

# 415 Legget Drive & 2700 Solandt Road Planning Rationale and Design Brief

## Site Plan Control Application

October 2021





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Prepared For:  
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# 1 Introduction

WSP was retained by Access Property Development to prepare a Planning Rationale and Design Brief (the “Report”) in support of a Site Plan Control application for the properties municipally known as 415 Legget Drive and 2700 Solandt Road (“the site”), in the City of Ottawa.

There is an existing 18,084.7 m<sup>2</sup> (194,662 ft<sup>2</sup>) two-storey flex/office building at 415 Legget Drive. Parking for the existing building is located at the north and east sides of the site. There is an existing stormwater pond at the northeast corner of the site. The redevelopment of the site is split into two (2) phases. Phase 1 includes the change of use from existing office and manufacturing occupancy building to a 2-storey self storage and single-storey high bay warehousing use. A partial removal of the second storey is proposed which will reduce the overall gross floor area (GFA) of the building to approximately 14,347 m<sup>2</sup>.

The proposed development for Phase 2 consists of two (2) one-storey, storage warehouse buildings, with a proposed total gross floor area of approximately 18,580 m<sup>2</sup> (199,993.4 ft<sup>2</sup>), to be located on the existing parking areas north, and east of the existing building at 415 Legget Drive. The two (2) warehouse buildings are proposed to contain light industrial warehousing and ancillary office uses. Phase 2 of the project requires Site Plan approval.

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 the policy and regulatory framework applicable to the site, and provides a planning rationale and design brief for the proposed development; and
- **Section 5** summarizes the planning opinion.

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

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### 2.1 Site Location

The site is legally described as: Part of Blocks 33 & 34, Registered Plan M-280, City of Ottawa, as per the Topographic Plan of Survey prepared by Farley, Smith & Denis Surveying Ltd. (October 19, 2021). It is municipally known as 415 Legget Drive and 2700 Solandt Road and is



located in Ward 4 (Kanata North) on the north side of Legget Drive and east side of Solandt Road as illustrated in **Figure 2-1**. Access Property Development (Parkit Enterprise Inc.) purchased the properties at 415 Legget Drive and 2700 Solandt Road in July 2021.

415 Legget Drive has frontage of approximately 155.4 m along Legget Drive (a Collector road running northwest-southeast). 415 Legget Drive and Solandt Road have a combined frontage of approximately 349.83 m along Solandt Road (a Collector road running north-south), with a total lot area of approximately 7.28 hectares (18 acres). The lands at 415 Legget Drive have an area of approximately 4.45 hectares (11 acres) and the lands at 2700 Solandt Road have an area of approximately 2.79 hectares (6.9 acres). The entire site is irregular in shape. The site has vehicular accesses from Legget Drive and Solandt Road. It is fully serviced by municipal water and sewer.

**Figure 2-1: Site Location**



The southern portion of the site is currently occupied by a two-storey building (415 Legget Drive), formerly occupied by CMC Electronics, Ottawa Scene Canada Group, and Schneider

Electric (see **Figure 2-2**). As part of Phase 1 of the project, a portion of the second storey of the existing building at 415 Legget Drive is proposed to be removed to facilitate the addition of warehouse uses. The northern and eastern portions of the site are occupied by parking areas. There is a stormwater pond located at the northeast corner of the site with natural vegetation abutting the pond to the north and west. The site is primarily comprised of hardscaped surfaces with several street trees along Legget Drive and Solandt Road. There is a grassed boulevard at the north side of the site with a picnic bench for employees.

A site visit was conducted on June 1, 2021. Photos contained herein are from WSP, unless otherwise stated.

**Figure 2-2: Existing two-storey office building (415 Legget Drive)**



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## 2.2 Community Context

The site is located within the Kanata North Business Park, which is primarily comprised of a mix of low density office and light industrial uses. There are some neighbourhood commercial uses and recreational uses in the vicinity of the site, including the Brookstreet Hotel, as well as the Marshes Golf Club.

Land uses adjacent to the site are as follows:

- **North:** 3-storey office building at 2500 Solandt Road and surface parking lot.
- **South:** 2-storey office building at 3000 Solandt Road and surface parking lot.
- **East:** 2-storey office building at 425 Legget Drive and surface parking lot.
- **West:** 7-storey office building at 411 Legget Drive, surface parking lot, and the Marshes Golf Club (320 Terry Fox Drive).



**Figure 2-3: Existing parking area on site looking north from 415 Legget Drive**



**Figure 2-4: Existing parking area on site looking east from 415 Legget Drive**



**Figure 2-5: Stormwater pond at 2700 Solandt, looking north**



**Figure 2-6: Existing grassed boulevard separating the parking areas, looking south**



**Figure 2-7: Existing driveway from Legget Drive to site (415 Legget), looking south**



**Figure 2-8: East face of existing building at 415 Legget, looking west**



**Figure 2-9: North face of existing building at 415 Legget, looking south**



**Figure 2-10: Adjacent office use to west of 415 Legget**



## 2.2.1 Surrounding Development Activity

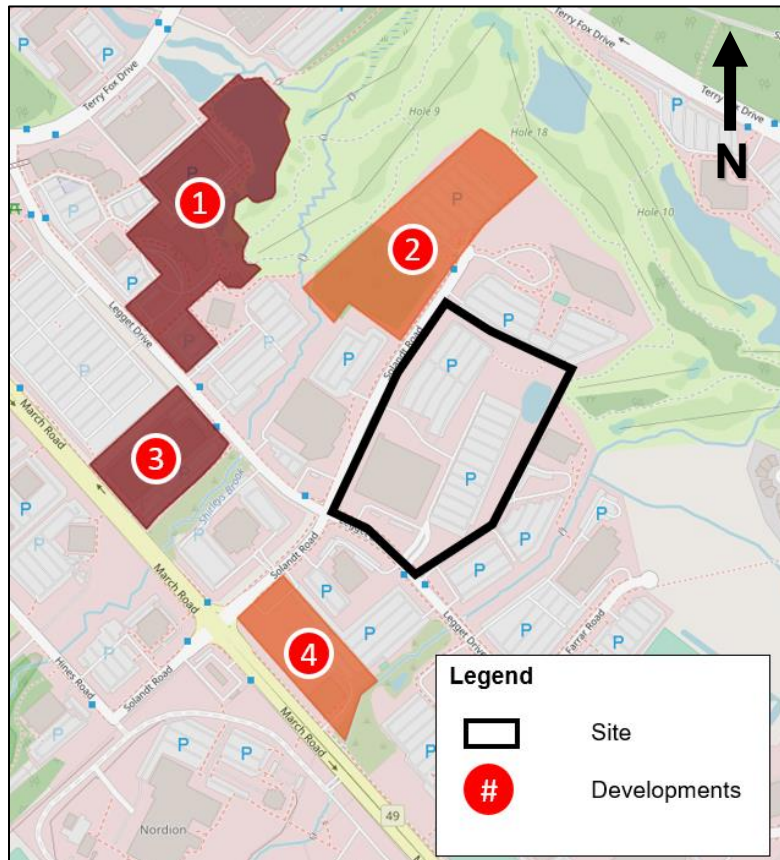
**Figure 2-11** identifies active development applications in the vicinity of the site, in the area generally bounded by Terry Fox Drive to the north, March Road to the west, Farrar Road to the south, and Terry Fox Drive to the east. **Table 2-1** provides a summary of these development applications.

**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	525 Legget Drive	Commercial (Hotel)	2	2,885 m <sup>2</sup>	Built and occupied
2	2505 & 2707 Solandt Road	Commercial (Office)	8	18,425 m <sup>2</sup>	Site plan approved in 2020
3	528 March Road	Mixed Use (Light Industrial/ Commercial)	2	11,067 m <sup>2</sup>	Built and occupied
4	3026 Solandt Road	Commercial (Office)	5	8,230 m <sup>2</sup>	Site plan approved in 2020



**Figure 2-11: Development Activity within the Vicinity of the Site**



## 2.3 Transportation Network

As per Schedule E Urban Road Network of the City of Ottawa Official Plan (2003, Website Consolidation), Legget Drive (running northwest-southeast) and Solandt Road (running north-south) are identified as Collector Roads, as illustrated in

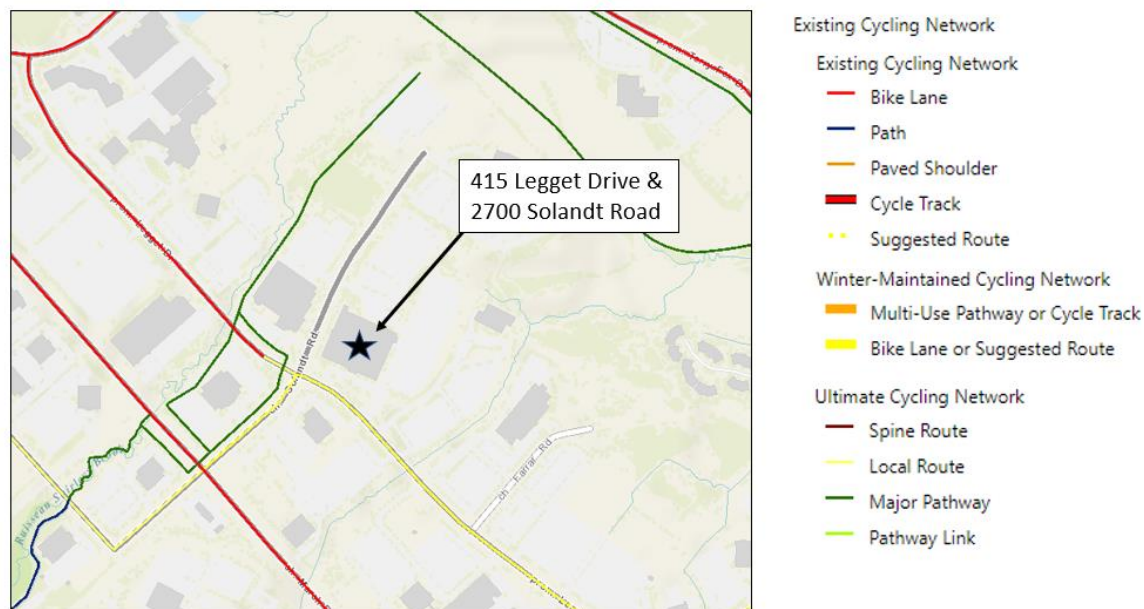
**Figure 2-12.** March Road which is west of the site, is identified on Schedule E as an Arterial Road. North of the site is Terry Fox Drive, which is identified as a Major Collector Road.

There are sidewalks on both sides of Legget Drive. On Solandt Road, there is a sidewalk on the west side of the street. There are no bike lanes on Legget Drive and Solandt Road. A portion of Legget Drive has a bike lane, as noted on geoOttawa (see **Figure 2-13**).

Figure 2-12: Schedule E - Urban Road Network (Excerpt), City of Ottawa Official Plan



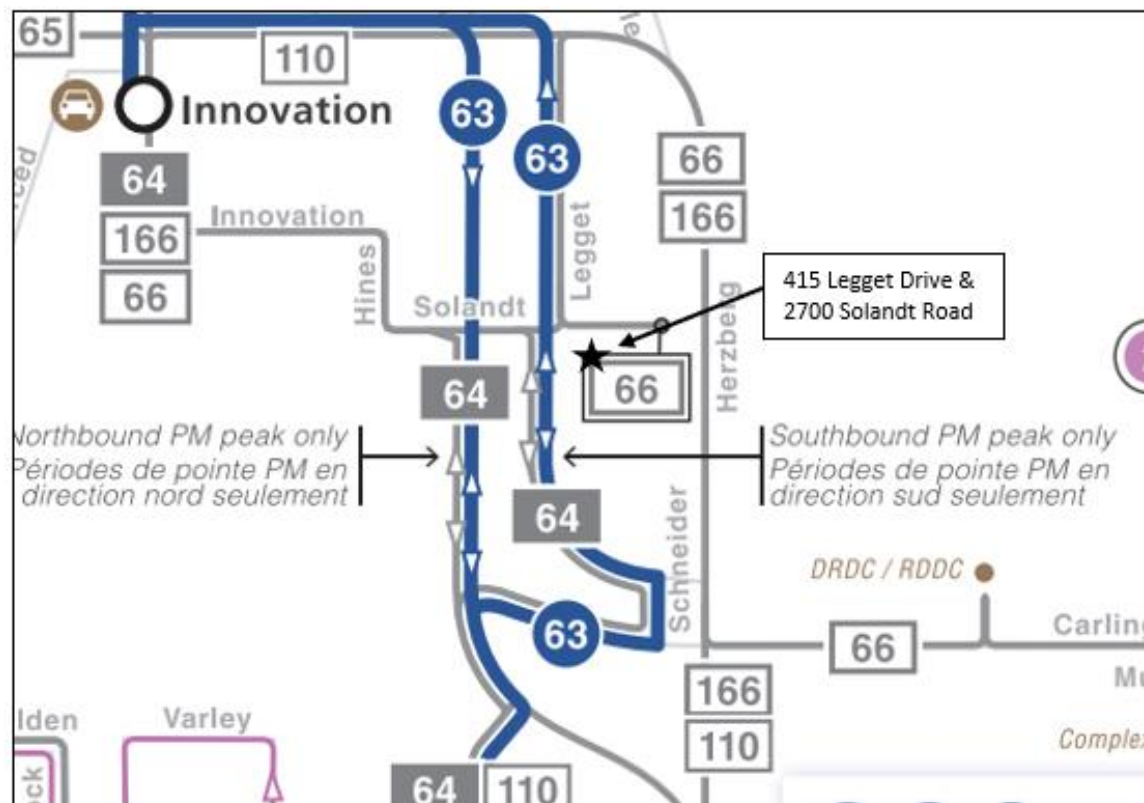
Figure 2-13: Pathway and Cycling Network Surrounding the Site (geoOttawa, 2021)



The site is also serviced by existing public transit, as illustrated in **Figure 2-14**, with three (3) bus stops located in close proximity to the site:

- Southbound Transit Stop 1894 on March Road south of Solandt Road (Buses 63, 66, 660, 674)
- Eastbound Transit Stop 1173 on Solandt Road west of March Road (Buses 64, 166)
- Westbound Transit Stop 1172 on Hines Road north of Station Road (Buses 64, 166)

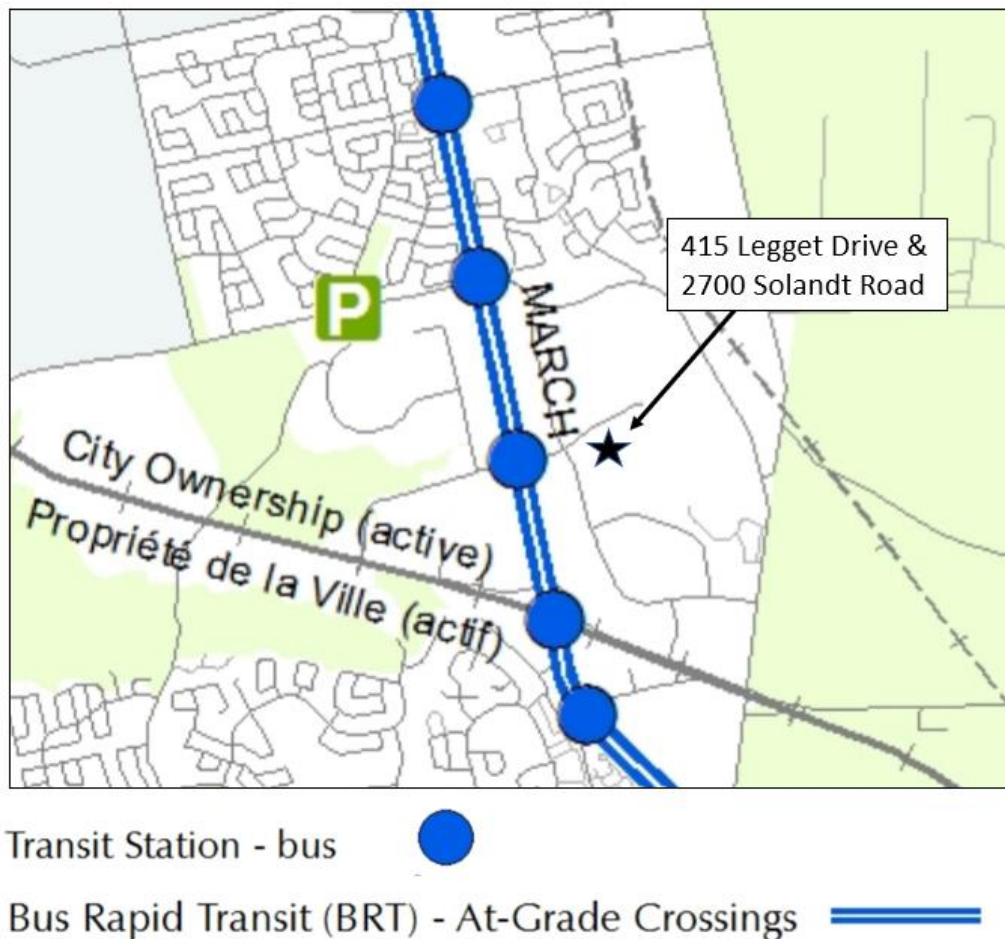
**Figure 2-14: OC Transpo Network Map (September 2021)**



The site is also located in close proximity to future higher-order transit routes. Per Schedule D Rapid Transit Network, March Road is designated as a Bus Rapid Transit (BRT) – At-Grade Crossings, as shown in **Figure 2-15**. The site is located approximately 300 m from the planned Solandt/March bus rapid transit station and is approximately just under 600 m from the planned Station/March bus rapid transit station.



Figure 2-15: Schedule D – Rapid Transit Network (Excerpt), City of Ottawa Official Plan



### 3 The Proposed Development

The proposed development consists of two (2) one-storey warehouse buildings, with a proposed total gross floor area of 18,580 m<sup>2</sup> (199,993.4 ft<sup>2</sup>). As shown on the Site Plan, prepared by Architecture 49 (October 25, 2021), 'Building A' will be located on the east side of Solandt Road at the northwest corner of the site. The proposed building area of Building A is 11,400 m<sup>2</sup> (122,708.6 ft<sup>2</sup>). 'Building B' will be located on the north side of Legget Drive, at the east side of the site and set back further from Legget Drive than the existing building at 415 Legget Drive. The proposed building area of Building B is 7,180 m<sup>2</sup> (77,284.9 ft<sup>2</sup>).

Buildings A and B are proposed to accommodate light industrial warehouses, as well as some ancillary office space. With this proposed development, Access Property Development intends to expand upon its successful portfolio of quality storage facilities. The development at 415



Legget Drive and 2700 Solandt Road would mark Access Property Development's first storage facility development in the City of Ottawa.

The existing two-storey flex/office building on the southern portion of the site (415 Legget Drive) will remain, but is proposed to be renovated as part of Phase 1 of the redevelopment project to permit a one-storey warehouse use. An outdoor amenity area of 1,100 m<sup>2</sup> is proposed at the rear of the building at 415 Legget Drive, opposite the parking for Building and adjacent to the access from Solandt Road. Further, exterior bicycle parking is provided in three (3) locations on the site: adjacent west to the outdoor amenity area, at the south side of Building A, and at the southeast corner of Building B, to encourage active transportation.

The site currently has two (2) accesses from Legget Drive and one (1) access from Solandt Road. The proposed development would maintain the three (3) existing accesses to the proposed parking lot.

The following building entrances and exits to Building A are proposed:

- An at-grade main building entrance fronting at the south end of the building, providing access to the main floor of the building.
- Two (2) at-grade exits at the north side of the building, providing access to the main floor of the building.
- Three (3) above-grade exits at the east side of the building, providing access to the main floor of the building.
- Three (3) at-grade exits at the west side of the building, providing access to the main floor of the building.

The following building entrances to Building B are proposed:

- An at-grade main building entrance at the south end of the building, providing access to the main floor of the building.
- An at-grade exit at the north side of the building, providing access to the main floor of the building.
- Three (3) at-grade exits at the east side of the building, providing access to the main floor of the building.
- Three (3) at-grade exits at the west side of the building, providing access to the main floor of the building.

Existing vegetation (i.e. low shrubbery) along Legget Drive will be minimally impacted by the proposed development. The frontage along Solandt Road will be further defined through new street trees, landscaping, and pavers at the main entrance of Building A, to contribute to an improved frontage.

A total of 152 parking spaces are proposed for the site, which meets the Zoning By-law's requirement. Visitor parking is not proposed for the site as the proposed use does not require

visitor parking. Visitors may use any of the parking areas for the existing building at 415 Legget Drive, and Buildings A and B. Of these, six (6) parking spaces will be barrier-free, meeting the Type A and Type B and access aisle requirements established in the Accessibility for Ontarians with Disabilities Act (AODA).

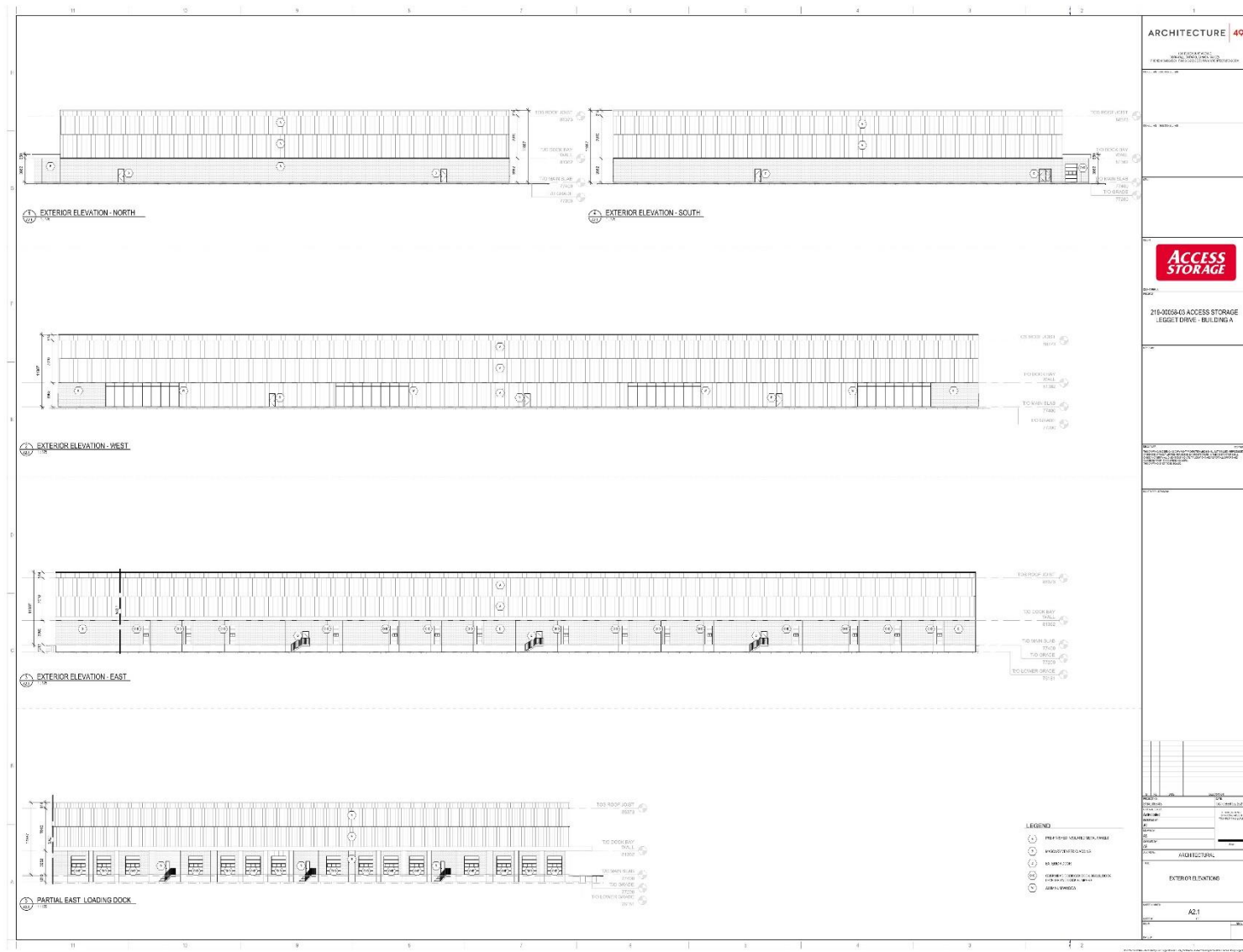
Municipal services currently exist on the site. The anticipated date of construction is Summer 2022.

A detailed Site Plan is shown in **Figure 3-1**, and is also included in Appendix A. Proposed building elevations are shown in **Figure 3-2** and **Figure 3-3**. Preliminary renderings of Building A are shown in **Figure 3-4**, **Figure 3-5**, and **Figure 3-6**.

415 Legget Drive & 2700 Solandt Road | Planning Rationale and Design Brief  
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Figure 3-2: Proposed Building Elevations – Building A (Architecture 49, dated October 25, 2021)



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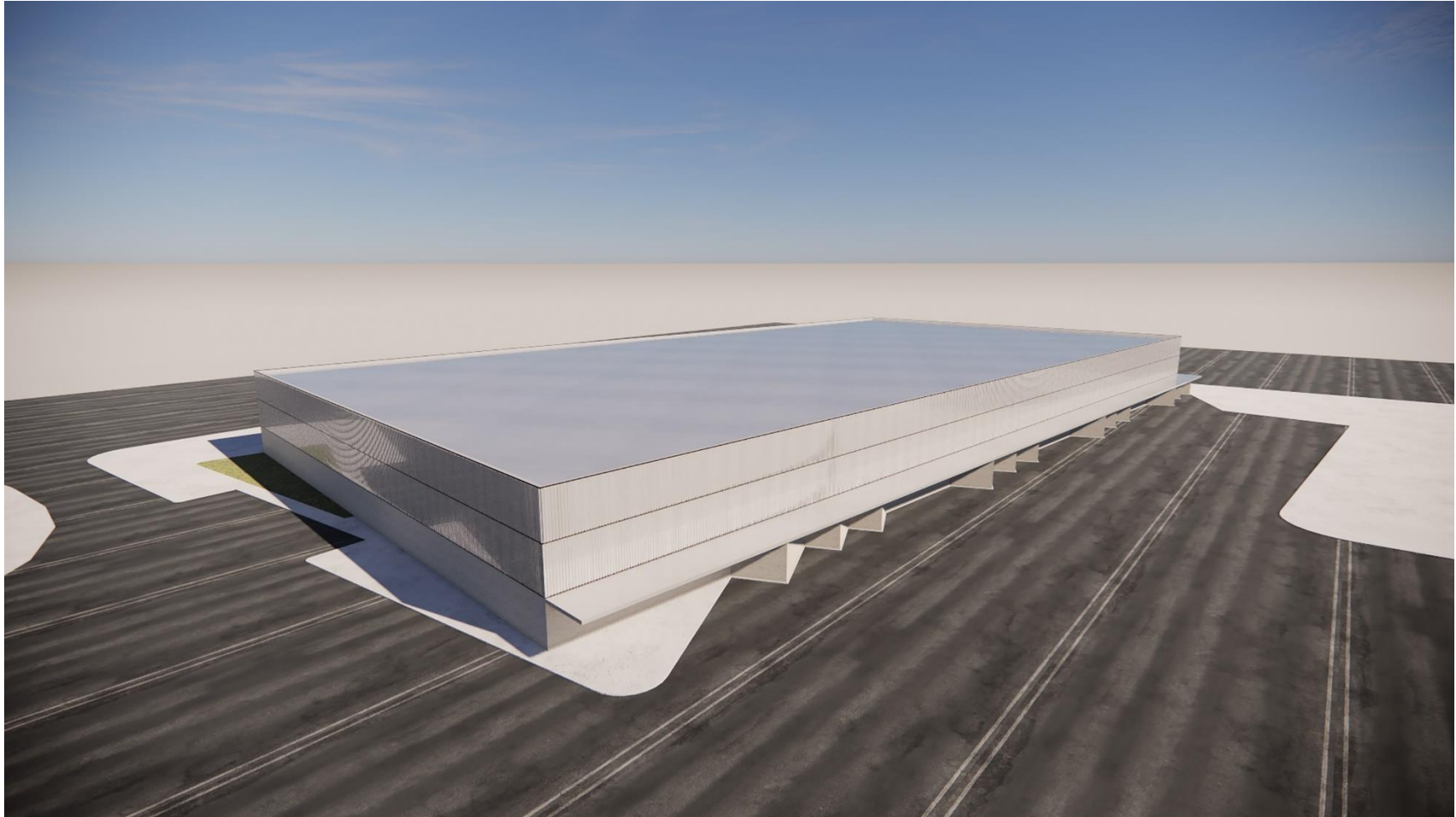
Figure 3-4: Preliminary Rendering – Building A – Southwest (prepared by Architecture 49, October 2021)



Figure 3-5: Preliminary Rendering – Building A – West (prepared by Architecture 49, October 2021)



Figure 3-6: Preliminary Rendering – Building A – Southeast (prepared by Architecture 49, October 2021)





## 4 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), the City of Ottawa Official Plan (2003, Website Consolidation), the City of Ottawa Zoning By-law 2008-250 (July 7, 2021 Consolidation), and the City of Ottawa Final Draft Official Plan (August 2021).

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### 4.1 Provincial Policy Statement, 2020

The 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;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;

Policy 1.1.3.2 further states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

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.

Policy 1.8.1 provides that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- c.) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these facilitate the establishment of transit in the future;
- f.) promote design and orientation which maximizes energy efficiency and conservation and considers the mitigating effects of vegetation and green infrastructure.

**The proposed development is consistent with the 2020 PPS, as it represents the protection and intensification of an employment area and is not located in close proximity to sensitive land uses. It provides for economic activities and ancillary uses that account for existing and future employment needs.**

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## 4.2 City of Ottawa Official Plan (2003, Website Consolidation)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP

contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

---

#### 4.2.1 Building a Sustainable City

The OP seeks to achieve Council’s vision of a sustainable, resilient and liveable city. As outlined in Section 1.4, this vision is also articulated in the City’s Strategic Plan, which identifies goals including the economic prosperity that supports local people, community well-being, and ecological health. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents’ first choices for transportation.

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#### 4.2.2 Strategic Directions

**Section 2.1 – Patterns of Growth** indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs and that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment.

Growth is to be directed to urban areas where services already exist or where they can be provided efficiently. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities.

**Section 2.2 – Managing Growth** indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area and infill and redevelopment is to be compatible with the existing context or planned function of the area and contribute to employment or services in the area.

Urban and rural employment areas are reserved for specific land uses that need strategic locations or separation distances by virtue of their activity from other land uses. The maintenance of an adequate supply of suitable employment land is essential to the future economic prosperity of Ottawa and its residents.

**Section 2.2.3 – City-wide Employment Area Policies** indicates supports the protection of business and economic activity clusters inside the Greenbelt, within Villages and at strategic locations close to major goods movement facilities and corridors. Employment lands inside the Greenbelt are well served by the transportation system providing good access to a diversity of jobs. This supports the concept of complete communities, where residents have opportunities to live closer to their work.

**Section 2.4.1 – Air Quality and Climate Change** states that the City will encourage energy efficient and sustainable site and building design through subdivision and site plan approvals.

**The proposed development supports the strategic directions of the OP by accommodating growth and new employment uses within the urban area, through the development of warehouse storage buildings to compliment the existing office/light industrial building. The proposed development will contribute to the addition of employment opportunities within the area and the broader City of Ottawa.**

---

#### **4.2.3 Land Use Designation**

The site is located within the City's urban boundary and is designated as **Urban Employment Area** on Schedule B Urban Policy Plan of the Official Plan, as illustrated in **Figure 4-1**. The Plan states that Urban Employment Areas are designated to enable a variety of functions:

- Noxious industrial uses that impose constraints on other uses locating nearby and require a buffer between these and other uses;
- Uses that, while not noxious, are incompatible with other uses because of noise, lights and around the clock operation, etc.;
- Prestigious uses (usually office or combinations of office/clean industrial) with a signature address and a desire to locate among other similar uses.

Policy 3.6.5.1 of Section 3 of the Official Plan states that Urban Employment Areas are intended to be established clusters of economic activity capable of accommodating more than 2,000 jobs and with a broad spectrum of job densities.

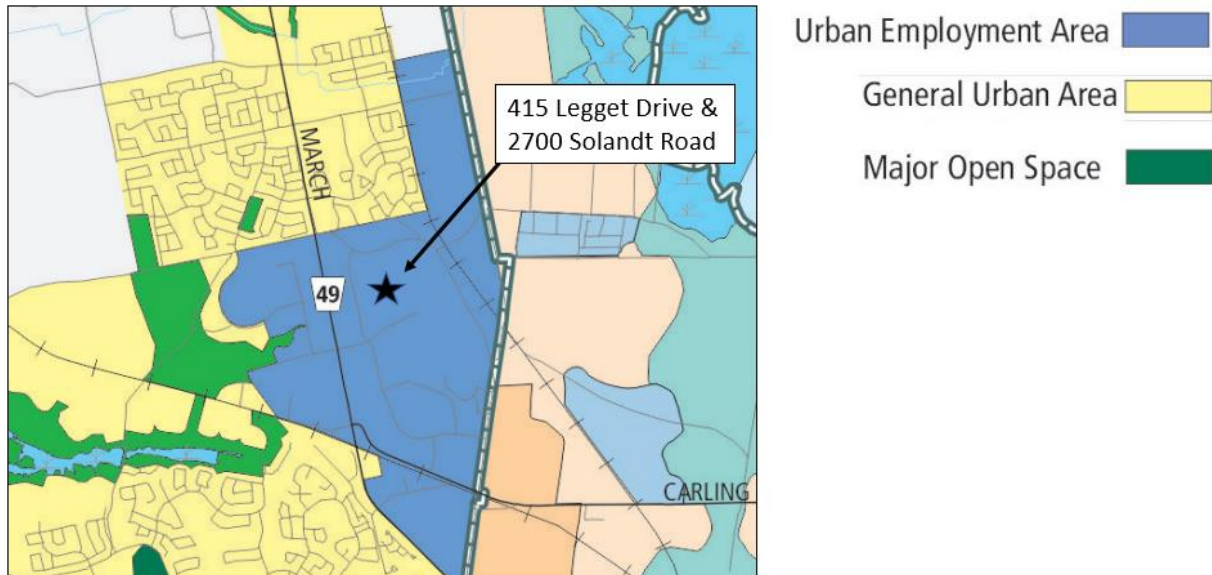
Policy 3.6.5.2(a) states that for lands within the Urban Employment Areas designation, the Zoning By-law will permit traditional industrial uses such as manufacturing, warehousing, distributing, storage, communications, construction.

Furthermore, Policy 3.6.5.2(g) states that in Urban Employment Areas, the Zoning By-law will distinguish uses with characteristics that are likely to impact negatively on surrounding areas (e.g., industrial uses that produce odours, dust, smoke, heavy equipment movement, large areas of outdoor storage, or noise) from those uses that are likely to have negligible such impacts (e.g., offices or research and development facilities).

**The proposed development conforms to the Urban Employment Area policies of the Official Plan. It represents intensification in the suburban area that will contribute to employment opportunities in the City of Ottawa. The proposed low-rise light industrial warehouse development conforms to the surrounding context. In a similar manner, the**

use within the surrounding area can be primarily characterized by low density office and light industrial uses.

**Figure 4-1: Schedule B - Urban Policy Plan (Excerpt), City of Ottawa Official Plan**



#### 4.2.4 Walking, Cycling, Transit, Roads and Parking Lots

Policy 4.3.3 of Section 4 of the City's Official Plan provides that, to promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will:

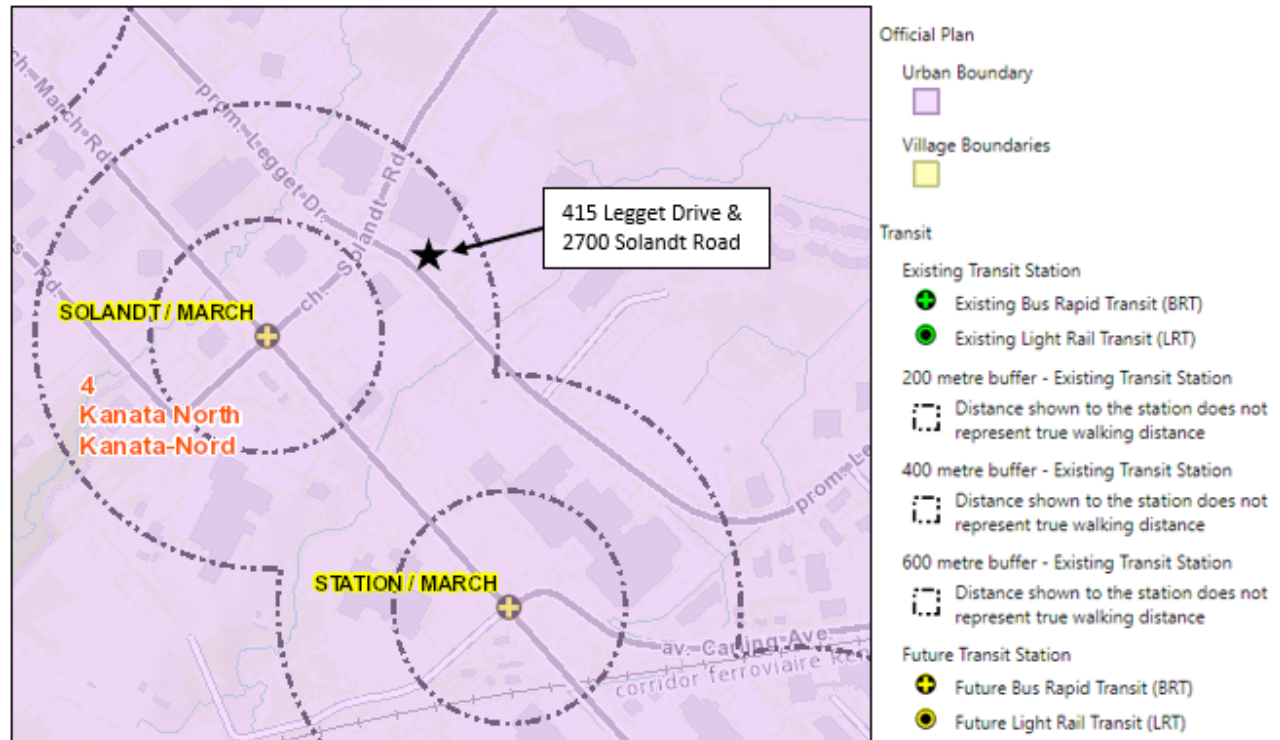
- b. Locate any proposed high-density employment and residential development close to transit stations;
- d. Minimize walking distances from buildings to stations/major transit stops; and

The proposed development is located within approximately 300 metres of the Solandt/March Bus Station and within approximately 600 metres of the Station/March Bus Station, as illustrated in Figure 4-2 and Schedule D (see **Figure 2-15**).

Further, Policy 4.3.5 states that the City may reduce parking requirements for uses located within 600 m of a rapid transit station, and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. The proposed development will provide a total of 152 parking spaces for the entire site which is in compliance with the minimum requirements of the Zoning By-law. This is further discussed in **Section 4.5.3** of this Report.

In keeping with Policy 4.3.9 which requires that parking areas for motorized vehicles are screened from the street, the proposed parking areas will be set back from the Solandt Road and Legget Drive and will be screened by street trees, existing shrubbery, and landscaping.

**Figure 4-2: Schedule D – Rapid Transit and Transit Priority Road Network (Excerpt), City of Ottawa Official Plan**



The proposed development is comprised of low-rise light industrial warehouse buildings with ancillary office uses, which is in keeping with the low density development in the surrounding business park. The site is conveniently located in close proximity to multiple bus stops and future rapid transit stations.

Motor vehicle parking spaces are provided to serve the needs of future employees. Six (6) barrier-free parking spaces are provided and are located in close proximity to all building entrances. Bicycle parking is provided to encourage active transportation.

#### 4.2.5 Annex 1 – Road Classification and Rights-of-Way

As per Section 2.0 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 subdivision, severance, site plan, condominium or minor variance.



Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads. Table 1 classifies Legget Drive from Terry Fox Drive to Herzberg Road as 'Collector' and indicates that a 24-metre right-of-way is to be protected along the entirety of Legget Drive. In addition, the entire length of Solandt Road is classified as 'Collector', with a 24-metre right-of-way to be protected.

**The proposed vehicular access/egress from Solandt Road and Legget Drive will utilize existing accesses. The 24 m ROWs along Legget Drive and Solandt Road have been taken and are reflected in the Survey Plan prepared by Farley, Smith & Denis Surveying Ltd. (October 19, 2021).**

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### 4.3 Design Brief

The Planning Act gives municipalities the authority to require that a Design Brief be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the OP sets out the information and/or reports which may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan application, the City has requested a Design Brief be included.

Policy 4.11.1 of the OP establishes the content to be considered in the Design Brief, including:

- “The provisions of this Plan that affect the design of a site or building;
- Design Guideline(s) approved by Council that apply to the area or type of development; and
- The design provisions of a community design plan or secondary plan.”

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 and guidelines which are applicable to the site.

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#### 4.3.1 Urban Design and Compatibility

Development proposals within the Urban Employment Area are not required to be evaluated in the context of the of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11. However, as a Design Brief was requested by the City, a review of the proposed development against the policies of Section 2.5.1 and 4.1.1 is summarized below. The site is not within a Design Priority Area.

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’

within its physical context and ‘works well’ with the existing and planned function” (Section 2.5.1).

The proposed development supports four (4) of the seven (7) urban design objectives set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies, “Proponents are free to respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan.”

**1. To define quality public and private spaces through development.**

- The proposed development will contribute to the overall coherency of the urban fabric and to the vitality of the surrounding area through redevelopment of the site.
- With respect to public space, the proposed development will enhance the existing public realm along Solandt Road through improved streetscaping features, including enhanced landscaping and street trees, and architectural articulation, to form an improved street frontage.
- With respect to private space, the proposed development will include private outdoor amenity space at the rear of the existing building at 415 Legget Drive, to facilitate interaction and a sense of community among employees.

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

- The proposed development will be accessed from the existing Legget Drive and Solandt Road, which Collector Roads. The site is also within 600 m of existing transit routes and the future March/Solandt and March/Station bus rapid transit stations.

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

- The site is located within the Kanata North Business Park, the character of which is primarily comprised of a mix of low-density office and light industrial uses. The proposed development will contribute to the existing mix of low density uses, and will remain largely consistent with the existing character of the site, as it will provide a similar building footprint and building height as currently exists at 415 Legget Drive.

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

- The proposed development respects the natural processes and features in development design by using the existing available infrastructure on the site (i.e. stormwater). The site will include landscaping at the southwest corner of Building A, and existing street trees and shrubbery in the front and side yards will be retained, to minimize the impact of the building area.



In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP. **Table 4-1** provides an evaluation of the proposed development against the compatibility criteria set out in Section 4.11.

**Table 4-1: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria**

<b>Policies</b>	<b>Measure of Compatibility</b>
<b>Views</b>	The proposed development is of a similar scale to the existing building on the site at 415 Legget Drive. It is not anticipated to impact or obstruct views from neighbouring properties.
<b>Building Design</b>	<p>The proposed development design fits within the existing desirable character and planned function of the surrounding area by providing a low-rise employment use that conforms to the City's goals, objectives, and policies for the area in the Official Plan.</p> <p>The exterior of Building A will be clad in pre-finished insulated metal panels and masonry veneer. Aluminum-framed windows are proposed at grade on the west façade of the building.</p> <p>The exterior Building B is proposed to consist of metal and masonry cladding.</p>
<b>Massing and Scale</b>	The zoning for the site directs building design and massing that the proposed development must comply with. The maximum height permitted in the IP6 Zone in the Zoning By-law is 11 m. The proposed development would have a building height of approximately 11 metres, which meets the requirements of the Zone. Accordingly, the proposed development is of an appropriate massing and scale.
<b>High-Rise Buildings</b>	N/A
<b>Outdoor Amenity Areas</b>	The proposed development will include a communal outdoor amenity area of approx. 1,100 m <sup>2</sup> at the rear of the existing building at 415 Legget Drive.
<b>Public Art</b>	N/A
<b>Design Priority Areas</b>	The site is not within a Design Priority Area.
<b>First Nations Peoples Design Interests</b>	N/A

**The proposed development meets the intent of the City of Ottawa's urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.**

Comments were provided by City Urban Design staff at the pre-application consultation meeting held on September 27, 2021. These comments are summarized below and a response has been provided indicating where the proposed development addresses

- 1. Avoid blank walls facing the public realm. Integrate as much glazing, transparency, entrances and active frontages as possible facing Legget and Solandt, particularly at the ground floor.**
  - The main entrance of Building A will face Solandt Road at the southwest corner of the building. There are two (2) other exits proposed along the western frontage of Building A along Solandt Road.
  - The ground floor of Building A along Solandt Road will incorporate aluminum-framed windows along the street-facing building façade.
  - The existing frontage along Solandt Road will not change as a result of the Phase 2 development.
- 2. Integrate a generous landscaping treatment along Solandt that is in keeping with the character of Kanata Business Park. This often includes coniferous species of trees.**
  - Existing shrubbery along Solandt Road will be minimally impacted by the development of Building A. Landscaping is proposed at the southwest corner of Building A, which will define the entrance to the site from Solandt Road.
  - The existing coniferous trees in the front yard of 415 Legget Drive will be retained.
- 3. Consider opportunities for pedestrian-oriented features such as shade trees, bicycle/scooter parking, outdoor seating areas and street furniture.**
  - An outdoor amenity area containing outdoor seating is proposed at the rear of the existing building at 415 Legget Drive.
- 4. To minimize the impact on the public realm, service areas such as parking, loading, vehicle access and service entrances should be at the rear of the buildings. Use landscaping to screen them from the public realm.**
  - All parking and loading areas for Buildings A and B are proposed to be set back from Legget Drive and Solandt Road. These areas will be screened by existing street trees, landscaping, and the building face of Building A.
- 5. Where exposed to the public realm, use landscaping to screen parking lots as much as possible.**
  - Proposed parking areas are set back from Legget Drive and Solandt Road. The parking area proposed at the south side of Building A will be screened from Solandt Road with landscaping.
  - The parking area in the front yard at the existing building at 415 Legget Drive will be preserved. The coniferous trees abutting the existing parking area will not be affected by the proposed development.
- 6. Integrate as much greening into the parking lot as possible and ensure strong and logical pedestrian connectivity to building entrances.**
  - Walkways are proposed around the perimeter of Buildings A and B.
  - There will be clearly marked pedestrian crossings in the parking lots that will connect parking areas and the outdoor amenity area to main building entrances.
  - Landscaping is proposed adjacent to the parking area south of Building A and a treed boulevard strip is proposed at the parking area south of Building B.

### 4.3.2 Transit-Oriented Development Guidelines (2007)

The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed (Policy 4.3.3).

The Transit-Oriented Development Guidelines were approved by Council on September 26, 2007. According to the Guidelines, "Transit-Oriented Development (TOD) is a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use".

The purpose of these Guidelines is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are applied throughout the City for all development within a 600 m walking distance of a rapid transit stop or station, in conjunction with the policies of the City of Ottawa Official Plan and other applicable regulations such as the City of Ottawa's Zoning By-law.

The proposed development meets the following guidelines presented in **Table 4-2**, as outlined in the City's Transit-Oriented Development Guidelines, recognizing the location of the proposed development is within 600 m of the future March/Solandt and March/Station bus rapid transit stations.

**Table 4-2: Applicable Transit-Oriented Development Guidelines**

Guideline	Measure of Compatibility
<b>Guideline 1:</b> Provide transit supportive land uses within a 600 metres walking distance of a rapid transit stop or station.	The proposed development is located within a 600 metres walking distance of the proposed March/Solandt and March/Station bus rapid transit stations. It includes ample bicycle parking spaces, to encourage active transportation.
<b>Guideline 14:</b> Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.	The proposed development includes windows and a variety of building materials along the street-facing facades of Buildings A and B, as well as a small seating area and enhanced landscaping at the rear of the existing building at 415 Legget Drive, to provide visual interest to pedestrians along Solandt Drive.
<b>Guideline 16:</b> Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.	Walkways are proposed along the south and west sides of Buildings A and B.  Sidewalks link the proposed development from Legget Drive and Solandt Road to the proposed locations of the future March/Solandt and March/Station bus rapid transit stations.
<b>Guideline 29:</b> Provide convenient and attractive bicycle parking that is close to building entrances,	The proposed development would include an exterior bicycle parking area located near the

Guideline	Measure of Compatibility
protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.	proposed outdoor amenity area at the northwestern corner of the existing building at 415 Legget Drive. Exterior bicycle parking areas are also located in close proximity to the main entrances of Buildings A and B.
<b>Guideline 35:</b> Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.	The proposed parking lot is located within the interior of the site and would be screened from the public right-of-way with landscaping and Building A. It does not encroach past the front of the building.
<b>Guideline 54:</b> Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.	A garbage / recycling area exists within the existing building and would not be visible from Solandt Drive.

**The proposed development has taken into consideration the applicable Transit-Oriented Development Guidelines, and has incorporated these design elements wherever possible.**

## 4.4 City of Ottawa Final Draft Official Plan (August 2021)

In August 2021, the City released the Final Draft Official Plan (“Final Draft OP”), which introduces significant policy changes, moving from traditional land use planning with a focus on permitted land uses to context and transect-based planning with an emphasis on form and function. The Final Draft OP’s objectives include: implementing the priorities outlined in the City’s Strategic Plan, guide growth and manage physical change to 2046, and address matters of provincial interest as described in the 2020 Provincial Policy Statement. At the time of writing this Report, the Final Draft Official Plan has not been adopted by Council or approved by the Ministry of Municipal Affairs and Housing.

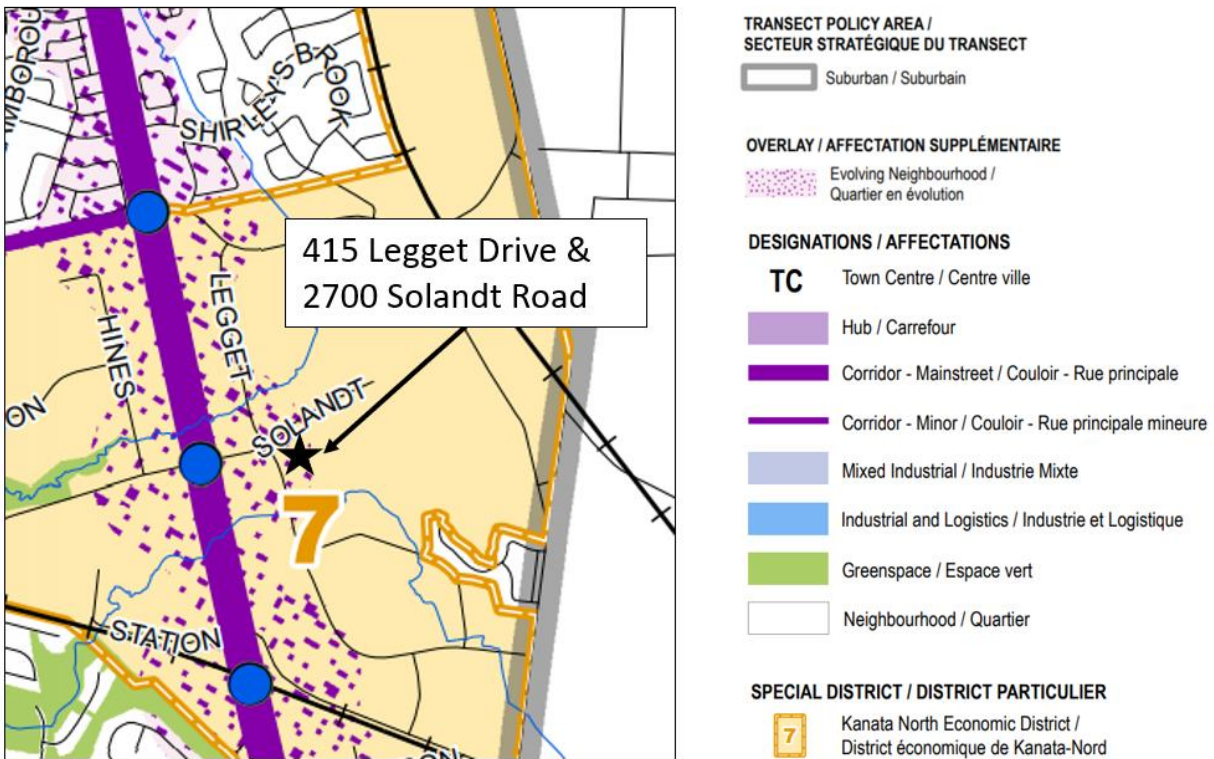
### 4.4.1 Schedules and Site Location

Under the Final Draft OP, the following applies to the site:

- Suburban Transect – Schedule A;
- Kanata North Economic District – Schedule B5 (as shown in
- **Figure 4-3);**
- The site is part of the Evolving Neighbourhood Overlay – Schedule B5 (as shown in
- **Figure 4-3);**
- The site is within 600 metres of a planned Transitway station – Schedule B5 (as shown in
- **Figure 4-3);**

- The site is not located in a Hub or along a Corridor – Schedule B5 (as shown in
- **Figure 4-3);**
- The site is within a Design Priority Area (Tier 2) – Schedule C7A; and
- The site is not located in a Secondary Plan area.

**Figure 4-3: Schedule B5 - Transect Policy Areas (Final Draft Official Plan, August 2021)**



#### 4.4.2 Transportation

Schedule C16 – Road Classification and Rights-of-Way Protection in the Final Draft OP describes road classifications for City streets, other than local streets and roads, that are illustrated on OP Schedules C4, C5, C9, and C10. Schedule C16 classifies entire length of Solandt Road is classified as a ‘Collector’, with a 26 metre right-of-way to be protected. The revised Schedule C16 does not identify Legget Drive as having an identified right-of-way protection.

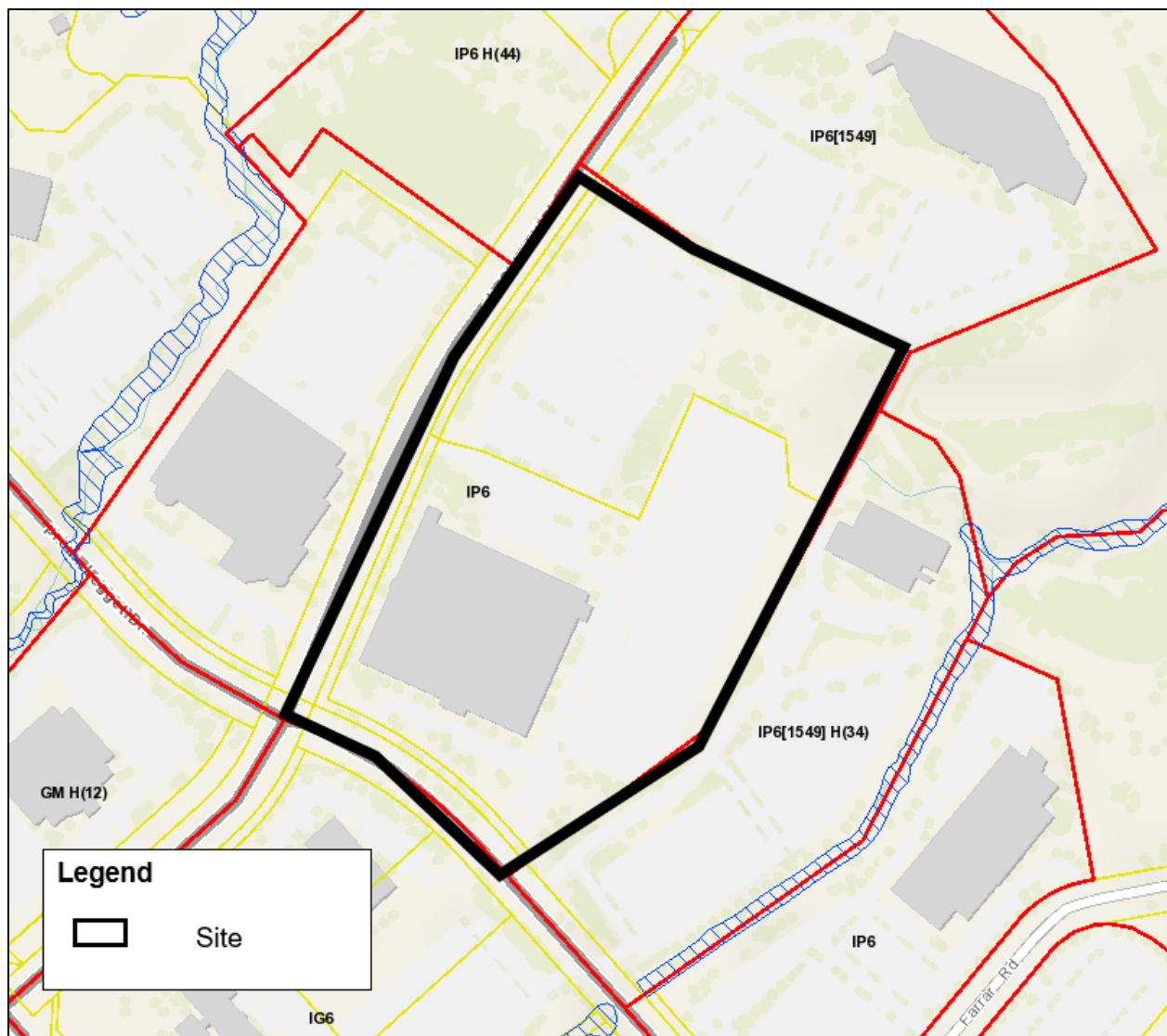


## 4.5 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation July 7, 2021)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation July 7, 2021), the site is zoned **Business Park Industrial Zone, Subzone 6 (IP6)**, as shown in **Figure 4-4**.

Properties which are immediately adjacent to the site are zoned Business Park Industrial Zone, Subzone 6 (IP6), General Industrial Zone, Subzone 6 (IG6), and General Mixed Use Zone (GM).

**Figure 4-4: Current site zoning (geoOttawa, 2021)**



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### 4.5.1 Zoning Provisions

The general purpose of the IP 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 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 mixed office, office type, service, and light industrial uses, including 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.”**

**Subzone 6 (Kanata North Business Park) requires buildings to meet certain performance and design standards, including minimum lot width and area, minimum setbacks, and maximum lot coverage.**

Section 93 of the Zoning By-law contains provisions which permit the application of one lot for zoning purposes in certain circumstances. Section 93 provides that a group of occupancies in an AM, GM, LC, MC, MD, IG, IH, IL, IP, or RC Zone shall be considered as one lot for the purposes of applying zoning provisions and regulations provided that that they:

- a) are designed, developed, and managed, including site access and infrastructure servicing, as a unit by a single owner, group of owners, or tenants acting in collaboration;
- b) are made up entirely of permitted or lawfully non-conforming uses on the site, and has either:
  - i. a common parking lot or parking garage of combination thereof; or
  - ii. a group of parking lots or parking garages or a combination thereof which are managed as a unit by the same owner, owners or tenants of the occupancies required in clause (a) above, and are on the same lot or lots as the occupancies required in clause above.

The site at 415 Legget Drive and 2700 Solandt Road is being designed, developed, and managed by Access Property Development (Parkit Enterprises Inc.) **As such, “one lot for zoning purposes” applies to the site for zoning purposes as it is located in an IP Zone.**

Based on the site plan prepared by Architecture 49, dated October 25, 2021, **Table 4-3** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the IP6 Zone. As discussed above, “one lot for zoning purposes” will apply for the evaluation of the proposed development against the zoning provisions of the IP6 Zone. For the purposes of this review and as noted on the Site Plan, the warehouse building proposed at the northwest corner of the site is referred to as “Building A” and the second proposed warehouse along the east interior lot line is referred to as “Building B”.

**Table 4-3: Zoning Compliance for Business Park Industrial Zone, Subzone 6 (IP6)**

<b>Zoning Provision</b>	<b>Requirement – (Warehouse)</b>	<b>Calculation (if applicable)</b>	<b>Compliance (Yes or No)</b>
<b>Zone Requirement – IP Zone (Table 205)</b>			
<b>Maximum floor space index – Sec. 205, Table 205 (g)</b>	2, unless otherwise shown on the zoning maps	$[14,400 \text{ m}^2 \text{ (existing building)} + 11,400 \text{ m}^2 \text{ (Building A)} + 7,180 \text{ m}^2 \text{ (Building B)}] / 72,859.8 \text{ m}^2$  $=0.45$	Yes – 0.45
<b>Maximum building height – Sec. 205, Table 205 (h)</b>	(i) within 20 m from a residential or institutional zone: 11 m  (ii) in all other cases: 22 m, or as shown otherwise by a suffix or on a schedule	N/A	Yes – Building A: 11 m; and Building B: 7.3 m
<b>Minimum width of landscaping – Sec. 205, Table 205 (i)</b>	(ii) abutting a street: 3 m		Yes – 12 m
<b>Zone Requirements – IP6 Subzone (Table 206D)</b>			
<b>Section 206(6)(e):</b> The provisions of subsections 205(3)(a), (b), (c), (d), (e) and (f), do not apply and the provisions set out under Table 206D below apply.			
<b>Minimum lot area – Sec. 206, Table 206D (i)</b>	4,000 m <sup>2</sup>	N/A	Yes – 72,859.8 m <sup>2</sup>
<b>Minimum lot width – Sec. 206, Table 206D (ii)</b>	45 m	N/A	Yes – 159.4 m along Legget Drive



Zoning Provision	Requirement – (Warehouse)	Calculation (if applicable)	Compliance (Yes or No)
Minimum front yard setback – Sec. 206, Table 206D (iii)	12 m	N/A	Yes - Front yard setbacks measured from Legget Drive.  Building A: 177.3 m  Building B: 129.87 m
Minimum corner side yard setback – Sec. 206, Table 206D (iii)	12 m	N/A	Yes – Building A: 12.0 m  Building B: N/A
Minimum interior side yard setback – Sec. 206, Table 206D (iv)	7.5 m	N/A	Yes – Building A: 177.30 m  Building B: 11.5 m
Minimum rear yard setback – Sec. 206, Table 206D (iv)	7.5 m	N/A	Yes - Building A: 8.96 m  Building B: 93.14 m
Maximum lot coverage – Sec. 206, Table 206D (v)	45%	$[9,600 \text{ m}^2 \text{ (existing)} + 18,850 \text{ m}^2 \text{ (proposed)}] / 72,859.8 \text{ m}^2 \times 100 = 39\%$	Yes – 39%

## 4.5.2 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 4-4**. There are no proposed projections for Buildings A and B.

**Table 4-4: 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	N/A	N/A

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

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	1. In the case of any yard: 1.5m, but not closer than 1 m to a lot line		
<b>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)</b>	<p>a) uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6 m above adjacent grade:</p> <p>(i) in the interior side yard and rear yard: no limit</p> <p>(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
<b>Bay window where window faces a lot line, Sec. 65, Table 65(7)</b>	1 m, but not closer than 1.2 m from a lot line	N/A	N/A
<b>Air conditioner condenser, heat pump or similar equipment, Sec. 65, Table 65(8)</b>	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	N/A	N/A
<b>Exit stairs – Sec. 161(13)(m)</b>	Exit stairs providing required egress under the Building Code may project a maximum of 2.2 metres into the required rear yard.	N/A	N/A

### 4.5.3 Parking Provisions

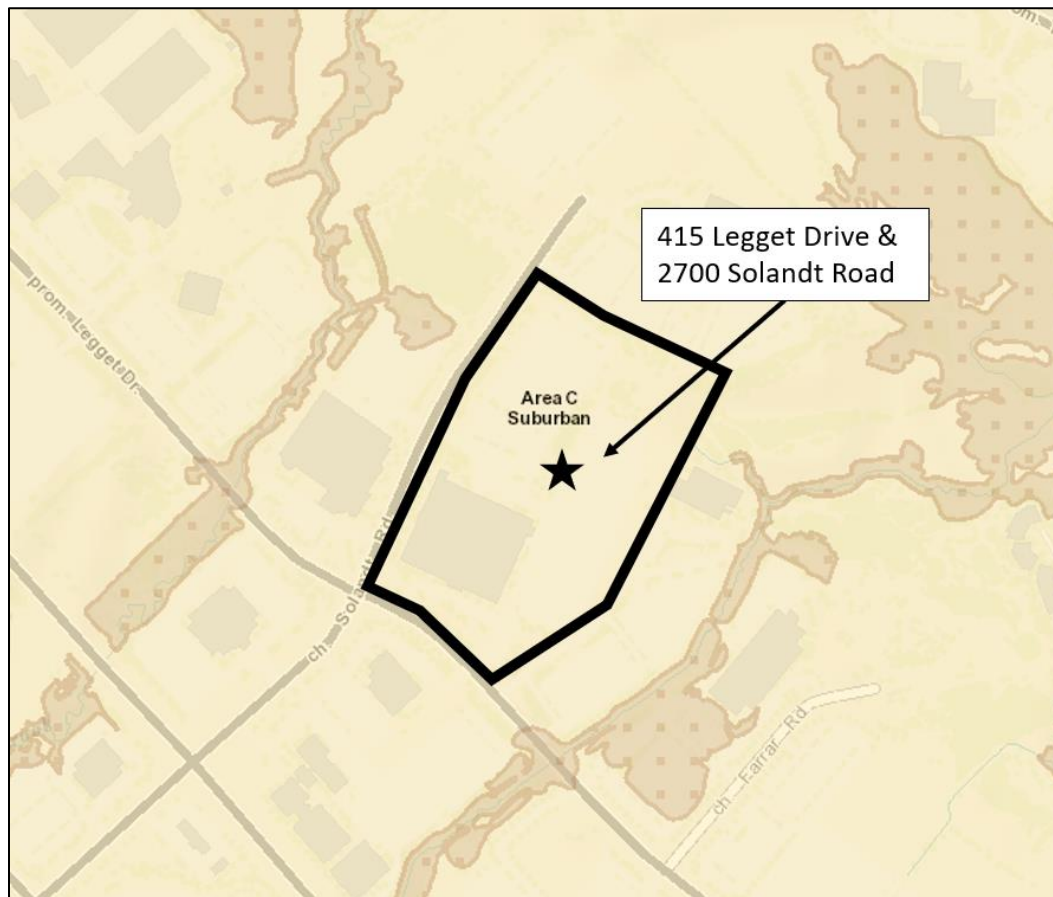
The Zoning By-law contains provisions for parking, as set out in **Table 4-5**. The site is within Area C on Zoning By-law Schedule 1A, as illustrated in **Figure 4-5**.

**Figure 4-5: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via geoOttawa, 2021)**



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 4-6**. Applicable provisions are identified in **Table 4-5**. The site is not within 300 m of an existing rapid transit station in Schedule 2A or 2B.

**Figure 4-6: Schedule 1 - Boundaries of the Central, Inner Urban, Suburban and Rural Areas (Excerpt), City of Ottawa Zoning By-law (via geoOttawa, 2021)**



**Table 4-5: Parking and Loading Space Provisions**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Schedule 1A</b>	The Site is designated as Area C "Suburban" in Schedule 1A of City of Ottawa Zoning By-law No. 2008-250.	N/A	N/A
<b>Schedule 2A and 2B</b>	The Subject Site is not within 300 metres of a rapid transit station in Schedule 2A or Schedule 2B.	N/A	N/A

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Minimum Parking Space Rates – Sec. 101, Table 101</b>	<b>Warehouse:</b> 0.8 per 100 m <sup>2</sup> for the first 5000 m <sup>2</sup> of gross floor area; 0.4 per 100 m <sup>2</sup> above 5000 m <sup>2</sup> of gross floor area	<p><b><u>Proposed Uses:</u></b></p> <p><b>Buildings A:</b> Proposed GFA: 11,400 m<sup>2</sup></p> <p><b>Building B:</b> Proposed GFA: 7,180 m<sup>2</sup></p> <p><b>Existing building (warehouse) at 415 Legget Drive, once redeveloped as part of Phase 1:</b> Proposed GFA: 14,347 m<sup>2</sup></p> <p><b>Total GFA:</b> 32,927 m<sup>2</sup></p> <p><b>Required Parking:</b> 0.8 (5,000 m<sup>2</sup> / 100 m<sup>2</sup>) = 40 spaces + 0.4 (27,927 m<sup>2</sup> / 100 m<sup>2</sup>) = 111.7 spaces = 112 spaces (rounded)</p> <p><b>Total Parking Required:</b> 152 spaces</p>	Yes – 152 parking spaces provided for the entire site.
<b>Minimum visitor parking spaces – Sec. 102, Table 102</b>	None required for the existing and proposed uses	N/A	Yes – 0 spaces provided; however visitors may use parking spaces for the existing building at 415 Legget Drive and Buildings A and B

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
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 – Parking spaces are proposed to have a minimum width of 2.6 m and a minimum length of 5.8 m
	(b) Length	5.2 m	N/A	
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 – Driveway accesses from Legget Drive are proposed to be 7.25 m and 7.5 m in width. Driveway access from Solandt Road is proposed to be 8.75 m in width.
Minimum Required Aisle Width – Table 107		6.7 m for angle of parking that is 90 degrees	N/A	Yes – 7.47 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 – 4 spaces (Building A) and 2 spaces (Building B).
City of Ottawa Accessibility Design Standards – Section 3.1.3(f)		Minimum width of 3400 mm for “Type A” wide van accessible spaces  Minimum width of 2400 mm for “Type B” standard parking spaces	N/A	Yes – 3 Type A and 3 Type B accessible parking spaces are provided for the entire site.
City of Ottawa Accessibility Design Standards – Section 3.1.3(g)		Provide an access aisle adjacent and parallel to each accessible parking space:  i. 1500 mm wide (minimum; ii. extend the full length of the space;	N/A	Yes – An access aisle with a minimum width of 1.5 m is provided for all accessible spaces



Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<ul style="list-style-type: none"> <li>iii. clearly indicated by high colour contrast diagonal pavement markings;</li> <li>iv. where two accessible parking spaces are provided adjacent to each other, they may share an access aisle;</li> <li>v. connect with adjacent accessible path of travel and centre curb ramp on access aisle</li> </ul>		
<b>Outdoor loading and refuse collection areas within a parking lot – Sec. 110(3)</b>	Requirements: <ul style="list-style-type: none"> <li>– 9 m from a lot line abutting a public street</li> <li>– 3 m from any other lot line</li> </ul> Screened from view by an opaque screen with a min. height of 2 m	N/A	N/A – no outdoor loading or refuse
<b>Minimum number of bicycle parking spaces– Sec. 111(2), Table 111A</b>	(i) all other non-residential uses <ul style="list-style-type: none"> <li>- 1 per 1500 m<sup>2</sup> of gross floor area</li> </ul>	<b>Proposed Uses:</b> Buildings A and B:  $18,580 \text{ m}^2 / 1,500 \text{ m}^2 = 12.4$ = 13 spaces required (rounded)	Yes – 20 spaces
<b>Bicycle parking space location – Sec. 111 (3)</b>	Must be located on the same lot as the use or building for which it is provided	N/A	Yes – bicycle spaces proposed at 415 Legget Drive. “One lot for zoning purposes” applies.
<b>Bicycle parking space location – Sec. 111 (4)</b>	Must be located in order to provide convenient access to main entrances or well-used areas	N/A	Yes – all proposed bicycle parking spaces are in easily accessible areas,

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
			in proximity to main entrances
<b>Bicycle parking spaces location in landscaped area – Sec. 111 (7)</b>	Max. of 50% or 15 spaces, whichever is greater	22 / 2 = 11 spaces  Requirement: Max. 11 spaces	Yes – 0 parking spaces proposed in landscaped area
<b>Minimum bicycle parking space dimensions – Sec. 111 (8), Table 111B</b>	<b>(a) Horizontal:</b> Width: 0.6 m Length: 1.8 m	N/A	Yes – bicycle parking spaces proposed to have a width of 0.6 m and length of 1.8 m
<b>Minimum bicycle parking aisle width - Sec. 111 (9)</b>	A bicycle parking space must have access from aisle having a min. width of 1.5 m	N/A	Yes – access aisle of 3.05 m provided
<b>Minimum number of vehicle loading spaces required – Sec. 113, Table 113A</b>	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  <ul style="list-style-type: none"> <li>25000 m<sup>2</sup> and over – 3 loading spaces</li> </ul>	3 spaces required for the entire site (Existing building at 415 Legget Drive, Buildings A and B - Total GFA: 32,927 m <sup>2</sup> )	Yes – Building A: 15 loading spaces.  Building B: 6 loading spaces  There are 2 existing loading spaces at the east side of the existing building at 415 Legget Drive.
<b>Minimum width of driveway accessing loading space – Sec. 113, Table 113B(a)</b>	(i) – Single traffic lane – 3.5 m (ii) Double traffic lane – 6 m		Yes – 20 m aisle provided
<b>Minimum width of aisle accessing loading space, by angle of loading Space – Sec. 113, Table 113B(b)</b>	For a standard space: (ii) Between 45 and 60 degrees – 6.3 m	N/A	Yes – 20 m

## 5 Summary of Opinion

It is the professional opinion of WSP that the proposed two (2) one-storey storage warehouse buildings at 415 Legget Drive and 2700 Solandt Road represents 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 urban area, with an employment use in proximity to a future rapid transit station.
- The proposed development meets several policies under the urban design objectives in Section 2.5.1, and the compatibility criteria in Section 4.11 of the OP.
- The proposed development has taken into consideration the applicable Transit-Oriented Development Guidelines, and incorporated these design elements wherever possible and applicable.
- 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 415 Legget Drive and 2700 Solandt Road represents good planning and is in the public interest.

Please feel free to contact me at [Nadia.De-Santi@wsp.com](mailto:Nadia.De-Santi@wsp.com) or 613-690-1114, if you have any questions or require additional information.

Yours truly,

**WSP**



Nadia De Santi, MCIP, RPP  
Practice Lead



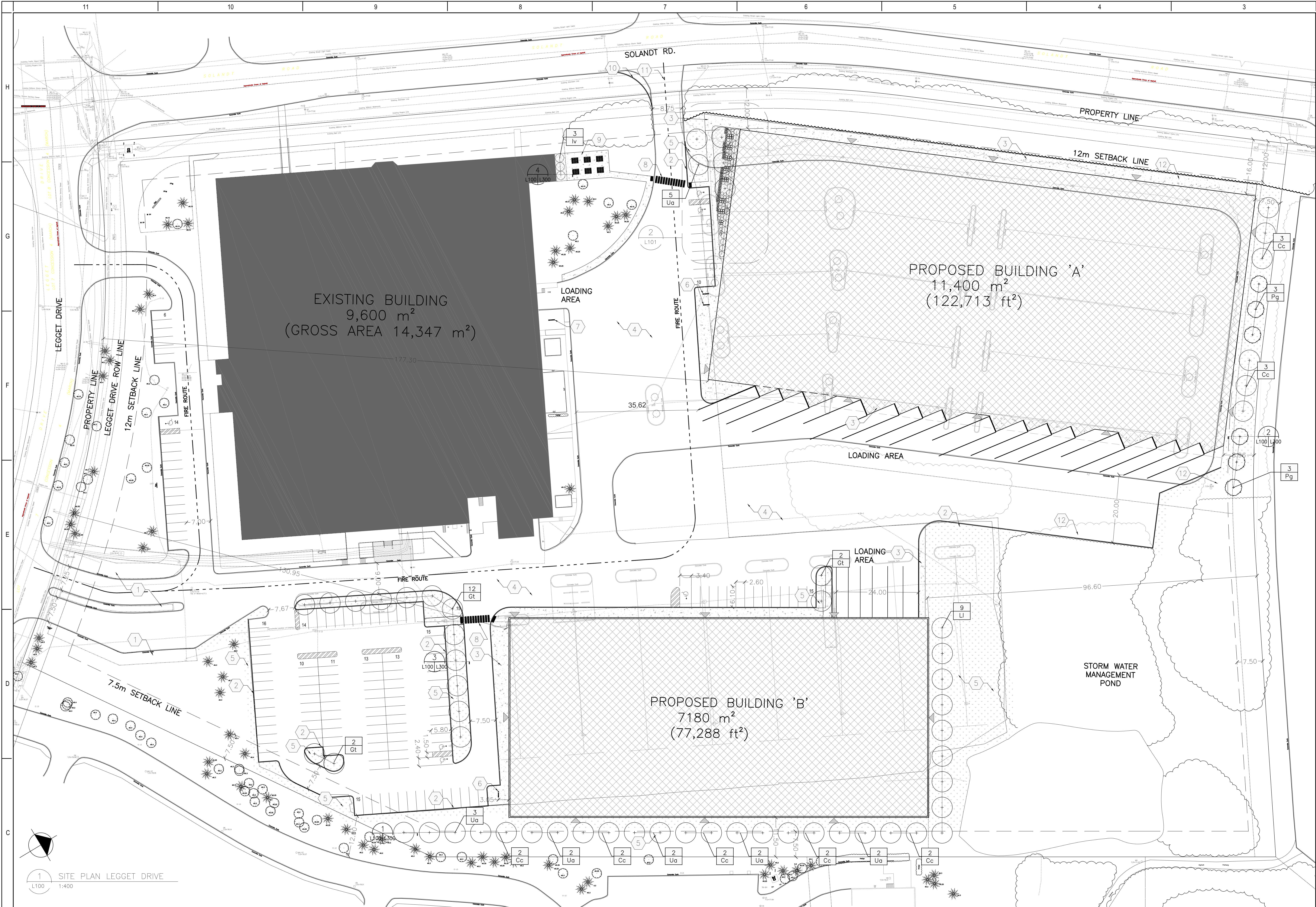
Jill MacDonald, BES  
Planner

# APPENDIX

# A

## SITE PLAN





LAYOUT 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, SODDED 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 SOD 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 SODDED/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.

LEGEND:

- TOPSOIL AND SOD
- PLANT BED
- CONCRETE SIDEWALK
- PROPERTY LINE
- EXISTING CURB
- NEW CURB
- FIRE ACCESS ROUTE
- ACCESSIBLE PARKING STALL
- NEW DECIDUOUS TREE
- NEW CONIFEROUS TREE
- EXISTING TREE TO REMAIN. TREES TO REMAIN ARE TO BE PROTECTED TO CITY OF OTTAWA STANDARDS
- PROPOSED DECIDUOUS SHRUB
- PROPOSED CONIFEROUS SHRUB
- PROPOSED PERENNIAL GRASS
- TACTILE WALKING SURFACE INDICATOR (TWSI)
- EXIT DOOR LOCATIONS
- DETAIL CALLOUT

KEYNOTES:

- EXISTING PLANTING BED
- CONCRETE CURB
- CONCRETE SIDEWALK
- ASPHALT PAVEMENT
- SODDED AREA
- PROPOSED BICYCLE RACKS
- EXISTING BICYCLE RACKS
- PAINTED CROSSWALK
- RELOCATE EXISTING PICNIC TABLES, SUPPLY NEW AS REQUIRED
- MODIFIED EXISTING APPROACH TO ACCOMMODATE 12m TURN RADIUS
- FIRE ACCESS ROUTE
- REMOVAL OF EXISTING PLANTING

SITE INFORMATION:

**LEGAL DESCRIPTION:**  
PART BLOCKS 33 AND 34, PLAN 4M-280, BEING PARTS 7, 8, AND 9 ON PLAN 4R29533

**EASEMENTS:**  
LT296203; SUBJECT TO AN EASEMENT OVER PART 8, PLAN 4R29533 AS IN LT240531; CITY OF OTTAWA, PINS 04517-1998 AND 04517-200

**MUNICIPAL ADDRESS:**  
415 LEGGET DRIVE / 2700 SOLANDT ROAD, OTTAWA, ONT

**SITE AREA:**  
72,859.8m<sup>2</sup> (784,282 FT<sup>2</sup>)

**BUILDING AREA:**  
EXISTING: 9,600m<sup>2</sup> (103,337 FT<sup>2</sup>)  
PROPOSED: 18,580m<sup>2</sup> (200,000 FT<sup>2</sup>)

**MAX. BUILDING HEIGHT (IP):**  
22m (72'-2 1/2")

ZONING INFORMATION:

**ZONING:**  
BUSINESS PARK INDUSTRIAL ZONE (IP-6)

**PROPOSED LOT COVERAGE:**  
39% (MAX. ALLOWABLE 45%)

**BUILDING 'A' SETBACKS:**  
MIN. FRONT YARD: 187.56m (REQ. 12m)  
MIN. EXT. SIDE YARD: 12m (REQ. 12m)  
MIN. REAR YARD: 8.96m (REQ. 7.5m)

**BUILDING 'B' SETBACKS:**  
MIN. FRONT YARD: 129.87m (REQ. 12m)  
MIN. INT. SIDE YARD: 12m (REQ. 7.5m)  
MIN. REAR YARD: 93.14m (REQ. 7.5m)

PARKING REQUIREMENTS:

- WAREHOUSE:  
0.8 PER 100m<sup>2</sup> FOR THE FIRST 5000m<sup>2</sup> GROSS FLOOR AREA  
0.4 PER 100m<sup>2</sup> ABOVE 5000m<sup>2</sup> GROSS FLOOR AREA  
= 152 SPACES
  - ACCESSIBLE PARKING REQ.:  
3 TYPE A  
3 TYPE B
- TOTAL PARKING PROVIDED:**  
152 SPACES PROVIDED  
(152 REQ.)  
18 LOADING SPACES PROVIDED

**BICYCLE PARKING:**  
1 'STALL' PER 2000m<sup>2</sup> GROSS FLOOR AREA  
20 SPACES PROVIDED  
(15 REQ.)

PLANTING NOTES:

- LOCATION OF ALL PLANTS MATERIAL TO BE MARKED OUT ON SITE AND APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO PLANTING
- TREE SPACING, UNLESS OTHERWISE NOTED:  
• DECIDUOUS TREES: 6.0m MIN.  
• CONIFEROUS TREES: 3.0m MIN.
- SHRUB SPACING, UNLESS OTHERWISE NOTED:  
• SMALL DECIDUOUS: 600mm O.C.  
• LARGE DECIDUOUS: 900mm O.C.  
• CONIFEROUS: 750mm O.C.  
• GRASSES: 450mm O.C.
- ALL PLANT MATERIAL TO BE BEST QUALITY, REVIEWED ON SITE BY LANDSCAPE ARCHITECT PRIOR TO PLANTING. UNACCEPTABLE PLANTS TO BE REPLACED AND NEW PLANTS APPROVED PRIOR TO PLANTING. REPLACEMENTS ARE AT CONTRACTOR'S OWN COST.
- ALL PLANTING EXCAVATIONS ARE TO BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLACEMENT OF DRAINAGE COURSE, FILTER FABRIC AND/OR SOIL.
- SHRUB BEDS AT PARKING AREA TO HAVE PLANTS SET BACK SO THAT THERE IS A 450mm WIDE MULCH EDGE CURB WITH FULL GROWTH OF PLANTS.

PROPOSED PLANT LIST:

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SPACING (mm) (75%)	SIZE	COMMENTS
<b>TREES - DECIDUOUS</b>						
LI	9	Larix laricina	Tamarack	as shown	65mm Cal. B&B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE 5 TO 7 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 30 CU. M.
Cc	16	Carpinus caroliniana	Ironwood	as shown	50mm Cal. B&B	
Gt	16	Gleditsia thacanthos 'Draves'	Street Keeper Honeylocust	as shown	65mm Cal. B&B	
Ua	16	Ulmus americana 'Brandon'	Brandon Elm	as shown	65mm Cal. B&B	
<b>TREES - CONIFEROUS</b>						
Pg	6	Pinus strobus	White Spruce	as shown	180 cm height min. B&B	TREES TO BE BALL & BURLAP. SOURCED IN SAME GROWING ZONE. ALL TREES SHOULD HAVE DENSE GROWTH AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER TREE: 30 CU. M.
<b>SHRUBS - DECIDUOUS</b>						
Iv	3	Ilex verticillata	Winterberry	as shown	2 gal	SHRUBS TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL SHRUBS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER SHRUB: 5 CU. M.
Ea	36	Eumyrtus alatus 'Odor'	Burning Bush	900	2 gal	
<b>SHRUBS - CONIFEROUS</b>						
Js	21	Juniperus sabina 'Arcadia'	Arcadian Juniper	1800	2 gal	SHRUBS TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL SHRUBS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT. MIN ROOT ZONE VOLUME PER SHRUB: 5 CU. M.
<b>PERENNIAL GRASSES</b>						
Ep	84	Euphorbia polychroma 'Bonfire'	Bonfire Cushion Spurge	450	1 gal	PERENNIALS TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL PERENNIALS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT.
Cg	48	Calamagrostis x acutiflora 'Overdam'	Veriegated Reed Grass	600	2 gal	

1345 ROSEMOUNT AVENUE  
CORNWALL, ONTARIO, CANADA K6H 1E5  
PHONE: 613-833-0004 | FAX: 613-836-0335 | WWW.ARCHITECTURE49.COM

CONSULTANT - SUB CONSULTANT:

CONSULTANT - SUB CONSULTANT:



CLIENT:

CLIENT REF. #

PROJECT:

ACCESS STORAGE LEGGET DRIVE

KEY PLAN:

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ISSUED FOR: REVISION:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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LANDSCAPE

PROPOSED SITE PLAN

SHEET NUMBER: L100

ISSUE #

DATE OF