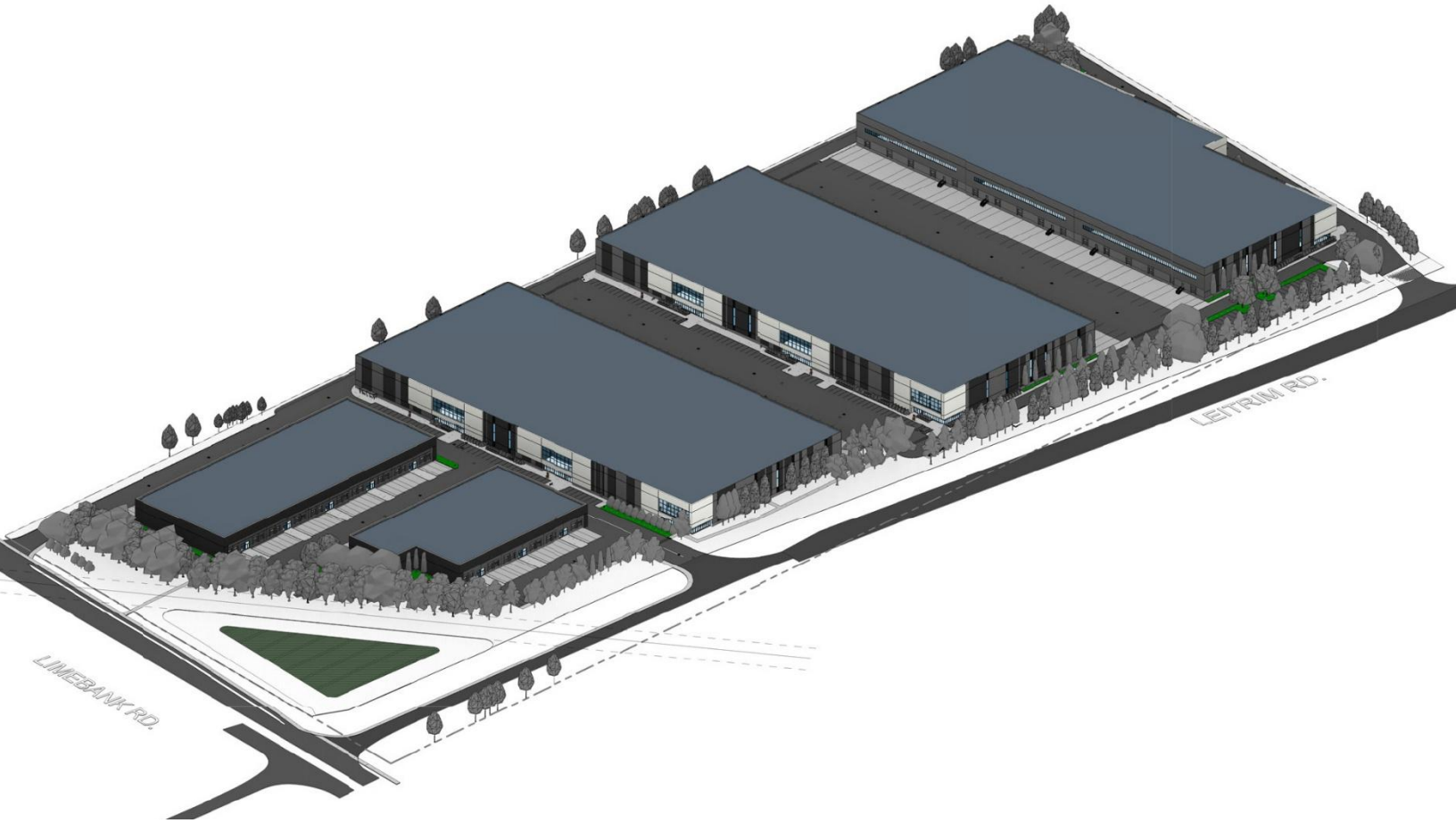
FOTENN



4101 Limebank Road

Planning Rationale
Zoning By-law Amendment and Site Plan Control
October 22, 2026

FOTENN

Prepared for Groupe Montoni

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

October 2026

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1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by Groupe Montoni (the "Owner) to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications at the address municipally known as 4101 Limebank Road, "the subject property", in the City of Ottawa.

1.1 Application Overview

The purpose of this proposal is to formally establish a zoning framework and facilitate the development of the proposed warehouse facilities on the subject property.

1.1.1 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from **Industrial and Logistics Zone, Urban Exception 3118 – IL[3118]** to **Industrial and Logistics Zone, Urban Exception XXXX – IL[XXXX],** where the Urban Exception provides relief from the following provisions:

- Section 613 (Bicycle Parking Rates and Provisions) to **reduce the required bicycle parking from 131 spaces to 70 spaces**; and,
- Section 607 (Parking Lot Provisions) to **reduce the landscape buffer from 5 metres to 3 metres**.

It is our professional opinion that the requested Zoning By-law Amendment is appropriate for the subject property. The provided bicycle parking rate is reflective of the planned function and context of the subject property. The reduction in landscape buffer is a consequence of require site circulation. To mitigate visual impact, substantial tree plantings are proposed to provide sufficient screening to the interior functioning of the subject property.

1.1.2 Site Plan Control

A Site Plan Control application is sought to permit the development as conceived, in a safe, functional, and orderly manner.

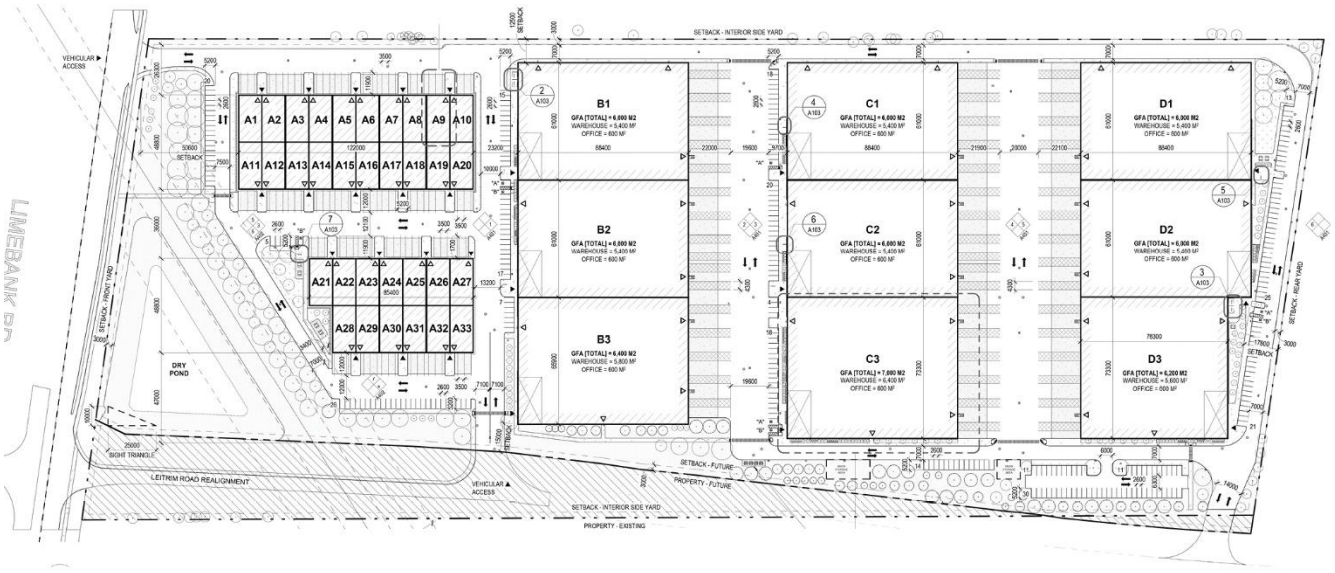


Figure 1: Site Plan of the proposed development.

1.2 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application has been submitted:

Notification of Ward Councillor, Councillor Steve Desroches

- The Ward Councillor has been notified via e-mail by the planning consultant of the proposed development in advance of the application submission.

Notification to residents and local registered Community Association(s)

- Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

Public Consultation Meeting(s)

- Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format will be accommodated.

Planning Committee Meeting Advertisement and Report Mail out to Public

- Notification for the statutory public meeting will be undertaken by the City of Ottawa.

2.0
Site and Surrounding Area

2.1 Subject Property

The subject property is located in the Riverside South area of the City of Ottawa. The property presently has a 250-metre frontage of Limebank Road and a total area of 15.12 hectares. The subject property is projected to have an additional 608 metre frontage on Leitrim Road once the Leitrim Road realignment project is completed. There is presently no timetable for the completion of the road alignment. The current use of the subject property is agricultural. The subject property is located approximately 1.25 kilometres from the Ottawa International Airport and is within the Airport's operating influence zone.

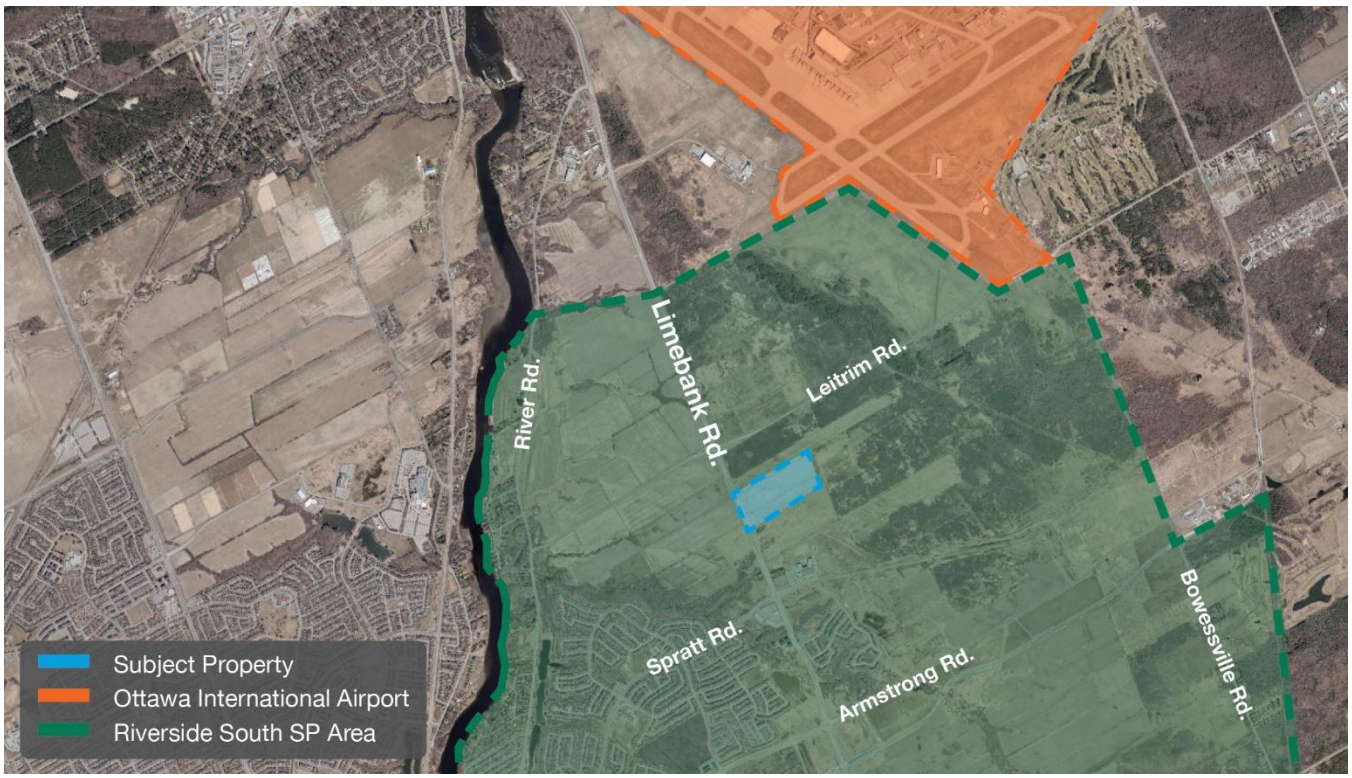


Figure 2: Aerial image of the subject property and surrounding area.





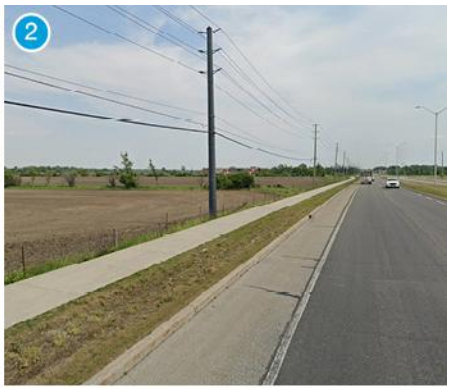




Figure 3: Street views of the subject property and surrounding area from varying locations.

2.2 Surrounding Area

The immediate surrounding context of the subject property are agriculture uses. All abutting properties are presently used for agriculture. Further south of the subject property is the existing Riverside South community. Undeveloped lands to the south and south-east are projected to be developed with primarily residential development and complimentary commercial and recreational uses. Permitted heights will generally be low to mid-rise. Lands to the north and east of the site are projected to be used as employment lands. Uses in these areas will see limited residential potential and height will remain low-rise in character. Given the proximity of these lands to the Ottawa International Airport, it is anticipated that any future develop will be complementary to the airport use and not include noise sensitive uses.



Figure 4: Area context views in each cardinal direction.

2.3 Surrounding Development

Recent and ongoing development applications in the area have been exclusively applications for Plan of Subdivision. This includes a Plan of Subdivision for the lands abutting the subject on Limebank Road, to permit an employment business park. The other Plan of subdivision applications in the surrounding area are to permit primarily residential uses in the form of low-rise development.

Address	Development Application	Proposed uses
400 Hunt Club Road	Plan of Subdivision	Residential
3100 Leitrim Road	Plan of Subdivision	Residential
3700 Twin Falls Place	Plan of Subdivision	Employment business park
4775 Spratt Road	Plan of Subdivision	Residential

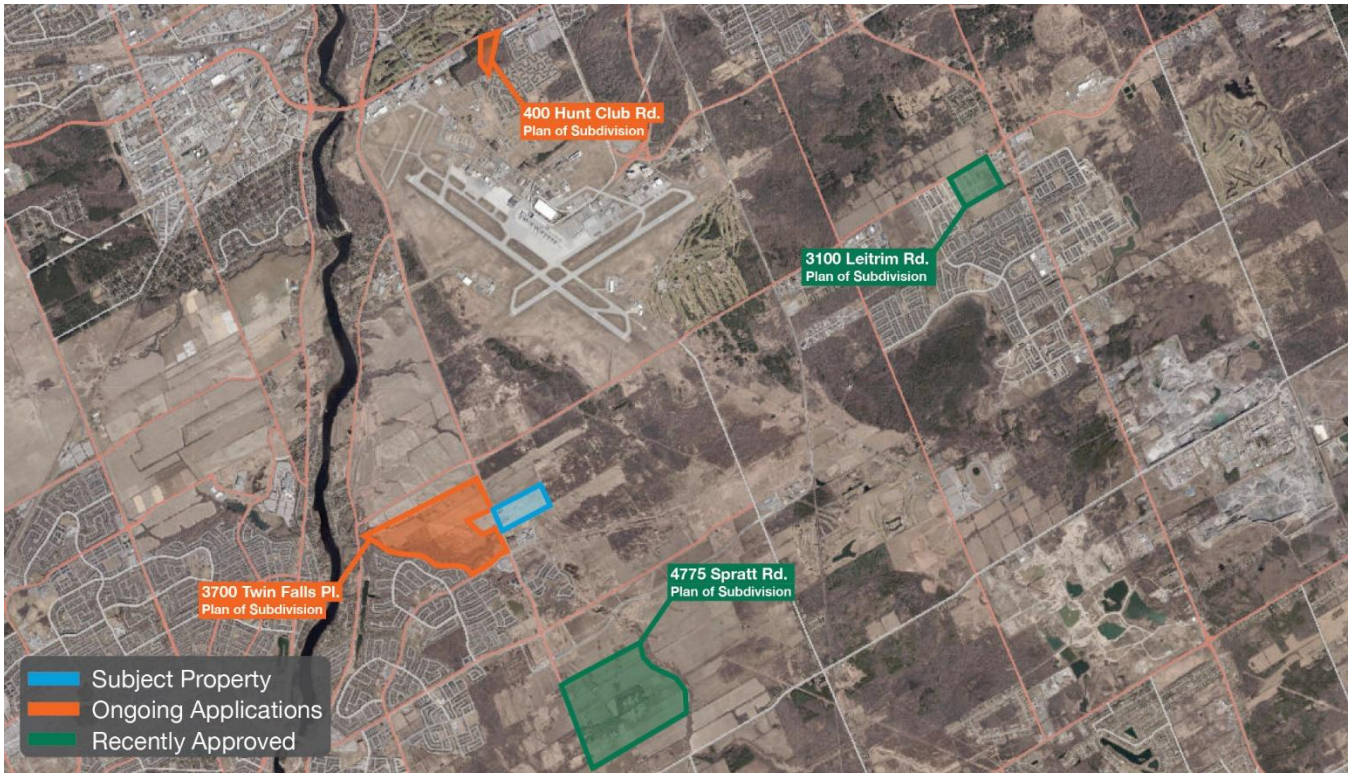


Figure 5: Aerial image of the subject property and the surrounding area, with ongoing and recently approved development applications highlighted.

2.4 Road Network

As identified on Schedule C4 (Figure 6) of the City of Ottawa Official Plan, the subject property is located on a segment of Limebank Road designated as an Arterial Roadway. Additionally, upon the realignment of Leitrim Road, the subject property will be located fronting two Arterial Roadways.

Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel

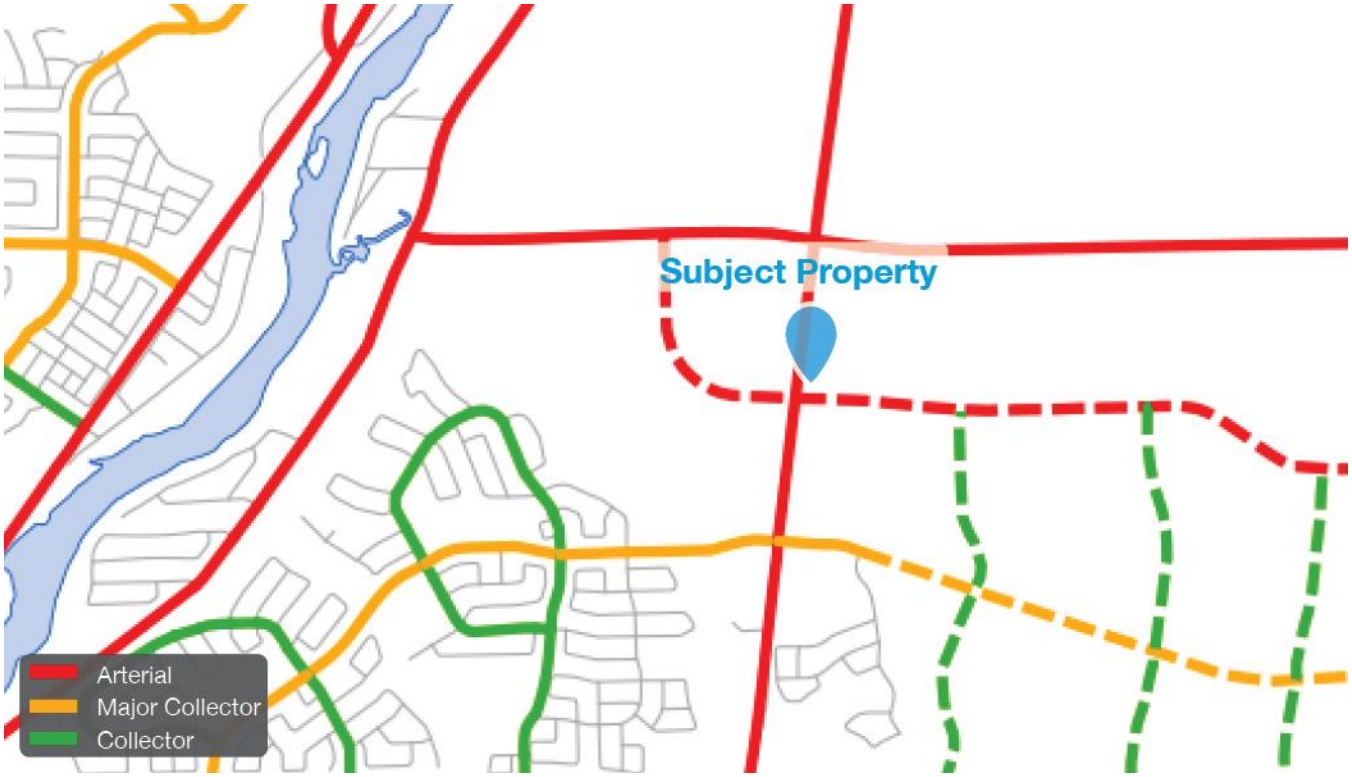


Figure 6: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

including such as people walking and cycling as well as provide corridors for public infrastructure and utilities. Arterials, which include arterials identified as main streets, parkways, avenues, and rural roads, are public spaces that include a wide diversity of road functions.

Spratt Road, which is located approximately 500 metres south of the subject property, is designated as a Major Collector Roadway and provides efficient travel throughout the existing Riverside South community. In general, major collectors act as a connection between arterials and collectors. They are also social places that bring local users together to interact during their daily travels. A diversity of community land uses front onto major collectors and collectors such as parks, schools, commercial and wide range of residential types.

2.5 Transit Network

As identified on Schedule C2, the subject property is located approximately 2 kilometers from the closest rapid transit station. Local OC Transpo services are more readily available, having bus stops (heading both north and south) located approximately 200 metres north of the subject property. Services available include the 99, 299, 693, and 699 routes.

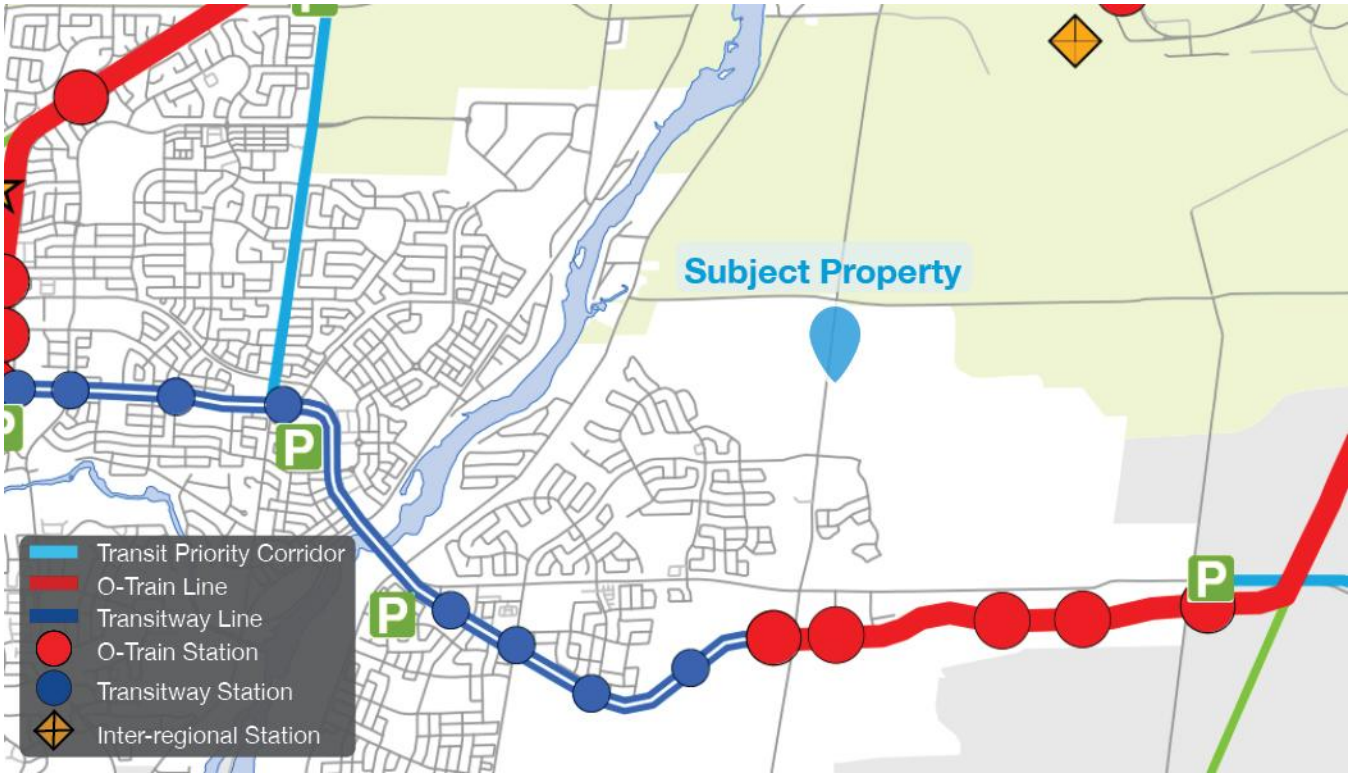


Figure 7:Schedule C2 – Transit Network, City of Ottawa Official Plan.

2.6 Active Transportation Network

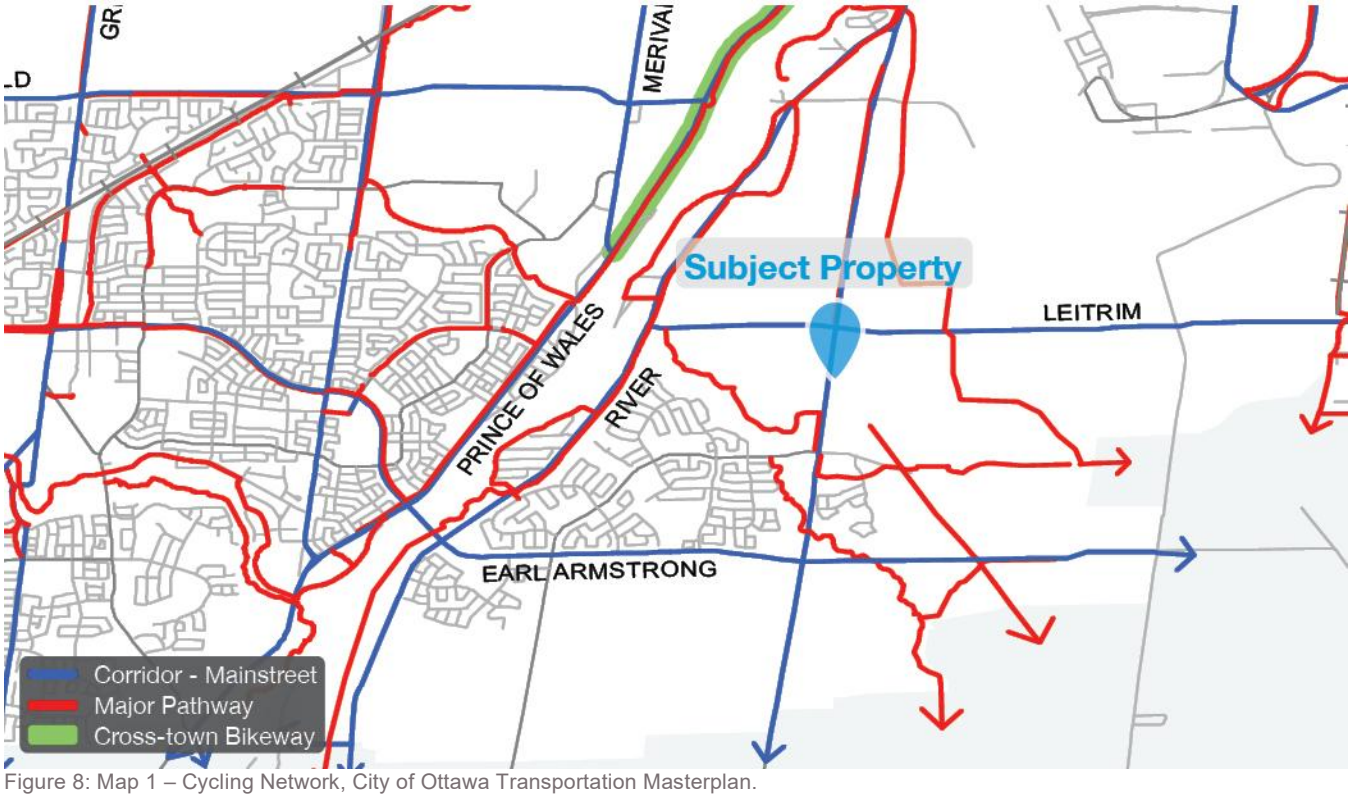


Figure 8: Map 1 – Cycling Network, City of Ottawa Transportation Masterplan.

As identified in the City of Ottawa Transportation Masterplan, the subject property is located on a Spine Route, which is designated to provide efficient travel for cyclists. The subject property is also closely located to several Major Pathways which provide dedicated travel for cyclists throughout the Riverside South community.

3.0 Policy and Regulatory Framework

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

2.1 Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate; and

e) are freight-supportive.

2.4 Strategic Growth Areas

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

a) to accommodate significant population and employment growth;

b) as focal areas for education, commercial, recreational, and cultural uses;

2.8 Employment

2.8.1.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;

d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and

e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

2.8.1.2 Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.

2.8.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.

2.8.2.3 Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:

a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;

b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;

c) prohibiting retail and office uses that are not associated with the primary employment use;

d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and

e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

3.4 Airports, Rail and Marine Facilities

3.4.1 Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:

a) their long-term operation and economic role is protected; and

b) airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.

3.4.2 Airports shall be protected from incompatible land uses and development by:

a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;

b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and

c) prohibiting land uses which may cause a potential aviation safety hazard.

3.5 Land Use Compatibility

3.5.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development of the subject property represents an efficient use of land that has access to existing and planned infrastructure, public facilities, employment and amenities.

Further, the planned use meets the intent of the Official Plan and Secondary Plan to provide employment lands to promote economic opportunity in a developing area within the urban boundary of the City of Ottawa.

3.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

3.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

e) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development meets the Strategic Directions of the Official Plan by redeveloping a large property within the City's urban boundary. The proposed development represents an efficient design that will provide a service commercial use in proximity to local residents and businesses, thereby reducing vehicle trip lengths and supporting economic development in the area. The low-rise development is appropriate, given the development is located in an area that is characterized by buildings of similar heights with restrictions on height in close proximity to the Ottawa Airport.

3.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

3.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

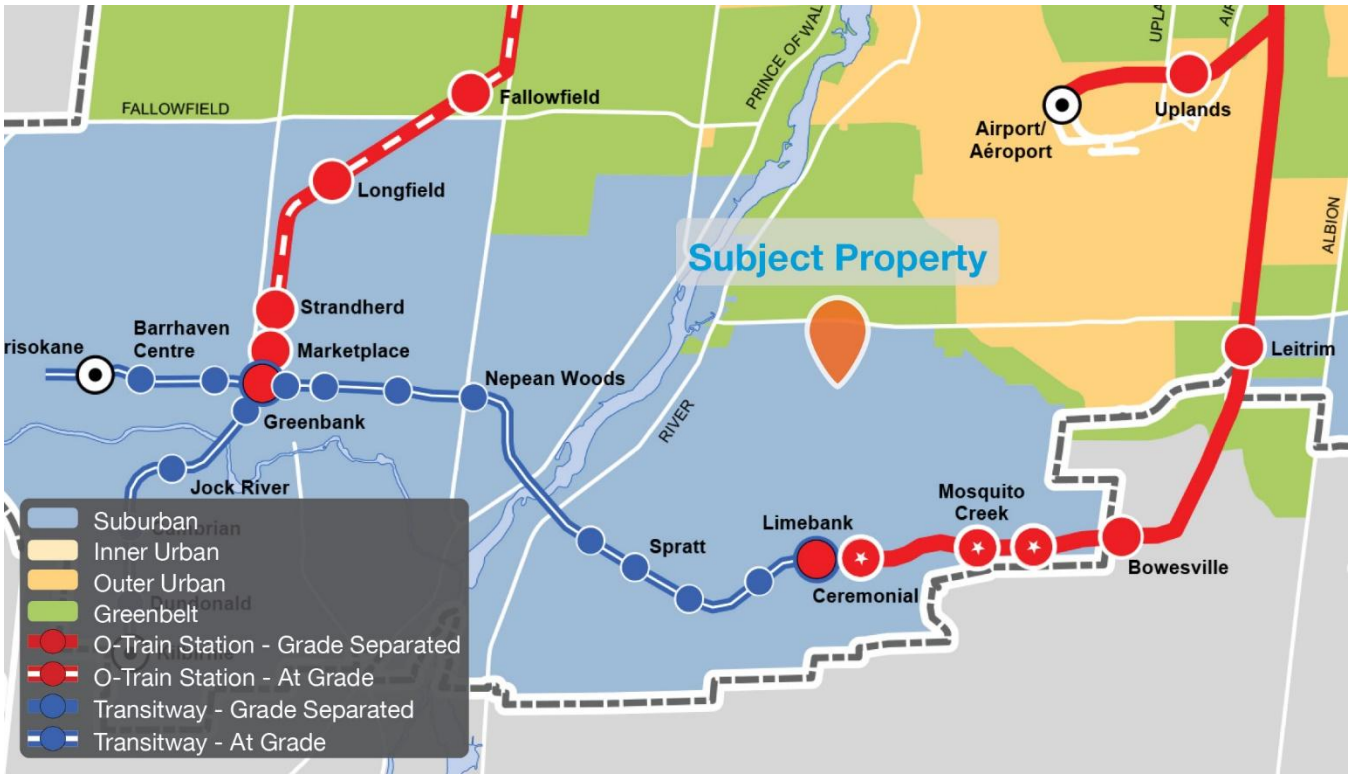


Figure 9: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Schedule A (Figure 9), the subject property is located in the **Suburban Transect**. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model, including larger setbacks, lower levels of intensification, and a separation of uses. The focus in the Suburban Transect will be to develop communities in a way that supports their gradual evolution to becoming 15-minute neighbourhoods. The planning challenge is to introduce more viable public transit and active mobility options neighbourhood wide in each of the major suburban communities, solidify Town Centres with more employment and more urban-type development, help functional local hubs and corridors to emerge and develop and encourage more diverse housing forms to meet the changing needs of an evolving demographic.

The proposed development meets the following Suburban Transect policies outlined in **Section 5.4**, among others:

Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

5.4.1.2 The Suburban Transect is generally characterized by Low- to Mid-density development.

The proposed development contemplates heights to a maximum of 15 metres and two-storeys, which represents a low-rise built form.

Provide direction to the Hubs and Corridors located within the Suburban Transect

5.4.3.2 Parking in Suburban Hubs shall be managed as follows:

a) Minimum parking requirements may be reduced or eliminated

The proposed development contemplates 281 parking spaces, which aligns with the minimum parking rate as per the former City of Ottawa Zoning By-law (2008-250).

Provide direction for new development in the Suburban Transect

5.4.4.1 Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm

The prosed development looks to provide warehouse, industrial, and logistics uses, which will contribute to the employment uses in the surrounding area. The addition of employment uses contributes to the diversity of uses beyond strictly residential. The positively contributes to the emerging 15-minute neighbourhood.

3.2.4 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The six designations are Hubs, Corridors, Neighbourhoods, Industrial and Logistics, Mixed Industrial, and Special Districts. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

As identified on Schedule B6 (Figure 10) the subject property is designated **Industrial and Logistics**. Industrial and Logistics areas are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses. This designation corresponds to the manufacturing and warehousing activities within employment areas as defined by the Provincial Policy Statement. The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes.



Figure 10: Schedule B6 – Suburban (southwest) Transect, City of Ottawa Official Plan.

The proposed development meets the following Inner Urban Transect policies outlined in **Section 6.4**, among others:

Preserve land in strategic locations for goods movement and logistics uses

6.4.1.2 The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:

a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;

b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;

c) Auto service and body shops, heavy equipment and vehicle sales and service;

d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;

e) Major Office in accordance with Subsection 3.5, Policy 12); and

f) Offices that are accessory to a primary use.

The proposed development contemplates Industrial and Logistic related uses in an area designated for such uses. Further, the proposed development is consistent the Secondary Plan, which also designates the subject property for such uses as those proposed.

6.4.1.3 Industrial uses or development with the potential of restricting visibility at the Ottawa International Airport, the Rockcliffe Airport or the Carp Airport by virtue of industrial/manufacturing processes generating smoke, dust or steam as described in Transport Canada's Land Use in the Vicinity of Airports document TP1247E, are not permitted.

The proposed development is located within the Airport Operating Influence zone. However, the proposed warehouse uses are not a sensitive use and will not produce smoke, dust, or steam.

Ensure adverse impacts on sensitive uses are minimized

6.4.2.1 Residential, institutional and all other sensitive land uses are not permitted.

The proposed warehouse use is not a sensitive land use.

6.4.2.3 To avoid adverse effects on sensitive uses and to protect the long term economic viability of industrial uses and major facilities, the Province's Land Use Compatibility Guidelines shall be applied to the development of major facilities and/or sensitive land uses in proximity of a major facilities as outlined in the guidelines.

The proposed development broadly meets the guidelines for Land Use Compatibility, given its use and proximity to similar uses.

Limit ancillary uses to avoid conflict with industrial uses and minimize absorption of land for non-industrial uses

6.4.3.2 Uses that are not compatible with heavy industrial uses or which may conflict with the operation of traditional heavy and light industrial uses should not be permitted to minimize the absorption of land for non-industrial uses unless approved as part of a comprehensive review, where such lands fulfill the Provincial Policy Statement requirements for Employment; or otherwise, through an amendment to this Plan.

The requested warehouse use is compatible with the uses found in the surrounding area of the subject property.

3.2.5 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Employment is expected to grow by about 189,000 jobs from 2018 to 2046. The Downtown Core will remain the most important employment hub in the City. Inner Urban, Outer Urban Corridors, Hubs and Suburban Town Centres will see their role increase significantly as places for employment growth. Industrial areas and the rural area are also anticipated to accommodate job growth.

The proposed development meets the following Growth Management Framework policies among others:

Designate Sufficient Land for Growth

3.1.1 Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.

The proposed development contributes to required employment uses for the period of the Official Plan, in accordance with the Provincial Planning Statement.

3.1.3 The urban area and villages shall be the focus of growth and development.

The proposed development is located with in the urban area.

Support Intensification

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.

The accompanying Site Servicing Study outlines the future connection to services that the site will engage in as part of any future development.

3.2.6 Focus areas for the majority of employment growth and employment intensification are the Downtown Core, Hub, Corridor, Industrial and Logistics, Mixed Industrial and Special District designations as shown on Schedules B1 through B8.

As identified on Schedule B6, the subject property is located within the Industrial and Logistics designation.

Design new neighbourhoods to be 15-minute neighbourhoods

3.3.2 A secondary plan in accordance with Section 12 shall generally be required for the development of new neighbourhoods as shown with a Future Neighbourhood Overlay.

Please see Section 3.3 for a fulsome review of the Riverside South Secondary Plan policies and how the proposed development is compliant with those policies.

Meet employment needs

3.5.7 Lands designated as Industrial and Logistics and Rural Industrial and Logistics are considered employment areas under the Provincial Policy Statement and should be protected and preserved primarily for current and future manufacturing, storage, distribution and logistics uses. These are lands that may come under pressure for development with other land uses, are necessary to serve the population and to diversify the local economy and contain uses that generally cannot be integrated with sensitive land uses.

As identified on Schedule A of the Riverside South Secondary Plan, the subject property is surrounded by properties that are also designated Industrial and Logistics, which ensures that the subject property's uses will be compatible with those of the surrounding properties.

3.5.11 Office uses within the Industrial and Logistics designation shall only be permitted as an accessory to a primary use so that lands are preserved for manufacturing, construction, storage, distribution and logistics uses, so that lands are conserved for the primary purpose of this designation.

All office space identified on the Site Plan is an accessory use to the warehouse facilities.

3.2.6 Urban Design

Urban design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The proposed development meets the following Urban Design Policies outlined in **Section 4.6** of the Official Plan, among others.

Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

All parking and interior circulation is screened by tree plantings along the front and corner side yard. Further to the plantings, as identified on the accompanying Landscape Plan, the site includes the planting of over 200 trees and 200 shrubs. Finally, both the Site Plan and Landscape Plan note the pedestrian interactions with cars has been minimized to the greatest degree possible.

4.6.5.4 Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

Please review the Site Plan for the location of accessible parking spaces, as well as providing step free circulation throughout the site where possible to do so.

Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

4.6.6.6 Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed low-rise warehouse buildings are compatible with the transect, designation, and zone (as proposed). The buildings have been designed aesthetically to complement the similar industrial and logistic uses in the surrounding area.

3.2.7 Airport Operating Influence Zone

As identified on Schedule C14 (Figure 11) the subject property is located within the Airport Operating Influence Zone.

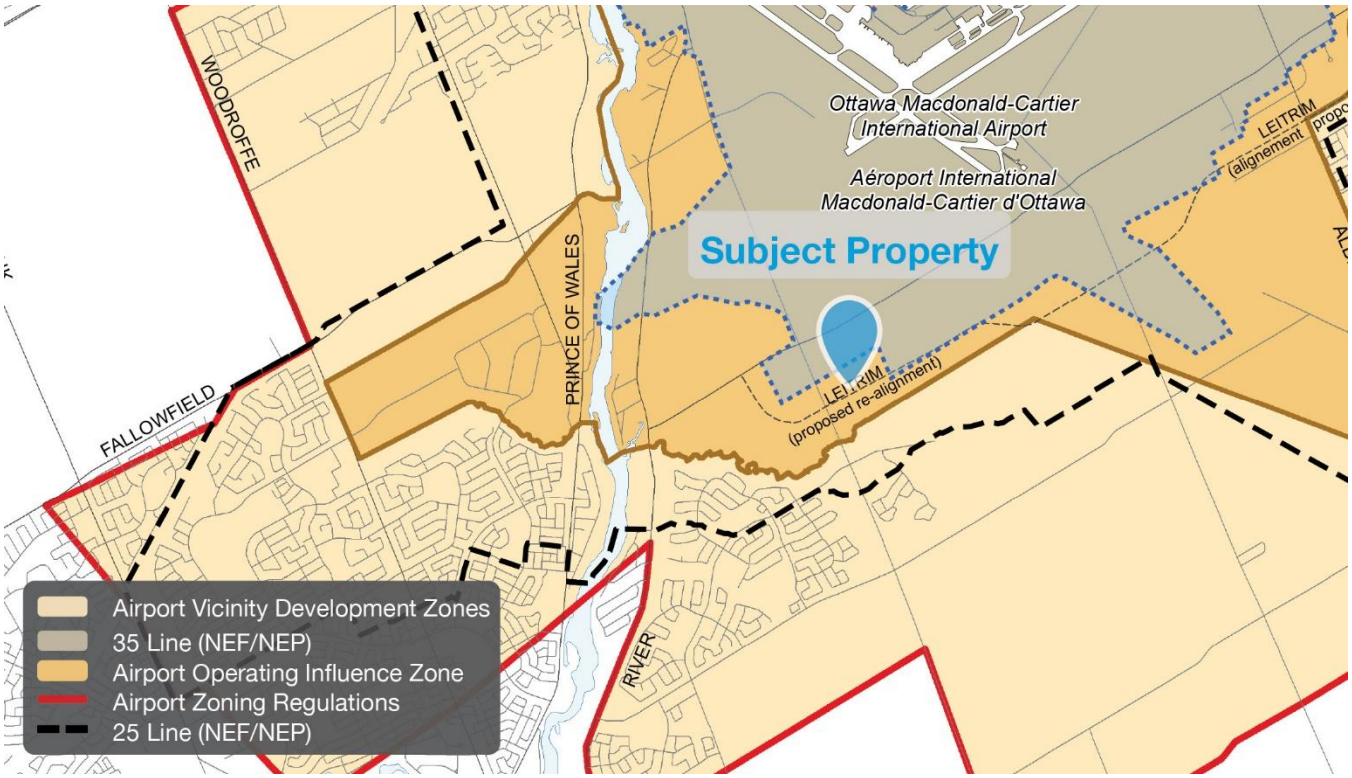


Figure 11: Schedule C14 – Land Use Constraints Due to Aircraft Noise.

The proposed development meets the following Protection of Airport and Aircraft Operations Policies outlined in **Section 10.2.2** of the Official Plan, among others.

10.2.2.1 Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.

As noted throughout this report, the proposed development is compliant with the relevant policies at the federal, provincial, and municipal levels.

10.2.2.2 A noise control study consistent with the Council-approved Environmental Noise Control Guidelines is required as part of a complete application for any development proposal within the 25 Line (Composite of 25 NEF/NEP), as shown on Schedule C14.

The proposed use in not a sensitive use where noise volumes present a serious concern.

10.2.2.6 Development shall comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.

The proposed development comply with all relevant policies noted in the Ottawa Macdonald-Cartier International Airport Zoning Regulations, specifically as it pertains to noise sensitive uses and building heights.

10.2.2.9 Throughout the City, land uses, activities and the use of building materials with potential to interfere with the safe operation of aircraft, the performance of navigation aids or telecommunication, are prohibited.

The proposed development will not interfere with the operation of items associated with the Ottawa airport.

3.3 Riverside South Secondary Plan (2024)

The Riverside South area is a developing urban community outside the Greenbelt that will eventually be home to approximately 70,000 residents. The Secondary Plan applies to the community's lands that, as of 2022, remain unbuilt and will be home to the majority of the population and employment of Riverside South, being 49,000 residents and 12,000 jobs.

The plan directs the highest densities around transit stations with lower density located further away, a Town Centre that will function as the community's downtown, commercial areas to provide services and amenities for neighbourhoods and an employment area in the northerly portion of the community and within the Airport Operating Influence Zone for high-impact land uses.

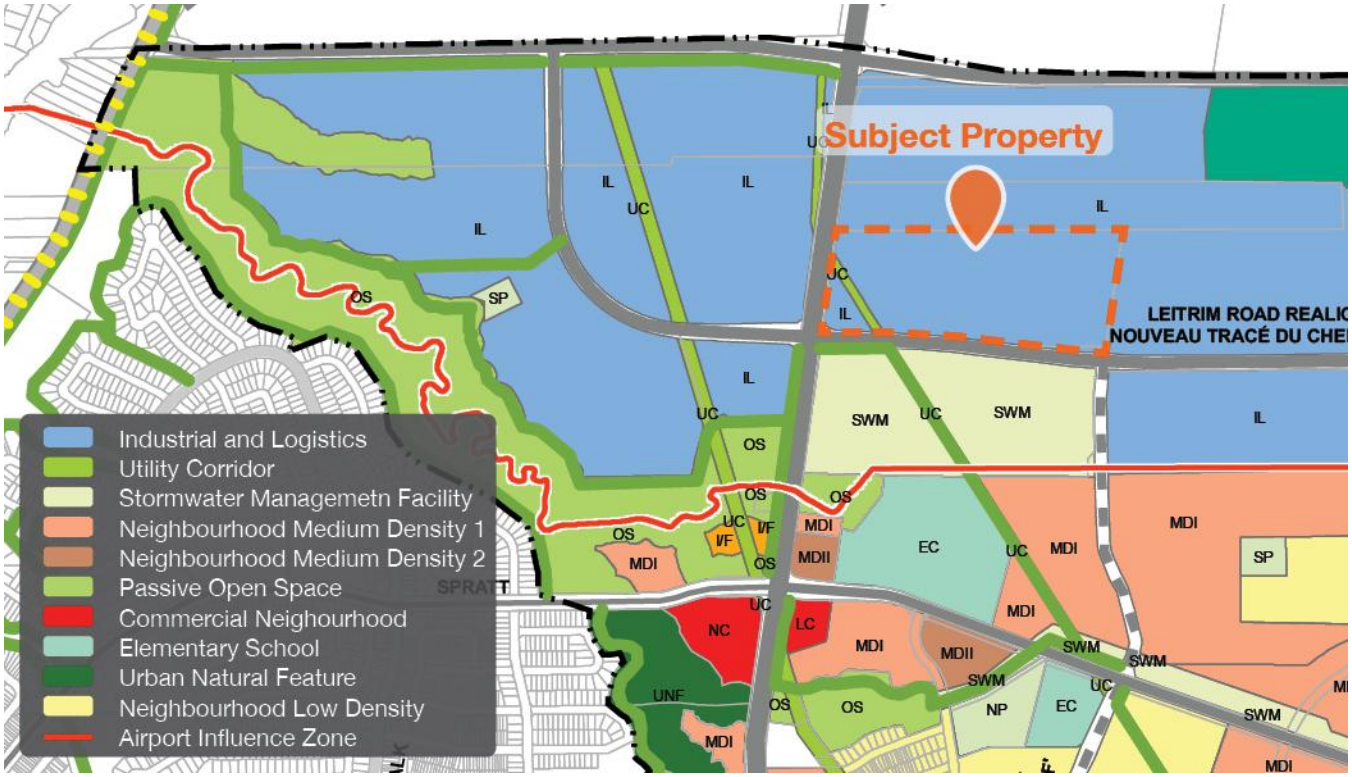


Figure 12: Schedule A – Designation Plan, Draft Riverside South Secondary Plan.

3.3.1 Designations

The subject property, as identified on Schedule A (Figure 12) is primarily designated **Industrial and Logistics – IL**. A narrow segment of the subject property is designated **Green Transportation and Utility Corridor – UC**.

3.3.1.1 Industrial and Logistics Designation

The Industrial and Logistics designation is located in the northern portion of the Riverside South community, south of the Ottawa Macdonald-Cartier International Airport. This area is set aside for higher-impact and employment land uses that are not adversely affected by aircrafts or airport operations and won't pose a potential negative impact or restrict aircrafts and airport operations.

Polices specifically pertaining to the designation are discussed for compliance, below:

2.5.1 Permitted uses in the Industrial and Logistics designation include heavy and light industrial uses such as construction, distribution, emergency services, heavy equipment and vehicular sales and service, manufacturing, office, research and development, trades and contractors, utilities, and warehousing, provided they are compatible with aircrafts and the operations of the Ottawa Macdonald-Cartier International Airport.

The proposed use, which is permitted within the underlying Industrial and Logistics Zone, is warehouse with associated office uses. The use is compatible and complementary to the operations of the Ottawa Macdonald-Cartier Airport.

2.5.2 Ancillary non-residential uses such as commercial, retail, and personal services intended to service the employment in this area are permitted. These will generally be no more than 750 square metres per occupancy.

a) Sensitive uses such as places of worship, schools, and residential care facilities are not permitted; and

b) Licensed child care centres are permitted as an ancillary use, provided the primary use is not noxious. Entrances and outdoor play areas should locate away from roads and loading and parking areas.

No uses identified in the above policy are proposed.

2.5.3 Where operationally feasible, buildings should locate close to the street with parking to the side or rear of buildings.

As per the provided Site Plan, the buildings are located at the interior of the site and screened by significant tree plantings.

2.5.4 To minimize the urban heat island effect, where possible, development should:

a) Have a front yard that supports soft landscaping and mature trees;

b) Have a soft landscaped buffer around parking areas;

c) Provide soft landscaping within parking areas; and

d) Design buildings with light coloured and/or reflective materials. Cool and green roofs are encouraged.

Plant material planting, softscaping, and asphalt minimization have been instituted to limit heat island effect as much as practically possible.

2.5.5 Development must provide extensions of existing streets where applicable and pedestrian linkages, including multi-use pathways, where appropriate.

The proposed ingress / egress points connect to the existing Limebank Road network at the east end of the subject property and provide vehicular access on the future Leitrim Road realignment.

2.5.6 Development within the Industrial and Logistics designation that is also within the Airport Operating Influence Zone, per Schedule C14 – Land Use Constraints Due to Aircraft Noise in Volume 1 of the Official Plan, is subject to the Airport Operating Influence Zone policies in section 10.2.2 in Volume 1 of the Official Plan.

As described is Section 3.2.7 of this report, the proposed development is in compliance with the requirements of policies relating to operating within the Airport Operating Influence Zone.

2.5.7 Per the recommendations of the Master Drainage Plan for Mosquito Creek, the City may require that development incorporate Low Impact Development measures to the treatment train approach for Stormwater Management Facilities.

Please see the accompanying Stormwater Management Plan for the a review of the incorporated LID strategy.

The proposed development contemplates warehouse uses, which are permitted within the designation. The subject property is also located within the Airport Operating Influence Zone and is compliant with the policies identified in Section 10.2.2 of the Official Plan. Specifically, as they pertain noise sensitive uses and height restrictions.

3.4 City of Ottawa Zoning By-law (2008-250)

The subject property is presently zoned Industrial and Logistics Zone, Urban Exception 3118 – IL[3118]. The purpose of the zone is as follows:

- Permit a wide range of low to moderate impact, light industrial uses in accordance with the Industrial and Logistics designation of the Official Plan in locations that are intended to be the focus of warehousing and distribution operations;
- Allow small-scale ancillary uses to serve employees in the immediate vicinity; and
- Provide development standards that ensure industrial uses do not impact adjacent non-industrial areas.

The permitted uses in the zone include the following:

- automobile body shop
- automobile service station
- catering establishment
- crematorium
- drive-through facility
- emergency service
- heavy equipment and vehicle sales, rental and servicing
- light industrial use
- research and development centre
- storage yard
- truck transport terminal
- **warehouse**
- waste processing and transfer facility

Urban Exception 3118 permits the following additional uses:

- hotel
- **office**
- place of assembly



Figure 13: Zoning map of the subject property and surrounding area.

The following table provides a summary of the Industrial and Logistics Zone provisions as detailed in Zoning By-law 2026-50 and demonstrates how the proposed development meets the provisions.

Zoning Mechanism	Provision	Provided	Compliance
Minimum lot area	2,000 square metres	151,250 square metres	**YES**
Minimum lot width	No minimum	74.4 metres	**YES**
Maximum lot coverage	65%	38.9%	**YES**
Minimum front yard setback	3 metres	50.6 metres	**YES**
Minimum exterior yard setback	3 metres	24.3 metres	**YES**
Minimum interior	3 metres	12.5 metres	**YES**
Minimum rear yard setback	3 metres	17.8 metres	**YES**
Maximum building height	22 metres	15 metres	**YES**
Minimum width of landscape area	No minimum	3 metres	**YES**
Minimum width of a landscape buffer	5 metres	3 metres	**NO**
Minimum bicycle parking	131	70	**NO**

The proposed development is broadly compliant with all relevant zoning provisions of the IL zone. Areas where relief is sought are discussed in the following section of this report.

4.0
Proposed Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from **Industrial and Logistics Zone, Urban Exception 3118 – IL[3118]** to **Industrial and Logistics Zone, Urban Exception XXXX – IL[XXXX],** where the Urban Exception provides relief from the following provisions:

/ **Table 613C(g) to reduce the required bicycle parking from 131 spaces to 70 spaces**

- The requested relief is appropriate given the context of the subject property and proposed use. The site is located within a broader industrial area with access to the property off of Limebank Road, which does not provide bicycle lanes, nor are any proposed as per the Transportation Masterplan. Consequently, it is unlikely that cycling parking demand will not be met by the proposed 70 stalls. Further, given the large facilities, the possibility of storing bicycles in the warehouse units is likely.

/ **Section 607(7)(c) to reduce the landscape buffer from 5 metres to 3 metres**

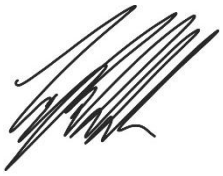
- The requested relief is appropriate, as the function of a landscape buffer is to provide additional distance of the property from the internal uses of the subject property. As illustrated on both the Site Plan and Landscape Plan, the property is well screened as a result of large numbers of tree plantings along the exterior of the property. With respect to the rear and interior side yards, the proposed 3 metre landscape buffer is sufficient as the surrounding properties are also zoned for identical uses. Given the industrial nature of the uses permitted, the 2 metre reduction is landscape buffer will provide only a nominal reduction in protected impact with respect to the permitted uses.

5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit the development of warehouse and associated office uses on the subject property constitutes good planning and are in the public interest. As summarized in the following:

- The proposed development is consistent with the Provincial Planning Statement (2024) by providing of an efficient, cost-effective pattern of development located in an area with available infrastructure and public service facilities. The proposed development will also positively contribute to a mix of uses in the area, including employment.
- The proposed development conforms to the policy directions of the Suburban Transect and underlying Industrial and Logistics designation. The proposal seeks to facilitate the development of a vacant property within a built-up urban area, provides a built form that is appropriate for its surrounding context, and introduces a warehouse use that will support existing and future residents and businesses. The proposed development responds to urban design objectives, in particular by providing ample plant material to screen the warehouse use.
- The proposed development is fully compliant with the policy and intent of the Riverside South Secondary Plan, which identifies sites such as the subject property as appropriate for the requested use and built form.
- The proposed development is broadly compliant with the provisions of the requested Industrial and Logistics Zone, as described in the City of Ottawa Zoning By-law (2026-50).
- The proposed development is supported by technical studies and plans submitted as part of this application.

Sincerely,



Tyler Yakichuk, MCIP RPP
Senior Planner