

Summary of Written and Oral Submissions

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

In addition to those outlined in the Consultation Details section of the report, the following outlines the written and oral submissions received between the publication of the report and prior to City Council's consideration:

Number of delegations/submissions

Number of delegations at Committee: 14

Number of written submissions received by Planning Committee between May 17 (the date the report was published to the City's website with the agenda for this meeting) and May 27, 2021 (committee meeting date): 21

Note: An online petition, 'Stop Barrhaven TRUCK DEPOT', was also submitted to the Committee Coordinator in an email dated May 19, 2021 from Laurie Moncrieff, for consideration in respect of this proposal, with 3000+ entries in opposition to the proposal at the time it was submitted

Primary concerns, by individual

Barbara Motzney, Rideau Glen Ratepayer's Association (oral and written submission)

- spoke to the significant community concerns and opposition to the proposal, referencing an online petition signed by more than 3600 people
- the community supports the development of a prestige business park as currently zoned, one that creates economic opportunities for Ottawa, jobs for our citizens and also advances our priorities for the environment and healthy, liveable and safe communities, and is in keeping with Official Plan and the South Nepean Secondary Plan
- this proposal requests the application of "warehouse and truck transport terminal" as additional uses, which will permit a fundamentally different future for this site and surrounding neighbourhoods; under the Official Plan, this is an Urban Employment area, where the goal is to establish clusters of business and economic activity; it should enhance the sense of community by creating and maintaining places with their own distinct identity
- these neighbourhoods are referred to as "low-rise residential uses outside the Business Park" and much of the conclusion of consistency with the plan in the report is based on using the site alone to judge, but the real scope of change and its

impacts includes areas beyond the site that will experience increased noise and traffic; with this broader lens, a truck transport terminal for this site is not consistent with the Official Plan

- the South Nepean Secondary Plan designates the site as a Prestige Business Park and encourages the location of service employment use and home-based business within the residential neighbourhoods; a truck transport terminal is still not consistent with those uses or this plan; things may have changed and economic development opportunities may have shifted since this designation, but so too have the communities around the park, and a truck transport terminal is not the right development in these communities
- 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
- 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
- provided a copy of their submission to staff on April 15 outlining their concerns and reasons for opposition

Barry King, Rideau Glen Ratepayer's Association (oral submission)

- truck traffic is a nightmare to drive through residential areas; in winter time especially, when streets are already congested, there will be lives lost if paramedics and fire rescue can't get to the scenes
- people in the community will move if this happens because they don't want truck traffic in front of their homes
- a truck transport terminal like this should be located beside the 416 or 417
- the neighbourhood is looking for a prestige business park and what it entails; they were supportive of JDS Uniphase when it went in and having the RCMP there is fine, though to have RCMP right beside a truck transport carrying who knows what, is a security risk
- the deadline for public feedback should be extended; people feel it's being railroaded through without consideration

- the report talks about just the impact on the site location only and did not look at the traffic going to and from it and the impact it would have on area residents
- people are concerned about the impact on their wells, as many residents here are on septic and on wells, and if there are chemicals leaching into the soil it could be detrimental

Karen Meades, Rideau Glen Ratepayer's Association (oral submission)

- they are not opposed to development but want responsible growth; commercial industrial development should bring quality jobs, support local businesses, protect the environment and sustain quality of life
- 3600 voices spoke in a petition that calls for a healthy liveable and safe community, one that creates clean economic opportunity for Ottawa and jobs for residents
- the Official Plan contemplated a Merivale South Business Park that would be consistent with the surrounding low rise residential buildings, office buildings, and clean industry in the neighbourhood; the Act further states it should enhance sense of community, creating and maintaining places with their own distinct identity, but the likely impact of this proposal to the community is severe and far reaching and they think it will change that distinct identity of their community forever
- the proposed rezoning, truck depot and warehouse plans and its potential impact defy all of the principles of responsible growth, and specifically will have harmful impacts to the environment where they raise their families
- the truck depot promises to wreak havoc on the area roadways, with additional vehicle and truck activity 24 hours a day, and Prince of Wales, Merivale and Fallowfield are two-lane roads without sidewalks or bike lanes and are already overloaded with the current traffic volumes; so far, there has been no mention of infrastructure upgrades to either the roads or to sound barriers
- the increase in traffic will severely impact residential homes and schools as neighbourhoods will be congested with trucks queued up for loading docks while polluting the air with diesel fumes; onsite equipment, including forklifts and robots inside open dock doors, produce continuous sound, vibration, light pollution, which travel a considerable distance, especially at night
- Prince of Wales is designated a scenic route by federal authority
- cyclists and pedestrians will be at risk while traversing the same inadequate infrastructure and will experience negative effects on health and wellness, as will the significant and fragile wildlife in the community; incidences of decreased lung capacity and cancer are well documented in research literature studying the effects of

warehouses and truck depots situated within residential communities

- City planners are focused on financial benefit and have not taken the time to understand the repercussions on long term preservation of the community; very few quality jobs will be created, even though developers use jobs as a huge selling point to revitalize the area, and recent articles suggest e-commerce companies aim to fully automate their warehouses in the very near future, including tasks such as sorting, picking and janitorial work to be done by robot, so most remaining warehouse jobs are generally at the lower pay scale, typically minimum wage; long-term sustainable employment is questionable
- it would also be more of a detriment than a benefit to local businesses, as, with warehouses transitioning to full automation, there won't be many humans working to take lunches at nearby restaurants or shop in stores or run errands at local businesses

Michael Dias (oral submission; slides on file)

- is not opposed to the development, understanding that we have to be sustainable and that we have to generate businesses in order for us to continue growth, but just looking to see that the burden of this development isn't primarily born by those who live in the area (e.g. noise, air pollution, watershed protection, and sustainable development, per the intent of the Official Plan), and that a community approach for development is implemented where all stakeholders can benefit
- the proposal does not conform to the Official Plan in terms of in terms of sustainability
 - the Official Plan is one of the most important tools a City has to demonstrate a commitment to sustainability, which means all residents should enjoy a high quality of life and contribute to community well-being; economic prosperity supports local people, community well-being, and ecological health; ecosystems are healthy, protected and support biodiversity; decision-making is open, informed and inclusive; water resources are cherished, conserved and protected; and focusing on alternative modes of transport and reducing the reliance on the automobile improve air quality
 - the proposal would encompass a significant amount of area that is currently land that absorbs water; City Council recently approved the concept of rain gardens (for sustainability) but this puts the burden on residents of having to look at watershed protection, and there would be stormwater facilities and such, if we continue to develop these large parking lots they will eventually deplete the aquifer; projects should be planned in accordance with the guiding principles of the OP for a green and environmentally sensitive city

- in terms of creating distinct and liveable communities, a truck transport terminal would not support respond to the specific needs and opportunities of the community and would not create appropriate or sustainable density; the people who live in the area would not likely be able to work in the area
- the development does not follow the guiding principle of being responsible and responsive in that it does not provide compact and infill development that reduces the need to extend infrastructure to new areas, does not strengthen the link between development and public transit
- the proposal does not conform to the area Secondary Plan in terms of in terms of employment opportunities, protection of natural areas, stormwater management, or growth management
 - a prestige high tech business area could include a mix of uses, which could ensure that development is planned to sensitively interface with adjacent residential areas, possibly including facilities for medical resources and procedures
 - this proposal does not encourage the protection of the Barrhaven Creek valley and related woodlots and does not address and satisfy all storm water quality/quantity criteria and objectives of the Ontario Ministry of the Environment, Ontario Ministry of Natural Resources and the Rideau Valley Conservation Authority
 - in terms of intensification, a warehouse will not accommodate the original vision of having 10,000 people working in that area, and that's a huge consideration
- this is a predominantly residential area; prestige office uses are often more appropriately located in areas with better amenities for workers and near transit stations, while more traditional forms of industry are more appropriately accommodated in industrial parks where separation from sensitive land uses is possible
- the proximity to airport is a false premise; as a helicopter pilot it will take him more than 6 minutes to fly to the airport from there
- the existing road infrastructure is already at capacity and is inadequate to support trucking operations
- in order to achieve its own policies, City Council must consider the compatibility with existing communities; whether the change in land use is really needed given the supply of already designated land in the same category; and the effect of the proposed change on the need for water, wastewater, transportation, and other City services

- this needs to be a collaborative approach, ensuring all stakeholders' viewpoints are equally valued, not just the applicants'; the planners need to provide references for their suppositions and acknowledge that the minimum 100m is a limit that is not realistic with respect to noise pollution
- the current zoning was in anticipation of a nearby 416; reconsideration is required due to reality of distance
- the current zoning would permit the development of a "prestige business park" where high density office spaces would complement both the nearby housing and access to transit (able to more likely approach the 10K jobs vs warehousing)
- warehousing to support the airport is better situated on the east side of the Rideau due to roadway bottlenecks; this decision should be delayed pending identification of how the watershed is being protected, identification of how this serves and synergistically exists with local community, development of an amendment to the Official Plan with respect to large warehouses (due to emerging economic trends), and should wait until the Transportation Master Plan has been completed

Osman Romero (oral submission; slides on file)

- the change to include warehouse and truck transport terminal on this site would enable Novatech to open a transport and distribution warehouse facility here, which means more vehicular activity in the area; those changes are not minor, as previously indicated by the applicant, and accepting this decision today would create a new precedent for this area, which could mean the future of the area would also be changed to have other businesses to allow truck transport terminal
- in terms of business impacts: South Merivale Business Park already houses big offices and their traffic already impacts the neighbouring residential zones, like Chapman Mills and Rideau Glen; pre-Covid, the main arteries, like Merivale and Prince of Wales, were already experiencing traffic jams during rush hours; the proposed 10,000 jobs are questionable and many of these jobs are transitory and will not stimulate the economy; it is unclear how aligned this proposal is with the Official Plan for the long term and short term, and whether this policy justification for 10,000 jobs actually aligns with the Provincial Policy Statement
- in terms of infrastructure impacts: the Novatech report indicates they would have zero impact on infrastructures (e.g. heavy duty road maintenance, traffic speed controls, snow removal, collision reduction for cyclists), which is questionable; they did not include any consideration for emergency services like fire trucks or police, which is also not a consideration when changing a zoning by-law, but should be
- in terms of environmental impacts: this business park is located on the Greenbelt,

with natural habitat for wildlife and trees, and neighbouring the site is an equestrian center, a bovine farm, a berry-picking fruit farm with vendors and a City-run water testing facility, so it is questionable the development would not have impacts on the environment, as indicated in the Novatech report

- in terms of social impacts: Barrhaven south is one of the fastest growing neighbourhoods in Ottawa; the houses are newer and there's a lot of greenspace that attracts young families, and the area has 12 schools and is a growing community, so there's a lot of small businesses; these communities would like to stay vibrant and avoid hundreds of trucks going through them, which is why 3900 people have petitioned against this by-law amendment; even if there was an incorrect figure of 1000 trucks per day, it would still increase traffic on the main arteries

Patricia McLachlan, Glens Community resident (oral submission)

- there has been a large increase in truck traffic over the past 18 months in both north and southerly directions and prior to Covid, the traffic density in the area, from Hunt Club Road south, right through to Barrhaven, was atrocious, especially at peak periods; these are mainly residential areas and open fields right through to Barrhaven; these levels of traffic will likely resume post-Covid and residents do not need more from a truck depot warehouse and their many add-ons, without the proper road supports and planning; what is needed is a ring road for the whole of the city
- it is unclear how a by-law can be approved and amended without knowing the intended use for the site; the City should enhance and protect the neighbourhoods by making them safer and generally appealing (Merivale Road is not)
- it is unclear why there is a rush to approve this now, before the OP has been finalized
- there is no intelligent and creative planning for the whole area; the City needs to conduct an intelligent analysis of this application, one that takes quality of life into consideration

Daintry Topshee (oral submission)

- the community is concerned and one of the biggest issues is the unknown
- questioned why this rezoning application is being considered at this time; the public consultation process brought forward numerous questions and concerns, especially around traffic, but also around the size of the potential project, the rationale for such a change and why the City should instigate the change from prestige business park to warehouse and truck depot, and what the impact would be on the surrounding conservation area, the NCC Greenbelt, the scenic Prince of Wales drive into Ottawa, Capital Memorial Gardens, etc., but the only real answer to any of the issues raised was that the site plan would reveal all and then the community could address these

issues; this isn't a helpful interest or answer for those with real concerns

- the City is happily planning to rezone a very large section of land originally zoned as a prestige business park and designed with that in mind, and now with no concept or plan behind it, accept a warehouse and a truck depot, with no indication of the size, the number of vehicles, number of employees, architectural details, the use of arterial roads, impact on local communities, cyclists and pedestrians
- the discussion on traffic at the public consultation session spoke of Merivale and Prince of Wales, Longfields and Fallowfield, with no real sense of the real impact of truck traffic on the local communities, or what the destination of all of these trucks might be, simply that these roads were arterial roads and truck routes and so trucks were allowed and traffic would be managed by the lights and flow systems of the City; this is not a helpful answer for anyone trying to cross Merivale Road or walk to St. Monica's school or church, or ride a bike along Prince of Wales or Fallowfield; anyone living in the surrounding communities knows that the shortest road to the 416 is Prince of Wales to Bankfield, but that was never discussed.
- there's no sense of scale of the proposal and how this is going to impact the areas here, whereas in the business area nearby there is a sense of scale and how it all fits within the community, and makes traffic going in and out of these areas less noticeable

Jordan Lane-Beveridge (oral submission)

- there is a lack of understanding about the proposal and a perceived lack of studies
- this is more than just an economic issue; it's a quality of life, environment (dust, noise, etc), and, more so, a safety issue (with the increased traffic)
- alternative possibilities for that zoning haven't been examined and studies haven't been fully flushed out that take into consideration and provide new perspectives from all the people who will be impacted
- this is not just a localized issue at the site; many people will be impacted further away from it; drivers will take the fastest, most efficient route they can to make that last mile and while Merivale may not be quite as impacted, without really having the data and studying it over an appreciable amount of time, perhaps a year, an intelligent, fleshed out decision (that is not just based on economics or jobs) cannot be made
- in respect of St. Monica's School, it is irrelevant whether that school should or not have been built where it is or in whatever zone it is because neighbourhood children and those in surrounding communities go to that school and they want to be able to cross Merivale Road safely in order to get there

- the community, voters and taxpayers, are speaking to the City, nearly 4,000 people having signed a petition to oppose it, specifically without further study upon which to base an intelligent decision

Jacques P. Chesnais (oral submission; slides on file)

- attended the open house session on May and felt that City staff displayed a bias towards the applicant, repeating information provided by the applicant without any guarantee that it is valid
- this process has been inadequate and approval of an amendment will impact the community and should be conditional on what will happen with this site
- the city is in the process of putting together a new Official Plan to guide the City's development and so zoning amendments such as this should wait until that plan is completed; otherwise, the approval of this amendment would create a fait accompli which doesn't match the OP's vision
- there has been no real study of the impact of this zoning amendment on the local traffic; what staff has presented at the last meeting was really not helpful and in some cases they even talked about road improvements that would happen in 2031, which is 10 years from now and much too late, so the infrastructure doesn't seem to be there to do the job properly; it is obvious that this project could generate considerable truck traffic and therefore considerable noise on the surrounding roads, but the City limits its assessment of noise to 100 meters around the site, which makes absolutely no sense; a proper noise assessment study is needed
- any proper environmental assessment should consider impacts on the surrounding area, including pollution, noise and truck traffic, but again, the City wants to limit the environmental assessment to the site itself, which makes no sense for this type of site usage; the City is shirking its environmental responsibilities
- some of the statements made by City staff need to be evaluated for validity, such as the number of vehicles and trucks going to and leaving the site (10,000 per day) and the percentage of heavy trucks to be in use (estimated at 10%) and it should be indicated if there is any guarantee that these figures would not be exceeded; likewise, there is no guarantee that the figure of 10,000 jobs is not grossly exaggerated or any real indication about the kind of jobs they would be
- the applicant and staff have tried to convince the public that the proposed zoning amendment is somewhat legitimate because it would correspond to the original designation back in the 1990s before JDS was involved, but that is a truly specious argument; since then, the then traffic situation has changed considerably with the development of Barrhaven and so the situation has completely changed

- this application makes no sense, as it would allow thousands of trucks to circulate every day in an already congested area linking Ottawa to Barrhaven; the City has not done any of the necessary studies to evaluate the impact of the zoning amendment (such as traffic, environment, and noise); planning means looking at the impact of your decisions and right now it's clear that the impact on residents, or even on the economy of the area, has not been analyzed; it's just approving things without knowing what the consequences are

Agnes Warda, President, Glens Community Association (oral and written submission)

- the Glens community supports development, but that development must consider the input of the communities it impacts as well as its place in the broader City planning framework; while the proposed site is located in suburban Ward 22, a number of surrounding communities will be directly impacted (including wards 9 and 3) and these communities should have been able to participate in the pre-application consultation stage, which might resulted in improved outcomes and mitigated the potential for misconceptions in the early days of the process; the May 13 Open House session, although informative, left many with the distinct impression that residents' concerns and expectations were far from fully addressed
- pre-zoning is becoming more popular with developers and with City officials as a tool to direct growth to intensification areas, encouraging development, ensuring certainty for residents and developers, and saving developers time and money, while landowners use pre-zoning to increase the marketability and/or improve the disposability of their properties; it encourages development by providing some certainty to current/future property owners or developers, who know they do not have to go through their own rezoning process, so it makes an investment in development or redevelopment more attractive; but there are major problems with this approach:
 - ❖ the rezoning stage is the only time the public can object to or voice concern about a proposal; the rezoning request could also be appealed at the Ontario Municipal Board; pre-zoned areas, although requiring site-plan approval and/or a building permit, do not require public consultation
 - ❖ pre-zoning is happening before the purpose of the site or potential tenants have been determined; pre-zoning does not require impact studies, design or detailed traffic analysis so the residents of the impacted area are basically presented with sketches of what might be or might not be, imaginary employment plans outlining imaginary traffic, which gives the potential developers a significant edge; it is also more difficult to object, not knowing how/when the site will develop; communities' and opponents' valid points are dismissed, and recourse is delayed until a site plan review, which may or may not address their concerns

- arguments based on anomalies in the zoning of business parks are not clear cut; the Nepean Zoning By-law, amended in 1996 (shortly before amalgamation), recognized, under the heading of Industrial Zones, several subzones (service, manufacturing, commerce, mineral extraction, and park) and permitted general uses included freestanding warehouses, but not a truck depot as a main use; permitted land uses differed between subzones; during the consolidation of the Comprehensive Zoning Bylaw (2008) all subzones were merged under the heading of Industrial Zones, but this inclusion was not well studied (due to a lack of time); some Industrial Zones that have truck terminals as a permitted use have Industrial zoned sites located along streets prohibiting truck access, often with a low hanging hydro wires that make it impossible for trailer trucks to pass; comments made during the May 13 Open House suggested that all other business parks permit warehouses and truck terminals but each Industrial Park's zoning is different and with such a variety of uses that it would be difficult to conclude similarities; it is also worth noting that the truck terminal was added at a much later date by OMB Order #PL080959 issued March 18, 2010; despite being allowed by the zoning, a truck transport terminal is not defined by the City's Zoning By-law but is commonly understood to be a place where transport trucks are stored, rented, leased, or parked or from which trucks are dispatched
- during the May 13 Open House, references were made to the establishment of the Prestige Business Park in relation to the Prescott Highway (old Hwy 16); well before this park was considered, a 1966 study identified the need to connect Ottawa to Hwy 401 via a freeway with an unhindered flow of traffic, with no traffic signals, intersections or property access; when the park was initially considered 30 years ago, it had already been decided not to widen the existing highway and instead provide a new freeway connection to 401; the first stage of the project was based on a new alignment (1969 -1983) that allowed traffic to bypass the most congested section of Highway 16 leading through Ottawa; as such, it seems incorrect to assume that the location was chosen because of the proximity to the highway
- although the roads in the area are mostly arterial and almost all are designated truck routes, the Secondary Plan for the area identifies several restrictions put on the zoning:
 - ❖ prohibited vehicular access from Queen Anne Crescent and Merivale Road
 - ❖ Prince of Wales Drive identified as the primary north-south route, joining South Nepean to the City of Ottawa, and designated as a Scenic-Entry Route within the Ottawa Official Plan with special consideration regarding the nature and visual character of adjacent development
 - ❖ minimized new intersections with Prince of Wales Drive (Secondary Plan)

- ❖ Limit on new intersections and their spacing with Strandherd Drive (Secondary Plan)
 - ❖ No direct access to Arterial Roads
 - ❖ provide an integrated, multi-modal transportation network for all residents and businesses that is safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts
- the Transportation Study, although incredibly detailed, is concentrated on the nearby intersections and does not mention that most of the arterial roads in question are already at their capacity, although the need for improvements at several intersections is noted; it seems that the Official Plan (OP), the Transportation Master Plan (TMP) and Council priorities (e.g., Climate Emergency) are diverging in different directions; the OP supports employment that, under the current situation, is trending toward e-commerce and delivery of goods, while the TMP attempts to evolve arterial mainstreets from vehicle corridors to pedestrian-focused environments for which goods movement initiatives must be specially tailored, and one cannot comment about other aspects of generated traffic as Transportation Demand Management (TDM) infrastructure and measures checklists, vehicular, accessible, bicycle, and loading requirements will be prepared and confirmed only at site plan submission
 - it is mentioned that several area roads will require certain modifications and NCC involvement; Merivale Road widening of 4.5m may be required. Woodroffe Avenue requires an additional 5m on the Greenbelt side (if required to construct a rural cross section). Fallowfield Road ROW requirements are to be determined on a case-by-case basis with National Capital Commission involvement. The Level of service (LOS) ratings range from LOS “A” which is indicative of an excellent operation (i.e., minimal delays) to LOS “F” which indicates a failing operation (i.e., very lengthy delays) for Woodroffe intersections (E-F), Merivale (E-F) with exception of the POW intersection rated at “C” at A.M. and “F” at P.M.; background traffic-queuing volumes exceed capacity or queue is theoretically infinite or volume for the 95th percentile cycle exceeds capacity
 - Longfields Drive will be widened to four lanes within the 2026-2031 horizon and the extension will cross the Greenbelt lands of the NCC, affecting some viable agricultural land and at least one farmer tenant; it has the potential to affect Sach's Forest, an environmentally sensitive area, and will also cross Barrhaven Creek and a tributary to Barrhaven Creek, both of which feed into a large stormwater management pond adjacent to the Merivale Business Park; while its existence was mentioned during the meeting, any studies are to be postponed to the site plan review, which raises community concerns; the application does not mention the protection of the

Barrhaven Creek Valley and related woodlots and the public has no knowledge about any consultations with the Rideau Valley Conservation Authority and Ministry of Natural Resources (mentioned in the Nepean Secondary Plan)

- in the traffic study, the effect that the proposed increased traffic will have on the overall integrity of the Greenbelt land has not been addressed; there is no indication of truck volumes or routes, no environmental study proposed at that stage and it is unclear whether an Environmental Assessment will be considered, and the environmental impacts of existing and proposed traffic mitigated; the Traffic Impact Assessment study also details expected traffic increases, which will have a considerable impact on the Greenbelt environment (noise and visual nuisance, pollution of air, water and land, barriers to wildlife movement), the agricultural land and NCC tenants; it is the City's unfortunate decision that Ottawa is one of the few major cities without a bypass road redirecting through traffic away from a centre core, and this raises significant concerns with this rezoning within the communities; Merivale Road has already seen an increase in truck traffic, which is confirmed by the "Goods Movement Backgrounder" listing it as one of four most important destinations accounting for over 60% of all trips; devaluation of the landscape and of natural areas in terms of their recreation and tourism value can also be a significant negative economic factor; Prince of Wales is considered a scenic route and a gateway to the City and it is most unfortunate that visitors will be greeted by tractor trailers; NCC policy mentions the provision of a symbolic and distinctive sense of place and arrival, to and through the Greenbelt
- although the South Merivale Prestige Business Park is not immediately abutting residential areas, there are few households that will not be directly affected by traffic noise and pollution; the nearest residential properties are more than 180 meters away; one has also to consider the increased traffic through existing neighbourhoods, built to older standards, where vibration will be noticed; Country Place, Waterford, and the Glens will be exposed to increased road noise and pollution despite claims that the warehouse traffic will not pass through those neighbourhoods; unfortunately, Merivale is a designated truck route and the shortest connection to/from the HWY 401, the POW offers the shortest connection to/from the airport and the Bankfield ramp will be used to access 416. Section 2.3.1 states that the City will minimize the impact of truck traffic on residential neighbourhoods caused by the presence of these vehicles and their noise, vibration, and emissions by ensuring the availability of a comprehensive truck route network based on the arterial road system, but there is nothing in the submitted documentation to protect and alleviate concerns of residents abutting all the mentioned arterial roads; the study did not comment significantly on the added congestion on the Vimy and Michael Shefflin Bridges and the Shefflin

Bridge intersection is already one of the worst in Ottawa, and, if the Airport is a destination for trucks, both bridges will be further impacted

- the former City of Nepean sought to establish business parks to promote employment in the early 1990s and rather than expropriate the land, the City entered into an agreement with the three landowners for the development of the lands; the acquisition of land by JDS Uniphase resulted in the evolution of the vision of the business park to a campus style development; after the high technology industry decline, JDS Uniphase sold its parcel to the RCMP; the remaining private owner (Zena-Kinder Holdings) has decided to proceed with a development on its lands that, while consistent with the functions of the lands as a business park, does not reflect its development as a Prestige Business Park; real estate transactions describe the area as an established high-quality office and prestige industrial campus between two fastest growing communities of Barrhaven and Riverside South; one can hardly imagine a prestigious truck terminal as a selling point; the changing market, rapid development of e-commerce and pandemic have impacted business development in ways we are only beginning to assess and understand but this does not mean that we need to react with one response, a warehouse and truck terminal
- the Prestige Business Park designation applied to the South Merivale Business Park is in accordance with the policies of Ottawa Official Plan Section 3.6.5. but this application does not mention the several development guidelines regarding the Queen Anne Linear Buffer, Recreational Pathway System and Protection of Natural Areas; as only sketches of the future development are being offered, nothing is said about the design standards (large proportion of landscaping and a high standard of architectural design, high quality landscaping/design important along Ottawa Road 73 (former Highway 16) in recognition of its role as a scenic entry route); design guidelines include the development of a recreational pathway system to link the business park to the Barrhaven, Longfield/Davidson Heights residential communities and the Rideau River Scenic Corridor and they encourage preservation of natural features and vegetation and its enhancement through landscape design, working cooperatively with the NCC to plan the Prince of Wales road crossing and integration of the recreational pathway with the Arterial Road system and Scenic Routes corridor; the staff report indicates this, again, will be addressed through a future Site Plan application but while this is valid, it functionally excludes the public from further input, as there is little or no opportunity for residents to have significant input or voice concerns on those decisions that will actually have the most impact on their communities
- it is indicated that “the addition of the proposed land uses, warehouse and truck transport terminal, reflect current trends in industrial development and that prestige

office uses are often more appropriately located in areas with better amenities for workers and near transit stations, but the applicant's planning rationale quotes the location of various transit options and that a Transit Priority Corridor runs along Woodroffe Avenue, 1km to the west of the site and the Traffic study mentions several bus routes; it is projected that the park will provide employment for 10,000 people from neighbouring communities, reducing the need to commute but the proposal and recommendations do not provide any factual numbers supporting this assertion, nor do they mention the quality of created jobs, a warehouse associate job is a general labor position in a warehouse requiring a high school diploma or GED, with only a few more specialized postings; education levels in the surrounding communities (Barrhaven, Riverside South, Glens, Country Place and Merivale Gardens), as per Neighbourhood Study, are 50-55% at bachelor degree level or above and 30% above high school level, so there will not be many career opportunities for a highly qualified workforce in the surrounding neighbourhoods

- the Secondary Plan interpretation is open to debate; the Community does not see that the proposal is promoting the South Merivale Business Park as a Prestige High Technology/Business area, nor that it is encouraging uses compatible with this prestige high technology business area designation, nor that it is ensuring that the proposed development is planned to sensitively interface with adjacent residential areas; the Secondary Plan also mentions "the transportation policies encouraging a land use pattern and transportation system that promotes accessibility by all forms of transportation (pedestrians, cycling, public transit and vehicular) or permitting alternate rights-of-way widths to support compact and less land consumptive development forms"; traffic issues remain a key concern
- adequacy of Mobility Networks stresses the site being well situated for goods movement, being easily accessible from the Ottawa International Airport and Highway 416 via established trucking routes along Longfields Drive, Fallowfield Road, Woodroffe Avenue, Merivale Road and Prince of Wales Drive; estimated truck level of service is, however, rather low, as it considers the physical space that is available for trucks to negotiate corners quickly and easily, operate safely within travelled lanes, street width, number of through lanes per direction, the effective radius, and the number of receiving lanes on the departing leg; the staff report mentions that very few trucks are forecast to move north on Merivale due to a high level of congestion (route ends at Baseline Road) and the fact that trucks cannot navigate the 90-degree curve on Clyde going north toward Highway 417 but Merivale is mentioned as one of the areas with the highest level of industrial activity (Alta Vista, Hunt Club, Merivale, South Gloucester, and Leitrim); the highest good generators, Hunt Club and Merivale, are the two most popular destinations,

accounting for 60% of all trips; truck road designation, in general urban/central areas, is focused on connectivity and continuity while avoiding residential arterials where reasonable and therefore, certain time-of-day restrictions apply downtown and weekday time-of-day restrictions during the commuter peak periods on Highways 416 and 417 through the urban areas of the city; unfortunately, all proposed streets are passing through established residential communities and there is no plan to mitigate/minimize impact on those areas

- the City has jurisdiction over land use and once they allow landowners to respond to evolving commercial market trends and conditions, they should also protect and provide stability for adjacent low-density residential neighbourhoods
- by agreeing to this proposal, the City is saying that the existing zone is out of date relative to today needs; from discussion during the Open House, one may deduce that nothing is going to be built there anytime soon so there is no reason to rush; instead, it could be looked at in terms of the entire area, in review of the Official Plan, new Transportation Master Plan, and new Infrastructure Master Plan and using the proper process of rezoning with the required studies when the applicants are actually ready to build, simply stating that the Site Plan stage may be a venue to address concerns is not sufficient

Laurie Moncrieff (written submission)

- the lack of transparency in the planning is very concerning
- her backyard suffered from noise pollution pre the widening of Prince of Wales and now the acceleration lane is directly behind her home, so the increase in noise, emission fumes and safety are her top concerns
 - her yard is too loud and feels unsafe with vehicles driving at speeds of 80+ behind the hedge
 - promises for a sound barrier wall have been delayed and now the looming transport truck depot development will only add and increase an already existing problem
 - there has been absolutely no noise or environmental investigation or plans for any because the homes will be more than 100 yards away from the transport depot structure, but the noise and air pollution is from the vehicles driving to and from it; those vehicles will be less than 50 yards from her home and the noise is unbearable already (at peak hours they refrain from using their backyard) and the idling fumes levels will be increasingly more toxic, leaving her and her family at risk
 - property values in the area may decrease as a result and they will be paying for

a property that has areas that are sadly unusable

- there should be a plan for the residents that includes an investigation for noise pollution in all areas affected
- there should be consideration that the added traffic and further congestion may delay emergency vehicles coming to the neighbourhood
- there should be concern for the homes that are separated from this high speed traffic by only a hedge line
- there should be concern for the investments for residents' futures in regards to their home resale value
- there should be concern for road safety with heightened traffic and speeds as motor vehicle accidents are sadly very common at the Merivale and Prince of Wales intersection and adding more transport trucks will be a nightmare
- the depot may create more jobs, but it will also be creating loss of property value for residents in surrounding areas, environmental pollution from the added diesel emission fumes, increase noise pollution from adding more than 1000 plus vehicles to an already high traffic area, idling of transport trucks near their yards releasing toxic fumes into their neighbourhoods

Jonathan Barker (written submission)

- Pre-Covid, the road infrastructure in Barrhaven was already being maxed out and traffic levels will return post-Covid; residents do not need the additional traffic load of heavy semi-trucks
- noise and pollution levels will also no doubt increase
- semi-trucks in the neighbourhood increase potential risks for injuries and fatalities
- there are better locations for this project

David Brach (written submission)

- agrees with the ward Councillors comments and concerns about development before infrastructure; traffic will get worse
- it is the City's job to prepare for growth; they should build the roads of the future that can accommodate the expected growth and that also integrate active transportation; it's a cop out to say that arterial road designs are capital projects and may/may not be in the TMP; the TMP should approve/prioritize the infrastructure before this re-zoning is considered
- page 7 of the report refers to Schedule C, which was not attached; City planners

don't really understand how cyclists move around the city if they think "a spine route runs along Merivale Road to the east of the site and a multiuse pathway runs along Barrhaven Creek 100 metres to the south west" is sufficient as a cycling solution, there is an amazing network of bike lanes and wide paved shoulders in the south end that are well used by cyclists; commuters and active lifestyle enthusiasts do not all use paths and are on the same roads as the trucks

- getting to the Airport and the 416 seem to be the two major use-cases for the proposed facility, with the likely routes down Fallowfield to/from the 416 and either Merivale or Prince of Wales to the Hunt Club to/from the Airport; Page the report indicates the impact of truck traffic will be mitigated by "ensuring the availability of a comprehensive truck route network based on the arterial road system" but then says "Merivale Road, Fallowfield Road and Prince of Wales are all Arterial roads."; this is circular logic, essentially saying what we have is good enough; this assertion is disagreeable; these roads have been ameliorated piece meal for 50 years but are still mostly 2 lane roads connecting Barrhaven; they probably were designated as trucks routes even further back than that (before Amazon, before online shopping and before super-efficient parcel delivery); leaving Fallowfield and Prince of Wales as 2-lane roads while adding multiple significant truck warehouses on a route you know will be heavily used between the depots, the 416 and the airport is just wrong; adding trucks will not only cause congestion but this congestion leads to frustration, which leads to poor driving habits, which puts all vehicles on the road at risk
- is not opposed to growth but thinks growth should not reduce the quality of life in Barrhaven; suggested perhaps the zoning can be conditionally approved, based on the City following through on the TMP; that way, the developer doesn't have to come back to approval, but if Fallowfield and Prince of Wales are widened to 4 lanes by 2031 the new warehouse can simply go ahead; this would give the city time to assess the actual impact of the Amazon warehouse on the community to see if further adjustments to the projections and plan need to be made

Alan Barlow (written submission)

- has concerns about traffic volumes; attended the Open House on May 13, where details were vaguely presented and it was indicated there would be 500 transport vehicles a day, 24/7, and the heavily used road would be Fallowfield, east and west
- the roads are inadequate today, having single lanes, and are busy enough now; Fallowfield East from Merivale is two lanes and ends a short distance at Prince of Wales (also two lanes) and Fallowfield West is two lanes from Greenbank to Strandherd
- there is a massive Amazon warehouse opening soon near Fallowfield/Strandherd

and the 416 and while the trucking routes are unknown it will certainly add significantly to traffic volumes on Fallowfield; the real test will be actual volumes and traffic patterns, not projections

- while this application is to rezone, once this happens, it can lead to the next steps of an application to build a warehouse and vehicle depot; understands and fully supports the need to grow the city and its vital employment, but this is the wrong business application for this location
- would be shocked to see a business of this nature and magnitude, choosing this location to operate; strongly proposes that the amendment be delayed until Amazon comes on stream and a master road plan be completed with these potential developments factored in

Julie Taylor (written submission)

- over the course of several years, the Barrhaven community has exploded, not only in population, but in business development, including an increase in amenities that have served to make the community a city unto itself, and while these have proven to offer enhanced retail and service options to many, they also come at a price; urban sprawl threatens the wildlife and agricultural lands that add to the area's character, being home to a large portion of the Experimental Farm, working agricultural lands along the Ottawa River, the Clarke-Bellinger Environmental Facility (home to several species of birds and aquatic life), and the trees, walking paths and streams of Sach's Forest, all of which have been especially enjoyed by families during the pandemic
- Barrhaven is Ottawa's largest ward by population and continues to be one of the city's most rapidly growing areas, having grown by 80 to 85% in just over a decade, and exceeds the City of Ottawa's intensification policies such that where the formula was once 29 units per hectare, and then increased to 34, Barrhaven's is 37/hectare, the highest density area in Ottawa (650% higher than the rest of Ottawa); planned construction will add to this troubling reality; notwithstanding the large Amazon warehouse in Barrhaven, a 165-hectare site is planned (South Nepean Town Centre), which forecasts an additional 22,000 residents and 12,000 jobs to the area by 2031, and a 500-hectare site is planned for Barrhaven South (with 19,215 residents/2,092 jobs) by 2031; if re-zoned, Barrhaven could be witness to comparable large-scale growth in the South Merivale Business Park, with some indication this could represent 10,000 additional jobs to the area
- key City services have not kept pace with the community's rapid growth; traffic has been repeatedly highlighted as the most important issue for this area; with few exceptions, most roadways are single lane and continue to deteriorate; modest transit options have increased and Phase 1 of light rail has been approved for Barrhaven,

but no funding source or timeline for construction or completion has been established; as the cost of transit continues to increase and ridership declines, more people will choose to use their cars, further increasing volume and impact on roads, what remains unknown is traffic post pandemic

- City staff have indicated that the Transportation Master Plan is only scheduled for completion in 2023 but none of the Barrhaven and surrounding areas will be considered until the plan sunsets in 2031, the same time a number of major building projects are scheduled to 'go live' in the community; this lack of alignment will only further exacerbate the unresolved growth and capacity issues in Barrhaven; the petition endorsed by some 4,000 households should signal to City officials that proper planning, reflection and time is required to ensure what is best for the 'greater good', because too often, the perception is that the City's priority is augmenting its revenue base
- the federal government historically includes three options for consideration/debate in its preparation of business cases/proposals, as a best practice; there is never only one; it is inconceivable there are no other financially viable alternatives for this site, which is already zoned IL9 for light industrial/warehouse use; as a matter of course, City officials should work more closely with developers to conceive proposals that would be supported by all stakeholders; it would be interesting to know, of the proposals submitted to the City for consideration in a given year, the number denied, and if any are sent back for modification because the City does in fact, work with both developers and communities to strike a balance that works for everyone
- residents are understandably skeptical that the applicant's intent (as stated at the Open House) is simply to 'bring this business park up to a par' with others when it has been left untouched for decades, and the claim that there is no prospective 'tenant' for the site; residents deserve far more information than this, especially when the proposal and discussions at the townhall involved the construction of a number of transport truck bays (at least 26) and in fact, the majority of businesses in existing city business parks are not equipped with the number of potential truck bays detailed in the proposal and townhall discussions; this is far more industrial in nature than residents expected with the designation of the South Merivale location as a 'prestige business park' where existing occupants include a high-tech research company (Lumentum); Canada Post; Enbridge; the Royal Canadian Mounted Police; and the proposed construction of a Salvation Army church; even though Mr. Stirling indicated in the townhall he did not know where the reference to 1,000 trucks came from, at one point, he estimated that of the 1,000 trucks to the depot, 10-11% would be large transport, and that the site would be operational on a 24/7 basis

- in the documentation for the February 2, 2021 meeting of the City's Finance and Economic Committee (and City Council for the 10th), it was recommended that the lands in question be sold to Zena-Kinder Holdings for the sum of \$1; it is unknown whether consideration was given to other prospective candidates who may have considered purchase of the land for far more money, or for different purposes; research indicates the owner/potential developer of the land is well positioned in the Ottawa community, which will no doubt factor heavily into City Council's decision with respect to the re-zoning proposition, as well as the one following pertaining to construction; this reality is deflating for residents who honestly want to believe proposals can be challenged if the impacts are not fully considered; Barrhaven residents are not against development, but they do want to see demonstratable evidence their concerns have been heard in the process (i.e., that other options are considered for this site, rather than only one presented)
- With the pandemic, there has been an increase in street and stunt racing, noise complaints, and other related activity; although City personnel made some reference to traffic patterns and volume in the townhall, the consideration of Ottawa Police statistics would also be important information for planners and City Council and its committees to consider; in the case of Longfields, despite City staff indicating this roadway was not arterial and therefore, would not be used for truck traffic, Mr. Stirling referred to Longfields as a transportation route on at least two occasions during the townhall, so Barrhaven residents will want to be assured that the City's position will be enforced, and that the round-about installed before the bend in the road to Bill Leathem will be maintained, being an important traffic calming mechanism that ensures motorists maintain safe speeds
 - the realities of the pandemic and people working from home should not be taken as the current state for traffic; this roadway (Longfields/Bill Leathem to Leikin) is very busy with traffic (including cyclists) during the normal work-day rush hour – and at least two traffic studies have been conducted at the intersection of Bill Leathem/Leikin, because of the traffic congestion; there is also a problematic bend in the Leikin Roadway approaching RCMP Headquarters from Woodroffe where, on more than one occasion, those entering from Bill Leathem have had to stop short when turning left
 - traffic in Barrhaven is only one consideration; if the re-zoning is permitted, and the construction on the potential scale is approved, other communities will be impacted, as well as key arterial roads, including Merivale, Woodroffe, Prince of Wales, Strandherd, Fallowfield and Greenbank and these are already heavily travelled throughout the day
 - staff have confirmed the Transportation Master Plan will not be completed before

2023, it would seem prudent for the City to delay any further proposals that have significant transportation and traffic impacts until the TMP is complete, given the development already in progress and given there are no plans before 2031 to enhance any of these roads, with the exception of portions of Strandherd (a stretch of 3.3 kms), now in progress

- residents have made clear that despite the promises and commitments of City officials, valid concerns about noise, pollution and safety have been left unaddressed for years
- in both the documentation and presentations at the townhall, residents were informed there were no agricultural lands near the development area, when, in fact, the Longfields stretch is banked by farmland, and there are farms that extend all the way to Merivale, even though the frontage is on Prince of Wales; other errors include the belief there are no homes within the prescribed area, when, in fact, there are a number almost directly across from the planned site on Merivale Road
 - if City staff have not physically visited this area, they should, so they can see the errors for themselves, as well as better appreciate the concerns of so many residents
 - when asked if an environmental assessment would be conducted, City staff at the townhall indicated it would, if necessary; should have been aware of and made reference to the assessment completed in 2016 by Muncaster Environmental Planning Inc with respect to the proposed construction of The Salvation Army church at 102 Bill Leathem
- a key factor in the designation of the total site for the South Merivale Business Park was predicated on the proximity to a major highway (the 416 was to be extended at Prince of Wales), but this did not materialize as planned and the business park remained largely undeveloped; this reality has not changed (it is not close to any major highway); in addition, the City moved forward with its plans to close Woodroffe Avenue at Prince of Wales and new housing developments were subsequently approved, so the residential area has built up substantially; given this, it seems unlikely that this stretch of this key corridor will be re-opened, despite its designation as an arterial road; for many, there is a disconnect between longer term urban planning (including traffic patterns and the movement of people and goods) and the encouragement of big business to the area; at the same time, these shifts speak to the realities that the current state of the area, one that is hallmarked by large housing developments and populations, is incompatible with the re-zoning proposal
 - in most cases, large-scale warehouse and trucking operations are constructed near or adjacent to major highways; there is no such proximity in this case and

travel will be required along secondary routes in order to access any highway or the airport

- the impacts of the Amazon site are unknown at this time, but the construction of the facility is near highway entrances and exits and this should be considered in light of previously mentioned concerns
- consideration must be given to the type of city that residents want, now and into the future, and to what impact development might have on tourism
- although staff indicates that the RCMP were consulted, but the RCMP falls under the responsibility of Public Safety Canada, so any consultative documents should be shared with them and, in point of fact, Minto owns the physical structure but the Government of Canada leases it, so any such documents should also be directed to them, as well as Public Services and Procurement Canada; in addition, there are at least two sections of farmland that form part of the Greenbelt, which means consultations with the National Capital Commission are also necessary; these are all extremely large departments and will require significant time to consider impacts and respond, so sufficient time necessarily needs to be allotted to them, with follow up to ensure concerns have been addressed to the fullest extent possible; likewise, it will also help inform discussions on development should they have little to no feedback
- there are two other signs pointing to future construction projects in the area which appear to be office complexes, approximately four stories in height, much more compatible with the South Merivale designation as a prestige business park; once constructed (likely well before the proposal in question), it follows there will be more people, more jobs and more traffic to the area; there is also the potential that existing tenants may not support the addition of a major warehouse to the park and could consider re-locating to other areas
 - If re-zoning is supported, there are statements made in the documentation that identify the City's responsibility to upgrade the infrastructure at a cost of several million dollars, but, based on comments made by City staff, this is not in any current or future plans; moreover, this has the potential to open the door to other large-scale operations in the same area
 - it is unclear whether residents will be required to re-submit concerns when the actual construction proposal comes forward; it is also unclear how a petition with over 4,000 household signatures factors into committee and Council considerations – it has to mean more than a townhall where answers on the part of the proposal developer were vague or not forthcoming, and most residents left feeling even more frustrated

- Barrhaven residents are not against growth; the community has grown exponentially in both population and business development, much of which has gone unchallenged, but growth needs to make sense, and for many the pendulum has swung too far in favour of business, and at the expense of the Barrhaven community; exercising due diligence means ensuring business cases are comprehensive and offer the detail necessary for public officials to make informed and accountable decisions; for communities, this also means assuring residents that proposals are sensitive to their concerns as key stakeholders, that they strike that necessary balance between the need for safe, healthy and flourishing communities, while offering attractive options for business growth, growth that makes sense for the area; otherwise, residents will leave these communities because they can no longer tolerate the noise, traffic, congestion and overall deterioration in their quality of life

Denis Meunier (written submission)

- concerns are related to noise, traffic management, pollution, vibrations, transit, lack of pedestrian and cyclist accessibility on the length of Merivale Road, safety and road maintenance effectiveness on Merivale Rd. near Amberwood Crescent in Country Place, and impact on his property (near Merivale Road)
- the report to Planning Committee indicates that the proposed by-law amendment remains consistent with the original 1990s vision for the Park and is consistent with the existing Official Plan and Secondary Plan - an industrial park targeted to accommodate a wide range of industrial uses that serve South Nepean and the City of Ottawa, which is biased because the amendment is not consistent with the current by-law established when he and other residents purchased homes in Country Place and other areas that are affected by this proposed change
 - when he invested in his residential purchase, as many others in the broader affected areas, the understanding was that the location in question was, as described on page 34 of the staff report, rezoned from General Industrial Use to eliminate several uses, including warehousing, truck transport terminal, outdoor storage, temporary snow dump sites, etc.; warehousing and truck transit could continue as an accessory use to a permitted use, reflecting the operational requirements of both Consumers Gas and JDS
 - the Nepean Zoning By-law in effect before amalgamation (By-law 100-2000) zoned the property MBC (Industrial Business Campus Zone), which permitted uses such as office, hotel, restaurant, light assembly, etc., but specifically excluded uses that may be obnoxious or offensive by reason of odour, smoke, dust, noise, gas, etc.”
 - the report also states “Staff understand this subzone was specifically created at

the request of the JDS Uniphase Corporation (JDS) when it owned the lands. JDS closed its Nepean office in the 2000s, and the RCMP is now using the building.”

- now the rules would be changed at the specific request of a landowner who does a “bait and switch” on residents whenever it suits the corporation at the expense of impacted residents; when that change was made to the by-law, it impacted affected residents in the area and arterial roads and adjoining them, in a positive way, but there are no positives listed with this application for all impacted residents, so the report is unbalanced and geared in favour of the landowner; changing the rules on residential owners and 3600 people who have signed the petition against the proposal, goes against the public interest in favour of one corporate owner; the site should be developed as currently planned and the owner find more appropriate businesses to whom it can lease or sell the property under the current by-laws
- the report makes self-serving assumptions that do not consider the impacts of future growth of traffic and impacts on residents off Merivale Rd. and other areas; it is stated that very few trucks are forecast to move north on Merivale Road but the City cannot know or guarantee this and do not know who would build on that property, it is unclear if there are by-laws or measures to prevent truck traffic on Merivale moving north and no written guarantees to mitigate impacts to residents who have invested in residential property that will be affected by this proposal now in Country Place and in the future if this proposal is accepted
- without adequate explanation, the report states that the amendment is consistent with the Official Plan’s Section 2.3.1 Transportation – Movement of Goods; it does not indicate how/if the proposal meets OP commitments such as minimizing the impact of truck traffic on residential neighbourhoods caused by the presence of these vehicles and their noise, vibration and emissions by ensuring the availability of a comprehensive truck route network based on the arterial road system
- the report offers an inadequate assessment of traffic impacts: The Transportation Impact Assessment (TIA) report acknowledges that the Merivale Road, Longfields Drive, Bill Leatham Drive, Leikin Drive, and Paragon Avenue all currently miss targets for pedestrian and bicycle levels of service, but the report does mention what will be done about correcting this deficiency and when, regardless of whether the amendment is accepted; the City is slow at enforcing traffic and noise by-laws and responding to residents’ requests for responsive roadway repair work, road safety measures and traffic speed sign

placements, and, as such, the report does not adequately consider impacts on residents and affected area

- the report only offers “may” and “could” in some statements in respect of measures that could help mitigate negative impacts, such as improvements to arterial road designs that *may* be identified in the Transportation Master Plan (TMP) for renewal and scheduled through the Development Charge Background Study process, improved active transportation facilities that *may* be constructed, and noise attenuation measures for arterial roads such as Fallowfield Drive that *could* be included in future capital projects; it fails to even mention other measures, such as noise attenuation measures for Merivale Road
- the report is a breach of expectations and understanding with surrounding residents as it fails to acknowledge that the requested zoning change is inconsistent with the current state of affairs, and the expectations of residents who have invested (since the original use) in residential property in the adjacent areas, including those off Merivale Rd.; it is short-sighted in that it does not address the impact (e.g., noise, pollution, infrastructure, environmental) of the change to any residential property along Merivale Rd. especially, and other areas, and is rewriting history and insufficiently addressing the potential impact on Merivale Rd., especially between Fallowfield Rd, Amberwood Cr. and going north on Merivale

Bruce Ricketts (written submission)

- this application is to rezone the area of a Prestige Business Park into a 24 hour/ 365 day per year truck park and warehouse site; short of a nuclear facility or solid waste dump, nothing can be further from the character of communities which border on, and are affected by, the proposed site; it will have tremendous impact on the residents and homes along Prince of Wales Drive between Merivale Road and Vimy Memorial Bridge
- a truck yard at Rideau Glen will increase truck traffic along Prince of Wales Drive, increase the noise levels, and increase wear and tear on this two-lane roadway; the truck traffic will be 24 hours per day, adding add up to 200 light and heavy trucks to northbound traffic on Prince of Wales Drive, which is already backed up south of Waterbridge/Winding Way during the morning peak traffic (outside the COVID period); the proponents of this project will counter these arguments by saying that Prince of Wales Drive is not the only traffic route to and from the truck yard, but this same argument was made with respect to Prince of Wales Drive and the 416/Hunt Club corridor, which, as history shows, failed to operate as intended and resulted in unbearable noise and vibration along Prince of Wales

- Traffic Impact Assessments, like the one accompanying this application, are limited in scope and do not tell the whole story; they tell the story of effects on local intersections and limited roadways, but they do not tell the story of the effects on people and communities outside of the limited study area
- this project is not suitable for the site proposed; the area is zoned for office use, not industrial use; this type of project is best suited on the west side of the 416 where highway access and four-lane roadways are the rule

Anne-Marie Bereza (written submission)

- the (Open House) Zoom meeting regarding the rezoning in the Barrhaven business park was very frustrating; with each presenter from the City 100% in favour of the rezoning, it is obvious to all residents that the City has one goal in mind, more tax dollars; there was no care for the residents who are unhappy at the prospect of living in a high traffic area; this rezoning request is all about cash for the owners and cash for the city; the job creation is minimal and not the driving factor; it is not a benefit to her, her family or most of the residents in this surrounding area and will have a huge negative impact on the residents in close proximity and other residents who need to commute
- staff explained the rezoning process during the meeting and how to appeal it, but did not indicate a plan B if the rezoning did not get approved
- Jack Stirling should not have been allowed to represent the current owners and he should not have been answering questions as if he still works for the City; he answered her question from the chat about the maximum number of trucks permitted per day if the rezoning goes through, indicating that the City does not put any restrictions on the number of trucks nor do they regulate; he or the owners have no right to tell residents about the City's restrictions or lack thereof and it is a conflict of interests to have him speaking to the public
- Merivale and Fallowfield cannot facilitate any increased level of traffic, let alone adding unlimited trucks and 500-650 employee vehicles at rush hour, which staff indicated in a phone call with her would be 720 trucks a day (30 per hour) plus the employees (from 500-650 in rush hour); it is strange that staff provided these specifics but nobody knows who the purchaser is; Jack Sterling would know since he was representing the current owner
- there isn't sufficient infrastructure in place at Merivale and Fallowfield but staff indicated there is good traffic flow in this area; Merivale and Prince of Wales are parking lots during normal rush hours
- most people she talks to say they will continue to work from home when COVID is

done because they do not want to do the commute downtown, and this is because of poor city planning and lack of infrastructure in Ottawa; it should not take an hour to travel from Barrhaven to her office on Albert St.; if this project goes through many residents in this area will not return to the downtown on a daily basis ever

- the purpose of the meeting on May 13th was so the City can say they let the residents have a chance to voice their opinions, but she has been told the builder has already been selected for the project on this property
- the fact that an environmental study has not been completed before a vote goes through is outrageous; in a time when the environment is a mainstream issue the City of Ottawa is not interested
- the main roads involved cannot support the current or projected traffic; the City has continually approved projects without improving the infrastructure and if they approve this project, that pattern will continue

Yumi Kotani (written submission)

- is a local resident whose life would be negatively affected if the proposed change is approved
- before making any decision on the proposed change, the City should first conduct holistic impact assessment from multiple angles, including: traffic volume and patterns (peak time, day time, night time), noise, safety, pollution, ecological/environmental impact, and quality of life for residents in the broader surrounding areas including the Glens, and explore all other alternatives and weigh the costs and benefits, not only on economic terms but also on social, cultural, health, and environmental terms
- attended the Open House on this proposed zoning and was surprised and disappointed by what seems to be an extremely narrow, myopic view taken by the City's planning team so far as to the potential negative impact of the proposed change and the potential truck depot at this location on the neighbouring areas/region; the discussion also seems to lack an overall planning vision for this area, as it seems to include a mix of contradictory plans in terms of residential, industrial, and environmental perspectives
- this business park is surrounded by both historically established (the Glens) and newly expanded residential areas (Barrhaven), since the 1980s, when the City of Nepean originally set the planning vision and zoning rules for this area, but the usage of these broader surrounding areas and roads have significantly changed since then, especially given the residential expansion in Barrhaven; it is also surrounded by ecologically sensitive and protected areas like the Rideau River watershed, Chapman

Mills conservation area, and the NCC Greenbelt forests and creek including the unique and sensitive sand dunes of the Pinhey Forest and the newly restored wetlands at Woodroffe and Fallowfield; this important context was not adequately acknowledged by the developer nor the City planning team, as they seemed focused only narrowly on the business park and its immediately adjacent streets, and nothing beyond; given the unique confluence of the multiple potential negative impacts on the surrounding region, its residents and wildlife, the current City planner's repeated insistence that no impact assessment is required because that would be beyond the 'legal minimal requirement' threshold, is inadequate and irresponsible; this is a unique case where the City needs to go beyond the legally minimally required level/type of assessment

- the person representing the developer also happens to be the former senior planner for the old City of Nepean, very knowledgeable of the technical zoning rules but does not seem at all interested in considering the human and environmental impact of the proposed change to the surrounding region; given how the City's current planning team seems to side with the applicant without having done any meaningful analysis (on the ground that technically and legally such analysis is not required), it does create the unfortunate appearance or perception that there might be conflict of interest between the City and the developer/applicant, at the expense of the surrounding residents and wildlife; to assure the public that the City's decision making is not unduly influenced by its former senior public servant who is now lobbying on behalf of a business interest, it would be in the City's interest to conduct fulsome impact assessment and cost-benefit analysis of many more options than the one currently proposed by the applicant before making any decision on the future of this business park
- it would be irresponsible for the City to approve the proposed change without having done any meaningful and holistic impact assessment from multiple angles, including: traffic volume and patterns (peak time, day time, night time), noise, safety, pollution, ecological/environmental impact, and quality of life for residents in the broader surrounding area including the Glens; it would also be short-sighted and potentially dangerous to approve this proposal without having explored all other alternatives and weighed the costs and benefits, not only on economic terms but also on social, cultural, health, and environmental terms
- full impact assessment as a first step, is an important due diligence the City can do to ensure that the best decision is being made in light of the overall vision of the future of this part of the City for the next generations to come, and in the service of the public good for the City and its residents

- at a time when there is a climate change crisis, and transition to low carbon economy is sorely needed by municipalities to thrive into the future, the City is considering to change the zoning to bring in a massive truck depot in the middle of a residential and environmentally unique region; they must consider what would happen to the quiet residential neighbourhood of the Glens if the high truck traffic starts going through the Merivale Road (which is only one lane between Slack and Prince of Wales), MacFarlane, Prince of Wales, Fallowfield, etc., what the impact on local residents would be, not only at peak traffic times, but also 'off hours' in the morning, afternoon, and even the night time; the developer seemed to repeat at the Open House that the truck traffic would be diffused through the day outside peak hours, but that still would pose significant traffic, noise, pollution, and safety problems for nearby residents
- none of these concerns were adequately addressed by the City at the Open House; before the City makes this important decision, all these factors need to be properly studied and holistically assessed in context to make an informed decision, so the City does not jeopardize the health, safety, and quality of life considerations for the surrounding residents and wildlife

Inna Ellis (written submission)

- questioned whether, due to increased traffic in the neighborhood that will cause an increase in pollution and fuel emissions, the City is planning on looking into hydrogeological reports for the area given it has no plans on bringing municipal water to the area and wells are the only source of water there; the City needs to do what is necessary to protect the neighbourhood and their water
- questioned whether the City considered the impact on surrounding wild life and nature
- questioned how snow removal would occur at this depot, given residents were told a noise study is not required because there will be no stationary noise; it will be extremely loud all winter long as snow removal at the RCMP facility keeps residents awake all night long every time it snows and if there are two giant facilities in such close proximity something needs to be done about the noise
- questioned why this proposal is being looked at from 1990 prospective and the assumption that the 416 will be connected to Merivale

Kevin MacDonald (written submission)

- has lived in the neighborhood since 2015 and is still getting used to the commercial traffic on Merivale Road where there are no sound barriers, as opposed to those backing onto Prince of Wales
- traffic in the area has caused (and is continuing to) damage to his house, including

cracks in the brick work and the garage floor, which are indications of what the vibrations are doing to properties; the asphalt on Merivale is not substantial enough to withstand constant commercial traffic, not having enough crushed stone underneath, which is causing the vibrations

- proximity to an elementary school (St. Monica) is a concern

Primary reasons for support, by individual

Lise Sarazin, directrice générale, Regroupement des gens d'affaires (oral submission)

- there have been more online orders since the pandemic and that trend will be here to stay; this means more transportation because more goods are being delivered
- the application is valid because it will create jobs, attract more businesses with more traffic - different sectors of businesses, plus new offices and new builds, generating more businesses throughout the city
- it will help the City to ensure economic development is at full force

Jason MacDonald, Chair, Barrhaven BIA (oral submission; slides on file)

- jobs of all kinds are needed here as our diverse community continues to grow with a vast array of housing types and demographics
- Ottawa's suburban communities play a vital role within the larger context of our city and offer the ability to be sustainable communities that are complete with work, live and play opportunities; the careful consideration of the continued development of our suburban areas is very important and something the BIA has supported for over 16 years
- Barrhaven has been built as per the City's planning prescription: building of the first economy- houses, the second economy - businesses, and now the third economy - recreation facilities and hotels; while growth has been consistent with approved plans, the Business Parks have sat empty until relatively recently
- the South Merivale Business Park is an Industrial Park and has been zoned as such since 1990; adding "warehouse" and "truck transport terminal" as additional uses in the IL9 zone will bring significant new employment opportunities to an area planned for this activity and the requested zoning change is not different than what is being built at the roundabout at Bill Leathem and Longfields, other than that on that site the trucking component is an accessory to the main use; the amendment requested would allow the use as a permitted main use
- the Business Park is well-situated with close-proximity to Highways 417, 416 and 401 and the site is located 4.6 kilometres or a six-minute drive via arterial roads from the

Ottawa International Airport and the Urban Employment Area adjacent to it; the proposed warehouse and truck transport terminal uses will capitalize on this proximity and may enable synergies for logistics uses

- the site is served by municipal services, has no on-site environmental constraints and is ready for development
- the location of the parcel of land is accessible by Leikin and Bill Leathem, which are roads in the Business Park, not residential streets; these lands are for the purpose of business, not recreation
- all trucks coming and going to the Business Park legally have to stay on designated truck routes and cannot go into residential areas; Longfields, Fallowfield, Woodroffe, Merivale and Prince of Wales are Truck Routes under City By-law and provide access to the business park from the 400 series highways
- the traffic study for this application shows that the zoning change will not change the traffic generated from the current zoning; 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; if the JDS Uniphase world headquarters plan had come to full fruition, the number of cars there would have been substantial, with employee levels of about 10,000 people, involving a substantial level of commuter traffic
- during peak delivery season, there could be a maximum of 400 trucks operating; it is not economically viable for delivery trucks to travel and move goods during peak traffic hours so it will not greatly impact commuter traffic
- consumer behaviour in today’s economy has driven up the demand for warehousing and last mile shipping and people expect quick and efficient delivery of goods, so they need to be located nearby
- the popularity and rise in online shopping have increased land demand for logistics uses and led to new technologies, such as robotics in warehousing or the use of connected and autonomous vehicles; expanding the permitted uses in the IL9 zone to include warehousing and logistics uses will position the lands to be developed in future with land uses that require goods movement, and welcoming large businesses to our City will improve Ottawa’s global reputation as a key location to do business, further enhancing our ability to attract future employment development
- this is very good for Barrhaven and falls very clearly in line with what the purpose of the site is; he has only heard very minor opposition in the community; the more we can diversify the businesses and opportunities in the city, the more insulated we’ll be from economic downturns and whatnot

Roddy G. Bolivar, Executive Director, Carp Road Corridor BIA (oral submission; slide on file)

- the Carp Road Corridor is a designated employment area just to the west of Ottawa, with 300 businesses and 5,000 jobs; about 10 years ago, the BIA started to see a change in the types of businesses looking to locate in the corridor, which were similar to businesses already established in the area but for one reason or another did not meet zoning requirements / permitted uses (e.g. aerial vehicle safety solutions) so the BIA worked with staff to better understand the types of business that might be attracted to the corridor and the City made beneficial changes to allow those opportunities
- the city's employment areas are more than just a supply of vacant land; they are an economic development resource that must respond to opportunities and even anticipate opportunities to provide a competitive advantage to the city
- the Carp Road Corridor BIA supports the general intent of the staff report (with respect to this requested zoning change), which is to be responsive to changes in economic development trends and opportunities; they encourage the City to be dynamic in their approach to using the designated areas as economic development resource and they support how this report demonstrates how changes in zoning can be one tool in that toolbox

The applicant, as represented by Greg Winters and Jennifer Luong, Novatech, and Jack Stirling, The Stirling Group (oral submission; slides on file)

- they are sympathetic to a lot of the residents who raise concerns about applications because they don't always have the advantage of knowing all of the history in planning and seeing or understanding all of the technical documents have been produced over many years
- this business park and the planning for it has been 20-30 years or more in the making, leading up to this process
- a lot of the policies that guide the development here are already in place; it's a designated employment area and existing business park, planned since the 1980's or the 1990's, and the Official Plan and Secondary Plan currently permit a warehouse as a use; even the zoning today permits a warehouse as a permitted use, just not a principal use; as of right, a development can be built on this property with a good component of warehouse attached to it, as long as there's an office or some other principal use
- the requested zoning change is to have something that's a little bit more of a proportionate mix, so more warehouse or truck transport could be included; there's

nothing in the Zoning By-law that says that it needs to be 50% or 70% of the building, it's an interpretation, so they want to make sure that anybody coming in with an application in the future is clear that they've got permissions to build on this site and don't end up in a debate down the road about the percentage of the building that can be warehouse

- the designated employment area was decided in this location largely because of its proximity to the airport; it's in the noise cones for the airport, so the noise regulations on top of this property mean that you can't have a lot of mixed use development (e.g. seniors' homes, housing); it's also at this location because it has great transportation routes and truck routes surrounding it
- this proposal meets the intent of the Provincial Policy Statement and it meets the intent of the City's OP policies regarding employment in terms of having employment scattered throughout the city rather than concentrating it in one area; it makes for a complete community to have housing and jobs spread throughout, and if you didn't have manufacturing, light industrial warehousing in this location, you'd have more trucks driving throughout the city; Zena-Kinder wants to add a warehouse and truck transport to give a full amount of uses to the property that's reflective of the existing policies and the OP and the Secondary Plan today, which just makes good planning sense and will allow Ottawa to grow as a new city
- there are designated truck routes for 18-wheelers and such throughout the city that lead to this development, the trucks wouldn't be running down local roads because there's restrictions on that
- the development would create good employment jobs, and to turn down this application today would be contradictory to the City's intent for this designated Employment Area and the further review that Council just approved in 2021 for the industrial and logistics land strategy; it would also mean closing the door on a potential for other uses to locate here, resulting in a loss of development charges , which are important because that's what's actually going to go into paying for projects like the new Transportation Master Plan, to implement some of the fixes that Councillor Meehan and some of the community have been talking about, road capacity and intersections and such; you can't put it on the backs of an individual builder or developer to build one building to fix all the City's infrastructure - that's what development charges are there for and should be used as such
- this is a family-owned property, and owned for over three generations, that has participated as a family with the former City of Nepean and the new City of Ottawa and the development of an industrial park, the business park
- it is not an application to create a business park, as this business park has existed in

planning documents from the former City of Nepean since the early 1980's; if this park had been able to develop through the high-tech era, as it tried to do over the years with JDS and others, the zoning currently on the site would have allowed over 10 million square feet of development and 10,000 employees

- this site is zoned and it was serviced in such a manner in the 1980's/1990's that it has leading edge stormwater management
- all of the area was redeveloped and infrastructure was improved as a result of JDS, including turning lanes and intersections that were put in and widening of roads, and if triggering any new development requires that, they will be done as part of the approvals as well
- the site is under the airport noise cone so residents would not hear noise from the site because of the airplanes going over
- there are no other uses allowed on site, be it residential, mixed use, hotel, etc.; the Salvation Army church that will be built was not a permitted use but was appealed to LPAT and granted, much to the dissatisfaction of the airport authorities
- there is a building structure right now in the park of 20,000 square feet that has 18,000 square feet of permitted accessory warehouse use with six truck bays; if that cookie-cutter development was applied across the 110 vacant acres, as would be permitted under current zoning, the site would have over 866,000 square feet of warehouse and over 275 truck bays; the parent I09 zone right now allows 28 uses and the IL9 allows 12 of those but this application is only asking asked for two uses, still much less in terms of uses than the parent IL9 zone that exists in pretty much every ward

Effect of Submissions on Planning Committee Decision: Debate: The Committee spent three hours and 48 minutes in consideration of the item.

Vote: The committee considered all submissions in making its decision and carried the report recommendations as presented.

Ottawa City Council

Number of additional written submissions received by Council between May 27, 2021 (Planning Committee consideration date) and June 9, 2021 (Council consideration date): 5

Note: An updated copy of the online petition (originally received by the Planning Committee Coordinator on May 19, 2021) was provided on June 7, 2021, containing the names of 3,126 individuals (at the time of submission) requesting that Ottawa City Council not approve this proposal

Primary concerns, by individual

Barbara Motzney, Rideau Glen Ratepayer's Association; Barry King, Rideau Glen Ratepayer's Association; Karen Meades (ward 22 resident)

- they are not opposed to development in the Merivale South Business Park, but ask for responsible growth; new commercial/industrial development should bring quality jobs, support local businesses, protect the environment, and sustain their quality of life; 3,600 voices spoke by way of a petition (note: copy on file), concerned citizens that call for a healthy, liveable and safe community, one that creates clean economic opportunity for Ottawa and sustainable jobs for our citizens
- Section 3 of the Official Plan contemplated a Merivale South business park development that would be consistent with the surrounding low rise residential buildings, office buildings and other clean industry in the neighbourhood; further the Act states development should enhance the sense of community by creating and maintaining places with their own distinct identity
- the city planners made light of the re-zoning application; stating the change was simply reverting the zoning to that prior to a high-tech company request that never materialized and they further commented this re-zoning would provide a truck depot and warehouse as a primary use rather than as a secondary use, and, again, minimized the difference between the two
- the city planners conceded that there are no plans to upgrade the routes to and from the depot and warehouse, with one exception in 2031 to widen Prince of Wales; there is no denying the roadways named in support of this development are inadequate to handle current traffic volumes, with the warehouse and truck depot traffic it can only become more dangerous
- the City Planning committee voted to support the re-zoning application at its meeting of May 27, 2021; it seems that although the re-zoning is allowed; the error in judgement was to not consider whether or not it 'made practical sense', it does not
- the likely impact to the community is severe and far reaching, and will change the distinct identity of the community forever; the truck depot and warehouse plans and its potential impacts defy all principles of responsible growth
- specifically, they ask the City to consider:
 - (1) the harmful impact to the environment where they raise their families
 - this truck depot promises to wreak havoc on the roadways with additional

vehicle and truck activity 24- hours a day; at the site, as well as to and from the site; specifically, Prince of Wales, Merivale and Fallowfield are two lane roads, without sidewalks or bike lanes and truck routes to and from the site will be using these roads, which are already overloaded with current traffic volumes without this added stress

- there are no planned infrastructure upgrades to either roads or sound barriers, with the one exception to widen Prince of Wales in 2031; they heard the City has little to no money for upgrades of this size and expense
 - the increase in traffic will severely impact residential homes and schools; neighborhoods will be congested with trucks queued up for loading docks while polluting the air with diesel fume while onsite equipment, including forklifts and robots inside open dock doors, produce continuous noise, sounds and vibrations and light pollution that travel a considerable distance, especially at night; the Planning Committee considered the on-site impact but neglected to consider the far-reaching effects into the nearby residential neighbourhoods
 - Prince of Wales is designated a 'scenic route' by Federal authorities; cyclists and pedestrians will be at risk while traversing this same inadequate infrastructure
- (2) the negative effects on the health and wellness to the residents and wildlife within the community
- incidences of decreased lung capacity and cancer are well documented in research literature studying the effects of warehouses situated within residential communities
 - the neighbourhood is home to some significant and fragile animal life - within and around the chapman mills conservation / biodiversity area, including some on the endangered species list; with the recent construction of the Vimy Bridge these animals have already been further jeopardized
- (3) the degradation to their quality of life
- City planners seem focused on perceived fiscal benefits and are not taking time to fully understand the repercussions of their decision-making on the long-term development of the community .
- a direct rebuttal to comments made by Lise Sarazin (Executive Director of Le Regroupement des gens d'affaires):

- very few quality jobs will be created, although developers use jobs as a huge selling point; recent articles would suggest that e-commerce companies aim to fully automate their warehouses in the very near future, including sorting, picking, and even janitorial work, meaning that most remaining warehouse jobs are difficult and have lower pay scales, typically minimum wage; for a particular individual, long-term sustainable employment is questionable
- this will be more of a detriment than a benefit to local businesses; with warehouses transitioning to full automation, there won't be many human workers to take lunch at nearby restaurants, or shop in stores, or run errands at local businesses; robots won't have any use for hotels and truck drivers usually carry their sleeping quarters in their cabs; one might argue that delivery truck drivers would stop for lunch but, with pressures of one-hour delivery in our congested area, that isn't very likely; increased traffic and congestion in parts of our neighbourhood could affect long term viability of some businesses too, as residents weigh out the hassle to get to those businesses
- the current land use is residential neighbourhoods with a Prestige business park within its interior; business development must be responsible; new commercial/industrial development should bring quality jobs, support local businesses, protect the environment, and sustain quality of life; common sense would suggest a truck depot is inconsistent with these principles as intended in the Official Plan; this is not the right thing to do and is not responsible growth; this application should be denied and development consistent with the intention of the policies in place pursued

Anne-marie Bereza

- over 3600 informed residents spoke up in signing the petition
- adding more minimum wage warehouse jobs at \$15-\$18 an hour is not creating jobs that will help the residents and especially the residents in the affected area; this area is a white collar area; Amazon will be adding over 1000 jobs in the west end of Barrhaven and if you look at the jobs available in Ottawa today, many are warehouse and truck drivers, posted as urgent, but they are not getting applicants to fill these positions
- Jason MacDonald lied to you in the May 27th meeting when he said residents want this rezoning; he also lied when he said it will be 6 minutes' drive to the airport; he lied about the residents who signed the petition, saying they were questionable; he also made up statistics about business development from this rezoning; he has no idea of the bottleneck Merivale/Fallowfield /Prince of Wales is because he does not commute during rush hour in/out of Barrhaven

- (Councillor) Jeff Leiper admitted he wasn't familiar with the area, yet he voted in favour of the rezoning, making an uninformed decision that affects residents (and not himself); Councillors need to go see the area and talk to residents who live in the area that will be affected
- we do not have the roads to support this increase in traffic, or safe pathways for bikes or pedestrians in this area and accidents will occur if this is approved

David Brach

- it is not abnormal for cyclists in the city to face dangerous encounters with trucks, which is why he continues to comment on this file and advocate for responsible growth in Ottawa
- both Councillors Leiper and Egli raised excellent points on what materially is the difference between the 2 uses requested in the zoning and it was disappointing that the City planners could not provide an answer; either all similar IL zones could get this rubber stamped approval or there is some reason why there is a difference in the zoning regulations to distinguish these; it is strange that Councillors were still able to vote without understanding what they were voting for
- the discussion surrounding the TMP is frustrating, as there are vague mentions as to what is planned or potentially might occur and further references to not having enough money to meet ambitions and frustrating that we wait until there is a problem before doing something; if this is the strategy, or the only way to make it work, it should be more transparent; Councillors in South Ottawa need to work together to ensure the TMP is modified to ensure the necessary roadwork is prioritized and integrated with the LRT planning
- there is no doubt that the ward Councillor's vision for Barrhaven has come to fruition and that she has done an excellent job lobbying for the improvements seen in Barrhaven, this latest surge in intensification is concerning
- the City planners' response to the traffic was very uninspiring; there was no data provided to backup any of their assertions, such as the maximum capacity they feel these key arterial roads (Prince of Wales and Fallowfield) can handle; if this was known, the impacts of adding volume could be properly discussed; if the planning department recommends not exceeding 90% of capacity and this extra warehouse will push us to 91%, there is a problem; there was also no discussion of the cycling levels on these truck routes or whether the increase in truck traffic will be problematic for this mixed usage
- this cannot be new to the City planners or City Councillors, as all these same concerns would have been raised for Costco and Amazon, but there was no

referencing back to those initiatives to compare (e.g. initial projections for increased traffic vs actuals); there should be comparable and proper growth projections for the many plans for the growth in South Ottawa but none were even mentioned

- this proposal should be considered holistically, the community concern is not only on the size of the warehouse for this business park but what the combined traffic intensification will be with two major warehousing facilities in the communities; while the boat has sailed on having a “Prestige” business park with office buildings, there has been zero discussion of turning Barrhaven into the next Brampton by attracting warehousing and light industrial to the communities simply due to “proximity to the airport”; perhaps waiting 50 years to build on a business park isn’t the best plan; when the park was established that part of town was the hinterlands so you could build anything “way out there”, but no one back then would believe the growth that has occurred and no one living here now feels they are living way out of the city and really wants to support some of the possibilities for the business park; it is an unfortunate set of circumstances
- Mr. Winters put it aptly by putting the traffic concerns back on Council by stating that individual developers are not responsible for the TMP and that is what the City manages the development fees for; we also heard that the city doesn’t have enough money, so this will remain a tough topic for councillors for years to come
- in terms of the Merivale truck route, he has seen firsthand how the trucks moved down Merivale to gain access to the 417, right down Kirkwood, so Merivale may remain a viable truck route if they don’t feel like going down Woodroffe
- Councillor Harder should be commended for her forward thinking as part of the city builders of Nepean but the plan for that business park was for 50-year-old population and traffic levels and whatever we put in this site is going to hurt unless we plan for it given today's context and reality, this site will intensify the traffic no matter what is built there and the roads are just not ready
- there was some confusion on whether the public would have input in any further part of this process and again there did not seem to be a clear answer to this question
- he is not opposed to growth but wants better planning around growth; planning that includes a reasonable timeframe for appropriate road network improvements to meet demand and that incorporates capacity increases with mixed use of the road network
- it has been indicated there will be another large distribution centre before we even

see the impact of Amazon, which raises concerns about further traffic congestion and more risky encounters between cyclists and trucks; his concerns have less to do with this individual application than with continuing to stress the importance of roadwork improvements via the TMP for Barrhaven and how they should be paramount in discussions around growth opportunities in this community

- the paved shoulders along Fallowfield, Cedarview, Woodroffe, Prince of Wales, Limebank, Lietrim, Albion, Mitch Owens and the bike lanes on Hunt Club, Earl Armstrong, Greenbank (mostly) and Strandherd along with the path network offer so much opportunity for cycling in the South End of Ottawa and adds significantly to the quality of life in Barrhaven and he is concerned with how congestion will impact what we currently take for granted

Patricia McLachlan, Director, Glens Community Association

- neither she or her family, residents of Ward 9 for 21 years, are in favour of this application; the members of the Glens Community Association are also strongly opposed to the application, having voiced their concerns by phone, email and Facebook, and by oral submission during the May 27th Planning Committee meeting
- asked that Councillors read the detailed submission to the Planning Committee, prepared by Agnes Warda, Glens Community Association President, which lays out their issues and suggestions, and to give honest and thoughtful consideration to the valid reasons of the many residents opposed to the application

Faith Blacquiere

- this application should not be approved for the following reasons:
 - 1. “Warehouse” is not the correct land use to use for this application, as “warehouse” is not equivalent to “distribution centre” or “fulfillment centre”
 - Jim Watson approved a Minister’s Zoning Order Regulation for Bradford West Gwillimbury which included both “warehouse” and “distribution centre”, indicating that these are different uses
<https://www.ontario.ca/laws/regulation/090465?search=465%2F09>
 - the MPAC Property Codes are Warehouse (530), Distribution Centre (545) and Truck Terminal (544); zoning should have some relationship to the MPAC assessments; Workers compensation is also tied to assessments; this case has a detailed analysis of the differences between distribution centres and fulfillment centres [A1901970 \(Re\)](#), 2020 CanLII 47567 (BC WCAT)

- the ITE Trip Generation Manual 10th Edition Supplement provides further codes for various types of buildings, e. g. ITE Code 155 is High-Cube Fulfillment Center Warehouse, however, the TIA studies are not using the correct codes
- the Staff Report Pg 12 states: Expanding the permitted uses in the IL9 zone to include warehousing and logistics uses will position the lands to be developed in future with land uses that require goods movement; trends and drivers of change are discussed more fully in the document titled “Industrial and Logistics Land Strategy for the New Official Plan”, included with staff reports to Council on growth management and directions for the new Official Plan in February 2021.

this Strategy, which recommends that the site be Non-Traditional Industrial Mixed-Use (NTIM) rather than Traditional Industrial and Freight Storage (TIFS), states: Pg 18 More impactful uses, such as manufacturing and warehousing, listed in the PPS as part of employment areas, will be directed to the new Traditional Industrial Freight, Storage (TIFS) designations in the urban areas, and the Rural Freight, Storage (RIFS) designations in the rural areas of the city.

- the 222 CitiGate Barrhaven Amazon Fulfillment Centre was allowed to proceed to Site Plan Control without a ZBA when the IP[2045] H(45) zoning prohibits a warehouse, thereby implying that “warehouse” was not considered as applicable; there is no Planning Rationale, however the Application Summary refers to prestige office and light industrial uses, when the 1,559sm office is ancillary to the latter; the Site Plan used in the TIA refers to the IP6 Subzone which is for the Kanata North Business Park; the IP parent zone and the other IP zones do not include “truck transport terminal” and the “light industrial use” is separate from the “warehouse” use
- the changes approved by Council 12 June 2013 for the South Nepean Secondary Plan Areas 9 and 10 OPA and ZBA had strong policies requiring warehouses to be located away from H416 and to the 2008 Secondary Plan; Council refused an application in 2010 for the Frito Lay warehouse proposed north of this site based on strong recommendations that the Prestige Business Park objectives should be respected; these policies were similar for the Area 1, 2 and 3 SMBP Secondary Plan which expected a Prestige Business Park
- the applicant should have requested a site-specific exception for

“distribution centre” which would have included the ancillary truck transport use

- 2. proximity to the airport was claimed to be a primary reason to approve the application but the need for this has been overstated and other developments may impact road capacity
 - TIFS and RIFS parcels are intended to be located at the urban/rural interface, so that large trucks do not need to go through the urban area; the needs for the designation are driven by trucks, not air freight; airports are a distribution facility for goods going in and out, and receive the associated trucks; the commercial distribution centres perform the same function and could receive goods and ship returns using the airport services, however, they are intended to be the “last mile” for transport trucks, which seems to raise the issue as to whether airport proximity is really that important as opposed to being on a 400 series interchange; the Staff Report Pg 24 says "Most trucks are forecast to move east-west to Highway 416"
 - the traffic route is already congested, east-west traffic is constrained by the Hunt Club and Standherd Bridges, and there are many more traffic-intensive uses approved or planned
 - on June 4th, the Airport Authority issued a Request for Expression of Interest in developing the Gateway East and West Lands with 2M square feet on about 40ha of the potential 594ha intended for non-aviation commercial uses, including a 700,000sf distribution centre <https://yow.ca/en/gateway-lands>; the Industrial and Logistics Land Strategy excluded the airport lands, for which only 362.8ha had been identified in the VILS 2018-2019 report, with more Airport Authority land and industrial development in the Riverside South Business Park; all of these developments, as well as the Riverside South traffic will increase congestion on roads west of the Rideau River
 - the new NCC National Capital Business Park, which has a 400km catchment area at the Hunt Club/H417 interchange in the Hawthorne-Stevenage Industrial Area, has been approved for over 1M square feet of office, warehouse, and industrial space on 40ha, with a first phase building being under construction; these distribution centres will also contribute to congestion on roads west of the Rideau River
 - the full requirement for industrial and logistics land and impact on roads is unknown; the Staff Report states: Pg 22 In February 2021, Council

adopted the Industrial and Logistics Land Strategy, attached as Document 5 in the New Official Plan – Growth Management Strategy report. Council also approved 140 net hectares for inclusion in the urban boundary as new Traditional Industrial, Freight and Storage lands and 20 net hectares as new Rural Industrial, Freight and Storage lands. Council directed staff to study the inclusion of an additional 34 gross ha as new Rural Industrial Freight and Storage on lands at the south west quadrant of the Hwy 416 / Fallowfield interchange and to report back by June 2021 if these and the North Gower distribution centre, which is under appeal, are approved, there will be much more negative impact on traffic congestion and the environment

➤ 3. a review of traffic impact studies for the existing and proposed City of Ottawa distribution centres indicates that the studies are being based on out-of-date trip generation policies which do not adequately reflect the actual traffic volumes

- most of the studies provide AM and PM in and out, which is the normal situation where employees go to work in the AM and leave in the PM, however, facilities with shifts require employees to both enter and leave in the AM and in the PM
- the studies include analysis of AM and PM truck traffic but do not consider the many contracted delivery trucks which deliver to multiple locations in the City and Eastern Ontario and Quebec
- the ITE Oct 2016 High-Cube Warehouse Vehicle Trip Generation Analysis link at <https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498> states: Pg 3 HCWs are grouped into five types: fulfillment center, parcel hub, cold storage facility, transload facility, and short-term storage facility.

although the tenant or its planned operations are often unknown at the time of site development review, for the purpose of estimating vehicle trip generation, it may be as important to know the tenant as much as other facility factors

Pg 5 Fulfillment Center – storage and direct distribution of e-commerce product to end users

Pg 14 The fulfillment center has a significantly higher percentage of cars during the AM and PM peak hours and daily (due largely to the significantly higher number of employees at a fulfillment center compared

to the other types of HCWs)

the weighted average for fulfillment centre daily trips per 1,000 GSF in the Pg 15 table was 8.178 versus the ITE 9th Edition 1.68

- most of the TIA studies are excluding analysis of both the normal season and the peak season
 - the 14 Oct 2020 Council approval of the ZBA to Permit Reduced Parking Rates for Large-Scale Warehouse and Industrial Buildings addressed some of the traffic issues and made revisions to Section 101 reducing parking spaces, but no other policy changes have been made to ensure that these facilities are suitable for their environments
 - the Staff Report Pg 7 states: "Section 2.3.1 (Transportation – Movement of Goods) states that the City will minimize the impact of truck traffic on residential neighbourhoods caused by the presence of these vehicles and their noise, vibration and emissions by ensuring the availability of a comprehensive truck route network based on the arterial road system".
the provincial highway system is intended to handle the heavy vehicles so that they do not go into the urban area where the heavier loads can damage pavement, and where goods delivery and pick-up is slowed down by smaller vehicles; the City's plans for widening roads in the site area are far into the future and many more developments are in the pipeline which will aggravate existing capacity problems, causing more idling and congestion problems
 - Longfields Drive, which is identified as the main route from Fallowfield via Woodroffe, is not on the 1 March 2021 Rural Truck Route map which includes Barrhaven
 - the focus has been on the heavy vehicle traffic, whereas the primary type should be the smaller delivery trucks
- 4. The application is speculative and trying to subvert the approved Industrial and Logistics Land Strategy and proposed New OP policies
- the Staff Report is using the Council 10 Feb 2021 Item 10 New OP Growth Management Strategy Document 5 Industrial and Logistics Land Strategy at <https://app05.ottawa.ca/sirepub/mtgviewer.aspx?meetid=8210&doctype=MINUTES> to justify the use; Document 5 only refers to the word "arterial" once, as stated: Pg 19 "Rural Industrial Freight and Storage Areas (RIFS) will establish specialized sites, adjacent to highway interchanges and

arterials that can serve the land and access needs of the increasing proliferation of distribution centres, and other uses capable of accommodation in a rural, privately serviced context.”

- the proposed New OP policy states: Pg 56 12) Major Office development shall play a fundamental role in supporting and increasing the ridership of the rapid transit and street transit network and shall be located in areas directly served by stations and stops on this network; except where currently permitted by zoning, the City shall only permit new Major Office development in the following locations: Pg 57 f) Non-Traditional Industrial Mixed area located at Merivale Road and Leikin Drive

if this was not added to cover the existing RCMP major office, developers would likely be hesitant to construct major offices in the SMBP which already has a major office and will have a huge distribution centre as well as 2 other distribution centres, especially when there are major road capacity constraints; in addition, it is unclear why an office is considered a “Major Office” if it is 10,000sm and higher, whereas there are no policies in the OP or CZBL for distribution centres which are many times larger

- these distribution centres consume huge amounts of land for massive buildings and parking lots, thereby removing land which could provide prestige business park uses and the mixed-uses which are expected for the NTIM designation which are to provide more neighbourhood services and higher-paying jobs
- the Staff Report Pg 14 claims the by-law is consistent with the 2020 Provincial Policy Statement, however, the 2020 PPS states: 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which: d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities; e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
the application is not consistent with the PPS
- it is also unclear as to what the real requirements for parking spaces should be, e. g. why would the 222 CitiGate distribution centre be approved for 2066 car parking spaces when the TIA Pg 30-31 identifies

the trip generation for 1030 peak season employees with only 519 in, 538 out, total 1057 in the AM and 679 in, 691 out, total 1370 total in the PM; this TIA uses the “double load” required for shift work, which increases the congestion on the distribution centre access roads; this application has a smaller future phase at the north end along Fallowfield

➤ 5. insufficient information has been provided to determine the final use and impacts

- the City is required to follow the Planning Act O. Reg 545/06 for Zoning By-Laws <https://www.ontario.ca/laws/regulation/060545>

SCHEDULE 1 INFORMATION AND MATERIAL TO BE PROVIDED IN AN APPLICATION UNDER SUBSECTION 34 (10.1) OF THE ACT

19. The proposed uses of the subject land.

20. Whether any buildings or structures are proposed to be built on the subject land.

21. If the answer to section 20 is yes, the following information for each building or structure:

(a) the type of building or structure; and

(b) in metric units, the setback from the front lot line, rear lot line and side lot lines, the height of the building or structure and its dimensions or floor area.

28. A sketch showing, in metric units,

(b) the location, size and type of all existing and proposed buildings and structures on the subject land, indicating their distance from the front lot line, rear lot line and side lot lines;

31.1 A proposed strategy for consulting with the public with respect to the application.

without knowing the specific requirements of a future development and whether the distribution centre will use automated technology, higher or lower square footage and building heights, the parking, traffic and other infrastructure requirements cannot be determined; if automated technology is used, less land may be required and could result in more distribution centres being built on the land; approval of this application may result in attraction of other distribution centres or smaller-vehicle delivery services which want to be closer to the source of the goods

➤ 6. Other

- the ability of heavy vehicles to use the roundabout has not been illustrated, and the impact has not been determined
- the hydro lines at the roundabout have low-lying and high lines. The low-lying lines will not likely have sufficient clearance
- there are some other zoning exceptions that they will need in future, e. g. the applicant has not requested permission to include outdoor storage which will be required for trailer parking or for a maintenance facility for internal equipment or vehicles

Effect of Submissions on Council Decision:

Council considered all submissions in making its decision and carried the report recommendations without amendment.