

October 21, 2022

City of Ottawa
110 Laurier Avenue West,
Ottawa, Ontario
K1P 1J1

Planning Rationale, Public Consultation Strategy & Urban Design Brief

Re	Application for a Site Plan Control Legally described as Part of Lots 28 & 29 Concession A (Rideau Front) Part of Lot 29 Concession B (Rideau Front) and Part of the Road Allowance Between Concessions A & B (Rideau Front), Geographic Township of Nepean, Municipally known as 125 Colonnade Road, City of Ottawa File No. D07-12-22-0095
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SECTION 1 – Planning Rationale

Introduction

Corbett Land Strategies Inc. (CLS) has been retained by Storage Vault Canada Inc., (the “Client”) with respect to the development of their lands legally described as Part of Lots 28 & 29 Concession A (Rideau Front) Part of Lot 29 Concession B (Rideau Front) and Part of the Road Allowance Between Concessions A & B (Rideau Front), Geographic Township of Nepean, municipally known as 125 Colonnade Road, City of Ottawa (the “Subject Lands”). As part of the development application review process, this Planning Rationale Report has been prepared to provide planning analysis and justification in support of the proposed Site Plan Control Application. The required elements of a design brief have been integrated into this planning rationale.

Context

The Subject Lands are approximately 3.47 hectares (8.57 acres) in size with an approximate street frontage of 135.25m along Colonnade Road. The closest major intersection is Colonnade Road and Prince of Wales Drive. The lands are located on the fringe of an existing light industrial area. To the immediate north are service commercial uses and green space beyond. To the east of Prince of Wales Drive is a place of worship and single-family dwellings that are abutted by the Rideau River, located approximately 175m from the Subject Lands. To the south of the lands contains mature vegetation with the Canadian National Railway abutting the site. The western surroundings of the property contain existing light industrial uses.

Surrounding Context



The existing use of the building is a transportation logistics type use and a computer store. The existing main one-storey building contains approximately 2,639.76m² in GFA. Attached to the existing metal sided warehouse is a one-storey stucco and precast building. The site also contains a metal sided storage building. Currently, the site provides approximately 117 parking spaces including accessible parking. Several loading docks exist (approximately 17 loading docks) along the east side of the building.

Existing Site Conditions: Facing East



The existing building on the east portion of the site is showing the loading areas.

Existing Site Conditions: Facing West



Existing Site Conditions: Facing South



The existing building is fronting Colonnade Road which is the main entrance to the building.

Planning Policies Documents

The proposed self-storage facility building is consistent with Provincial Policy Statement (PPS 2020), maintains the intent and purpose of the City of Ottawa Official Plan 2003 and conforms to the standards of the Zoning By-law 2008-250. The following analysis of these Planning Policies are extrapolated and met with sound rationale with respect to the proposed development.

Provincial Policy Statement (2020)

The Provincial Policy Statement, under Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning. As such, decisions affecting planning matters shall be consistent with policy statements issued under the act.

Relevant policies in the PPS 2020 includes:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; and*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas.*

1.3.2 Employment Areas

1.3.2.1 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.

1.3.2.3 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.

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

The proposed development is consistent with the Provincial Policy Statement 2020 as it is located within the settlement area, specifically within the employment areas planned for light industrial uses. The proposed development on the Subject Lands is compatible with the surrounding existing land uses as the land are located in an area surrounded by light industrial and commercial uses. The proposed self-storage use maintains the intent of the PPS in protecting and preserving employment areas in the province.

City of Ottawa Official Plan (2021)

The City of Ottawa adopted a new Official Plan (OP) in 2021 to provide a vision for the future City growth goals as well as a policy framework to guide the City's physical development. The new and fully adopted OP contains literature to which is used as reference to provide the necessary rationale of the proposed development and its compatibility with the City's zoning.

The Subject Lands are located within the Outer Urban Transect Policy Area as seen on Schedule A of the OP. Section 5.3 of the OP states that the Outer Urban area is comprised of communities that are within the Greenbelt built as of the last third of the twentieth century. It is characterized by the separation of land-uses, stand-alone buildings, generous setbacks, and low-rise building forms. The Outer Urban area is one of many that are designated to increase capacity for job growth which is anticipated to be approximately 189,000 between 2018 to 2046. Furthermore, as shown on Schedule B3, this e Subject Lands further designated as “Mixed Industrial”. Section 6.5 of the OP characterizes “Mixed Industrial” as an area of economic activity that boasts a wider range of non-residential mixed uses than that of an Industrial Area. Furthermore, these designated areas are meant to contribute to the long-term goal of becoming one of many 15-Minute Neighbourhoods, a key focus on the vision of Ottawa’s future.

The proposed development aligns with the designations set forth by the OP. The proposed building is low-rise by definition, does not pose any nuisances such as noise, obstructed view, or smog, it acts as a transition between industrial and residential, and corresponds to the office activities within employment areas as defined within the Provincial Policy Statement.

Section 5.3 Outer Urban Transect Policies

1) Recognize a suburban pattern of built form and site design

The proposed buildings maintain the setback and built form of the existing building. Urban pattern is enhanced through the use of building materials that will contribute to an enhanced specifically along Prince of Wales Drive. Site design of the property is enhance by adding mix of uses that is consistent to the permitted uses within the Zoning by-law.

As seen in the figures above, the design aims to be compatible with the surrounding uses in the Inner Urban Transect area while displaying a modern design representing the client’s logo design and the use of the building. Both proposed buildings will maintain the desired maximum height of 13.72 metres and will not contribute to other hazards such as noise and smell.

2) Enhance mobility options and street connectivity in the Outer Urban Transect

As shown on the site plan and enclosed landscape plan, pedestrian walkways will be maintained. The existing walkway connections specifically along Colonnade Road are leads to bus stops for public transportation.

3) Provide direction to the Hubs and Corridors located within the Outer Urban Transect

The proposed building maintains the low-rise building as the existing building. Specifically, Building A is setback at 27.6 metres fronting Prince of Wales Drive and Building B is setback at 15.8 metre fronting C/L Rail Tracks. The proposed developments are proposed to be built within the perimeter of the lot lines of the subject lands with the appropriate setbacks to ensure that it will not create any negative impacts to adjacent/abutting properties.

It is anticipated that there will be a limited interaction expected between buildings A and B per as advised by the proponent. The site design is expected to be functional and safe for vehicle and pedestrian interactions as vehicle site circulation is at low speeds.

Further, a direct pedestrian connection from Colonnade Drive to building B is not included due to constraints with forestry (trees) in providing the connection. The existing sidewalk on Colonnade Drive at the frontage of the site is however sufficient and consistent with most industrial buildings.

The proposed self-storage buildings are consistent with the visions set out by Section 6.5 – Mixed Industrial by:

Goals		Response
6.5.1	Preserve land for uses that require a business park environment for their operation.	Within this goal, the proposed additions are in keeping to the current use and it does not impact with the current business operation of the land. The proposed additions to Subject Lands development is consistent with the vision of the guidelines as it contributes to aligns with the accommodation of job creations for an area where more than 2,000 jobs are envisioned.
6.5.2	Act as a transition between Neighbourhood and Industrial areas.	The Subject Lands are located in area primarily characterized by industrial uses where a greenspace acts as a buffer to the neighborhood areas. The proposed development will not have an impact to neighborhood areas as. The location of the Subject Lands proves to be part of a perfect transition as desired.
6.5.3	Permit small scale neighbourhood-based uses along the edge of Mixed Industrial areas where they interface with neighbourhoods.	As mentioned, to the north of the designated area is a low-density Neighbourhood. A small separation of Greenspace between the two designated areas provides a buffer for a more appropriate transition. To the immediate east of the Subject Lands is a small-scale residential area which is separated by Prince of Wales Drive. The low, if any, emitting nuisances of a self-storage building would be a favourable industrial use to abut a neighbourhood.

Given the literature of Section 6.5 of the OP, the proposed development is located within an advantageous area that will assists to meet the goals and visions of the Plan. The proposed development does not create any disturbances to the surrounding areas with respect to view, noise, or pollution, nor does it contribute to a non-uniform height, being three (3) storeys. In addition, the proposed self-storage buildings are situated in the Mixed Industrial zone and offers the desire as a transition area between Industrial and Neighbourhood. The diverse use also promotes the growth of the 15-minute Neighbourhood vision.

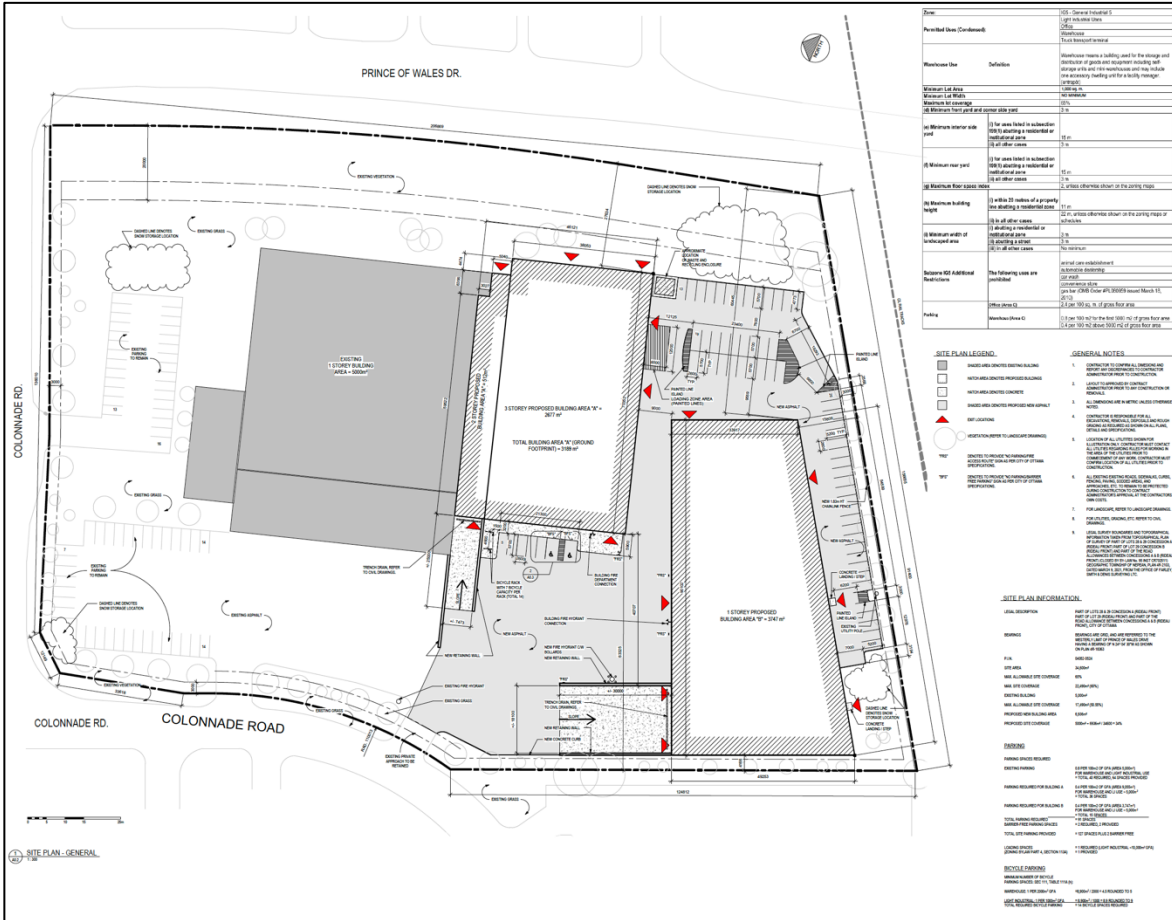
SECTION 2 - Urban Design Brief

Proposed Development

The proposed development will consist of new additional buildings to the existing one (1) – storey industrial warehouse building. The new additions to the site will comprise of a 2-storey building that will connect to the existing building and act as a transition building to a proposed three (3) storey self-storage building, and a stand-alone one (1) storey warehouse building located south of the lands. The proposed extension and additions will be located at the south side of the existing one (1)-storey building fronting Colonnade Road. The proposed development will provide an additional 56 parking spaces for a combined total of 120 parking spaces for the entire Subject Lands, including the existing building.

To facilitate the construction of the office area, two existing loading docks will be removed and filled with concrete fill to match the existing building finish. A demising wall partition will be constructed in lieu of the former aluminum clad panels to shape the office area as well as gypsum board partitions to section on subareas of the office area. The site will be accessible by two (2) existing ingress and egress driveways located on the west side as well as the south side of the property, both being on Colonnade Road.

Site Plan



Protected Views – Views of the Proposed Development from Prince of Wales Drive

As shown on the site plan, the proposed building will not encroach to the lot line. The proposed building is designed to be consistent with the existing building, therefore, preserving the current views along Prince of Wales Drive.

Prince of Wales Drive and Colonnade Road Intersection Facing South



Prince of Wales Drive and Colonnade Road Intersection Facing Southwest



Prince of Wales Drive Facing West

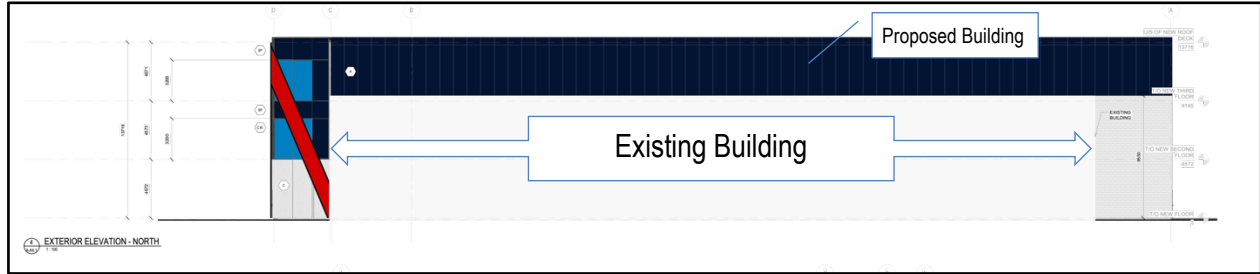


Prince of Wales Drive Facing Northwest

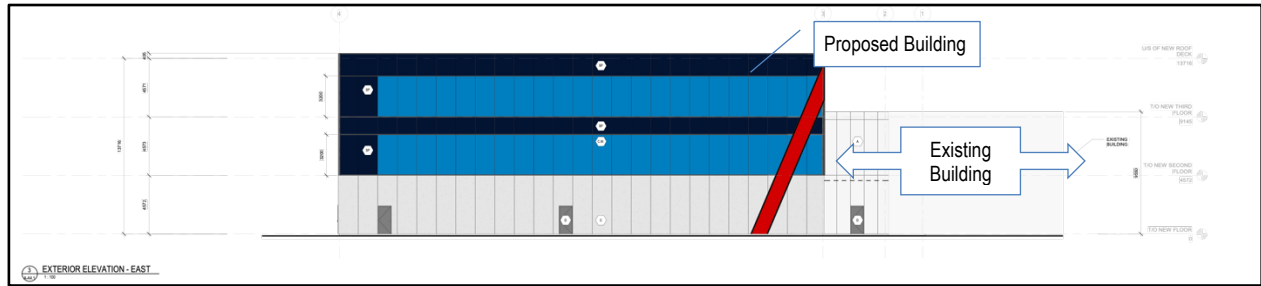


Proposed Building Elevations and Floor Plans

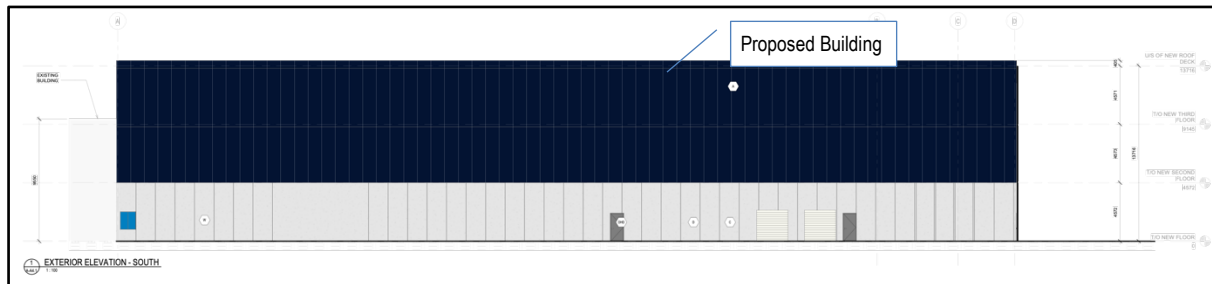
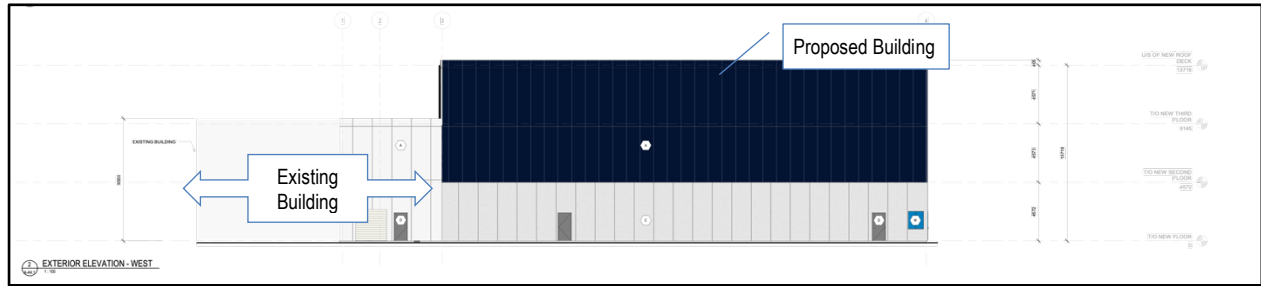
Elevations – Building A



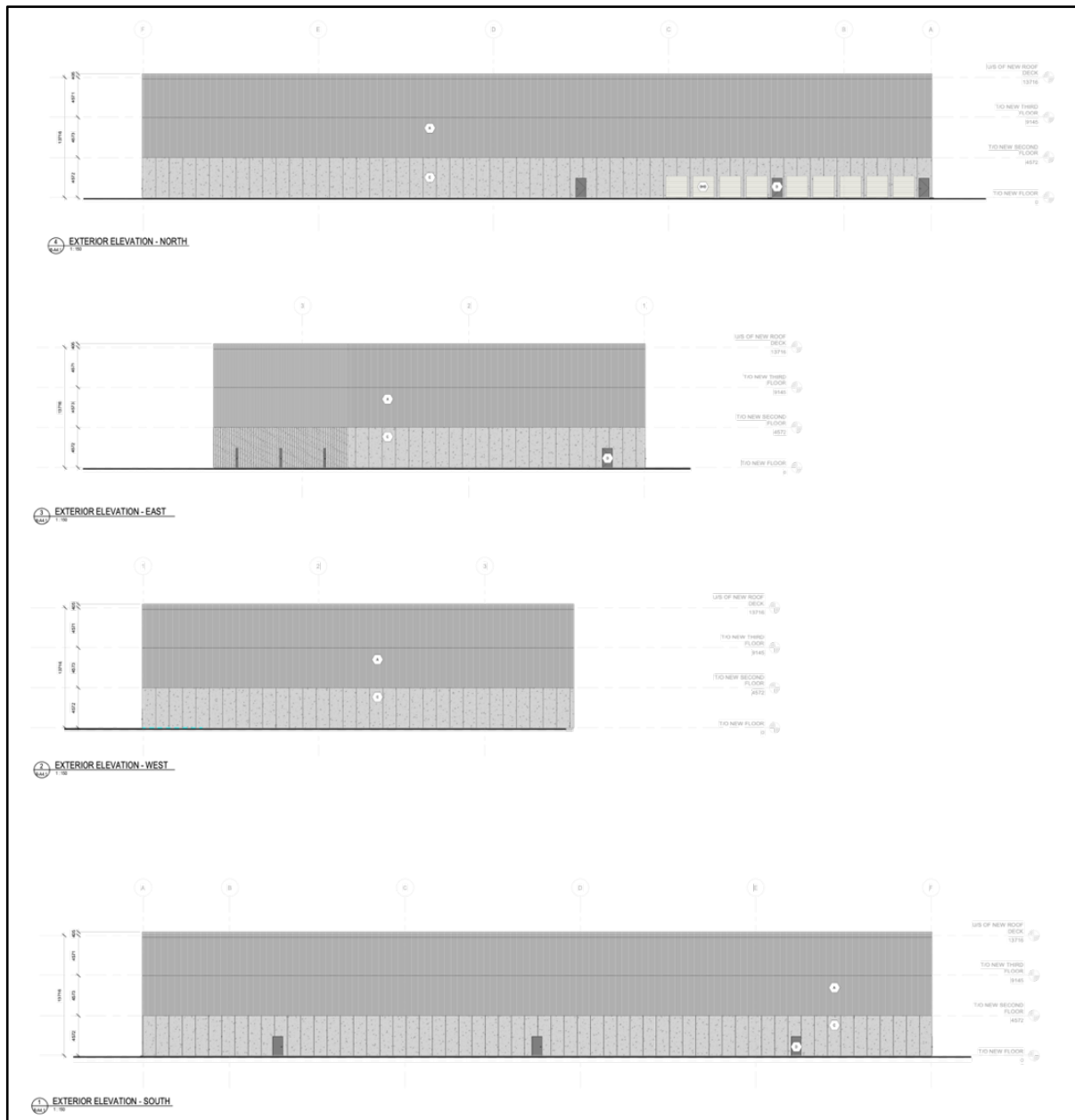
The north elevation is facing Colonnade Road. The new building is connected to the existing building.



The east elevation is facing the Prince of Wales Drive. The exterior façade fronting Prince of Wales are blue spandrel panels with aluminium windows. The Access Storage design logo is represented by a red panelling which is diagonal to the corner forming the letter 'A'. This creative design aspect of the proposed building is to enhance the urban pattern of built form, site design and mix of uses, in accordance to Section 5.2.1 of the Official Plan. The spandrel panels are consistent throughout the building as shown on the west, east and north elevations.



Elevations – Building B



The above elevations are for Building B which will not be facing visible from Prince of Wales Drive. The exterior building materials will be a combination of pre-finished insulated panels, pre-cast concrete wall, exterior door, and overhead door c/w dock seals, dock leveler and dock bumpers.

Floor Plans



Section 4.6 Urban Design Policies

Section 4.6 of the Official Plan outlines the desired Urban Design that the City of Ottawa wants to maintain and to envision. The following policies are taken into consideration when designing the proposed self-storage development.

Goals	Responses
1) Promote design excellence in Design Priority Areas.	The Subject Lands is not located with the Design Priority Areas in the city. However, the proposed design of the storage facility buildings will maintain the existing design style of the surrounding uses.
2) Protect views and enhance Scenic Routes including those associated with national symbols.	No views will be obstructed by the proposed storage facility buildings as it is one-storey buildings and is consistent with the existing building height of the surrounding buildings. Additionally, no national

	symbols, such as Parliament Buildings, will be impacted in any way.
3) Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle.	Landscaping features will be provided specially along Colonnade Road and Prince of Whales Drive. Landscaping features around the property will serve as an outdoor amenity area for employees.
4) Encourage innovative design practices and technologies in site planning and building design.	As mentioned, the overall design of the proposed additions to the site are consistent with design style of the surrounding uses.
5) Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes.	Please see and refer to landscape plan enclosed with this submission.
6) Enable the sensitive integration of new development of Low-rise, Mid-rise and Highrise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.	The location of the proposed development is characterized by low-rise industrial uses.

Zoning By-law 2008-250

According to Zoning By-law 2008-250, the Subject Lands are zoned "IG(5) –General Industrial Zone". The zone permits a wide range of low impact commercial buildings in accordance with the Official Plan. As previously mentioned, self-storage use is within the definition of "warehouse" in which:

"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."

Zone Provisions

Standards	Minimum Requirement	Proposed	Compliance
Minimum lot area	1,000 sq.m	34,600m ²	✓
Minimum lot width	No Minimum	-	✓
Maximum lot coverage	65%	34%	✓
Minimum front yard/ corner side yard	3m	3 metres	✓
Minimum side yard setback ((ii) all other cases)	3m	3 metres	✓
Minimum rear yard setback ((ii) all other cases)	3m	15.8 metres	✓
Maximum floor space index ((ii) in all other cases)	2.0	0.45	✓
Maximum Building Height	22.0 m	13.7 metres	✓
Parking Spaces	91 spaces	122 spaces	✓
Barrier Free Parking Spaces	1 space	2 spaces	✓
Loading Spaces	1 space	1 space	✓

Table 1

As shown on Table 1, the proposed development fully conforms to the “IG(5)- General Industrial Zone” zoning provision standards in the Zoning By-law 2008-250. Please see submitted concept plan for more details.

Public Consultation Strategy

In accordance with the requirements in the Planning Act, a Public Engagement is required for the applications undertaken as part a public process. Once the application has been deemed complete and the date is identified, the following actions will commence:

- A notice of application will be posted on the property;
- Notices for the public meeting will be mailed out to property; and
- A Statutory public meeting will be held in accordance with the Planning Act requirements.

CLS will hold a public engagement meeting as per City of Ottawa staff preference.

Conclusion

The proposed Site Plan Control application is consistent with Provincial Policy Statement (PPS 2020), maintains the general intent and purpose of the City of Ottawa Official Plan and is consistent to the “IG- General Industrial Zone” zoning provision standards outlined in the Zoning By-law 2008-250. The proposed development supports the objective of the plan as it proposes a use that maintains and supports economic activity in the City of Ottawa. Furthermore, it is located inside the Greenbelt, well established, and has good access to highways, rail and/or arterial roads, which contributes to protecting and diversifying local economy of the City of Ottawa.

Given all of the above, the proposed Site Plan Control application facilitates the appropriate development of the Subject Lands and represents good land use planning.

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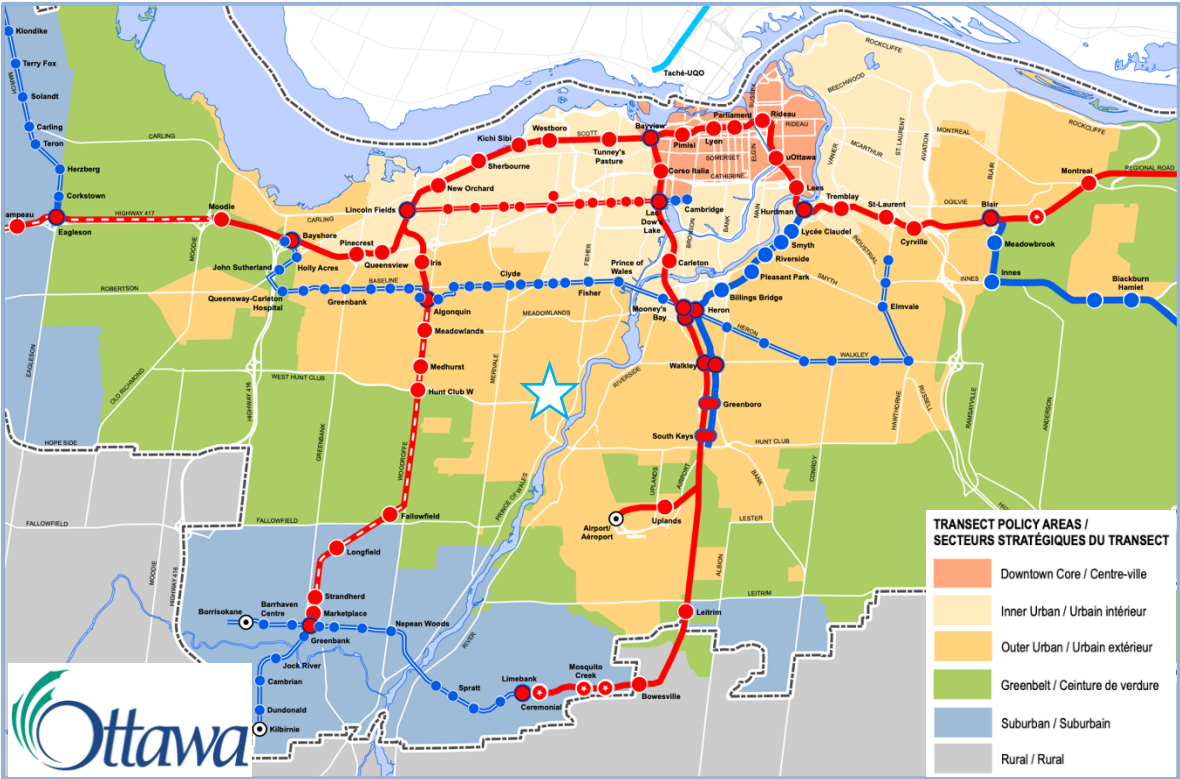
Appendix A
Location Map




Subject Lands

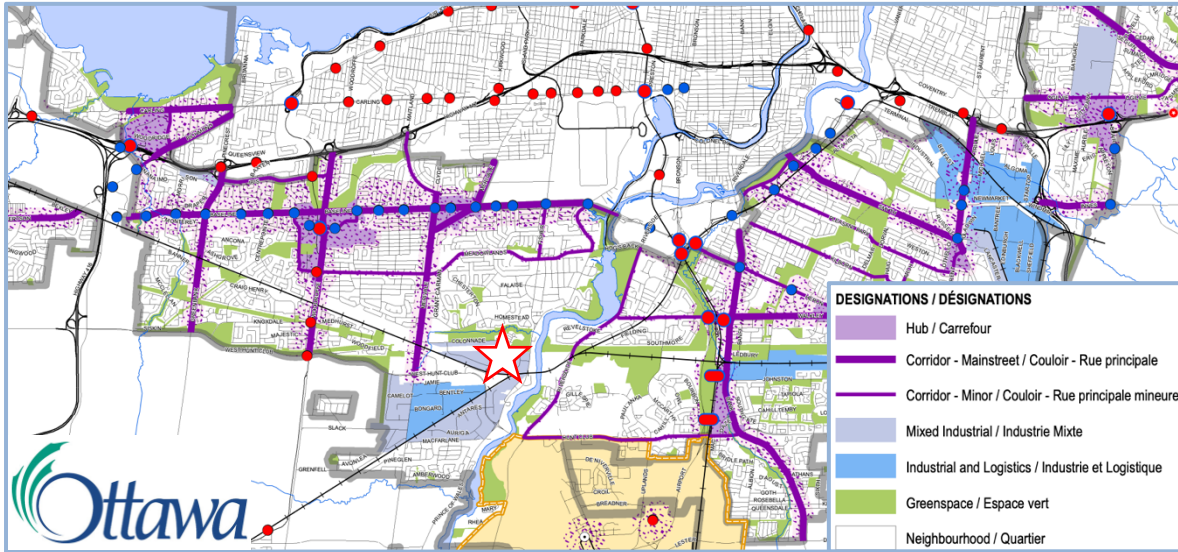
Appendix B
 Ottawa's Official Plan 2021 – In Effect

Schedule A – Transect Policy Areas



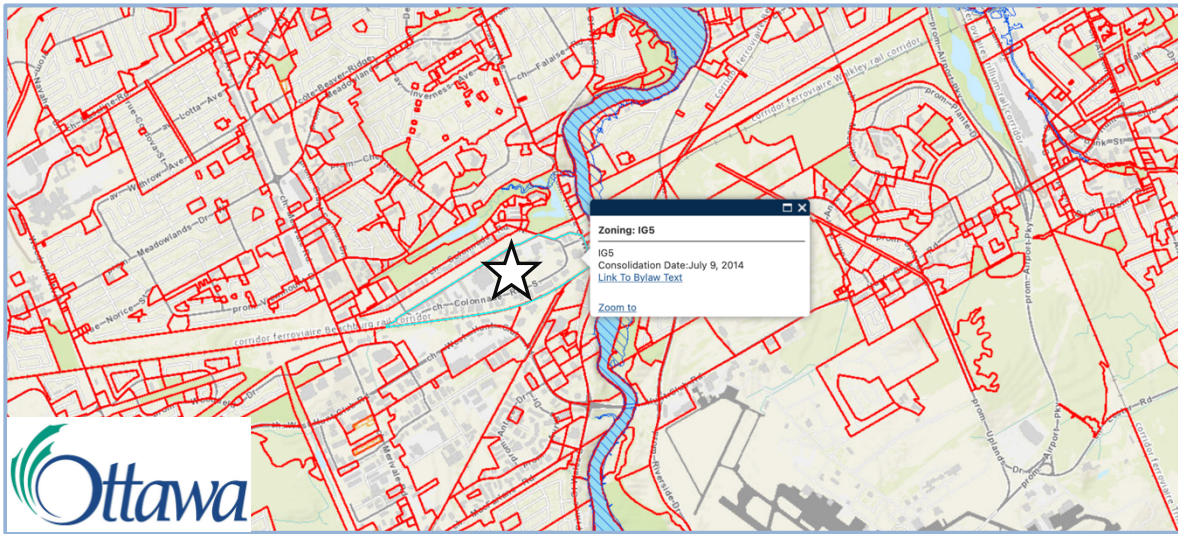
 Subject Lands

Schedule B3 – Outer Urban Transect



Subject Lands

City of Ottawa Zoning By-law 2008-250 – Interactive Map



☆ Subject Lands