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1591-1611 Michael Street Planning Rationale & Design Brief



Prepared for: Avenyn Capital Partners

1591-1611 Michael Street

Ottawa, Ontario

Planning Rationale & Design Brief

in support of

Site Plan Control Application

Prepared For:

Avenyn Capital Partners

Prepared By:

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February / 08 / 2023

Novatech File: 122104

Ref:

February 8, 2023

City of Ottawa
Planning, Real Estate and Economic Development Department
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Ottawa, ON, K1P 1J1

Attention: Katie Morphet, Planner, Development Review

**Reference: Site Plan Control Application
1591-1611 Michael Street
Our File No.: 122104**

The following Planning Rationale & Design Brief have been prepared in support of a Site Plan Control application to facilitate the development of a light industrial building at 1591-1611 Michael Street (the "Subject Property").

The Subject Property is within the Outer Urban Transect and is designated as Industrial and Logistics on Schedule B3 of the City of Ottawa Official Plan (2021). The property is zoned Light Industrial (IL) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to construct an approximately 3887 square meter light industrial building on the Subject Property. The proposed building will contain two units. The first unit will contain a warehouse use. The second unit will contain a light industrial use. 31 parking spaces will be provided, with 23 parking spaces in a surface parking lot, six parallel parking spaces, and two parking spaces in the northeast corner of the site. The Subject Property is an irregular lot that surrounds the neighbouring property at 1601 Michael Street on the north, east, and south sides. A 7.5 meter easement to the south of the Subject Property provides street access to the neighbouring property at 1601 Michael Street.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, sets out the planning policy and regulatory framework of the site, and makes a recommendation on the proposed development.

Should you have any questions regarding any aspect of this application please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH



Simran Soor, M.PL.
Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Site Plan Control application for the property at 1591-1611 Michael Street (the “Subject Property”). The proposed development consists of a light industrial building planned to contain warehouse and light industrial uses.

The Subject Property is designated as Industrial and Logistics within the Outer Urban Transect of the City of Ottawa Official Plan (2021). The Subject Property is zoned Light Industrial (IL) in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the Site Plan Control application will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the adopted City of Ottawa Official Plan (2021);
- Comply with the Zoning By-law provisions for the Subject Property
- Maintain compatibility with the surrounding uses and community.

1.1 Description of Subject Property

The Subject Property is located on the east side of Michael Street in the Alta Vista Ward (Ward 18) in the City of Ottawa. The property consists of two interior lots and surrounds the property at 1601 Michael Street on the north, east, and south sides (see Figure 1). The Subject Property has an approximate area of 9177 square meters. The Subject Property has 30.5 meters of frontage on Michael Street to the north of the property at 1601 Michael Street and 7.5 meters of frontage to the south of this property. The Subject Property is located in an area roughly bounded by Belfast Road to the north, Innes Road to the south, St. Laurent Boulevard to the west, and Liverpool Court to the east.

Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

Figure 2: Surrounding Context



The Subject Property is located in an area with a number of light industrial uses. Directly to the north of the Subject Property is a two-storey light industrial building that provides scaffolding rentals. To the west of Michael Street is a single storey multi-tenant building that includes a wholesale warehouse, a home improvement store, and a gym. There is also a small two-storey restaurant. Directly to the south of the Subject Property, there is a two-storey light industrial building that supplies truck and other vehicle parts. To the east of the Subject Property, there are two low-rise industrial buildings with an electric motor store, glass merchant, and an axe throwing venue.

Within 300 meters of the Subject Property, there are a number of light industrial buildings, auto repair and rental facilities, auto parts stores, and a few small restaurants and diners. There is also some greenspace at the northeastern intersection of St. Laurent Boulevard and Industrial Avenue/Innes Road that provides a buffer from the nearby arterial roads. Within 600 meters of the Subject Property, there is a variety of light industrial and employment uses, including a business park, waste management facilities, and car dealerships. There are also some smaller restaurants and diners. Within 900 meters of the Subject Property, there are more light industrial uses such as self-storage warehouses, as well as some restaurants and fast food options along St. Laurent Boulevard at the Industrial Avenue/Innes Road intersection and at the Belfast Road intersection.

Since there are mostly light industrial buildings around the Subject Property, many of these buildings are low-rise and built from concrete, siding, or metal panels. Some have brick façade elements or windows, particularly if there is a sales component on the property.

Figure 3: Land uses to the north of the Subject Property



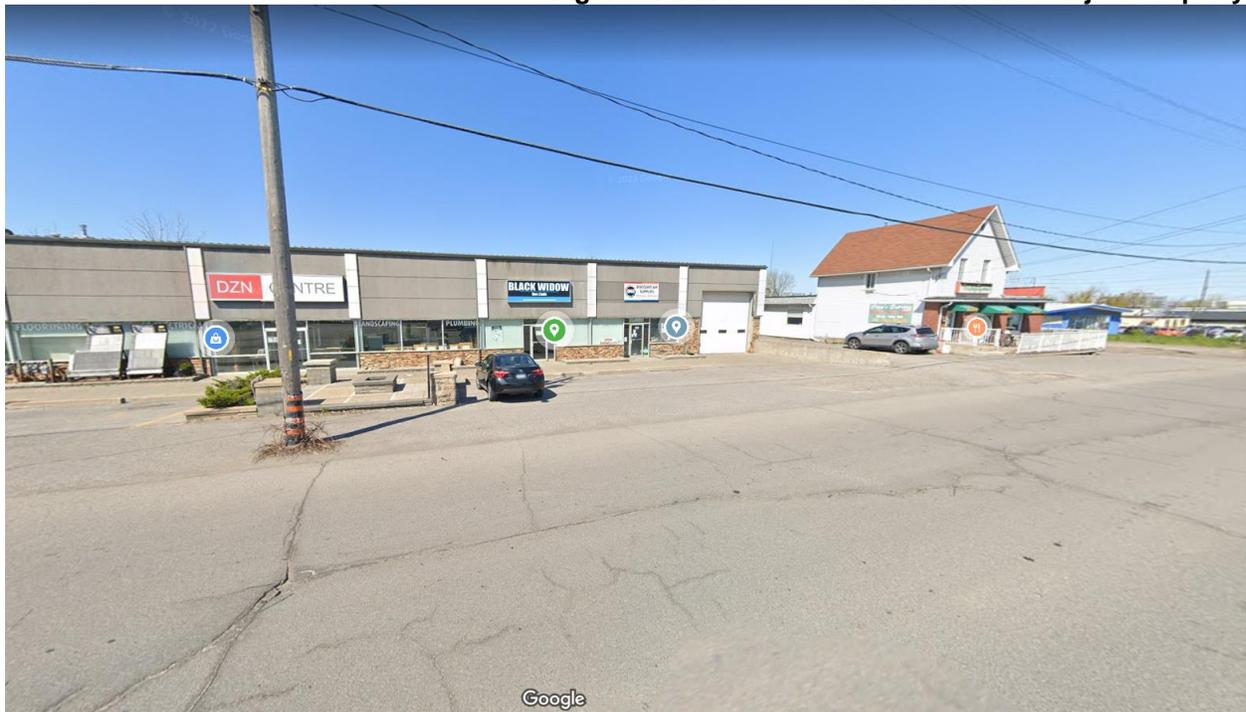
North: To the north of the Subject Property is a two-storey light industrial building.

Figure 4: Land uses to the south of the Subject Property



South: To the south of the Subject Property is a two-storey light industrial building that supplies truck and vehicle parts.

Figure 5: Land uses to the west of the Subject Property



West: To the west of the Subject Property across Michael Street is a single storey multi-tenant building and a two-storey restaurant.

Figure 6: Land uses to the east of the Subject Property

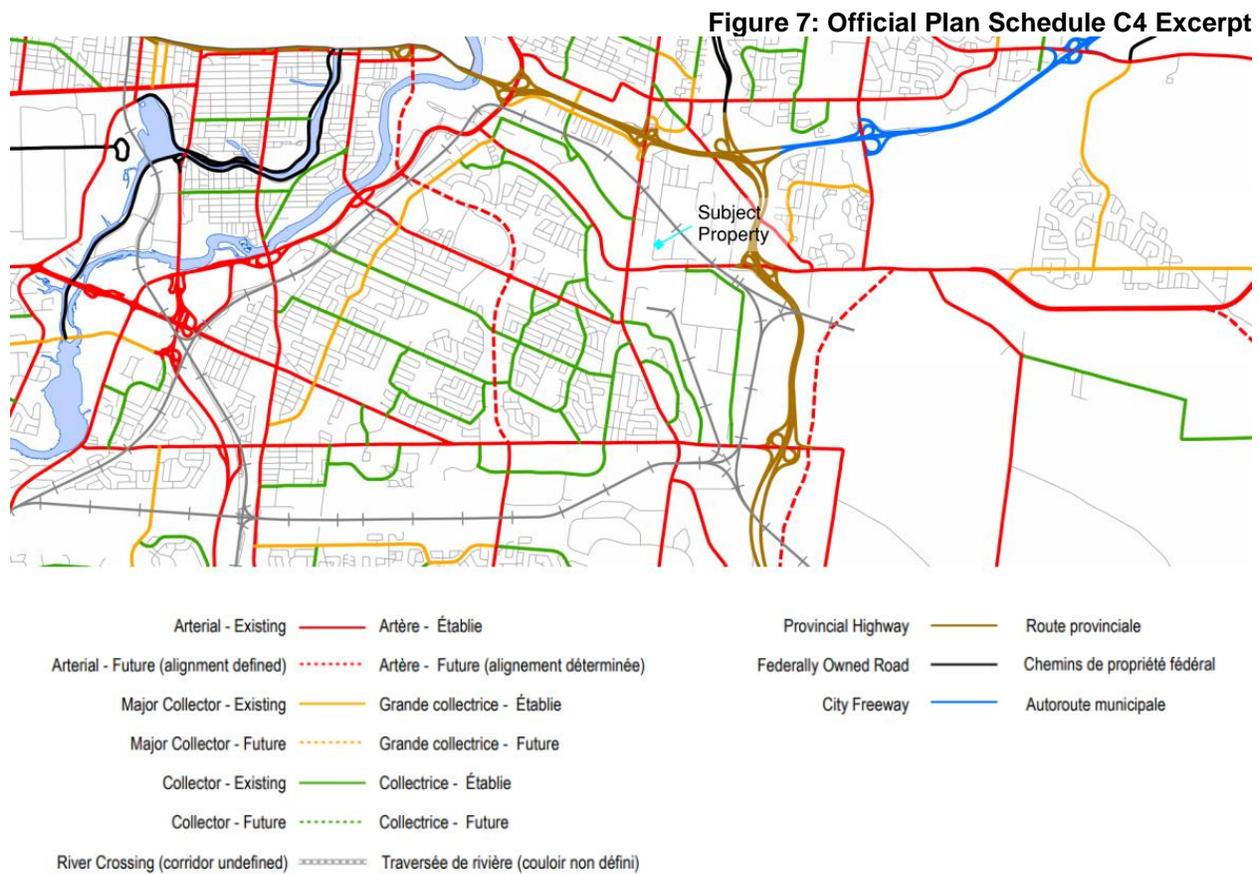


East: To the east of the Subject Property is a low-rise light industrial building.

1.3 Linkages and Transportation Framework

1591-1611 Michael Street has frontage on Michael Street in two places, to the north and south of the property at 1601 Michael Street. Vehicular access to the Subject Property will be from a new driveway proposed to the north of 1601 Michael Street, as well as from an existing 7.5 meter wide success driveway located to the south of 1601 Michael Street.

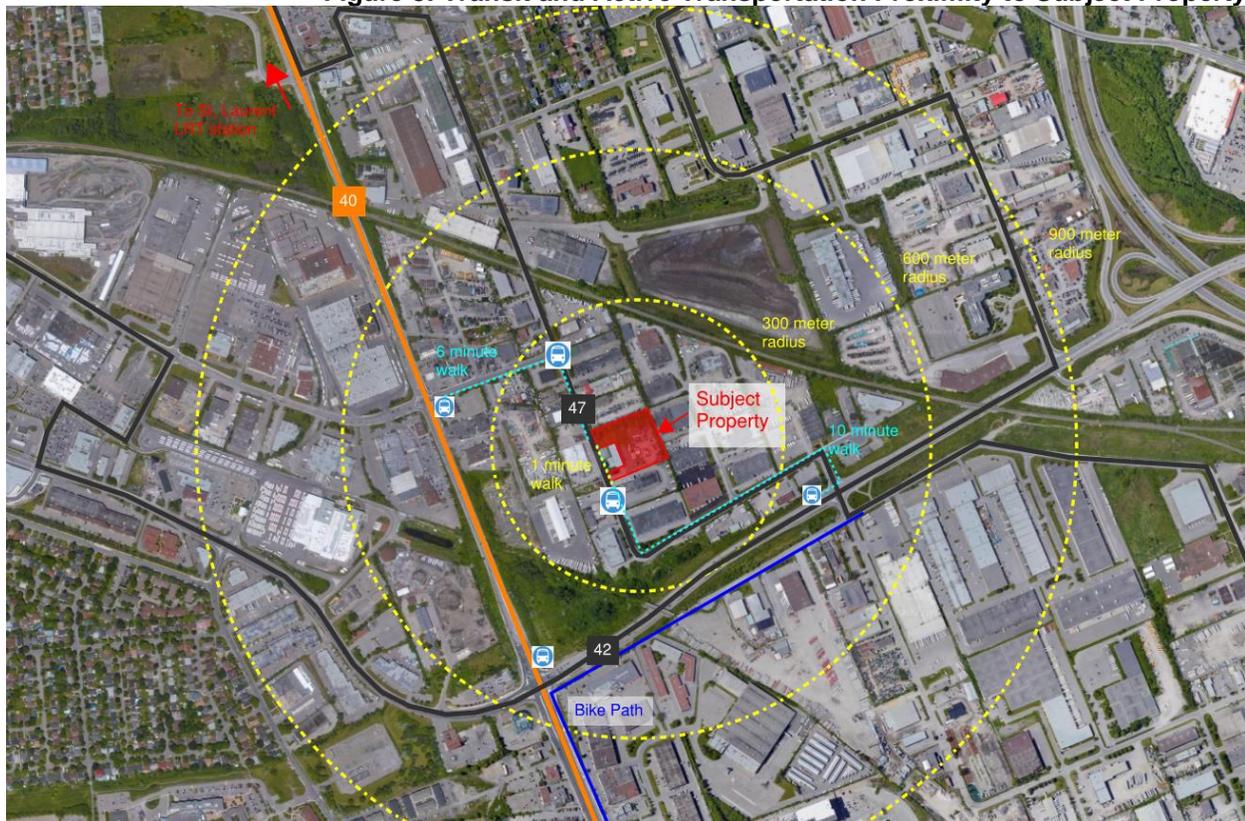
The Subject Property is located to the east of St. Laurent Boulevard and to the north of Industrial Avenue/Innes Road, which are both designated as Arterial Roads on Schedule C4 of the 2021 Official Plan (Figure 7). Belfast Road to the northwest of the Subject Property is designated as a Collector Road. The Subject Property is also in proximity to Highway 417 (Trans-Canada Highway), which is designated as a Provincial Highway, and Highway 174 (Queensway), which is designated as a City Freeway. Proximity to these highways makes the Subject Property a prime location for warehousing and light industrial uses by providing access to major highways and goods movement corridors.



The Subject Property is located 2.3 kilometers away from St. Laurent LRT station. There is a bus stop on Michael Street that is located 110 meters (or a 1 minute walk) away from the Subject Property (Figure 8). This bus stop is serviced by bus route 47, a local route that provides bus service to St. Laurent LRT station during peak periods only. This bus route is intended to allow potential employees to access the Subject Property during peak commuting hours via transit

instead of driving. There is also a bus stop at the intersection of St. Laurent Boulevard and Belfast Road, which is a 6 minute walk from the Subject Property. This bus stop is serviced by bus route 40, which is a frequent bus route that connects to both St. Laurent LRT Station and the Greenboro LRT station. Bus route 42 is within a 10 minute walk of the Subject Property (at the intersection of Innes Road and Bantree Street) and provides access to shopping at Ottawa Trainyards, as well as access to further transit at Hurdman LRT station and Blair LRT station, where there are connections to downtown, Orleans, and Billings Bridge. The transit routes servicing the site provide connections across downtown and eastern Ottawa and will allow potential employees to access the Subject Property through alternative methods of travel.

Figure 8: Transit and Active Transportation Proximity to Subject Property



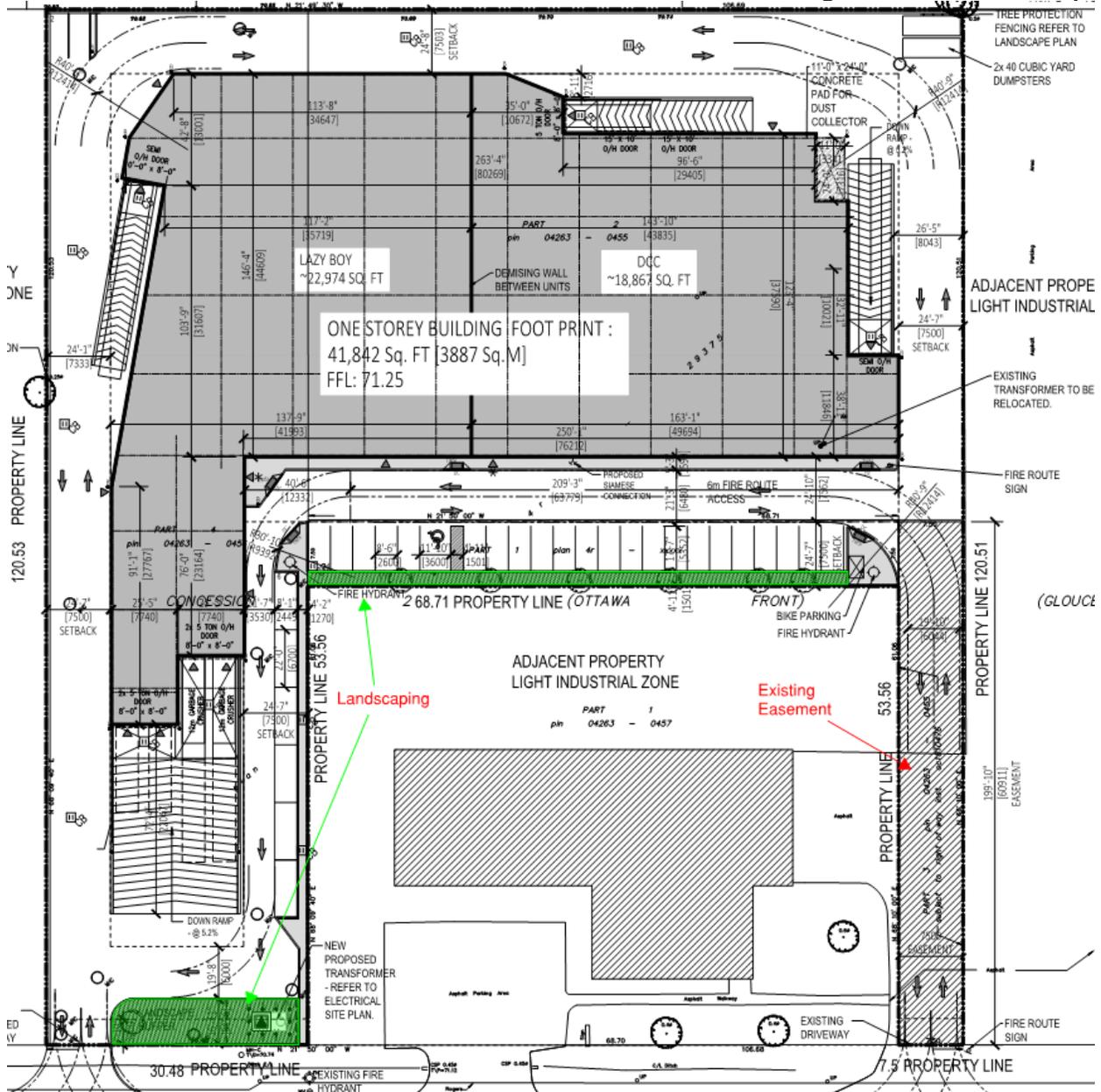
There are no sidewalks on either side of Michael Street and pedestrians currently have to walk on the wide shoulder of the road. There is also no bicycle infrastructure along Michael Street, but there is a bicycle path along Innes Road to the south of the Subject Property.

2.0 DEVELOPMENT PROPOSAL

It is proposed to develop a single-storey light industrial building with an area of approximately 3887 square meters on the Subject Property. This building will have two units. The first unit will be a warehouse with an approximate area of 2134 square meters. The second unit will be a light industrial use with an approximate area of 1752 square meters. The proposed building will be located to the north and east of the existing building at 1601 Michael Street.

Driveways will be located at both the northern and southern portions of the Subject Property. The proposed development has been designed to allow for on-site traffic to flow in both directions around the proposed building (see Figure 9). Parking will be provided on the site, with a parking lot between the front of the proposed building and the existing building at 1601 Michael Street. This parking lot will contain 23 parking spaces. Two parking spaces will be located at the northeast corner of the site while six parallel parking spaces will be located on the northern portion of the site between the building and the property line of 1601 Michael Street. Seven loading bays are also proposed.

Figure 9: Site Plan Excerpt



3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.1.3 of the PPS defines and lays out policies for settlement areas. The Subject Property is considered part of a settlement area, as it is within the Urban Area for the City of Ottawa. Policy 1.1.3.1 states: “*Settlement areas shall be the focus of growth and development.*” Policy 1.1.3.2 states:

“1.1.3.2 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;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*
and
- g) are freight-supportive.”*

The proposed development efficiently uses the Subject Site by providing employment and warehousing uses on an underutilized, vacant lot. The proposed development is designed to not interfere with the existing building on 1601 Michael Street while making use of an irregularly shaped lot at 1611 Michael Street. Adequate parking is provided on the site and there are also multiple bus routes within a 10 minute walk of the Subject Property, including a bus route along Michael Street that runs to and from St. Laurent station in the mornings and evenings.

The Subject Property is also freight supportive as it is located in proximity to two arterial roads on St. Laurent Boulevard and Innes Road. It is also in close proximity to the Trans-Canada Highway/Highway 417 and the Queensway (Highway 174), providing convenient access to Orleans, Montreal, and the rest of Ottawa. These arterial and highway connections provide local and regional access to warehouse and goods distribution networks.

Section 1.3 of the PPS sets out policies for employment. Policy 1.3.1 states:

“1.3.1 Planning authorities shall promote economic development and competitiveness by:

- 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;”*

The Subject Property is relatively underutilized and difficult to develop due to its irregular shape. The proposed development adds employment uses to the site and is designed to be suitable for the site and neighbouring area. The proposed development presents an opportunity to expand the employment base in the area.

Section 1.3.2 of the PPS sets out policies for employment areas. Policy 1.3.2.6 states:

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

The Subject Property is located in proximity to major goods distribution corridors such as St. Laurent Boulevard, Innes Road, Highway 417, and the Queensway (Highway 174) that provide local and regional connections. Proximity to major goods distribution networks is essential for the future business operations of the proposed warehouse and light industrial uses.

Section 1.6.7 of the PPS sets out policies for Transportation Systems. Policy 1.6.7.1 states:

“1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.”

The transportation systems around the Subject Property will help facilitate the movement of goods from the Subject Property, increasing the viability and functionality of the proposed development. The proposed development is also designed to improve site circulation, effectively using an irregularly shaped lot to provide employment opportunities in the City.

Section 1.7 of the PPS sets out policies for Long-Term Economic Prosperity. Policy 1.7.1 states:

“1.7.1 Long-term economic prosperity should be supported by:
a) *promoting opportunities for economic development and community investment-readiness;*
c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;”*

The proposed development will establish a viable, long-term employment function on the Subject Property and will increase the leasable employment area in the Ottawa region. The proposed development will contribute to the local economy.

Section 1.8 of the PPS provides policy direction related to energy conservation, air quality, and climate change. Policy 1.8.1 states:

“1.8.1 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:
d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;”*

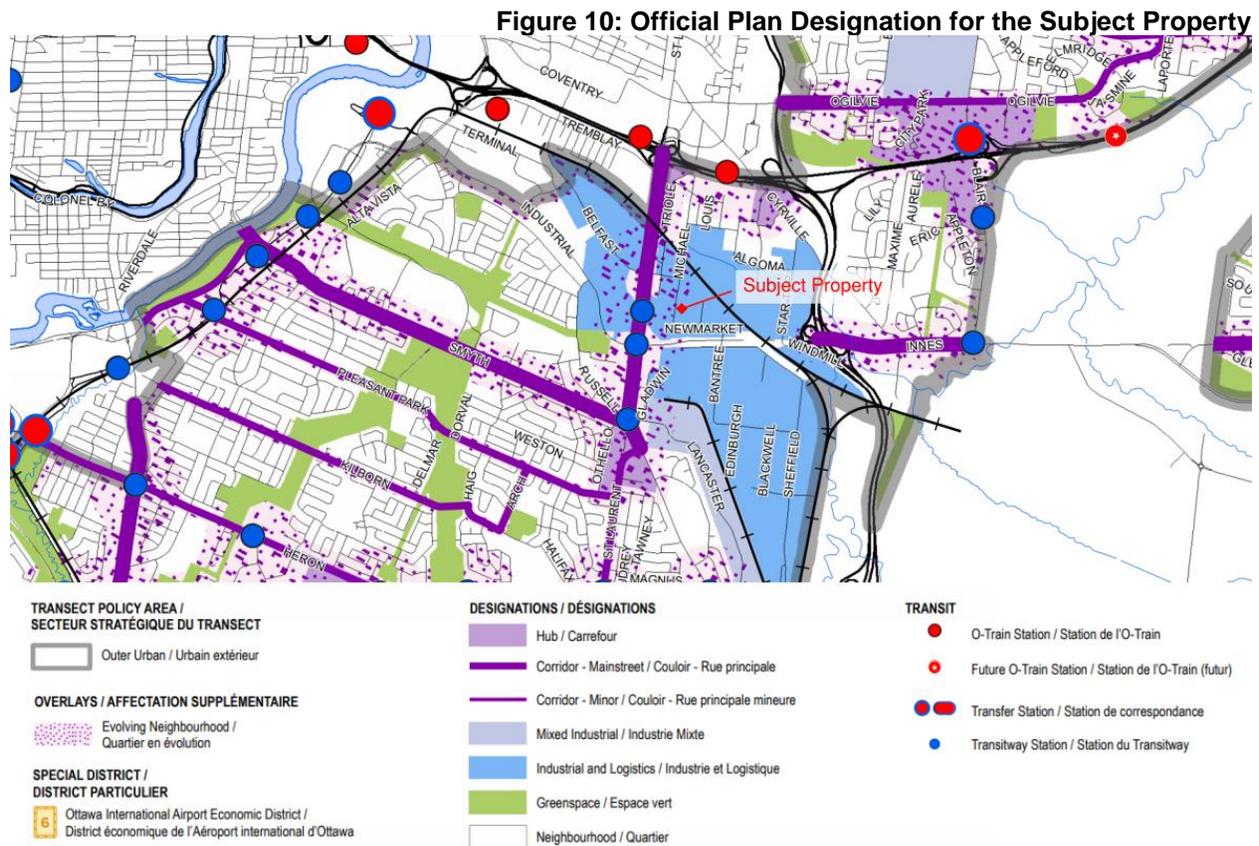
The proposed warehouse use needs to be well served by major highways and goods movement corridors. The Subject Property is located in proximity to Highway 417 (Trans-Canada Highway) and Highway 174 (Queensway), two major highways that provide connections to Orleans, across Ottawa, and to Montreal. The proposed development is appropriately located.

The proposed development is consistent with the policies of the Provincial Policy Statement.

3.2 City of Ottawa Official Plan (2021)

The City of Ottawa Official Plan (2021) was adopted by City Council on November 24th, 2021. The Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The Subject Property is designated Industrial & Logistics in the Outer Urban Transect on Schedule B3 of the Official Plan (Figure 10).



3.2.1 Growth Management Framework

Section 3 of the 2021 Official Plan provides a Growth Management Framework for the City of Ottawa. Section 3 states:

“Most of the employment growth will occur within the built-up portion of the urban area.”

Section 3 also states:

“Employment is expected to grow by about 189,000 jobs from 2018 to 2046. The Downtown Core will remain the most important employment hub in the City. Inner Urban, Outer Urban Corridors, Hubs and Suburban Town Centres will see their role increase significantly as places for employment growth. Industrial areas and the rural area are also anticipated to accommodate job growth.”

The Subject Property is located within the urban area of the City and will accommodate employment growth by providing two proposed employment uses within the Outer Urban area.

Policy 4 in Section 3.2 states:

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The proposed development will provide appropriate intensification on the site by locating an employment use on a vacant lot. The proposed uses are appropriate for the Industrial and Logistics designation by providing employment and light industrial uses on the Subject Property. The Subject Property is within the urban boundary and has municipal water and sewer services.

Policy 6 in Section 3.2 states:

“Focus areas for the majority of employment growth and employment intensification are the Downtown Core, Hub, Corridor, Industrial and Logistics, Mixed Industrial and Special District designations as shown on Schedules B1 through B8.”

The Subject Property is located within the Industrial and Logistics designation. Policy 6 directs employment intensification to areas that are within the Industrial and Logistics designation, which includes the Subject Property. The immediate context is appropriate for the proposed development, which will contribute to the local economy and employment growth in the City.

Section 3.5 provides policy direction for employment areas. Policy 3 of Section 3.5 states:

“Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-

industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.”

The Subject Property is located within an Industrial and Logistics area. Uses that may have an impact on sensitive areas, including manufacturing and storage related uses are encouraged to locate within Industrial and Logistics areas. The proposed development will include light industrial and warehousing uses, which are manufacturing and storage related uses. The proposed development is appropriate for the surrounding context and Official Plan designation.

Policy 7 of Section 3.5 states:

“Lands designated as Industrial and Logistics and Rural Industrial and Logistics are considered employment areas under the Provincial Policy Statement and should be protected and preserved primarily for current and future manufacturing, storage, distribution and logistics uses. These are lands that may come under pressure for development with other land uses, are necessary to serve the population and to diversify the local economy and contain uses that generally cannot be integrated with sensitive land uses.”

The proposed development appropriately uses Industrial and Logistics lands for manufacturing, storage, and distribution uses. The proposed development will provide employment opportunities on the Subject Property and is therefore in line with Policy 7 and the intent of the Provincial Policy Statement to protect and preserve employment areas.

3.2.2 Urban Design

Section 4.6 of the 2021 Official Plan provides policy direction on urban design for the City.

Policy 3 in Section 4.6.5 states:

“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”

The proposed development has been designed to effectively circulate vehicular traffic on the site and avoid conflicts with pedestrians. Larger vehicles and trucks will circulate around the outer edge of the Subject Property and will be located away from building entrances and employee parking. On-site parking is mostly screened from the public realm by some landscaping and the existing building at 1601 Michael Street. The lack of tree plantings is primarily due to the nature of the proposed uses, which requires large parking and loading areas, as well as driveways that can accommodate large trucks while providing adequate on-site circulation. To reduce the effects of the urban heat island effect on the property, a flat white roof is proposed.

3.2.3 Outer Urban Transect

Section 5.3 of the 2021 Official Plan lays out general policies and guidance for proposed development within the Outer Urban Transect.

Policy 1 in Section 5.3.1 states:

“The Outer Urban Transects established pattern of built form and site design is suburban as described in Table 8, above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model as outlined in Table 8. This Plan allows for this evolution to happen gradually.”

The proposed development is contextual with a suburban built form. The building has a low-rise built form. The neighbouring area is primarily vehicle-oriented, but some transit access is provided to the site, including bus routes to Hurdman, Blair, and Greenboro LRT stations and a bus route that runs from and to St. Laurent LRT station in the morning and evenings peak hours.

3.2.4 Industrial and Logistics Designation

Section 6.4 of the 2021 Official Plan provides policy direction for development in the Industrial and Logistics designation. Section 6.4 states:

“The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes.”

The proposed development will include traditional industrial uses, including warehousing and light industrial uses.

Policy 2 of Section 6.4.1 states:

“The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:

- a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;*
- b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;*
- c) Auto service and body shops, heavy equipment and vehicle sales and service;*
- d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;*
- e) Major Office in accordance with Subsection 3.5, Policy 12); and*
- f) Offices that are accessory to a primary use.”*

The proposed development includes light industrial and warehousing uses. These uses are permitted in the Industrial and Logistics designation. The proposed development is compliant with the policy.

Section 6.4.2 states that potential development should “[e]nsure adverse impacts on sensitive uses are minimized.” The proposed development will have a minimal impact on sensitive uses. The area around the Subject Property primarily consists of other industrial uses, including automobile servicing, building supplies manufacturing, contracting, and wholesale warehouses. There are no sensitive uses in proximity to the Subject Property. The proposed development is also designed to minimize any potential impacts by locating the building to the rear of the property, with adequate separation between the proposed development and neighbouring buildings.

3.2.5 Development Review Requirements

The Official Plan requires a number of studies to be included as part of a complete development application in order to adequately meet the objectives of the Official Plan. The appropriate policies, related studies, and plans were identified through a pre-application consultation meeting with the City at the beginning of the application review process.

Required studies and plans identified as relevant have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.7.1 – Stormwater Management and Site Servicing

Policy 6 of Section 4.7.1 requires redevelopment applications to implement site, grading, building, and servicing design measures. As part of this application, a Grade Control and Drainage Plan has been completed by D.B. Gray Engineering.

Policy 8 of Section 4.7.1 requires proof of sufficient stormwater management and drainage system as a condition of Site Plan Control approval. A Stormwater Management Report was completed by D.B. Gray Engineering.

Policy 12 of Section 4.7.1 requires an approved master servicing study, an approved environmental management plan, and a subwatershed study to be included as part of a complete application for a new development in a future neighbourhood. The Subject Property is not located in a future neighbourhood and these studies are not required. City staff requested that a Site Servicing Plan be included in the application. A Site Servicing Plan was completed by D. B. Gray Engineering.

Relating to Section 10.1.1 – Flood Plain Studies

Policy 1 of Section 10.1.1 requires a flood plain study and supporting engineering and environmental studies to be submitted upon identification in consultation with the City. A flood plain study was not required by City staff for the Subject Property.

Relating to Section 10.1.6 – Contaminated Sites

Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. A Phase 1 Environmental Site Assessment was completed by Terrapex Environmental.

Relating to Section 10.2.1 – Noise

Policy 2 of Section 10.2.1 provides criteria to determine the need for a Noise Study as part of a complete development application. City staff did not identify the need for a Noise Study for the proposed development.

The proposed Site Plan Control application conforms to the policies of the City of Ottawa Official Plan (2021).

3.3 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned Light Industrial (IL) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the IL zone is to:

1. *permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, in accordance with the **Employment Area** designation of the Official Plan or, the **General Urban Area** designation where applicable;*
2. *allow in certain **Employment Areas** 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 on individual pads or in groupings as part of a small plaza, to serve the employees of the **Employment** or **General Urban Area**, the general public in the immediate vicinity, and passing traffic;*
3. *prohibit retail uses in areas designated as **Employment 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 are hazardous or obnoxious; 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.*

The proposed development will consist of a warehouse and a light industrial use. These uses are low impact light industrial uses that are unlikely to generate noise, fumes, and odours and are not hazardous or obnoxious uses. The proposed development is compatible with the neighbouring light industrial area and there is minimal impact to nearby non-industrial uses.

Provision 1 of Section 203 lists the permitted uses in the IL zone. “Warehouse” is listed as a permitted use in the IL zone. The Zoning By-law defines warehouse as a “*building used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses.*” The proposed warehouse use is permitted.

“*Light industrial uses*” are also listed as a permitted use in the IL zone. The Zoning By-law defines light industrial uses as:

1. “The manufacture from previously prepared materials of finished parts or finished products;
2. factory or assembly-line processes that involve the manufacture, processing, assembly or packaging of finished parts or finished products made from previously prepared materials; or
3. the repair or servicing of such products.”

The proposed light industrial use is permitted.

Table 1 below summarizes the applicable zoning provisions for the Subject Property.

Table 1: Zoning Provisions for the Subject Property

Zoning Provision	Required	Provided
Minimum Lot Area (m ²)	2000 m ²	9177 m ²
Minimum Lot Width (m)	No minimum	38 m (split 30.5 m to the north and 7.5 m to the south)
Maximum Lot Coverage	65%	42.4%
Minimum Front Yard Setback (m)	7.5 m	23.2 m
Minimum Corner Side Yard Setback (m)	7.5 m	N/A
Minimum Interior Side Yard Setback (m)	7.5 m	7.5 m
Minimum Rear Yard Setback (m)	7.5 m	7.5 m
Maximum Floor Space Index	2	0.42
Maximum Building Height (m)	18 m	12.2 m
Minimum Width of Landscaped Area (m)	3 m	5.2 m
Parking Requirements		
Minimum Parking Requirement (warehouse and light industrial uses)	31.1 spaces (0.8 spaces per 100 m ² for the first 5000 m ² GFA and 0.4 spaces per 100 m ² above 5000 m ² GFA)	31 spaces
Minimum Bicycle Parking (all other non-residential uses)	2.6 spaces (1 per 1500 m ² GFA)	4 spaces

The proposed development is in conformity with the provisions of the Zoning Bylaw, including the appropriate setback provisions and parking requirements.

The proposed Site Plan Control application is consistent with the purpose of the Light Industrial zone and is consistent with the relevant provisions of the City of Ottawa Zoning By-law.

4.0 DESIGN BRIEF

Section 4.6 of the Official Plan (2021) sets out direction for urban design throughout the City. This Design Brief draws from the policies of the relevant sections of the Official Plan as well as the Design Brief Terms of Reference.

4.1 Massing and Scale

The Official Plan (2021) emphasizes the role that appropriate massing and scale can have in reducing the impact of new development on neighbouring properties. Policy 1 in Section 4.6.6 outlines this in further detail.

“To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.”

The proposed development is a single-storey building and is surrounded by other low-rise light industrial uses. There are no concerns regarding the impact of building height on surrounding properties.

4.2 Building Design and Compatibility

The 2021 Official Plan recognizes the importance that building design can have on ensuring intensification remains compatible.

Policy 2 of Section 4.6.5 states:

“Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.”

The proposed development fits into its surrounding context by providing a low-rise built form and using similar vertical panelling as neighbouring properties. Building setbacks are provided along Michael Street which are generally consistent with the existing characteristics of buildings immediately surrounding the property. Landscape elements are provided to soften potential impacts of parking and loading areas.

The exterior walls of the building will be constructed using vertical IMP panels with an unobtrusive sandstone finish colour (Figures 11 to 14). The overhead doors and main doors will also be finished with a similar colour to match the IMP panels used for the rest of the building. Along the walkway connecting the parking area with the main entrance, coloured aluminum signage bands have been added, as well as canopies over the entrances (see Figures 11 & 12). These entrance bands and canopies will provide a bit of colour and visual interest on the front façade. The blue and red colours were chosen to match the colour schemes of the respective brands in the building. The signage bands will also have the benefit of reducing direct sunlight through the windows during the summer months, as the windows all face southward.

Figure 11: South Elevation (facing Michael Street) with Building Material Labels

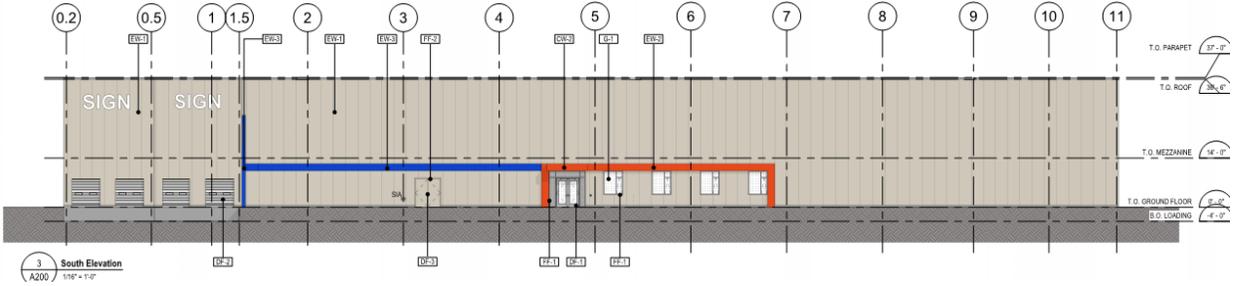


Figure 12: East Elevation with Building Material Labels

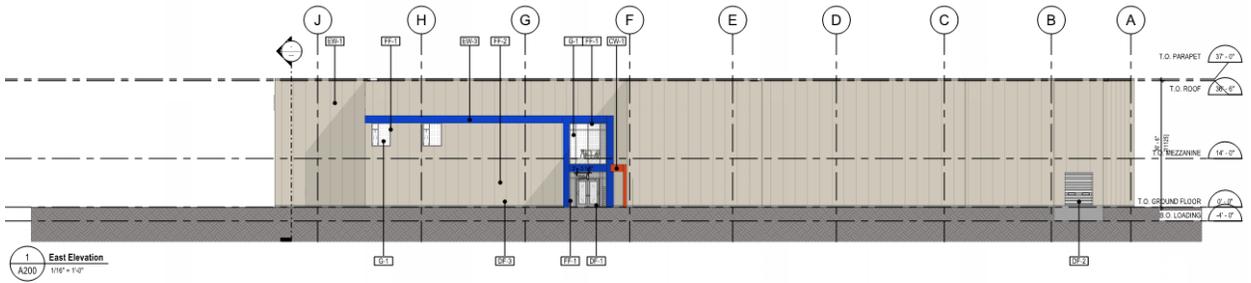


Figure 13: North Elevation with Building Material Labels

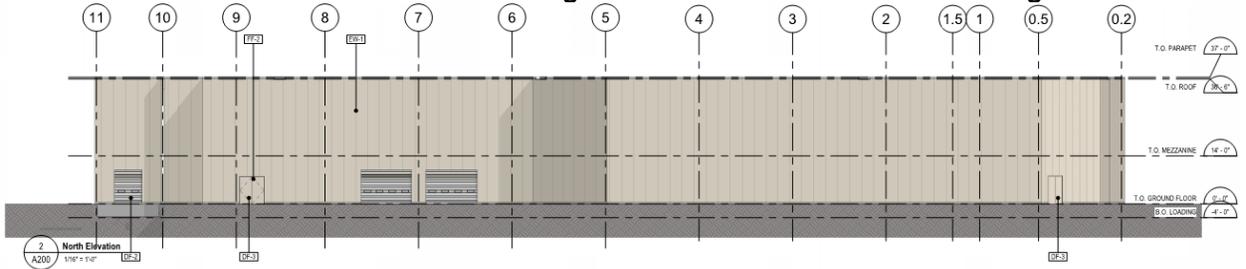


Figure 14: West Elevation with Building Material Labels

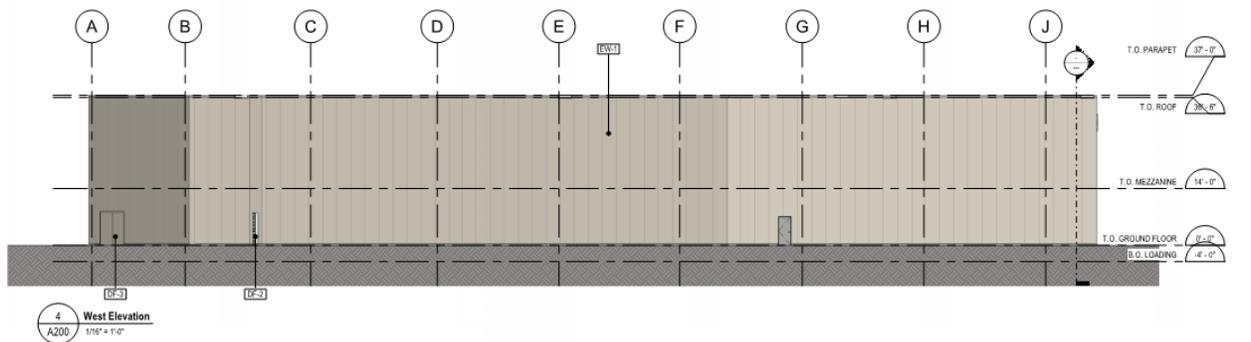


Figure 15: Exterior Finishes Schedule

EXTERIOR FINISHES SCHEDULE		
TYPE	DESCRIPTION	COLOR
CW-1	CANOPY CLADDING - CLIPPED ALUMINUM PANEL	ALUCOBOND AXCENT CARB RED
CW-2	CANOPY CLADDING - CLIPPED ALUMINUM PANEL	ALUCOBOND AXCENT ULTRAMARINE BLUE
DF-1	GLAZED DOOR W/ SIDELITE	CLEAR ANODIZED ALUMINUM
DF-2	GARAGA OVERHEAD DOOR	GARAGA STANDARD "CLAYSTONE"
DF-3	INSULATED METAL DOOR	PAINTED TO MATCH IMP
EW-1	NORBEC VERTICAL IMP	NORBEC CLASSIC PVDF "SANDSTONE"
EW-2	CLEAR GLAZING	CLEAR
EW-3	ALUCOBOND CLIPPED ALUMINUM PANEL	ALUCOBOND AXCENT ULTRAMARINE BLUE
FF-1	GLAZING FRAME	CLEAR ANODIZED ALUMINUM
FF-2	INSULATED METAL DOOR FRAME	PAINTED TO MATCH IMP
G-1	CLEAR GLAZING	CLEAR

4.3 Sustainable Design

The Official Plan (2021) strives to include innovative and sustainable design practices in site and building design throughout the City. Policy 1 of Section 4.6.4 states:

“Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”

The proposed development will address sustainable design by incorporating a flat white roof. This white roof will help combat the urban heat island effect.

5.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on March 9, 2022.

Upon Submission

The public will be consulted with regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City’s ‘DevApps’ website. At this time, neighbours will have the opportunity to comment on the proposal.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of a 3887 square meter light industrial building at 1591-1611 Michael

Street. The Subject Property is designated Industrial and Logistics within the Outer Urban Transect in the City of Ottawa Official Plan (2021). The Subject Property is zoned Light Industrial (IL) in the City of Ottawa Zoning By-law 2008-250.

The proposed development is consistent with the Provincial Policy Statement as it provides employment uses on an underutilized site within the City's urban boundary. The proposal effectively uses a vacant, irregularly shaped lot to provide employment opportunities that will contribute to local economic growth. The proposed development is also freight-supportive and takes advantage of the Subject Property's proximity to multiple arterial roads and local and provincial highways. This proximity to major goods movement corridors is essential for the proposed warehouse uses.

The proposed development conforms to the City of Ottawa Official Plan (2021) by appropriately locating light industrial and employment uses within an Industrial and Logistics designated area. The proposed development constitutes an intensification of the site, providing two employment uses on a vacant site and supporting employment growth within the City. The proposed development fits into the suburban industrial context and will have minimal impact on sensitive uses. Vehicular circulation on the Subject Property has been designed to effectively use an irregularly shaped lot while minimizing the impact on the street.

The proposed development meets the intent and purpose of the Light Industrial zone. The proposed building will provide space for low impact, light industrial uses and help ensure that there is adequate space in the City for these essential uses. No commercial or residential uses are proposed on the site, which meets the intent of the zone to protect employment areas. The proposed development also complies with the performance standards set out in the Zoning By-law.

The proposed development and Site Plan Control application are desirable and represent good land use planning.

Yours truly,

NOVATECH

Prepared by:



Simran Soor, M. PI
Planner

Reviewed by:

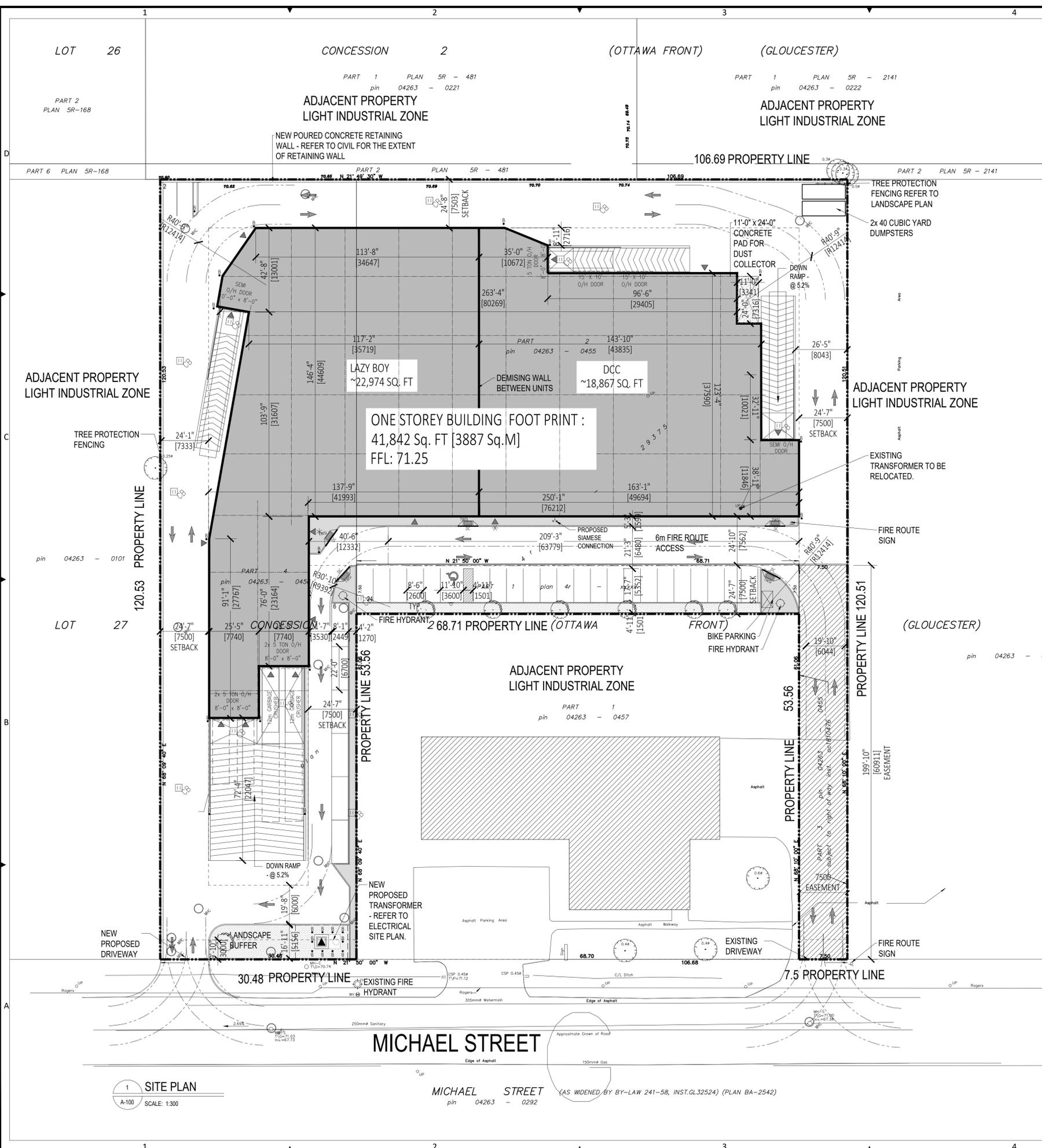


Murray Chown, MCIP, RPP
Director | Planning & Development

Appendix A:
Site Plan

Arch D (24x36) title block © 2018, Nicholas Caragianis Architect Inc.

T:\ACM Michael Street\3.0 DWGS\3.3 Working\Drawings\3.3.7 Sheets\A1.0 SitePlan - JESSIPN - 2023-02-09



LEGEND

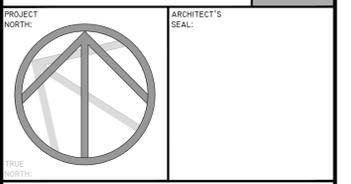
	PROPOSED BUILDING LOCATION		CATCH BASIN
	EXISTING NEIGHBORING BUILDINGS		AREA DRAIN
	LANDSCAPED AREA		SEWER CONNECTION
	CONCRETE/SIDEWALK		ENTRANCE/EXIT LOCATION
	BARRIER FREE PARKING CLEARANCE		PRINCIPAL ENTRANCE
	CURB		TRANSFORMER
	DEPRESSED CURB		FENCE & GATE
	NEW TREE/VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)		MAN HOLE COVER
	EXISTING TREE (VEGETATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)		EXISTING UTILITY POLE / LIGHT STANDARD
	BARRIER FREE PARKING		FIRE HYDRANT
	INTERIOR PARKING		NLS (NEW LIGHT STANDARD, REFER TO ELECTRICAL)
	EXISTING PAVERS		BOLLARD
	EXISTING CONCRETE/SIDEWALK		FIRE ROUTE ACCESS / NO PARKING SIGN SEE DRAWING K/A-101
	TWSI TACTILE WALKING SURFACE INDICATOR		STOP SIGN SEE DRAWING K/A-101
			VEHICULAR TRAFFIC DIRECTION
			PROPOSED WATERMAN STANDPOST

SITE STATISTICS

LEGAL DESCRIPTION OF PROPERTY		ZONING: LIGHT INDUSTRIAL ZONE		
PLAN OF SURVEY OF PART OF LOT 27, CONCESSION 2, PART 1, 2, 3 & 4 TOWNSHIP OF GLOUCESTER		PROVISIONS	REQUIRED	PROPOSED
PROPOSED 1-STOREY BUILDING		LOT AREA (min.)	2,000 m ²	9,177 m ²
PARCEL:	2.15 AC 93,861 Sq. F 8,720 m ²	LOT COVERAGE (max.)	65 %	42.36 %
EASEMENT:	0.11 AC 4,916 Sq. F 457 m ²	LOT FRONTAGE (min.)	No Minimum	38.0 M
PARCEL AFTER EASEMENT:	2.27 AC 98,777 Sq. F 9177 m ²	FRONT YARD (min.)	7.5 M	7.5 M
FOOTPRINT:	(Measured to face of Ext. Walls) 41,842 SF 3,887m ²	SIDE YARD (min.)	7.5 M	7.5 M
MEZZANINE AREA:	4,251 SF 395 m ²	REAR YARD (min.)	7.5 M	7.5 M
TOTAL GFA (*):	46,093 SF 4,282m ²	BUILDING HEIGHT (max.)	18.0 M	12.2 M
(* MEASURED FROM EXTERIOR FACES OF EXTERIOR WALLS)		LANDSCAPE BUFFER (street)	3.0 M	5.16 M
LOT COVERAGE: 42.36 % (LOT AFTER EASEMENT)		PARKING (2.6m x 5.2m and/or 2.6m x 6.7m)	31 TOTAL	31 TOTAL
		BARRIER FREE PARKING - Included in total (3.6m x 5.2m)	1	1
		BICYCLE PARKING	3	4
		TREE PROTECTION BY-LAW: # OF TREES REQUIRING PERMIT FOR REMOVAL: 18		

nicholas caragianis architect inc.

137 Pamilla Street
Ottawa ON K1S 3K9
613 237 6801 ncarchitect.ca



PROJECT NORTH: ARCHITECT'S SEAL:
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Notes: Contractor must verify all drawings, dimensions, details and specifications and report any discrepancies to the architect before proceeding with work. All drawings and specifications are instruments of service and the property of the architect, and these must be returned at the completion of the project, and may not be reproduced without the architect's written permission. All drawings are to be read in conjunction with specifications and consultants' documents. Do not scale drawings. Do not use for construction unless both indicated as "For Construction" and bearing the architect's stamp and signature. All construction to meet local, provincial and federal requirements.

CIVIL: **D.B. Grey Engineering Inc.**
700 Long Point Circle, Ottawa Ontario K1T 4E9
TEL: 613-425-8044

MECHANICAL & ELECTRICAL: **Miritor Ltd.**
31-2000 Thurston Drive, Ottawa Ontario K1G 4K7
TEL: 613-722-5486

STRUCTURAL: **D+M Structural Engineering**
110-333 Preston Street, Ottawa Ontario K1S 5N4
TEL: 613-651-9490

ENVIRONMENTAL: **Terrapex Environmental Ltd.**
1-20 Gurdwara Road, Ottawa Ontario K2E 8B3
TEL: 613-745-6471

LANDSCAPING & PLANNING: **Novatech**
200-240 Michael Cowpland Dr Ottawa, Ontario K2M 1P6
TEL: 613-254-9643

NO.	DATE	DESCRIPTION
18	2023/02/03	FOR CONSULTANT COORD
17	2023/02/03	FOR CLIENT REV.
16	2023/01/26	FOR CONSULTANT COORD
15	2023/01/13	FOR CONSULTANT COORD
14	2023/01/04	FOR CONSULTANT COORD
13	2022/12/12	FOR CONSULTANT COORD
12	2022/12/06	FOR CONSULTANT COORD
11	2022/11/17	FOR TRAFFIC REV.
10	2022/10/24	FOR OWNER INFO
9	2022/09/15	FOR CONSULTANT REV.
8	2022/09/09	ISSUED FOR CLIENT REV.
7	2022/08/18	ISSUED FOR CODE REV.
ISSUE	YYYY/MM/DD	ISSUES DESCRIPTION

CLIENT NAME AND ADDRESS:
AVENYN FUND
503-359 KENT ST.
OTTAWA ON. K2P 0R6

PROJECT NAME & LOCATION:
MICHAEL STREET
1591 & 1611 MICHAEL ST.
OTTAWA, ON
K1B 3T3

NCA PROJECT NUMBER: 2022.0003 FILE NUMBER:
OWNER'S CONTRACT NUMBER: OWNER'S PROJECT NUMBER:

CAD FILE NAME: A1.0 SITEPLAN
SHEET TITLE:

SITE PLAN

SCALE: 1:250 SHEET ID:
DRAWN BY: SG
DATE CREATED: 2021.07.20
A-100

1 SITE PLAN
A-100 SCALE: 1:300

MICHAEL STREET
Edge of Asphalt
MICHAEL STREET (AS WIDENED BY BY-LAW 241-58, INST.Q.32524) (PLAN BA-2542)
pin 04263 - 0292