

April 25<sup>th</sup>, 2022

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

**Planning Rationale, Public Consultation Strategy & Urban Design Brief**

<b>Re</b>	<b>Application for a Site Plan Control</b> 125 Colonnade Road City of Ottawa Access Self Storage Inc. (Owner)
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**Introduction**

Corbett Land Strategies Inc. (CLS) has been retained by Access Self Storage Inc. (the “Client”) with respect to the development of their lands 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.

**Subject Property**

The Subject Lands are legally described as Part of Lots 28 and 29, Concession A (Rideau Front), part of Concession B (Rideau Front) and part of the road allowance between Concessions A and B, within the former Township of Nepean, City of Ottawa. The 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.

The existing use of the building is a transportation logistics type use and a computer store. The existing main one-storey building contains approximately 2,639.76m<sup>2</sup> 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.

### **Proposed Development**

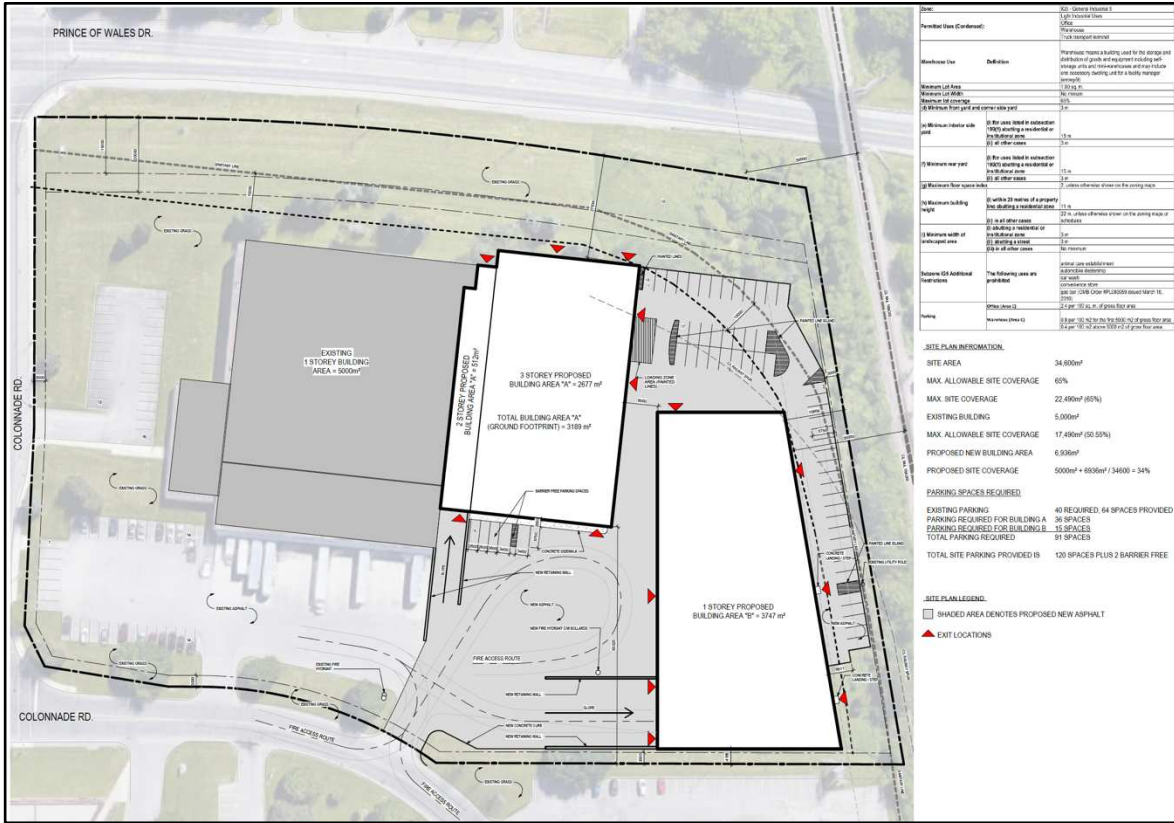
The proposed development will consist of new additional buildings to the existing one (1) – storey industrial warehouse building. The new additions to the site will comprise of a 2-storey building that will connect to the existing building and act as a transition building to a proposed three (3) storey 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.

CLS has retained a development team to lead the required technical studies necessary to facilitate the proposed development. The team and their reports are as follows and are enclosed with this submission:

1. Phase 1 and 2 ESA, dated January 11<sup>th</sup>, 2022, submitted by Pateson Group;
2. Site Plan, dated March 4<sup>th</sup>, 2022, submitted by Architecture49;
3. Transportation Impact Assessment, dated March 2022, Submitted by Crozier;
4. Tree Conservation Report, dated March 15<sup>th</sup>, 2022, submitted by Anna Mernieks;
5. Sound and Vibration Study, dated March 8<sup>th</sup>, 2022, submitted by WSP
6. Geotechnical Investigation Study, dated January 2022
7. Landscape Plan, dated, 2022 Submitted by SBK

Figure 1: Site Plan



## **Planning Policies and Rationale**

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 are 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

In 2019, the City of Ottawa began a multi-year process to develop a new Official Plan (OP) 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. Schedule B3 further designated the Subject Lands as “Mixed Industrial”. 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. 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.

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 in an advantageous area that 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 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.

#### Urban Design

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 m <sup>2</sup>	34,600m <sup>2</sup>	✓
Minimum lot width	N/A	-	✓
Maximum lot coverage	65%	34%	✓
Minimum front yard/ corner side yard	3m	3m	✓
Minimum side yard setback ((ii) all other cases)	3m	3m	✓
Minimum rear yard setback ((ii) all other cases)	3m	27.5m	✓
Maximum floor space index ((ii) in all other cases)	2.0	0.45	✓
Maximum Building Height	22.0 m	3 storeys	✓
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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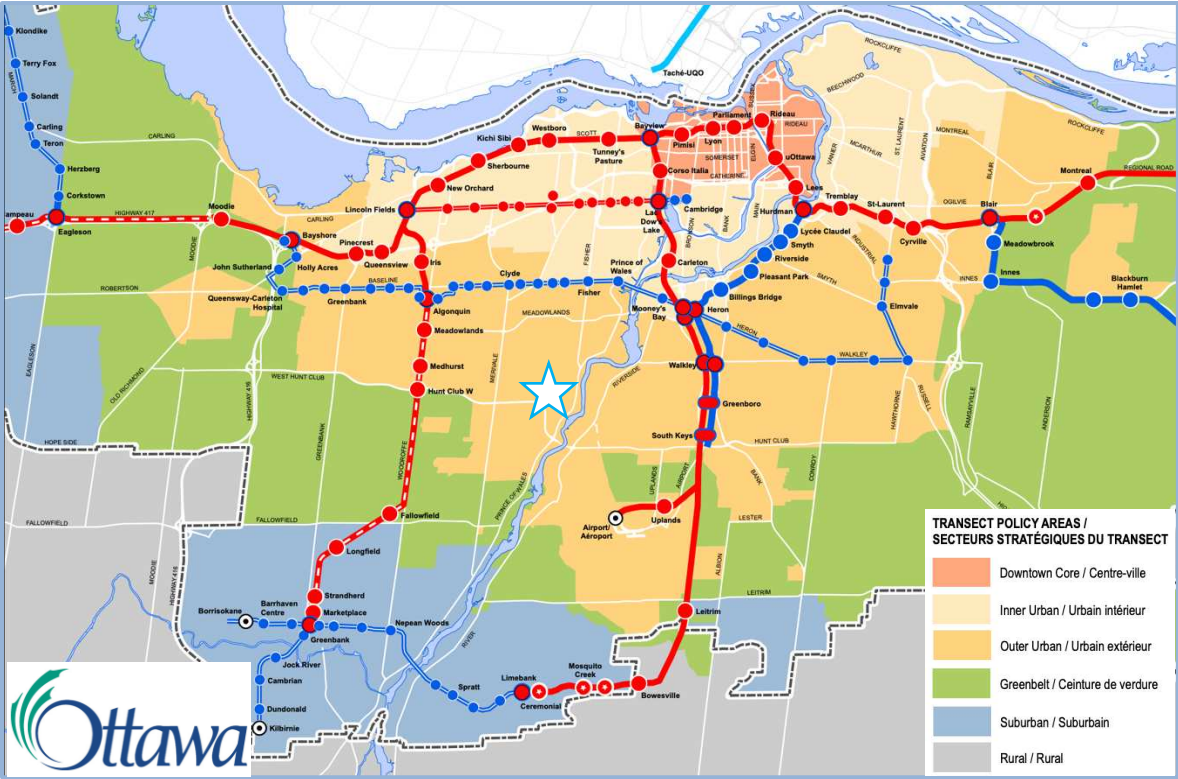
Appendix A  
Location Map




Subject Lands

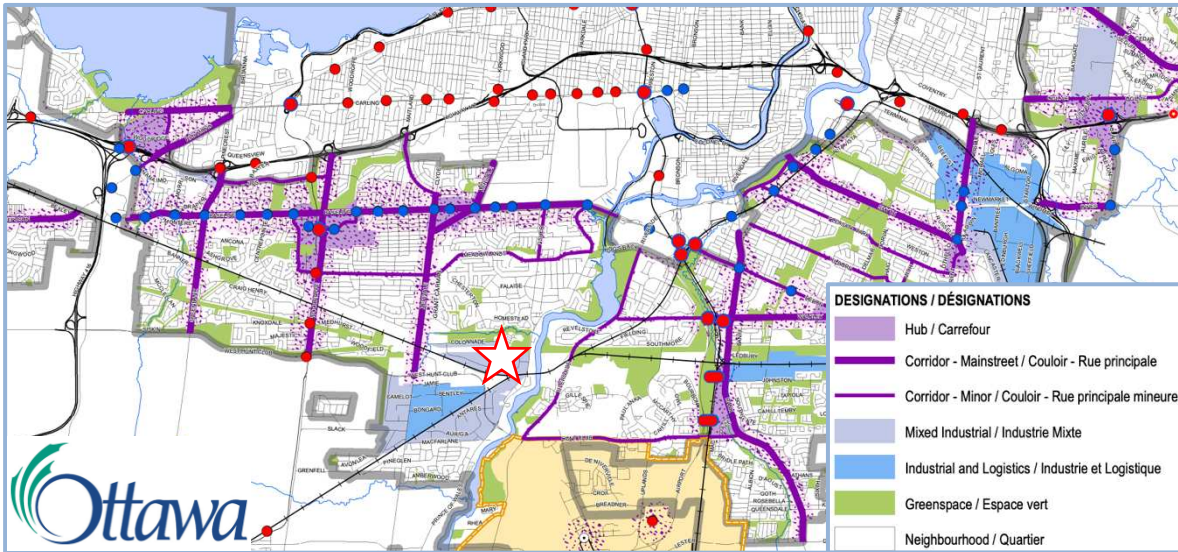
Appendix B  
 Ottawa's Official Plan 2021 – In Effect


Schedule A – Transect Policy Areas



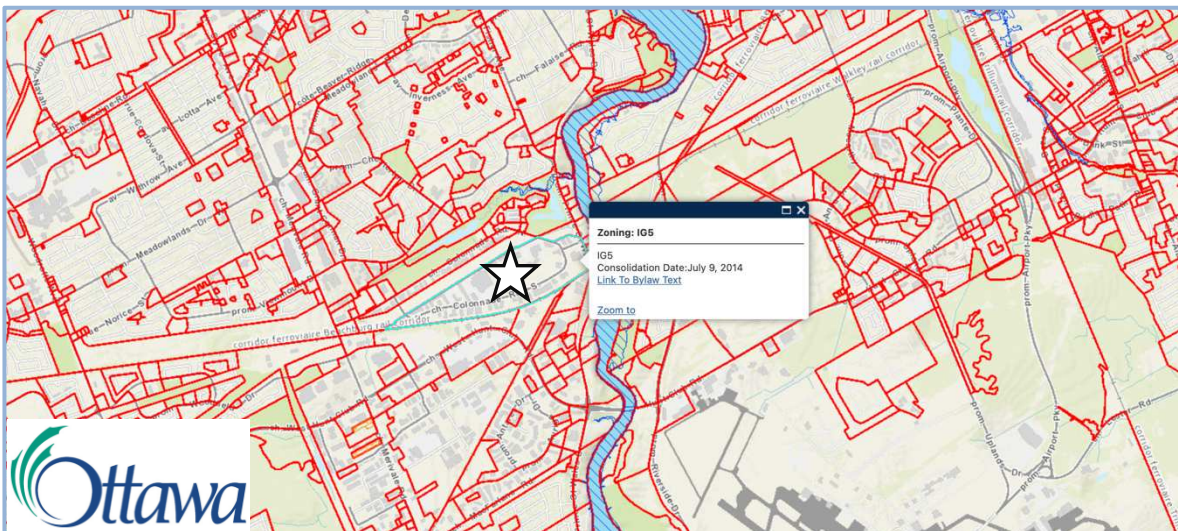
 Subject Lands


Schedule B3 – Outer Urban Transect



 Subject Lands

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



 Subject Lands