

FOTENN



8800 Campeau Drive

Planning Rationale
Site Plan Control
December 2, 2020



Prepared for McRobie Architects

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1.0 Introduction

Fotenn Planning + Design has been engaged by McRobie Architects to prepare this Planning Rationale in support of a Site Plan Control application on the lands known municipally as 8800 Campeau Drive in the Kanata West Business Park.

1.1 Application History

The subject site forms part of the Kanata West Business Park, located north of Highway 417 and west of Huntmar Drive, approved through Official Plan and Zoning By-law Amendments (D01-01-14-0001 & D02-02-14-0018) in 2014. A Plan of Subdivision (D07-16-14-003) was draft approved in 2015 and phases 1 through 5 have now been registered. The subject property is within Phase 5, defined as Block 7 on Plan 4M-1649 and is known municipally as 8800 Campeau Drive.

1.2 Public Consultation

Based on the City of Ottawa's "Site Plan Control Subtype Thresholds" summary, the proposed development consists of a "Complex – Manager Approval" subtype. This type of application requires public consultation. Public consultation will be directed through the City of Ottawa including the posting of signs on the subject site and posting of all development application plans and studies on the City of Ottawa's "DevApps" development application search tool. The public is invited to submit their comments directly to staff which will be distributed as part of the technical circulation.

Site Context and Surrounding Area

The subject property is located at 8800 Campeau Drive in the Kanata West Business Park. The lands are located west of Palladium Drive, and north of Highway 417. The site is Block 7 on Phase 5 of the Kanata West Business Park Subdivision, registered as Plan 4M-1649. The subject property has an area of 7.04 hectares with approximately 233.1 metres of frontage onto Campeau Drive and approximately 143 metres of frontage onto Upper Canada Street. The site has a depth of approximately 290.6 metres from Campeau Drive.

Campeau Drive is a local street west of Palladium Drive. The street intersects Palladium Drive to the west and terminates east in a cul-de-sac adjacent to the subject property. Campeau Drive provides connections to other streets within the Business Park and to other development areas to the north and south.

Upper Canada Street is the property's front lot line and was constructed in the summer of 2020 and to be completed in 2021. The street provides a connection to other business park lands between Palladium Drive and Campeau Drive.



Figure 1: Site Location

2.1 Surrounding Area

The use of the lands surrounding the subject property are described as follows:

North: To the immediate north of the subject property are active agricultural lands outside of the City's urban boundary.

South: To the immediate south of the subject property is Campeau Drive and the cul-de-sac terminus. Further south are other business park lands along Nipissing Court including a previously constructed distribution warehouse for UPS. Further south is a stormwater management pond for the Kanata West Business Park, Feedmill Creek and Highway 417 – a provincial, limited access freeway crossing through the City of Ottawa.

East: East of the subject property is Upper Canada Street and other vacant business park lands. Further east is Palladium Drive and the recently completed Wingate Hotel and Palladium Orthodontics located on the northeast corner of the roundabout, and Tanger Outlets on the southeast corner. Further east is the Carpenters Union office building and other future development lands.

West: To the west of the subject property, outside of the urban boundary, is an active quarry.

3.0 Proposed Development

The proposed development is a one (1) storey warehouse with an ancillary two (2) storey office space for the operations of Maritime-Ontario.

The new warehouse building has a total area of 7,315 square metres, with approximately 5,575 square metres of warehouse space and approximately 1,740 square metres of office space, with additional occupied space at the basement level below grade. The balance of the building is used for warehousing products associated with the business. The warehouse portion of the site functions as a cross dock, where shipments are to be received on one side of the building and dispatched on the opposite side of the building within the day. No products or materials are intended to be stored in any quantity in the warehouse area. The office space has been located at the south of the building, adjacent to Campeau Drive with the loading areas located to the east and west of the warehouse. The balance of the site is used for on-site trailer and tractor storage associated with the use.

As a warehouse, the movement of vehicles in and out of the site is important. The site features three accesses along the southern portion of the site from Campeau Drive – one at the east end, one central to the site, and another at the west end. The central access allows vehicular access to private cul-de-sac facilitating pick up and drop off at front of the building, and access to a parking lot containing 139 parking spaces for staff and visitors. The west access provides access to a parking area containing 50 spaces for tractor parking. This area is separate from the larger loading areas to the north. Finally, the east access is the truck access to the site providing three (3) inbound and one (1) outbound travel lane. The wide (15 metres) access allows for the required truck movements in and out of the site. The driveway provides access to the restricted loading area of the site, and the trailer storage areas.

Loading bays are oriented to the east and west of the warehouse portion of the building with the north end of the site providing additional vehicle storage.



Figure 2: Rendering of South Elevation

The main entrance is located along the south of the building facing Campeau Drive. This office portion and entrance of the building punctuated with a two (2) storey façade of vision glass, spandrel glass and metal panels that provides an interesting and welcoming element to the building design consistent with other buildings in the business park. A large canopy over the main entrance provides further articulation and visual interest for the south facade. The balance of the building is finished with pre-cast concrete panels which provide an efficient and functional building envelope for the proposed warehouse. The building has an overall height of approximately 12.38 metres.

Ten (10) bike parking spaces are provided in proximity to the building's main entrance along Campeau Drive. As part of Phase 5 of the subdivision, pedestrian sidewalks will be installed along the north and south sides of Campeau Drive, and along the east side of Upper Canada Street. Pedestrian sidewalks are provided on the east side of Nipissing Court per the approved Plan of Subdivision. It is not anticipated that there will be a significant volume of pedestrians accessing the proposed development.

Landscaping has been incorporated along the Campeau Drive property edge and surrounding the parking lot. Landscaping along the public street edge is limited due to overhead power lines but landscaped elements have been incorporated where feasible that are consistent with the overall character of the business park.

4.0 Policy and Regulatory Framework

4.1 City of Ottawa Official Plan

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

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

Development applications in the City of Ottawa will be evaluated according to the criteria of Section 2.5.1 – Designing Ottawa and Section 4.11 – Urban Design and Compatibility. The design has been discussed as it relates to these sections below.

4.1.1 Urban Design and Compatibility

Section 2.5.1 provides guidance on how to appropriately incorporate compatible development into new building projects. Compatible development is defined in the Official Plan as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Section 2.5.1 contains design objectives intended to guide development. The applicable guidelines are discussed below:

<p>To define quality public and private spaces through development</p>	<p>The proposed development frames the street edge and will enhance the public realm with landscaping and with a building wall that features a mix of materials and glazing that is reflective of the emerging character of the Kanata West Business Park.</p>
<p>To create places that are safe, accessible and are easy to get to, and move through</p>	<p>The proposed development has been arranged to allow for safe and convenient vehicle movements that will not impact on the adjacent streets. Pedestrian, cyclist, and vehicular movements have been defined and separated appropriately.</p>
<p>To ensure that new development respects the character of existing areas</p>	<p>The proposed warehouse building respects the developing character of the Kanata West Business Park and will make a positive contribution to the employment area.</p>

The Official Plan states that compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of a proposed development. The policies are grouped into topics and the relevant policies are discussed below.

Policies 5 through 9 speak to building design. Specifically, policy 5 states that the compatibility of new buildings with their surroundings is achieved in part through the design of the portions of the structure facing other buildings or the public realm. Specifically, new development should consider setbacks, heights and transition, facade and roofline articulation, colours and materials, architectural elements, etc.

Policy 6 states that the principal façade and main entrance should be oriented towards the street, and that windows should be incorporated into the facades facing the street. Building entrances should be accentuated through architecture.

Finally, policy 8 states that, to maintain a high quality, obstacle free pedestrian environment, all loading and service area should be internalized or integrated into the building wherever possible.

The proposed development reflects the character of the Kanata West Business Park by proposing a warehouse building that highlights the south facade with greater articulation, including the use of metal panels and glazing. The varied façade will contribute positively to the character of the Business Park and is consistent with other completed projects that are scattered throughout the Park. The main entrance is oriented towards the street and highlighted with a two-storey vision glass curtain wall that defines the entry location. Lastly, the proposed building incorporates the loading areas into the site and building design in a manner appropriate for a Business Park setting.

Policies 10 through 13 speak to the massing and height of buildings with regards to the compatibility with the surrounding context. Specifically, the planned and existing heights and setbacks should be considered to ensure a compatible design.

The proposed development respects the character of the Kanata West Business Park and proposes a two-storey structure that is appropriate and desirable for the development of the Business Park.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in section 2.5.1 and the compatibility criteria of Section 4.11.

4.2 Kanata West Concept Plan

The Kanata West Concept Plan is discussed in City policy through two (2) separate but related documents. The Kanata West Secondary Plan, located in Volume 2a of the OP, is the statutory implementation of the Concept Plan. Its key directive is to manage maximum building heights within the Secondary Plan Area. Schedule A of the Secondary Plan situates the subject site in Area D and does not specify building heights for the subject property.

The Kanata West Concept Plan is also discussed as a Site-Specific Policy. Although this document does not enact any binding influence on development in the study area, it provides guidelines for future development. The subject property is located within the “Prestige Business Park” designation of the Concept Plan.

The Concept Plan was written at a time when the intention of the Prestige Business Park was a to house large campus-like tech firms – similar to what exists now in the Kanata North Business Park. At its core, however, the intent of the designation is to accommodate employment within the Kanata West area. The business park was intended to accommodate heights up to four (4) storeys.

The proposed development complies with the building massing intended by the Concept Plan and proposes a building architecture that will contribute positively to a successful business park. The proposed land use has been permitted through previous development approvals and the site layout has been completed such that it will contribute positively to the Business Park.

4.3 City of Ottawa Zoning By-law

The subject property is zoned “Business Park Industrial, Subzone 13, Exception 2166 – Holding (IP13[2166]-h)” in the City of Ottawa’s Comprehensive Zoning By-law. The purpose of the IP zone is to:

1. 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;
2. 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;
3. Prohibit retail uses in areas designated as Enterprise Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;
4. Prohibit uses which are likely to generate noise, fumes, odours, or other similar obnoxious impacts, or are hazardous; and
5. Provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.



Figure 3: City of Ottawa Zoning By-law

Permitted uses within the IP zone includes but is not limited to; automobile dealerships and rental establishments, day cares, drive-through facilities, hotels, light industrial uses, medical facilities, offices, service and repair shops, small batch breweries, warehouses and others.

Subzone 13 of the IP zone applies to the entire Kanata West Business Park and establishes a range of additional permitted uses and places limitations on the gross floor area of specific uses.

Exception 2166 is an exception applying to the western half of the Kanata West Business Park and permits additional uses while also prohibiting others. The conditions of the holding symbol are also included in the exception provisions, and state: "The hold symbol may not be removed until such time as a vibration and noise study is submitted which demonstrates no impact to the adjacent quarries at 2448 Carp Road and 421 Huntmar Drive, to the satisfaction of the General Manager of Planning Growth Management Department".

The proposed development complies with the intended purpose of the IP zone by providing an appropriate use that doesn't generate obnoxious impacts. In addition, "Warehouse" is a permitted use within the zone. A request to lift the holding symbol will be submitted under separate cover and will be supported by a noise and vibration study prepared by others.

The proposed development is compared to the provisions of the IP13[2166] zone in the table below:

Zoning Mechanism	Required	Provided
Minimum Lot Area	750m ²	70,334m ²
Minimum Lot Width	No Minimum	297.6m
Maximum Lot Coverage	55%	10.3%
Setbacks	Front (Upper Canada): 6m Interior Side (North): 4m Corner Side Yard (Campeau): 6m Rear (West): 6m (100m no-build zone)	Front: 81.37m Interior Side: 88.4m Corner: 59.83m Rear: 100m
Maximum Floor Space Index	2.0	0.103
Maximum Building Height	22m	12.38m
Minimum Width of Landscape	Abutting a Street: 3m All other cases: No Minimum	Abutting a Street: 3m (Campeau) 5.32m (Upper Canada) All other Cases: 1.52m
Accessory Sales and Display Area	Maximum 25% of the gross floor area of the proposed building	N/A
Minimum Parking Warehouse: 0.8/100m ² of GFA	Warehouse: 58 spaces	135 spaces
Barrier Free Parking Type A: Minimum 3.4m wide Type B: Minimum 2.6m wide Minimum Access aisle: 1.5m	4 spaces (2 Type A + 2 Type B)	4 spaces (2 Type A + 2 Type B)
Minimum Bicycle Parking Warehouse: 1/1000m ² of GFA	7 spaces	10 spaces
Loading Spaces Warehouse: 2 spaces	2 spaces	48 spaces

The proposed development complies with the applicable zoning provisions of the IP13[2166] zone.

5.0 Conclusions

The proposed Site Plan conforms to the policy direction of the Official Plan and the design direction of the Kanata West Concept Plan and complies with the application Zoning By-law regulations. In my opinion, the proposed development represents good planning and is in the public interest.



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