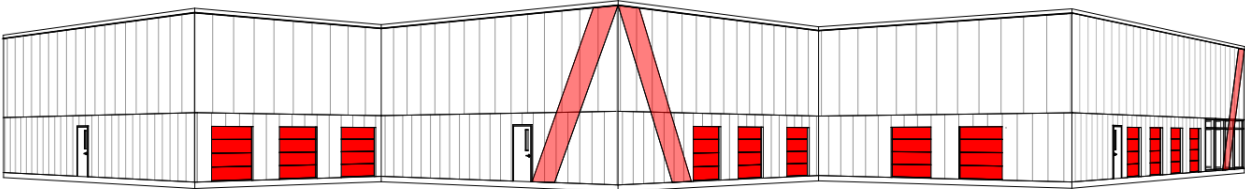




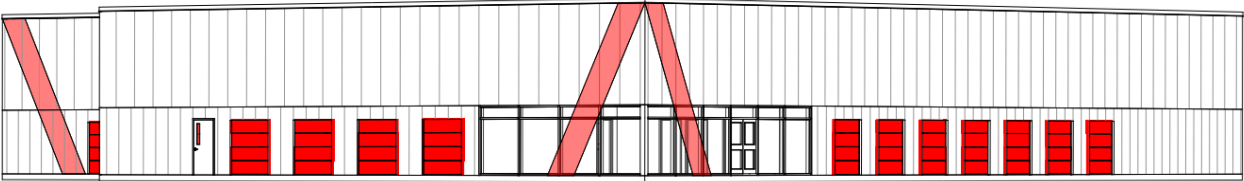
60 Denzil Doyle Court Planning Rationale and Design Brief

Site Plan Control Application

December 2022



TERENCE MATTHEWS CRES 3D VIEW



MICHAEL COWPLAND DRIVE 3D VIEW





60 Denzil Doyle Court Planning Rationale and Design Brief

Site Plan Control Application

December 2022

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1 Introduction

WSP was retained by Access Property Development and Huntington Properties to prepare a Planning Rationale and Design Brief (the “Report”) in support of a Site Plan Control application for the property municipally known as 60 Denzil Doyle Court (“the Site”), in the City of Ottawa.

The site is currently vacant. Access Storage intends to develop six (6) low-rise self-storage/warehouse buildings at 60 Denzil Doyle Court, with a total gross floor area (GFA) of 8,557 m² (92,106.8 ft²). The first of these will be a two-storey building with a GFA of 3,394 m² (42,991 ft²) and will contain self-storage units, warehouse space, and ancillary administrative office space to serve clients of the self-storage use. The remaining five (5) buildings will contain self-storage units.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines our consultation strategy;
- **Section 5** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale and design brief for the proposed development;
- **Section 6** includes the planning opinion;
- **Appendix A** contains the Site Plan;
- **Appendix B** contains the Landscape Plan; and
- **Appendix C** contains the Building Elevations.

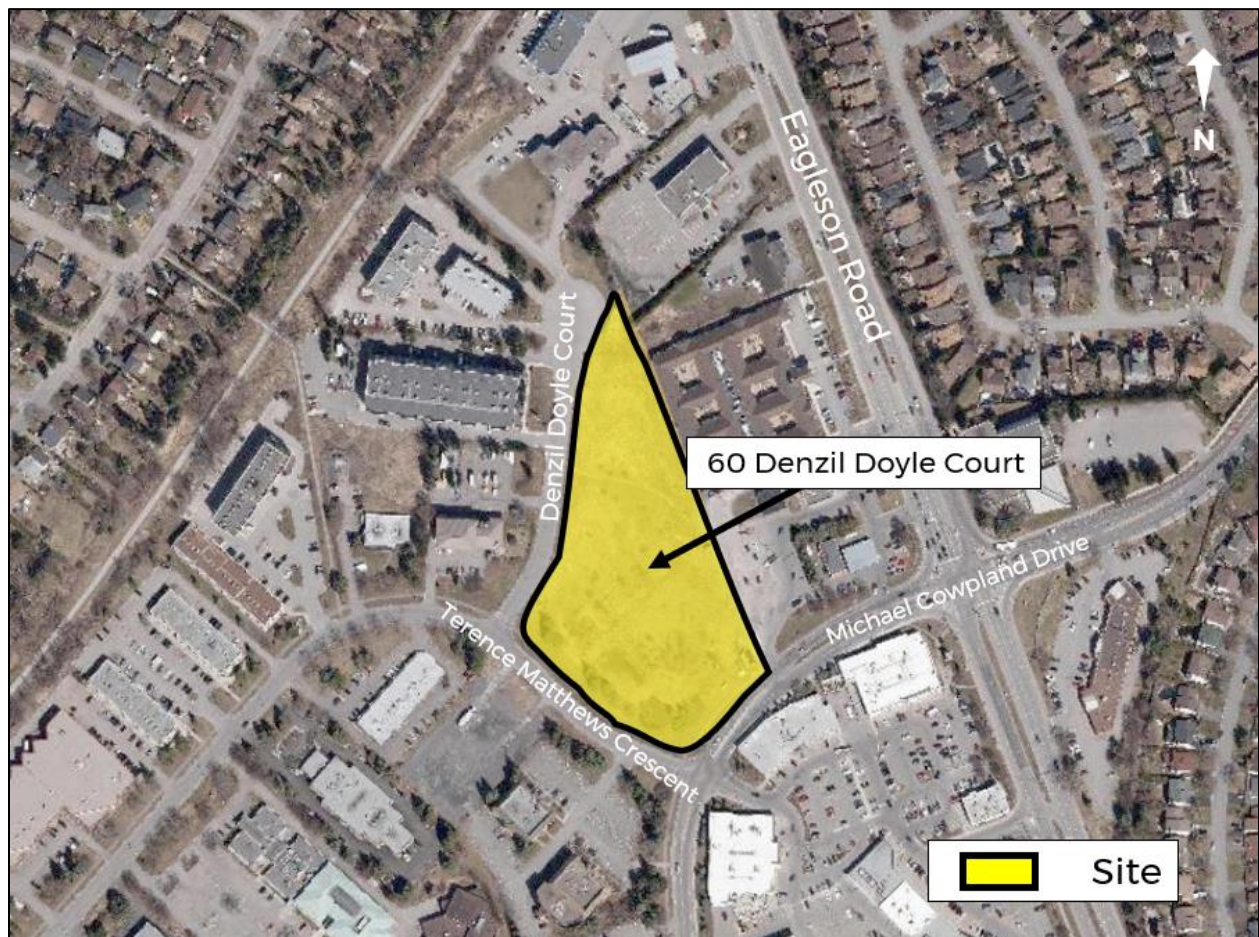
A number of technical studies have been prepared in support of the application and submitted to the City; the supporting studies are available under separate cover.

2 Site Location and Community Context

2.1 Site Location

The site is municipally known as 60 Denzil Doyle Court in the City of Ottawa. It is legally described as 'Part of Lot 31, Concession 10 Registered Plan 5R-10105', as per the Topographic Plan of Survey prepared by Annis, O'Sullivan, Vollebekk Limited (dated November 9, 2022). The site is located in the Kanata South Business Park on the north side of Terence Matthews Crescent, the west side of Michael Cowpland Drive and the east of Denzil Doyle Court as illustrated in **Figure 2-1**. Huntington Properties purchased the property at 60 Denzil Doyle Court in 2005 and is the registered owner of the site.

Figure 2-1: Site Location



The site has frontage of approximately 207.6 m (681.1 ft) along Denzil Doyle Court (a local road running north-south), approximately 113.4 m on Terence Matthews Crescent (a local road running northwest-southeast) and approximately 52.06 m on Michael Cowpland Drive (a major collector road running west-east). The site is irregular in size and has a total lot area of approximately 1.66 hectares (4.1 acres).

The site is currently vacant, and there are no existing accesses to the site from the abutting streets, as shown in **Figure 2-2**. The southern and western portions of the site are occupied by trees and natural vegetation, mostly consisting of scrub. There are no surface water features on the site, the site is mostly comprised of soft landscaped surfaces with trees along the outer southwestern portion along Terence Matthews Crescent and Michael Cowpland Drive.

A site visit was conducted on October 25, 2022. Photos contained herein are from WSP, unless otherwise stated.

Figure 2-2: 60 Denzil Doyle Court, looking north (bottom left) and south (bottom right)



2.2 Community Context

The site is located within the Kanata South Business Park, which is primarily comprised of a mix of low-density office and light industrial uses. There are some neighbourhood commercial uses and medical uses in the vicinity of the site, including a Shoppers Drug Mart, as well as the Westend Family Care Clinic.

Nearby amenities and services are shown in **Figure 2-3**. The surrounding site and community context is shown in **Figure 2-4** and **Figures 2-5 to 2-14**.

Land uses adjacent to the site are as follows:

- **North:** 2-storey Kelly Funeral Home - Kanata Chapel at 580 Eagleson Road and surface parking lot.
- **South:** 2-storey Westend Family Care Clinic at 80 Michael Cowpland Drive and surface parking lot.
- **East:** 2-storey Courtyards on Eagleson Retirement Home at 630 Eagleson Road and surface parking lot.
- **West:** 2-storey Commercial Use building that includes Fresh Ink Tattoo Studio, Fika Beauty Salon, and Devotion Dance Company at 65 Denzil Doyle Court, surface parking lot, and a Little Heroes Daycare Centre at 80 Terence Matthews Crescent.

Figure 2-3: Surrounding Community Context (WSP, 2022)

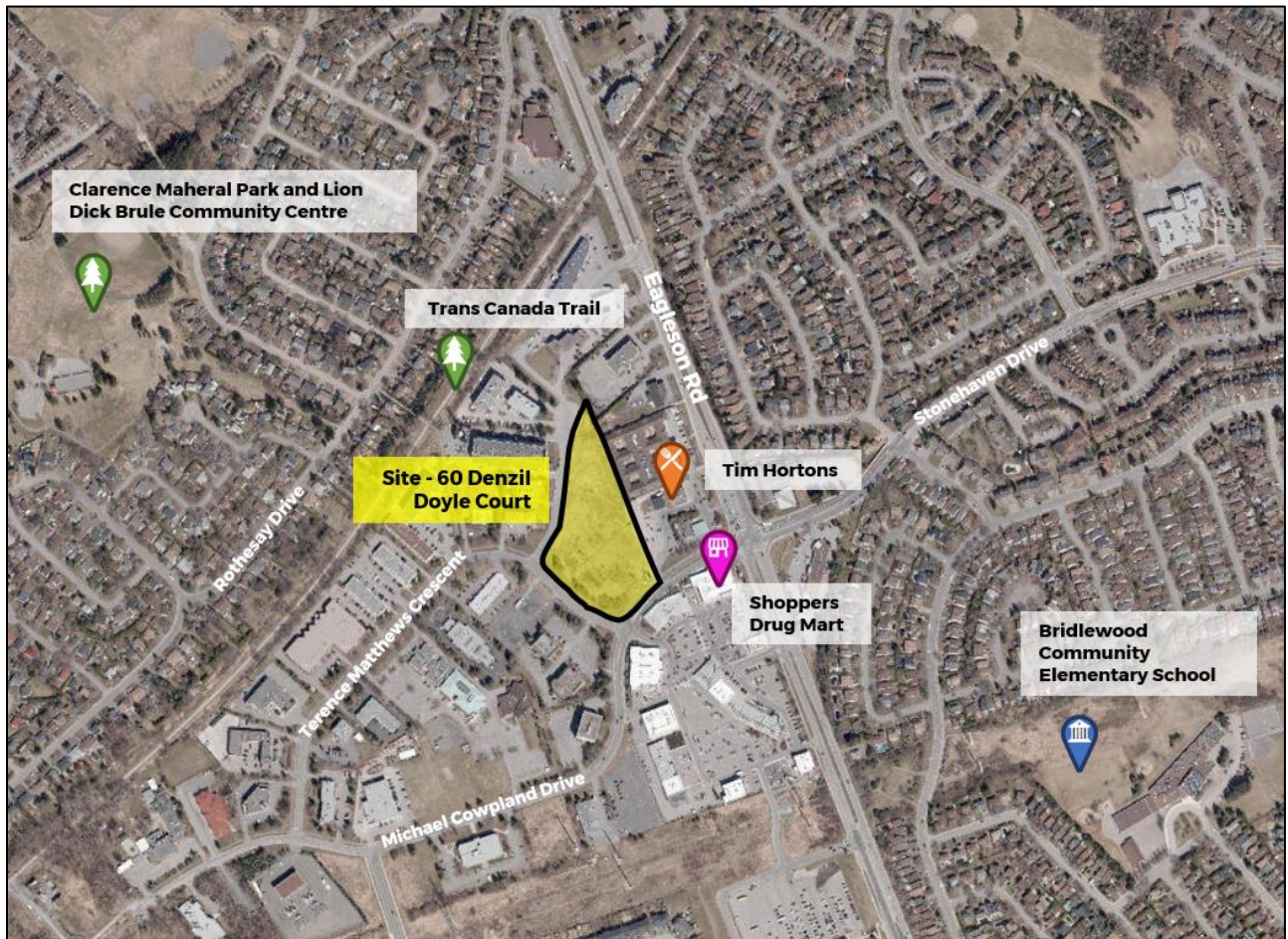


Figure 2-4: Site Photos - Existing Site Conditions and Context - Pinpoint Map (WSP, 2022)

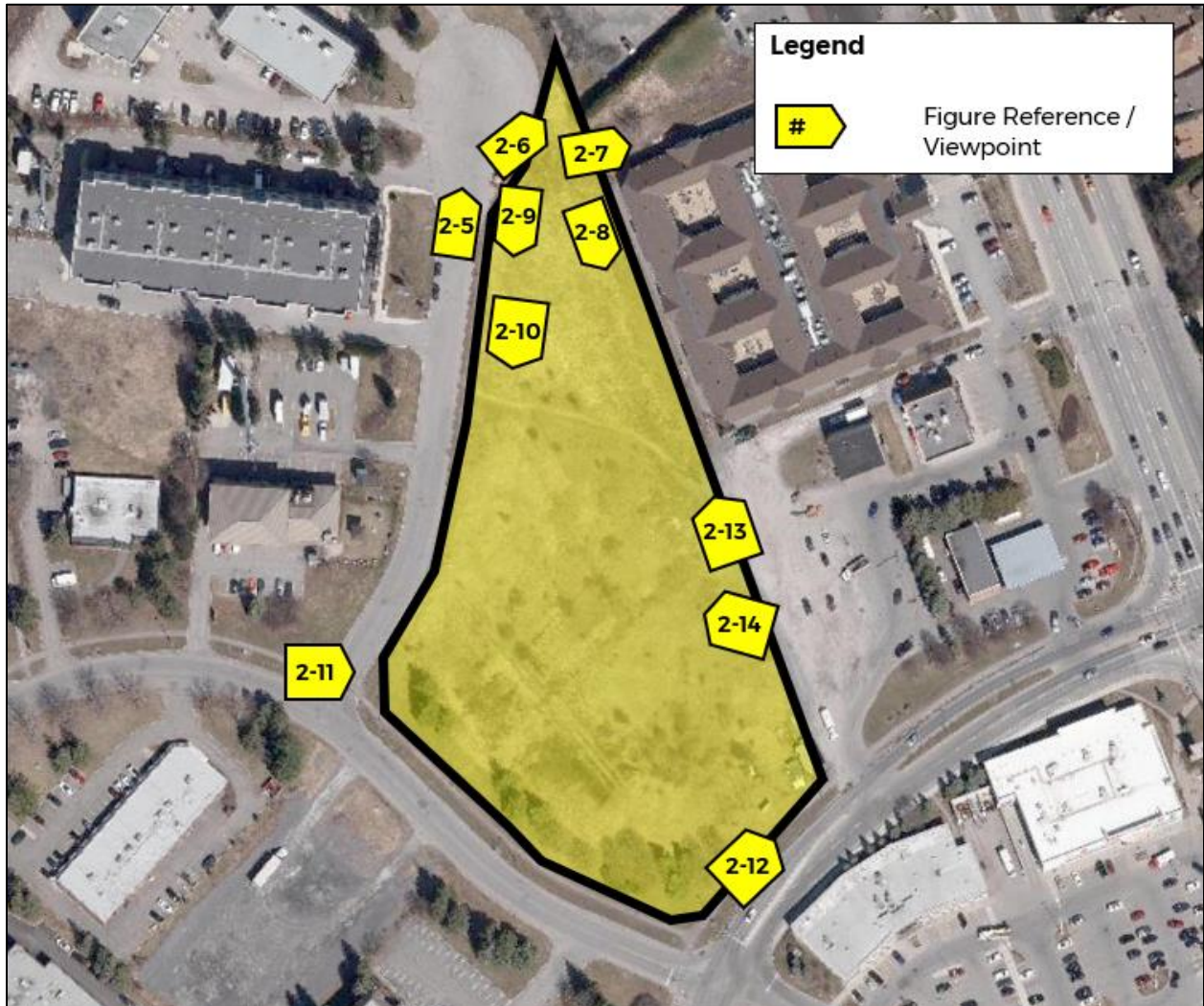


Figure 2-5: Denzil Doyle Court, looking northeast



Figure 2-6: North corner of site



Figure 2-7: Existing vegetation on site, looking east



Figure 2-8: Eastern edge of site, looking south



Figure 2-9: Western edge of site, looking south



Figure 2-10: Western edge of site, looking south along Denzil Doyle Court



Figure 2-11: Southwest corner of site at Denzil Doyle Court / Terence Matthews Crescent, looking east



Figure 2-12: Southern limit of site along Michael Cowpland Drive, looking east towards Eagleson Road



Figure 2-13: Eastern limit of site, looking north



Figure 2-14: Site, looking west towards Denzil Doyle Court



2.2.1 Surrounding Development Activity

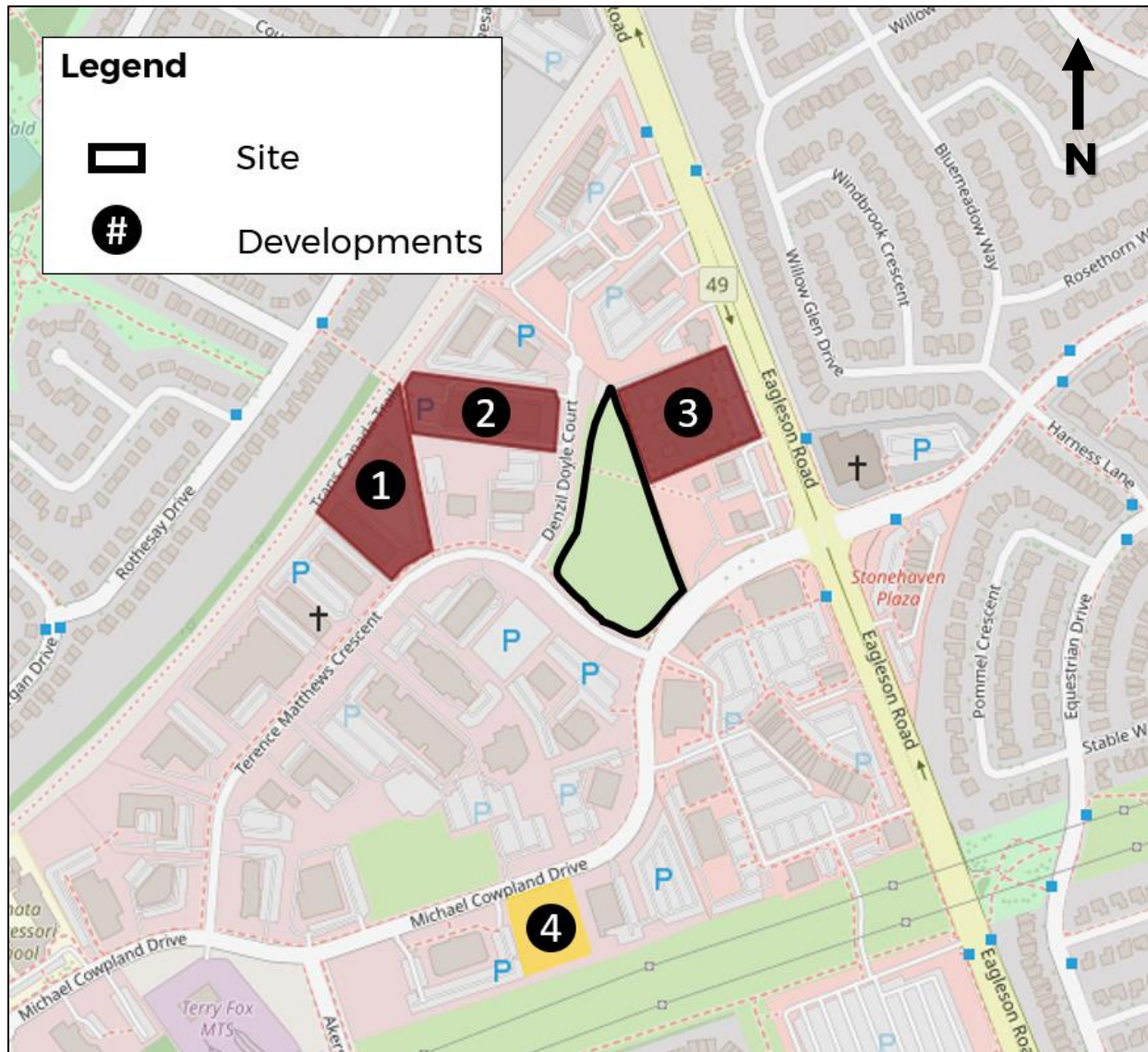
Figure 2-15 identifies active development applications in the vicinity of the site. **Table 2-1** provides a summary of these development applications.

Table 2-1: Development Activity within the Vicinity of the Site

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
1	120 Terence Matthews Crescent	Commercial (Office)	2	3,600 m ²	Built and occupied.
2	65 Denzil Doyle Court	Commercial (Office-Light Industrial)	2	4,843 m ²	Built and occupied.
3	630 Eagleson Road	Institutional (Residential Care Facility)	1	4,875 m ²	Built and occupied.
4	190 Michael Cowpland Drive	Commercial (Athletic Facility)	4	1,364 m ²	ZBLA* approved in 2016.

*ZBLA - Zoning By-law Amendment Application

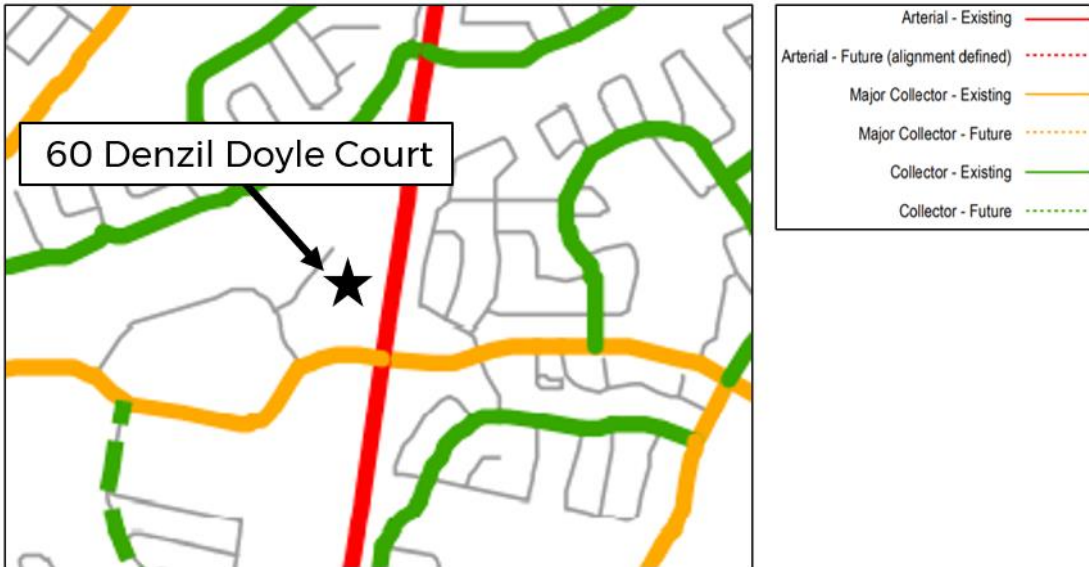
Figure 2-15: Development Activity within the Vicinity of the Site



2.3 Transportation Network

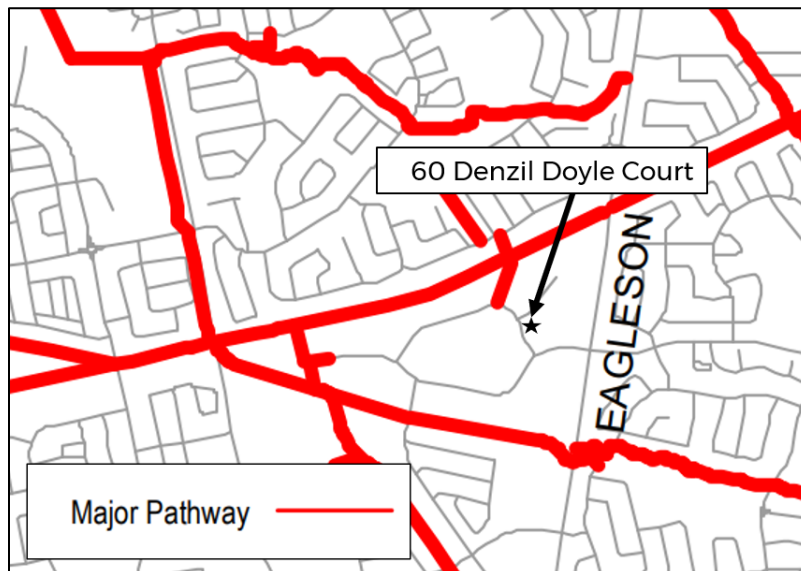
As per the City of Ottawa Official Plan Schedule C4 Urban Road Network (Adopted November 21, 2022 and approved by MMAH on November 4, 2022 with modifications), Michael Cowpland Drive (running west-east) is a Major Collector Road, and Denzil Doyle Court (running north-south), Terence Matthews Crescent (running northwest-southeast) are identified as local roads as illustrated in **Figure 2-16**.

Figure 2-16: Schedule C4 - Urban Road Network (Excerpt) (City of Ottawa Official Plan (Adopted November 4, 2022 and approved by MMAH on November 4, 2022 with modifications))



There is a sidewalk on the east side of Terence Matthews Crescent and the west side of Michael Cowpland Drive. There are no sidewalks on Denzil Doyle Court. There is a designated Major Pathway connecting Terence Matthews Crescent with Rothesay Drive and the Trans Canada Trail, another Major Pathway as shown in Schedule C3 Active Transportation Network (**Figure 2-17**).

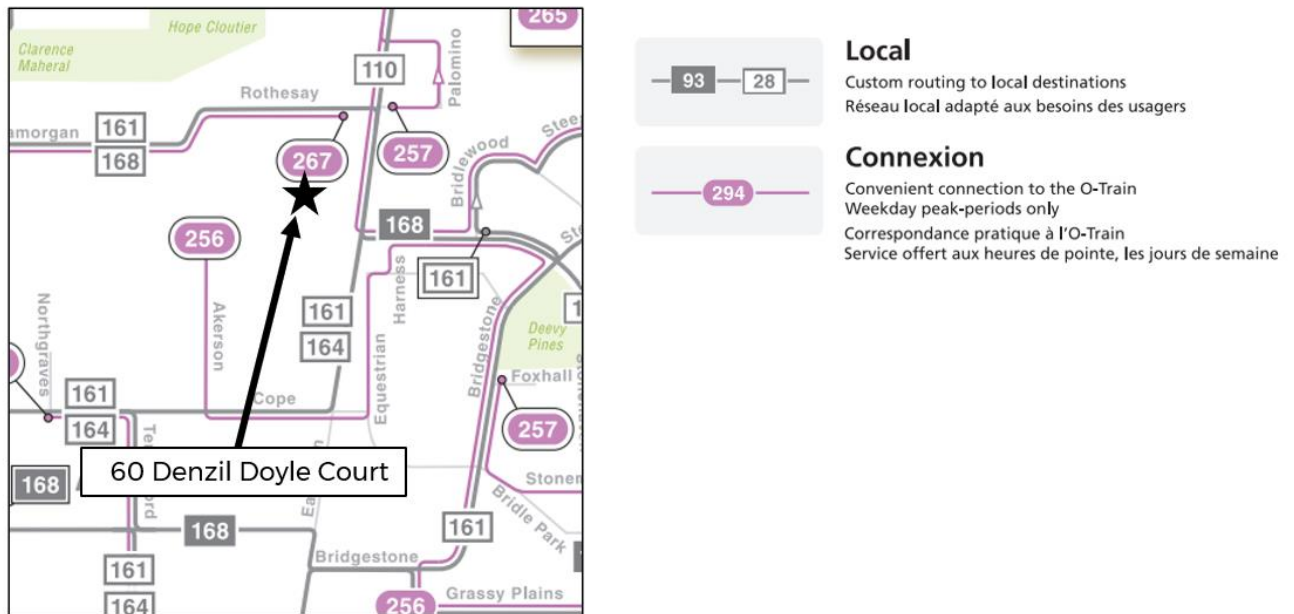
Figure 2-17: Schedule C3 - Active Transportation Network (Excerpt) (City of Ottawa Official Plan (Adopted on November 4, 2022 and approved by MMAH on November 4, 2022 with modifications))



The site is also serviced by existing public transit, as illustrated in **Figure 2-18**, with three (3) bus stops located in close proximity to the site:

- Eastbound Transit Stop 6218: Eagleson Road, east of Denzil Doyle Court.
 - Route 110: Innovation – Fallowfield
 - Route 168: Bridlewood – Terry Fox
 - Route 665: Bell – Kanata
 - Route 667: Holy Trinity – Summergaze
 - Route 668: Holy Trinity H.S. – Bridlewood
- Eastbound Transit Stop 5406: Rothesay Drive, north of Michael Cowpland Drive.
 - Route 161: Bridlewood – Terry Fox
 - Route 267: Tunney’s Pasture – Glen Cairn
- Eastbound Transit Stop 1964: StoneHaven Drive, east of Denzil Doyle Court.
 - Route 110: Innovation – Fallowfield
 - Route 168: Bridlewood – Terry Fox
 - Route 257: Tunney’s Pasture – Bridlewood
 - Route 665: Bell – Kanata
 - Route 667: Holy Trinity – Summergaze
 - Route 668: Holy Trinity H.S. – Bridlewood

Figure 2-18: OC Transpo Network Map (September 4, 2022)



3 The Proposed Development

Self-storage Warehouse Buildings

The proposed development consists of six (6) low-rise self-storage/warehouse buildings, with a proposed total GFA of 8,557 m² (92,106.8 ft²). Of the six (6) proposed buildings, five (5) will be single-storey and the sixth building, 'Building A', will be a 2-storey building at the corner of the lot facing Michael Cowpland Drive and Terence Matthews Crescent. All buildings will be sprinklered.

As shown on the Site Plan, prepared by Architecture49 (dated November 15, 2022), the proposed use, height and GFA of each building is summarized in **Table 3-1**. With this development, Access Storage intends to expand upon its successful portfolio of quality storage facilities in the Ottawa area.

Table 3-1: Proposed Development - Building Breakdown

Building Reference (As shown on the Site Plan)	Proposed Use	Proposed Building Height (storeys)	Proposed GFA (m²)
Building A	Warehouse, self-storage, ancillary administrative space	2	3,394
Building B	Self-storage	1	1,173
Building C	Self-storage	1	834
Building D	Self-storage	1	1,435
Building E	Self-storage	1	1,163
Building F	Self-storage	1	558

The two-storey 'Building A' will be the most prominent on the site. The building cladding will be comprised of a combination of white gloss, matte aluminum composite panels, and storefront glazing for the entrance vestibule, which will also have a small office for administrative staff managing the self-storage. The volume will have wider width panels on the upper second storey portion and smaller width panels on the lower ground level volume. The mix of panel sizes not only will provide additional visual interest, but also create a visual connection to the five (5) other single storey buildings on site, which will use similar smaller-width panels.

Branding will also be integrated on the building facade through use of red visual markers and the A-Shape. This will act to reinforce the branding of Access Storage on the key intersections of this project site.

Landscaping

A total of ten (10) 1800 m Ht. B&B coniferous trees and fifteen (15) 60 mm Caliper deciduous trees are proposed around the perimeter of the site on Denzil Doyle Court, Terence Matthews Crescent and Michael Cowpland Drive. Four (4) of the mature existing trees along Terence Matthews Crescent and Michael Cowpland Drive will be retained.

Parking and Circulation

The site currently does not have any vehicular accesses from the abutting streets. The proposed development would add two (2) vehicular accesses, from Denzil Doyle Court and Michael Cowpland Drive. Fire and emergency access would be via the proposed access from Denzil Doyle Court.

A total of 54 parking spaces are proposed for the site, which meets the requirements of the Zoning By-law. Of these, three (3) parking spaces by Building A are proposed to be barrier-free, meeting the Type A and Type B and access aisle requirements established in the Accessibility for Ontarians with Disabilities Act (AODA). Visitor parking is not proposed for the site as the proposed use does not require visitor parking, however visitors may use any of the parking areas for the proposed buildings at 60 Denzil Doyle Court. Exterior bicycle parking is provided by the main entrance of Building A.

As per the Site Servicing Brief, prepared by IBI Group (dated December 9, 2022) and included with the Site Plan Control application, municipal services currently exist on the site. The anticipated date of construction is Summer 2023.

The Site Plan is, prepared by Architecture49 (dated December 12, 2022) is shown in **Figure 3-1**, and is also included in Appendix A. Proposed building elevations are shown in **Figure 3-2 to 3-7**.

Figure 3-1: 60 Denzil Doyle Court - Site Plan (prepared by Architecture 49, dated December 12, 2022)

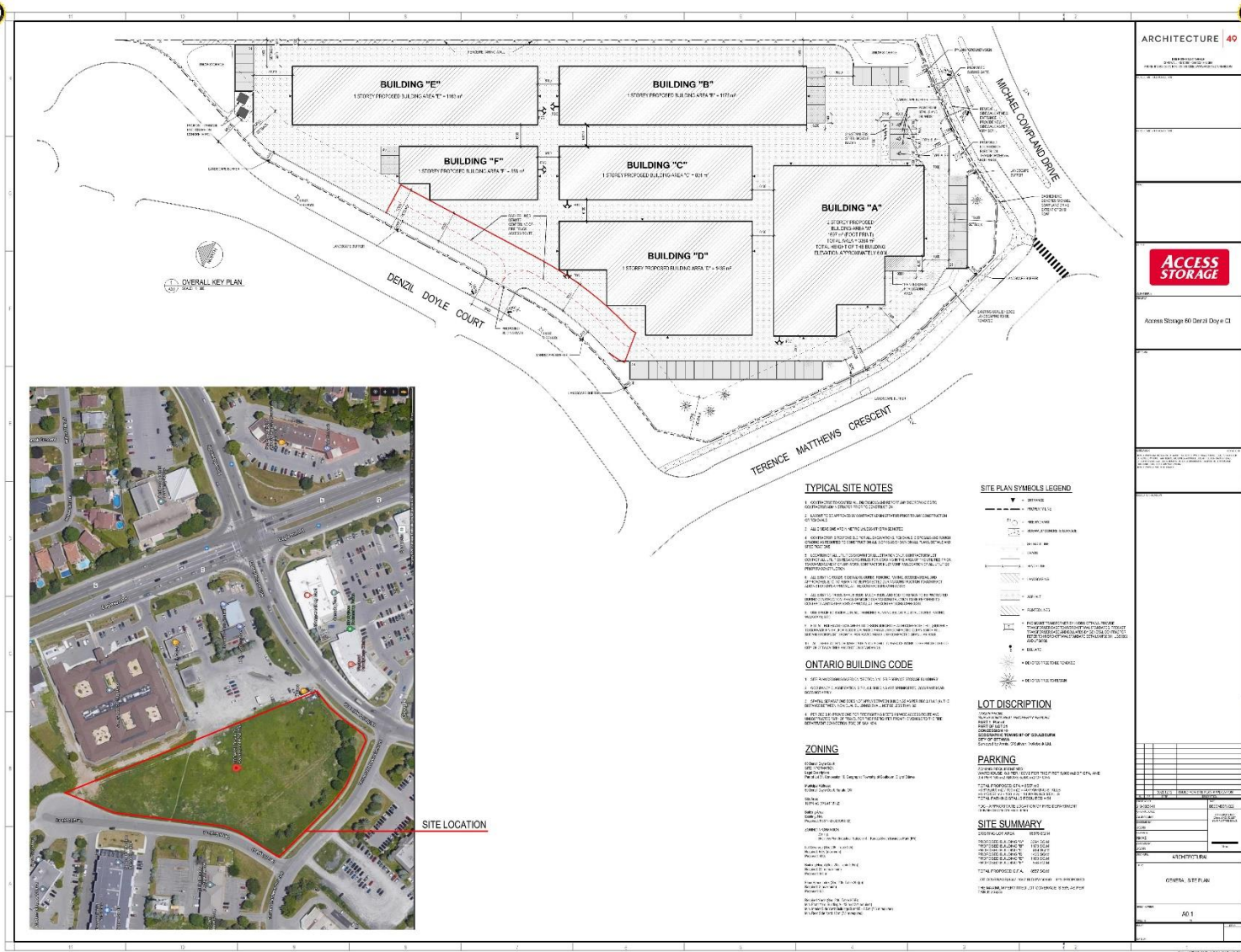


Figure 3-2: Proposed Building Elevations and 3D Views - Building A (Architecture 49, dated December 7, 2022)

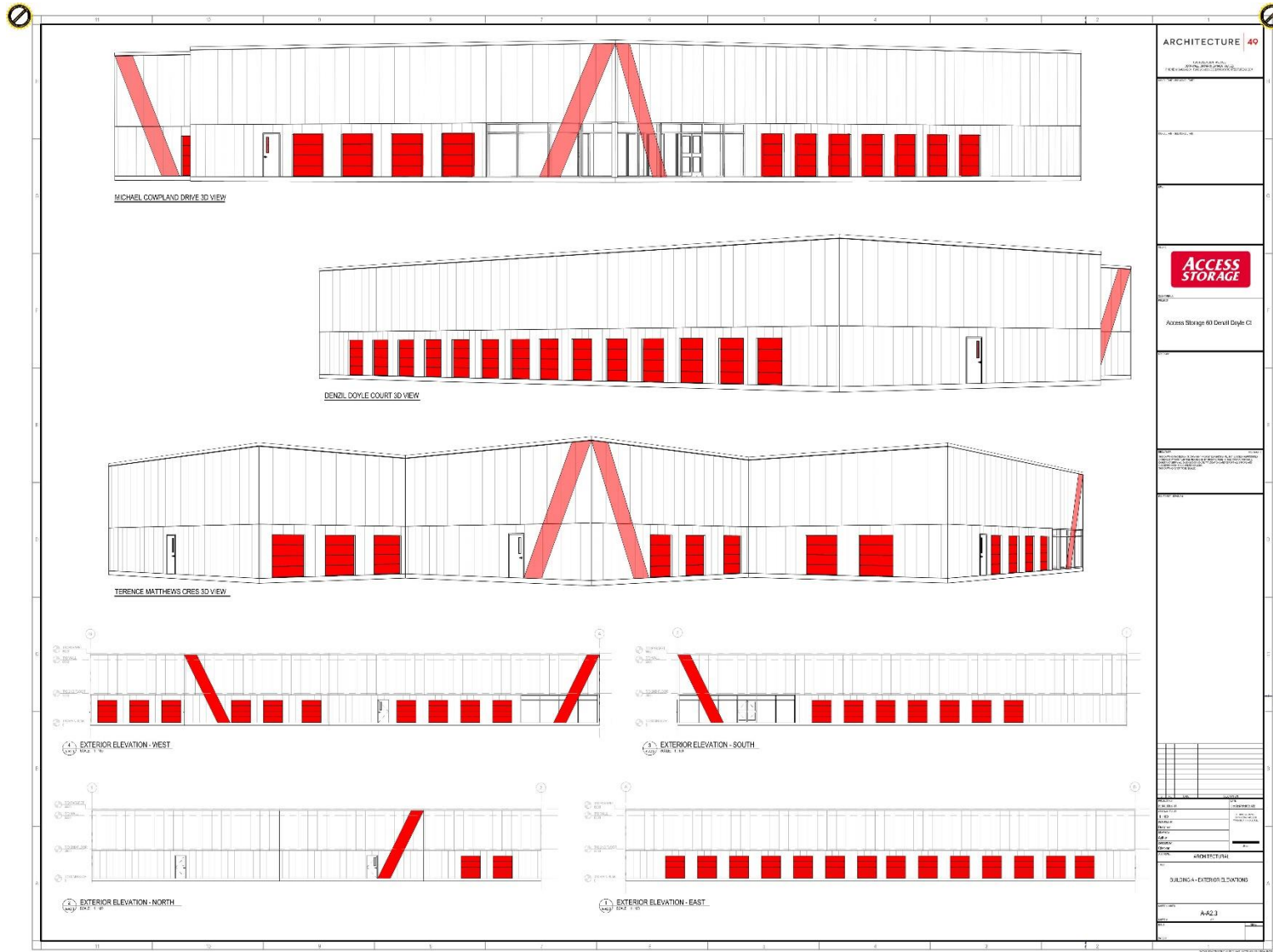


Figure 3-5: Proposed Building Elevations and Floor Plans - Building D (prepared by Architecture 49, dated November 11, 2022)

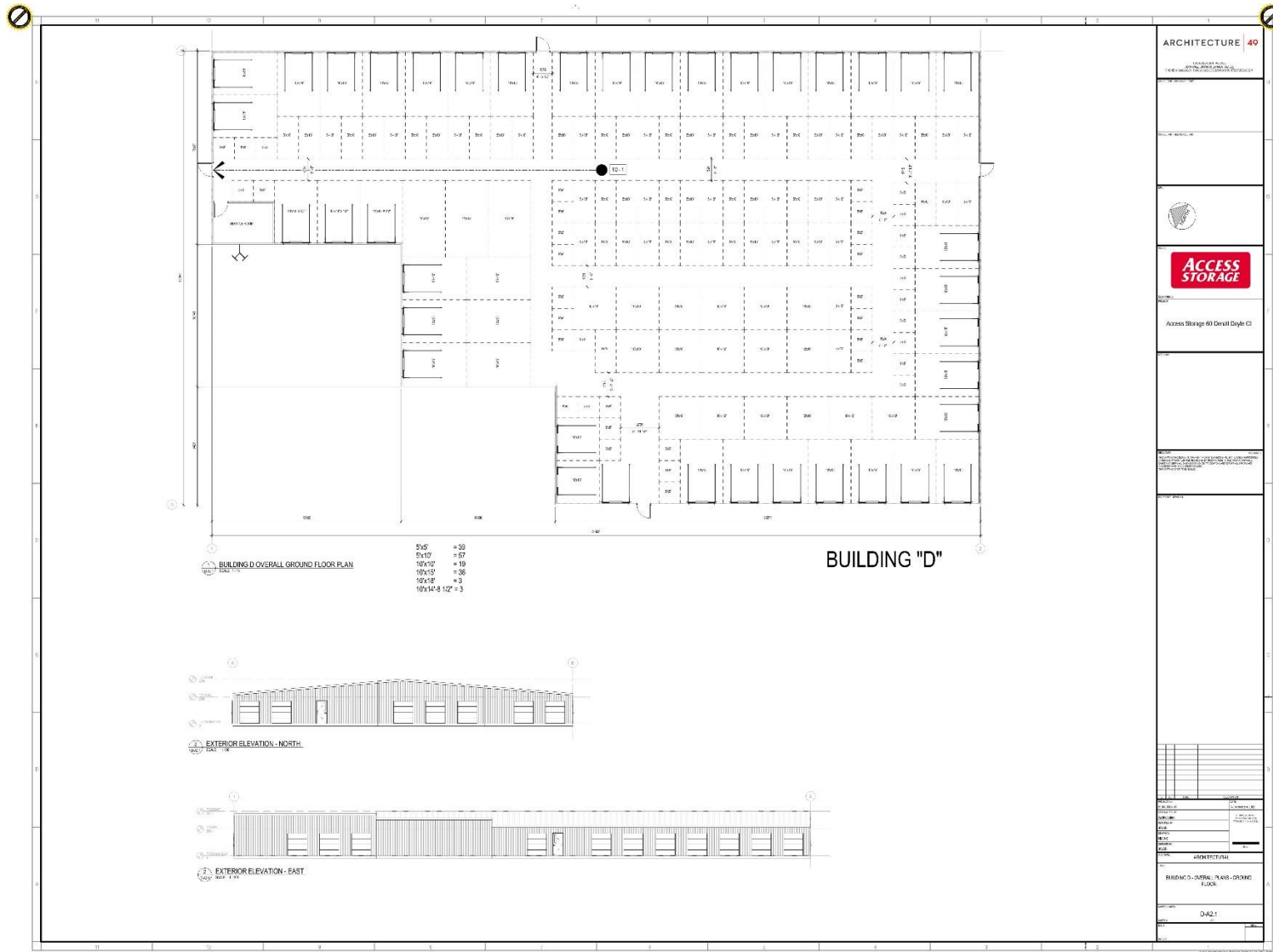
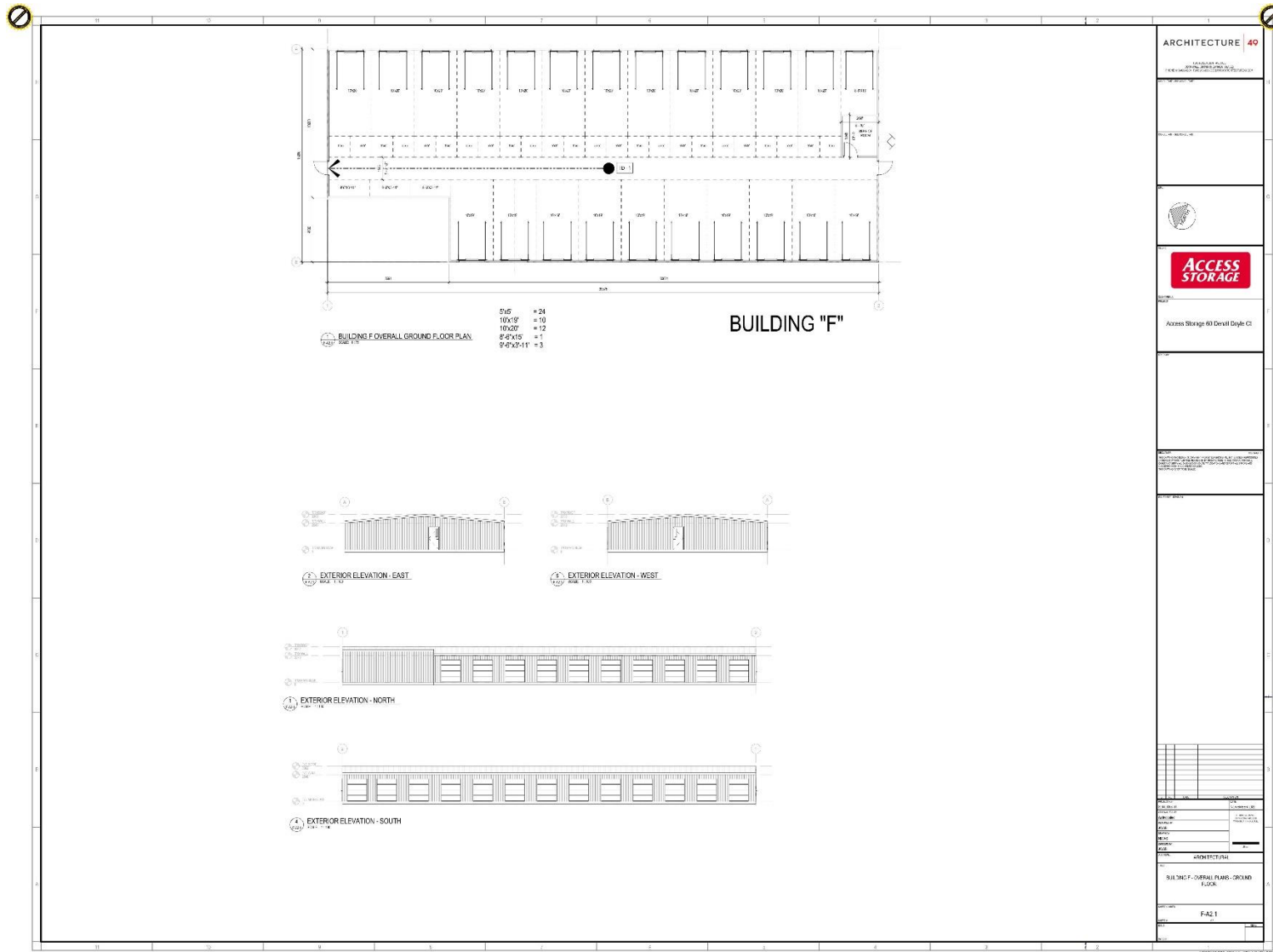


Figure 3-7: Proposed Building Elevations and Floor Plans - Building F (prepared by Architecture 49, dated November 11, 2022)



4 Community Engagement and Outreach (Public Consultation Strategy)

The public engagement for the Site Plan Control application will follow the City of Ottawa public consultation process and practises pursuant to the City's [website](#).

Huntington Properties has undertaken initial community engagement in support of the proposed development, including preliminary outreach to Councillor Allan Hubley's office to introduce the project and to provide an overview of the planning rationale and the Site Plan Control application submission.

5 Policy and Regulatory Framework

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site, including: the Provincial Policy Statement (2020), and the City of Ottawa New Official Plan (Adopted November 24, 2021 and approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications), and the City of Ottawa Zoning By-law 2008-250 (September 8, 2021 Consolidation).

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the Province's economic, social, and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including affordable housing, and other uses to meet long-term needs, and improving

accessibility for persons with disabilities and older persons by addressing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that 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;

Policy 1.3.1 states that planning authorities shall promote economic development and competitiveness by:

- a.) providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs;
- b.) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- e.) ensuring the necessary infrastructure is provided to support current and projected needs.

Policy 1.3.2.1 states that planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

Policy 1.3.2.3 states that within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.

The proposed development is consistent with the 2020 PPS, as it represents the protection and intensification of an employment area. It provides for economic activities and ancillary uses that account for existing and future employment needs.

5.2 City of Ottawa Official Plan (Adopted November 24, 2021, and approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications)

Ottawa City Council adopted the City of Ottawa Official Plan (OP) on November 24, 2021 and the OP was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications. The OP sets the vision for how the city will grow and develop to 2046.

In the OP, the site is located within the Suburban Transect as per Schedule A Transect Areas. It is designated as Neighborhood as per Schedule B5 Suburban (West) Transect, as shown in **Figure 5-1**. The site is located approximately two (2) kilometres of a planned Transitway station.

Figure 5-1: Schedule B5 - Suburban (West) Transect (Excerpt) (City of Ottawa Official Plan (Adopted November 24, 2021 and approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications))



5.2.1 Strategic Directions

Section 2 of the OP, Strategic Directions, outlines the broad policies that will govern the growth and development of Ottawa over the next 25 years.

Section 2.1 - The Big Policy Moves outlines five broad policy directions to shape Ottawa as a liveable, mid-sized city.

2. Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
3. Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.
4. Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
5. Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of planning policies.
6. Big Policy Move 5: Embed economic development into the framework of planning policies.

Section 2.2 Cross Cutting Issues identifies six policy direction categories that span a range of topics related to achieving the City of Ottawa's goal of becoming a livable City. The relevant cross-cutting issues are described as follows.

Section 2.2.2 promotes integrating economic activities with residential and other land uses. This direction supports the creation of 15-minute neighbourhoods by integrating employment areas, commercial or community uses within neighbourhoods. The City supports the PPS in protecting and preserving employment areas for current and future use through maintains locations and suitably priced lands for economic land use while protecting them from residential development pressures.

Section 2.2.3 promotes the development of a compact urban form with a mix of land uses and housing options to ensure both energy efficient and sustainable patterns of development are created.

Section 2.2.4 is intended to support healthy and inclusive communities through the development of walkable 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. 15-minute neighbourhoods support cultural expression and community identity as well as ensuring access to goods and services within peoples' communities using active transportation modes.

The proposed development supports the Strategic Directions of the OP by integrating economic activities and employment within the Suburban area. The proposed development contributes to the development of healthy, inclusive 15-minute neighbourhoods by adding employment opportunities to the neighbourhood that support access to goods and services and amenities to people in the community.

5.2.2 Growth Management Framework

Section 3 of the OP contains the City's Growth Management Framework, which ensures that there are sufficient development opportunities and a range of choices of where to locate growth and how to design it. The Growth Management Framework supports growth that

increases sustainable mode shares and uses existing infrastructure efficiently while reducing greenhouse gas emissions.

The intent of the Growth Management Framework policies is to:

- a) “provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- b) provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- c) prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- d) reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- e) establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt”.

Employment growth is anticipated in the City, with Suburban Town Centres expected to experience significant increase in this sector.

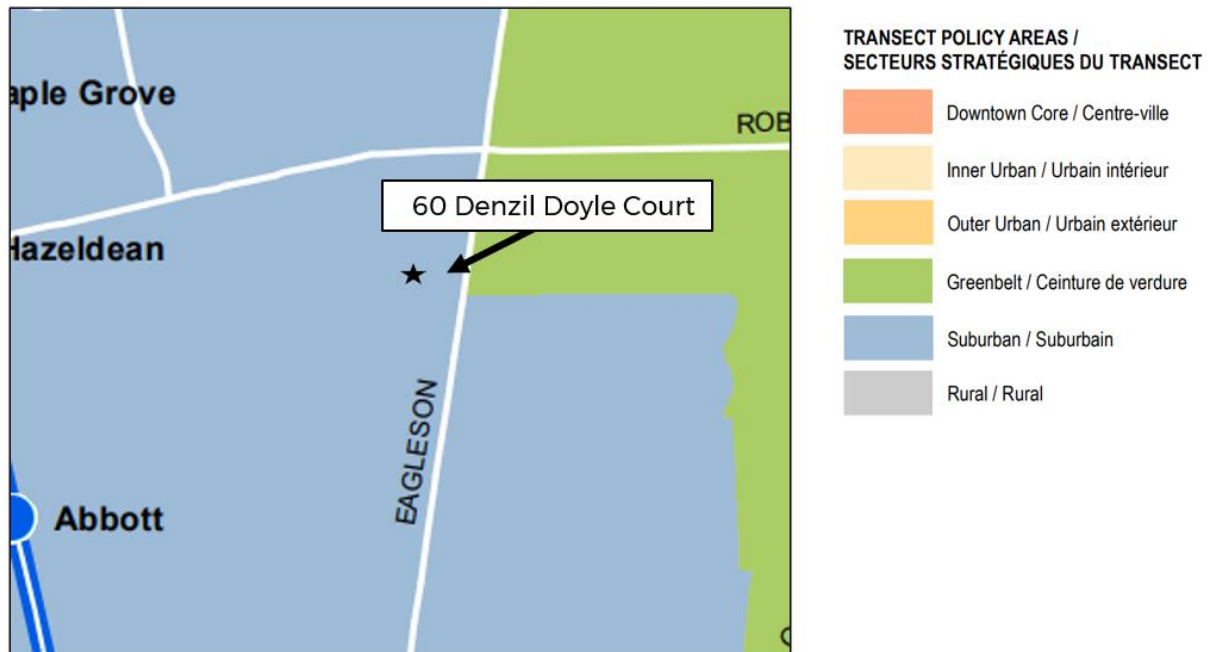
Section 3.5 contains policies that outline employment sectors that are intended to occur and how employment areas will be integrated. These policies include ensuring employment uses within neighbourhoods are service oriented, limited in size and area. The City has a goal to see Suburban Town Centers account for an additional 25 percent increase of new jobs to 2046.

The proposed development conforms with the Growth Management Framework policies by integrating employment opportunities within the Suburban area. The proposed development will support the targets for new job increases within Suburban Town Centers.

5.2.3 Transect Policy Area

In the OP, the site is located within the “Suburban” Transect, as per Schedule A Transect Policy Areas shown in **Figure 5-2**. The OP states that the Suburban Transect includes neighbourhoods within the urban boundary located outside the Greenbelt. Generally, the older neighbourhoods reflect the conventional suburban built form characteristics described in the OP as being characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise buildings.

Figure 5-2: Schedule A - Transect Policy Areas, (Excerpt) (City of Ottawa Official Plan (Adopted November 24, 2021, approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications)



The goals of the Suburban Transect designation include establishing a suburban pattern of built form and site design. Enhancing mobility options and street connectivity, providing direction for new development and provide direction to neighbourhoods.

Lands designated as Neighbourhood in the Suburban Transect have no minimum building height and a maximum building height of four (4) storeys.

The proposed development conforms to the Suburban Transect policies, as it proposes a low-rise built form (one to two storeys) that is similar and compatible with the existing neighbourhood. The employment use contributes positively to the Neighbourhood permitted uses.

5.2.4 Land Use Designation

The site is designated as Neighbourhood in the OP (Schedule B5-Suburban (West) Transect). The Neighbourhood designation permits a range of residential and non-residential built forms and densities.

Low rise building heights are permitted in the Neighbourhood designation. Section 13 of the OP defines “Low-rise” as up to and including four (4) storeys.

Within the Neighbourhood designation, it is intended that a range of services will be provided that can serve surrounding residential areas. Such services shall be appropriately integrated

within the neighbourhood, and designed to be compatible with residential uses (Policy 6.3.1.4 (d) and (e)).

Section 6.3.3.4 of the OP states that Non-residential uses shall be considered in the Neighbourhood designation where the proposal meets all of the following criteria:

- a) the proposed use is compatible with and complements surrounding uses;
- b) the property has frontage on a major street;
- c) the main buildings are situated to occupy the majority of site's major street frontage;
- d) The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate site design methods in accordance with transect and overlay policies;
- e) Large land areas for outdoor storage and sale or service of goods (other than uses that do not operate year-round and can be considered a common component of a permitted use, such as a seasonal garden centre in association with a retail use) are not provided; and
- f) Goods for sale or display are not placed in the municipal right of way.

The proposed self-storage building conforms to the policies for non-residential uses in the Neighbourhood designation.

The proposed low-rise warehouse and self-storage buildings are in keeping with the maximum permitted building height in the area. The proposed development is compatible and complements the surrounding uses in the Kanata South Business Park.

The property has frontage on a Major Collector Road (Michael Cowpland Drive) and the main two-storey warehouse building (Building 'A') is strategically placed at the corner of Michael Cowpland Drive and Terence Matthews Crescent occupying the street corner frontage. The main entrance of the site will be from Michael Cowpland Drive.

Fencing and tree plantings are proposed around the perimeter of the site to provide a buffer from surrounding uses. Parking areas are complimented with landscaping features, where appropriate to soften the transition. No outdoor storage is being proposed on the site. As such, it is our professional planning opinion that the proposed development conforms to the policies of the Official Plan.

5.2.5 Road Classification and Rights-of-Way

As per Section 4.1.7 of the OP, the City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium.

Schedule C16, Table 1 of the OP sets forth the ROW widths that the City may require. Table 1 contains specific ROW protection requirements for Major Collector roads.

Michael Cowpland Drive is classified as a Major Collector Road and has a ROW requirement of 26 m.

The OP has an existing right-of-way protection requirement of 26 m for Michael Cowpland Drive. The proposed development has accounted for the Right-of-Way (ROW) protection.

5.2.6 Design Priority Area

Policy 4.6.1 of the OP states that Design Priority Areas (DPAs) are identified to promote design excellence through the development review process. The site is not within a Design Priority Area as per Schedule C7A Design Priority Areas.

5.3 Design Brief

The Planning Act gives municipalities the authority to require an Urban Design Brief to be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request other information or material that the authority needs to evaluate and decide on an application. Section 11.1 of the OP sets out the information and/or reports that may be required in support of development applications, which includes an Urban Design Brief. As a part of the Site Plan Control application, the City has requested a scoped Urban Design Brief be included.

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies which are applicable to the site, as well as responses to comments provided by Planning and Urban Design staff at the pre-application consultation meeting held on November 1, 2022.

5.3.1 Section 4.6 – Urban Design

Section 4.6 contains policies related to Urban Design that apply to development sites in the City of Ottawa. Policy 4.6.1 of the OP states that Design Priority Areas (DPAs) are identified to promote design excellence through the development review process. The site is not within a Design Priority as per Schedule C7-A – Design Priority Areas.

Policy 4.6.6.6 states that low-rise buildings shall be designed to respond to context, transect area policies, and shall incorporate soft landscaping, main entrances at-grade, and front porches or balconies where appropriate. Buildings shall be integrated to complement the surrounding context.

The proposed development conforms to the applicable Urban Design policies in the OP. All main building entrances will be provided at-grade. Soft landscaping is proposed around the perimeter of the site and will provide a buffer between the surrounding uses and street. The

proposed low-rise buildings are designed to be in keeping with the surrounding business park context.

5.3.2 Response to Preliminary Planning and Urban Design Comments

Comments were provided by City Urban Design staff at the pre-application consultation meeting held on November 1, 2022. These comments are summarized below, and a response has been provided indicating where the proposed development addresses staff's comments.

Planning

1. Trees along Terence Matthews and Michael Cowpland need to be retained, please adjust the site plan layout to provide sufficient setbacks.

- Four (4) of the mature existing trees along Terence Matthews Crescent and Michael Cowpland Drive will be retained. Unfortunately, due to site geometry and design, a number of the trees along Terence Matthews Boulevard and Michael Cowpland Drive will need to be removed. As shown on the Site Plan, a 3 m landscaped buffer is proposed along the perimeter of the site.

2. When submitting, elevations and site plan will need to include the whole site.

- Please refer to the submitted Site Plan and Elevations included in Section 3 of this Report and the Site Plan submission.

3. Trees along Terence Matthews and Michael Cowpland need to be retained, please adjust the site plan layout to provide sufficient setbacks.

- New tree plantings are proposed and existing trees will be retained where possible on Terence Matthews Crescent and Michael Cowpland Drive.

4. When submitting, elevations and site plan will need to include the whole site.

- Elevations and Site Plan have been included with the Site Plan submission and include the entire site and proposed buildings.

5. If possible, bicycle parking should be near main entrances and covered.

- Bicycle parking is proposed by the main entrance of Building A.

6. Additional landscaping and tree planting should be provided. Please look for opportunities to break up hardscaping with shade plantings.

- A total of 25 new tree plantings are proposed and 144 new shrubs.

7. Direct connections from the sidewalks should be provided.

- As the entire site will be fenced with gates located at each entrance for security reasons, direct connection to the existing sidewalks on Terence Matthews Boulevard and Michael Cowpland Drive is not possible.

Urban Design

1. Maintain and improve the planted edge along Terrence Matthews. This landscaped edge is present on all other properties on Terrence Matthews and defines the character of the street.

- A total of 25 new trees are proposed around the perimeter of the site. Four (4) existing mature trees will be retained.

2. Consolidate the two snow storage areas in the narrow north corner of the site (increasing the snow storage area currently proposed).

- Due to the irregular shape of site, two (2) possible locations for snow storage are proposed at the opposite, non-prominent ends of the site. This is to facilitate having to cross the length of the site which would be required if there was only a sole location. It should also be noted that the owner will be obtaining services for a snow removal company to remove snow from site.

3. Drive aisles need to be reorganized and widened throughout the site to improve circulation and safety. Create more direct vehicle lanes to avoid the necessity for frequent turning.

- Drive aisles between buildings are currently designed as the allowable distances as per Section 3.10 Self-Storage buildings in the Ontario Building Code (OBC).

4. Consider integrating a central drive aisle leading off of Denzil Doyle, which would be perpendicular to the street. This could become the main organizational element of the site and inform the orientation of the buildings.

- Access will be provided at two (2) new entrances as shown on the Site Plan, one from Denzil Doyle Court and one from Michael Cowpland Drive. The orientation of the proposed self-storage buildings have been carefully considered to allow for the maximum developable area while also providing a site design that meets the requirements of the Zoning By-law and 3.10 OBC requirements for distances between buildings and fire routes.

5. Rather than have parking spaces distributed in small pockets throughout the site, consolidate spaces in larger groups, perhaps primarily along the new widened vehicle aisle leading off Denzil Doyle (see previous comment).

- As per the previous responses in items 3. and 4. above, the building sizes with its orientations have been carefully considered to provide owners with an optimized GFA for future leasing purposes. Given the irregular shape of site, a consolidated parking space will compromise the ability to fit the current desired GFA. Additionally, multiple parking locations will provide patrons with greater flexibility to park in a location that is convenient in relation to their locker location.

6. Improve the interface between this site and the existing retirement home to the east. A landscape buffer is needed to screen the storage units from the residence's windows.

- Please refer to the Site Plan which indicates a small retaining wall and fence along this property line along the residence windows. Due to the drive aisle in proximity of the east property line, a landscaping buffer is not possible in this location with the proposed site design.

7. This application is not subject to review by the Urban Design Review Panel.

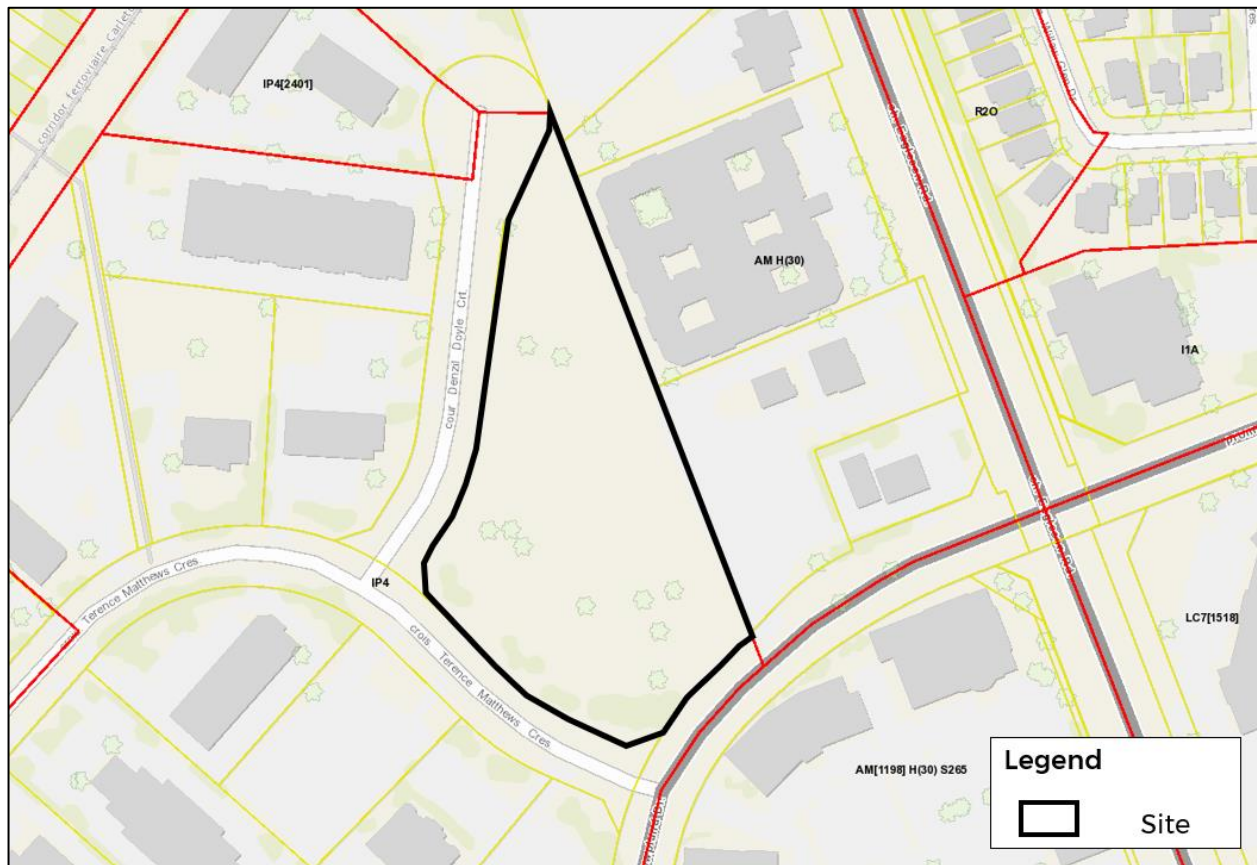
- Acknowledged.

5.4 City of Ottawa Comprehensive Zoning By-law 2008-250 (September 8, 2021 Consolidation)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021), the site is zoned **Business Park Industrial, Subzone 4 - Kanata South Business Park (IP4)**, as shown in **Figure 5-3**.

Properties which are immediately adjacent to the site are zoned Arterial Mainstreet Zone, Height Limit 30 m (AM H (30)), Business Park Industrial, Subzone 4, Urban Exception 2401 (IP4[2401]), Business Park Industrial, Subzone 4 (IP4), and Arterial Mainstreet Zone, Urban Exception 1198, Height Limit 30 m, Schedule 265 (AM[1198] H(30) S265).

Figure 5-3: Current Site Zoning (geoOttawa, 2022)



5.4.1 Zoning Provisions

The general purpose of the IP – Business Park Industrial Zone is to:

- accommodate mixed office, office-type uses and low impact, light industrial uses in a business park setting, in accordance with the Enterprise Area designations of the Official Plan or, the Employment Area or the General Urban Area designation where applicable;
- allow in certain Enterprise or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Enterprise, Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;
- prohibit retail uses in areas designated as Enterprise Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;
- prohibit uses which are likely to generate noise, fumes, odours, or other similar obnoxious impacts, or are hazardous; and
- provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

The IP Zone permits office type, service, and light industrial uses, as well as warehouses. Per Section 54 - Definitions, a Warehouse means: “a building used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses and may include one accessory dwelling unit for a facility manager.”

The IP4 Subzone prohibits uses such as an automobile dealership, automobile rental establishment, automobile service station, and hotel.

Based on the General Site Plan prepared by Architecture49, dated December 12, 2022, **Table 5-1** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the IP4 Zone. For the purposes of this review and as noted on the Site Plan, the proposed warehouse buildings are referred to as “Building A”, “Building B”, “Building C”, “Building D”, “Building E”, and “Building F”.

Table 5-1: Zoning Compliance for Business Park Industrial Zone – Kanata South Business Park (IP4)

Zoning Provision	Requirement – (Warehouse)	Calculation (if applicable)	Compliance (Yes or No)
Zone Requirement – IP Zone (Sec. 205(3), Table 205) and IP4 Zone (Sec. 206 Table 206B)			
Minimum lot area – Sec. 206, Table 206B(i)	4,000 m ²	16,575 m ²	Yes

Zoning Provision	Requirement - (Warehouse)	Calculation (if applicable)	Compliance (Yes or No)
Minimum lot width - Sec. 206, Table 206B(ii)	45 m	Irregular shape lot	Yes - 74 m
Minimum front and corner side yard setback - Sec. 206, Table 206B(iii)	12 m	N/A	Yes: Building A (Michael Cowpland Drive): 12 m Building D (Denzil Doyle Court): 12 m Building E (Denzil Doyle Court): 12 m Building F (Denzil Doyle Court): 12 m The frontage along Michael Cowpland is considered to be the front lot line.
Minimum interior side and rear yard setback - Sec. 206, Table 206B (iv)	7.5 m		Yes (interior side yard): Building B: 7.5 m Building E: 7.5 m
Maximum building height - Sec. 206, Table 206B (v)	22 m		Yes: Building A: 6.6 m, Building B, C, D, E, F: 3.424 m
Maximum lot coverage - Sec. 205, Table 205(c)	55%	$[8,557 \text{ m}^2 \text{ (Total GFA)} - 1,697 \text{ m}^2 \text{ (Building A)} / 16,575 \text{ m}^2] * 100 = 41\%$	Yes - 41%
Maximum floor space index - Sec. 205, Table 205(g)	2	$8,557 \text{ m}^2 / 16,575 \text{ m}^2 = 0.5$	Yes - 0.5
Maximum building height - Sec. 205, Table 205(h)	(ii) in all other cases: 22 m , or as shown otherwise by a suffix or on a schedule		Site is not within 20 m from a residential or institutional zone - 22 m maximum building height is required.

Zoning Provision	Requirement - (Warehouse)	Calculation (if applicable)	Compliance (Yes or No)
			Yes - 6.6 m
Minimum width of landscaping - Table 205 (i)	(iii) in all other cases: No minimum		Yes - 1.3 m buffer is provided with fencing.

5.4.2 Permitted Projections Above the Height Limit and Permitted Projections into Required Yards Provisions

The Zoning By-law contains provisions for permitted projections above the height limit and permitted projections into required yards, as set out in **Table 5-2**. There are no proposed projections for the proposed building.

Table 5-2: Provisions for Permitted Projections Above Height Limit / into Required Yards

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Permitted projections above the height limit - Sec. 64	Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely:	N/A	N/A

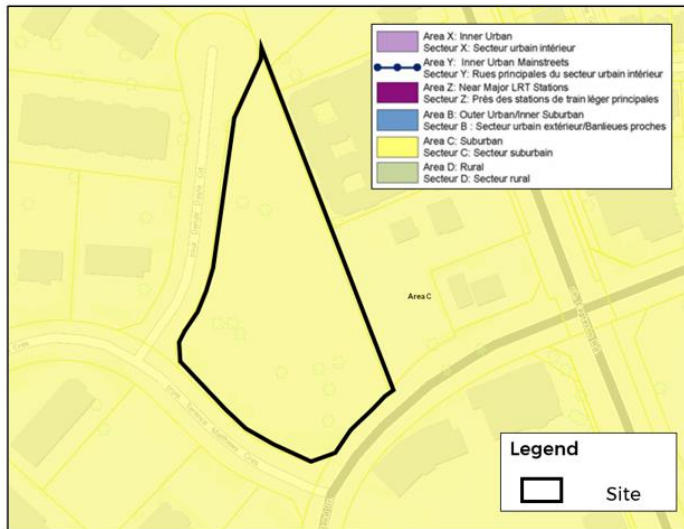
Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<ul style="list-style-type: none"> - Mechanical and service equipment penthouse, elevator or stairway penthouse 		
Chimney, chimney box and fireplace box, Sec. 65, Table 65(1)	1 m, but not closer than 0.6 m to a lot line	N/A	N/A
Eaves, eaves-troughs and gutters, Sec. 65, Table 65(2)	1 m, but not closer than 0.3 m to a lot line	N/A	N/A
Ornamental elements such as sills, belt courses, cornices, parapets and pilasters, Sec. 65, Table 65(3)	0.6 m, but not closer than 0.6 m to a lot line	N/A	N/A
Canopies and awnings, Sec. 65, Table 65(4)	(a) Residential use buildings other than low-rise apartment dwellings and mid-high rise apartment dwellings: 1.8 m, but not closer than 0.6 m to a lot line	N/A	N/A
Fire escapes, open stairways, stoop, landing, steps and ramps - Sec. 65, Table 65(5)	(b) Other features: i) where at or below the floor level of the first floor: 1. in the case of the interior side yard or rear yard: no limit, and ii) other cases: 1. In the case of any yard: 1.5m, but not closer than 1 m to a lot line	N/A	N/A

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<p>Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings, Sec. 65, Table 65(6)</p>	<p>a) uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6 m above adjacent grade: (i) in the interior side yard and rear yard: no limit (ii) in the front yard and corner side yard – the greater of 2m or 50% of the required front yard or corner side yard, but no closer than 1m to a property line</p> <p>c) In all other cases: 2 metres, but no closer than 1 metre from any lot line.</p>		N/A
<p>Bay window where window faces a lot line, Sec. 65, Table 65(7)</p>	<p>1 m, but not closer than 1.2 m from a lot line</p>	N/A	N/A
<p>Air conditioner condenser, heat pump or similar equipment, Sec. 65, Table 65(8)</p>	<p>1 m, but not closer to a lot line than 0.3 m, and may not be located in a front yard or a corner side yard</p>	N/A	N/A
<p>Exit stairs – Sec. 161(13)(m)</p>	<p>Exit stairs providing required egress under the Building Code may project a maximum of 2.2 metres into the required rear yard.</p>	N/A	N/A

5.4.3 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 5-3**. The site is within Area C on Zoning By-law Schedule 1A, as illustrated in **Figure 5-4**.

Figure 5-4: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (geoOttawa, 2022)



For the purposes of applying the provisions of Section 103 of the Zoning By-law, the site is located in Area C: Suburban on Schedule 1 of the Zoning By-law, as illustrated in **Figure 5-5**.

Applicable provisions are identified in

Table 5-3. The site is not within 300 m of an existing rapid transit station in Schedule 2A or 2B.

Figure 5-5: Schedule 1 - Boundaries of the Central, Inner Urban, Suburban and Rural Areas (Excerpt), City of Ottawa Zoning By-law (geoOttawa, 2022)

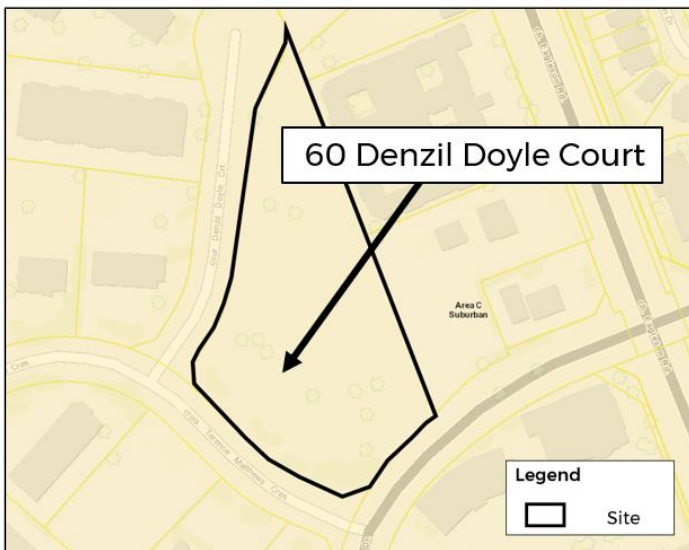


Table 5-3: Parking and Loading Space Provisions

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Schedule 1A		The Site is designated as Area C “Inner Urban” in Schedule 1A of City of Ottawa Zoning By-law No. 2008-250.	N/A	N/A
Schedule 2A and 2B		The Subject Site is not within 300 metres of a rapid transit station in Schedule 2A or Schedule 2B.	N/A	N/A
Minimum Parking Space Rates – Sec. 101, Table 101		<p>Area X (Schedule 1A):</p> <p>Warehouse: 0.8 per 100 m² for the first 5000 m² of gross floor area; 0.4 per 100 m² above 5000 m² of gross floor area</p>	<p>Proposed GFA: 8,557 m²</p> <p>Required Parking: 0.8 (5,000 m² / 100 m²) = 40 spaces + 0.4 (3,557 m² / 100 m²) = 14 spaces</p> <p>40 spaces + 14 spaces = 54 spaces</p> <p>Total Parking Required: 54 spaces</p>	Yes - 54 parking spaces
Minimum visitor parking spaces – Sec. 102, Table 102		None required for the proposed use.	N/A	N/A
Dimension requirements for a motor vehicle parking space – Sec. 106(1)	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes - 2.6 m wide, 5.2m long
	(b) Length	5.2 m	N/A	

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum Driveway Width to Parking Lot - Sec. 107(1)	(i) three metres for a single traffic lane, and (ii) in the case of a parking lot, 6.0 metres for a double traffic lane;	N/A	Yes - 9.4m
Minimum Required Aisle Width - Table 107	6.7 m for angle of parking that is 90 degrees	N/A	Yes - 7 m
Accessible Parking Spaces (Part C - Parking required for persons with disabilities, Section 111, By-law no. 2017-301)	For a public parking area that contains 200-299 parking spaces, 3 accessible spaces are required.	N/A	Yes - 3 spaces provided.
City of Ottawa Accessibility Design Standards - Section 3.1.3(f)	Minimum width of 3400 mm for "Type A" wide van accessible spaces	N/A	Yes - Type A: 3.4 m wide Type B: 2.4 m wide
	Minimum width of 2400 mm for "Type B" standard parking spaces		
City of Ottawa Accessibility Design Standards - Section 3.1.3(g)	Provide an access aisle adjacent and parallel to each accessible parking space: <ul style="list-style-type: none"> i. 1500 mm wide (minimum; ii. extend the full length of the space; iii. clearly indicated by high colour contrast diagonal pavement markings; iv. where two accessible parking spaces are provided adjacent 	N/A	Yes - 1.5 m wide, 5.2 m long

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	to each other, they may share an access aisle; v. connect with adjacent accessible path of travel and centre curb ramp on access aisle		
Outdoor loading and refuse collection areas within a parking lot - Sec. 110(3)	Requirements: - 9 m from a lot line abutting a public street - 3 m from any other lot line Screened from view by an opaque screen with a min. height of 2 m	N/A	Yes - 9.03 m from public street
Minimum number of bicycle parking spaces- Sec. 111(2), Table 111A	(i) all other non-residential uses - 1 per 1500 m ² of gross floor area	Proposed GFA: 8,557 m ² Required bicycle parking spaces: = 8,557 m ² / 1,500 m ² = 5.7 spaces = 6 spaces (rounded)	Yes - 10 spaces provided (5 bicycle parking racks).
Bicycle parking space location - Sec. 111 (3)	Must be located on the same lot as the use or building for which it is provided	N/A	Yes
Bicycle parking space location - Sec. 111 (4)	Must be located in order to provide convenient access to main entrances or well-used areas	N/A	Yes
Bicycle parking spaces location in landscaped area - Sec. 111 (7)	Max. of 50% or 15 spaces, whichever is greater	N/A	Yes
Minimum bicycle parking space dimensions - Sec. 111 (8), Table 111B	(a) Horizontal: Width: 0.6 m Length: 1.8 m	N/A	Yes - bicycle parking spaces will have a width of 0.6 m; length of 1.8 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum bicycle parking aisle width - Sec. 111 (9)	A bicycle parking space must have access from aisle having a min. width of 1.5 m	N/A	Yes - 1.5 m
Minimum number of vehicle loading spaces required - Sec. 113, Table 113A	<p>a) Heavy industrial use, light industrial use, truck transport terminal, warehouse, hospital, museum, place of worship, post secondary educational institution, school, sports arena, theatre, cannabis production facility</p> <ul style="list-style-type: none"> 5,000 m² – 9,999 m² – 1 loading space 	N/A	Yes - 1 loading space
Minimum width of driveway accessing loading space - Sec. 113, Table 113B(a)	<p>(i) – Single traffic lane – 3.5 m</p> <p>(ii) Double traffic lane – 6 m</p>		Yes - 7 m
Minimum width of aisle accessing loading space, by angle of loading Space - Sec. 113, Table 113B(b)	<p>For a standard space:</p> <p>(ii) Between 45 and 60 degrees – 6.3 m</p>	N/A	Yes - 7 m
Minimum width of loading space - Sec. 113, Table 113B(c)	3.5 m	N/A	Yes - 4.2 m
Minimum length of loading space - Sec. 113, Table 113B(d)	(ii) Other cases: 7 m	N/A	Yes - 9 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum vertical clearance for loading space - Sec. 113, Table 113B(e)	4.5 m	N/A	N/A - Loading spaces are proposed in the surface parking areas.
Permitted location of loading space - Sec. 113, Table 113B(f)	Permitted in all locations other than in a required front yard or required corner side yard, or in a required yard abutting a residential zone.	N/A	Yes - loading spaces are not located in the front or corner side yard.

6 Summary of Opinion

It is the professional opinion of WSP that the proposed six (6) low-rise self-storage warehouse buildings at 60 Denzil Doyle Court represent good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the 2020 Provincial Policy Statement.
- The proposed development conforms to the strategic directions and policies of the Official Plan by supporting redevelopment and intensification in the suburban area, with an employment use that will serve the surrounding mixed industrial / business park area and the greater community.
- The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the Site Plan Control approval being sought to support the proposed development at 60 Denzil Doyle Court represents good planning and is in the public interest.

Please feel free to contact us at Johnson.Kwan@wsp.com or 289-989-1207, or Jill.MacDonald@wsp.com or 613-690-3936, if you have any questions or require additional information.

Yours truly,

WSP



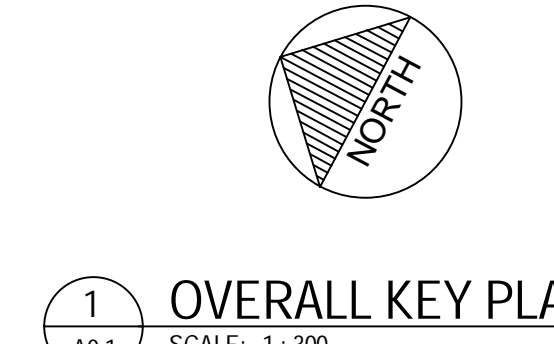
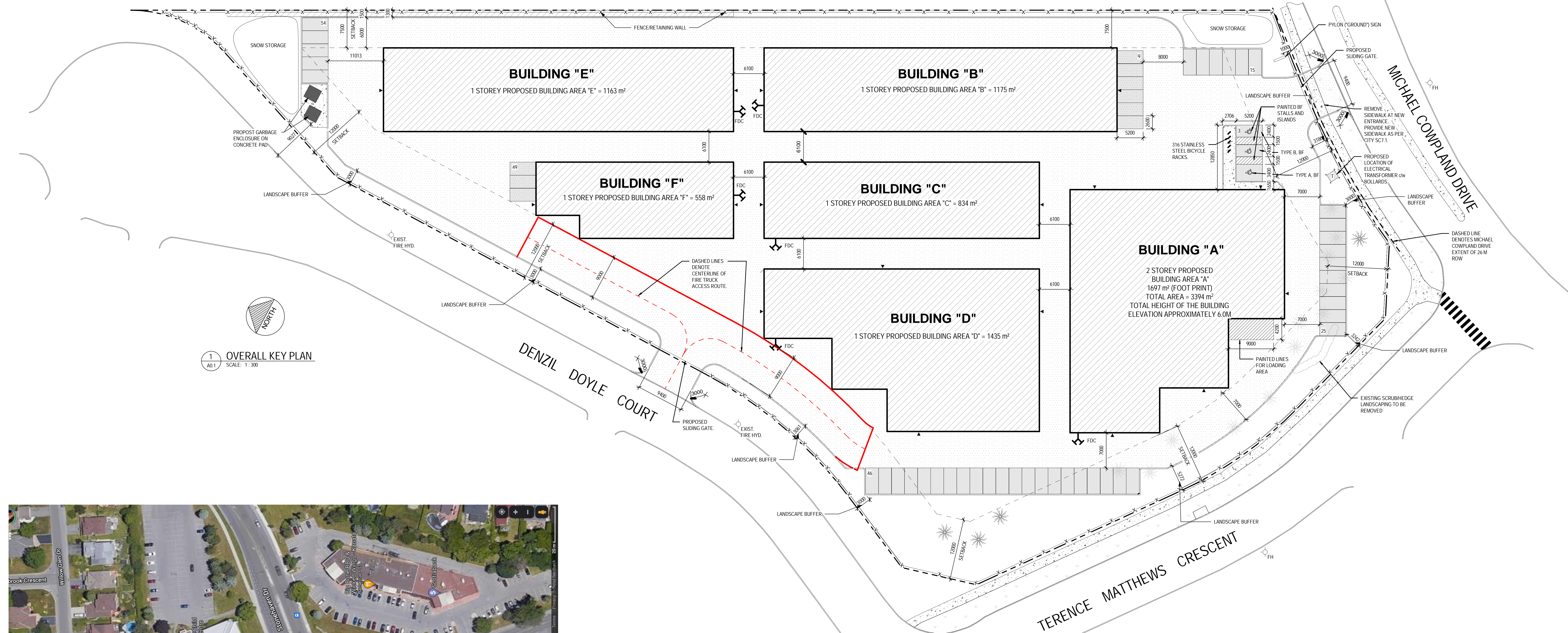
Johnson Kwan, MCIP, RPP
Senior Planner



Jill MacDonald, MCIP, RPP
Project Planner

APPENDIX

A SITE PLAN



SITE LOCATION

TYPICAL SITE NOTES

- CONTRACTOR TO CONFIRM ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO CONTRACTOR ADMINISTRATOR PRIOR TO CONSTRUCTION.
- LAYOUT TO BE APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO ANY CONSTRUCTION OR REMOVALS.
- ALL DIMENSIONS ARE IN METRIC UNLESS OTHERWISE NOTED.
- CONTRACTOR IS RESPONSIBLE FOR ALL EXCAVATIONS, REMOVALS, DISPOSALS AND ROUGH GRADING AS REQUIRED TO CONSTRUCTION ALL WORKS AS SHOWN ON ALL PLANS, DETAILS AND SPECIFICATIONS.
- LOCATION OF ALL UTILITIES SHOWN FOR ILLUSTRATION ONLY. CONTRACTOR MUST CONTACT ALL UTILITIES REGARDING RULES FOR WORKING IN THE AREA OF THE UTILITIES PRIOR TO COMMENCEMENT OF ANY WORK. CONTRACTOR MUST CONFIRM LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
- ALL EXISTING ROADS, SIDEWALKS, CURBS, FENCING, PAVING, SLOTTED AREAS, AND APPROACHES, ETC. TO REMAIN TO BE PROTECTED DURING CONSTRUCTION TO CONTRACT ADMINISTRATOR'S APPROVAL AT THE CONTRACTOR'S OWN COSTS.
- ALL EXISTING TREES, SHRUB BEDS, MULCH BEDS, AND SOIL TO REMAIN TO BE PROTECTED DURING CONSTRUCTION. AREAS DAMAGED DURING CONSTRUCTION TO BE REPAIRED TO CONTRACT ADMINISTRATOR'S APPROVAL AT THE CONTRACTOR'S OWN COST.
- USE SPECIFIED BACKFILL IN ALL TRENCHES RUNNING BELOW ALL STRUCTURES, PAVING, WALKWAYS, ETC.
- FILL ALL HOLES AND LOW AREAS TO DESIGN SUBGRADE WITH COMPACTED FILL SUITABLE TO SURFACE FINISH. FOR SLOTTED/PLANTED AREAS USE COMPACTED CLEAN EARTH FILL SUITABLE FOR PLANT GROWTH. FOR PAVED AREAS USE COMPACTED GRANULAR BASE.
- ALL TREES WITHIN OR IMMEDIATELY ADJACENT TO AREA OF WORK TO BE PROTECTED TO CITY OF OTTAWA TREE PROTECTION STANDARDS.

ONTARIO BUILDING CODE

- SITE PLAN DESIGN IS BASED ON SECTION 3.10. SELF-SERVICE STORAGE BUILDINGS.
- OCCUPANCY CLASSIFICATION IS F-2. ALL BUILDINGS ARE SPRINKLERED. OCCUPANT LOAD DOES NOT APPLY.
- SPATIAL SEPARATIONS DOES NOT APPLY BETWEEN BUILDINGS AS PER OBC 3.10.4.3 (4). THE DISTANCE BETWEEN INDIVIDUAL BUILDINGS SHALL NOT BE LESS THAN 6M.
- PER OBC 3.10. PROVISIONS FOR FIRE FIGHTING MEETS 9M WIDE ACCESS ROUTE AND UNOBSTRUCTED PATH OF TRAVEL FOR THE FIRE FIGHTER FROM THE VEHICLE TO THE FIRE DEPARTMENT CONNECTION (FDC) OF MAX. 45M.

ZONING

60 Denzil Doyle Court
 SITE INFORMATION
 Legal Description: Part of Lot 31, Concession 10, Geographic Township of Goulbourn, City of Ottawa
 Municipal Address: 60 Denzil Doyle Court, Kanata, ON
 Site Area: 16,575 m² (178,411.8 ft²)
 Building Area: Existing: N/A Proposed: 8,557 m² (92,106.8 ft²)
 ZONING INFORMATION:
 Zoning: Business Park Industrial, Subzone 4 - Kanata South Business Park (IP4)
 Lot Coverage (Sec 205, Table 205): Required 55% (maximum) Proposed 41%
 Building Height (Sec 205, Table 205(b)): Required 22 m (maximum) Proposed 6.6 m
 Floor Space Index (Sec 205, Table 205(c)): Required 2 (maximum) Proposed 0.5
 Required Yards (Sec 206, Table 206): Min. Front Yard Building A - 12 (12 m required) Min. Interior Side Yard Buildings B and E - 7.5 m (7.5 m required) Min. Rear Side Yard: 12 m (7.5 m required)

SITE PLAN SYMBOLS LEGEND

- ENTRANCE
- PROPERTY LINE
- FIRE HYDRANT
- SIDEWALK/CONCRETE SURFACE
- SETBACK LINE
- GRASS
- FENCE LINE
- LANDSCAPING
- ASPHALT
- PAINTED LINES
- PADMOUNT TRANSFORMER BY HYDRO OTTAWA. PROVIDE TRANSFORMER BASE TO HYDRO OTTAWA STANDARDS. PRECAST TRANSFORMER BASE AND BOLLARDS BY GENERAL CONTRACTOR. REFER TO HYDRO OTTAWA STANDARD DETAILS UFS0001, UFS0002 AND UFS008.
- BOLLARD
- DOTS DENOTES TREE TO BE REMOVED
- STAR DENOTES TREE TO REMAIN

LOT DISCRPTION

TAKEN FROM SURVEYOR'S REAL PROPERTY REPORT PART 1 Plan of PART OF LOT 31 CONCESSION 10 GEOGRAPHIC TOWNSHIP OF GOULBOURN CITY OF OTTAWA Surveyed by Annis, O'Sullivan, Vollebakk Ltd.

PARKING

ZONING REQUIREMENTS: WAREHOUSE: 0.8 PER 100M² FOR THE FIRST 5,000 M² OF GFA, AND 0.4 PER 100 M² ABOVE 5,000 M² OF GFA
 TOTAL PROPOSED GFA = 8557 M² = 40 PARKING STALLS
 +0.4 (3527 M² / 100 M²) = 14 PARKING STALLS
 TOTAL PARKING STALLS REQUIRED = 54
 FDC - APPROXIMATE LOCATION OF FIRE DEPARTMENT CONNECTION ON BUILDING

SITE SUMMARY

EXISTING LOT AREA 16575 SQ.M
 PROPOSED BUILDING "A" 3394 SQ.M
 PROPOSED BUILDING "B" 1173 SQ.M
 PROPOSED BUILDING "C" 834 SQ.M
 PROPOSED BUILDING "D" 1435 SQ.M
 PROPOSED BUILDING "E" 1163 SQ.M
 PROPOSED BUILDING "F" 558 SQ.M
 TOTAL PROPOSED G.F.A. 8557 SQ.M
 LOT COVERAGE (8557-1687 BLDG "A") 8660 41% PROPOSED
 THE MAXIMUM PERMITTED LOT COVERAGE IS 55% AS PER TABLE 205(C)

ARCHITECTURAL

GENERAL SITE PLAN

ARCHITECTURAL

GENERAL SITE PLAN

ARCHITECTURAL

GENERAL SITE PLAN

SHEET NUMBER: A0.1

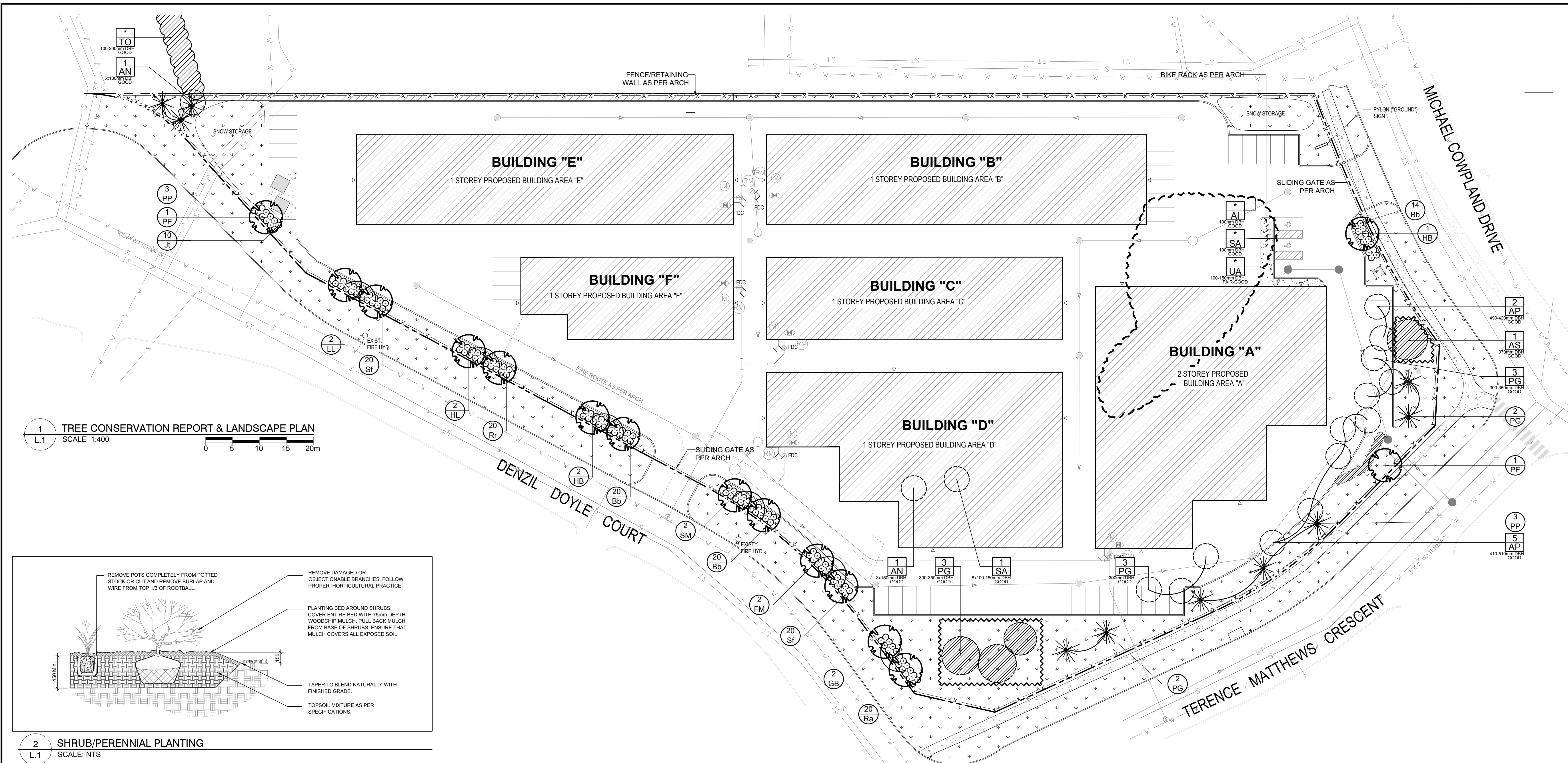
DATE:

DATE:

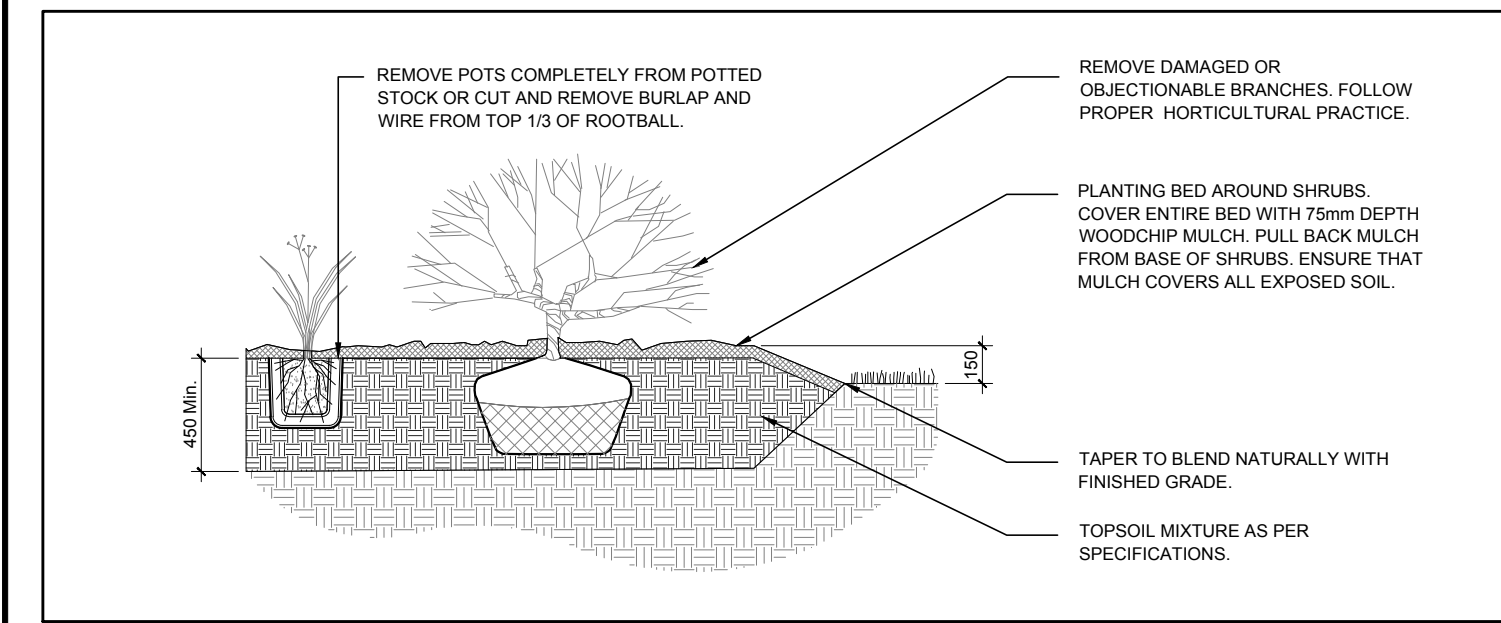
APPENDIX

B

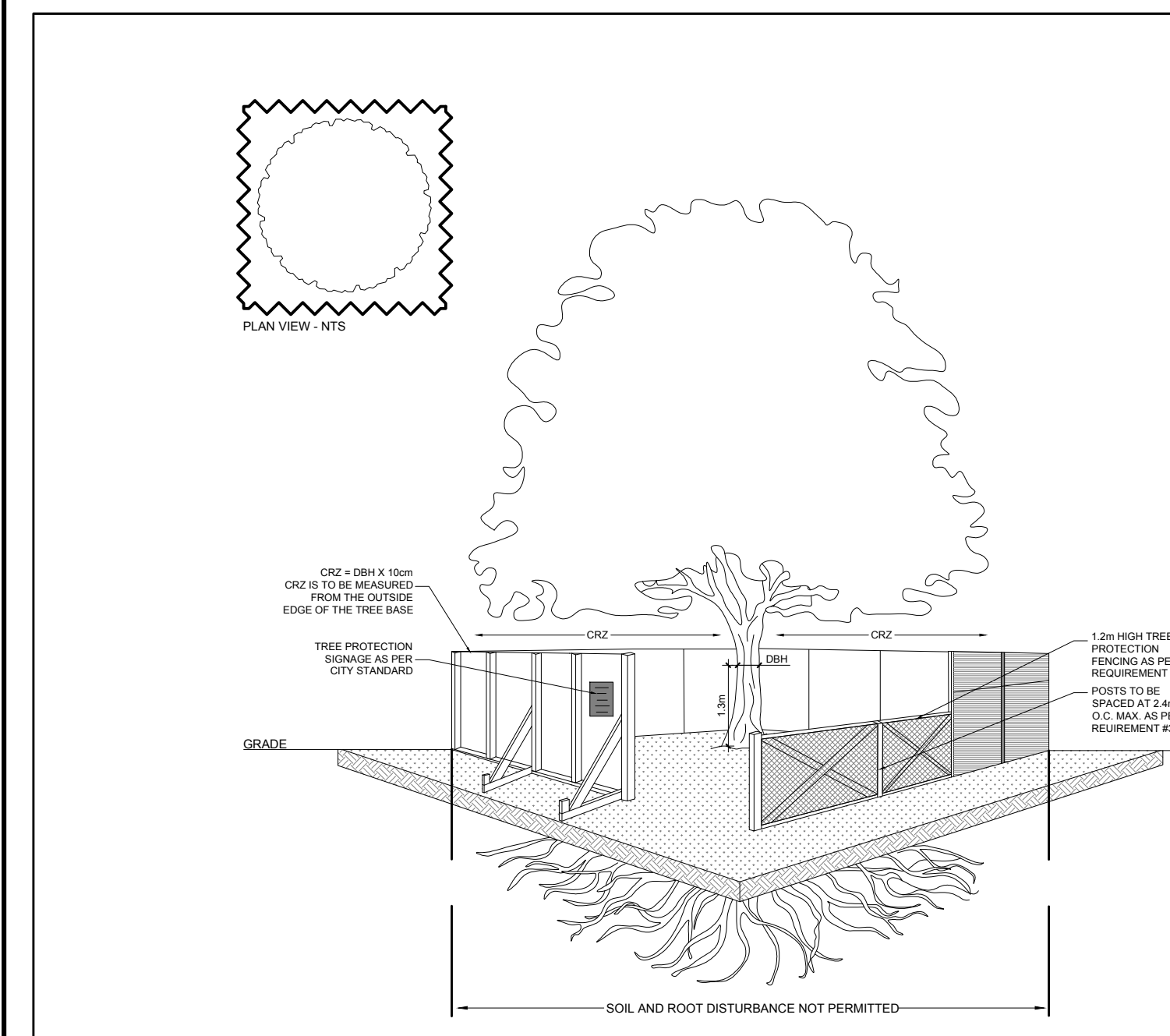
LANDSCAPE PLAN



1 TREE CONSERVATION REPORT & LANDSCAPE PLAN
L.1 SCALE: 1:400



2 SHRUB/PERENNIAL PLANTING
L.1 SCALE: NTS



3 TREE PROTECTION FENCE
L.1 SCALE: NTS

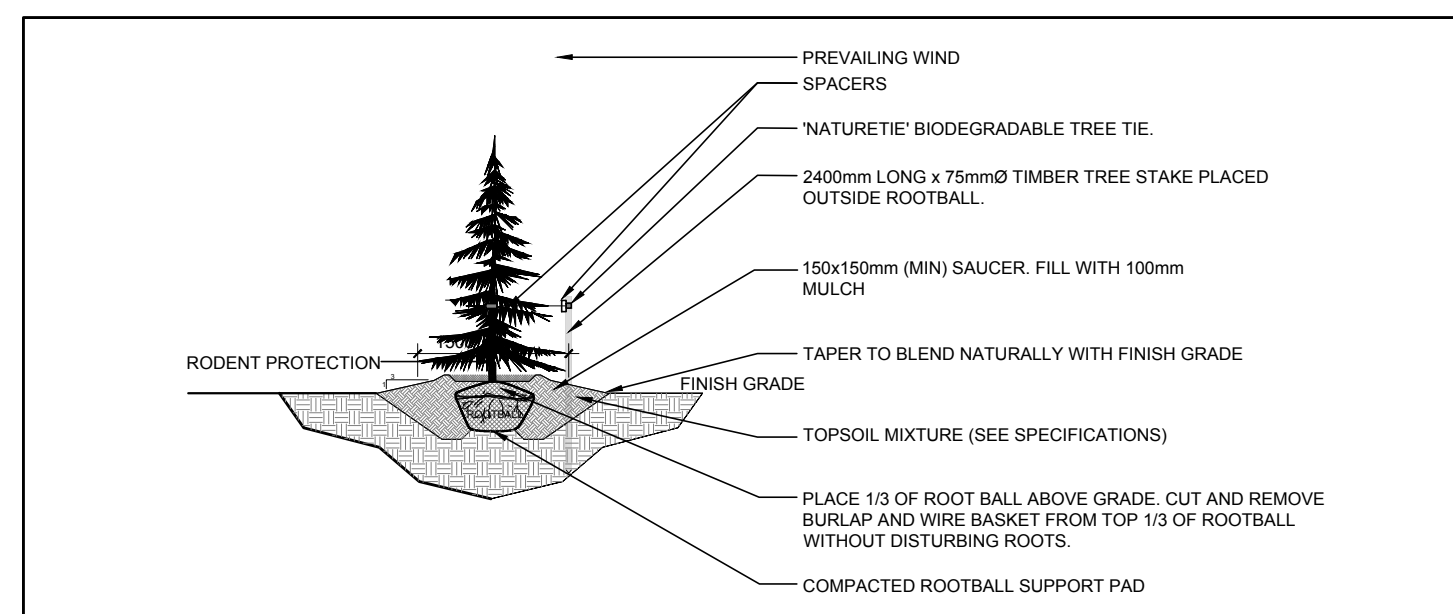
TREE PROTECTION REQUIREMENTS:

- PRIOR TO ANY WORK ACTIVITY WITHIN THE CRITICAL ROOT ZONE (CRZ = 10x DIAMETER) OF A TREE, TREE PROTECTION FENCING MUST BE INSTALLED SURROUNDING THE CRITICAL ROOT ZONE AND REMAIN IN PLACE UNTIL THE WORK IS COMPLETE.
- UNLESS PLANS ARE APPROVED BY CITY FORESTRY STAFF, FOR WORK WITHIN THE CRZ:
 - DO NOT PLACE ANY MATERIAL, OR EQUIPMENT INCLUDING OUTHOUSES;
 - DO NOT ATTACH ANY SIGNS, NOTICES OR POSTERS TO ANY TREE;
 - DO NOT RAISE OR LOWER THE EXISTING GRADE, TUNNEL OR BORE WHEN DIGGING;
 - DO NOT DAMAGE THE ROOT SYSTEM, TRUNK, OR BRANCHES OF ANY TREE;
 - ENSURE THAT EXHAUST FUMES FROM ALL EQUIPMENT ARE NOT DIRECTED TOWARD ANY TREE CANOPY;
 - DO NOT EXTEND HARD SURFACE OR SIGNIFICANTLY CHANGE LANDSCAPING.
- TREE PROTECTION FENCING MUST BE AT LEAST 1.2m IN HEIGHT, AND BE CONSTRUCTED OF ROUGH OR FRAMED MATERIALS (E.G. MODULOC - STEEL PL WOOD HOARDING, OR SNOW FENCE ON A 2"X4" WOOD FRAME) WITH POSTS 2.4m APART, SUCH THAT THE FENCE LOCATION CANNOT BE ALTERED. ALL SUPPORTS AND BRACINGS MUST BE PLACED OUTSIDE OF THE CRZ, AND INSTALLATION MUST MINIMIZE DAMAGE TO EXISTING ROOTS. (SEE DETAIL)
- THE LOCATION OF THE TREE PROTECTION FENCING MUST BE DETERMINED BY AN ARBORIST AND DETAILED ON ANY ASSOCIATED PLANS FOR THE SITE (E.G. TREE CONSERVATION REPORT, TREE DISCLOSURE REPORT, ETC.). THE PLAN AND CONSTRUCTED FENCING MUST BE APPROVED BY CITY FORESTRY STAFF PRIOR TO THE COMMENCEMENT OF WORK.
- IF THE FENCED TREE PROTECTION AREA MUST BE REDUCED TO FACILITATE CONSTRUCTION, MITIGATION MEASURES MUST BE PRESCRIBED BY AN ARBORIST AND APPROVED BY CITY FORESTRY STAFF. THESE MAY INCLUDE THE PLACEMENT OF PL WOOD, WOOD CHIPS OR STEEL PLATING OVER THE ROOTS FOR PROTECTION OR THE PROPER PRUNING AND CARE OF ROOTS WHERE ENCOUNTERED.

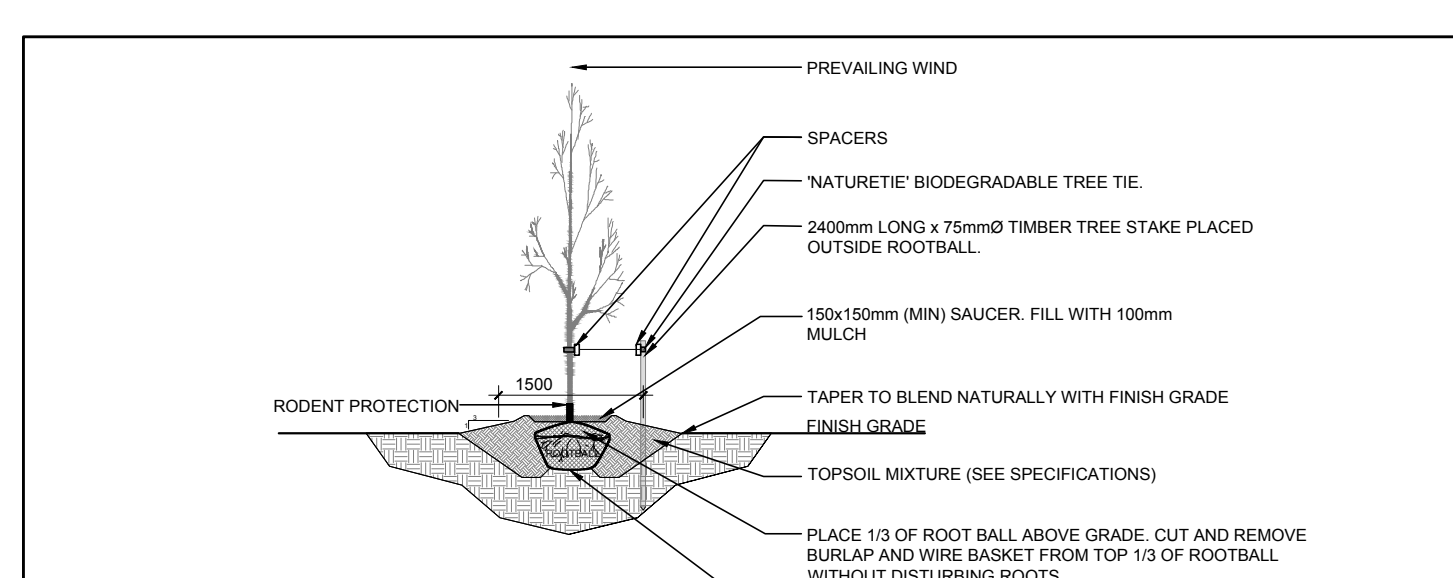
BY-LAWS:

ALL CITY-OWNED TREES ARE PROTECTED UNDER THE MUNICIPAL TREES AND NATURAL AREAS PROTECTION BY-LAW (2006-276). WITHIN THE URBAN AREA.

PRIVATELY-OWNED TREES GREATER THAN 90mm IN DIAMETER ON LOTS 1 HECTARE IN SIZE OR LESS, AND TREES GREATER THAN 150mm IN DIAMETER ON LOTS GREATER THAN 1 HECTARE, ARE PROTECTED UNDER THE URBAN TREE CONSERVATION BY-LAW (2009-205).



4 CONIFEROUS TREE PLANTING
L.1 SCALE: NTS



5 DECIDUOUS TREE PLANTING
L.1 SCALE: NTS

EXISTING TREE LIST QTY KEY

KEY	BOTANICAL NAME	COMMON NAME	SIZE	CRITICAL ROOT ZONE	OWNERSHIP	CONDITION	ACTION
DECIDUOUS TREES							
*-AI	<i>Ainus incana</i>	Speckled Alder	100mm DBH	1000mm	60 Denzil Doyle Court	GOOD	TO BE REMOVED
2-AN	<i>Acer negundo</i>	Manitoba Maple	100mm DBH	1000mm	60 Denzil Doyle Court	GOOD	TO BE REMOVED
7-AP	<i>Acer platanoides</i>	Norway Maple	390-510mm DBH	3900-5100mm	60 Denzil Doyle Court	GOOD	TO BE REMOVED
1-AS	<i>Acer saccharum</i>	Sugar Maple	370mm DBH	3700mm	60 Denzil Doyle Court	GOOD	TO REMAIN
9-PG	<i>Picea glauca</i>	White Spruce	300-350mm DBH	3000-3500mm	60 Denzil Doyle Court	GOOD	SEE PLAN
*-SA	<i>Acer negundo</i>	Manitoba Maple	100mm DBH	1700mm	60 Denzil Doyle Court	GOOD	TO BE REMOVED
*-TO	<i>Thuja occidentalis</i>	White Cedar	100-200mm DBH	1000-2000mm	5808/600 Eagleson Rd	GOOD	TO REMAIN
*-UA	<i>Ulmus americana</i>	American Elm	100-150mm DBH	1000-1500mm	60 Denzil Doyle Court	FAIR-GOOD	TO BE REMOVED

*DENOTES NUMEROUS

PROPOSED PLANT LIST QTY KEY

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
FM	2	<i>Acer freemanii</i>	Freeman's Maple	60mm cal.	B&B	
GB	2	<i>Ginkgo biloba</i>	Maidenhair Tree	60mm cal.	B&B	Male only
HB	3	<i>Celtis occidentalis</i>	Hackberry	60mm cal.	B&B	
HL	2	<i>Gleditsia triacanthos var. inermis</i>	Shademaster Honey Locust	60mm dia.	B&B	
LL	2	<i>Tilia cordata</i>	Littleleaf Linden	60mm cal.	B&B	
PE	2	<i>Ulmus wilsoniana 'Prospector'</i>	Prospector Elm	60mm cal.	B&B	
PG	4	<i>Picea glauca</i>	White Spruce	1800mm ht.	B&B	Space 4000mm O.C.
PP	6	<i>Picea pungens</i>	Colorado Spruce	1800mm ht.	B&B	Space 4000mm O.C.
SM	2	<i>Acer saccharum</i>	Sugar Maple	60mm cal.	B&B	
SHRUBS						
Bb	54	<i>Euonymus alatus 'Compactus'</i>	Dwarf Burning Bush	600mm ht.	Potted	Space 1000mm O.C.
Jt	10	<i>Juniperus sabina 'Tamariscifolia'</i>	Tamarix Juniper	600mm ht.	Potted	Space 1000mm O.C.
Ra	20	<i>Ribes alpinum</i>	Alpine Currant	600mm ht.	Potted	Space 1000mm O.C.
Rr	20	<i>Rosa rugosa</i>	Rugosa Rose	800mm ht.	Potted	Space 1000mm O.C.
Sf	40	<i>Sobaria sorbifolia 'Sem'</i>	Sem False Spirea	600mm ht.	Potted	Space 1000mm O.C.

CLIENT

ACCESS STORAGE

CONSULTANTS

ARCHITECTS: **ARCHITECTURE | 49**

1541 ROSHARON AVENUE
OTTAWA, ONTARIO
PHONE: (613) 833-9041 FAX: (613) 838-0331 WWW.ARCHITECTURE49.COM

CIVIL ENGINEERS: **IBI GROUP**

333 Preston Street
Tower 1, Suite 400
Ottawa, Ontario
Canada K1S 5N4
Tel: (613) 225-1311
Fax: (613) 225-9868

LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING HEDGE TO REMAIN
- EXISTING GROUP OF TREES TO BE REMOVED
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PROPOSED SOD
- TREE PROTECTION FENCE

1	ISSUED FOR SITE PLAN CONTROL	12/13/2022	ML	JL
No.	Issue	Date	MADE BY	DR

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
3332 CARLING AVE. OTTAWA, ONTARIO K2H 5A8
Tel. (613) 722-5168 Fax. (1866) 343-3942

PROJECT: ACCESS STORAGE
60 DENZIL DOYLE COURT, OTTAWA ON

DRAWING: TREE CONSERVATION REPORT & LANDSCAPE PLAN

STAMP: ASSOCIATION OF LANDSCAPE ARCHITECTS OF ONTARIO

SCALE: AS SHOWN
START DATE: NOVEMBER 2022
PROJECT NO.
DRAWING NO.
PLOT SIZE ARCH-E

L.1

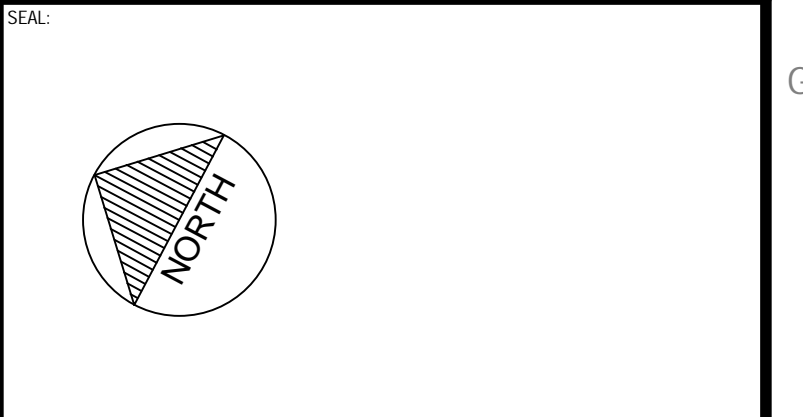
APPENDIX

C

ELEVATION

CONSULTANT: SUB CONSULTANT
 CONSULTANT: SUB CONSULTANT

DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____



PROJECT REF #
 PROJECT
 Access Storage 60 Denzil Doyle Ct

FLOOR PLAN
 FLOOR PLAN

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 THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.

NOTES FOR REVIEWER

REVISIONS

REVISIONS

REVISIONS

REVISIONS

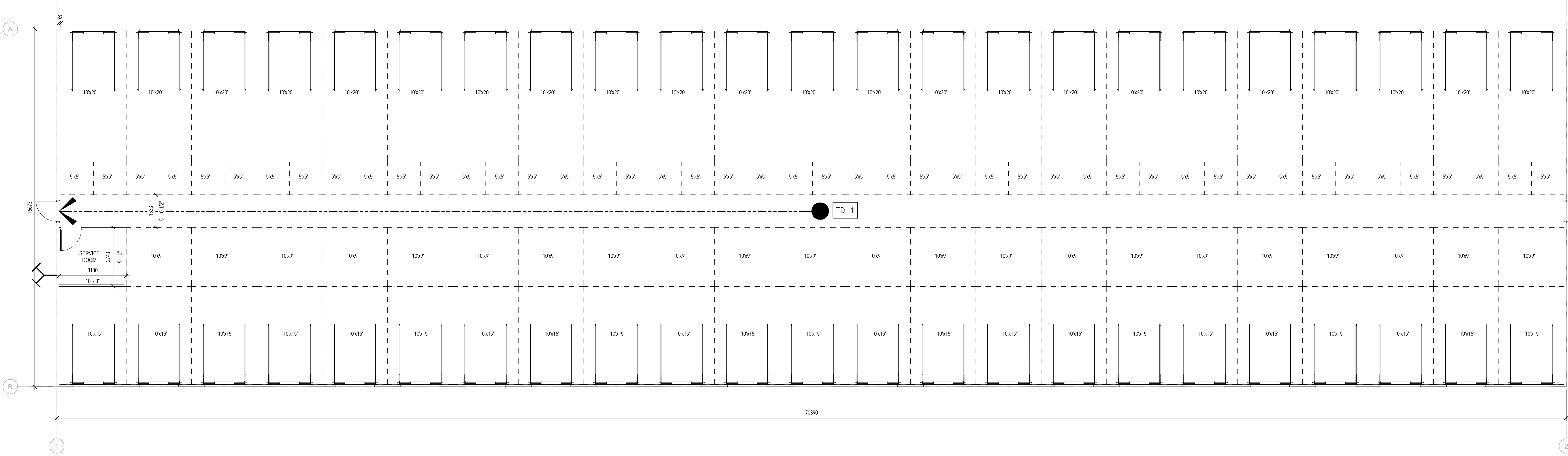
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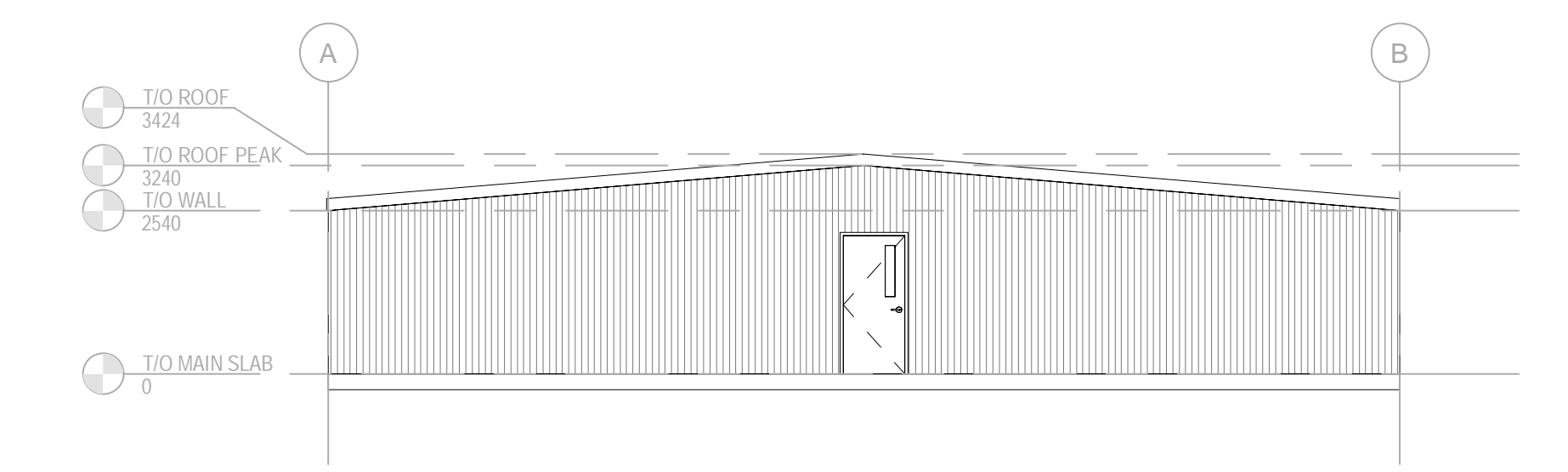
REVISIONS



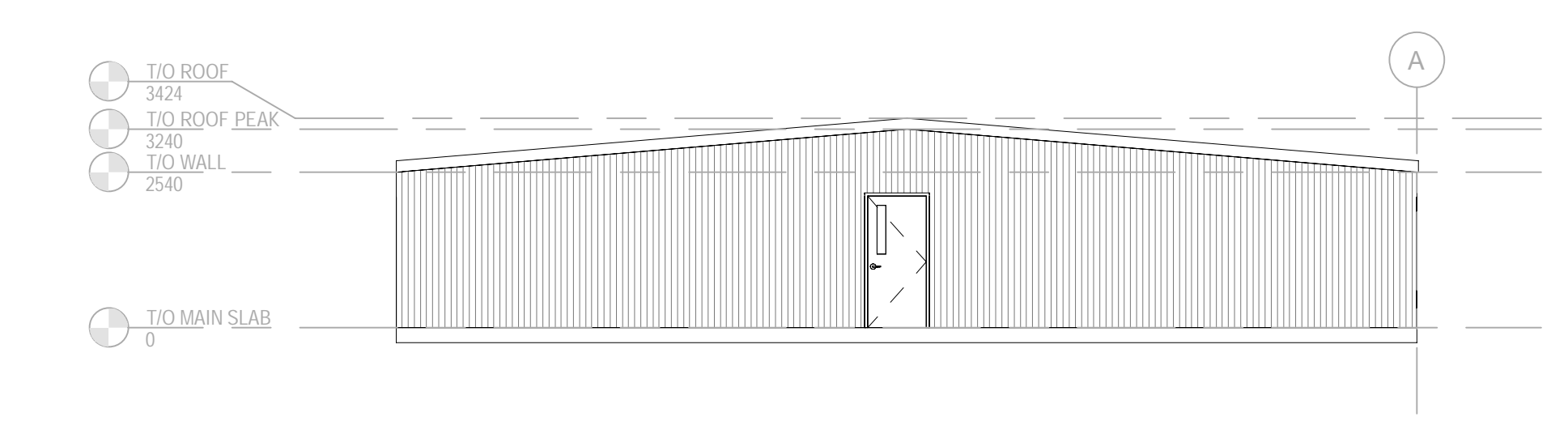
1 BUILDING B OVERALL GROUND FLOOR PLAN
 SCALE: 1/32

5x5' = 46
 10x9' = 22
 10x15' = 23
 10x20' = 23

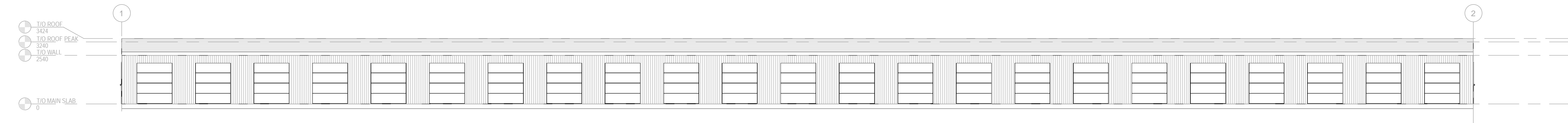
BUILDING "B"



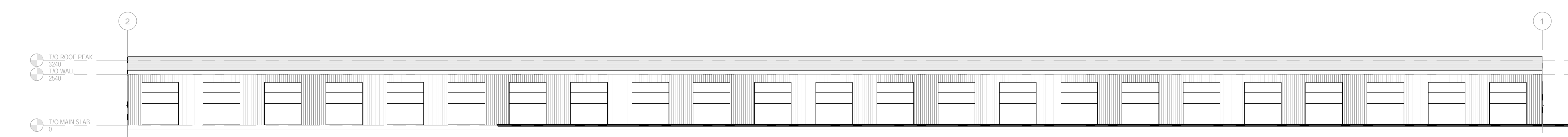
2 EXTERIOR ELEVATION - EAST
 SCALE: 1/100



5 EXTERIOR ELEVATION - WEST
 SCALE: 1/100



3 EXTERIOR ELEVATION - NORTH
 SCALE: 1/100

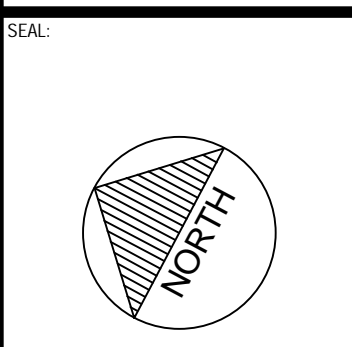


4 EXTERIOR ELEVATION - SOUTH
 SCALE: 1/100

PROJECT NO.	DATE
Z49-00000-11	NOVEMBER 2022
ORIGINAL SCALE	AS INDICATED
AS INDICATED	IF THE BAR IS NOT SHOWN, ASSUME YOUR PLOTTING SCALE
DESIGNED BY	OWNER
ICAB	NMMAS
CHECKED BY	DATE
ICAB	
DISCIPLINE	ARCHITECTURAL
TITLE	BUILDING B - OVERALL PLANS - GROUND FLOOR
SHEET NUMBER	B-A2.1
DATE	

CONSULTANT: SEER CONSULTANT

CONSULTANT: SEER CONSULTANT



CLIENT REF: A
 PROJECT: Access Storage 60 Denzil Doyle Ct

REV. NO. 1
 DATE: 11/01/2022
 DESCRIPTION: 1.000

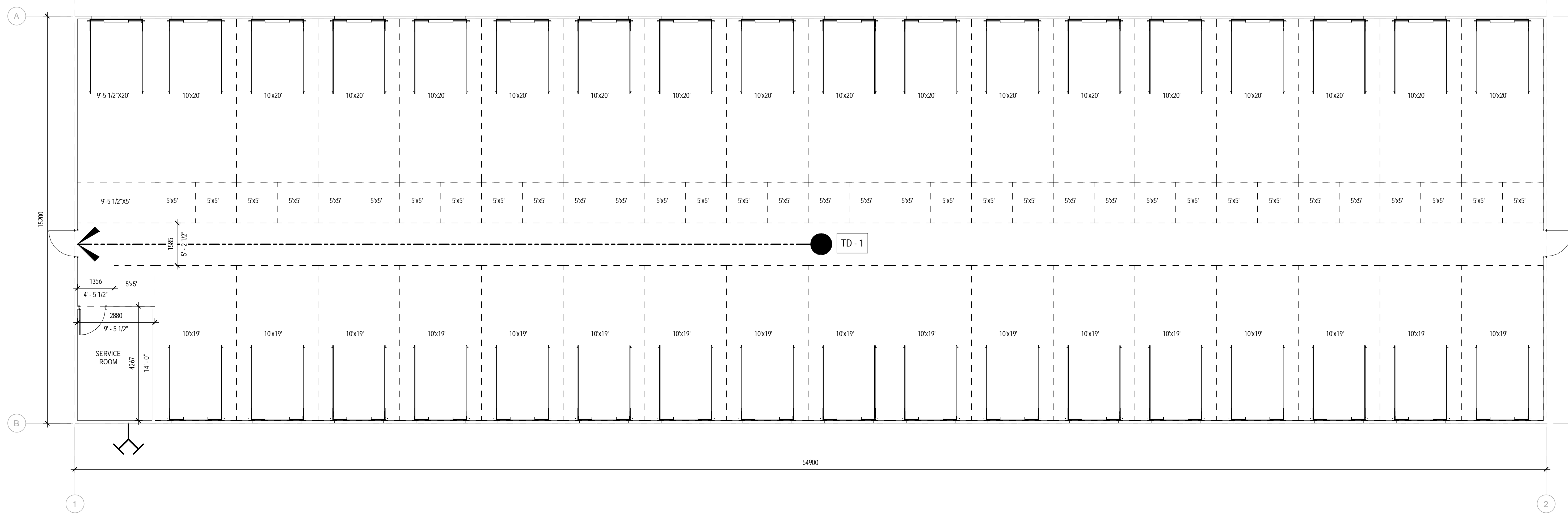
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DESIGNED FOR: NETWORK

REV.	NO.	DATE	DESCRIPTION

PROJECT NO:	224-BUNGS-11	DATE:	NOVEMBER 2022
PROJECT SCALE:	As Indicated	IF THE BAR IS NOT	YOUR PLOTTING SCALE
DESIGNED BY:	ICJAB	DRAWN BY:	NMMAS
CHECKED BY:	ICJAB	DATE:	

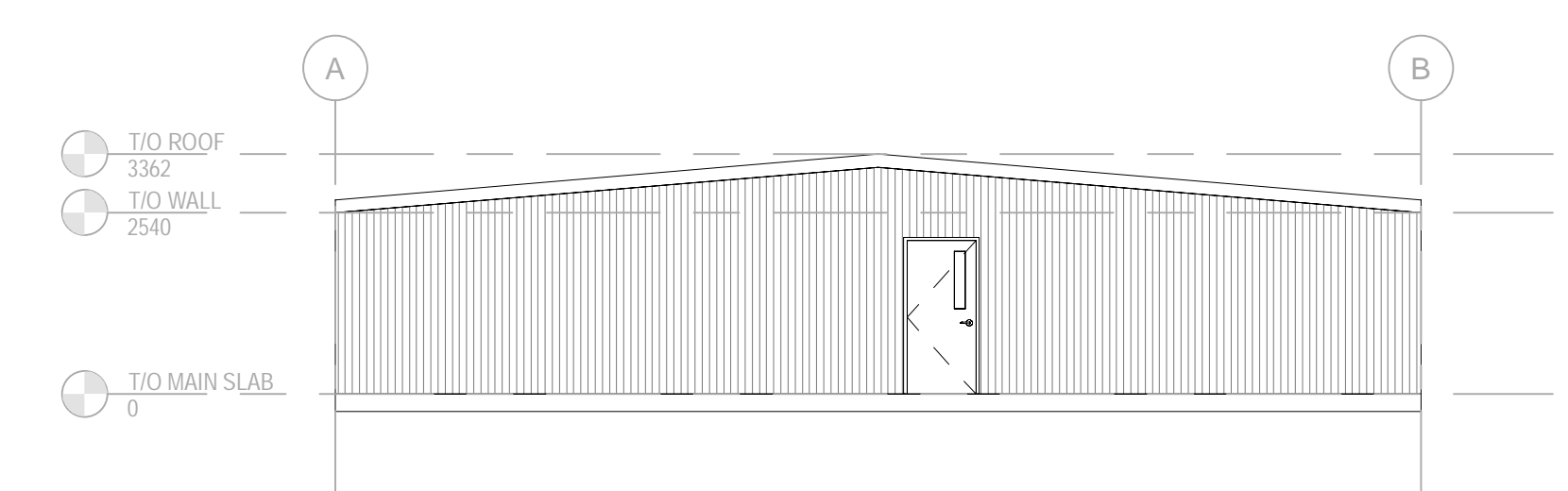
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TITLE: BUILDING C - OVERALL PLANS - GROUND FLOOR	
SHEET NUMBER: C-A2.1	OF:
DATE OF:	BY:



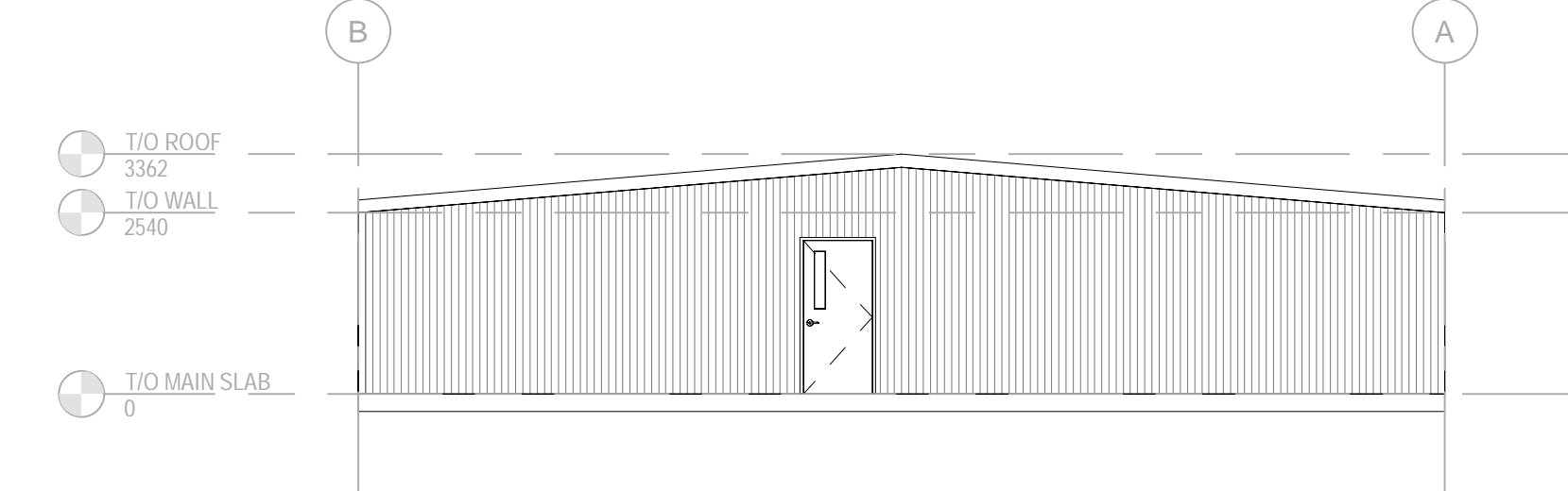
1 BUILDING C OVERALL GROUND FLOOR PLAN
 SCALE: 1:75

- 5'x5' = 35
- 10'x19' = 17
- 10'x20' = 17
- 9'-5 1/2"x5' = 1
- 9'-5 1/2"x20' = 1

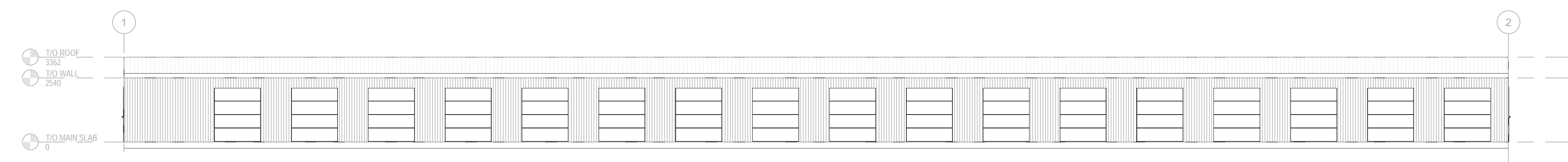
BUILDING "C"



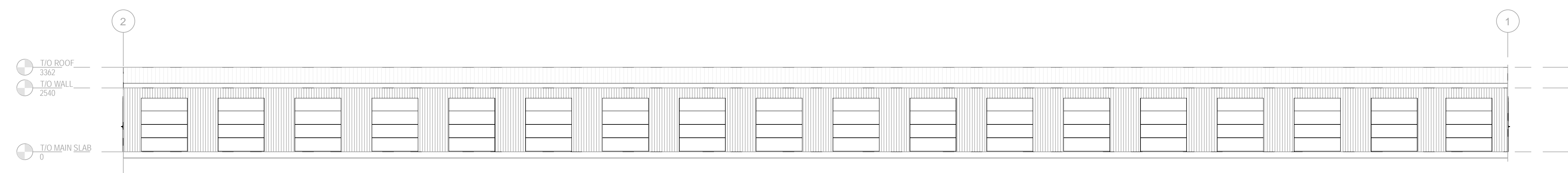
2 EXTERIOR ELEVATION - EAST
 SCALE: 1:100



3 EXTERIOR ELEVATION - WEST
 SCALE: 1:100



4 EXTERIOR ELEVATION - NORTH
 SCALE: 1:100

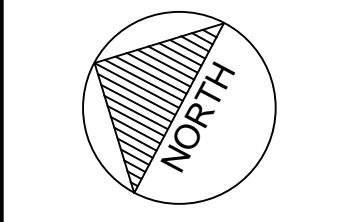


5 EXTERIOR ELEVATION - SOUTH
 SCALE: 1:100

CONSULTANT: SUB CONSULTANT

CONSULTANT: SUB CONSULTANT

DATE:



CLIENT REF. #



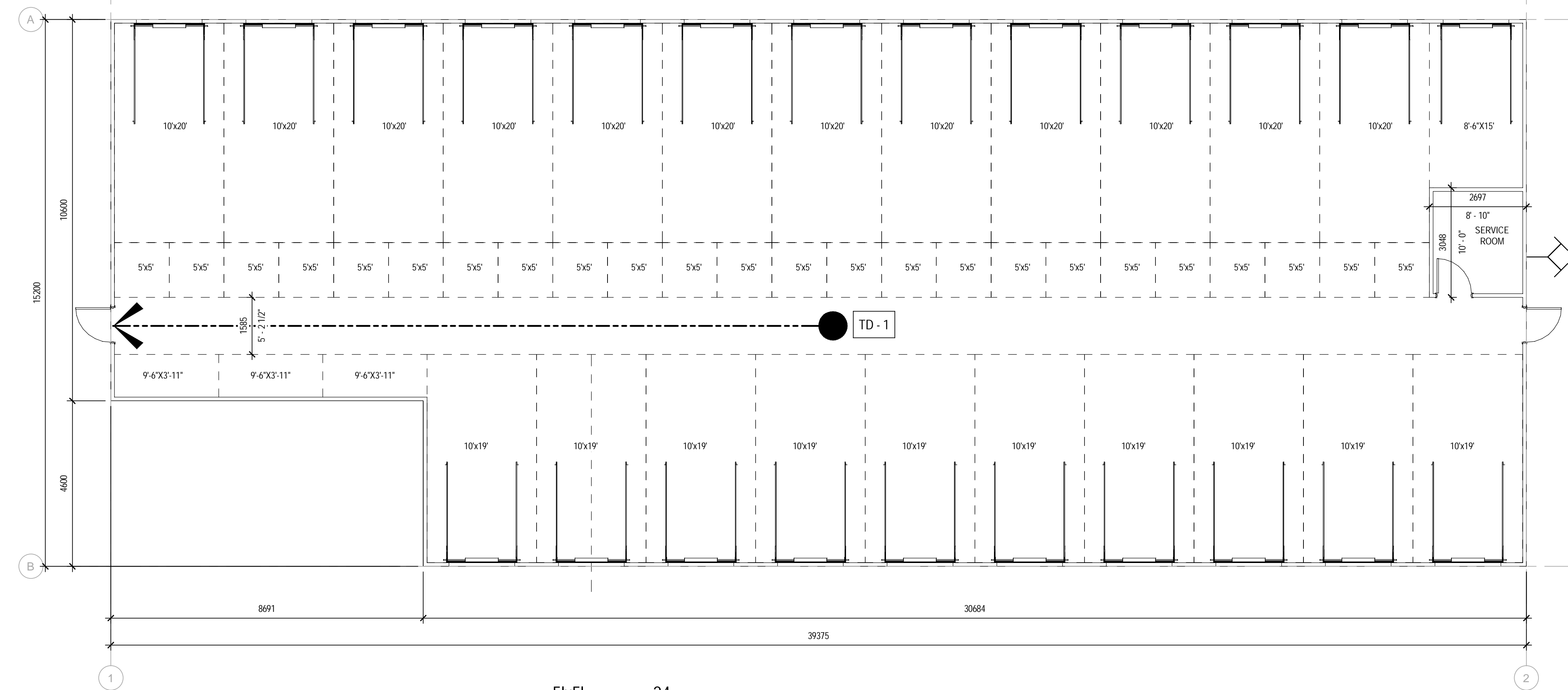
PROJECT

Access Storage 60 Denzil Doyle Ct

FLOOR PLAN

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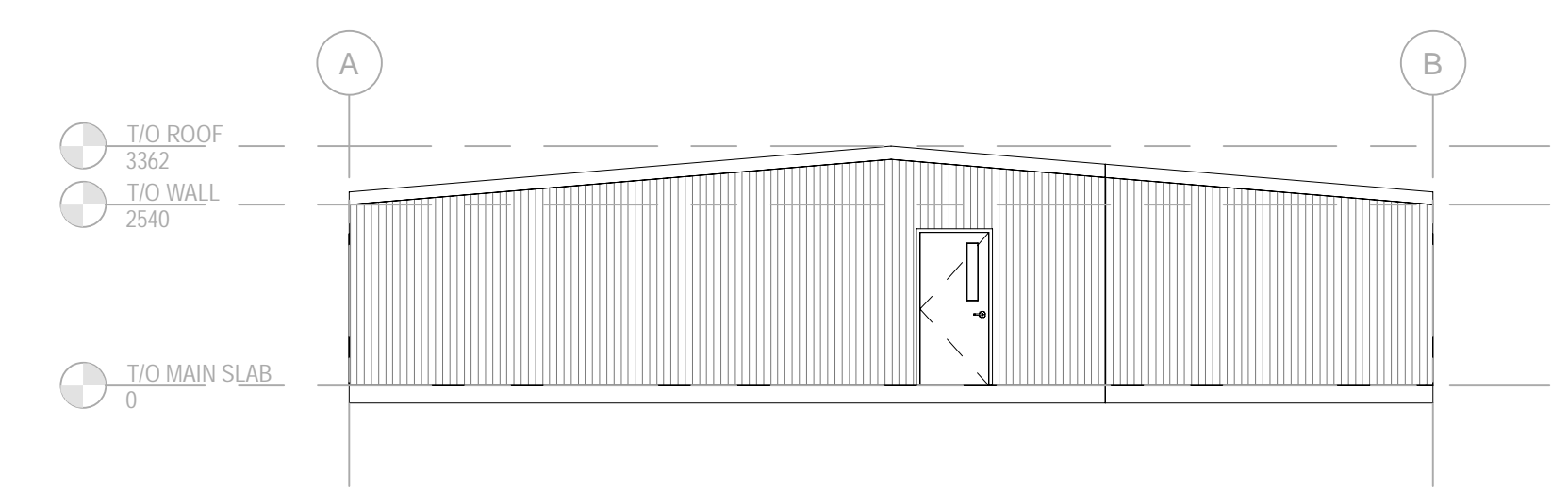
ISSUED FOR: REVIEW



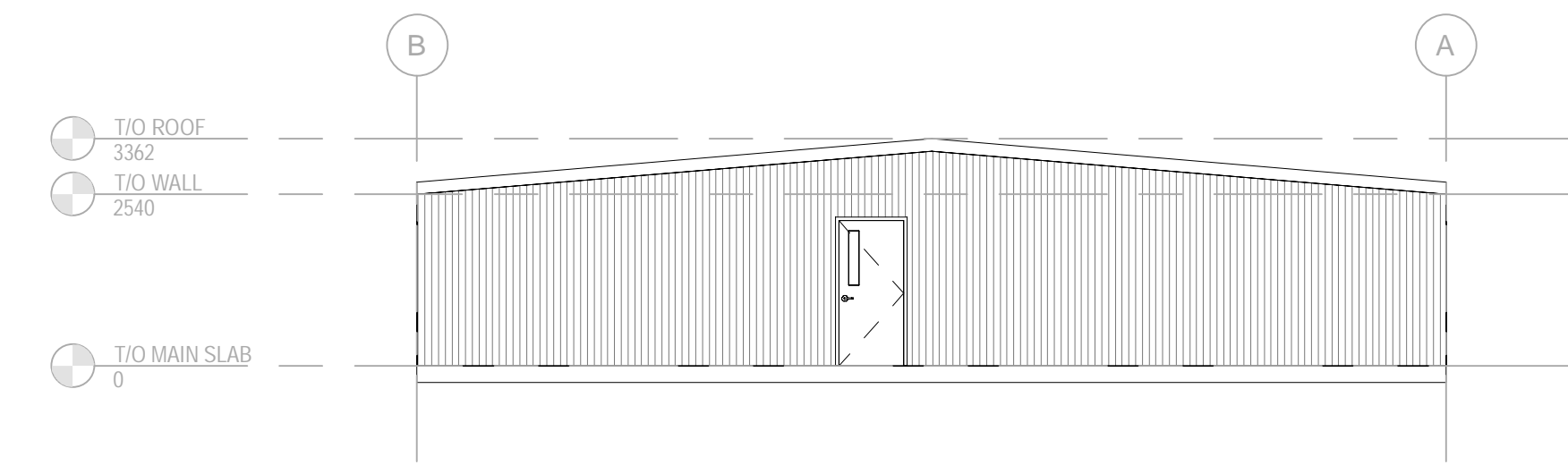
1 BUILDING F OVERALL GROUND FLOOR PLAN
 SCALE: 1:75

- 5x5' = 24
- 10x19' = 10
- 10x20' = 12
- 8-6'x15' = 1
- 9-6'x3'-11" = 3

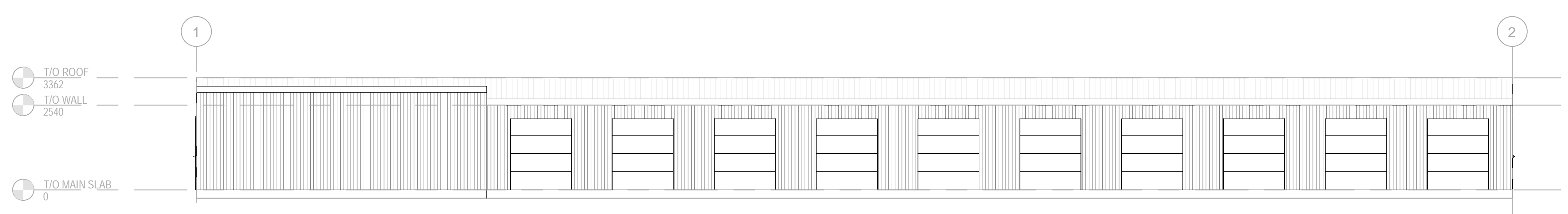
BUILDING "F"



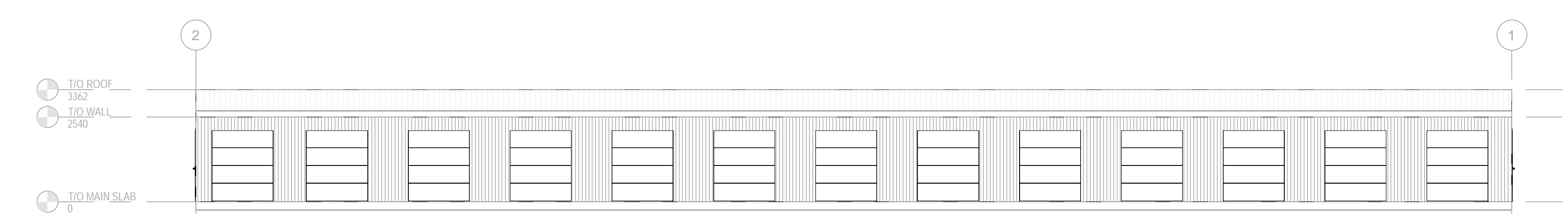
2 EXTERIOR ELEVATION - EAST
 SCALE: 1:100



5 EXTERIOR ELEVATION - WEST
 SCALE: 1:100



3 EXTERIOR ELEVATION - NORTH
 SCALE: 1:100



4 EXTERIOR ELEVATION - SOUTH
 SCALE: 1:100

NO.	REV.	DATE	DESCRIPTION

PROJECT NO.	DATE
ZFH-2023-11	NOVEMBER 2022
ORIGINAL SCALE	AS INDICATED
DESIGNED BY	IF THE BAR IS NOT FULLED, PROJECT YOUR PLOTTING SCALE
DRAWN BY	
CHECKED BY	
DATE	

DISCIPLINE	ARCHITECTURAL
TITLE	BUILDING F - OVERALL PLANS - GROUND FLOOR
SHEET NUMBER	F-A2.1
SHEET	OF
DATE	