

**4. ZONING BY-LAW AMENDMENT – 2499, 2500 PALLADIUM DRIVE AND 675
AUTOPARK PRIVATE**

**MODIFICATION AU RÈGLEMENT DE ZONAGE – 2499, 2500, PROMENADE
PALLADIUM ET 675, PRIVÉ AUTOPARK**

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 2499, 2500 Palladium Drive and 675 Autopark Private to remove the maximum gross floor area requirements for commercial uses, as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification au Règlement de zonage no 2008-250 relativement aux 2499 et 2500, promenade Palladium et au 675, privé Autopark, afin de supprimer l'exigence de surface de plancher brute pour les utilisations commerciales, comme le décrit en détail le document 2.

DOCUMENTATION / DOCUMENTATION

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department dated 3 September 2017 (ACS2017-PIE-PS-0094)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 3 septembre 2017 (ACS2017-PIE-PS-0094)

2. Extract of draft Minutes, Planning Committee, 26 September 2017

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 26 Septembre 2017

3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of 25 October 2017, as part of the Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements'

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 25 octobre 2017 du Conseil, comme faisant partie du Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi 73.

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
26 September 2017 / 26 septembre 2017**

**and Council / et au Conseil
October 11, 2017 / 11 octobre 2017**

**Submitted on September 3, 2017
Soumis le 3 septembre 2017**

Submitted by

Soumis par:

**Lee Ann Snedden,
Director / Directrice,**

Planning Services / Service de la planification

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

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Ward: STITTSVILLE (6)

File Number: ACS2017-PIE-PS-0094

**SUBJECT: Zoning By-law Amendment – 2499, 2500 Palladium Drive and 675
Autopark Private**

**OBJET: Modification au Règlement de zonage – 2499, 2500, promenade
Palladium et 675, privé Autopark**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2499, 2500 Palladium Drive and 675 Autopark Private to remove the maximum gross floor area requirements for commercial uses, as detailed in Document 2.
2. That Planning 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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting 11 October 2017 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage n° 2008-250 relativement aux 2499 et 2500, promenade Palladium et au 675, privé Autopark, afin de supprimer l'exigence de surface de plancher brute pour les utilisations commerciales, comme le décrit en détail le document 2.
2. 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 de l'avocat général 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 du projet de loi 73 », à la réunion du Conseil municipal prévue le 11 octobre 2017, 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.

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

2499, 2500 Palladium Drive and 675 Autopark Private

Owner

958740 Ontario Inc., OCVLC Plan No. 690, Tony Graham Motors

Applicant

Lloyd Phillips & Associates Ltd.

Description of site and surroundings

The subject sites are all located in the southeast quadrant of the Highway 417 and Palladium Drive interchange in the area known as Kanata West. The sites are situated south of Highway 417, north of Maple Grove Road, west of Huntmar Road and east of Carp Road and the proposed North-South Arterial extension. The site at 2500 Palladium Drive contains the Palladium Autopark (11 existing units) and the other two properties are currently vacant. The vacant properties consist of periphery landscaping and surface parking on a gravel base. The three sites vary in size: 2499 Palladium Drive is 7.8 hectares; 2500 Palladium Drive is 21.6 hectares; and 675 Autopark Private is 1.52 hectares.

Other surrounding uses in the Autopark include the Ottawa Police Kanata Station and an Ultramar gas bar, both fronting on Huntmar Drive. There is vacant land to the west and south, which forms part of the Kanata West development area. Several planning applications have been filed for these lands that are proposing residential uses. There is a broad mix of uses that front on Palladium Drive and Huntmar Drive including a business park, commercial, entertainment, industrial, office, employment and residential uses.

Summary of requested Zoning By-law amendment proposal

The application has been submitted to remove the caps on the cumulative gross floor area (GFA) of uses within the GM22 H(12) Zone – General Mixed Use Zone, Subzone 22, height limit of 12 metres. The proposed rezoning will remove the following development caps:

1. Restaurant use: maximum cumulative GFA of 930 square metres;
2. Farmer's market use: combined maximum GFA and outdoor space of 3,720 square metres;
3. Bank and accessory uses to an automobile dealership: maximum cumulative GFA of 11,150 square metres; and
4. Automobile dealership use: maximum cumulative GFA of 21,135 square metres.

The request to remove the development caps is due to a proposal for a new dealership that would increase the cumulative GFA of automobile dealership use.

Brief history of proposal

A forecasted sanitary capacity was issued in a 1998 Sanitary and Watermain Servicing Study prepared by J.L. Richards. This study resulted in provisions limiting the uses for the subject lands in order to cap anticipated development in the Palladium Auto Park based on sanitary capacity at the time.

Since 1998, the Palladium Auto Park has been developed to approximately 60 per cent of the land area and based on an updated Sanitary and Watermain Servicing Study prepared by Stantec Consulting, the demands of the existing uses are less than the anticipated demands forecasted in 1998.

DISCUSSION

Public consultation

Public consultation of the application was carried out in accordance with the City's Public Notification and Consultation Policy.

One public comment was received from a member of the public. Details of the response are included in Document 3 of this report.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation

The City's Official Plan designates the subject site Mixed Use Centre as shown on Schedule B – Urban Policy Plan of the Official Plan. Lands within the Mixed-Use Centre designation are strategically located on the rapid transit network, adjacent to major roads, and act as a focal point of activity both locally and regionally. They are integral to the City's strategy of accommodating growth and are intended to support intensification to achieve compact and mixed-use development. Transit supportive land uses are permitted in the Mixed Use Centre designation including offices, schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses entertainment uses, services, high-and medium-density residential uses and mixed-use development involving any of the above listed uses.

Other applicable policies and guidelines

The subject properties also fall within the Kanata West Concept Plan (KWCP) and as such are designated Intensive Employment Area, Auto Park and High Profile Employment, Entertainments and Leisure Hub. These designations will aid in the urban development of Kanata West by offering opportunities for office, retail, institutional and entertainment activities.

Section 4.7 of the KWCP states that applicant's must submit a demonstration report and plan in support of a rezoning application that illustrates how the proposal meets the vision and guidelines of the KWCP.

Planning rationale

The request to remove the GFA caps is consistent with the policies of the Mixed Use Centre, as the amendment meets the policies set out in the Official Plan. The proposed rezoning responds to the policies outlined above through intended use, function and design.

The proposed demonstration plan meets the policies as set out in the KWCP and since no immediate development is proposed at this time, final property configuration details can be confirmed through the Site Plan Control process.

The removal of the GFA caps have been confirmed by supporting information submitted by the applicant. Staff have reviewed the analysis provided and are satisfied that

removing these caps will not have a negative effect on the subject or neighbouring properties within the Palladium Auto Park. There is ample sewer capacity for full buildout of the original Palladium Auto Park, the vacant land at 675 Autopark Private and the development of the future Palladium Luxury Auto Mall.

Due to the changing size of a typical automobile dealership the development caps in the current zone have become outdated, as these were in place to contain development within the zone in accordance with the 1998 Sanitary and Watermain Servicing Study prepared by J.L. Richards. The study calculated the expected sanitary demand of the lands which included the Palladium Auto Park, the Ultramar gas bar and the Kanata Police Station, all of which have been developed. It has since been demonstrated that there is capacity within the existing infrastructure to accommodate additional growth by removing the GFA caps.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Qadri is aware of this report.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations contained in the report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

ACCESSIBILITY IMPACTS

Design considerations with respect to accessibility are generally addressed through the Site Plan Control review process and are not a key consideration related to a Zoning By-law amendment.

TERM OF COUNCIL PRIORITY

The project addresses the following Term of Council Priority:

EP2 – Support growth of local economy.

APPLICATION PROCESS TIMELINE STATUS

This application was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Public Consultation

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the proposed Zoning By-law amendment. The proposal is consistent with the Official Plan and KWCP, and removing the GFA caps will allow for a more efficient use of land on the subject properties. Removal of the development caps will not pose a risk to existing City infrastructure because it has been demonstrated there is capacity in the system.

DISPOSITION

Office of the City Clerk and Solicitor, Legislative Services to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Deputy City Treasurer Revenue Branch, 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.

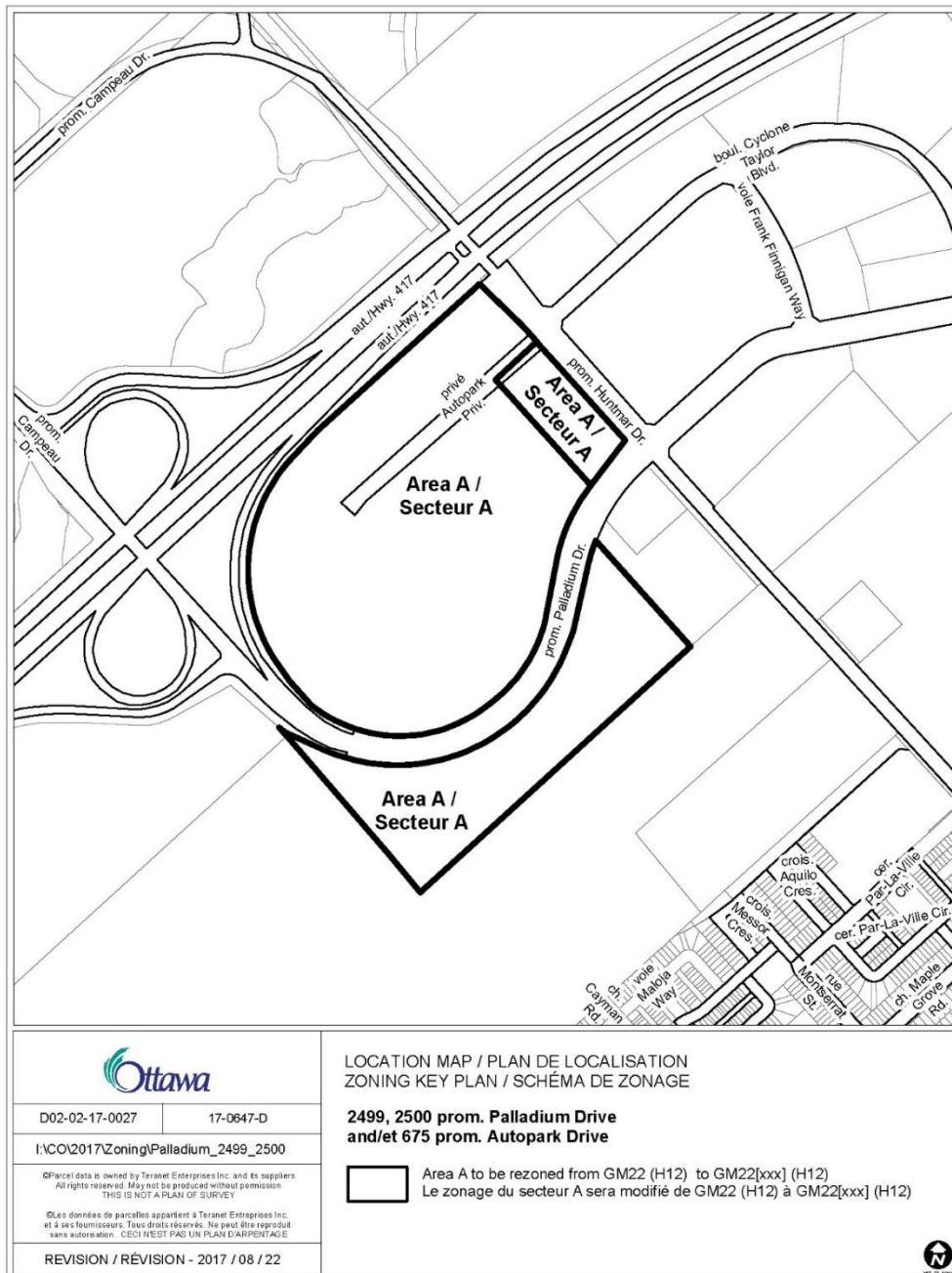
Legal Services to forward the implementing by-law to City Council.

Circulation Services Unit, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

The Zoning map outlines the subject property south of Highway 417 and west of Huntmar Road.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for of 2499, 2500 Palladium Drive and 675 Autopark Private:

1. Rezone the lands as shown in Document 1.
2. Amend Section 239, by adding a new exception [xxxx] with provisions similar in effect to the following in Column V:
 - i. Subclauses 188(22)(a)(i), a)(ii) and (a)(iii) do not apply; and
 - ii. Zoning Mechanism (g) in Table 188E does not apply.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. No public meetings were held in the community.

Public Comments and Responses

Comment

Was the reason limiting the gross floor area because of insufficient sewer capacity, or was the limit in place with the objective of ensuring viable mixed-use areas?

Response

The reason for setting a cap on the gross floor area was due to concerns with sewer capacity. The applicant has provided an “Assessment of Adequacy of Public Servicing” to demonstrate there is enough capacity to remove the cap. City staff have reviewed the study and have concluded there is adequate sewer capacity to remove the cap on gross floor area for the subject properties.