

Zoning By-law Amendment – 2 and 20 Leikin Drive and 99 Bill Leathem Drive

ACS2021-PIE-EDP-0021

Gloucester-South Nepean (22)

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### Report recommendations

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2 and 20 Leikin Drive and 99 Bill Leathem Drive to permit warehouse and truck transport terminal as additional uses in the Light Industrial Subzone 9 (IL9) zone, 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 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 June 9, 2021," subject to submissions received between the publication of this report and the time of Council's decision.

The committee heard 14 delegations on this matter :

- Lise Sarazin, directrice générale, Regroupement des gens d'affaires, supported the proposal, noting the increased demand (since the pandemic) for deliveries of online orders and suggesting that new use would create jobs, attract more businesses and support the city's economic growth.
- Jason MacDonald, Chair, Barrhaven Business Improvement Area (BIA), supported the addition of warehouse and truck transport terminal as additional uses in the IL9 zone in order to bring significant new employment opportunities to an area planned for this activity, which would continue sustainable development of the suburban area. He noted the site's proximity to the Ottawa International Airport and the Urban Employment Area adjacent to it, which may enable synergies for logistics uses. He suggested that welcoming large businesses to the

City will improve Ottawa's global reputation as a key location to do business, further enhancing its ability to attract future employment development. With respect to traffic impacts he noted that the traffic study for this application shows that the zoning change will not change the traffic generated from the current zoning and that all office type uses (the former "JDS Plan") would have had a much more significant transportation impact than the blend of office and industrial being proposed.

- Barbara Motzney, Rideau Glen Ratepayer's Association, spoke to the significant community concerns and opposition to the proposal, referencing an online petition signed by more than 3600 people. She noted that while discussions about the specifics, such as the number of trucks using the site, the goods they would transport, the hours they would operate and the routes they would take, will only be up for discussion at the site plan control stage, the transportation impact assessment submitted by applicant suggests impacts that have scared the community and they fear the warehouse and truck transport terminal uses will have a significant and detrimental impact to the quality of life in the community and beyond. The community supports the development of a prestige business park as currently zoned and in keeping with Official Plan and the South Nepean Secondary Plan, and they suggest more thought and consideration is needed to draft an amendment for IL9 for the Merivale South Business park that would encourage economic development in a way that respects the residential communities around it.
- Barry King, Rideau Glen Ratepayer's Association, felt that additional time should be given for public feedback. He raised concerns about the impacts of truck traffic in often congested residential areas, including impacts on emergency response services; the security risks associated with the proximity to the RCMP building; and, potential impacts on residents' wells. He suggested a truck transport terminal like this should be located beside the 416 or 417 and that the community would prefer the development of a prestige business park and what it entails.
- Karen Meades, Rideau Glen Ratepayer's Association, suggested that warehouse and truck depot uses are not consistent with the surrounding low rise residential buildings, office buildings, and clean industry in the neighbourhood; will not enhance sense of community, create a healthy liveable and safe community or help maintain its distinct identity; will have detrimental impacts on environment and wildlife, as well as residential homes and schools and residents in terms of

continuous sound, vibration, and light and air pollution; will wreak havoc on roads already overloaded with the current traffic volumes, with no mention of infrastructure upgrades to either the roads or to sound barriers, and put cyclists and pedestrians at risk; will not create quality jobs; will be more of a detriment than a benefit to local businesses; and, defies all of the principles of responsible growth.

- Michael Dias spoke to the importance of ensuring the burden of this development isn't primarily born by those who live in the area, meaning noise, air pollution, watershed production, and sustainable development. He stressed that the development should conform to the guiding principles of the Official Plan and Secondary Plan in terms of sustainability - watershed protection, green and environmentally sensitivity, neighbourhood liveability, employment opportunities and appropriate intensification. He refuted the stated proximity of the site to the Ottawa International Airport. He suggested that further consideration be given to the development of a prestige business park and other uses that could be permitted, such as facilities for medical procedures and resources.
- Osman Romero suggested the change in zoning to allow warehouse and truck transport terminal at the subject site is not a minor change and would create a new precedent for this area allowing future businesses with these uses. He said the resulting increased vehicular activity would negatively impact neighbouring residential zones, already traffic-congested. He questioned the type and quality of jobs these uses would create; how and if the proposal aligns with Official Plan goals and the Provincial Policy Statement; the validity of Novatech's assertions that the proposal would have no infrastructure, environmental or social impacts on the neighbourhood.
- Roddy G. Bolivar, Executive Director, Carp Road Corridor BIA, supported what he saw as the general intent of the report, to be responsive to changes in economic development trends and opportunities. He spoke of collaborations between the Carp Road Corridor BIA and City staff to better understand the types of business that might be attracted to the corridor and the beneficial zoning changes that were implemented to support growth there. He remarked that the city's employment areas are an economic development resource that must respond to opportunities and even anticipate opportunities to provide a competitive advantage to the city, and that this report demonstrates how changes in zoning can be one tool in that

toolbox.

- Patricia McLachlan, Glens Community resident, noted traffic congestion already exists in the area and has increased over the past 18 months and would be worsened by these proposed uses. She questioned how the zoning could be amended without knowing the intended use of the property and without ensuring the use would enhance, protect and make the neighbourhood generally more appealing. She questioned the reason for considering this proposal before the Official Plan has been finalized and asked that intelligent analysis of this application be undertaken that takes quality of life into consideration.
- Daintry Topshee that the suggested community has voiced considerable concern about the proposal because they have not been given enough information in terms of the rationale and timing of the proposal, the intended uses and size of the site and its potential impacts on the community, including traffic and environment.
- Jordan Lane-Beveridge, President, Country Place Community Association, indicated this is more than just an economic issue and is a quality of life, environment and safety issue impacting people near and further away from the site, as a result of the potential increased traffic these uses would generate. He spoke to the safety implications for children crossing Merivale Road to attend the neighbourhood school. He suggested that the alternative possibilities for that zoning have not been considered and that the City is not in a position yet to make an intelligent decision based on the data presently available.
- Jacques P. Chesnais raised concerns about process, specifically that the City is approving the proposal without having the actual details of what would occur onsite, such as the number of trucks, the amount of noise, the type of traffic, and the number and type of jobs, and, as such, has not properly analyzed the traffic, pollution and noise impacts on the environment and residents in the surrounding area, nor the economic impacts on the area. He suggested that proper planning would require the City to delay this decision until the Official Plan is completed and until the full plan for the site is known and a detailed assessment of impacts has been completed, not just at the site, but for the community beyond.
- Agnes Warda, President, Glens Community Association, raised concerns about process that have led to much of the community opposition, specifically the exclusion of affected communities from consultation during the pre-application stage; the pre-zoning process that allows rezoning applications without providing

full details on the tenants and uses and does not require impact studies, design details, or detailed traffic analysis; that the building permit approval and site plan stages generally do not require public consultation. She suggested there are too many unknowns to consider the proposal at this time and that it should be delayed until the full plan for the site is known and submitted and a detailed impact analysis can be done using the lens of the finalized new Official Plan, new Transportation Master Plan, and new infrastructure Master Plan.

- The applicant, as represented by Greg Winters and Jennifer Luong, Novatech, and Jack Stirling, The Stirling Group, pointed out that warehouse and truck bays are currently permitted ancillary (not principal) uses on the site and this application seeks to allow them as more proportionate uses, which is in keeping with the intent of this business park in a designated employment area, in proximity to the airport and with great transportation routes and truck routes surrounding it. They said it meets the intent of the Provincial Policy Statement, the intent of the City's policies regarding employment, and is reflective of the existing policies and the OP and the Secondary Plan today in terms of a complete community with housing and jobs spread throughout. It would also create potential for other uses to locate here, bring in beneficial development charge revenue to the City. They underscored that if the planned high-tech park had developed as intended this site would currently be occupied by 10 million square feet and up to 10,000 employees, and further, that their request for two truck bays is much less in terms than zoning would permit. With respect to concerns about residential truck traffic and noise, they emphasized that there are restrictions in place to prevent trucks using local residential streets, and the site is in the noise cones for the airport and, as such, permits that level of noise from airplanes flying overhead.

The following correspondence was provided to the committee coordinator between May 17 (the date the report was originally published to the City's website with the agenda for this meeting) and the time the matter was considered on May 27, 2021, a copy of which is held on file:

- Email dated May 18 from Laurie Moncrieff
- Online petition, 'Stop Barrhaven TRUCK DEPOT', with 3000+ entries in opposition to the proposal at the time it was submitted to the Committee Coordinator in an email dated May 19, 2021 from Laurie Moncrieff

- Email dated May 19 from Jonathan Barker
- Email dated May 20 from David Brach
- Email dated May 21 from Alan Barlow
- Emails dated May 23 and 27 from Julie Taylor
- Email dated May 23 from Bruce Ricketts
- Email dated May 24 from Denis Meunier
- Email dated May 25 from Agnes Warda, President, Glens Community Association
- Email dated May 25 from Michael Dias (presentation slides)
- Email dated May 25 from Anne-marie Bereza
- Email dated May 26 from Julia Lipinska
- Email dated May 26 from Roddy G. Bolivar, Executive Director, Carp Road Corridor BIA (presentation slide)
- Email dated May 26 from Yumi Kotani
- Email dated May 25 (received May 26) from Inna (email sender 'Inna Ellis')
- Email dated May 26 from Jacques P. Chesnais (presentation slides)
- Email dated May 26 from Barbara Motzney, Rideau Glen Ratepayer's Association
- Email dated May 26 from Osman Romero (presentation slides)
- Email dated May 26 from Greg Winters, Novatech (presentation slides)
- Email dated May 26 from Kevin MacDonald
- Email dated May 26 from Jason MacDonald, Chair, Barrhaven BIA (presentation slides)

The following staff responded to questions:

- Planning, Infrastructure and Economic Development department: Allison Hamlin, Planner II; Don Herweyer, Director, Economic Development and Long Range

Planning

- Transportation Services department: Elizabeth Murphy, Program Manager, Transportation Engineering Services; Phil Landry, Director, Traffic Services

Ward councillor C.A. Meehan was present and took part in discussion.

At the request of adjoining ward Councillor K. Egli, staff indicated they could look at means to, where appropriate, alert adjoining community associations to an application of this sort (in a neighbouring ward) that might have a direct impact on traffic in their areas.

The committee CARRIED the report recommendations as presented on a division of 12 yeas and 0 nays, as follows:

YEAS (12):                   Councillors R. Brockington, J. Cloutier, L. Dudas, A. Hubley,  
C. Kitts, J. Leiper, S. Moffatt, J. Sudds, T. Tierney, Vice-Chair  
G. Gower, Chair J. Harder

NAYS (0):                   (none)