

VIA E-MAIL

Ms. Katie Morphet, RPP, MCIP
Planner II; Development Review (South Services)
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

**RE: —1500 Saint Laurent Blvd. – E-Bus Building
OC Transpo Application for Site Plan Control Amendment, Portion of Lot
Planning Rationale**

Dear Ms. Morphet,

The entire lot subject to this Site Plan Application is known municipally as 1500 St Laurent Blvd. The legal description for the lot is PT BLK D, PL 725, AS IN OT70509, N620614 AND BEING PT 1, R50 & PT 1, 4R9060 EXCEPT PTS 1 TO 4 5R10547 AND PARTS 1 AND 2 ON PLAN 4R-26260. S/T INTEREST, IF ANY, IN OT37427; S/T NS54899, OT72173. SUBJECT TO AN EASEMENT OVER PARTS 2 & 3 ON 4R-28039 AS IN OC1861720 SUBJECT TO AN EASEMENT IN GROSS OVER PART BLOCK D, PLAN 725, PARTS 1 & 2, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA (Geowarehouse). This legal description includes 899 Belfast Road, which is shown on PLAN 4R-11395. The part of the parcel that is proposed for the E-Bus Building itself is west of St. Laurent Blvd, to the rear of the existing northern garage, and north of Belfast Rd, as can be seen on Figure 1 below.

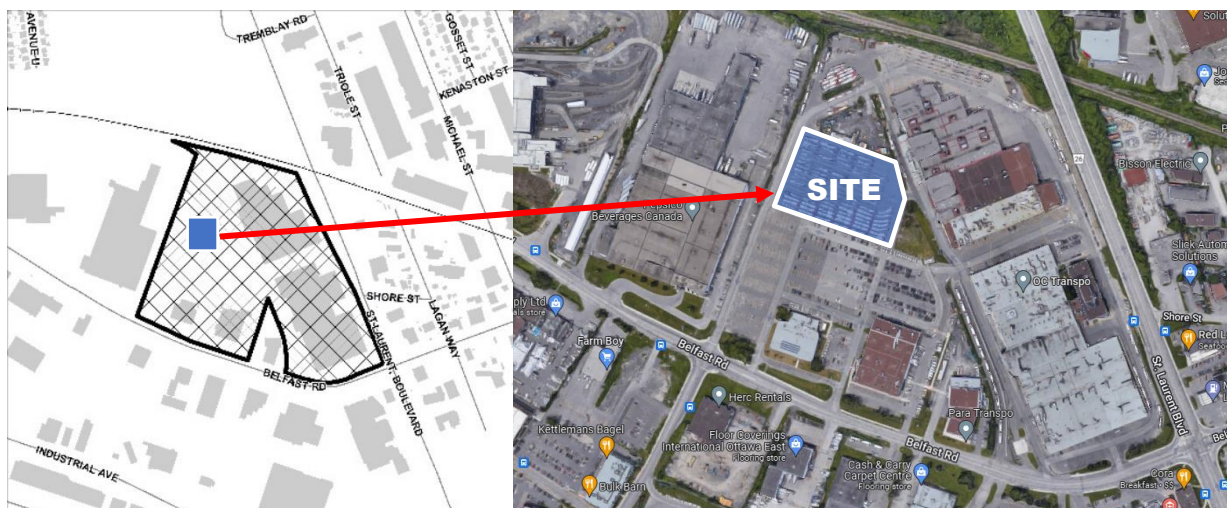


Figure 1 – View of Entire Lot and Aerial View of Proposed E-Bus Building

The land that is the subject of this application for Site Plan Control is currently owned by the City of Ottawa and is operated by OC Transpo as portion of their headquarters and maintenance facility. The entire Calculated Parcel Area according to GeoOttawa is 124,115.93 m² (1335971.46 ft²) (12.41 ha). However, the subject site itself is a portion of the parcel, as seen in Figure 1 and

2 below. The proposed development (labelled 'new building' depicted on Figure 3) takes up approximately 7,882 m² on the property.

1.0 PROPOSED ENCLOSED STORAGE FACILITY:

The purpose of the subject site is to serve as a parking garage that will be necessary to insulate and charge the battery-charged electric buses (BEBs) which are to be stored in the E-Bus Building. The intent is to upgrade their bus fleet system to environmentally friendly fleet and to provide efficient storage.

Currently, there are a series of OC Transpo buildings on the subject parcel. The subject site serves as a parking lot for the current buses. The City of Ottawa (City) and OC Transpo are transitioning approximately 450 of their existing diesel buses to a full battery electric bus (BEB) fleet by 2027. A component of this ultimate plan, OC Transpo has developed a concept for a new enclosed parking garage, which will replace an existing surface parking lot at the OC Transpo St. Laurent facility.

The proposed development is situated in a way that is in the NW portion of the parcel. It has 6 garage openings creating bays for the BEBs to enter and exit. The proposed development is one story high and is designed to house & electronically charge eighty busses.

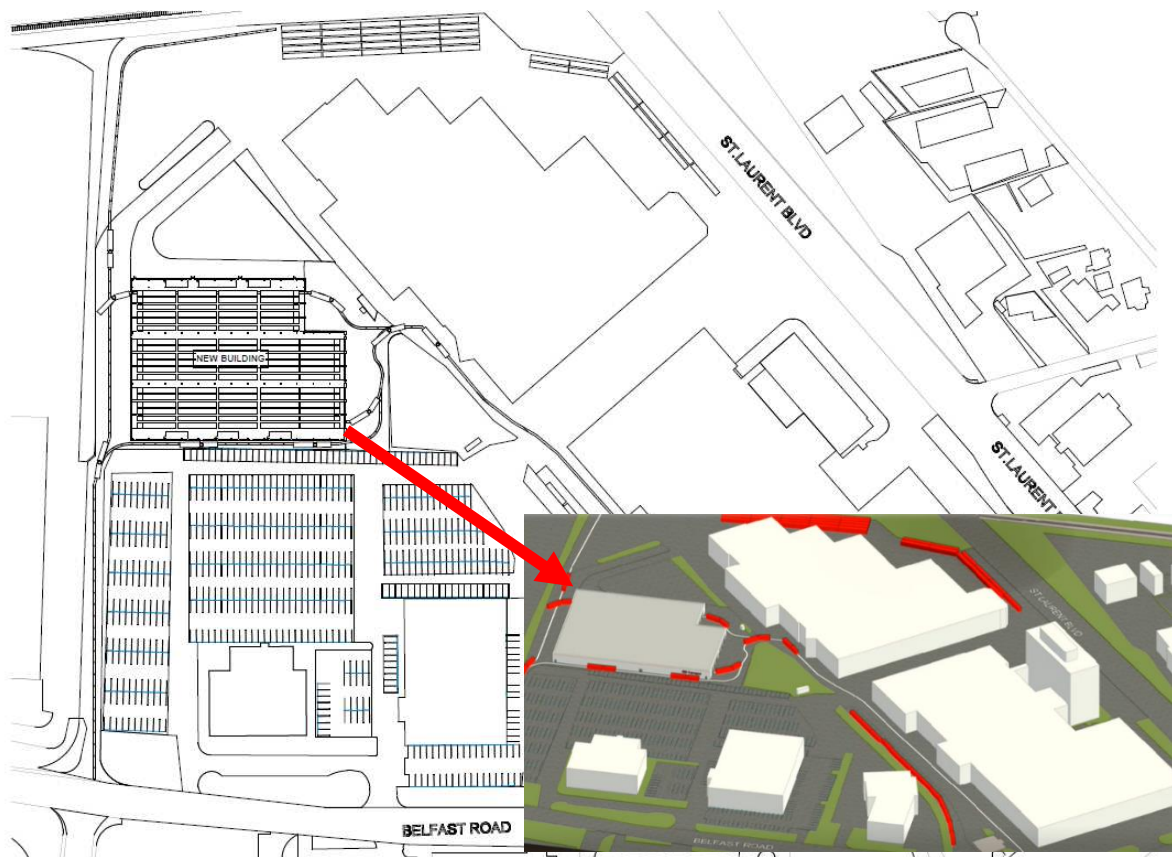


Figure 2 – Site Plan and 3D rendering of E-Bus Building Site

2.0 PROVINCIAL POLICY STATEMENT (PPS 2020)

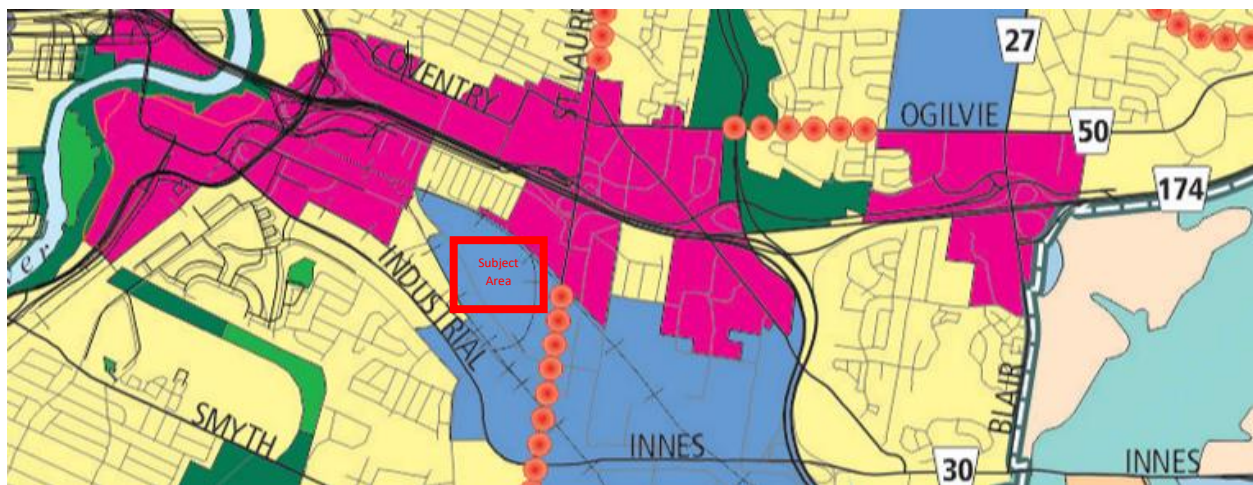
The proposed development supports the Provincial Policy Statement’s policies to ensure the operation of environmentally friendly and efficient public service facilities (Section 1.6, pg. 17, PPS 2020) by providing an eco-friendly charging station for public transportation. The development will take place on an existing parking lot, which is optimizing the space, and is taking advantage of opportunities for adaptive reuse- (Section 1.6.3, pg.18, PPS 2020), and making use of existing municipal services.

3.0 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Council has adopted a new Official Plan on November 24th, 2021, as by-law 2021-386. However, this document is still undergoing review by the Minister of Municipal Affairs and Housing. The current City of Ottawa Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board. For the purposes of this planning rationale, both the on-line consolidated version of the current Official Plan, along with the New Official Plan, were used for as a reference.

3.1 CURRENT OFFICIAL PLAN (2003)

The subject area is designated as “Urban Employment Area” in Schedule B of the City of Ottawa’s Official Plan. The location has relatively close proximity to “Mixed Use Area” to the northeast, and “General Urban Area” to the north & northwest side of the subject area (refer to Figure 3). However for the purposes of this proposal, it should be noted that Figure 3 outlines the general area of the subject site. Consequently, the development would not have any noxious impacts on surrounding designations.



Urban Employment Area	Blue	Zone d’emploi urbaine
General Urban Area	Yellow	Zone urbaine générale
Mixed Use Centre	Pink	Centre polyvalent

Figure 3 –Ottawa Official Plan Schedule B: ‘Urban Policy Plan’

Regulations for “Urban Employment Area” (Section 3.6.5)

Overall, the policies in “Urban Employment Area” include the following, but are not limited to:

- be well situated with respect to major roads;
- provide good interconnectivity within and to surrounding lots;
- provide buffers between noxious industrial uses and surrounding uses; and
- attract & retain employment investment

In the preamble of Section 3.6, the Official Plan states:

*“Incidental activity carried out in combination with a main use, such as showroom space associated with warehousing and **storage, is also anticipated in Urban Employment Areas.** Complementary uses, such as service commercial, are appropriate in Urban Employment Area designations to meet the day-to-day needs of employees and reduce their need to travel outside the area. [Amendment #180, November 8, 2017]”*

Section 3.6 also guides the policies in the Zoning by-law by stating:

“2. In Urban Employment Areas, the Zoning By-law will:

- Permit traditional industrial uses such as manufacturing, warehousing, distribution, **storage**, communications, construction;*
- Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;”*

Though the proposed development can be considered as a main use, it is worth noting that the subject site is surrounded by other buildings owned by OC Transpo within the same lot (such as administration buildings). The surrounding buildings have varying functions for the company, but the entire lot falls under “general industrial” uses under the Zoning by-law. Therefore, the proposed parking garage is being considered as incidental use and storage which the Urban Employment Area Section allows for in the Official Plan.

3.2 THE NEW OTTAWA OFFICIAL PLAN (2021)

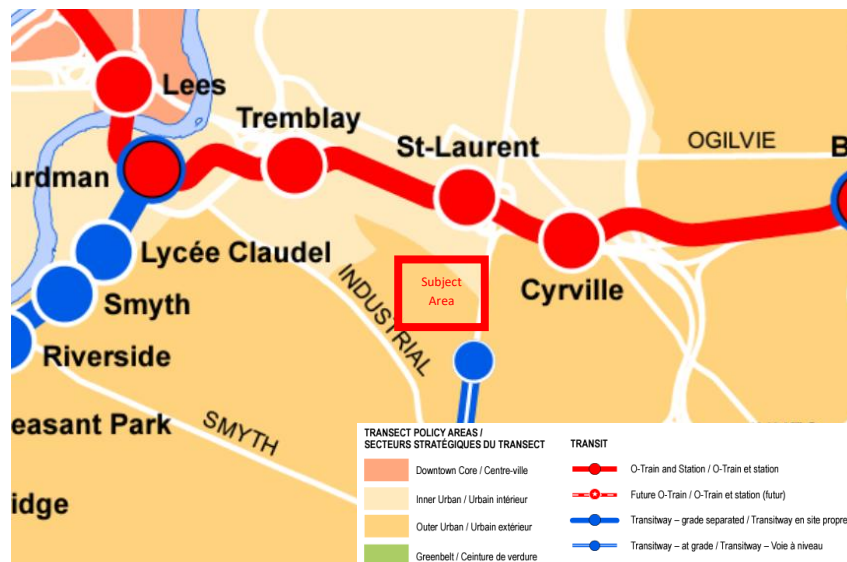


Figure 4 – The New City of Ottawa Official Plan Schedule A: “Transect Policy Areas”

The subject site has been identified to be under the “Outer Urban Transect” designation. The proposal is identified as “Industrial and Logistics” under Schedule B3. It also has an overlay of “Evolving Neighborhood”.

Regulations for Outer Urban Transect (Section 5.3):

Section 5.3 outlines the long-term goals for the Outer Transect Area, which are:

- 1) Recognize a suburban pattern of built form and site design;
- 2) Enhance mobility options and street connectivity in the Outer Urban Transect;
- 3) Provide direction to the Hubs and Corridors located within the Outer Urban Transect; and
- 4) Provide direction to Neighbourhoods located within the Outer Urban Transect

From a larger context, it is too early to determine if the proposed development will individually contribute to the aforementioned goals, however, the subject site does support the long-term goals by providing E-buses, thereby lending itself to overarching goals of climate mitigate and GHG reduction. Additionally, the Outer Urban Transect is generally characterized by low- to mid-density development. The proposal is compliant with the density requirement, as it is one storey high.

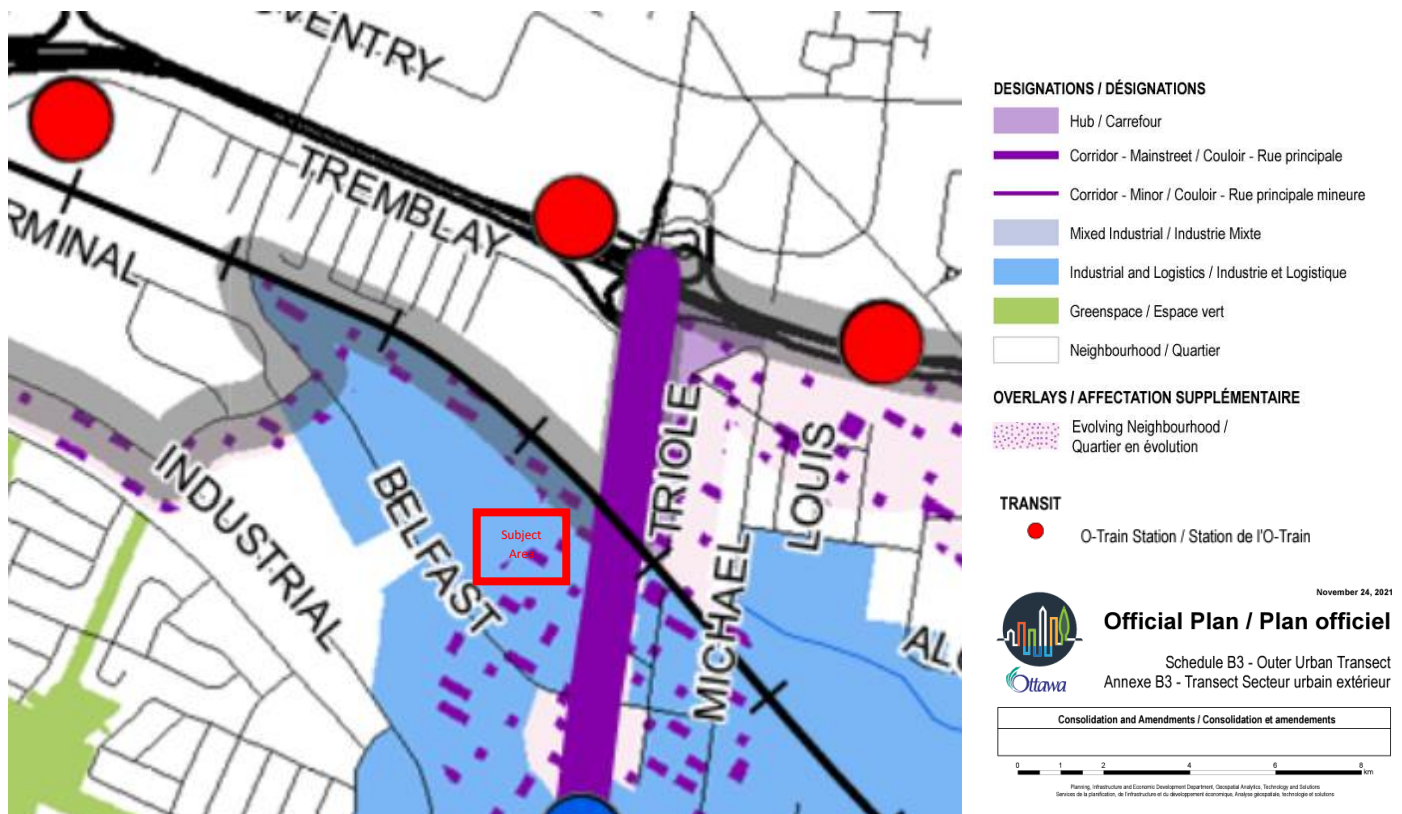


Figure 5 – The New City of Ottawa Official Plan Schedule B3: “Industrial and Logistics”

Regulations for Industrial and Logistics (Section 6.4):

In Section 6.4 of the new Official Plan, the following regulations indicate the anticipation of storage and other related uses (which could be interpreted to include parking garage as well):

- *Industrial and Logistics areas are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses.*
- *2) The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:*
 - o *a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;*
 - o *b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;*

Regulations for Evolving Neighborhood Overlay (5.6):

The subject site can be seen to have an Evolving Neighborhood Overlay on Schedule B3, and states the following:

- *5.6.1 The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.*

The proposed development supports the notion of slow intensification and diverse functions of land in the St. Laurent area. The building itself will not affect the corridor as it is screened by the existing bus maintenance and office facilities.

4.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The subject site is defined as “Parking garage” and is a permitted use in the General Industrial Zone (IG3) on the Zoning By-law, Subzone 3 in the City of Ottawa’s Comprehensive Zoning By-law 2008-250, as amended.

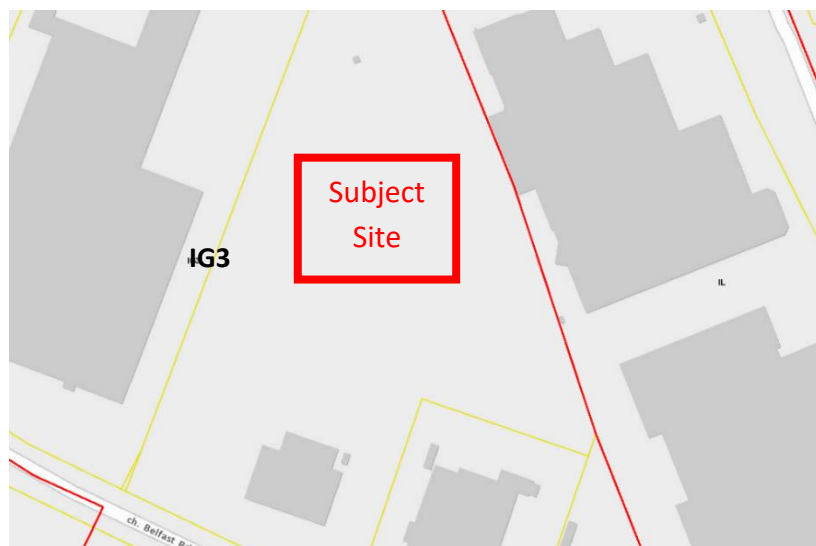


Figure 5 – IG3 Zoning from GeoOttawa

Relevant Definitions: This use is described as a “Parking garage” within the Zoning Bylaw: “means a building used for the parking of four or more motor vehicles, but excludes a parking garage accessory to a detached, linked-detached, semi-detached, or duplex dwelling. (garage de stationnement)”.

General Regulations:

A “Parking Garage” does not have any extra parking regulations as the proposed development itself is a parking area as confirmed in Table 101 (extract below).

Table 101- Minimum parking space rates N57 to N67 (By-law 2016-249):

Row	I Land Use	II Area X and Y on Schedule 1A	III Area B on Schedule 1A (Outer Urban Transect)	IV Area C on Schedule 1A	V Area D on Schedule 1A
N62	Parking Garage	None	None	None	None

As can be seen from the table above, there are no minimum parking requirements for a parking garage in the Outer Urban Transect Zone, and no loading spaces required as per Table 113A of the Zoning Bylaw for the subject site.

Zone Regulations:

In Section 199 (the IG Zone), the ‘use’ of the subject site “Parking garage” is listed under “permitted uses”.

The following table are the Zone provisions for the General Industrial Zone (IG):

I ZONING MECHANISMS		II PROVISIONS
(a) Minimum lot area		1,000 m ²
(b) Minimum lot width		No minimum
(c) Maximum lot coverage		65%
(d) Minimum front yard and corner side yard		3 m
(e) Minimum interior side yard	(i) for uses listed in subsection 199(1) abutting a residential or institutional zone	15 m
	(ii) all other cases	3 m
(f) Minimum rear yard		15 m

	(ii) all other cases	3 m
(g) Maximum floor space index		2, unless otherwise shown on the zoning maps
(h) Maximum building height	(i) within 20 metres of a property line abutting a residential zone	11 m
	(ii) in all other cases	22 m, unless otherwise shown on the zoning maps or schedules
(i) Minimum width of landscaped area	(i) abutting a residential or institutional zone	3 m
	(ii) abutting a street	3 m
	(iii) in all other cases	No minimum

The proposed E-Bus Building is designed to follow all setback provisions. The site coverage for this lot is at 38%, which is below the maximum site coverage allowed in the zone, as seen on the following figure:

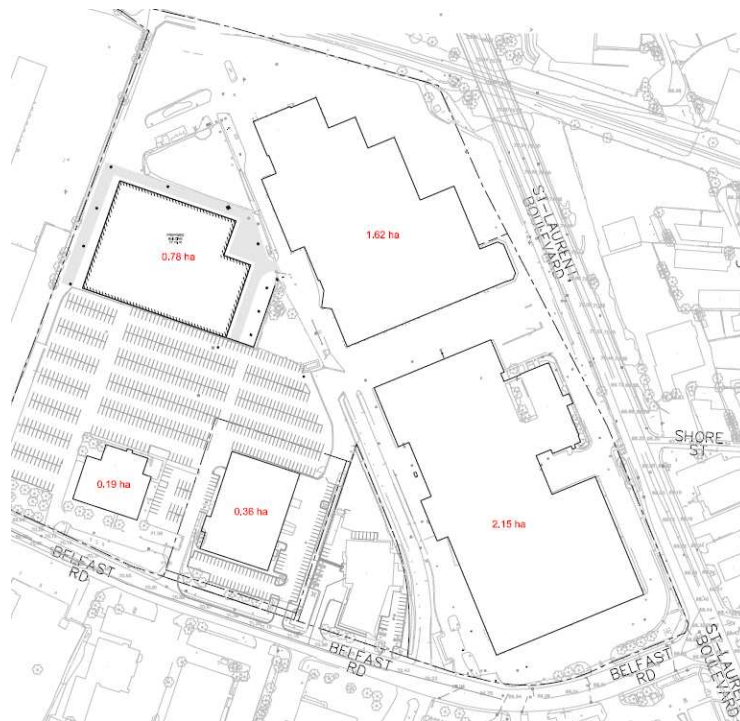


Figure 6 – Site Coverage, including proposed E-Bus Building

For all other relevant zoning provisions, please see the full copy of the submitted Site Plan drawing.

According to GeoOttawa, the subject site is within the IG3 Subzone, which states:

3. In the IG3 Subzone:
 1. The following uses listed in Section 199(2) are prohibited:
 - animal care establishment**
 - automobile dealership** (By-law 2008-326)
 - automobile rental establishment**
 - bank machine**
 - post office**
 - recreational and athletic facility**

There is no language within the Subzone prohibiting the use of a parking garage.

5.0 CONCLUSION

This report has been prepared in support of an application for a Site Plan Control application for the proposed E-Bus Building.

1. The current site plan control application is consistent with the Provincial Policy Statement, 2020, as it provides for an environmentally friendly alternative adaptive re-use of an existing space.
2. The application conforms with the provisions of the current Official Plan which has identified the subject area as Urban Employment Area, which allows for the subject site to exist as storage for the principal use.
3. The application is also in conformity with the new Official Plan, which has identified the subject area as “Outer Urban Transect, Industrial and Logistics. This proposal conforms to the intent of this designation in that it will provide employment, increase intensification, and contribute to the evolving neighborhood.
3. The proposed development conforms to the provisions of the IG3 zone which allows for the development of a parking garage.

Based on the above-noted rationale the application for site plan control for the subject site is appropriate and represents good land use planning.

In support of this Site Plan Control application, please find enclosed the following:

- One (1) copy of Site Servicing Plan prepared by J.L. Richards & Associates Limited, dated April 28, 2022;
- One (1) copy of the Grade Control and Drainage Plan prepared by J.L. Richards & Associates Limited, dated April 28, 2022;
- One (1) copy of Storm water Management Report/Brief prepared by J.L. Richards & Associates Limited, dated April 28, 2022 (Included in Servicing Brief);
- One (1) copy of Hydraulic Water main Analysis prepared by J.L. Richards & Associates Limited, dated April 28, 2022 (Included in Servicing Brief);
- One (1) copy of Site Servicing Study/Assessment of Adequacy of Public Services prepared by J.L. Richards & Associates Limited, dated (Included in Design Brief)

- One (1) copy of Geotechnical Study/ Slope Stability Study prepared by Jacques, Whitford and Associates Ltd. dated July 24, 2002;
- One (1) copy of Erosion and Sediment Control Plan/Brief (Identified on Grading and Drainage Plan)
- One (1) copy of Site Plan prepared by J.L. Richards & Associates Limited, dated April 28, 2022;
- One (1) copy of Legal Survey Plan prepared by J.L. Richards & Associates Limited; Farley, Smith & Murray, dated 24 July 1995
- One copy (1) copy of the Planning Rationale prepared by J.L. Richards & Associates Limited, dated April 29, 2022.
- One copy (1) copy of the Design Brief prepared by J.L. Richards & Associates Limited, dated April 28, 2022.

We look forward to working with you with respect of this application. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Yours very truly,

J.L. RICHARDS & ASSOCIATES LIMITED

Reviewed by:



Shahira Jalal,
Planner
SJ:tc



Timothy F. Chadder, MCIP, RPP
Chief Planner