



Engineers, Planners & Landscape Architects

### Engineering

Land / Site  
Development  
  
Municipal  
Infrastructure  
  
Environmental /  
Water Resources  
  
Traffic /  
Transportation  
  
Structural  
  
Recreational

### Planning

Land / Site  
Development  
  
Planning Application  
Management  
  
Municipal Planning  
Documents &  
Studies  
  
Expert Witness  
(OMB)  
  
Wireless Industry

### Landscape

### Architecture

Urban Design &  
Streetscapes  
  
Open Space, Parks &  
Recreation Planning  
  
Community &  
Residential  
Developments  
  
Commercial &  
Institutional Sites  
  
Environmental  
Restoration



## 20 & 30 Frank Nighbor Place

### Planning Rationale

Engineering excellence. Planning precision. Inspired landscapes.

**Planning Rationale**  
**Ottawa, ON**  
**20 & 30 Frank Nighbor Place**

Prepared By:

**NOVATECH**  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

February 9, 2018

Novatech File: 117193  
Ref: R-2018-22

February 9, 2018

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario K1P 1J1

Attention: Mr. Stream Shen, Planner I

Dear Mr. Shen:

**Reference: 20 & 30 Frank Nighbor Place**  
**Planning Rationale for Concurrent Site Plan Applications**  
**Our File No.: 117193**

---

Novatech has been retained by the owners of 20 & 30 Frank Nighbor Place to prepare two concurrent Site Plan applications for their respective properties.

The first property, 20 Frank Nighbor Place, is owned by '20 Frank Nighbor Inc.' and legally described as Parts 4, 5, 6 & 13 on Plan 4R-30745, Part of Block 2 on Plan 4M-1012, City of Ottawa. The owner intends to construct a 2885m<sup>2</sup> automotive, recreation vehicle (RV) and trailer dealership building.

The second property, 30 Frank Nighbor Place, is owned by '764703 Ontario Inc.' and legally described as Parts 2, 3, 7 to 12 on Plan 4R-30745, Part of Block 2 on Plan 4M-1012, City of Ottawa. The owner intends to construct a private street over a portion of their property; the balance of the property will remain undeveloped at this time. The private street will provide a secondary access to 20 Frank Nighbor Place. The private street will also provide to future development on 30 and 40 Frank Nighbor Place through subsequent Site Plan applications.

Should you have any questions, comments or concerns please do not hesitate to contact me.

Sincerely,

**NOVATECH**



Eric Bays MCIP, RPP  
Project Planner

## Table of Contents

<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>2</b>
1.1	Site Location and Context.....	2
<b>2.0</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>4</b>
<b>3.0</b>	<b>PLANNING POLICY FRAMEWORK.....</b>	<b>6</b>
3.1	City of Ottawa Official Plan (OPA#180).....	6
3.1.1	<i>Designing Ottawa .....</i>	<i>6</i>
3.1.2	<i>Scenic-Entry Route.....</i>	<i>7</i>
3.1.3	<i>Urban Design and Compatible Development .....</i>	<i>8</i>
<b>4.0</b>	<b>CONCLUSION .....</b>	<b>8</b>

## 1.0 INTRODUCTION

Novatech has been retained by the owners of 20 & 30 Frank Nighbor Place to prepare two concurrent Site Plan applications for their respective properties.

The first property, 20 Frank Nighbor Place, is owned by '20 Frank Nighbor Inc.' and legally described as *Parts 4, 5, 6 & 13 on Plan 4R-30745, Part of Block 2 on Plan 4M-1012, City of Ottawa*. The owner intends to construct a 2885m<sup>2</sup> automotive, recreation vehicle (RV) and trailer dealership building.

The second property, 30 Frank Nighbor Place, is owned by '764703 Ontario Inc.' and legally described as *Parts 2, 3, 7 to 12 on Plan 4R-30745, Part of Block 2 on Plan 4M-1012, City of Ottawa*. The owner intends to construct a private street over a portion of their property; the balance of the property will remain undeveloped at this time. The private street will provide a secondary access to 20 Frank Nighbor Place. The private street will also provide to future development on 30 and 40 Frank Nighbor Place through subsequent Site Plan applications.

This Planning Rationale will demonstrate that the proposed development is consistent with the Provincial Policy Statement (2014), conforms to the City of Ottawa's Official Plan, respects relevant Urban Design Guidelines and confirms to all Zoning By-law provisions.

### 1.1 Site Location and Context

The subject properties are located south of Highway 417 and east of the Carp River corridor in the community of Kanata. The subject properties are currently vacant and used for agriculture. 20 Frank Nighbor Place has an area of 20,271.3m<sup>2</sup>. 30 Frank Nighbor Place has an area of 38,246.3m<sup>2</sup> and gains access to Frank Nighbor Place from the private street.

A sanitary pipe (450mm), water main (300mm), and stormwater pipe (1050mm) transect the two properties in an east-west direction through an existing easement. The stormwater pipe outlets into a ditch on 30 Frank Nighbor Place which conveys stormwater to the Carp River. This infrastructure is owned and maintained by the City of Ottawa and described in a series of easements described as Parts 2 on 4R-11331 and Part 1 on 4R-14133 (Instrument Nos: N698162, N698164 and LT1174833).

The subject properties are designated as Urban Employment Area in the Official Plan and zoned Industrial- IL6[1414] H(30)-h by Zoning By-law 2008-250.

The subject properties are surrounded by the following uses:

**North:** Highway 417, an eight-lane grade-separated freeway under provincial authority, is located north of the subject properties. North of the highway is the Bridge- Kanata, a place of worship with community facilities fronting on Roger Neilson Way.

**East:** A large-format retail building occupied by The Home Depot is located east of the subject properties at 10 Frank Nighbor Place.

**South:** The subject properties are bounded by Frank Nighbor Place, a local street with a 26-metre right-of-way, and 40 Frank Nighbor Place, a vacant parcel also owned by '20

Frank Nighbor Place Inc.'. On the south side of the street is 19 Frank Nighbor Place, a two-storey building occupied by a private athletic and recreational facility (Movati).

**West:** The balance of 30 Frank Nighbor Place is located west of the proposed area of development. Lands owned by the City of Ottawa (PIN: 045090146) and Mississippi Valley Conservation Authority (PIN: 045090027) containing the Carp River are located west of the subject property.

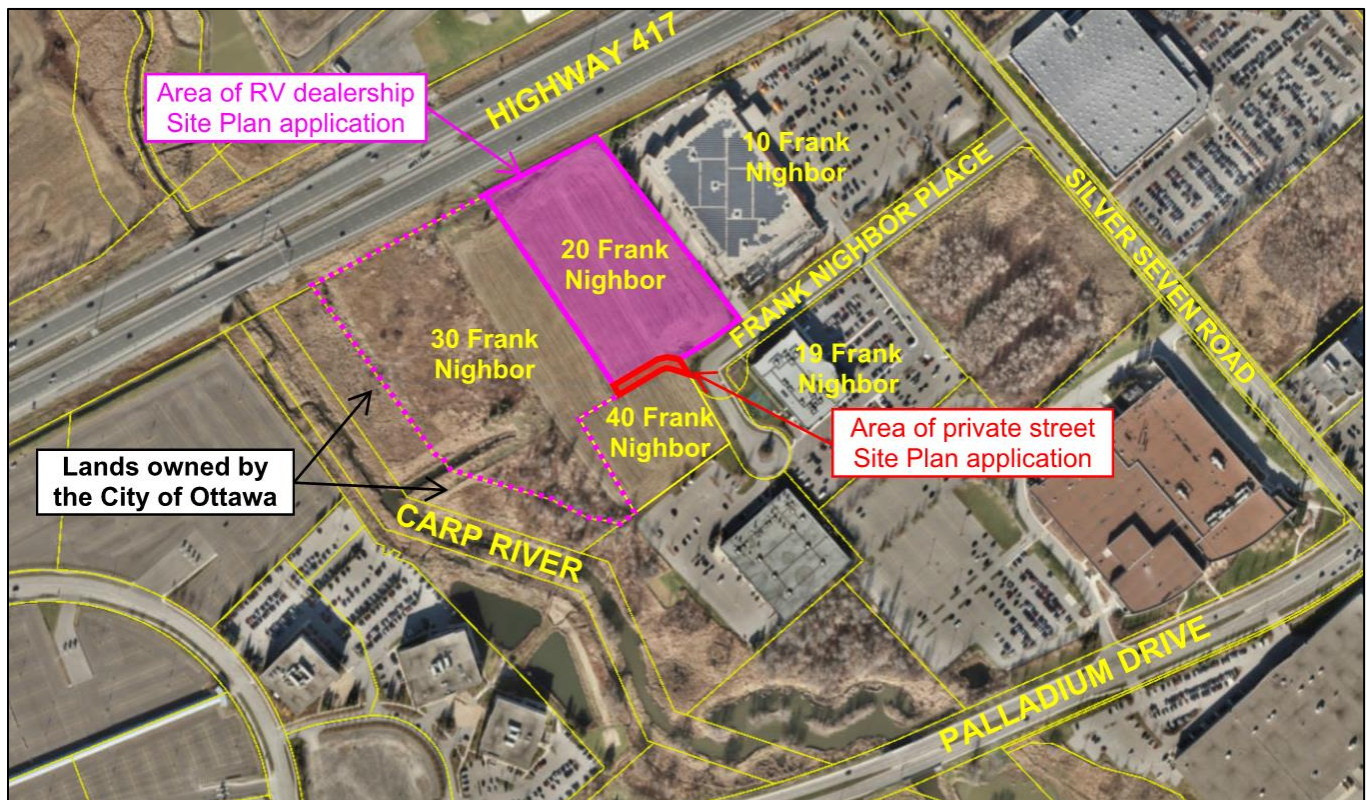


Figure 1: Aerial image of subject properties and surrounding areas (Source: GeoOttawa).

In late 2017, 30 and 40 Frank Nighbor Place were severed from 20 Frank Nighbor Place (Committee File Nos.: D08-01-17/B-00325, B-00326 & B-00327). Plan 4R-30745 (shown colourized in Figure 2) shows the boundaries which were created through the severance applications. The parcel boundaries were arranged to permit the creation of a private street over 30 Frank Nighbor Place (specifically Parts 2, 3 and 11) which would allow access to the new parcels to the north and south. Easements over 20 Frank Nighbor Place (Parts 5 and 13) and 30 Frank Nighbor Place (Parts 2, 3, 8 and 11) facilitate access between the three properties and are described in the Committee's Decision from October 18, 2017

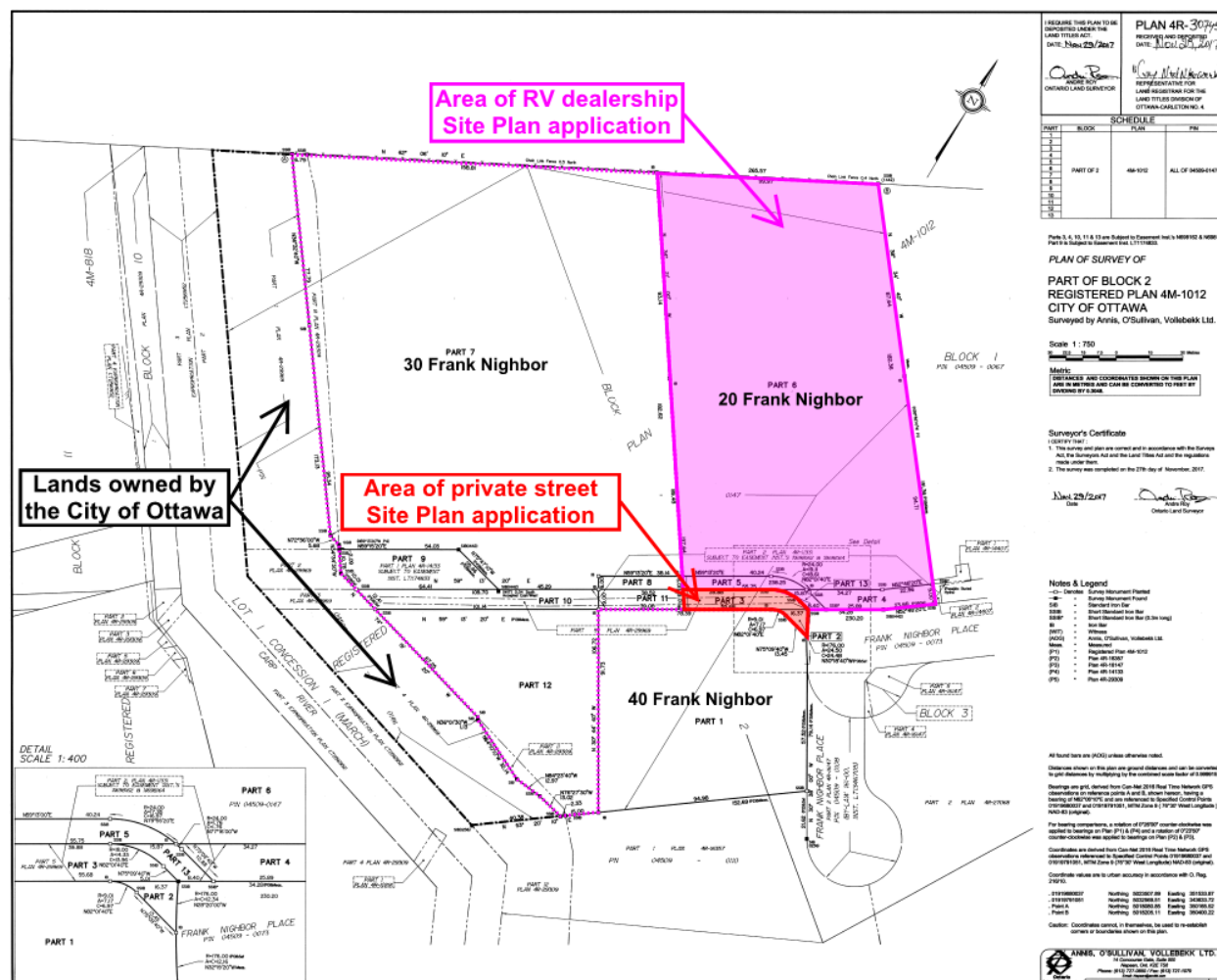


Figure 2: Plan 4R-30745, showing 20 Frank Nighbor Place (Fuchsia) and the extent of the private street Site Plan application over 30 Frank Nighbor Place.

After the severances were approved, 20 and 40 Frank Nighbor Place were transferred from '764703 Ontario Inc.' to '20 Frank Nighbor Place Inc.'.

## 2.0 PROPOSED DEVELOPMENT

The owner of 20 Frank Nighbor Place is seeking Site Plan approval to construct an automotive, recreation vehicle (RV) and trailer dealership building. The single-storey building would have a footprint of 2685m<sup>2</sup> and contain an additional 200m<sup>2</sup> mezzanine.

Vehicle parking will be accommodated in surface areas south and north of the proposed building. Surface parking areas have been divided into sections with landscape islands to facilitate pedestrian movement from the public street and parking area to the building. A vehicle and trailer display area is located at the northwest section of the site in proximity to Highway 417 but outside of the required 14-metre setback from the Highway 417 right of way.



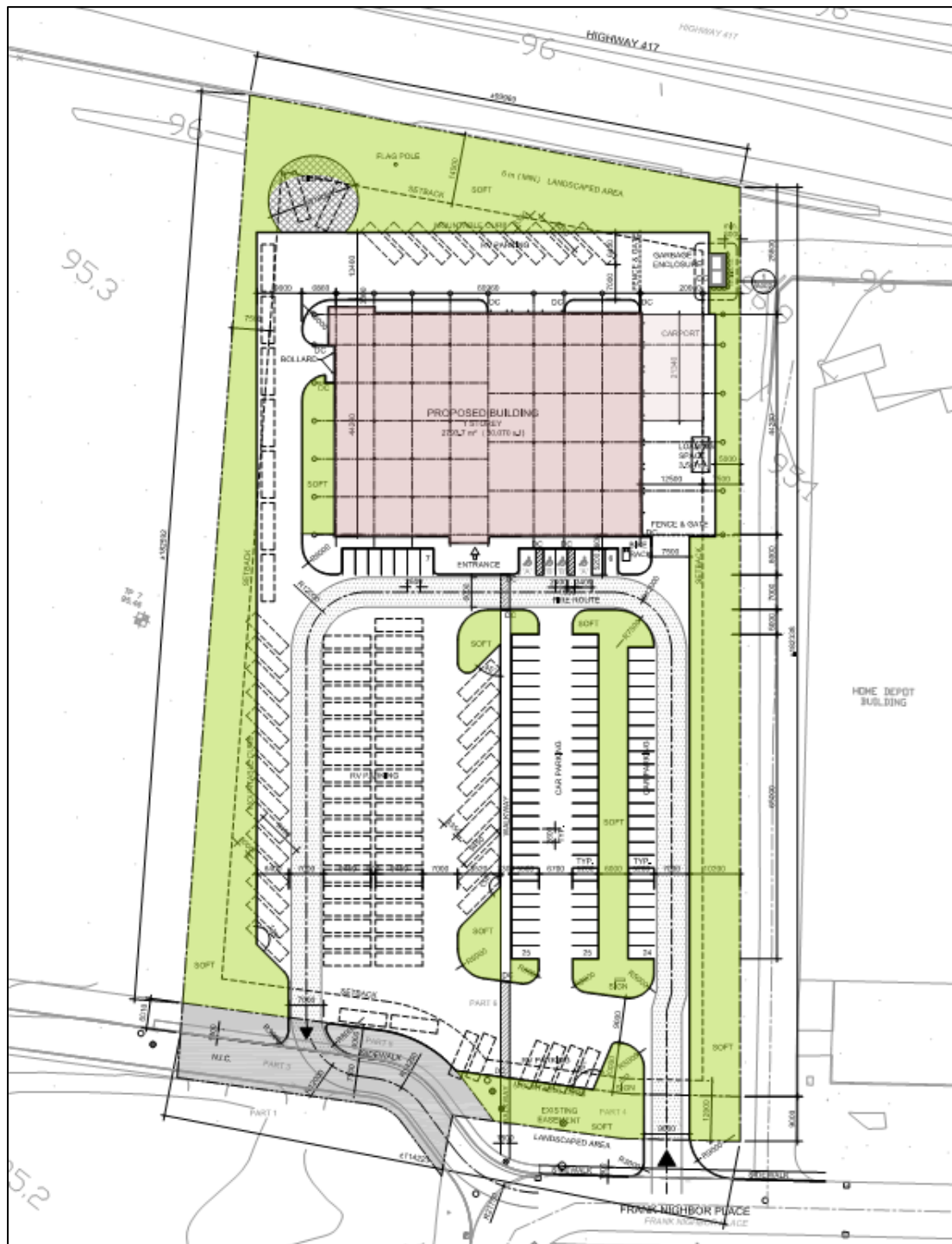


Figure 3: Site Plan for 20 Frank Nighbor Place, showing private street over 30 Frank Nighbor Place.

The owner of 30 Frank Nighbor Place is seeking Site Plan approval to construct a private street over a portion of their property. The private street will an additional vehicular entrance to the dealership. Although the private street will be constructed at the same time as the RV dealership



and maintenance centre, the applications have been submitted separately staff to enable each to have its own Site Plan Agreement.

### **3.0 PLANNING POLICY FRAMEWORK**

#### **3.1 City of Ottawa Official Plan (OPA#180)**

The subject property is designated as Urban Employment Area on Schedule B of the Official Plan. The Urban Employment Area designation is used to ensure sufficient land is available for a range of places of business and provides for a wide range of economic activities, job opportunities and pay scales.

Section 3.6.5-Employment and Enterprise Areas states:

*Uses that require large land areas for the external storage of goods or for vehicle sales and service may be carried out in Employment and Enterprise Areas. Incidental activity carried out in combination with a main use, such as showroom space associated with warehousing and storage, is also anticipated in Employment and Enterprise Areas. Complementary uses, such as service commercial, are appropriate in both Employment and Enterprise designations to meet the day-to-day needs of employees and residents and reduce their need to travel outside the area.*

Policy 2b) of Section 3.6.5 further confirms that the proposed dealership is permitted in the Employment Area designation and states that the Zoning By-law will:

- b) Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;*

City staff confirmed during the August 11, 2017 preapplication consultation meeting that a recreation vehicle and trailer dealership is a permitted use in the Industrial- IL6[1414] H(30)-h zone.

##### **3.1.1 Designing Ottawa**

Section 2.5.1 outlines the Official Plan's Design Objectives and speaks to achieving development that "enhances the established community" and "coexists with existing development". The following is a review of the seven stated design objectives and summary of how the proposal is consistent with these objectives:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The proposed development will be developed similar to other surrounding uses with deeper, landscaped front yards and larger one to two-storey buildings.

- 2. To define quality public and private spaces through development*

Larger landscaped areas will enhance the public realm. Pedestrian walkways have been designed to minimize vehicular crossings and the proposed building has been designed with the main entrance facing towards Frank Nighbor Place and the private street.

3. *To create places that are safe, accessible and are easy to get to, and move through.*

The proposed building's main entrance will face Frank Nighbor Place and the private street. As requested at the preapplication meeting, a sidewalk from the street provides direct access to the main entrance, and the surrounding parking area has been designed to minimize sidewalk crossings. Landscape islands and angled display parking has also been located along the length of the sidewalk. A sidewalk will be located along the north side of the private street to facilitate pedestrian movement to subsequent development on 30 Frank Nighbor Place.

4. *To ensure that new development respects the character of existing areas.*

The proposed developments are similar in scale, massing and architectural features to the surrounding area which is composed of larger one to two-storey buildings with generous front yard setbacks and surface parking.

5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

The size of the building and configuration of the site could accommodate a range of alternate uses and activities into the future.

6. *To understand and respect natural processes and features in development design.*

The area of development is currently occupied by ploughed fields with limited vegetation. The properties are surrounded by urban development to the north, east and south, and are separated from the Carp River by a block of City-owned land. The proposed development is not anticipated to affect any existing environmental features or assets on or surrounding the area of development.

7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

Surface parking has been divided into smaller sections by large landscape islands to provide shade and reduce urban heat island effect. Bioswales have been integrated into the design of one such landscape island and will reduce stormwater discharge from the site while also allowing stormwater effluent filtration and groundwater recharge. Most glazing on the proposed building has been located on the south and west sides of the building to take advantage of natural sunlight.

### **3.1.2 Scenic-Entry Route**

Highway 417 is designated a 'Scenic-Entry Route' on Schedule J of the Official Plan. Section 4.6.4 of the Official Plan states that Scenic-Entry Routes form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa. The proposed building has been designed to locate the maintenance area away from the scenic route, with a large corner window and architectural feature on the northwest corner facing Highway 417. The setback from Highway 417 will be landscaped and tastefully design display area will be integrated into the landscape area.

### 3.1.3 Urban Design and Compatible Development

Section 4.11- Urban Design and Compatible Development speaks to neighbourhood or site-scale issues such as noise, light spillover, parking and access, shadowing, and microclimate on proposed and existing development. The design and compatibility of a development will be evaluated in the context of Section 4.11 and Section 2.5.1, discussed above.

Policies of Section 4.11 are divided into several broad categories. Discussion of how the proposed development satisfies these policies follows.

#### Building Design:

The proposed building has been designed to accommodate indoor sales of recreation vehicles and maintenance uses. Most uses will be located on the ground floor (with exception of the 200m<sup>2</sup> mezzanine area). The building's design, cladding, roof pattern and architectural elements are similar to the surrounding area. The main entrance faces toward Frank Nighbor Place and the private street and will be accessed by a sidewalk through the outdoor parking and display area. This primary pedestrian access path will be buffered from the adjacent parking areas by landscaping islands. Landscaped islands have been broken up surface parking into smaller areas and the property's boundaries have been extensively landscaped.

#### Massing and Scale:

The building's massing and scale are similar to other surrounding buildings and permitted under the provisions of the existing zoning.

## 4.0 CONCLUSION

The proposed Site Plans are consistent with relevant planning policy documents and comply with the existing zoning. It is Novatech's professional opinion that the proposed development is considered good planning and is an appropriate addition to the surrounding business park.

Yours Truly,

**NOVATECH**



**Eric Bays MCIP, RPP**  
**Project Planner**