



NATIONAL CAPITAL COMMISSION / CITY OF OTTAWA
FEDERAL LAND USE, DESIGN, AND TRANSACTION APPROVAL
& SITE PLAN APPROVAL SUBMISSION

NATIONAL CAPITAL BUSINESS PARK - SITE 2
4120 RUSSELL ROAD (1100/1200 LAST MILE DRIVE), OTTAWA

SEPTEMBER 2022

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EXECUTIVE SUMMARY

This document constitutes Avenue 31's Federal Land Use, Design, and Transaction Approvals (FLUDTA) & Planning Rationale submission in support of an application for Site Plan Approval on National Capital Business Park (NCBP) Site 2, located at 4120 Russell Road (to be updated to 1100 & 1200 Last Mile Drive upon road completion) in the City of Ottawa. This document has been prepared in accordance with the submission requirements identified by the National Capital Commission (NCC) and City of Ottawa. The document is organized into nine sections:

- **Introduction** – introduces the project, site, and intent of the proposal.
- **Overview of the Subject Lands** – provides a description of the subject lands as well as an overview of the surrounding land use context.
- **Project Description** – briefly summarizes the project, including building size, intended uses, and proposed organisation/circulation of the site.
- **NCC FLUDTA Submission Process** – provides an overview of the National Capital Commission's Federal Land Use, Design, and Transaction Approval process undertaken for the NCBP, which supports the proposed development.
- **Planning & Policy Context** – includes an analysis of the proposed development through the lens of the Provincial Policy Statement (PPS), City of Ottawa Official Plan, City of Ottawa Zoning By-law No. 2008-250, as well as applicable design principles & guidelines outlined in the NCBP Master Plan. This section also contains the design brief component per City of Ottawa requirements.
- **Federal & National Capital Commission Policy** – this section provides reference to relevant Federal and NCC policy applicable to the proposed development, reviewed and analysed as part of the master FLUDTA submission for the NCBP, approved by the NCC in early 2020.
- **Technical Studies & Plans** - outlines the detailed technical documents, drawings, and studies prepared in support of the FLUDTA and Site Plan submission, as identified in consultation with the City of Ottawa.
- **Conclusion** - the submission concludes with a summary and professional planning opinion regarding the proposed development, as well as a recommendation for approval of the proposed development by the NCC & City of Ottawa.



National Capital Business Park Concept Render (2020)

1.0 INTRODUCTION

Re: public Urbanism has been retained by Avenue31 to prepare a planning rationale in support of an application for Federal Land Use, Design, and Transaction Approval (FLUDTA) with the National Capital Commission (NCC), and Site Plan Control with the City of Ottawa for lands located at 4120 Russell Road (to be updated to 1100 & 1200 Last Mile Drive upon road completion) in Ottawa - shown on the opposite page as **Site 2**. The purpose of the application is to facilitate the development of the subject lands to accommodate two (2) new industrial buildings that will serve users in the warehousing, distribution, and general logistics sectors. More detailed information on the proposed development, site works, and buildings is provided in Section 3.0 of this document.

The subject lands comprise one of three main sites that make up the National Capital Business Park (NCBP) – a master planned business/industrial park in the south east area of the Hawthorne-Stevenage Industrial Park. A Master Site Plan Control Application for the entire NCBP was submitted to the City of Ottawa in March 2020 and subsequently approved, and the master plan and development concept for the NCBP was approved by the NCC through a FLUDTA process in July 2020. The FLUDTA submission required as part of the NCC's land use administration framework forms part of this submission.

Since undertaking the master FLUDTA process, a number of distinct proposals have progressed within the NCBP to date:

- A detailed site plan and building-level FLUDTA was approved for Site 1 in 2020, and a Site Plan Control Application was approved in 2021. Site 1 is currently in the final stages of development, and is composed of one building and associated shipping and parking areas.
- A detailed site plan and building-level FLUDTA was approved for Site 3 in 2021, and a Site Plan Control Application was approved in 2021. Site 3 is currently in the early stages of development, which will see 3 distinct buildings constructed, along with their associated shipping and parking areas.
- The construction of Last Mile Drive is nearing completion. This new road will connect Russell Road and Hunt Club Road, flanking the south and western boundaries of Sites 1 & 2 of the NCBP while providing direct access. See Page 8 for location of Last Mile Drive.

The proposal described herein would be the latest within the NCBP. Pursuant to this, a Site Plan Control Application has been prepared and submitted to the City of Ottawa for the development of two new industrial buildings on Site 2 (Buildings D1 and D2 - described further in Section 3.0). This report provides an overview of the subject lands, development proposal, a brief overview of the FLUDTA submission carried out for the NCBP, a review of planning policy context, as well as an urban design compliance review of the project in accordance with the master plan developed for the NCBP and City of Ottawa requirements for Site Plan Control.



SITE 3

SITE 1

SITE 2

RUSSELL ROAD

HAWTHORNE ROAD

HUNT CLUB ROAD

TRANS CANADA HIGHWAY 417

TRANS CANADA HIGHWAY 417

RUSSELL ROAD

NATIONAL CAPITAL BUSINESS PARK

4055 & 4120 RUSSELL ROAD, OTTAWA





PARC D'AFFAIRES
CAPITALE NATIONALE NATIONAL CAPITAL
BUSINESS PARK

OTTAWA GREENBELT
& RURAL AREA

HIGHWAY 417

OTTAWA GREENBELT
& RURAL AREA

RUSSELL ROAD

HIGHWAY 417

HUNT CLUB ROAD

NCBP SITE 3
FUTURE DEVELOPMENT

NCBP SITE 1
BUILDING COMPLETE

OTTAWA GREENBELT
& RURAL AREA

HYDRO SUBSTATION

NCBP SITE 3
3 BUILDINGS APPROVED /
UNDER CONSTRUCTION

PROPOSED
DEVELOPMENT

EXISTING
POND

RUSSELL ROAD

GREEN CONNECTION

HAWTHORNE / STEVENAGE
INDUSTRIAL PARK

LAST MILE DRIVE (NEW)

GREENBELT / URBAN AREA BOUNDARY

HYDRO

CHURCH

HAWTHORNE / STEVENAGE
INDUSTRIAL PARK

HYDRO OTTAWA
OFFICES & YARD

2.0 OVERVIEW OF SUBJECT LANDS

The subject lands are located in the south east area of the Hawthorne-Stevenage Industrial Park, situated west of the Highway 417 / Hunt Club Road interchange, immediately north of Hunt Club Road. The subject lands measure a total of 61,146.8 m² (6.1 ha) in area, and form part of the 400,000 m² (40 ha) that make up the NCBP. As mentioned in the introduction to this report, Site 1 has been substantially developed as part of a previous phases of the NCBP. Additionally, Last Mile Drive is nearing completion and construction on the north portion of Site 3 (3 warehouses) is well underway.

The Lands are currently vacant, and do not contain any substantial vegetation. The site was not previously developed nor does/did it contain any improvements or buildings. Access to the site will be provided direct from the new road, Last Mile Drive, via entrances on the west and southern sides of the site. See page 11 for a more detailed description of site access and development.

The surrounding land use context is as follows:

North – beyond Last Mile Drive, there is existing heavy industrial development within the Hawthorne-Stevenage Industrial Park, along Belgreen Drive.

East – Site 1 of the NCBP. As mentioned, construction of an industrial building on this site as part of a previous phase is substantially completed. Further east is Russell Road and the Highway 417 / Hunt Club Road interchange, which border the Ottawa Greenbelt.

South – immediately south is an existing City of Ottawa stormwater management pond and beyond lies Hunt Club Road. The lands south of Hunt Club Road are located within the Ottawa Greenbelt and contain a mix of open space, natural heritage features, agricultural, and low density rural-residential uses.

West – Ottawa Hydro's office building and associated yard are located immediately west of Last Mile Drive, along with additional industrial uses in the Hawthorne-Stevenage Industrial Park.

Overall, the subject lands are situated in an area that has been earmarked and developed for heavy industrial/employment uses. The subject lands constitute a logical rounding out of the industrial activity in the area, with Hunt Club Road acting as a physical termination point and delineation between the Greenbelt and urban area. As explained later in this report, the subject lands are ideal for the type of development proposed.

3.0 PROJECT DESCRIPTION

The proposal would see the development of Site 2 within the NCBP along Last Mile Drive, which measures approximately 61,146.8 m² (6.1 ha) in area. The NCBP is intended to be developed as a mixed business / industrial park to service the warehousing, data communications centre, distribution, and general employment needs of the National Capital Region. The purpose of the proposed site plan is therefore to create new opportunities for users in these sectors who wish to locate within the urban area, enjoy excellent access to major transportation networks (Highway 417), and co-locate with compatible neighbouring uses (Hawthorne-Stevenage Industrial Park). The park will be a gateway feature to the Nation's Capital on Highway 417.

As shown on the site plan overview (opposite), two new buildings are proposed on the lands, combining for a total floor area of approximately 18,736 m² (201,673 ft²). Each of these buildings are comprised of a varying mix of general warehousing, loading areas, as well as associated office and administrative spaces.

Building D1 & D2 are generally identical in design, footprint, and layout; however, the final delineation of warehousing and office space may differ once constructed. Each of the buildings have a gross floor area of 9,368 m² (100,836 ft²), and will stand 11.4 m (37.4 ft) in height. Each of the buildings will have the capacity to accommodate up to 20 shipping bays, 4 of which are oversized and accessed via ramp. Shipping bay areas will be oriented toward the interior of the site, where primary trailer parking will be located (31 spaces). There are also an additional 48 tandem van parking spaces proposed in the east corner of the site, near Building D2. Visibility of the shipping and truck parking areas will be limited from Last Mile Drive and Hunt Club Road - landscaping elements proposed and existing vegetation on the City stormwater facility will also help to screen the site from Hunt Club Road.

The main employee entrances and offices buildings D1 and D2 are located on the south and north

facades, respectively. Each of the buildings are designed to accommodate 4 tenants each (8 total). Employee/visitor parking will be located largely around the perimeter of the site, and will total 287 regular parking spaces, including 11 barrier-free, and 4 electric vehicle spaces (16 additional parking spaces have been reserved as "EV-ready"). In addition to the vehicular parking spaces, a total of 20 bicycle parking spaces are also provided.

Despite the two distinct buildings proposed, the site is intended to be developed cohesively as a single site that will make use of four entrances off Last Mile Drive. One entrance to the site will be located along the south frontage, with the remaining three being located along the west frontage.

Strategic areas of the site will be landscaped with formal amenity areas, paired with more passive, naturalized areas, taking into account the site's relationship to the existing stormwater pond to the east and natural slope to the north.

The site has been designed to work with the existing topography and drainage of the land to minimize earth moving and drainage construction requirements. The siting of the large-format buildings has been done with a detailed analysis of soil conditions, and cut and fill analysis across the NCBP to optimize natural drainage. The large roofs of the buildings will be used for stormwater retention and quantity control. Additional landscaped Infiltration areas will serve to provide redundancy in the stormwater system to satisfy City of Ottawa requirements.

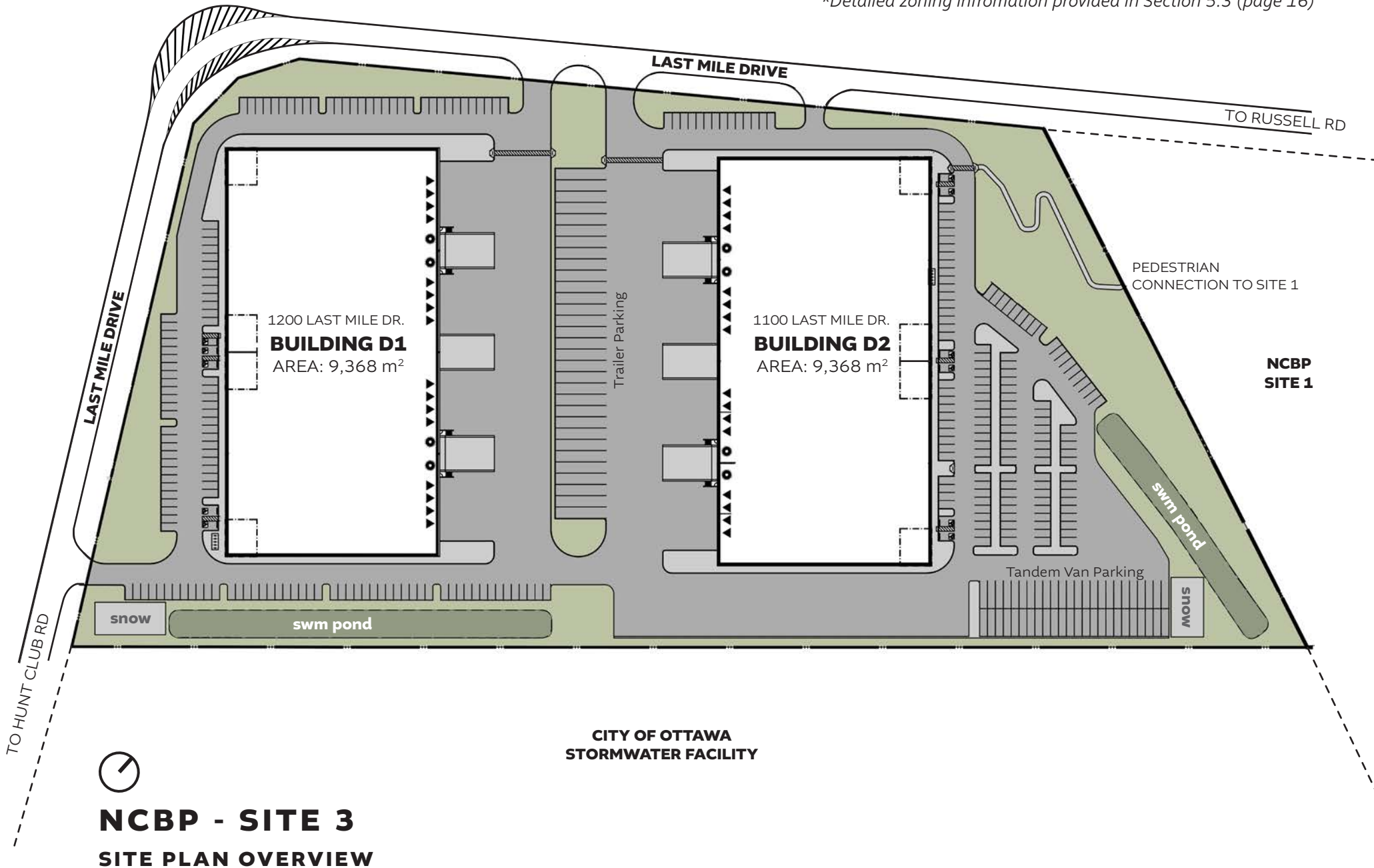
Given the prominent location and presence of the site along a major gateway to the City and Highway 417/Hunt Club Road, the mix of landscaped and naturalized areas will provide for a high-quality and visually strong gateway presence on Hunt Club. Being situated adjacent to an existing industrial park in the urban area, the site also has access to municipal storm, water, and wastewater servicing networks, which will service the users on the site. Further servicing details are provided in the site servicing report submitted with the site plan application.

The significant size of the site not only allows for adequate setbacks to be maintained, but also allows for considerable buffering opportunities. As the site develops, it is the intention of the applicant to provide an interconnected landscaping/amenity network, eventually tying into Sites 1 and 3 in the NCBP across Russell Road to the north and complementing natural features such as the Mather Award Drain and stormwater pond to the east. As part of this development, a pedestrian connection is proposed on the north side of the site, which will connect with the existing pedestrian facilities on Site 1 of the NCBP, aligning with the overall mobility strategy for the park. This amenity will allow for a future connection to transit stops along Russell Road.

While user-specifics are to be determined, the Heavy Industrial (IH) zoning of the subject lands allows for a high level of flexibility and diversity in the specific type of tenants/uses that can occupy the new buildings. Considering this, the intended uses are cross-dock, industrial logistics/distribution (last-mile facilities) and data centres. Further information is provided in Section 5.3.



*Detailed zoning information provided in Section 5.3 (page 16)





4.0 NCC FLUDTA SUBMISSION PROCESS

All of the lands within the NCBP are owned by the NCC, including the subject site and therefore, the proposed development of the lands requires approval under the NCC's Federal Land Use, Design, and Transaction Approval (FLUDTA) process. Through the FLUDTA process, the NCC ensures that land and building projects are planned and designed to a high standard, and are aligned with applicable federal plans, policies, and legislation.

A FLUDTA application was prepared for the NCBP in early 2020, submitted in March 2020, and subsequently approved in July 2020 by the NCC. This existing FLUDTA submission/approval forms part of the background materials associated with this site plan submission, as well as future site plan submissions within the NCBP, and is comprised of the following information:

- Project Summary for the NCBP
- The Proposed Guiding Principles and Guidelines for the NCBP
- The Proposed Demonstration Plan or "Proof of Concept" for the NCBP
- Policy Conformance Review for the NCBP
- Implementation Plan for the NCBP
- Long Term Implementation Plan for the NCBP



NCBP Master Concept Plan, March 2020

5.0 PLANNING & POLICY CONTEXT

The following section provides an evaluation of the project against applicable planning policy and legislation, which includes the Provincial Policy Statement, City of Ottawa Official Plan, City of Ottawa Zoning By-law No. 2008-250, as well as the Master Plan Design Principles and Guidelines approved by the NCC as part of the FLUDTA submission for the NCBP.

5.1 PROVINCIAL POLICY STATEMENT (PPS)

Section 1 of the PPS generally establishes the policies and framework with which communities can strive to balance focus between the economic, social, and environmental realms through informed decision-making on land use and growth. One of the ways in which this can be done is through the promotion of cost-effective development patterns to minimize land consumption and servicing costs, and by focusing development in settlement areas.

The proposed development is located within an established part of the urban settlement area designated for employment uses, and the proposed business park in which it will be located seeks to provide new opportunities for larger distribution and logistics-focused operations to establish at a key gateway to the City (Highway 417/Hunt Club Road), with full access to services.

Section 1.2.1 of the PPS states that a coordinated, integrated, and comprehensive approach should be used when dealing with planning matters such as economic development.

The use of federal lands and the associated Federal Land Use, Design, and Transaction Approvals (FLUDTA) process is coordinated by the National Capital Commission (NCC). Therefore, a strong working relationship between the National Capital Commission (NCC) and Avenue 31 has and will continue to be integral to the proposed development realization of the project. Continued coordination with other important stakeholders

such as the City of Ottawa will be essential to the success of this development and the NCBP.

Section 1.3.1 of the PPS states that one of the ways in which planning authorities shall promote economic development and competitiveness is by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses. While the regional economy is continuing to grow around its established government, high-tech, and knowledge-based sectors, it will be crucial for the region to support the growth of other sectors.

The proposed development has been designed to meet the needs of uses associated with distribution and logistics (considering the site's proximity and access to major transportation corridors); opportunities which are becoming rare within the bounds of the Ottawa Greenbelt, and closer to potential clients.

Section 1.6.8.2 of the PPS states that major goods movement facilities and corridors shall be protected for the long term, and that freight-supportive approaches should be used in the development of lands within or adjacent to these facilities or corridors.

The subject site is situated proximal to Highway 417 and located 12 kilometres from the Ottawa International Airport via Hunt Club Road. The proposed design and intended logistics uses for the subject property seek to leverage these important features.

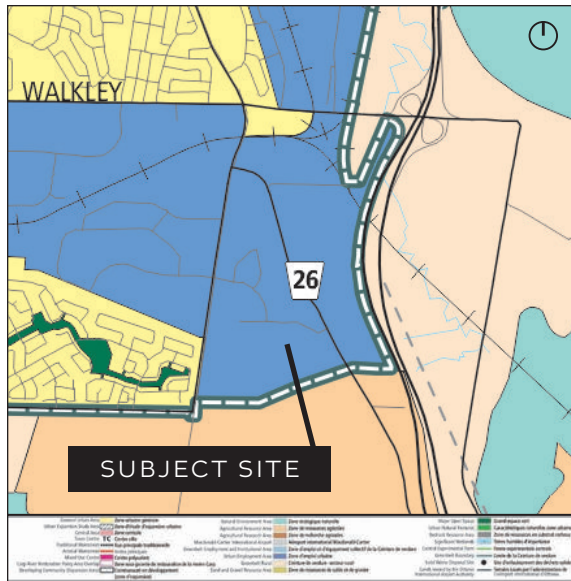
Section 1.8.1 of the PPS states that planning authorities shall support steps towards energy conservation, environmental sustainability, and climate change adaptation. This can be done through the promotion of land use patterns that maximize opportunities for energy efficiency and conservation, consider the mitigating effects of vegetation, and maximize vegetation within settlement areas.

The proposed development has been designed to incorporate landscaping that will make up part of a larger extensive green space network geared to maximizing the amount of vegetation and permeable surfaces throughout the NCBP. This will help mitigate impacts such as the "heat-island" effect caused from the introduction of significant amounts of asphalt and building materials and can also assist with the management of stormwater.

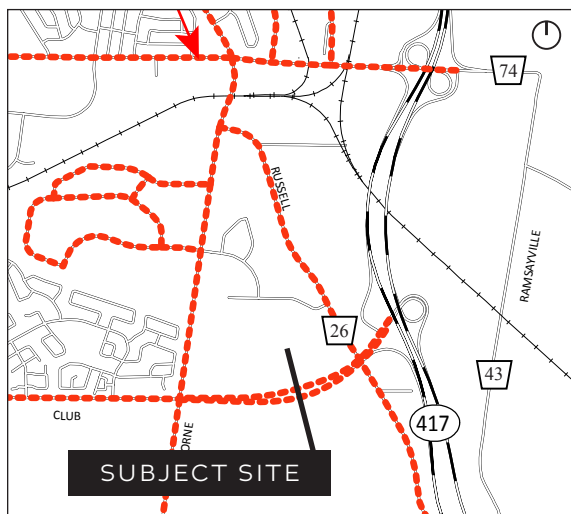
5.2 CITY OF OTTAWA OFFICIAL PLAN

The policies of the City of Ottawa Official Plan (OP) encourage and prioritise intensification within the Urban Area where appropriate, in lieu of expanding beyond the Greenbelt and contributing to sprawl. The subject lands are designated Urban Employment Area per Schedule B of the Official Plan (opposite page).

Section 2.2.2 of the OP states that employment intensification may occur under a range of circumstances, including through the infilling of vacant or underutilized land within Urban Employment Lands.



Ottawa Official Plan Schedule B, Source: City of Ottawa



Urban Truck Routes, Source: City of Ottawa

The subject lands offer an excellent opportunity for employment intensification and diversification within the urban area as they are vacant and arguably underutilized considering they are designated for employment uses and can be developed adjacent to existing employment areas, distant from sensitive or incompatible uses.

Section 2.2.3 of the OP outlines the City's employment area policies as they relate to growth management. This section generally states that the maintenance of an adequate supply of suitable employment land, especially those lands able to accommodate uses requiring larger sites and separation distances from other uses, is essential to diversifying and strengthening Ottawa's economy. This section further recognises that many of the larger Urban Employment Areas and sites are located inside the Greenbelt and the City encourages intensification and renewal of employment uses within these areas; however, these areas have been largely built out and have a limited supply of vacant lands to accommodate growth in certain sectors. Furthermore, opportunities for these urban employment areas to expand are also greatly limited as they are typically embedded within, and constrained by, adjacent uses in the surrounding urban fabric.

With the above in mind, the proposed development presents a unique opportunity to develop employment lands suitable for those users requiring larger sites, access to multi-modal transportation networks (Highway 417, Ottawa International Airport), and proximity to the local client base, all within the bounds of the Greenbelt. This development would not only contribute to the diversification of the East Industrial Area in which the site is situated, but also promotes a more compact form of development and efficient use of existing lands, in lieu of expanding to areas outside the greenbelt which may require more expensive servicing options, less public transit access for

employees, and further distance from clients.

One of the key objectives stated in Section 3.6.5 of the OP is to ensure that sufficient employment lands are reserved for business and economic activity. This Section further states that within Urban Employment Areas, the Zoning By-law will permit a range of employment uses, including but not limited to traditional industrial uses such as warehousing, distribution, and storage, which should have excellent access to major roads and be located on parcels reflective of their needs for storage, parking, and larger buildings.

The proposed development seeks to contribute to diversifying Ottawa's employment base by introducing new opportunities for these uses to be established within the Urban Area, offering a flexible building layout that can be tailored to specific sectors/users. Furthermore, the subject lands are located on a designated truck route identified along Russell Road, with accessible connections to Highway 417 via Hawthorne Road, Walkley Road, and Hunt Club Road – all designated truck routes as shown in the keymap to the left. The recently completed Last Mile Drive will also help alleviate potential impacts to the local system.

Section 4.11 of the OP outlines the urban design considerations applicable to new development. These considerations include a range of criteria from building design, to outdoor amenity space, to traffic impacts, to lighting, all intended to instill a culture of high-quality development within the urban area.

These criteria were incorporated into the creation of the Master Plan Design Principles and Guidelines for development within the NCBP, approved by the NCC. An evaluation of the proposed development against the NCBP guideline criteria is further provided in Sections 5.4 and 6.0 of this report, and satisfies this requirement of the City of Ottawa OP.

5.3 CITY OF OTTAWA ZONING BY-LAW NO. 2008-250

By-law 2008-250 is the comprehensive zoning by-law for the City of Ottawa. All development in the City is required to comply with the provisions of this by-law.

The subject lands are zoned "Heavy Industrial (IH)" under the City of Ottawa Zoning By-law No. 2008-250. The purpose of this zone is to: *permit a wide range of industrial uses in accordance with the policy direction established for the Employment Area and General Urban Area designations of the Official Plan; allow certain complementary uses (e.g. health and fitness, recreation, service commercial) to be established for the purpose of serving the employees and general public in the immediate area; prohibit standalone retail uses within the Employment Area, but allowing for limited sample and showroom space ancillary to the primary employment use; and, implement development standards intended to ensure industrial uses do not negatively impact adjacent non-industrial uses and areas.* Sections 201 through 202 outline the permitted uses, zoning standards, and general regulations applicable to the IH zone, which have been briefly summarized in the following tables.

For the purposes of the following review, the intended users for the development would be considered "Warehouse" under the Zoning By-law and are therefore subject to the applicable provisions described to the right.

Applicable IH Zone Performance Standards for the proposed development are provided in accordance with Sections 201 & 202 of the Zoning By-law. Applicable Parking Provisions for the proposed development are provided in accordance with Tables 101, 111A, & 113A of the Zoning By-law.

BUILDING / SITE DETAILS			
Site Area		61,146.8 m ²	
Gross floor area	Building D1 Building D2	9,368 m ² 9,368 m ²	
	Total	18,736 m ²	
Anticipated uses		Warehousing	
HEAVY INDUSTRIAL (IH) ZONE PROVISIONS		Required	Provided
Lot area (min)		4,000 m ²	18,736 m ²
Yard requirements (full site)	Front (South abutting Last Mile Drive) Rear (North abutting NCBP Site 1) Side (East abutting City SWM site) Corner Side (West abutting Last Mile Drive)	7.5 m 7.5 m 7.5 m 7.5 m	12.0 m 38.1 m 26.3 m 12.7 m
Building height (max)	Building D1 Building D2	22 m 22 m	11.4 m 11.4 m
Floor Space Index (max) (full site)		2.0	0.31
Minimum width of landscaping (adjacent to roadways)		3 m	3 m, minimum
Lot Coverage (full site)		N/A	30.6%
PARKING PROVISIONS		Required	Provided
Number of Parking Spaces @ 0.8 / 100 m ² for first 5,000 m ² of GFA		40	Trailer - 31
Number of Parking Spaces @ 0.4 / 100 m ² above 5,000 m ² of GFA		55	Tandem Van - 48 Standard - 276 Barrier Free - 11
	Total	95	366
Number of Bicycle Parking Spaces @ 1 / 2,000 m ² warehouse + 1 / 250 m ² office		13	20
Number of Loading Spaces for uses having a GFA of 15,000 - 24,999 m ²		2	32
Number of Oversize Loading Spaces Required		2	8

Considering the tables above, the proposed development meets and/or exceeds the minimum provisions applicable to use, which is aligned with the list of permitted uses under Sections 201(1) & 201(2) of the Zoning By-law.

5.4 NCBP MASTER PLAN DESIGN PRINCIPLES & GUIDELINES (DESIGN BRIEF)

As part of the FLUDTA submission for the NCBP, a master planning concept complete with design principles and guidelines were created to guide the future development of the park. These design principles and guidelines were built on the guidance provided by applicable Federal, NCC, provincial, and City planning policy and are intended to implement the overarching goals of these documents. Accordingly, these are applicable to all future development within the NCBP, including the proposed development. This section provides an overview of how the proposed development is consistent with the applicable site-specific NCBP design principles and guidelines.

Site Layout

- *The location of proposed buildings, alignment of access roads and parking areas will consider existing features of the site, to create a unique identity for the project.*

The site layout and buildings have been oriented in a manner which frames Last Mile Drive and Hunt Club Road, and provides visually appealing façades with insets and relief to add interest to travelers. The proposed development (including stormwater works) has also taken in to account the existing topography and natural drainage patterns of the site, soil types, seeking to minimize earthworks and work with the natural drainage of the site.

- *Site elements such as buildings, parking, driveways, walking paths and amenity areas will be arranged to emphasize the stronger design components of the site (e.g., landscaping, view corridors, naturalized areas) and deemphasize and functional elements (e.g., service facilities, parking areas, and refuse enclosures) through proper placement and design of buildings and landscaping.*



The development has been arranged in a manner which allows for the most efficient use of the site, while allowing for an interconnected network of pedestrian entryways, parking areas, open space, and landscaping, which has been planned for integration with other NCBP sites. A sufficient amount of open space has been allocated around the buildings and the steeper topographical grade on the north side of the site to ensure safe and efficient use and maintenance of the natural topography.

- *Loading areas will be located and designed to minimize direct exposure to public view. These areas will be buffered with landscaping or other design features to reduce the visual impact whenever possible. At the same time, recognizing the logistical needs and context as an industrial area.*

The loading areas on the site are strategically located so as to minimize impacts on the Highway 417 Gateway to Ottawa and Hunt Club Road. While some of the loading areas may have limited visibility from Hunt Club Road / Last Mile Drive, the potential for visual impacts is not as great given the existing industrial land uses and associated traffic using this corridor. Further still, this area of the site, along with others will be complemented with landscaping features/vegetation to reduce the overall visual impact on travelers. The main entrance to the Buildings have been designed to connect to Last

Mile Drive both physically, and visually. The rear and sides of the buildings will also present visual appeal akin to the front façades, as these will be the primary building faces visible from Hunt Club Road.

Parking & Vehicular Circulation

- *Parking lots will be strategically located to reduce their visual impact and, to ensure direct connections between the street and the building entrance and to avoid obstructing views of the building's front façade.*

Parking areas are strategically located and distributed along the perimeter of the site so as to reduce visual impacts on travelers. These areas will be complemented with a combination of landscaping elements and open space. The scale and visual presence of the building and main entrances will be unaffected by the location of parking facilities along the Last Mile Drive frontage, and travelers on Hunt Club Road will have minimal visibility of the majority of these facilities.

- *Site access and internal circulation will promote safety, efficiency, convenience, and minimize conflict between vehicles and large trucks*

The four entrances proposed for the development from Last Mile Drive will allow for efficient and safe circulation around the site. Internal drive aisles have been designed to accommodate commercial and passenger vehicles and minimize their interaction/

conflict. Furthermore, the site layout allows for the separation of the employee/smaller vehicle parking areas from the shipping and receiving areas for each building. It is also of note that Russell Road is also identified as a designated truck route, designed to accommodate the needs of the heavier truck traffic generated from the proposed uses on site. Last Mile Drive will play an important role in tying Russell Road to Hunt Club Road and Highway 417 as well.

Service Areas & Utilities

- *Where practical and feasible, installed equipment, electrical rooms, and service rooms will be placed within the footprint of the buildings, or screened from view; and, when possible, refuse storage and loading areas should be screened from public view from Highway 417 and Hunt Club Road.*

The majority of the utilities equipment, systems, infrastructure, and garbage storage areas will be located within or as part of the buildings. Minor utilities equipment may be situated on the exterior of the buildings, but will be screened/buffered to the satisfaction of the City.

Heritage & Culture of the National Capital Region

- *The character of the Park and buildings within will communicate its special nature to users and visitors and create a high-quality environment that sets it apart from other industrial parks.*

The proposed buildings will employ the colour palette and design elements prescribed for the NCBP (shown to the right), strengthening each building's vibrancy and presence within one of the City's major gateways at the Highway 417/ Hunt Club Road interchange. Strategic façade/site lighting will also work to highlight the palette of interesting colours and façade elements.

Natural Heritage & Habitat Protection

- *Biodiversity will be encouraged through the selection of native, non-invasive and drought-tolerant species in naturalized / low maintenance landscaped areas*

The landscaping plan proposed as part of the development incorporates a range of native, non-invasive and resilient species, which are consistent with the City of Ottawa's design guidelines for landscaping. There will be a clear distinction between more formal landscaped areas/amenities and passive naturalized areas within the site.

Signage

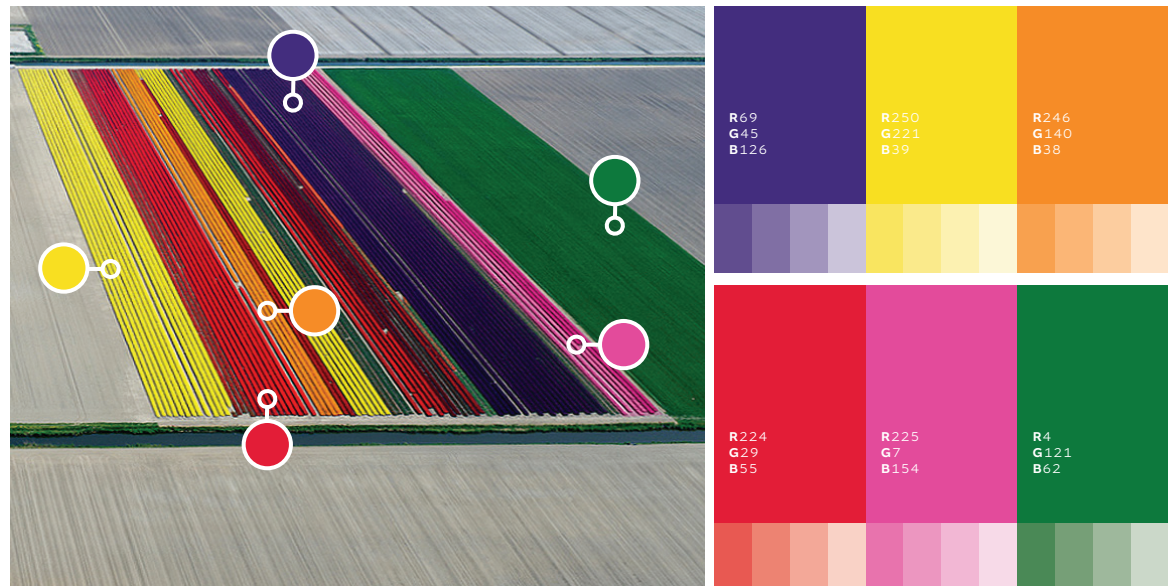
- *Signs attached to the buildings shall be designed to be an integrated part of the building, (e.g. recessed into the façade or fascia). Materials and colours used on the sign will be consistent and compatible with the Park's comprehensive colour and materials scheme.*

The proposed signage for each of the buildings units is designed to be integrated into the front façades and will follow a consistent character in terms of form and colour. Pylon (beacon) site identification and guidance signs are planned throughout the NCBP, and envisioned along the perimeter extents of the site, along Last Mile Drive.

Architectural Design

- *Vertical and horizontal offsets will be integrated within building façades to minimize building bulk and primary building entries will be readily identifiable and well defined through the use of projections, recesses, columns, roof structures, or other design elements.*

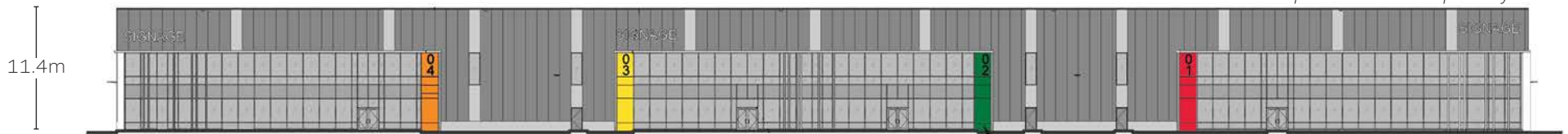
As shown in the elevation renderings (opposite page), the proposed architectural design of the building incorporates a number of horizontal and vertical offsets and inlets to reduce the visual impact of the building mass. These features are exaggerated at main entrances to each office/unit, and are accented by a vibrant colour palette.



Colour Palette Inspiration for NCBP

TYPICAL BUILDING ELEVATIONS

Colours are provided as example only



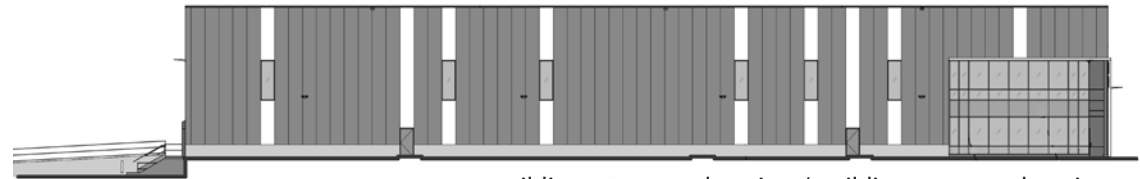
Building D1 South Elevation / Building D2 North Elevation



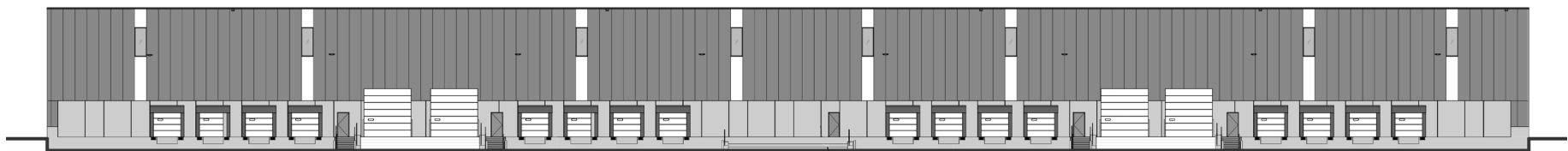
Building D1 East Elevation / Building D2 West Elevation

Front facades and high visibility areas of buildings to contain architectural treatments (colour, depressions, material changes) to ensure high quality views from Last Mile Drive and Hunt Club Road. Building materials and design consistent across NCBP.

Loading areas for each building oriented to the middle of the site to reduce visibility from Last Mile Drive and Hunt Club Road. Truck parking and shipping areas will be centralized.



Building D1 West Elevation / Building D2 East Elevation



Building D1 North Elevation / Building D2 South Elevation



Landscaping Inspiration for NCBP

Landscaping

- Buildings will provide a high level of landscaping at the street frontage and along the interface with Highway 417, and landscaping will be used strategically in the parking lot areas to provide tree cover to reduce heat island impacts, and to provide natural stormwater infiltration.

The site is located proximal to the Hunt Club Road / Highway 417 interchange, which is a major gateway to the City with a considerable volume of traffic.

The proposed landscaping plan intends to address the visual impacts of the development on this gateway by introducing new planting/interventions around the site perimeter where it abuts primary corridors – the frontage along Last Mile Drive will also be landscaped in order to foster a good mix of open space on the site and tie into Site 1 of the NCBP. The landscaping plan will also obtain a high level of tree coverage within the employee parking areas at mature growth, achieving a minimum canopy of 30%, but will strive to achieve a canopy of 40%, where possible.

A tactful landscaping approach will be employed

throughout the site to ensure a clear distinction between more formalized amenity areas and passive naturalized landscape areas, as outlined in the original urban design vision for the project.

Location & Transportation

Targeting LEED Credits, the proposed development will seek to achieve the following objectives:

- To promote bicycling and transportation efficiency and reduce vehicle distance traveled, aiming to improve public health by encouraging utilitarian and recreational physical activity.

The proposed development will introduce 20 bicycle parking spaces split between the two buildings for use by employees/visitors.

- To reduce pollution by promoting alternatives to conventionally fueled automobiles

4 of the minimum 95 required parking spaces on the site are designed as Electric Vehicle (EV) charging stations. An additional 16 parking spaces are planned as “EV-ready” spaces - designed for ease of conversion to an electric vehicle charging/parking station as needed. Opportunities for EV-ready commercial vehicle parking will be reviewed during detailed design.

Sustainable Sites

Targeting LEED Credits, the proposed development will seek to achieve the following objectives:

- To create exterior open space that encourages interaction with the environment, social interaction, passive recreation, and physical activities.

The design of the open spaces and landscaping on the site is organized around a larger open space network that will be developed as part of the full build out of the NCBP. The open spaces on the site have been allocated in a way which will allow for connection with Site 1 of the NCBP (mainly the

pedestrian path). The overall open space network of the NCBP will see this site connected via trails and paths, complete with landscaped elements, seating areas, and other amenities.

Energy Efficiency

- Buildings will be designed to meet the Ontario Ministry of Municipal Affairs and Housing Supplemental Standard (SB-10, January 1, 2017) of the Ontario Building Code (OBC)

This design principle has been considered as part of the conceptual design of the buildings and will be incorporated into the final construction of the site. The overall design and layout of the building/site will allow for future renewable energy systems/infrastructure to be considered or installed on site as part of the larger buildout of the NCBP.

Light Pollution

- Royal Astronomical Society of Canada (RASC) “Dark Sky 2018 Guidelines” will be reviewed and implemented where feasible through detailed design.

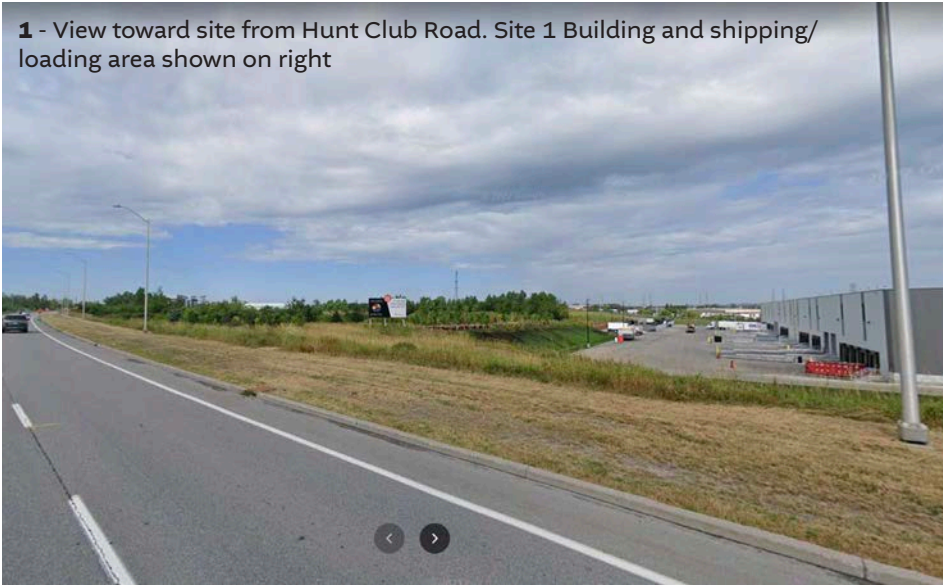
All site and building lighting and fixtures will achieve compliance with the minimum standards of the Dark Sky 2018 Guidelines. Further detail on lighting fixtures is provided in the design drawings submitted with the proposal.

Bird-Friendly Design

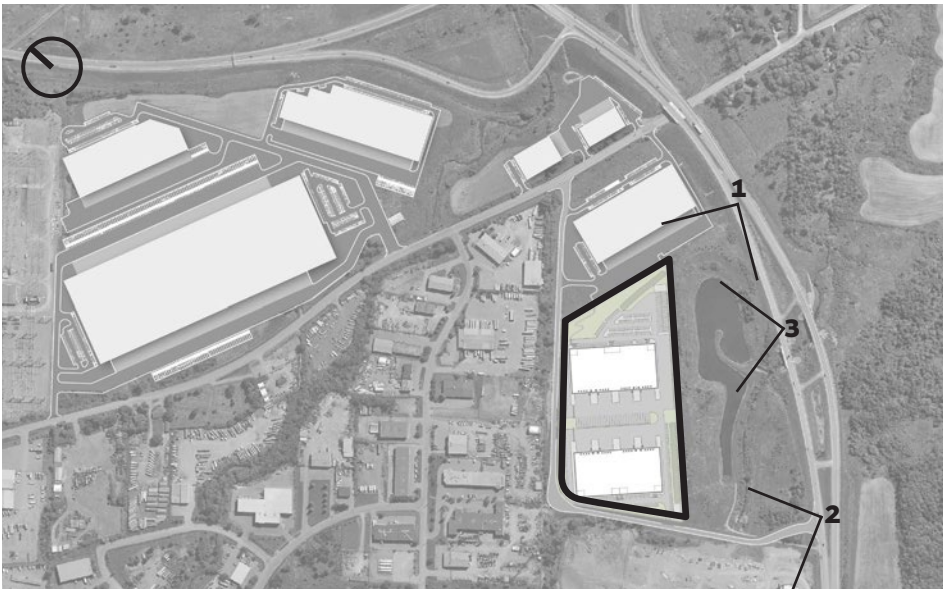
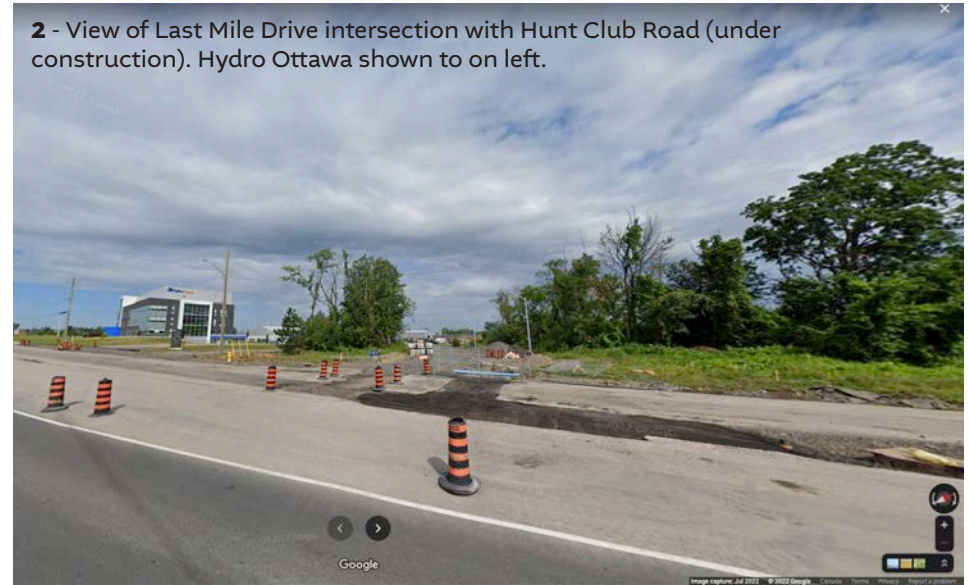
- Bird-friendly building design guidelines of the Canadian Standards Association (CSA A460:19) will be implemented where feasible.

Bird-friendly building materials and glass/window films have been incorporated into the design of the buildings to mitigate and/or eliminate potential negative impacts on birds.

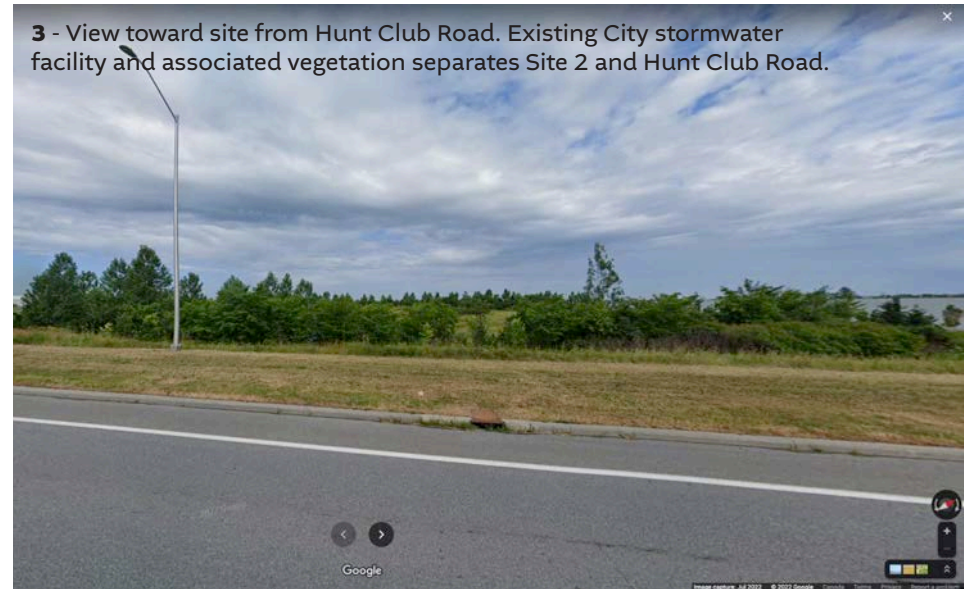
1 - View toward site from Hunt Club Road. Site 1 Building and shipping/loading area shown on right



2 - View of Last Mile Drive intersection with Hunt Club Road (under construction). Hydro Ottawa shown to on left.



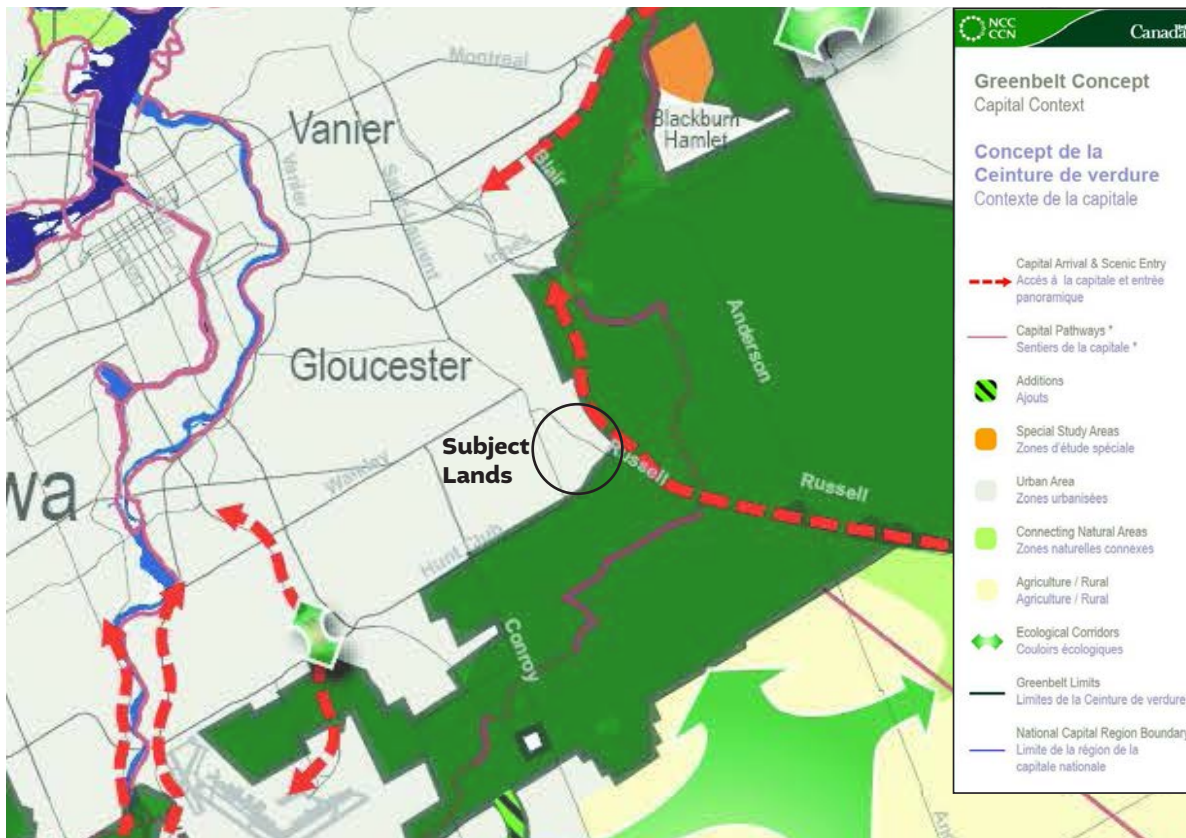
3 - View toward site from Hunt Club Road. Existing City stormwater facility and associated vegetation separates Site 2 and Hunt Club Road.



As shown on the above images of the lands (taken from Google Streetview, image date July 2022), the site has low visibility from Hunt Club Road, largely due to the presence of existing vegetation. Image 1 also provides an snapshot of adjacent development (NCBP Site 1, Building C), a similar warehouse building constructed in the last year as part of the National Capital Business Park.

6.0 FEDERAL & NCC POLICY

As part of the development of the aforementioned FLUDTA submission approved by the NCC, five federal and NCC documents were identified as having some potential relevance to the development of the National Capital Business Park. These are: The Plan for Canada's Capital; the Capital Urban Lands Plan; the Greenbelt Master Plan; the Federal Sustainable Development Strategy; and the NCC Sustainable Development Strategy. Section 4.0 of the NCBP FLUDTA submission, forming part of this site plan submission, presents the findings of the Policy Conformance Review for these documents, which is applicable to the proposed development.



Greenbelt Concept, Capital Context Source: Greenbelt Master Plan

- EFFECTIVE ACTION ON CLIMATE CHANGE**
A low-carbon economy contributes to limiting global average temperature rise to well below 2 degrees Celsius and supports efforts to limit the increase to 1.5 degrees Celsius
- GREENING GOVERNMENT**
The Government of Canada will transition to low-carbon, climate-resilient, and green operations
- CLEAN GROWTH**
A growing clean technology industry in Canada contributes to clean growth and the transition to a low-carbon economy
- MODERN AND RESILIENT INFRASTRUCTURE**
Modern, sustainable, and resilient infrastructure supports clean economic growth and social inclusion
- CLEAN ENERGY**
All Canadians have access to affordable, reliable and sustainable energy
- HEALTHY COASTS AND OCEANS**
Coasts and oceans support healthy, resilient and productive ecosystems
- PRISTINE LAKES AND RIVERS**
Clean and healthy lakes and rivers support economic prosperity and the well-being of Canadians
- SUSTAINABLY MANAGED LANDS AND FORESTS**
Lands and forests support biodiversity and provide a variety of ecosystem services for generations to come
- HEALTHY WILDLIFE POPULATIONS**
All species have healthy and viable populations
- CLEAN DRINKING WATER**
All Canadians have access to safe drinking water and, in particular, the significant challenges Indigenous communities face are addressed
- SUSTAINABLE FOOD**
Innovation and ingenuity contribute to a world-leading agricultural sector and food economy for the benefit of all Canadians
- CONNECTING CANADIANS WITH NATURE**
Canadians are informed about the value of nature, experience nature first hand, and actively engage in its stewardship
- SAFE AND HEALTHY COMMUNITIES**
All Canadians live in clean, sustainable communities that contribute to their health and well-being

Summary FSDS Source: Federal Sustainable Development Strategy



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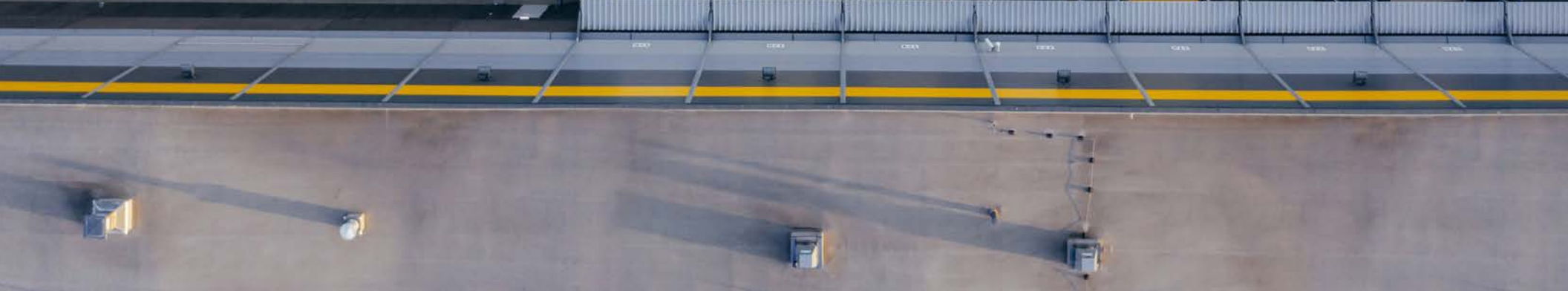
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7.0 TECHNICAL STUDIES & PLANS

The following detailed technical documents and studies, identified by the City of Ottawa, have been prepared for review and circulation in support of the proposed development. Where applicable, these technical documents and studies will be implemented and enforced through the eventual site plan agreement and servicing agreement entered into between the City of Ottawa and Avenue31.

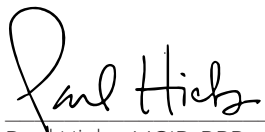
- **Planning Rationale & Design Brief (contained in this report)**
- Site Servicing Plan
- Site Servicing Study
- Grade Control & Drainage Plan
- Geotechnical Study
- Transportation Impact Assessment
- Erosion & Sediment Control Brief
- Storm Water Management Brief
- Site Plan
- Landscape Plan
- Archaeological Resource Assessment
- Survey Plan
- Architectural Building Elevation Drawings
- Phase I ESA
- Tree Conservation Report
- Environmental Impact Statement
- Photometric (Lighting) Plan

8.0 SUMMARY & CONCLUSION

Following an examination and evaluation of applicable policy, development standards, design guidelines, and surrounding land use and economic context, it is the opinion of the undersigned that the proposed development:

- is consistent with the policies of the Provincial Policy Statement;
- conforms to the City of Ottawa Official Plan;
- complies with the City of Ottawa Zoning By-law 2008-250;
- meets the intent of the NCBP Master Plan Design Principles and Guidelines approved by the NCC; and,
- aligns with the policies of relevant NCC and Federal Government plans, policies, and legislation applicable to development on federal lands within Canada's Capital Region.

Considering the above, the application for Site Plan Control should be considered for approval as the proposed development conforms with all relevant policies and plans, represents good planning, exhibits design excellence, and is aligned with the City of Ottawa and National Capital Commission's economic, social, environmental, and design priorities for employment uses of this nature.



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Re:Public Urbanism



Jesse McPhail, BA
Urban Planner
Re:Public Urbanism



NCBP Conceptual Rendering (June 2020)

