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February 25, 2020

Sarah Ezzio, Planner I
Planning, Infrastructure and
Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Dear Sarah,

RE: 2465 Don Reid Drive
Site Plan Control Application
Planning Rationale Cover Letter

OVERVIEW

Stantec has been retained by the City of Ottawa to provide engineering design and planning services for parking lot and minor site modifications (the proposal) at the Ottawa Paramedic Service Headquarters (the facility) located at 2465 Don Reid Drive (the site). The facility was introduced to the site around 2005, with Site Plan Approval granted on November 5, 2004 (File Number: D07-12-04-0214), and a Letter of Undertaking executed and issued to the City on November 8, 2004.

The operational demands of the facility have increased since 2005, which has triggered the need for additional on-site parking for employees. Accordingly, Stantec has been tasked with engineering design and planning services to permit the provision of additional on-site parking to meet the facility's operational demands.

A pre-application consultation was held with City staff on December 9, 2019 to discuss the proposal and a conceptual site plan. Meeting notes and application submission requirements were provided by the City on December 23, 2019, which confirmed that an application for site plan control would be required to proceed with the proposal, as more than nine new parking spaces are proposed.

As part of a complete application for site plan control, a Planning Rationale Cover Letter is required, and this letter serves as that requirement.

CONTEXT

The site is located within Ward 10 – Gloucester-Southgate, which is within the City's Urban Policy Area. More specifically, the site is located south of Walkley Road, west of Conroy Road, and north and east of hydro corridors. This area of the City consists of a mix of primarily industrial and business park type land uses.

The site is a large irregularly shaped property that contains two separate frontages onto Don Reid Drive (local road), one of which is for secured access, and the other which permits public access from the roadway's traffic circle terminus.

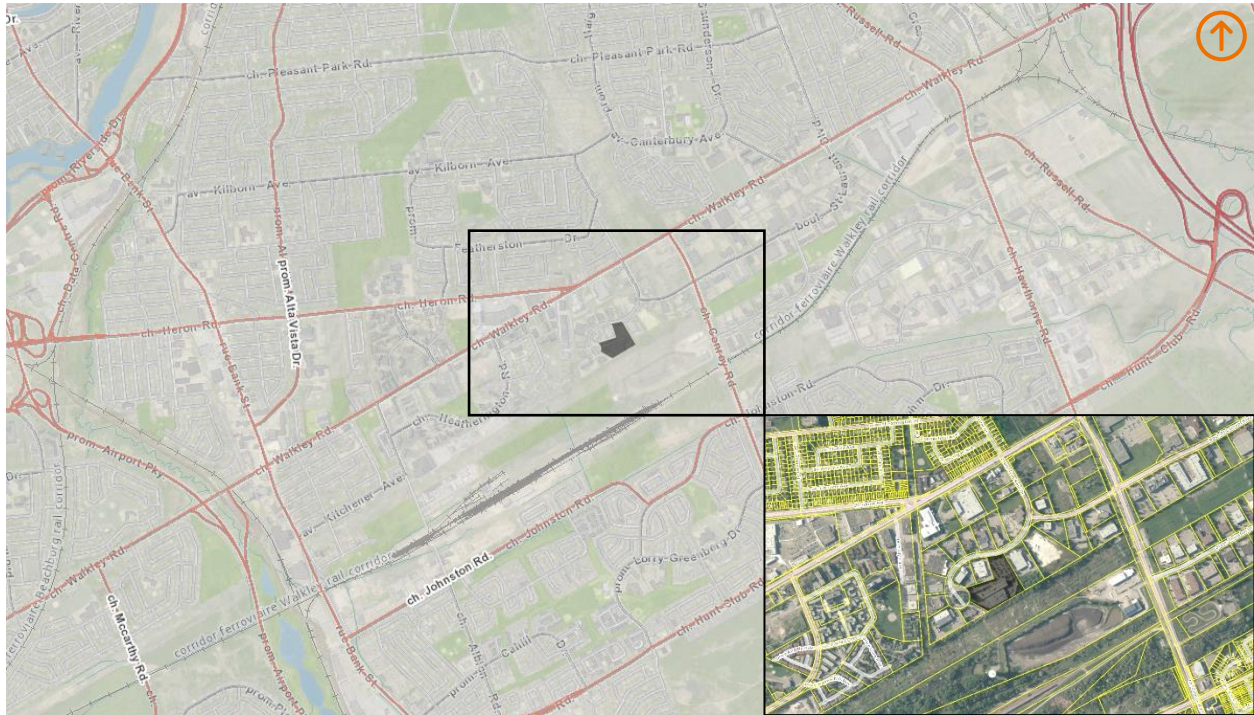


Figure 1. Location Plan



Figure 2. Site Context

With respect to buildings, structures, and features, the site contains a single 2-storey building, two fueling stations, and an antenna associated with an abutting land use. The site consists of the following details:

Area	27,410 m ²
Frontage	± 127 m (59 m at the public access and 68 m at the private access)
Legal Des.	Part of Lot 1, Concession 4, (Rideau Front) Geographic Township of Gloucester, City of Ottawa
PIN	04741-0071
Addresses	2465 & 2495 Don Reid Drive

PROPOSAL

The proposal is for minor site modifications to accommodate additional parking spaces. The below table summarizes the changes reflected in the submitted plans and reports, while Figure 3 provides an extract of the proposed site plan.

Table 1. Summary of Proposal	
Feature	Description of Modification
Regular Vehicle Parking	<ul style="list-style-type: none"> Net increase of 29 spaces Number of public parking spaces remaining unchanged
Small Vehicle Parking (for motorcycles)	<ul style="list-style-type: none"> A formal parking area is to be established to accommodate 10 small spaces
Parking Lot Drive Aisles	<ul style="list-style-type: none"> New and extended aisles to accommodate additional employee parking
Garbage Storage	<ul style="list-style-type: none"> Existing location is to be replaced with employee assigned parking spaces To be re-located within proximity to its existing location, and to remain accessible from the overall publicly accessible loading area (maintains adequate space for access and turning movements)
Lay-by Spaces	<ul style="list-style-type: none"> Addition of 12 ambulance lay-by spaces (one along the ambulance entrance lane and the remainder located in parking and open asphalt areas)
Vegetation	<ul style="list-style-type: none"> Replacement of various plant and/or tree species needing to be removed for site modifications

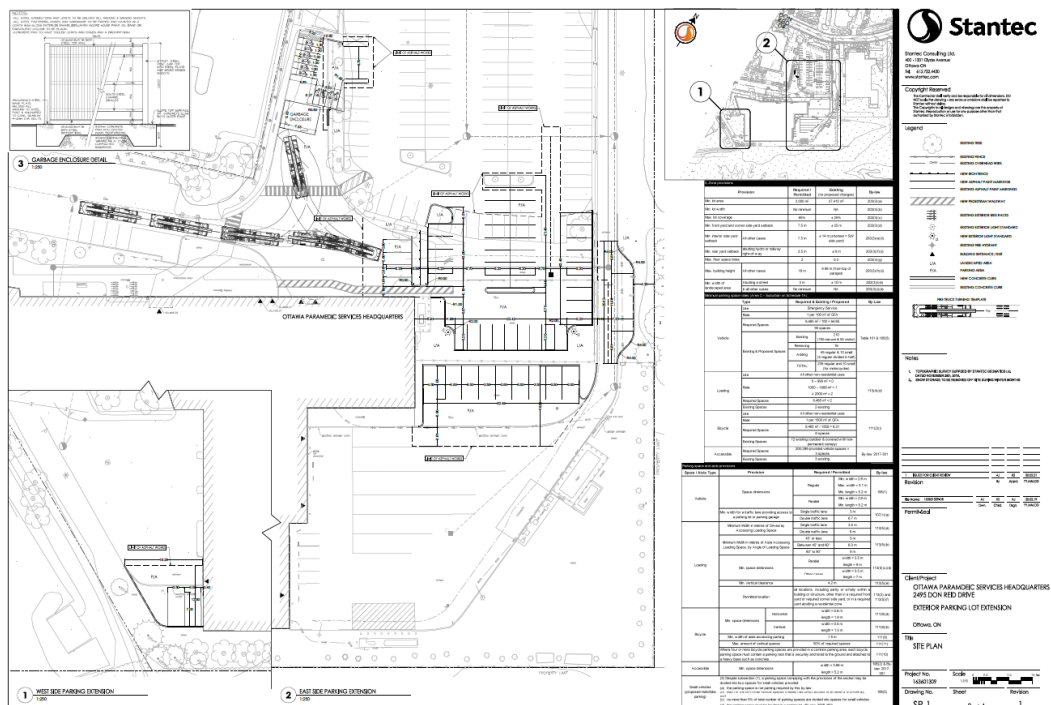


Figure 3. Proposed Site Plan

POLICY REVIEW

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) provides policy direction on planning matters for the Province of Ontario. This direction is for the planning of strong, sustainable, and resilient communities for people of all ages, for clean and healthy environments, and for strong and competitive economies. Decisions affecting all planning matters shall be consistent with the policies of the PPS.

The proposal is consistent with the applicable policies of the PPS, as it will address operational demands for a municipal emergency service on land appropriately designated, zoned, intended, and serviced for its existing and continued use. As such, the proposal respects policies relating to strong and healthy communities, the wise use and management of resources, and the protection of public health and safety.

Official Plan

Schedule B of the Official Plan designates the site as Urban Employment Area. The proposal conforms to the intent and purpose of this designation, as it will improve the efficiency of an operating permitted land use without causing any adverse impacts to adjacent land uses or features.

Section 3.6.5 – Urban Employment Area of the Official Plan explicitly lists emergency services, such as the existing paramedic facility on the site, as a permitted land use under Policy 2.c.

The site is shown as having archaeological potential on GeoOttawa's mapping portal, however, the site was subject to construction activity around 2005 for the development of its current land use, the Ottawa Paramedic Service Headquarters, and so the nature of the proposed site modifications are unlikely to reveal or disturb any potential archaeological resource. Furthermore, through the City's pre-application consultation process, City staff determined that an Archaeological Resource Assessment is not required for the site plan control application.

The proposal conforms to the applicable policies of the Official Plan

Zoning By-law

The site is zoned IL – Light Industrial in Zoning By-law 2008-250, which permits the existing emergency service land use and proposed site modification. Tables 1 to 3 outline the required, existing, and proposed performance standards.



Figure 4. Zoning excerpt

Provision		Required / Permitted	Existing / Proposed	By-law
Min. lot area		2,000 m ²	27,410 m ²	203(3)(a)
Min. lot width		No minimum	NA	203(3)(b)
Max. lot coverage		65%	± 25%	203(3)(c)
Min. front yard and corner side yard setback		7.5 m	± 25 m	203(3)(d)
Min. interior side yard setback	All other cases	7.5 m	± 14 m (southwest side yard)	203(3)(e)(ii)
Min. rear yard setback	abutting hydro or railway right-of-way	3.5 m	± 9 m	203(3)(f)(ii)
Max. floor space index		2	0.3	203(3)(g)
Max. building height	All other cases	18 m	9.98 m (from top of parapet)	203(3)(h)(ii)
Min. width of landscaped area	Abutting a street	3 m	± 10 m	203(3)(i)(ii)
	In all other cases	No minimum	NA	203(3)(i)(iii)

Provision		Required / Permitted	Existing / Proposed (fueling station structures and antenna)	By-law
Min. required setback from a front lot line		Same as required for principal building – 7.5 m	± 50 m	55(1)
Min. required setback from an interior side lot line or rear lot line not abutting a street	Other accessory buildings or structures, or situations not otherwise specified above	Not abutting a residential zone – 0 m	NA	55(3)(e)(ii)
Min. required distance from any other building located on the same lot		0 m	NA	55(4)
Max. permitted height		6 m (antenna can exceed this as per Section 64 to serve its intended purpose)	NA	55(5) & 64
Max. permitted size		No restriction	NA	55(6)

Type	Required & Existing / Proposed		By-Law
Vehicle	Use	Emergency Service	Table 101 & 106(5)
	Rate	1 per 100 m ² of GFA	
	Required Spaces	9,465 m ² / 100 = 94.65	
		95 spaces	
	Existing & Proposed Spaces	Existing	
		210 (155 secure & 55 visitor)	
		Removing	
		16	
	Adding	45 regular & 10 small (5 regular divided in half)	
		TOTAL	239 regular and 10 small (for motorcycles)
Loading	Use	All other non-residential uses	113(4)(d)
	Rate	0 – 999 m ² = 0 1000 – 1999 m ² = 1 ≥ 2000 m ² = 2	
	Required Spaces	9,465 m ² = 2	
	Existing Spaces	2 existing	
Bicycle	Use	All other non-residential uses	111(2)(i)
	Rate	1 per 1500 m ² of GFA	
	Required Spaces	9,465 m ² / 1500 = 6.31	
	Existing Spaces	6 spaces 12 existing (outdoor & covered with non-permanent canopy)	
Accessible	Required Spaces	200-299 provided vehicle spaces = 3 spaces	By-law 2017-301
	Existing Spaces	3 existing	

As demonstrated by Tables 2 to 4, the proposal complies with Zoning By-law 2008-250.

CONCLUSION

The proposal consists of site modifications to permit additional parking for meeting the operational demands of the Ottawa Paramedic Service Headquarters at 2465 Don Reid Drive. The existing facility was constructed around 2005 after receiving site plan approval in 2004. Since then, demand for onsite parking has increased for the facility's employees. To proceed with the proposal, site plan approval is required, as Section 5(4) of the City of Ottawa Site Plan Control By-law (2014-256 as amended) states the following:

Section 5

Subject to Sections 7 and 8 the following classes of development may be undertaken without site plan control approval whether or not there is a site plan agreement registered on title to the lot: (By-law 2015-142)

- 4. The establishment or enlargement of a surface parking area does not add more than nine spaces. (By-law 2019-39)*

The proposal will introduce more than nine new parking spaces, and therefore, it does not qualify for exemption from the Site Plan Control By-law, as per the above referenced Section.

This planning rationale, together with the supporting material of the submission, demonstrate how the proposal is consistent with the PPS, conforms to the City's Official Plan, and complies with Zoning By-law 2008-250.

As such, it is our opinion that the proposal represents good land use planning that is in the public interest, that it provides a compatible, appropriate, and timely use of land, and that it is supported from a land use planning perspective. Accordingly, we recommend the proposal for site plan approval.

Respectfully submitted,

Stantec Consulting Ltd.



Barrett L. Wagar RPP, MCIP, M.PI



cc. Shawn Labelle, City of Ottawa