (see Document 4) related to transportation (traffic), hydrological and safety, building maximum height, the lessee, light pollution, noise 24/7, benefits to community, flood plain etc. There is no doubt

that regardless of what is developed on the site there will be impacts; going from a farmed field to a warehouse is a significant change. Possible development as of right with the existing zoning, if it had been constructed, would have had a range of different impacts on adjacent land, but impacts nonetheless.

At this stage, the City has received resident feedback which will inform the Site Plan Control stage, where most concerns raised can be looked at in detail. Members of the public are encouraged to continue to comment and participate in the Site Plan Control approvals process.

During public consultation, traffic issues were top of mind for residents. Traffic impacts will be significant with the proposed plan: traffic studies have indicated that with the scale of this proposed development during peak hours there may be delays experienced. However, roadway modifications and intersection spacing are proposed to mitigate the impact of increased traffic flows.

Staff note that although the massing and the scale of proposed development is vastly different to the previously approved Jordel Acres plan; the current approved plan could accommodate several smaller scale industrial and commercial sites; what is being proposed through this amendment is primarily one large warehouse development.

Steps have been taken to attempt to buffer the proposed use from existing adjacent uses. This is something that was not built into the Jordel Acres plan in any significant manner. Additionally, a reduction in height from the requested 30 metres to 22 metres has been agreed to. Also as noted, mitigation of impacts is much more significant now in the Site Plan Control phase of development which the public may comment and participate in the approvals process. While there will certainly be change, and perhaps for some, negative impacts associated with the proposed development, there can also be positive impacts associated with such a use. The vitality and economic health of rural communities can often be associated with a viable industry that can support local business and attract renewed interest in residential housing stock or in other new development.

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for OPAs and Zoning By-law amendments. In addition, one information meeting was held in the

community. Many of the comments received from residents at the meeting, including written comments received by the City, were in opposition of the proposal.

Given the stated economic development objectives in the Official Plan and the North Gower Secondary Plan, the Planning, Infrastructure, and Economic Development Department supports the Official Plan and Zoning By-law amendments.

RÉSUMÉ

Cette modification au Plan officiel et cette modification au Règlement de zonage sont favorables à l'approbation du projet d'entrepôt, qui créera de 1 100 à 1 700 emplois.

Cette demande est appuyée par deux sections du Plan officiel : la section 2.2.3.8.g., qui stipule que « la préservation de biens-fonds destinés à l'emploi à proximité d'échangeurs des autoroutes de la série 400 ou ayant un accès aux réseaux ferroviaire et aéroportuaire vise à conserver les possibilités qui tiennent compte du potentiel d'aménagement d'utilisations de transport et de manutention du fret » et la section 2.3.1.43, où il est mentionné que la Ville conservera les emplacements stratégiques permettant un accès de qualité aux principales autoroutes utilisées par les centres de distribution qui reçoivent des marchandises transportées sur de longues distances par air, par train ou par camion, et les transfèrent vers des véhicules plus petits et écoénergétiques qui les livrent sur le territoire municipal. Ces centres permettent de réduire les coûts et les délais de livraison en ville, et détournent les gros camions des voies de circulation locales.

La demande de modification au Plan officiel de la Ville et au Règlement de zonage a pour objet de permettre la construction d'un entrepôt de distribution d'une superficie de 65 000 m² (700 000 pi²). Le projet comprend des baies de chargement et des aires de chargement de remorques, qui seraient aménagées à l'arrière et le long du mur est du bâtiment, face à l'autoroute 416, ainsi qu'une grande aire de stationnement destinée aux employés et aux visiteurs, aménagée devant le bâtiment. L'emplacement sera desservi par deux accès toutes directions pour les employés, qui donneront sur la promenade Roger Stevens, et un accès toutes directions pour les camions arrivant également depuis la promenade Roger Stevens. Ce projet serait réalisé en une seule étape, avec une pleine occupation des lieux prévue en 2021.

Le processus d'avis public de la Ville concernant les modifications proposées, notamment la réunion publique d'information, a permis de cerner de nombreux problèmes (se reporter au document 4) liés au transport (circulation), à l'hydrologie et à la sécurité, à la hauteur de bâtiment maximale, au preneur à bail, à la pollution lumineuse, au bruit incessant, aux avantages pour la collectivité, à la plaine inondable, etc. Quel que soit l'aménagement proposé sur cet emplacement, il ne fait aucun doute qu'il sera accompagné de répercussions; utiliser un champ cultivé pour y installer un entrepôt constitue un changement important. Un aménagement de plein droit avec le zonage actuel, si la construction devait avoir lieu, entraînerait des répercussions de nature diverse sur les terrains adjacents, mais des répercussions malgré tout.

Pour le moment, la Ville a reçu des commentaires des résidents, qui seront pour la plupart pris en compte plus en détail à l'étape de la réglementation du plan d'implantation. Les membres du public sont invités à continuer de faire part de leurs commentaires et à participer au processus d'approbation de la réglementation du plan d'implantation.

Au cours de la consultation publique, les problèmes de circulation sont apparus prioritaires pour les résidents. L'incidence sur la circulation sera importante si le plan proposé est retenu : des études de la circulation ont révélé qu'un aménagement de cette échelle pourrait entraîner des embouteillages aux heures de pointe. Toutefois, des modifications à la chaussée et un espacement entre les intersections sont proposés dans le but d'atténuer les répercussions de ces débits accrus de circulation.

Le personnel note que, bien que la volumétrie et l'échelle de l'aménagement proposé soient très différentes de celles figurant dans le plan Jordel Acres préalablement approuvé, le plan approuvé actuel permettrait plusieurs emplacements industriels et commerciaux de plus petite échelle. L'aménagement proposé dans le cadre de ces demandes de modifications prend essentiellement la forme d'un seul entrepôt de grande superficie.

Des mesures ont été prises en vue de protéger l'utilisation proposée des utilisations adjacentes. De telles mesures ne figurent pas de manière significative dans le plan Jordel Acres. Par ailleurs, une réduction de 30 à 22 mètres de la hauteur souhaitée a été acceptée. De plus, comme il est mentionné, l'atténuation des répercussions est désormais beaucoup plus importante lors de l'étape de la réglementation du plan

d'implantation, que les membres du public peuvent commenter et contribuer à faire approuver. Malgré la possibilité de changements et de certaines répercussions négatives associées à l'aménagement proposé, une telle utilisation pourrait également entraîner des effets positifs. La vitalité et la santé économique des collectivités rurales peuvent souvent être associées à une industrie viable, capable de soutenir les entreprises locales et de susciter un regain d'intérêt pour le parc immobilier résidentiel ou la création de nouveaux lotissements.

La publication des avis et la consultation publique se sont déroulées conformément à la Politique de publication des avis et de consultation publique approuvée par le Conseil municipal, en ce qui a trait aux modifications apportées au Plan officiel et au Règlement de zonage. De plus, une réunion d'information a été organisée dans la collectivité. Bon nombre des commentaires fournis par les résidents lors de cette réunion ou transmis par écrit à la Ville étaient opposés à cette proposition.

Compte tenu des objectifs de développement économique fixés dans le Plan officiel et dans le Plan secondaire de North Gower, la Direction générale de la planification, de l'infrastructure et du développement économique est favorable aux modifications proposées au Plan officiel et au Règlement de zonage.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site Location

1966 Roger Stevens Drive

Owner

MCU Holdings Ltd.

Applicant

Broccolini

Description of Site and Surroundings

The subject site is located in the Village of North Gower adjacent to Highway 416 and the Roger Stevens Drive interchange. Approximately 49 hectares in size, the site is bounded by Highway 416 to the east, Roger Stevens Drive to the north and a strip of ten residential lots to the west. A large percentage of the site is currently being farmed. Limited forested areas can be found in the central and southwest portions of the site. A former farmhouse has been removed, with a barn and several other farm structures still present near the centre of the site. Surrounding lands contain cultivated fields to the north, forested lands to the south, a highway corridor to the east, residential and a flood plain to the west.

History of Site

The concept of a business park on the subject lands was initially proposed by the former Township of Rideau in their Official Plan (OP) dated 1992. The Regional Municipality of Ottawa – Carleton, then the authority to approve Official Plans, deferred consideration until 1997. In 1997, the lands were re-designated from “Agricultural Resource” to “General Rural”. Subsequently, this change gave way to the processing and eventual approval of the rezoning by the Township. On October 26, 2000 a plan of subdivision (Jordel Acres Subdivision) was draft approved by the RMOC.

Designed as an industrial subdivision the layout consisted of an internal loop road (access to Roger Stevens Drive) with several blocks of land set aside for a variety of rurally-oriented highway commercial and industrial uses, including the strip of ten residential lots. The highway commercial uses were located along Roger Stevens Drive and Highway 416, the industrial uses internally, and the residential uses as a “buffer” along Third Line Road. It is noted that the residential lots are not part of the lands subject of this amendment. The zoning by-law for these lands was approved in 1998 and the plan of subdivision was subsequently registered in 2003 (see Document 5).

Proposal (Concept Plan)

The development concept is for a building footprint of approximately 65,000 m² (700,000 sq. ft.) distribution warehouse facility. The distribution facility will provide employment for approximately 1,100 to 1,700 employees. Site development includes a large parking

area at the front of the building for employee and visitor parking. Loading bays and trailer drop spaces are to be located at the rear and along the east wall of the building facing Highway 416. The site is proposed to be served by two all-movement employee accesses, and one all-movement truck access, on Roger Stevens Drive. The proposed development is anticipated to be completed in one phase, with full occupancy by 2021.

Summary Request

An Official Plan Amendment (OPA) and Zoning by-law Amendment (ZBLA) application have been submitted to the City to accommodate a proposed distribution warehouse facility.

The applicant wishes to amend the North Gower Secondary Plan, re-designating a portion (approximately 26 hectares) of the site from “Highway Commercial” to “Industrial” (see Document 3). The remaining 1-hectare parcel in the northwest corner of the site would remain designated Highway Commercial. Further, an amendment to the intent of the Industrial designation is requested. Currently the policy speaks to permitting uses that could benefit the farming community. Accordingly, this amendment would update the intent of the Industrial designation to also include “Accommodate uses that benefit the local and regional economy and businesses that require efficient access to the 416”.

Further to coincide with the above amendments to the Secondary Plan, a zoning amendment is required to rezone lands currently zoned Rural Commercial (RC), Rural Commercial Exception 55r (RC [55r]), as well as the existing Rural General Industrial (RG) lands, to Rural General Industrial with an exception (RG [xxxxr]). Proposed additional uses to the RG zone include those permitted under the existing 55r exception. It is noted that the request to add the uses listed in exception 55r was made by the proponent following the initial application, following their discussions with area residents.

Additionally, the applicant requested an exception to the RG provisions to permit an increase of the maximum principal building height from 15 to 30 metres.

DISCUSSION

Public Consultation

Notification and public consultation for the jointly circulated Official Plan Amendment and Zoning applications were in accordance with the Public Consultation Policy approved by City Council for Official Plan and Zoning By-law Amendments, which is consistent with those requirements set out in the *Ontario Planning Act*. An Information Meeting was held on October 17, 2019 in the Village of North Gower at the Alfred Taylor Centre. Approximately 350 attended the meeting. A summary of the public input can be found in Document 4.

The community, aside from their wish for the site to remain as farmland and/or as currently designated, also articulated concerns with the proposal's impact on the community as well as the proposal itself. A list of the concerns raised can be found in Document 4. Key land use and engineering factors that are of concern are:

- the flood plain
- increased traffic and congestion at 416 interchange
- water quality and quantity impacts
- increased people and car traffic in Village
- noise
- site lighting
- stormwater controls
- proposed 30 metre building height
- impact on gateway features to Nation's Capital
- benefits to local community
- impacts on existing residential along residential on Third Line Road
- building height

For this proposal's consultation details, see Document 4 of this report.

Official Plan Designations

The site is currently designated in the City of Ottawa Official Plan (OP) as “Village” on Schedule “A”, Flood Plain and on Schedule “K”, Identified Natural Heritage System Features Overlay on Schedule L2.

North Gower Secondary Plan

Additionally, the North Gower Secondary Plan in Volume 2 of the OP provides more site-specific policies for the Village.

The Secondary Plan is the land use policy document that guides the long-term growth of North Gower. Many elements shown in the plan are conceptual including location of boundaries of land use designations. Modifications are anticipated in implementing the Plan as long as the general intent is maintained.

The vision established in the Secondary Plan highlights the Village's agricultural past, encouraging people to put down deep roots and families to stay for generations. There is particular mention of allowing for young people of the village to stay close to home while seeking opportunities in and beyond the family farm.

Section 3.2 of the Plan states objectives on economic opportunities in a rural setting; aiming to “provide adequate opportunity for employment” and to “provide a variety of business to support the day to day needs of residents and visitors and surrounding farming community”.

The Secondary Plan designates the site as “Highway Commercial” and “Industrial”. Sections 4.4 and 4.7 of the Plan provide site-specific policies for the subject lands with uses further defined in the zoning by-law. They are:

4.4 Highway Commercial

Intent

This designation applies to lands at the south-west intersection of Roger Stevens Drive and Highway 416, directly adjacent to the provincial roadway. The intent of this designation is to accommodate commercial uses that are dependent on good highway access and visibility.

Permitted Uses

The types of permitted uses include those that are of a recreational and/or commercial type such as campground, automobile dealership, gas bar, heavy equipment and vehicle sales, and kennel. In order to support the viability of the Village Centre, uses that should be located in the Village Centre will not be permitted in the Highway Commercial designation.

Current Zoning

The lands are further zoned “Rural Commercial (RC)” and “Rural Commercial Exception 55r (RC [55r])” and “Flood Plain (FP)”.

RC - Rural Commercial Zone

The purpose is to:

1. permit the development of highway and recreational commercial uses which serve the rural community and visiting public in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment Area in the Official Plan;
2. accommodate a range of commercial uses including services for the traveling public as well as agriculture-related, vehicle-oriented and construction products and services;
3. permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan, and
4. regulate development in a manner that has a minimal impact on the surrounding rural area or villages.

Permitted Uses (see Document 6). It is noted that “warehouse” is a permitted use in this zone.

Flood Plain Overlay (Section 58)

Despite the provisions of the underlying zone or other zoning provisions of the Zoning By-law, development is prohibited within any area subject to a floodplain overlay.

4.7 Industrial

Intent

This designation applies to the lands located at the south-west intersection of Roger Stevens Drive and Highway 416 that have been approved for an industrial subdivision. The intent of the Industrial designation is to accommodate uses that could benefit the farming community and businesses that require visibility to the vehicular traffic on Highway 416.

Permitted Uses

The types of uses that can be accommodated within the industrial land-use include light manufacturing, building materials supply, warehouse, storage yard and farm implement sales and repair.

In order to support the viability of the Village Centre, uses that should be located in the Village Centre will not be permitted in the Industrial designation.

Current Zoning

The industrial lands are zoned “Rural General Industrial (RG)” and “Flood Plain (FP)”

Rural General Industrial (RG)

The purpose is to:

1. permit the development of light industrial uses in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment in the Official Plan;

2. accommodate a range of light industrial uses and limited service commercial uses for the travelling public; and
3. regulate development in a manner that respects adjacent land uses and will have a minimal impact on the surrounding rural area.

Permitted Uses (see Document 6)

Flood Plain Overlay (Section 58)

Despite the provisions of the underlying zone or other zoning provisions of the Zoning By-law, development is prohibited within any area subject to a floodplain overlay.

Provincial Policy Statement 2014 (PPS)

With consideration to the PPS Part V policies below, staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

1.0 Building strong healthy communities

1.3 Employment

1.6 Infrastructure and public service facilities

- 1.6.6 Sewage, water and stormwater
- 1.6.7 Transportation systems
- 1.6.8 Transportation and infrastructure corridors

2.0 Wise Use of Management of Resources

- 2.1 Natural heritage
- 2.2 Water
- 2.6 Cultural heritage and archaeology

3.0 Protecting public health and safety

- 3.1 Natural hazards

1.0 Building strong healthy communities

The PPS supports promoting efficient development and land use patterns which sustain the financial well-being of the Province, and to the local economy (1.a.), by accommodating an appropriate range and mix of employment (including industrial and commercial) uses to meet long-term needs (1.b.).

1.3 Employment

The PPS directs Planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (1.3.1.a.); and 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 (1.3.1.b.).

Further to promoting economic growth, Section 1.3.2.1 states that employment areas should be protected and preserved for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

Most importantly, Section 1.3.2.3 states that Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

As 1966 Roger Stevens Drive is in close proximity to a 400-series highway which enhances the commercial viability of the site for a distribution centre capitalizing on the existing transportation infrastructure, staff have determined that enhancing additional employment opportunities at this site is consistent with Section 1.3 the Provincial Policy Statement, 2014.

1.6 Infrastructure and public service facilities

The Infrastructure and public service facilities section of the PPS provides policies on the delivery of services such as sewage, water, stormwater and provisions for transportation systems and the protection of their corridors.

The subject site is located in an area that is not municipality serviced. The proposed development will rely on private well(s) and an on-site sewage system. A

hydrogeological assessment and terrain analysis were reviewed and accepted with the originally approved subdivision plan known as Jordel Acres. A new hydrogeological assessment and terrain analysis to support the scale of the new development will be required to confirm that the site conditions are suitable for the long-term provision of such services with no negative impacts to the aquifer. Additionally, the stormwater management report submitted with the OPA and ZBLA is conceptual at this time. A more detailed report will be required along with a new hydrogeological assessment and terrain analysis at the Site Plan Approval stage.

1.6.7 and 1.6.8 Transportation systems and corridors

Section 1.6.7 of the PPS states that transportation systems should be provided that are safe, energy efficient, and facilitate the movement of people and goods (1.6.7.1) and that efficient use of shall be made of existing and planned infrastructure (1.6.7.2), while ensuring that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (1.6.8.3).

The proposed amendments to permit a warehouse distribution facility will take advantage of an existing efficient access to a 400 series highway that connects the Nation's Capital to Highway 401. The corridor provides a safe and energy efficient, way to facilitate the movement of people and goods. In support of the OPA and ZBLA applications, a Traffic Impact Assessment (TIA) completed in accordance with the City's 2107 TIA Guidelines was submitted. The findings and main conclusions of the TIA include recommendations for roadway modifications and intersection spacing along the site. A road modification approval (RMA) package for the proposed modifications to Roger Stevens Drive will be submitted to the City under separate cover. A Provincial Class EA is required for the roadway modification located within the MTO's jurisdiction under the authority of the *Public Transportation and Highway Improvement Act* and will follow the Provincial EA process. All matters pertaining to the TIA must be addressed and accepted prior to Site Plan approval.

2.0 Wise Use and Management of Resources

The protection of the province's natural heritage features policies are set-out in the PPS under the Wise Use and Management of Resources Section. This section speaks to more specifically, the protection of natural features, species at risk and the protection of the quality and quantity of water.

Portions of this site have been identified as part of the City's Official Plan Natural Heritage System Overlay on Schedule L2. An Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) has been completed by the applicant to address the potential for impacts to the natural environment under existing natural heritage conditions and with consideration to the current development proposal.

Recommendations on site mitigation measures and best management practices have been received by the City and will be implemented through Site Plan approval.

Conceptual servicing and stormwater management reports to address servicing design considerations were submitted in support of the OPA and ZBLA. The conceptual design also takes into account the flood plain overlay (shown as *Flood Plain* on Schedule "K" of the Official Plan) associated with the Dillon-Wallace Municipal Drain north of Roger Stevens Drive and the location of the Johnston Municipal drain along the southern boundary of the site.

An archaeological assessment was prepared for the Jordel Acres subdivision in 2003. The findings of the Stage 1 and subsequent Stage 2 assessment (2001), concluded that no further investigation was required. With respect to built heritage, there are no built heritage resources or landscapes that require special attention.

3.0 Protecting public health and safety

The PPS addresses the protection of public health and safety through policies that relate to natural hazards such and human-made hazards.

As noted above, a natural hazard has been identified in the City's Official Plan (OP). Schedule "K" of the OP identifies a small portion of the site as "Flood Plain" (Dillon-Wallace Municipal Drain). All matters associated with the flood plain will be addressed through Site Plan approval.

Regarding human-made hazards, a Phase 1 Environmental Site Assessment was prepared in 2019. No potential environmental concerns were noted with the historical and current use of the property and the adjacent lands within the study area.

Planning Rationale

In reviewing the appropriateness of the OPA and ZBLA applications staff have reviewed the specific policies and designations, both municipally and provincially, and with special attention to the technical and public comments received.

There are several policies in the City's OP that provide direction on rural development that speak to the proposed OPA and ZBLA applications. The OP supports the protection of business and economic activity clusters inside the Greenbelt, within Villages, and at strategic locations close to major goods movement facilities and corridors.

Managing Growth - Section 2.2.3

- Supports the protection of business and economic activity clusters inside the Greenbelt, within Villages, and at strategic locations close to major goods movement facilities and corridors.

City-wide Employment Area Policies – Section 2.2.3.8.g.

- The preservation of lands for employment uses in areas proximate to 400 series highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses.

Transportation – Section 2.3.1.43

- The City will preserve strategic locations with superior access to major highways, the airport, railroads and the arterial road network for distribution centres that intercept goods transported long distances by air, rail or truck and transfer them to smaller, more energy efficient vehicles for distribution within the city. The centres reduce the cost and increase the speed of deliveries within the city and divert heavy truck traffic from local roads. [Amendment #150, March 20, 2018]

Abutting the Highway 416 corridor, the site is somewhat removed from the village core (approximately 2.6 kilometres). Registered as an Industrial subdivision and zoned for a multitude of commercial and industrial uses including for a warehouse(s) the site has remained idle for almost 16 years.

Since 2003 few inquiries have been made with respect to the development of these lands. In 2008, the subject lands were included in the Village expansion as part of the review and approval of the Secondary Plan for North Gower. The established principle of an industrial and highway commercial hub due to their proximity to a 400-series highway (Highway 416) remained intact and was included as part of the vision for the Village.

In considering the most appropriate use(s) for this site, there is no disputing its current designations and permitted warehouse use(s), the large site area and its proximity to a 400-series highway. However, the more specific policies and zoning designations originally intended for this site reflect a time where it was anticipated that highway commercial uses and farm-related industrial uses would thrive at such locations. Unfortunately, situated on a somewhat under-utilized highway (416) and located central to two larger communities (Barrhaven, Town of Kemptville in North Grenville) development opportunity is limited.

The principle for these lands to be developed for commercial and industrial uses was established approximately 16 years ago, albeit for service to the travelling public and for serving the farm community. When considering the current zoning in place, site build-out has the potential to significantly exceed what is being proposed. Additionally, very little is offered in the current designation and zoning that take into account provisions for increased setbacks and provisions for a buffer area for the more sensitive lands uses to the west.

Currently, the area of the site zoned RC and RG, which make-up approximately 95 percent of the site (City of Ottawa Zoning By-law No. 2008-250) permit a warehouse use, except for a small area in the central portion of the site that is considered an exception to the RC zone. Section 54 – Definitions of the By-law defines a warehouse as:

“Warehouse means a building used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses and may include one accessory dwelling unit for a facility manager”.

The proposed amendments to accommodate a warehouse distribution centre reflect the reality of a changing market and demand for industrial lands to serve the e-business market. Proximity to major corridors that provide efficient access to local and regional markets is key to a logistics industry.

Staff recognize the substantial change that residents are concerned about with this property going from a farmed field to a warehouse. During consultation, traffic issues were top of mind for residents, which is why roadway modifications and intersection spacing are proposed to mitigate the impact of increased traffic flows. Staff recognize the increased height and the scale of the proposed development as compared to the previously approved plan, although it is important to highlight that staff has taken steps to buffer the proposed use from existing adjacent uses. In considering the decision to recommend approval, the applicant's request for an increase in building height will be modified and staff will be requesting a buffer along the west side of the site (see Document 2).

Staff cannot support the applicant's request for an increase in height to 30 metres. The current provision in place calls for a 15-metre maximum height. We now understand that a significant grade change will be undertaken to accommodate the warehouse and its facilities. Given the difference in the measurable elevation staff can support a maximum height limit of 22 metres.

Further with respect to a buffer between the warehouse lands and the residential lots along Third Line Road, staff will be implementing through Open Space (O1) zoning a 40 metre no development area.

For the above amendments refer to Document 2 for details of the recommended zoning and Document 3 for details of the amendment to the Secondary Plan.

It is also important to highlight the positive impacts associated with such a use in a rural village context. The vitality and economic health of rural communities can often be

associated with a viable industry that can support local business and attract renewed interest in residential housing stock or in new development.

RURAL IMPLICATIONS

The proposed OPA and ZBLA will allow for a distribution warehouse facility that responds to the needs of an ever-changing e-business market. The location is optimal for lands that were already set aside for commercial / industrial uses. There are however, other matters that may impact adjacent lands and the community. Such impacts will be assessed, and mitigations proposed and implemented at the Site Plan Control stage.

COMMENTS BY THE WARD COUNCILLOR

Councillor Moffatt provided the following comments:

“I support the recommendations in this report. The community input was instrumental in developing the recommendations and I want to express my appreciation for the attention the community has paid to this application. I would also like to express appreciation toward the applicant for their willingness to work with the community and for being open to compromise.

I feel that we have landed in a spot that provides more protection for the nearest neighbours from the impacts of industrial development. I also believe that this application is far less impactful from an environmental perspective as well. That said, there are more concerns to be addressed and that time will come through the Site Plan application process.”

LEGAL IMPLICATIONS

In the event that the recommendations in this report are adopted and the matter appealed to the Local Planning Appeal Tribunal, it is estimated that a five-day hearing would be required. It is anticipated that such hearing could be conducted within staff resources.

If the application for a rezoning is refused, reasons must be provided. In the event of an appeal of the refusal, it would be necessary to retain an outside planner and possibly other witnesses depending on the reasons for refusal.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendation in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, an external planner and possibly other witnesses would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

ENVIRONMENTAL IMPLICATIONS

The subject applications have been examined pursuant to the Official Plan and the North Gower Secondary Plan. City staff and the Conservation Authority have reviewed the reports and plans provided by the applicant. The reports have identified several

environmental features that will be protected and/or mitigated to permit the proposed development.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Economic Prosperity EP2 - support growth of local economy

APPLICATION PROCESS TIMELINE STATUS

These applications (Development Application Numbers: D02-02-19-0081 and D01-01-19-0013) were not processed by the "On Time Decision Date" established for the processing of Zoning By-law and Official Plan amendments due to the complexity of the issues associated with the application.

SUPPORTING DOCUMENTATION

Document 1 Location Map Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Draft Official Plan Amendment

Document 4 Summary of Public Comments

Document 5 Registered Plan of Subdivision

Document 6 Current Zoning Permitted Uses

CONCLUSION

Staff has concluded that the changes in the OP and ZBL to permit a warehouse distribution facility are consistent with the direction of the City's Official Plan and the Provincial Policy Statement. The proposed development builds on the current land use designations and zoning of the site in a manner that maintains the existing principle of development. With proper mitigating measures in place, the impact should be no greater than what is currently permissible with the current zoning. The vitality and economic health of rural communities is paramount. A viable industry that can support

local business and attract renewed interest in residential housing stock or in new development in the Village is an appropriate land use.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

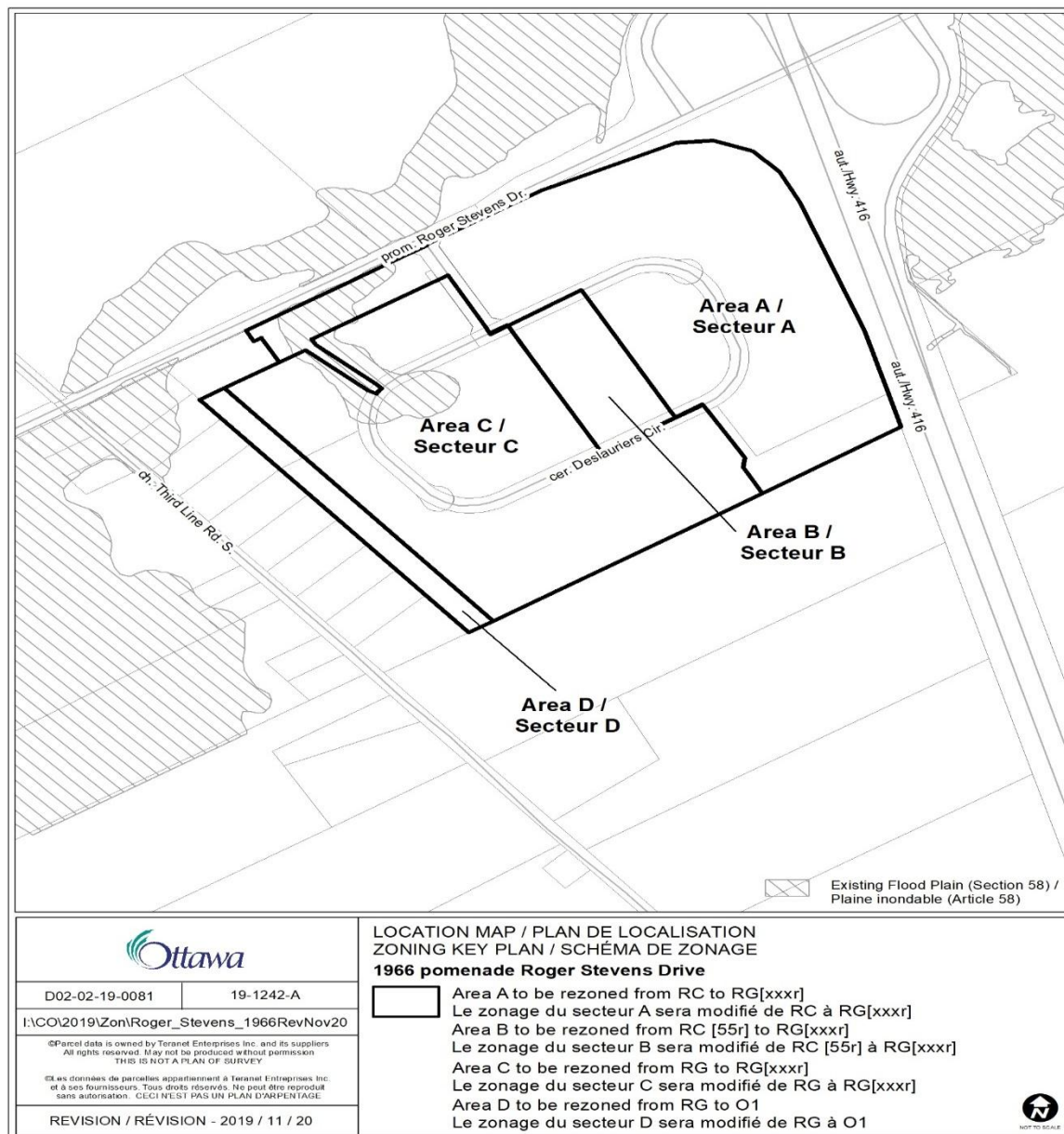
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

Location Map identifying areas to be rezoned.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1966 Roger Stevens Drive:

1. Rezone the lands shown in Document 1 as follows
 - a) Area A from RC to RG [xxxr]
 - b) Area B from RC [55r] to RG [xxxr]
 - c) Area C from RG to RG [xxxr]
 - d) Area D from RG to O1
2. Add a new exception RG [xxxr] to Section 240 – Rural Exceptions with provisions similar to the intent of the following:
 - a) In Column II – Applicable Zones add text, RG [xxxr]
 - b) In Column III – Additional Land Uses Permitted and the following:
 - bed and breakfast
 - day care
 - park
 - recreational and athletic facility
 - retail store limited to an antique store
 - craft shop or farmers market
 - c) In Column V – Provisions add the following text:
 - Maximum Height 22 metres

Document 3 - Draft Official Plan Amendment

Official Plan Amendment

XX to the

Official Plan for the City of Ottawa

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of the Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT consisting of the following text changes constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment to the Official Plan, Volume 2 Village of North Gower Secondary Plan is to amend Schedule "A" to permit a distribution warehouse facility that will serve the local and regional economies.

2. Location

This Official Plan Amendment applies to all lands addressed municipally as 1966 Roger Stevens Drive.

Basis

The City of Ottawa received an Official Plan Amendment (OPA) application to accommodate a distribution warehouse facility. Policies in the current North Gower Secondary Plan do not permit an industrial use beyond uses that benefit the farming community. Changes in the OP to permit a warehouse distribution facility are consistent with the direction of the City's Official Plan and the Provincial Policy Statement. The proposed development builds on the current land use designations and zoning of the site in a manner that maintains the existing principle of development.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

Schedule "A" to the Village of North Gower Secondary Plan is hereby amended by:

- a. Re-designating a portion of the lands, delineated by shading and a heavy outline on Schedule "1" from a "Highway Commercial" to an "Industrial" designation; and

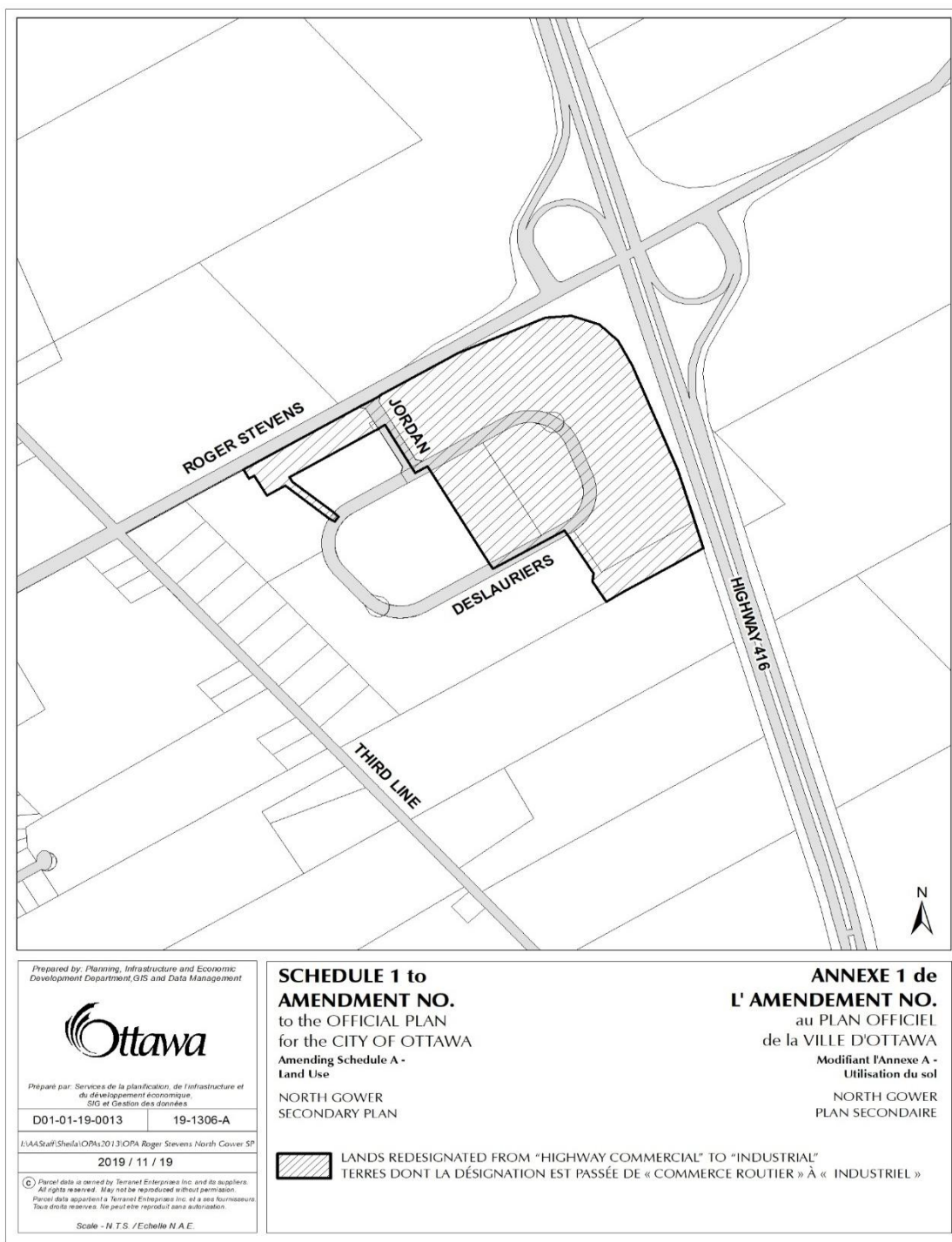
b. Amending Section 4 - Land Use Designations as follows:

- i. Amend policies of Section 4.4 - Highway Commercial, by adding by adding a second sentence to the first paragraph under the heading "Permitted Uses" as follows:

"Additionally, uses that are principally intended to serve the travelling public will also be permitted".

- ii. Amend Policies of Section 4.7 – Industrial by amending the second sentence under the heading "Intent" by replacing the words "*businesses*" with the words "uses" that benefit the local and regional economy".
- iii. Amend Policies of Section 4.7 – Industrial by inserting a new clause under "Permitted Uses" stating "Notwithstanding the other provisions of this plan an industrial building designated industrial, located at 1966 Roger Stevens Drive may have a height of 22 metres".

Location Map identifying areas to be amended



Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments. A Community Information Meeting was held on October 17, 2019 from 7 p.m. to 10:30 p.m. in the Village of North Gower's Alfred Taylor Centre.

Summary of Written Comments Received

A total of 165 written comments were received.

- Why is the building 30 metres high?
- Who will be leasing the building?
- Why don't you build your own ramp onto 416?
- The 10 residential lots adjacent to the site were the only ones to receive notice. Why?
- This project will totally change our whole community.
- The traffic into the Village on Roger Stevens is going to increase significantly.
- Significant congestion at the 416 interchange.
- Proposed traffic lights will not solve the problem.
- I don't object, but want changes made.
- Great for jobs, great for home values.
- What is the impact on our wells.
- This proposal is best suited to an industrial park.
- Proposal goes well beyond what was envisioned for Jordel Acres Industrial plan.

- Large workforce and trucks will create an enormous increase in traffic.
- Truck entrance runs parallel to Third Line and behind our house exposing us to ongoing noise.
- Light pollution at night that will constitute a health hazard.
- The 30m height of the industrial warehouse will be an eyesore to residents.
- The proposed storm water management features are inadequate.
- How will we be compensated for decrease in property values.
- I assume this is the rumored second Amazon site.
- Is there the ability to establish a corridor and restrict the distribution traffic to this corridor.
- We are concerned about the unknowns.
- The approach to many cities is visually so unappealing. I was hopeful, as a major approach to our nation's capital, the 416 might be given more careful consideration.
- Truck traffic may use short cut known as the North Gower by-pass increasing traffic on Third Line between Prince of Wales and Roger Stevens.
- What about truck traffic to and from Smiths Falls?
- How will the noise be mitigated on and off site?
- Concerned with large sewage system and impact on the agricultural area.
- Solvents used from cleaning chemicals for such a large warehouse is very concerning.
- Concern with surface water and ground water tables with the salt, or other de-icing compounds used to melt ice which will end up into Stevens Creek.
- City, landowner should reconsider the number of lights and entrances.

- Traffic should be kept as far to the east reducing traffic noise into the Village.
- I did not see an acoustic study as part of the proposal.
- Should be requiring state of art environmental considerations such as green roofs, permeable parking lots, reduced lighting at night on the property and acoustic barriers to dampen the noise from the truck and vehicular traffic.
- We chose this lifestyle and where we live because we want to be away from the traffic and the industrial zones of the city.
- this proposal is an utter waste of good farmland and will have a detrimental effect on local ecology and environment.
- This warehouse does not bring people into the community and certainly will not bring economic gains to the community.
- I feel that the decision has already been made. The billboard City of Ottawa notice on Roger Stevens Drive is just a formality and it is a "Done Deal".
- Why were we not personally addressed regarding this development. I did not receive a phone call, email, letter or a personal visit from you. I understand that just a handful of residents on Third line road received notification from the city and I was not one of them. Why is that?
- A 10-storey building will be the largest structure around for miles and the lights from it will be visible all over the region.
- The site is also home to barn swallows which are endangered.
- We are losing rural forest land.
- No rationale has been given to double the height from maximum allowed 15m to soaring 30m.
- Inflated employment numbers inconsistent for a warehouse and likely future robotization of warehouse jobs.

- We are not opposed to this facility and look forward to the economical injection it may bring to the community. But as any resident living in close proximity to new developments we have some concerns such as traffic sewage system, stormwater.
- The development will be on floodplain land and given that the floodplains are out of date, it is quite possible that more of the property is on floodplain than the outdated maps suggest.
- With respect to transportation services, I do not believe the City has ensured there will be adequate bus services or bike/walk options. Lack of public transportations has already been cited as an issue at the Amazon warehouse.
- The environmental and tree study only takes the perspective of the current state of the land without taking into consideration the original state of the land. Does not consider the potential of restoring some of the property to a more natural state.
- The initial zoning of the land to be industrial was to be for rural/agricultural purposes.
- We want assurance that our quantity and quality of well water will not be affected by this project.

Community Information Meeting Held Oct 17, 2019 Village of North Gower

Most popular topics/questions

- What will be developed & who is perspective clients?
- How many trucks will use roads?
- What can site/building be used for?
- How will this area be protected from flooding?
- What is the benefit to local community?

Questions from community:

- How much weight / consideration does public consultation matter?
- How long will comment period be open?
- Back onto property – Info back to applicant – this has been ongoing for 2 years – is this a done deal?
- Does this have floodplain overlay?
- 120m notification process – Radius is too small for the rural area.
- What is the process to get info on the RVCA application back to public?
- Report from planners to city – will it be public?
- Where is the water coming from? / source?
- Who is the site owner?
- When did applicant approach the City?
- What is the size of Amazon?
- Can you apply for zoning without being the property owner?
- What is 30m in relation? > 9-10 stories?
- If zoning change applies to the whole site, what prevents owners from adding an additional building/addition to existing in future after initial is built?
- Can it be changed again after its rezoned?
- Is the site on a glacial esker?
- Can the site handle surface water displacement?
- How will you address traffic?
 - i. Trucks?
 - ii. No renderings show traffic modifications.

- Who has to do any required road modifications?
- How many people work in a building this size?
 - i. How will this affect water/ water table?
 - ii. How will applicant deal with water onsite?
- What is the city's definition of rural living?
 - i. Can applicant build park or community benefits?
- How can residents believe water study?
 - i. What if the application causes drought/shortage for homes?
- How does public stop an unwanted application?
- Are there any interested companies/ Broccolini clients?
- Effects on new Tim Hortons – is going to alter traffic patterns.
 - i. Does the scope of traffic study take this nearby development into account?
- Can there be any guarantee on setback or restrictions to site?
- How can applicant guarantee that only 416 will be used for trucks?
 - i. As per their study.
- How will an overland water overflow/flooding be averted?
 - i. How can one be prevented?
- How will stormwater / sewage be addressed on site?
- What input or right does the community have at site plan application process?
- What are provisions that can be put into lease to restrict sublets to other companies after it is built?

- Has the applicant looked at the corner where stormwater has already been gathering? (northwest corner)
- Traffic – east side truck traffic – how is city going to address it?
- Current zoning question – allowable square footage.
- Traffic impacts of new exit onto Roger Stevens
- Where would workers come from?

Response

Most of the concerns raised by the public are issues that will require further investigation at the Site Plan Control stage. Staff note the applications currently before the City are required to advance the proposal to the Site Plan stage; the approvals do not give the applicant the right to build. Members of the public will have the opportunity to continue to be engaged during the Site Plan process.

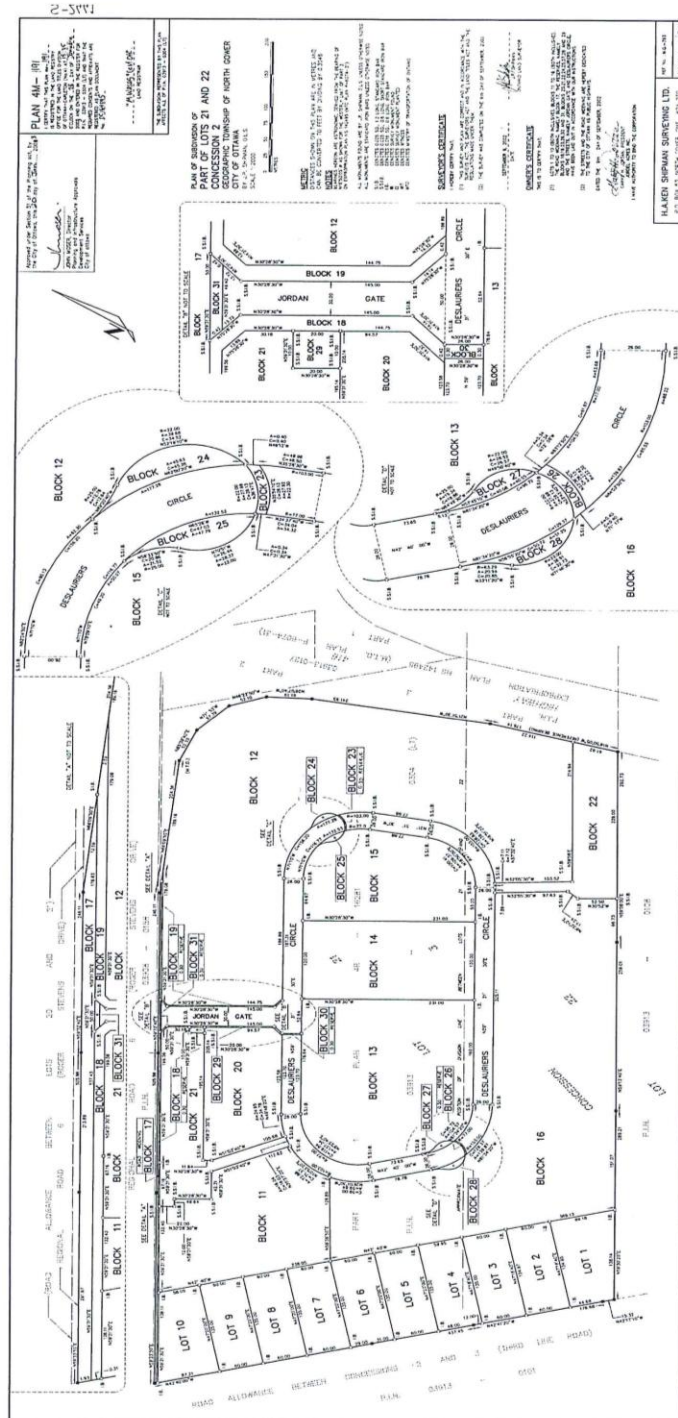
Regarding previous approvals for the Jordel subdivision the developer was required to prove through a hydrogeological study that the water table had adequate supply for the intended commercial and industrial uses; and demonstrate they would not negatively impact the aquifer. For this new proposal, again the applicant will be required to prove in further detail that the proposed warehouse use can be built without negative effects on the water table.

With regard to flooding, the Rideau Valley Conservation Authority (RVCA) is responsible for the review and mapping of flood plains. The RVCA has been advised of this project to ensure flood risks are reviewed and considered. A more detailed stormwater management plan for the site will be reviewed through the Site Plan Control process.

As for traffic, in support of the OPA and ZBLA applications a Traffic Impact Assessment (TIA) completed in accordance with the City's 2107 TIA Guidelines was submitted. The findings and main conclusions of the TIA include recommendations for roadway modifications and intersection spacing along the site. A final review of the TIA will be reviewed and implemented through the site plan control process.

Finally, concerns with noise, site lighting, and landscaping will be addressed at the Site Plan control stage. Failure to receive the necessary approvals for the noted studies will jeopardize approval of the Site Plan control application and preclude the issuance of a building permit.

Document 5 – Registered Plan of Subdivision



Document 6 – Current Zoning Permitted Uses

"Rural Commercial (RC)"

Permitted Uses

1. The following uses are permitted subject to:

1. the provisions of subsection 217(3) to (5);
2. despite the definition amusement park, a go-cart track is not permitted in an RC zone which abuts in whole or in part any VM, V1, V2 or V3 zone;
3. retail store is limited to the sale of agricultural, construction, gardening or landscaping-related products, equipment or supplies;
4. the detached dwelling or dwelling unit is limited to one in total and must be accessory to a permitted use;

amusement centre

amusement park

animal care establishment

animal hospital

artist studio

automobile rental establishment

automobile dealership

automobile service station

bar

campground

car wash

click and collect facility (By-law 2016-289)

detached dwelling

dwelling unit

gas bar

heavy equipment and vehicle sales, rental and servicing

hotel

kennel, see Part 3, Section 84

parking lot

restaurant

retail food store, limited to a farmers' market (By-law 2016-134)

retail store

storefront industry, *see Part 3, Section 99* (By-law 2018-171)

warehouse (By-law 2013-58)

"Rural Commercial Exception 55r (RC [55r])"

Additional Land Uses Permitted

bed and breakfast

day care

park

recreational and athletic facility

retail store limited to and antique store

craft shop or farmer's market

Land Uses Prohibited

all uses except for restaurant

Provisions

the detached dwelling is not limited to being accessory to a permitted use.

“Rural General Industrial (RG)”

The purpose is to:

4. permit the development of light industrial uses in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment in the Official Plan;
5. accommodate a range of light industrial uses and limited service commercial uses for the travelling public; and
6. regulate development in a manner that respects adjacent land uses and will have a minimal impact on the surrounding rural area.

Permitted Uses

1. The following uses are permitted subject to:

1. the provisions of subsection 219(3) to (5);
2. the dwelling unit is limited to a caretaker;
3. the retail store is limited to the sale of agricultural, construction, gardening or landscape-related products, equipment or supplies;

animal care establishment (By-law 2015-190)

animal hospital

automobile body shop

automobile dealership

automobile service station

Cannabis Production Facility and contained within a building that is not a greenhouse. (By-law 2019-222)

drive-through facility (OMB Order #PL080959 issued March 18, 2010)

dwelling unit

gas bar

heavy equipment and vehicle sales, rental and servicing

kennel, see Part 3, Section 84

leaf and yard waste composting facility

light industrial uses

parking lot

printing plant

retail store

service and repair shop

storage yard

truck transport terminal

warehouse

waste processing and transfer facility (non-putrescible)