



Planning Rationale in Support of an Application for Site Plan Control (Revision)

**820 Belfast Road/
165 and 197 Trainyards Drive
City of Ottawa**

**Prepared by:
Holzman Consultants Inc.
Land Development Consultants**

April 5, 2019

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1.0 – Introduction

Holzman Consultants Inc. has been retained by 1663321 Ontario Inc., operated by Ottawa Trainyards Inc. to prepare a planning rationale in support of an application for Site Plan Control (Revision) and lifting of the holding suffix at 820 Belfast Road/165 and 197 Trainyards Drive in the Alta Vista ward of the City of Ottawa (the “Subject Property”). The purpose of the application is to facilitate the development of a one-storey retail building on the previously developed property.

This report provides a description of the existing conditions and proposed development and contains a review of the applicable land use planning policies, including the Provincial Policy Statement (PPS), the Official Plan (OP) policies, and Zoning By-law provisions. The summary and conclusions indicate that the proposed application is supported by the PPS, OP and Zoning By-law and represents good planning.

2.0 – Site Overview



Exhibit ‘A’ – Subject Property

The Subject Property consists of a parcel of land located along the south side of Belfast Road, according to the City of Ottawa’s GeoOttawa mapping, is known municipally as 820 Belfast Road, 145 Trainyards Drive, and 165 Trainyards Drive. However, it also contains a multi-tenanted building referred to as 197 Trainyards Drive.

The Subject Property is highlighted in Exhibit ‘A’ and is legally described as:

- Part of Lots 3 and 4, Plan 725, and Block 18 Plan 4M-1283 designated as Parts 1 and 2 on Plan 4R-12290, and Part 1 on Plan 4R-26707, Ottawa and is denoted as PIN 042560337; and
- Firstly: Part of Block 15 on Plan 4M-1283, designated as Part 10 on Plan 4R-23623; Block 18 on Plan 4M-1283, Save and Except Part 4 on Plan 4R-25092; Block 27 on Plan 4M-1283 and Blocks 16 and 17 on Plan 4M-1283, Save and Except Part 1 and 2 on Plan 4R-24955;
Secondly: Parts of Lot 4, Plan 725, designated as Parts 1 and 2 on Plan 4R-26707;
Thirdly: Parts of Lots 12 and 13, Concession Junction Gore, Gloucester, being a Forced Road known as Russell Road, (Closed by By-law 2011-422, Instrument No. OC1360294), designated as Part 3 on Plan 4R-26707;
Fourthly: Part of Lot 13, Concession Junction Gore, Gloucester, designated as Part 4 on Plan 4R-26707; Lots 31, 32, 33 and Part of Lot 34 on Plan 560, designated as Part 1 on Plan 4R-28535, Ottawa and is denoted as PIN 042560736.

The Subject Property is irregular in shape and has approximately 103 metres of frontage along Belfast Road, 120 metres along Industrial Avenue, and 230 metres along the west side of Trainyards Drive. There are presently 7 buildings on the combined parcels with 6 of the 7 being relatively new buildings constructed recently as part of the Trainyards development. The existing building located on 820 Belfast Road will be demolished to provide in part the location for the proposed building. The total gross floor area of the 6 buildings to remain is 26,253 square metres. There are approximately 1174 existing parking spaces and 105 bicycle spaces to remain. All of these new buildings were constructed under previous site plan approvals in multiple phases.

The total area of the Subject Property is approximately 8.91 hectares. The westerly portion of the property abuts Trainyards Drive. Access is provided from all three public roads and from a private road along the east side approximately 53 metres south of Belfast Road. This private road/access was part of the recent approval for the building located on the southern portion of the area to which this current application is being filed for and is known municipally as 197 Trainyards Drive. The Site Plan Agreement was registered in 2015. As part of that application, the existing parking that is on the specific subject block was also approved and subsequently constructed.

The site is surrounded by the following land uses:

- North: PepsiCo Beverages Canada (industrial use) along Belfast Road;
- East: Hertz Equipment Rental (industrial use) along Belfast Road;
- South: Industrial Business Centre and Retail Outlets (industrial and mixed uses) along Industrial Drive; and
- West: Reliable Parts (industrial use) along Belfast Road.



Exhibit 'B' – Aerial Photo (extent of development outlined in red)

The portion of the property subject to development is the north-eastern portion which abuts Belfast Road and a private driveway highlighted in Exhibit 'B'.

3.0 – Description of Proposed Development

The proposed development entails the establishment of a 3,530 square metre one-storey retail building to the north-eastern portion of the Subject Property with an accompanying 199 parking spaces. Access is provided along Belfast Road to the west of the building and also maintaining the existing driveway located along the private driveway located just south of the proposed building and an additional private approach further south of the building near the existing Farm Boy. As per the Private Approach (By-law No. 2003-447), the proposed access points are permitted, however, traffic entering the site from Belfast Road, particularly from the west will use the westerly private approach which would reduce the amount of new vehicular traffic entering the site at the existing access points along the private roadway resulting in reduced conflicts between vehicles and patrons.

The Site Plan below included as Exhibit 'C' illustrates the proposed site development layout. The building at the southeast corner of this parcel was approved recently and is The Master Plan included as Exhibit 'D' illustrates the context of the redevelopment within the east area of the Ottawa Trainyards development.

The proposed Building Elevations are included in Exhibit 'E'. The location of the main front door is located far enough away from the private approach to reduce patron/vehicle

conflicts. Furthermore, the building materials are of a high quality to add to the existing building fabric along Belfast Road and are consistent with the maturing theme within the Trainyards Development.

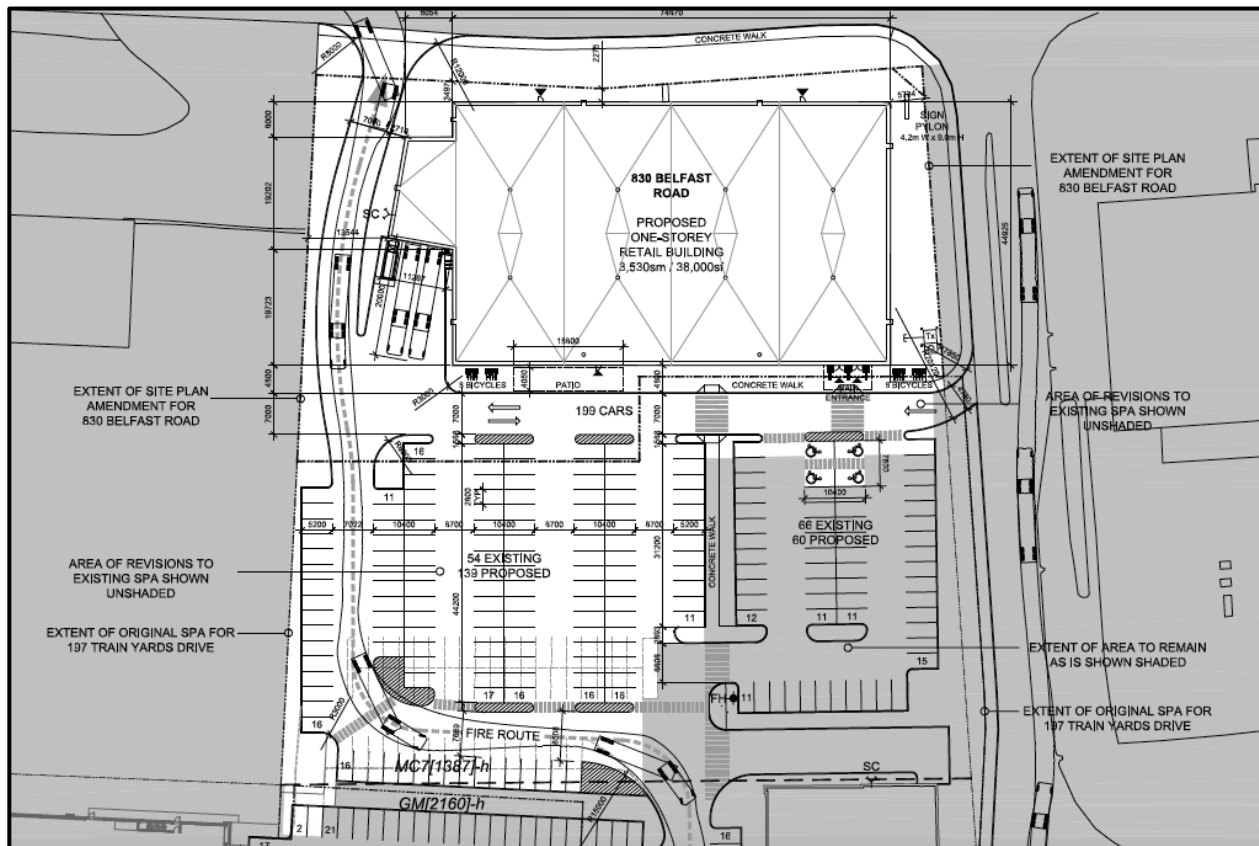


Exhibit 'C' – Site Plan (extent of development)

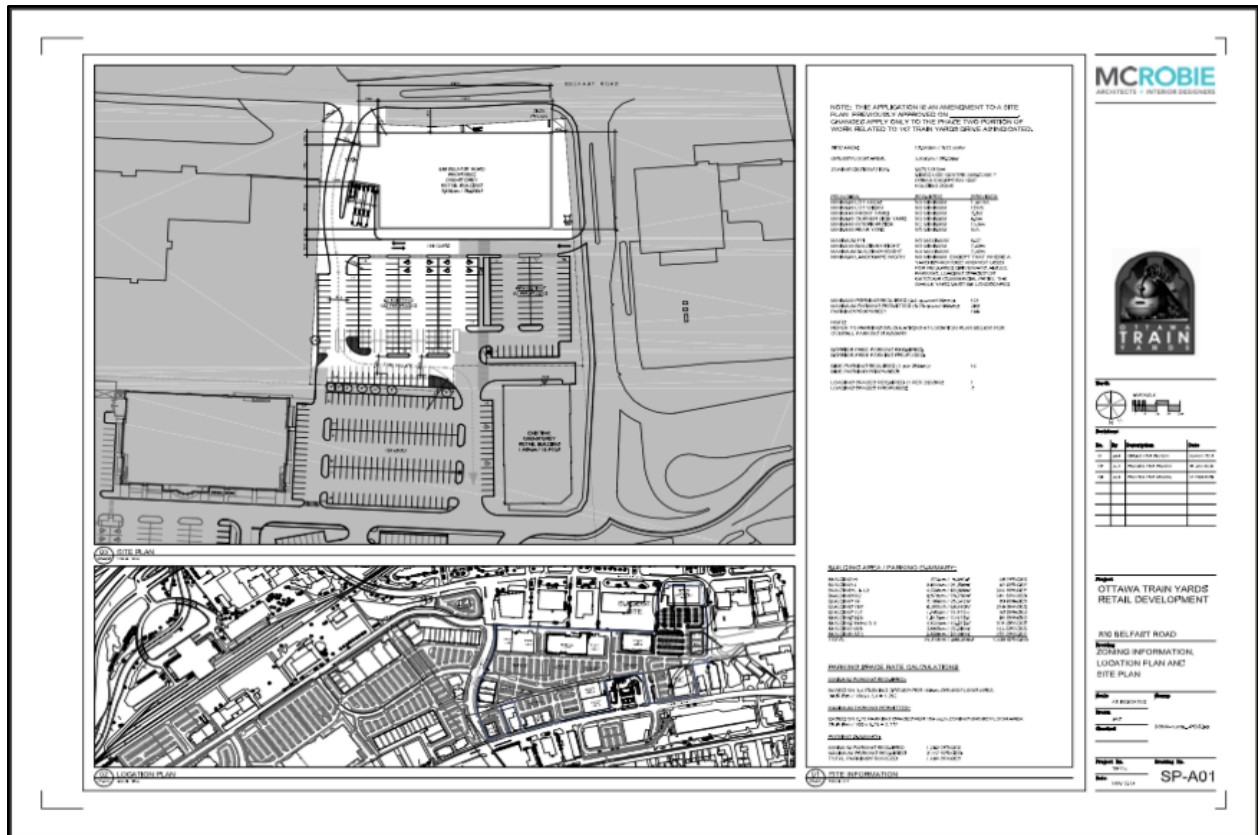


Exhibit 'D' – Master Site Plan

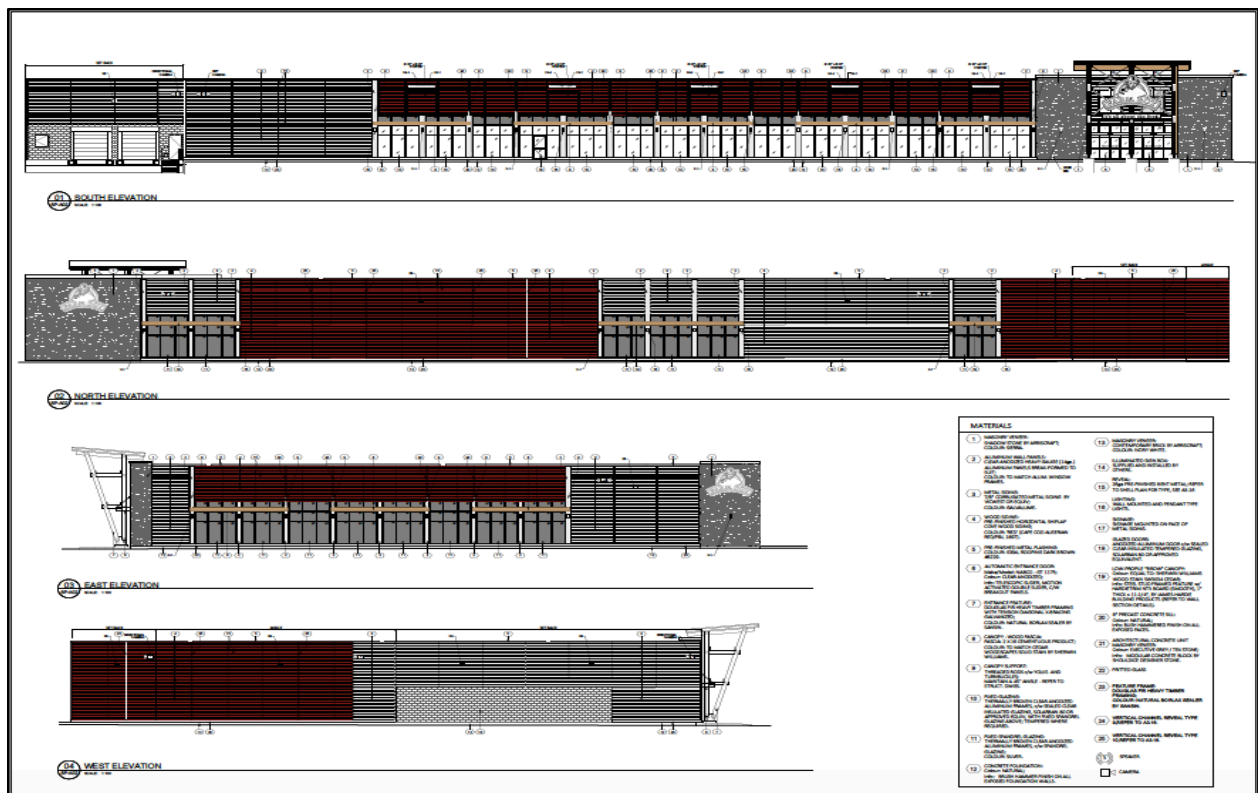


Exhibit 'E' – Building Elevations

The proposed building elevations present an attractive exterior building façade, not only along the front face for patrons but also along both the public street (Belfast Road) and along the private road on the east side. The main patron door is located far enough from the intersection of the private road and the front driveway to reduce conflicts with vehicles and shoppers exiting the store.

4.0 – Planning Context

The applicable policy framework includes an examination of the Province of Ontario's land use planning directives expressed in the Provincial Policy Statement and the City of Ottawa's policies expressed in the City of Ottawa Official Plan.

4.1 – Conformity with the Provincial Policy Statement

According to the Provincial Policy Statement ("PPS"), the vision for Ontario's land use planning system is to carefully manage land to ensure appropriate development to satisfy current and future needs. In addition, land use planning must promote efficient development patterns, which promote a mix of housing, employment, open spaces and multi-modal transportation. The PPS ultimately aims to encourage communities that are economically strong and environmentally sound and that foster social well-being.

Section 1.1.3 directs growth to settlement areas like Ottawa's urban area, where services are either existing or planned and to make efficient use of land and services to promote cost-effective and sustainable land use patterns. This section includes Subsection 1.1.3.1 which states that "*Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted*".

Section 1.8 points to the importance of mixing employment and residential uses either within a mixed-use development or within a neighbourhood in order to shorten commute journeys, encourage transit use and active forms of transportation. This will not only decrease transportation congestion but will also lead to improved air quality and reduced greenhouse gas emissions. In accordance with this section, this location has walking and cycling access to a wide array of services available at Ottawa Train Yards. The location is also ideally suited for commuting to work by transit given its location near the LRT and two different transit stations.

4.2 – Conformity with the Official Plan

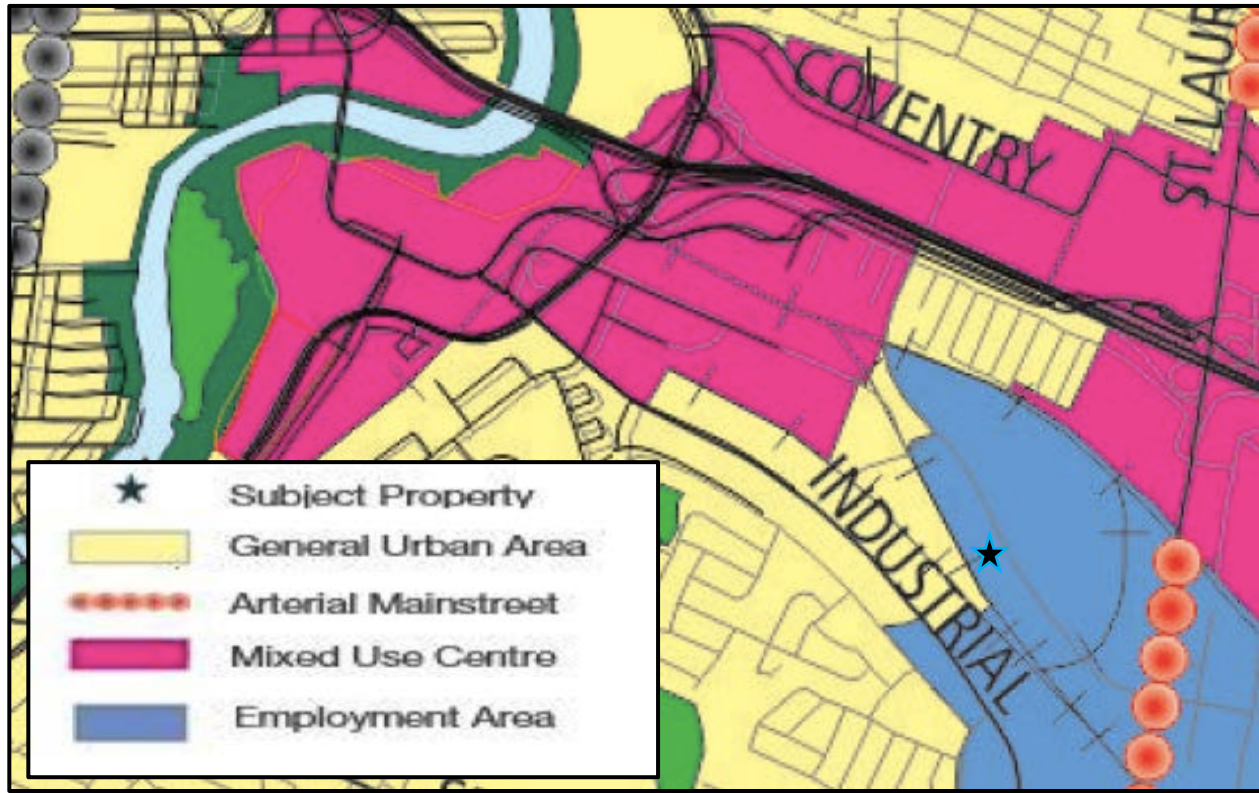


Exhibit 'E' – Official Plan Designation (as per OP Schedule B)

Presently, the City of Ottawa Official Plan policies straddle three documents – The Ottawa Official Plan, Official Plan Amendment #150, and Official Plan Amendment #180. Amendment #150 was undertaken as a 5-year review to the original document; which was then appealed, where further changes were made that became the basis for Amendment #180. These policies have been assessed below as they pertain to the Subject Property. The documents have been interpreted to give precedence to the latest opinion of City Council where relevant.

The Subject Property is designated as Urban Employment Area in the City of Ottawa Official Plan. The proposed development is consistent with the goals, policies and objectives of the Urban Employment Area designation. Employment-related land uses are permitted in almost every urban designation in the Official Plan with the Central Area is the foremost employment concentration. Most business activities can integrate well with other land uses and it is the intent that these be focused on nodes and corridors such as Mixed Use Centres and Mainstreets. The Urban Employment Area designation provides a variety of economic and job opportunities and predominantly permits warehousing and distribution, manufacturing, communication, storage, construction, office, intuitional, and research and development uses. 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.

Consistent with the Official Plan, the Subject Property is zoned as a Mixed-Use Centre Zone and the proposed development would foster the continued use of this area for business and economic activity.

Based on the above, the proposal maintains the general intent of the Official Plan.

4.3 – Conformity with the Urban Design Guideline for Large Format Retail

City Council in 2006 approved a set of Urban Design Guidelines for Large Format Retail to provide urban design guidance at the planning application stage for all large format retail throughout the City to assess, promote, and achieve appropriate development. The objectives of these guidelines are:

- *“To achieve interesting, high-quality architectural design for large-format retail buildings;*
- *To enhance landscaping, public open space, and environmental performance of such developments;*
- *To create comfortable and attractive pedestrian environments;*
- *To enhance the streetscape along public streets and contribute to a high quality public space;*
- *To protect and enhance the character and quality of the districts and neighbourhoods where large-format retail developments are located; and*
- *To promote development patterns that allow for future intensification”*

Generally, the proposed development is consistent with the Urban Design Guidelines for Large Format Retail specifically those pertaining to ‘Streetscaping and Built Form’, ‘Vehicles and Parking’ and ‘Landscape and Environment’.

4.4 – Conformity with the City of Ottawa Comprehensive Zoning By-law No. 2008-250

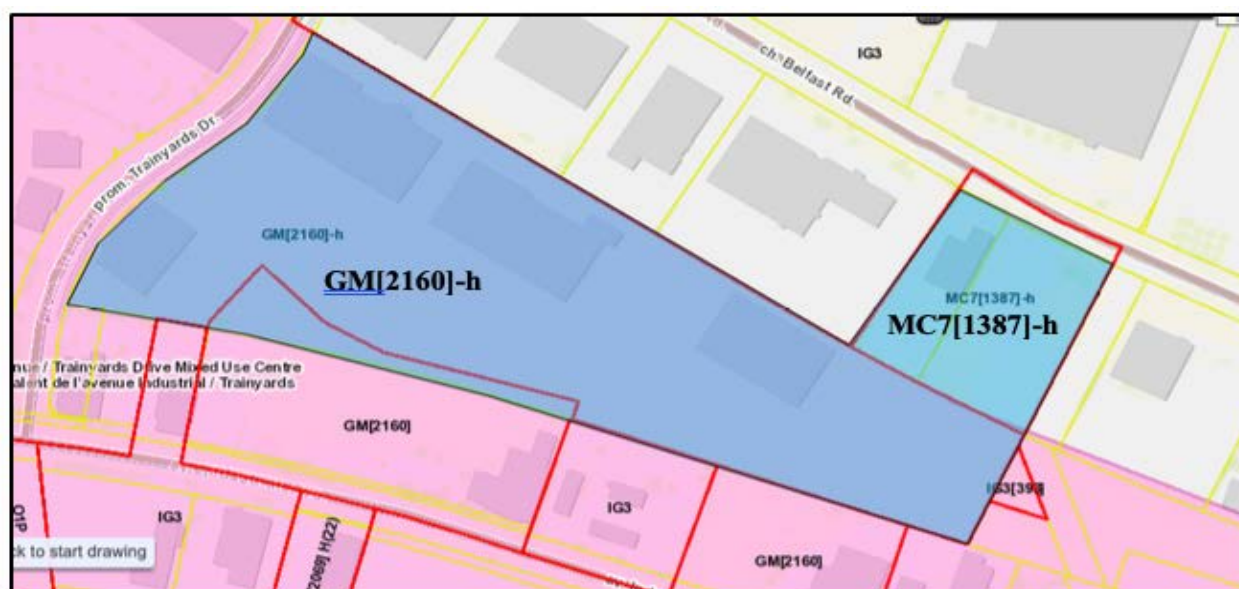


Exhibit ‘F’ – Zoning Map (geoOttawa 2019, Subject Property shaded in blue)

Presently, The Subject Property is presently zoned GM[2160]-h and MC7[1387]-h under the City's Zoning By-law 2008-250 Consolidation. However, the portion of the property that's is subject to development is the only the portion zoned MC7[1387]-h. This is a Mixed-Use Centre Zone.

The stated purpose of the Mixed-Use Centre Zone is to:

- 1) *“ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (By-law 2015-293)*
- 2) *allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and*
- 3) *impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.”*

The permitted uses include a wide range of non-residential uses including a “retail store”, which is the intended for the proposed development. Thus, the use conforms to the current zoning.

The proposal meets the intent of the by-law.

As per Subzone 7 medical facility and office must not exceed a cumulative total of 8,800 square metres of gross leasable area; there are none of these uses proposed such that it is not applicable. The total gross leasable area must not exceed 35,000 square metres; parking must be provided at a rate of at least 5 parking spaces for every 100 square metres of gross leasable area; surface parking is limited to the minimum required parking plus 15%; parking provided above the maximum established for surface parking must be provided below ground or in a parking garage; and if a parking garage is provided, the ground floor around the perimeter of the of parking garage must be occupied by any of the following uses: bank, bank machine, personal service business, post office, restaurant, or retail store.

However, the Urban Exception 1387 adjusts certain provisions. It requires that the maximum gross leasable area is 40,000 m²; for a retail commercial use having a gross leasable area of more than 16,000 m², parking must be provided at a rate of at least 4.61 parking spaces for every 100 m² of gross leasable area; clauses 192(7)(c), (d) and (e) do not apply; surface parking is limited to the rate of 5.0 spaces per 100 square metres of gross leasable area plus 15%; where any part of a building is located within 10 metres of a lot line abutting Trainyards Drive, Industrial Avenue or Belfast Road, the maximum setback for that building from that lot line is 4.5 metres and the yard must be landscaped; no more than 45% of the frontage along Industrial Avenue and Belfast Road can be occupied by parking; new, after December 14, 2011; and stand-alone retail and restaurant

uses that are in excess of 900 m² in area are prohibited until such time as the holding symbol is removed.

In our opinion, the proposed development is in compliance with the present zoning, including Urban Exception 1387, as evidenced by the table below. The applicable provision has been underlined for convenience.

Table 191- MC Zone provisions (By-law 2008-250)

ZONING MECHANISMS		PROVISIONS	PROPOSAL
(a) Minimum lot area		No minimum	13,000 m ²
(b) Minimum lot width		No minimum	104 m
(c) Minimum front yard and corner side yard setback	(i) abutting a lot in a residential zone	3 m	2.3 m (front yard) 5.7m (east side)
	(ii) abutting the rapid transit corridor	2 m	
	(iii) other cases	<u>No minimum</u>	
(d) Minimum interior side yard setback	(i) abutting a lot in a residential zone	3 m	13.5 m (west side)
	(ii) abutting the rapid transit corridor	2 m	
	(iii) other cases	<u>No minimum</u>	
(e) Minimum rear yard setback	(i) rear lot line abutting a lot in a residential zone	6 m	N/A
	(ii) abutting the rapid transit corridor	2 m	
	(iii) other cases	<u>No minimum</u>	
(f) Maximum floor space index		No maximum; unless otherwise shown on the zoning map	0.27
(g) Minimum building height	(i) for all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception	6.7 m	7.32 m
	(ii) other cases	<u>No minimum</u>	
(h) Maximum building heights	(i) in any area up to and including 20 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124)	11 m	
	(ii) in any area over 20 metres and up to	20 m	

	and including 30 metres from a property line abutting a R1, R2, R3 or R4 residential zone (By-law 2011-124)		7.32 m
	(iii) in all other cases	<u>No maximum, or as shown by the suffix "H", on a zoning map, or specified in a subzone or exception where applicable</u>	
(i) Minimum width of landscaped area		<u>No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped</u>	See Landscape Plan, all yards landscaped as required

The holding symbol can only be removed, in whole or in part, upon the completion of required studies to the satisfaction of the General Manager of Planning and Growth Management, to determine environmental remediation required, if there is adequate sewer, water and road capacity to accommodate the development and if not, what measures or improvements have to be completed to provide for this capacity.

Supporting studies in relation to the removal of the holding provision and site plan approval have been prepared. The findings of these reports are briefly summarized as follows, which support development of the site in conformity with City requirements:

- Phase 1 Environmental Site Assessment Update, dated November 2, 2018, by Paterson Group
- Site Servicing and Stormwater Management Report by exp Services

It is our opinion that the findings of these reports as summarized above satisfy the conditions to lift the holding provision from the Subject Property.

Parking

Minimum Parking Space Rates (MC7 Subzone)

The portion of the Subject Property subject to development falls within the MC7 Subzone. The parking provisions of Section 192 MC7 Subzone (7) state –(d) parking must be provided at a rate of at least 5.0 spaces per 100 square metre of gross leasable area, and (e) surface parking is limited to the rate of 5.0 spaces per 100 square metres of gross

leasable area plus 15% which is 5.75 spaces per 100 square metre. Urban Exception 1387 adjusts those provisions; clauses 192(7)(c), (d) and (e) do not apply; surface parking is limited to the rate of 5.0 spaces per 100 square metres of gross leasable area plus 15%; Therefore, the minimum parking requirements in Section 101 apply.

Minimum Parking Space Rates:

Within the areas shown as Areas B, C, D, X and Y on Schedule 1A, off-street motor vehicle parking must be provided for any land use at the rate set out in Table 101 below;

Table 101- Minimum parking space rates N83 to N97 (By-law 2016-249)

	I	II	III	IV	V
Row	Land Use	Area X and Y on Schedule 1A	Area B on Schedule 1A	Area C on Schedule 1A	Area D on Schedule 1A
N83	Shopping Centre	1.7 per 100 m ² of gross leasable floor area	3.4 per 100 m ² of gross leasable floor area	3.6 per 100 m ² of gross leasable floor area	3.6 per 100 m ² of gross leasable floor area

As the gross leasable floor area of the revised site plan is 3,530m² and the Subject Property is not located within 600m of a rapid transit station and is located in Area B, the number of required parking spaces is calculated at a rate of 3.4/100m² of GLA. The number of parking spaces required is therefore 120 spaces. The number of proposed parking spaces is 199; therefore this provision has been satisfied.

Thus the required parking for the proposed development is limited to between 120 and 203 spaces based on the required minimum and maximum rates specified in the Table 101 and the site-specific exception.

The development proposes a total of 199 parking spaces which is within the bylaw requirement.

Bicycle Parking: Table 111A

The Subject Property is within Area B of Schedule 1A of the By-law, and therefore requires bicycle parking.

Land use	Minimum number of spaces required	Proposal
(e) bank; convenience store; day care; office; post office; post secondary educational institution; restaurant; retail food store; retail store	1 per 250 m ² of gross floor area = 14 spaces (3,530/250)	16

There are approximately 16 bicycle parking spaces included on the proposed Site Plan, such that it complies with the Bylaw requirement.

Loading Spaces: Table 113A

I Land Use	Minimum Number of Vehicle Loading Spaces Required per Square Metres of Gross Floor Area							
	II Less than 350 m ²	III 350- 999 m ²	IV 1000- 1999 m ²	V 2000- 4999 m ²	VI 5000- 9999 m ²	VII 10000- 14999 m ²	VIII 15000- 24999 m ²	IX 25000 m ² and over
(c) Retail food store, retail store, shopping centre, except in the TM Zone (see 113(4) above)	0	0	1	2	2	2	2	

As per Section 113 of the proposed development is required to have 2 loading spaces which are provided at the southwest corner of the building. The Site Plan includes the truck turning template to illustrate suitable truck access to these spaces.

The proposed development will meet the required performance standards of the Zoning By-Law once the Holding suffix is lifted.

5.0 – Technical Studies

Along with this Planning Rationale, the following technical studies have been prepared in support of the development applications associated with the subject property:

1. Site Servicing Plan-SS, Rev. 1, dated April 9, 2019, by exp Services
2. Grading and Drainage Plan-GP, Rev. 1, dated April 9, 2019, by exp Services
3. Stormwater Management Plan-SWM, Rev. 1, dated April 9, 2019, by exp Services
4. Site Servicing and Stormwater Management Report-dated April 9, 2019, by exp Services
5. Geotechnical Study. Rev. 1, dated January 17, 2019, by Paterson Group
6. Phase 1 Environmental Site Assessment Update, dated November 2, 2018, by Paterson Group
7. Transportation Impact Assessment - Forecasting Document, dated April 3, 2018, by D.J. Halpenny & Assoc.
8. Erosion and Sediment Control Plan-ESC, Rev. 1, dated April 9, 2019, by exp Services
9. Site Plan-SP-A01, Rev. 5, date Mar 20,2019, by McRobie Architects
10. Architectural Building Elevation-SP-A02, Rev. 1, dated March 4, 2019, by McRobie Architects
11. Landscape Plan-L.1, Rev. 3, dated March 22, 2019, by James B. Lennox & Assoc.,
12. Survey Plans-4M-1283, 4R-26707, Plan 725 Ottawa, and Legal Sketch 12398-11, by Annis O' Sullivan, Vollebekk

The conclusions reached indicate that all technical and land use issues have been resolved and that the proposed development has been designed in a coordinated fashion.

6.0 – Summary and Conclusions

1. The application for Site Plan Control is consistent with the policies laid out in the Provincial Policy Statement.
2. The application is consistent with the aspirations and intentions of the Official Plan and specifically for the Urban Employment Area designation.
3. The proposal is reflective of the intentions and purpose of the zoning designation for this property and complies with those provisions.

Based on the above noted rationale, the application for Site Plan Control is appropriate and represents sound land use planning.

Prepared by:

Bill Holzman

William S. Holzman, MCIP, RPP
President
Holzman Consultants Inc.

April 5, 2019