

1. **Zoning By-law Amendment – 2020 Walkley Road and 2935 Conroy Road**
Modification du Règlement de zonage – 2020, chemin Walkley et 2935, chemin Conroy

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 2020 Walkley Road and 2935 Conroy Road to permit 'warehouse' as an additional use on the site, as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant le 2020, chemin Walkley et le 2935, chemin Conroy, afin d'ajouter « entrepôt » à la liste des utilisations autorisées à cet endroit, comme l'expose en détail le document 2.

Documentation/Documentation

1. Report from the Acting Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated October 27, 2021 (ACS2021-PIE-PS-0130)

Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 27 octobre 2021 (ACS2021-PIE-PS-0130)
2. Extract of draft Minutes, Planning Committee, November 8, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 8 novembre 2021

**Planning Committee
Report 52A
November 24, 2021**

2

**Comité de l'urbanisme
Rapport 52A
Le 24 novembre 2021**

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
8 November 2021 / 8 novembre 2021**

**and Council
et au Conseil
24 November 2021 / 24 novembre 2021**

**Submitted on 27 October 2021
Soumis le 27 octobre 2021**

**Submitted by
Soumis par:
Lily Xu,**

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

**Contact Person / Personne ressource:
Sarah Ezzio, Planner I / Urbaniste I, Development Review South / Examen des
demandes d'aménagement sud
613-580-2424, 23493, sarah.ezzio@ottawa.ca**

**Ward: GLOUCESTER-SOUTHGATE
(10)**

File Number: ACS2021-PIE-PS-0130

**SUBJECT: Zoning By-law Amendment – 2020 Walkley Road and 2935 Conroy
Road**

**OBJET: Modification du Règlement de zonage – 2020, chemin Walkley et
2935, chemin Conroy**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2020 Walkley Road and 2935 Conroy Road to permit 'warehouse' as an additional use on the site, as detailed in Document 2.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of November 24, 2021 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant le 2020, chemin Walkley et le 2935, chemin Conroy, afin d'ajouter « entrepôt » à la liste des utilisations autorisées à cet endroit, comme l'expose en détail le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la Loi sur l'aménagement du territoire, à la réunion du Conseil municipal prévue le 24 novembre 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment at 2020 Walkley Road and 2935 Conroy Road to permit 'warehouse' use as an additional use in the Light Industrial Exception Zone 1477, IL[1477] S117-h2, up to a maximum individual building footprint of 10,000 square metres.

The zoning change aligns with applicable Official Plan policies for this area, including Section 2.2.3 (City-wide Employment Area Policies, and Section 3.6.5 (Urban Employment Area).

Applicable Policy

The following policies support this application:

Section 2.2.3 (City-wide Employment Area Policies) supports the protection of business and economic activity clusters at strategic locations close to major goods movement facilities and corridors.

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.

Section 3.6.5 (Urban Employment Area) directs the Zoning By-law to permit traditional employment uses, such as manufacturing, warehousing, distribution, storage, communications, and construction, in areas designated as Urban Employment Area.

The proposal responds appropriately to all other applicable policy on the site and those adjacent, such as the Design Guidelines for the Ottawa Business Park.

Public Consultation/Input

Councillor Diane Deans hosted a virtual open house on May 20, 2021, to discuss the proposed zoning change with the community. Approximately 45 individuals attended the meeting. Staff received written comments from nine members of the public. Comments and concerns are summarized in the report and included: concerns about the capacity of the existing transportation infrastructure, volume of truck traffic and negative impacts such as noise from the vehicles, safety for pedestrians and cyclists, and undesirability of a warehouse use on the proposed site.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé d'urbanisme recommande l'approbation de la modification du Règlement de zonage visant le 2020, chemin Walkley et le 2935, chemin Conroy, qui permettrait l'ajout de l'utilisation « entrepôt » à la Zone d'industrie légère, exception 1477, IL[1477] S117-h2, jusqu'à une superficie au sol maximale de 10 000 m² par bâtiment.

La modification de zonage est conforme aux politiques du Plan officiel pour ce secteur, notamment la section 2.2.3 (Politiques relatives aux secteurs d'emploi sur tout le territoire de la ville) et la section 3.6.5 (Secteurs d'emploi urbain).

Politique applicable

Les politiques suivantes sont favorables à cette demande :

La section 2.2.3 (Politiques relatives aux secteurs d'emploi sur tout le territoire de la ville) encourage la protection des regroupements d'activités commerciales et économiques à des emplacements stratégiques situés à proximité des installations et des couloirs de circulation des marchandises d'importance.

La section 2.3.1 (Transport de marchandises) stipule que la Ville réduira au minimum l'impact de la circulation des camions dans les quartiers résidentiels, causé par le passage de ces véhicules et le bruit, la vibration et les émissions qu'ils produisent en créant un réseau complet d'itinéraires pour camions basés sur le réseau des artères.

La section 3.6.5 (Secteurs d'emploi urbain) indique que le Règlement de zonage doit autoriser les utilisations industrielles traditionnelles comme celles liées à la fabrication, à l'entreposage, à la distribution, au stockage, aux communications et à la construction, dans les secteurs d'emploi urbain.

La proposition est conforme à toutes les autres politiques applicables sur le terrain visé et sur ceux adjacents, notamment les Lignes directrices relatives au parcs d'affaires d'Ottawa.

Consultation et commentaires du public

La conseillère Diane Deans a tenu le 20 mai 2021 une réunion publique virtuelle afin de discuter de ce projet de modification de zonage avec les résidents. Environ 45

personnes y ont participé. Le personnel a reçu des commentaires écrits de neuf membres du public. Les commentaires et les préoccupations émis, résumés dans le rapport, avaient trait à la capacité de l'infrastructure de transport actuelle, au volume de circulation des camions et aux effets négatifs comme le bruit provenant des véhicules, à la sécurité des piétons et des cyclistes, ou encore au caractère indésirable d'un entrepôt sur l'emplacement visé.

BACKGROUND

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

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

Site location

2020 Walkley Road and 2935 Conroy Road

Owner

Manulife Ontario Property Portfolio Inc.

Applicant

Novatech Engineers Planners and Landscape Architects, Attn. Jeffrey Kelly

Architect

N45 Architecture Inc.

Description of site and surroundings

The subject property, as shown on Document 1, is located on the southeast corner of the intersection of Walkley Road with Conroy Road. The site is currently developed with two buildings, with the building to the north of the site containing a City of Ottawa Employment and Social Service Centre and a recreational business, and the building to the south containing a research and development centre and office uses. The site is a rectangular-shaped parcel with an area of approximately 5.7 hectares, and has 632 metres of frontage on Walkley Road, Conroy Road, and St-Laurent Boulevard. The site is situated within an industrial urban employment area that extends to the east, south, and west. To the west of the site is the Ottawa Business Park. The established residential neighbourhoods of Alta Vista and Elmdale Acres are to the north of site on

the opposite side of Walkley Road. Also to the north of the site is an open space corridor reserved for the future Alta Vista Parkway. About 550 metres to the south of the site is the Walkley Rail Corridor.

Proposal

The proposal is to develop three new one-storey warehouse buildings on the subject property in three phases, though a concurrent Site Plan Control application (D07-12-21-0036). At final build-out, the two existing buildings on the site will be demolished. The proposed warehouse buildings will have gross floor areas of 8,551 square metres, 8,450 square metres, and 7,650 square metres, respectively. At the final phase, the site will have a total of 291 surface parking spaces, and the new buildings will have a total of 32 loading spaces. The site will include four accesses: a new right-in, right-out driveway is proposed to replace the existing full access driveway off Walkley Road; the existing right-in, right-out driveway off Conroy Road will be replaced with a full access driveway; a new right-in right-out access is proposed south of the existing access on Conroy Road, and a new full access driveway will be provided off St. Laurent Boulevard, as shown in Document 4. The tenant(s) of the warehouse buildings are unknown at this time.

Summary of requested Zoning By-law amendment proposal

The subject property is currently zoned as Light Industrial Zone with an Urban Exception 1477, subject to a height schedule described on Schedule 117, and a holding provision, IL[1477] S117-h2. The Urban Exception zone prohibits such uses as 'animal hospital', 'autobody shop', 'cannabis production facility', 'catering establishment', and 'crematorium', while permitting such additional uses as 'retail food store', 'retail', and 'place of worship'. The IL[1477] zone also permits, as of right, 'light industrial', 'office' and 'research and development centre' uses. The exception zone sets a maximum cap on permitted gross floor area of 60,385 square metres. Schedule S117 establishes three zones with maximum heights of 12, 24, or 36 metres assigned, and shows the required 7.5 metres building setback on all lot lines of the subject site. The criteria for lifting the -h2 symbol is the commencement of construction of a transportation facility in the Alta Vista Parkway corridor, and an additional 23,225 square metres of gross floor area is permitted upon the lifting of the -h2 symbol. The current zoning does not include a warehouse in the list of permitted uses.

The amendment is to permit 'warehouse' as an additionally permitted use in the zone, with the size of each individual warehouse occupancy being capped at 10,000 square metres. No other amendments are proposed, and the -h2 symbol would be unaffected by the rezoning proposal and would remain.

Brief History of Proposal

The site's current zoning is the result of a city-initiated rezoning from 30 years ago in October 1991, which applied to the subject property as well as the city owned properties of 1920 and 1950 Walkley Road and 2990 Conroy Road to the west of the subject site. The purpose of the rezoning was to permit increased gross floor area (GFA) on the site. This rezoning created site-specific zoning provisions, which included the removal of a "warehouse" as a permitted use and permitted an increase in GFA. The zoning report provided to Council stated that the zoning change aligned with Council's vision to establish a Prestige Business/Commercial Area at the southwest corner of Walkley and Conroy subject to the findings of future land use studies. The report stated that the site at 2020 Walkley and 2935 Conroy Road was not to be included in the future planning exercise for the Prestige Business park as it was not owned by the City, but the zoning changes were made to recognize the site's importance as one of the major focal points to the neighbouring business park.

DISCUSSION

Public consultation

Notification and public consultation for this Zoning By-law amendment were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council. At the time of writing this report, a total of nine residents provided comments and/or their contact information to the City within the public circulation period. Councillor Diane Deans hosted a virtual public meeting on May 20, 2021 to discuss the proposed zoning change. Councillor Jean Cloutier was in attendance at the public meeting as well, as the site is adjacent to Ward 18, Alta Vista. Approximately 45 individuals attended the meeting.

The public comments received, and staff's responses to these comments, can be found in Document 3 of this report.

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

Official Plan designations

Section 2.2.3, City-wide Employment Area Policies, supports the protection of business and economic activity clusters in the Greenbelt, with special consideration given to employment lands at strategic locations close to major goods movement facilities and corridors. The Official Plan supports the renewal and intensification of employment uses within existing Employment Areas.

Section 2.3.1, Transportation - Movement of Goods, directs truck traffic associated with the movement of goods to comprehensive truck route networks based on the arterial road system, in order to minimize impacts on residential neighbourhoods.

The subject site is designated Urban Employment Area on Schedule B – Urban Policy Plan of the Official Plan. Section 3.6.5 (Urban Employment Area) states that the intent of the Official Plan is to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominantly of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. Maintaining a sufficient supply of land for this range of activities is key to the long-term economic health of the community and its ability to attract and retain new investment. Typically, Urban Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floor plate, and they are usually well situated with respect to major roads.

Schedule C, the Primary Urban Cycling Network, designates this section of Walkley as a Spine Route, and the section of Conroy Road as a Cross-Town Bikeway.

Schedule D, the Rapid Transit and Transit Priority Network, designates this section of Walkley as a bus route (At-Grade Crossings), and the section of Conroy Road as a Transit Priority Corridor.

Schedule E, the Urban Road Network, designates Walkley and Conroy Roads as Arterial Roads, and St-Laurent to the south as a Collector.

Other applicable policies and guidelines

The City of Ottawa Truck Route Policy, updated on March 1, 2021, designates Walkley Road and Conroy Road as major urban truck routes in the City, with the ability to handle full loads. Walkley Road has direct access with the Highway 417 interchange.

The site is located on the periphery of the Ottawa Business Park, which extends to the west of the site across Walkley Road. The Ottawa Business Park is subject to a set of Landscape and Building Design Guidelines, which were adopted by the former City of Ottawa Council in January of 1988. The guidelines establish a set of general design goals for the Business Park, with the primary goals being twofold: to foster the development of an aesthetically exquisite business park with high quality architectural and landscape design, and to ensure that the development is sensitive and complementary to the surrounding urban communities. The subject site is identified as Light Industrial and shown as a periphery site on the Landscape Master Plan.

Planning rationale

Employment Lands Policies and Movement of Goods

The rezoning proposal is supported by the City's policies relating to Employment lands, as contained with Section 2.2.3 (City-wide Employment Area Policies). Section 2.2.3. directs lands in areas proximate to 400 series highway interchanges or with accessibility to rail and airports to be reserved for employment land uses. Under these policies, land uses such as warehousing are directed to locations with characteristics similar to the subject site, given its direct access to a provincial highway by Walkley Road proximity to the Walkley Rail Corridor. The purpose of these policies is to protect strategic locations close to major good movement facilities and corridors for economic land uses that rely on this access, such as warehousing. A warehouse use in this location would reduce the cost and increase the speed of deliveries within the City and divert heavy truck traffic from local roads.

Section 3.5.6 provides policies for lands within the City that are designated as Urban Employment Area. Policy 2 directs the Zoning By-law to permit traditional employment uses such as manufacturing, warehousing, distribution, storage, communications, and construction in these areas. This policy recognizes warehousing as an important employment use. Recent trends in industrial development as well as commercial vacancy rates have underscored the importance of traditional warehousing zones in Ottawa.

Ottawa has been experiencing record low vacancy rates, and trends in e-commerce are expected to continue. The location of the site provides ease of access for distribution, and this area of the city already houses the second largest concentration of warehousing inventory in the city, second to only the east end. Many of the surrounding

properties in this area are already zoned to allow warehousing: out of the 21 properties fronting onto the south side of Walkley Road from Heron Road to the west and Russell Road to the east, this site is one of only four others that do not include a warehouse as a permitted use on the site.

Policy 2 of Section 3.5.6. further directs the Zoning By-law to distinguish between uses with characteristics that are likely to impact negatively on surrounding areas (e.g., industrial uses that produce odours, dust, smoke, heavy equipment movement, large areas of outdoor storage, or noise) from those uses that are likely to have negligible such impacts (e.g., offices or research and development facilities). This policy identifies light industrial uses, which are permitted on the site, as uses likely to have negative impacts such as odours, dust, and smoke. Walkley Road, which is a four-lane arterial road with a median, provides a buffer which separates the sensitive residential uses to the north from the negative impacts associated with Employment lands. The negative land use impacts associated with warehousing primarily comes from truck movement to and from the site. These impacts would be similar to those associated with permitted light industrial uses. Further, given that the number of loading bays proposed on the site is relatively small and the transportation network is such that the trucks will not need to travel on residential streets, these impacts are appropriate for the subject site.

To further mitigate potential negative impacts associated with truck traffic, staff have recommended that the footprints of each individual warehouse building be limited in size, so that the scale of the warehouse is appropriate.

The Ottawa Business Park Landscape and Design Guidelines

The subject site is located on the periphery of lands subject to the Ottawa Business Park Landscape and Design Guidelines (The Guidelines). The focus of the guidelines is on building and site design, as opposed to land use. The Guidelines do recognize that there may be incompatible land uses on the adjacent sites and seek to create visual buffers between these sites and the business park: one goals of the guidelines is to create “an intrusive and continuous visual separation including the use of substantial numbers of coniferous trees, between the Business Park and uncomplimentary of incompatible surrounding industrial, commercial, utility or similar facilities.” Through the site plan control process the development proposal will achieve this goal with an improved building design, materiality, and landscaping. An enhanced vegetated strip on the west side of the subject site will be required to provide a visual transition to the

business park, as shown in Document 5. The Site Plan Control stage offers the opportunity to secure these design elements.

Adequacy of Services

The subject site is located within an existing business park. The development will utilize municipal sewage, water and stormwater services, and the proposal represents an efficient use of land. Details of site servicing will be confirmed through the site plan control.

Transportation Impact Review

The existing road conditions for the site include Walkley Road, a four-lane arterial road; Conroy Road, a four-lane arterial road; and St. Laurent Boulevard, a two-lane collector road. All the arterial roads are classified as truck routes. The site is well situated for goods movement. It provides direct access to the provincial Highway 417 and is proximate to the Walkley Rail Corridor. Heavy Trucks are directed to Walkley and Conroy Roads, as per the City's Urban Truck Route policy. The site is also serviced by a bus route, and the site is located along two urban cycling routes. A Transportation Impact Assessment (TIA) was conducted in accordance with Council approved TIA guidelines which indicated there is sufficient lane capacity along Walkley Road, Conroy Road, and St-Laurent Boulevard to accommodate traffic generated by the development. The development is projected to generate 44 two-way vehicle (including trucks) trips during the AM peak hour and 46 two-way vehicle (including trucks) trips during the PM peak hour. Of these overall trips, the development is projected to generate five trips by trucks during the busiest hour in the morning and eight trips by trucks during the busiest hour in the afternoon. This is lower than the trip generation of the existing site uses, which generate 116 total two-way vehicle trips during the AM peak hour and 122 total two-way vehicle trips during the PM peak hour. By imposing a cap on the maximum footprint of each individual warehouse occupancy, oversized warehouses can be avoided therefore the negative impacts of truck traffic associated with warehouse will be limited.

Through the Site Plan Control process staff recommend adding green thermoplastic markings to the site accesses on Conroy Road for greater visibility of the bike lane on this road and including signage in the way of an RB-37 (turning traffic yields to cyclists) sign as improvements to the existing proposal. The applicant has confirmed that they would be willing to make these changes.

New Official Plan

Planning Reports going to Committee after the new Official Plan rises to Council must have regard for the policies included in the draft new Official Plan. The site is included within a non-Traditional Industrial mix (NTIM) zone in the new Official Plan.

Warehousing is permitted in NTIM zones, with direction given for careful consideration given to mitigating conflicts with other uses and on low-impact design. The draft new Official Plan further directs new industrial facilities to the city's existing highway interchanges. Given this site's location and appropriate design, the rezoning proposal meets the intent of the new Official Plan policies.

Provincial Policy Statement

The *Planning Act* requires that all municipal planning decisions be consistent with the 2020 Provincial Policy Statement. Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR

Councillor Diane Deans has the following comments on this application:

"I do not support the proposal as presented and share community concerns about the adverse implications of this development on truck traffic, as well as the incompatibility of allowing a warehouse use at the entrance of one of Ottawa's premier business parks – the Ottawa Business Park.

An increase in the number of heavy vehicles using Conroy Road between Walkley Road and Hunt Club Road is not a welcome change for members of the community. Conroy Road is already a busy commuter route, with current high traffic volumes during peak periods.

The Traffic Impact Assessment (TIA) does not appear to have adequately addressed the impact of heavy vehicles in turning lanes, the implication of having multiple long vehicles using the Conroy Road access, and the reduced space on the road for other traffic. The President of the South Keys Greenboro Community Association has noted that the conclusions drawn in section 6.4 of the TIA in relation to access points do not

account for multiple long vehicles in the queue. Furthermore, the community is concerned that any degradation of capacity at Walkley Road and Conroy Road is going to result in pushing traffic through local communities to find alternative routes.

In addition to Conroy Road being a busy commuter route for vehicular traffic, many cyclists from the Hunt Club Park area – and areas further south, including Findlay Creek – also rely on Conroy Road. The increase in truck traffic on Conroy Road that would result from this development, as well as the right-in, right-out access point on Conroy Road, introduces the potential for conflicts between trucks and these vulnerable road users.

I also believe that permitting a warehouse use at the entrance of the Ottawa Business Park is incompatible with the intension of the park, stemming back to its original vision and design plans. The Walkley-Conroy Business Park Development Plan outlines the intention for the Ottawa Business Park – which is that it be developed as a premier park, with a strong emphasis on ensuring excellence in building and landscape design. The park was divided into two general areas – prestige industrial and general industrial. A section of the site of the proposed warehouse development falls within the intended prestige industrial section of the park. This section was meant to be the high-performance section, where the building and landscaping design guidelines were expected to be applied to the maximum extent possible to ensure a very high standard of building aesthetic, quality streetscapes and well-maintained landscaping. Examples of intended uses included manufacturing, assembly, repair and maintenance, storage of products for scientific, electrical, pharmaceutical, musical, art and similar products, as well as offices (financial institutions, professional offices, medical and dental clinics), television, radio and recording studios. None of the intended uses for this section were heavy industrial.

Permitting a warehouse use on this site would run contrary to the spirit and intention of the original design plans for the Ottawa Business Park. I feel that another location such as the Hawthorne Business Park, which is situated close by, would be a better place for this type of industrial warehouse use.”

Councillor Jean Cloutier’s comments are that he is aware of the proposal and staff’s recommendations.

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. An external planner would need to be retained by the City.

RISK MANAGEMENT IMPLICATIONS

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

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event the application is refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

The accessibility of the proposed development will be reviewed with the Site Plan application.

ENVIRONMENTAL IMPLICATIONS

This development proposal allows for the efficient use of land by locating a warehouse use in an area with existing municipal services and adequate infrastructure. The site-specific environmental implications will be reviewed with the Site Plan application, to ensure that this development retains existing trees and contributes to the urban tree canopy.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Economic Growth and Diversification

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0021) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Zoning Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Preliminary Site Plan, Phase 3

Document 5 Preliminary Landscape Plan, Phase 3

CONCLUSION

Planning, Infrastructure and Economic Development staff support this Zoning By-law amendment. The zoning change is consistent with the Official Plan policies in the Urban Employment Area designation. The proposed 'warehouse' use is appropriate for the site and Light Industrial zone with current zoning permissions including 'light industrial', 'office', 'research and development', and other employment type uses. Expanding the permitted uses will position these lands to better respond to current trends in industrial land development and will take advantage of already serviced lands. By imposing a cap on the maximum footprint of each individual warehouse occupancy, the negative impacts of truck traffic will be mitigated. Site design and transportation elements will be reviewed and secured through the concurrent Site Plan Control application. The amendment represents good planning and, for the reasons stated above, staff recommend approval of the Zoning By-law amendment.

DISPOSITION

Committee and Council Services, Office of the City Clerk to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

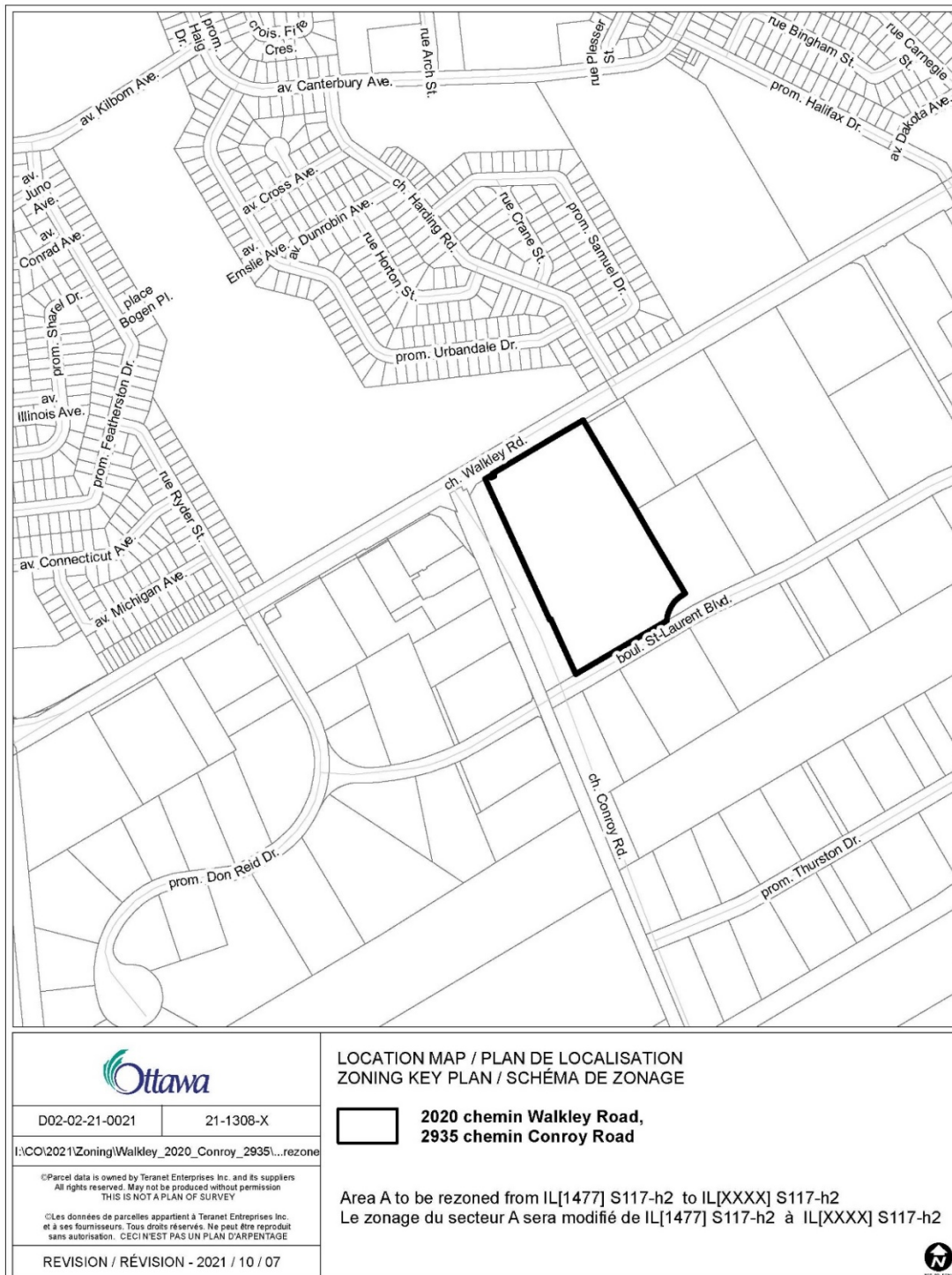
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

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

Document 1 – Zoning Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca).



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2020
Walkley Road and 2935 Conroy Road:

1. Rezone the lands as shown on Document 1.
2. Add a new Exception XXXX in Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
 - a) In Column II, Applicable Zoning, add the text “IL[XXXX] S117-h.”
 - b) In Column III, Additional Land Uses Permitted, add the text from the existing Urban Exception Zone 1477 Column III.
 - c) In Column IV, Land Uses Prohibited, add the text from the existing Urban Exception Zone 1477 Column IV, plus the text “warehouse.”
 - d) In Column V, Provisions, add the text from the existing Urban Exception Zone 1477 Column V, but with the following modifications:
 - Replace the text “-h2” with “-h,”
 - Replace the text “-h1 and -h2” with “-h”, and,
 - Add a new provision with the text “-A warehouse use is only permitted subject to the footprint of each individual building containing a warehouse use not exceeding a maximum Gross Floor Area of 10,000 square metres.”
3. Delete exception 1477 in its entirety.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One virtual public meeting was held on May 20, 2021 by Councillor Dean's office, with Councillor Cloutier also being in attendance. Approximately 45 individuals were in attendance at the public meeting.

At the time of reporting, City staff received comments on the proposal from nine individuals. Of these individuals, five were in opposition. Please see below for a summary of the comments received, and staff's responses to these comments.

Public Comments and Responses

Concern: The field around this site has been observed as being heavily used by Canadian Geese during mating season, there are concerns that re-development will disrupt this habitat.

Response:

- The City strives to protect open space areas and wildlife habitat by directing new development to already built-up areas, such as this site.
- The Site Plan application will be reviewed against the Bird Safe Design Guidelines.
- The development proposal maintains a large sodded and vegetated area on the northwest corner of the site.

Concern: There are other sites that are better-suited for warehouse uses, such as the Hawthorne Business Park.

Response:

- The Urban Employment Area policies of the Official Plan direct traditional employment uses such as warehouses, to lands designated Urban Employment Area that are well-located to transportation networks, including as the subject site.

- The current zoning permits a broad variety of employment uses that are similar in function to warehouse uses, including light industrial uses. The majority of properties abutting and surrounding the subject property permit light industrial and warehouse uses as of right and the by-law has historically permitted warehouse uses in this area.
- Warehouses in Ottawa have been experiencing very vacancy rates, including the industrial Hawthorne Business Park. There are no viable sites for the developer to relocate their proposal to this Business Park.

Concern: Was the greater negative traffic impacts by trucks versus cars appropriately accounted for in Transportation Impact Analysis?

Response:

- The applicant's traffic consultant has estimated that the development will generate 5 two-way truck trips (2 in and 3 out) during the AM peak hour and 8 two-way truck trips (4 in and 4 out) during the PM peak hour. These site-generated heavy vehicles represent a 0.2% increase in heavy vehicles at the intersection.
- Overall, the City's traffic count data collected in 2018 for this intersection show that only about 4% to 5% of the vehicles counted at this intersection are heavy vehicles.

Concern: The intersection of Conroy and Walkley Road is already overburdened, and the newly proposed access from Conroy Road is only 100 metres away from this intersection. Is this safe?

Response:

- The northerly access on Conroy, located approximately 110 metres from Walkley, does meet the City (Private Approach By-law) and Transportation Association of Canada Spacing Requirements.
- To ensure that the additional 12 trucks generated by the site (AM peak hour) don't impede traffic, a southbound left-hand turn lane will be constructed to allow trucks to queue while waiting for a gap to turn.

Concern: Cycling safety has been a concern along Conroy Road, and there is a concern this would be exacerbated by the additional proposed driveway.

Response:

- To address the safety concerns, the bicycle lane will be painted with green themaplastic paint markings around the entrances to add visibility and signage will be included.
- The Site Plan Control stage offers the opportunity to address these concerns further.

Concern: The warehouse use would bring 24/7 warehousing and traffic noise, that will impact the neighbourhoods of Alta Vista and Urbandale Acres.

Response:

- The primary source of noise associated with warehouse uses comes from truck traffic and loading. Walkley is and Conroy Roads are designated as Urban Truck Routes in the City, and as such the City directs these uses to these locations. The noise impacts are not anticipated to be worse than those generated from the existing warehouses along Walkley Road.

Concern: If the rezoning is approved, what is to prevent in the future the “joining” of the buildings into a huge warehouse?

Response:

- As the subject site has a relatively large site area, in order to prevent one large “mega-warehouse” being developed on the site, there will be a maximum gross floor area cap of 10,000 square metres for each individual warehouse occupancy.

Concern: The developer has indicated that the buildings will be built to high sustainability standards (e.g. LEED), how can the city hold the developer to this statement?

Response:

- The city cannot require that a development be built as LEED through the rezoning or site plan control process. The city does approve plans such as

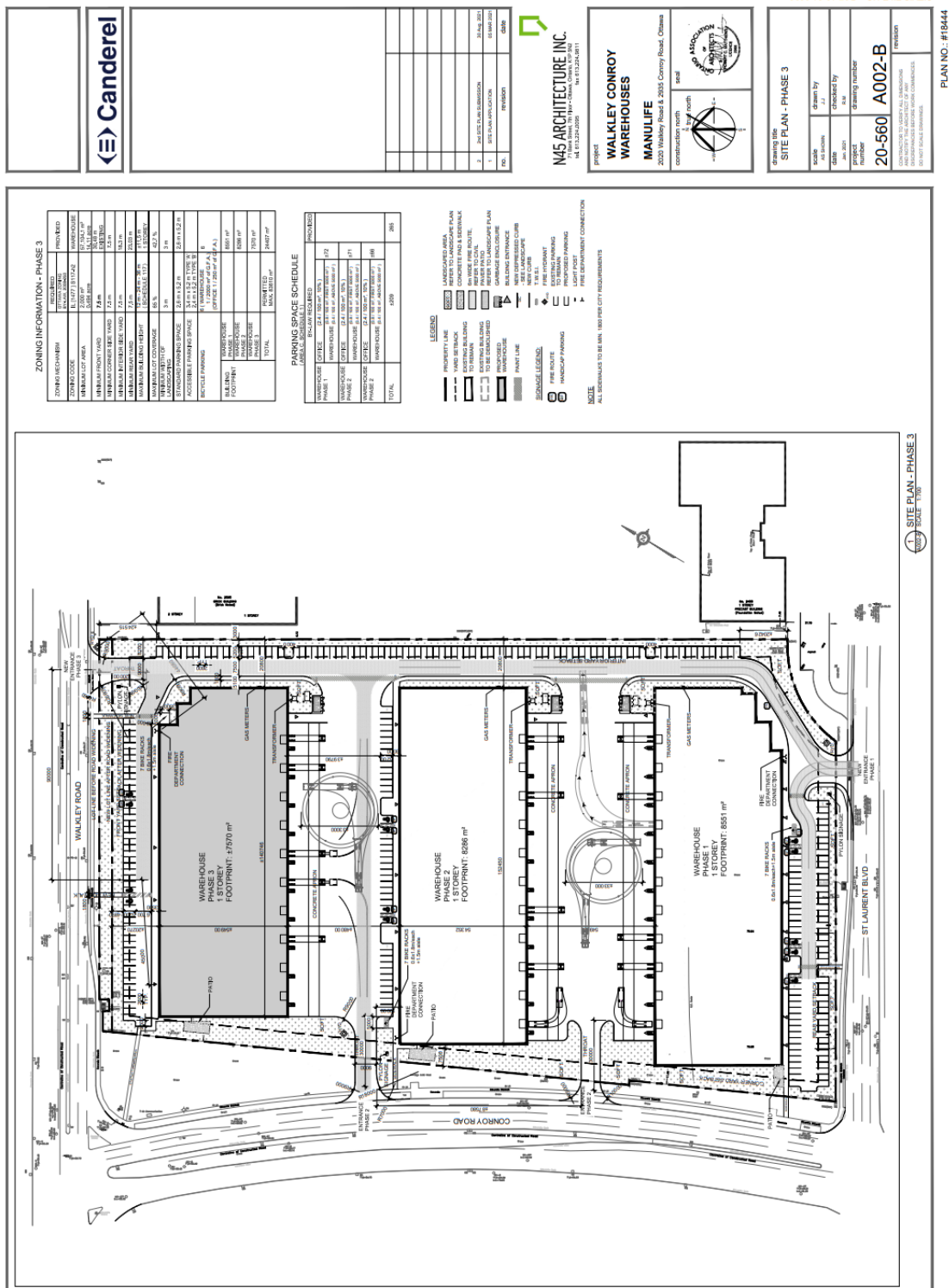
the architectural elevation drawings, servicing plan, and Site Plan, through the City can comment on elements related to sustainability.

Concern: A development that maintained a human scale and included services that benefit the community would be better suited for this site. Why isn't a retail or office development being considered for this site?

Response:

- For efficient use of land as a limited resource, prestige office uses are often more appropriately located in areas with better amenities for workers and near transit stations, and more traditional forms of industry are more appropriately accommodated in industrial parks where separation from sensitive land uses

Document 4 – Preliminary Site Plan, Phase 3



Document 5 - Preliminary Landscape Plan, Phase 3

