

**Planning Rationale/Design Brief in Support of an  
Application for  
Site Plan Control Approval**

**Proposed Warehouse Building**

**2920 Sheffield Road**

**City of Ottawa**

**Prepared by:**

**RorTar Land Development Consultants**

**For:**

**4379331 Canada Inc.**

**RORTAR**  
**Land Development Consultants**

## **1. Purpose of Report**

RorTar Land Development Consultants have been retained by 4379331 Canada Inc. to prepare a planning rationale/Design Brief required by the City of Ottawa in support of an application for site plan control approval. The purpose of the application is to facilitate development of a parcel of land at 2920 Sheffield Road in a well-developed existing heavy industrial area located within the former City of Gloucester boundaries.

The application seeks approval to construct a new 945 sq. m. industrial warehouse building located adjacent to and to be developed in association with an existing 1244 sq. m. industrial building sited on the easterly portion of the same property fronting on the Sheffield Road cul-de-sac street north of Walkley Road.

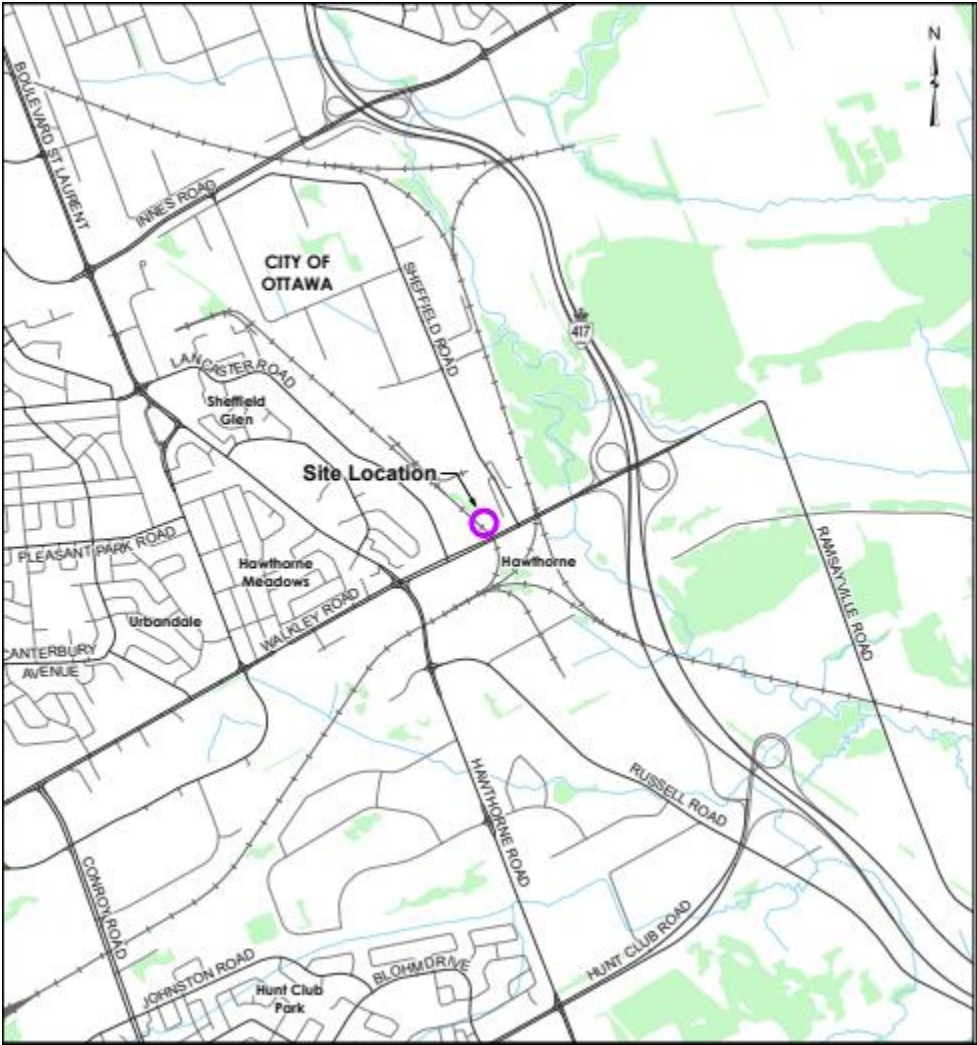
## **2. Existing Situation**

### **Site Context and Surrounding Area**

The subject property is located on the property known municipally as 2920 Sheffield Road in the City of Ottawa. The lands are legally described as Part of Lot 24, (Ottawa Front) in the Geographic Township of Gloucester, City of Ottawa. The property is located in a large industrial business park which extends both north and south of Walkley Road. The subject lands are located on a cul-de-sac portion of the west side of Sheffield Road which is separated from Walkley Road by a former railway line grade separation. The proposed development site shares approximately 45 metres of frontage on the Sheffield Road cul-de-sac with an existing two-storey multiple occupancy industrial building which is identical in design to that proposed by this application.

**Figure 1** indicates the location of the subject property relative to existing local streets, arterial roads and the Provincial Highway 417 corridor to the east. The property enjoys excellent access to the Walkley Road arterial by way of the main Sheffield Road intersection to the east. From there access is readily available to the Hawthorne Road arterial to the west and to the Highway 417 interchange to the east.

**Figure 1 Site Location**



**Figure 2** provides an aerial perspective of the subject lands showing the vacant portion of the site which is proposed for development as well as the previously developed portion which features the existing industrial building located toward the Sheffield Road frontage. Development associated with the existing industrial building occupies a site area of approximately 0.34 hectares, while approximately 0.38 hectares will accommodate the proposed new development for a total property area of 0.72 hectares.

### **Figure 2 Subject lands**



The figure above shows the location of the site on the cul-de-sac just west of the main intersection of Sheffield Road and Walkley. The cul-de-sac connection with the main branch of Sheffield Road is 180 metres to the north of the site.

The photograph shown below as **Figure 3** exhibits the substantial distance and grade separation of the development site from Walkley Road with the intervening

lands providing a heavily vegetated buffer from this east/west arterial. The existing on site multiple occupancy industrial building is located to the right side of the photograph with the development site being to the centre-left of the photograph.

**Figure 3 View of Development Site from Walkley Road**



**Figure 4** below is a photograph of the existing on-site industrial building viewed from the Sheffield Road cul-de-sac. This view shows the existing site access which will remain to be shared with the new development. In addition, to the right side of the photograph, it should be noted that the existing development also enjoys a connection and access to the laneway on the adjacent industrial property that will also benefit traffic generated by the new warehouse building. Existing development in the area is served by public on-street sidewalks as indicated.

Street front landscaping materials and access arrangements associated with the existing development will be retained and as indicated by this photograph, with

its location to the rear of the property, there will be limited visibility of the new development from the street.

**Figure 4 Sheffield Road Street Frontage**



### **3. Development Proposal Overview**

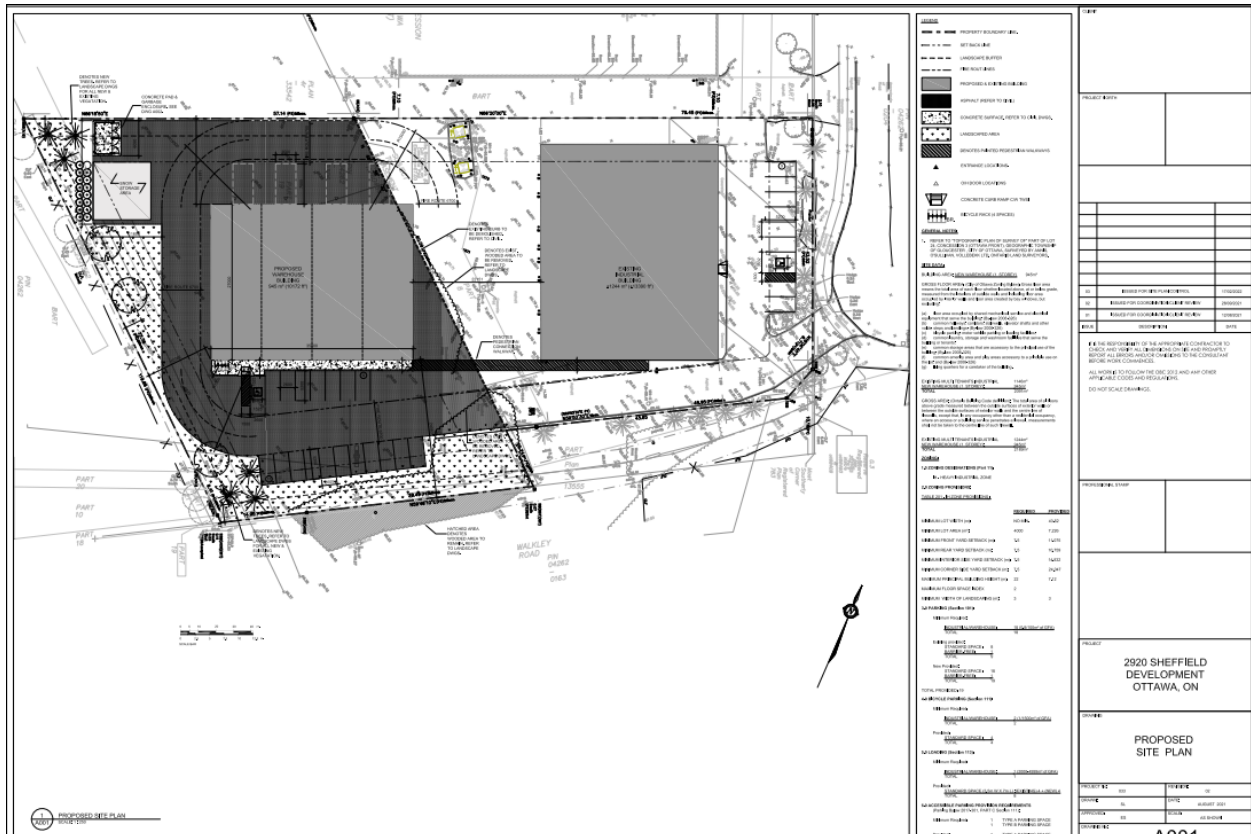
**Figure 5** below represents the site development concept plan prepared by Eric Schlange, Architect, for the proposed warehouse building, including associated works to be carried out to integrate the new structure and site functions with existing development.

The plan features a 2 storey (7.12m) height building having a gross warehouse floor area space of 945 sq. m. The building design will accommodate up to four individual tenancies, each having pedestrian entrances on the south facing façade as well as loading bays/doors on the north side of the building.

Parking for a total of 19 vehicles in conformity with zoning by-law requirements is located adjacent to the pedestrian entrances to the building. Where operationally and visually appropriate buffering from adjoining properties and adjacent roadways is achieved with a graded and landscaped periphery. On-site vehicular

circulation and road access arrangements will effectively and efficiently separate employee and customer traffic from heavier vehicular traffic that will be focused on the north side of the property where service/loading bays are located.

**Figure 5 Site Development Plan**



Operational service areas, including loading and garbage enclosure facilities are provided and screened where necessary and bicycle parking is provided in proximity to building pedestrian entrance locations. Architectural site plans submitted with the application include detailed design data that confirms compliance with all applicable site design criteria and zoning by-law standards as set down in Zoning By-law 2008-250.

**City of Ottawa Zoning By-law 2008-250**

Table 1 below highlights the applicable City of Ottawa Zoning By-law compliance data for the project as shown on the Site Plan. The City of Ottawa comprehensive Zoning By-law 2008-250 zones the subject parcel IH-Heavy Industrial Zone which is intended “... to permit a wide range of industrial uses, including those which, by their nature, generate noise, fumes, odours, and are hazardous or obnoxious, in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable...” A warehouse use, as proposed in the application, is specifically identified in the list of Permitted Uses in this zone.

**Table 1 Zoning By-law 2008-250 Compliance Data, IH Heavy Industrial Zone**

<b>ZONING:</b>		
<b>1.0 ZONING DESIGNATIONS (Part 11):</b>		
IH - HEAVY INDUSTRIAL ZONE		
<b>2.0 ZONING PROVISIONS:</b>		
<u>TABLE 201 - IH ZONE PROVISIONS:</u>		
	<b>REQUIRED</b>	<b>PROVIDED</b>
MINIMUM LOT WIDTH (m):	NO MIN.	43.52
MINIMUM LOT AREA (m <sup>2</sup> ):	4000	7,226
MINIMUM FRONT YARD SETBACK (m):	7.5	11.075
MINIMUM REAR YARD SETBACK (m):	7.5	10.759
MINIMUM INTERIOR SIDE YARD SETBACK (m):	7.5	14.832
MINIMUM CORNER SIDE YARD SETBACK (m):	7.5	24.047
MAXIMUM PRINCIPAL BUILDING HEIGHT (m):	22	7.12
MAXIMUM FLOOR SPACE INDEX	2	
MINIMUM WIDTH OF LANDSCAPING (m):	3	3
<b>3.0 PARKING (Section 101):</b>		
Minimum Required:		
	<u>INDUSTRIAL/WAREHOUSE:</u>	<u>18 (0.8/100m<sup>2</sup> of GFA)</u>
	TOTAL	18
Existing provided:		
	STANDARD SPACE :	8
	BARRIER-FREE:	1
	TOTAL	9
New Provided:		
	STANDARD SPACE :	18
	BARRIER-FREE:	1
	TOTAL	19
TOTAL PROVIDED: 19		

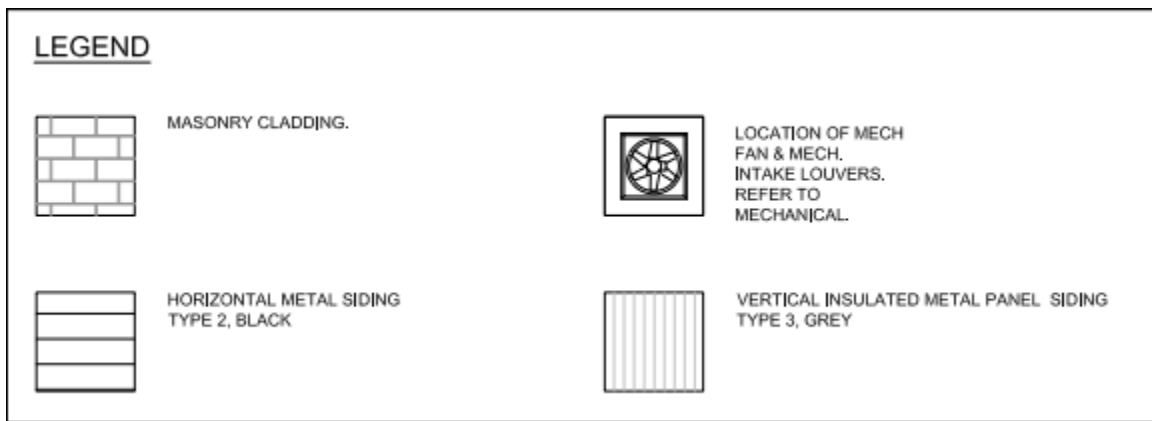
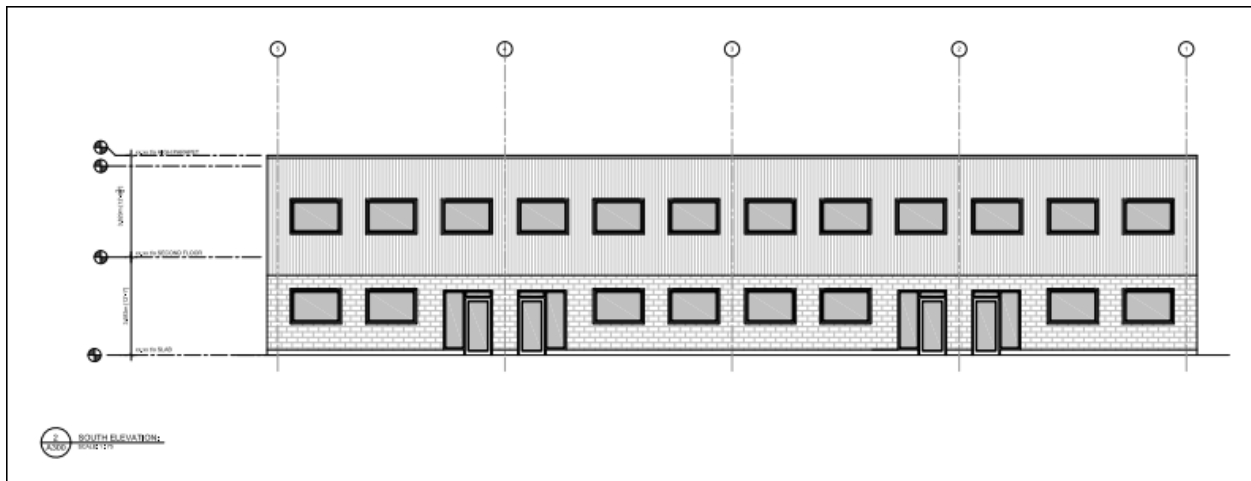
<b>4.0 BICYCLE PARKING (Section 111):</b>	
Minimum Required:	
<u>INDUSTRIAL/WAREHOUSE:</u>	<u>2 (1/1500m<sup>2</sup> of GFA)</u>
TOTAL	2
Provided:	
<u>STANDARD SPACE :</u>	<u>4</u>
TOTAL	4
<b>5.0 LOADING (Section 113):</b>	
Minimum Required:	
<u>INDUSTRIAL/WAREHOUSE:</u>	<u>1 (2000-4999m<sup>2</sup> of GFA)</u>
TOTAL	1
Provided:	
<u>STANDARD SPACE (3.5m W X 7m L) :[EXISTING] 4 + (NEW) 4</u>	<u>8</u>
TOTAL	8
<b>6.0 ACCESSIBLE PARKING PROVISION REQUIREMENTS</b> (Parking Bylaw 2017-301, PART C Section 111):	
Minimum Required:	1 TYPE A PARKING SPACE
	1 TYPE B PARKING SPACE
Provided:	1 TYPE A PARKING SPACE
	1 TYPE B PARKING SPACE

From an architectural perspective, the simple building form and design details are consistent with contemporary approaches to functionally efficient and well-designed industrial facilities. **Figures 6a and 6b** illustrate the front and rear

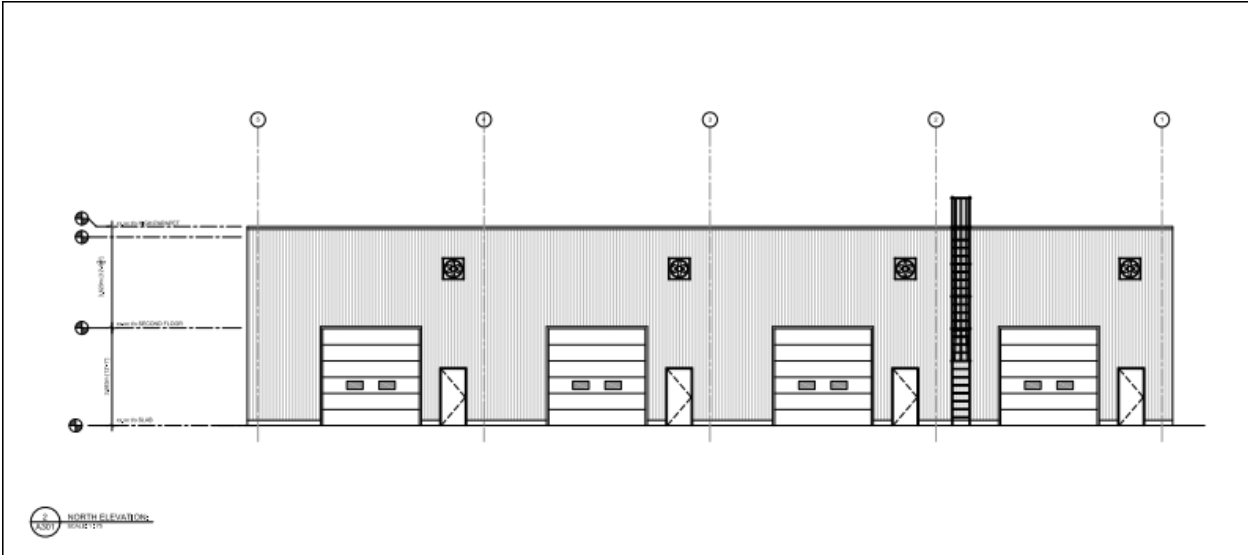


proposed building elevations and façade details that project standards of design that are consistent with and complimentary to neighbouring developments in this industrial park.

**Figure 6a South (front) Elevation facing Walkley Road**



**Figure 6b North (rear) Elevation facing adjacent building wall/ back service lane**



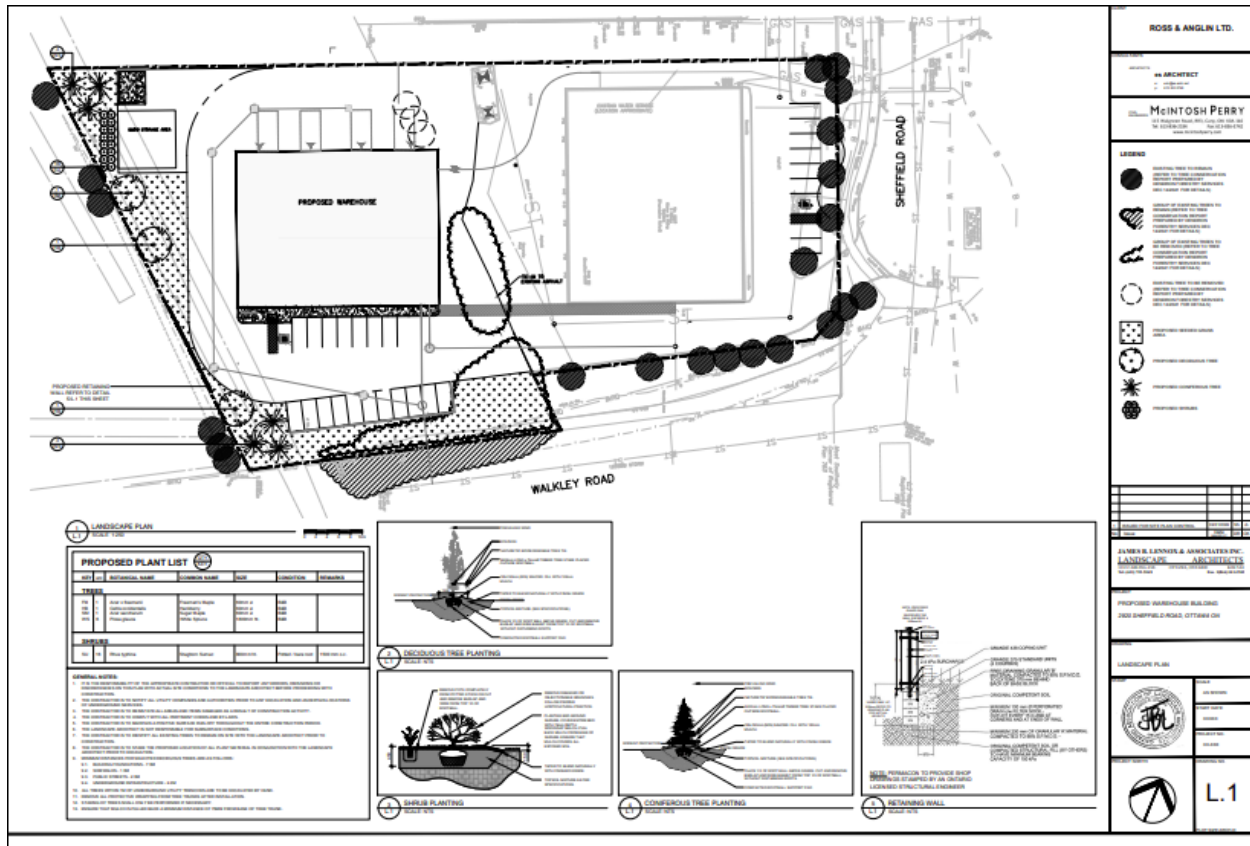
The front building façade features a main floor that includes masonry cladding, multiple windows and pedestrian entrance doorways. The second floor is proposed to be finished in complimentary grey vertical metal panel materials interspersed with windows across the full length of the building. The south facing orientation and fenestration of the building’s pedestrian entrance/office/showroom areas provides opportunities to take advantage of natural lighting in public-accessible areas.

The rear “service” elevation includes four service bays, four separate pedestrian access doors and mechanical venting units in a façade that features the same grey vertical metal panel siding as is proposed on the front elevation of the building. The existing multiple occupancy warehouse building at the front of the property provides a good representation of the type of architecture that is proposed for the new building.

## Tree Conservation and Landscape Plan

A Tree Conservation Report by Dendron Forestry Services and dated December 14, 2021 identifies trees on the site existing only along the west and east sides of the property with predominantly buckthorn shrubs scattered throughout. The report analysis concludes that all existing trees "...are either in fair/poor condition, or dead" and the report goes on to conclude that "...all trees will be removed from this site due to poor health and conflict with the proposed development". Where required in accordance with City of Ottawa regulations, tree removal permits will be obtained.

**Figure 7 Landscape Plan** prepared by James B. Lennox and Associates Inc.



Consistent with recommendations of the tree report, the Landscape Plan submission by James B. Lennox and Associates attached above as **Figure 7** proposes multiple native deciduous and coniferous tree and shrub plantings on the periphery as well as screening of the garbage enclosure at the northwest

corner of the site. Grassed areas are proposed to be seeded with a low water demand “sports field seed mixture” which once established will require only rain water maintenance. As mentioned previously, a substantial 40 metre distance and grade separation of the development site from Walkley Road, along with the heavily wooded intervening lands provide a substantial vegetated buffer from the east/west arterial. At the same time, the new development is fully hidden from view by the existing development on the Sheffield Road frontage.

#### **4. Existing Planning Policy Context/Conformity**

##### **a. Provincial Policy Statement**

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “Shall be consistent with” policies issued under Section 3 of the Planning Act.

The PPS encourages municipalities to promote economic development by providing for an appropriate mix and range of employment land (including industrial, commercial and institutional uses) sufficient to meet long-term needs. The PPS directs municipalities to maintain a range and choice of suitable sites for employment uses that support a wide range of economic activities that provide employment and that provide necessary services to the community and to the wider market. Municipalities are authorized to establish more specific Official Plan and other policies that are consistent with the general direction provided by the Provincial Policy Statement.

**Policy 1.1.3.2 of the PPS states: “Land use patterns within settlement areas shall be based on densities and a mix of land uses which: a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for**

**their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and g) are freight-supportive.”**

The proposed development efficiently uses the City’s transportation infrastructure to provide a long-term employment solution. Sufficient parking will be provided and configuration of the parking lot, including the provision of pedestrian linkages to the existing on-street sidewalk system and the provision of bicycle parking will not preclude employees from walking, biking, or using public transportation to access the subject property. The subject property is freight supportive as it directly abuts two major arterial corridors on Sheffield Road and Walkley Road and is within close proximity to Highway 417 providing local and regional connections to supplier sources, local customers and external market centres.

Section 1.3 of the PPS sets out policies for employment uses. Policy 1.3.1 states: **“Planning authorities shall promote economic development and competitiveness by: b) providing opportunities for a diversified economic base, including maintaining a range and choice of economic activities and ancillary uses, and take into account the needs of existing and future businesses;”**

The subject property is currently underutilized with a large portion of the rear area of the site currently vacant. The proposed development presents an opportunity to expand the employment base in the area for a range of existing and future businesses.

Section 1.3.2 of the PPS sets out policies for employment areas. Policy 1.3.2.6 of the PPS states: **“Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations”** The proposed warehouse uses require a strong connection to major goods distribution networks in support of future business operations, including warehousing and distribution. The subject property is well positioned with immediate access to major goods movement corridors on Walkley Road and Highway 417 as well as on Hawthorne Road and Hunt Club Road to the west and south.

Section 1.7 of the PPS sets out policies for long-term economic prosperity. Policy 1.7.1 of the PPS states: **“Long-term economic prosperity should be supported by: a) promoting opportunities for economic development and community investment readiness; c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities”**.

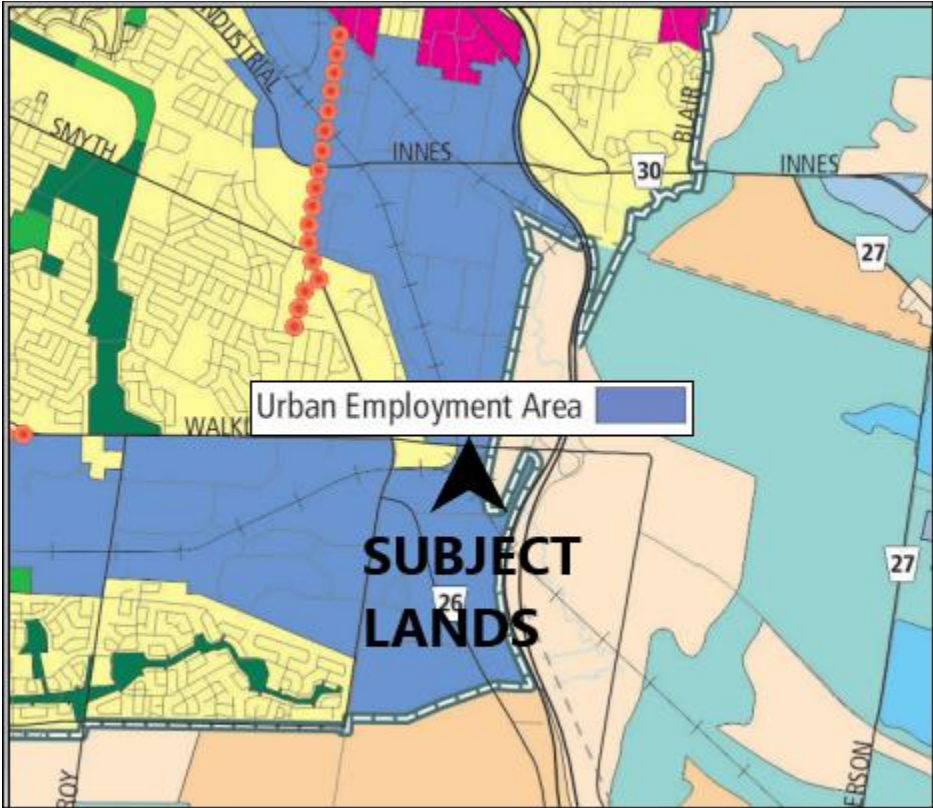
The proposed development will expand an existing viable, long-term employment concentration on the subject property and will increase the leasable employment area of the site thereby providing existing and new businesses with opportunities to expand or locate in the Ottawa region and contribute to the local economy.

#### **b. City of Ottawa Official Plan, 2003.**

The City of Ottawa’s Official Plan provides a vision and a policy framework to guide the future growth of the City of Ottawa. The subject property is designated **Urban Employment Area** on Schedule B of the Official Plan as shown on **Figure 8** below. In the Urban Employment Area, the Zoning By-law will permit traditional industrial uses such as warehousing and distribution and sales and display areas.

The proposed development conforms to the **Urban Employment Area** land use designation in the Official Plan.

**Figure 8 2003 City of Ottawa Official Plan Designation**



Growth management policies of the Official Plan promote intensification in the urban area where there are opportunities to accommodate more jobs and housing. The O.P. defines employment intensification as “... the development of a property or area that results in a net increase in jobs and/or gross floor area and may occur through redevelopment of existing employment uses at a higher density, expansion of existing employment uses, infilling of vacant or

underutilized land within urban employment lands and/or replacing uses with a low number of employees with uses having a higher number of employees.

The subject lands are currently developed with a multiple-occupancy warehouse facility including 0.38 hectares of vacant land to the rear. Additional development of the lands with the additional multiple occupancy warehouse space proposed by the current application will contribute to the expansion of employment infill on an underutilized parcel of land within the City's Urban employment lands consistent with the policy objectives of the Official Plan.

### **c. City of Ottawa Official Plan 2021**


City of Ottawa Council adopted a new Official Plan on November 24, 2021, to provide a vision for the future growth of the city and a policy framework to guide the city's physical development over the next 25 years. Under the new Official Plan, the subject lands are located within the **Outer Urban Transect Policy Area** and designated as **Industrial and Logistics** as shown in **Figure 9** below.

The new Official Plan advises that the Outer Urban Transect comprises communities inside the Greenbelt built in the last third of the twentieth century. It is characterized by the separation of land-uses, stand-alone buildings, generous setbacks, and low-rise building forms.



**Figure 9 City of Ottawa Official Plan 2021 Schedule B3 - Outer Urban Transect**



 Industrial and Logistics

As shown on **Schedule B3 - Outer Urban Transect**, the subject lands are designated **Industrial and Logistics**. Section 6.4 of the new plan advises that **Industrial and Logistics** areas are preserved to cluster economic activities relating to manufacturing, logistics, storage, and other related uses. Permitted Uses within this designation include but are not limited to traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction and related activities.

The proposed expansion of industrial warehousing on the subject lands is entirely consistent with the general purpose and intent of the Industrial and Logistics designation under the City of Ottawa Official Plan 2021.

## **7. Summary Opinion**

It is our opinion that the site plan control application to permit the proposed multiple occupancy warehouse development represents good planning and is appropriate for the subject property for the following reasons:

The proposal is consistent with the Provincial Policy Statement with respect to the accommodation of high quality, employment-supportive, service-oriented industrial development.

The proposal is in conformity with the relevant objectives and policies of the City of Ottawa Official Plan 2003 as well as with the relevant policies of the recent Council-adopted City of Ottawa Official Plan 2021.

The proposal satisfies the design policies and principles that are articulated in the Official Plan and Zoning By-law 2008-250 for the Industrial and Logistics land designation and the IH-Heavy Industrial Zone.

The proposed development will enhance the existing and planned function of the business park in a manner that is consistent with the planning objectives of the municipality.

RorTar Land Development Consultants