



155 Iber Road

Planning Rationale & Design Brief
Site Plan Control
March 3, 2022 – Revision 1



Prepared for Power-Tek

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

March 2022

© Fotenn Planning + Design

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0 Introduction

Fotenn Planning + Design has been engaged by Power-Tek Group to prepare this Planning Rationale in support of a Site Plan Control application on the lands known municipally as 155 Iber Road.

1.1 Application Overview

The subject site forms part of the Iber Road corridor and is currently the site of a low-rise commercial building occupied by the Power-Tek Group, a multi-trade construction company. This application for Site Plan Control intends to establish the design and location of a multi-tenant space at the rear of the property to accommodate smaller, independent industrial tenants on the lot. An additional application for a Minor Variance will be required to address zoning deficiencies on this site, which will be submitted after receiving the first round of technical circulation comments on this Site Plan Control application.

1.2 Public Consultation

Based on the City of Ottawa's "Site Plan Control Subtype Thresholds" summary, the proposed development consists of a "Standard" subtype. 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.

The future minor variance application will be subject to the standard public notification process as required by the Committee of Adjustment through the *Planning Act*.

Site Context and Surrounding Area

The subject property is located at 155 Iber Road in the Stittsville community of the City of Ottawa. The lands are located north of the intersection of Iber Road and Abbott Street. Iber Road is a north-south road characterised by similar light industrial, commercial and office-type uses. The subject property has a lot area of approximately 0.6 hectares with approximately 52 metres of frontage onto Iber Road.

To the rear of the property are vacant lands, along with a sports field associated with the École secondaire catholique Paul-Desmarais. Currently, the site is occupied by a one-storey light industrial building, Power-Tek Electrical Services Inc. and the associated surface parking and loading spaces.



Figure 1: Site Location (subject property in blue)

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 light industrial and commercial uses located within the light industrial area between Abbott Street and Hazeldean Road.

South: To the immediate south of the subject property is a one-storey light industrial use. Further south are other similarly developed properties along Iber Road.

East: East of the subject property are other vacant lands currently maintained as agricultural lands within the general urban area. South-west of the subject property is a secondary school with associated yards and sports fields, including a newly constructed sports dome.

West: To the west of the subject property, are additional commercial properties which include a range of office, warehouse, and other commercial uses. Further west is a residential subdivision in the Stittsville neighbourhood.

2.2 Transportation

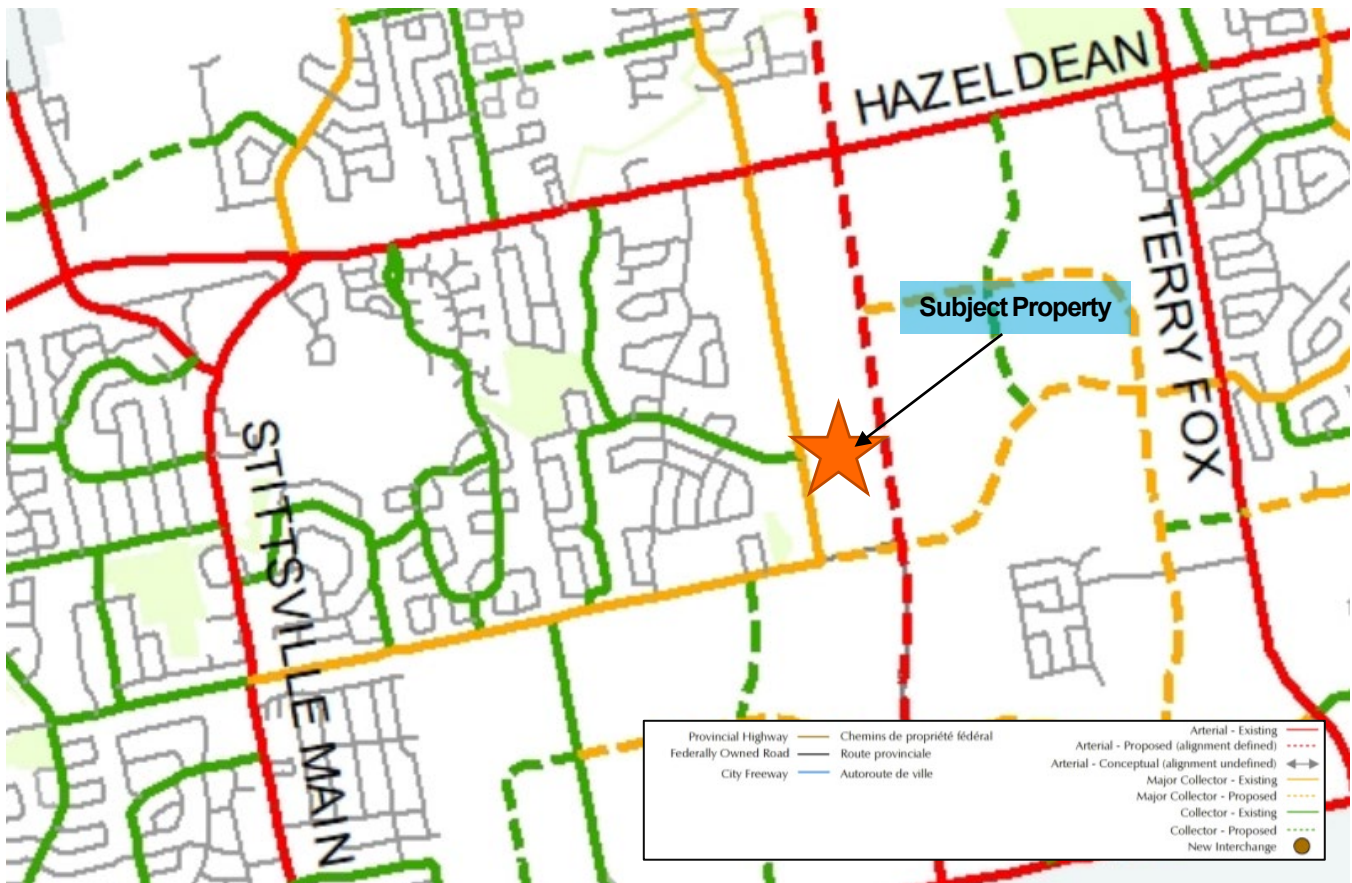


Figure 2: Extract from Official Plan Schedule E - Urban Road Network

The subject property fronts onto Iber Road which is designated as a Major Collector Road in Schedule E of the City of Ottawa’s Official Plan (Figure 2). Major Collector roads are intended to connect communities and distribute traffic between the arterial system and the local road system. As a Major Collector road, Iber Road acts as one of the principal connections within the neighbourhood for residents, delivery, commercial vehicles, transit, cyclists, and pedestrians.

The subject property is in proximity to a planned park and ride (Figure 3), which will ultimately connect to the greater transit network by way of Bus Rapid Transit. While the subject project is not located within 600m walking distance of a transit station, the bus and cycling routes allow for connections to the greater rapid transit network.



Figure 3: City of Ottawa Official Plan Schedule D - Rapid Transit and Transit Priority Network

The subject property is located along a cycling spine route in Schedule C of the Official Plan (Figure 4), and in proximity to the cross-town bikeway. As such, the subject property is well-served by cycling infrastructure and residents will have access to the greater cycling network in the City, further facilitating multi-modal and active transportation.



Figure 4: Official Plan Schedule C – Primary Urban Cycling Network

3.0 Proposed Development

3.1 Project Overview and Design Brief

The proposed development is a 925 square metre warehouse building and associated parking, in addition to the existing 600 square metre one-storey warehouse/office building. The proposed building will be commercial / industrial space separated into multi-tenant spaces. The tenant spaces will feature individual loading docks to be used by the occupants. The warehouse is being constructed by and owned by Power-Tek Group to provide additional rentable space in the area. The balance of the spaces will be leased individually, contributing to the urban employment area.

As a warehouse, the movement of vehicles in and out of the site is important. The site's main access is located off of Iber Road. The accesses are intended to facilitate truck movements and lead to the parking spaces for staff and visitors. The parking lot is mainly located along the north site of the building, along with some spaces along the existing and proposed building. Loading bays are located at the rear of the site to facilitate property truck movements in a loop around the proposed building.

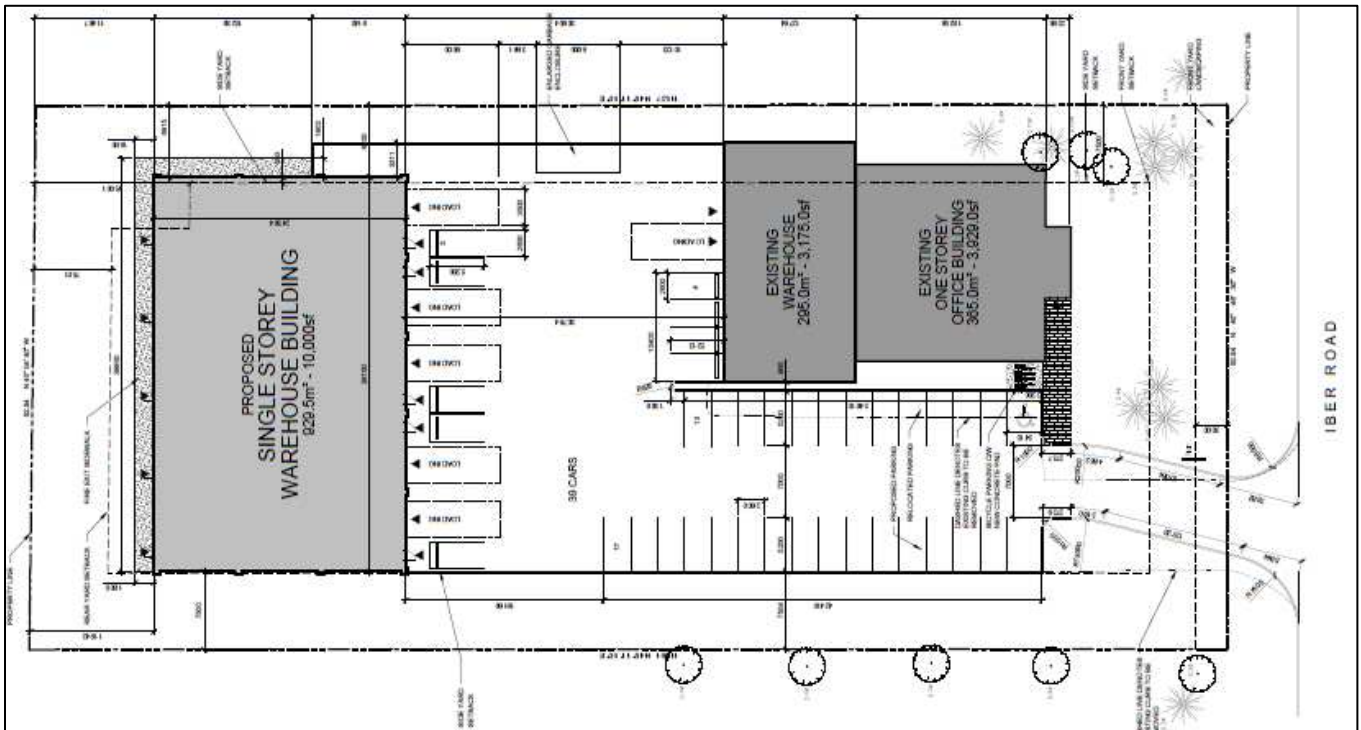


Figure 5: Site Plan

An additional 25 parking spaces are proposed, for a new total of 39 vehicle parking spaces on site. Four (4) bicycle parking spaces are provided in proximity to the existing building's main entrance. It is not anticipated that there will be a significant volume of pedestrians accessing the proposed development, but the site will retain landscaping in the front yard to continue to animate the streetscape along Iber Road. Landscaping elements have been incorporated where feasible that are consistent with the overall character of the Iber Road corridor, while providing a significant buffer between the . Additional landscaping and amenity space will be provided at-grade for the employees of the building to use during break times.

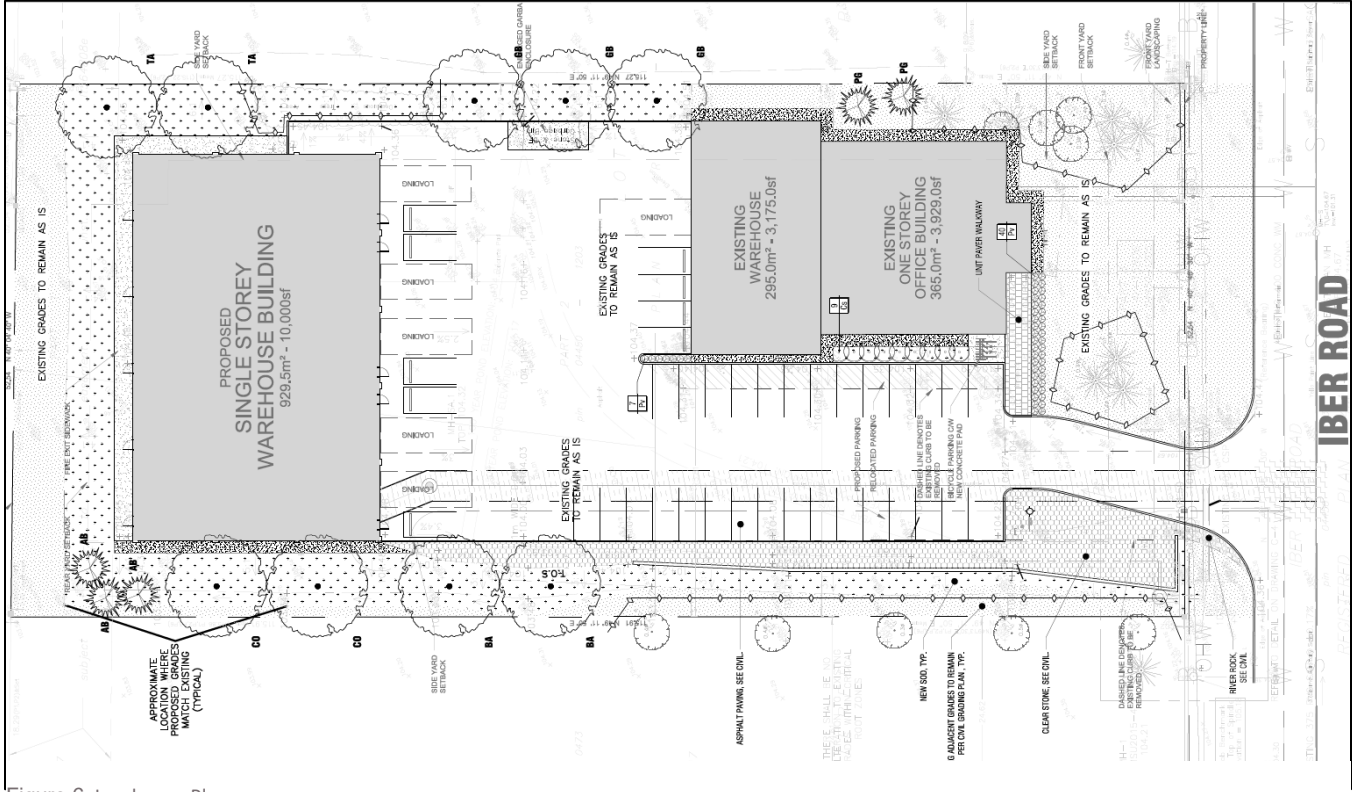


Figure 6: Landscape Plan

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The most recent Provincial Policy Statement came into effect on May 1, 2020. The policies of the new PPS are generally similar to the 2014 policies. New or revised policies that influence the proposed development include:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.3.2 a) Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - b) 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;
- 1.3.1 a) b) Planning authorities shall promote economic development and competitiveness by:
 - d) e) a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - 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;
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
 - e) ensuring the necessary infrastructure is provided to support current and projected needs.
- 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.

The proposed development seeks to build new, small-sized light industrial / commercial units on an existing vacant portion of land. This promotes a more efficient land use pattern within an existing employment area on existing municipal services. The proposed development is consistent with the policy direction of the new Provincial Policy Statement (2020).

4.2 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 – Urban Policy Plan 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.



Figure 7: City of Ottawa Official Plan - Schedule 'B'

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.

4.2.1 Managing Intensification Within the Urban Area

Section 2.2.2. of the Official Plan outlines policies for intensification in the urban area where there are opportunities for to accommodate more jobs and housing. Policy 2 defines employment intensification as the development of a property or area that results in a net increase in jobs and/or gross floor area and may occur through:

- / Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that complements previously developed land), including the redevelopment of Brownfield sites;
- / Expansion of existing employment uses;
- / Infilling of vacant or underutilized land within urban employment lands as identified in Policy 1 Section 2.2.3;
- / Replacing uses with a low number of employees with uses having a higher number of employees.

The subject lands are currently developed with an office and associated light industrial uses. Redevelopment of the lands with the multi-tenant light industrial facility will contribute to the expansion of commercial /employment infill on a parcel of land within the City's urban employment lands.

4.2.2 City-wide Employment Area Policies

Section 2.2.3. details policies related to employment lands and management of economic growth in the City of Ottawa. The following policies are applicable in the context of this application:

Policy 2 states that 'In all urban communities outside the Central Area, areas will be planned for a range of employment opportunities. Urban Employment Areas within each of the five urban communities outside of the outer edge of the

Greenbelt, will be designated to ensure an ongoing supply of vacant Urban Employment Lands. The amount of employment land to be maintained in each community shall be determined at the time of a comprehensive review.’

The proposed development is an example of intensification and renewal of an employment use in an area that is located within an Urban Employment Area. This achieves the policies of the Official Plan by intensifying an employment use in lands designated for employment uses through the OP.

4.2.3 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 will enhance the public realm with landscaping by providing additional landscape treatment on the street while intensifying a site within the urban boundary.</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, with additional consideration for fire routes as well as internal circulation of buildings.</p>
<p>To ensure that new development respects the character of existing areas</p>	<p>The proposed warehouse building respects the character of the Iber Road Corridor 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 facade 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 areas should be internalized or integrated into the building wherever possible.

The proposed development reflects the character of the surrounding area by proposing to maintain the existing building along the street frontage while proposing an additional warehouse and flex-space building at the rear of the site. While the building functions as a multi-tenant space, the loading and parking will be internal to the site to be partially screened from the view of the street. 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. The proposed development conforms to the Official Plan.

4.3 Draft City of Ottawa Official Plan (Q4 2021)

The City of Ottawa has released the draft version of the New Official Plan, set to be heard by the Joint Committee (PC/ARAC) on October 14th, 2021. The below provides a brief summary of the proposed policy changes applicable to the site, though it is noted that none of the changes have any effect on the proposed use as the site is and continues to be located within an Employment Area.

- / The subject property is located within the “Mixed Industrial” land use designation on Schedule B5 of the Draft New Official Plan. The “Mixed Industrial” designation is characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors and other uses that would otherwise not be permitted on lands designated “Industrial and Logistics.”
- / Permitted uses include low-impact industrial uses, trades and contractors and small-scale office uses (typically less than 10,000 square metres).

The proposed development meets the intent of the draft policies of the New Official Plan as it proposed new, small-scale units for trades and other light industrial uses on Iber Road, an area characterized by existing such uses.

4.4 City of Ottawa Zoning By-law



Figure 8: Zoning Extract of Subject Property (in blue)

As per the City of Ottawa Zoning By-law, the subject property is zone as “Light Industrial, Urban Exception 1559” (IL[1559]). The purpose of the IL – Light Industrial Zone is to:

- / 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;
- / 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);
- / 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;
- / prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and
- / provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

The purpose of the urban exception is to regulate the permitted uses in the area, as a result, the following provisions are outlined by the urban exception:

- / A place of worship is a permitted use, and is subject to specific zoning provisions, as applicable.
- / All uses in subsection 203(2) except restaurant - take out, and, recreational and athletic facility are prohibited

A per the parent zone, a warehouse use is permitted on site and will be subject to the following zoning provisions:

Zoning Provision	Requirement	Provided	Meets Requirement
Min. Lot Area	2,000m ²	6,043m ²	Yes
Max. Lot Coverage	65%	26%	Yes
Min. Front Yard Setback	7.5m	>7.5m	Yes
Min. Interior Side Yard Setback	7.5m	6.9m (proposed building) 4.19m (existing building)	No
Min. Rear Yard Setback	7.5m for the portion of the property abutting the DR Zone 15m for the portion of the property line abutting I1 Zone	11.46m	No
Max. FSI	2	0.36	Yes
Max. Building Height	18m	7.4m	Yes

Min. Width of Landscape Area	3m abutting the institutional zone 3m abutting the street No minimum otherwise.	A 3m buffer has been provided along the perimeter of the site	Yes
Min. Parking Requirements	Warehouse Use: 0.8 per 100 m ² for the first 5000 m ² of gross floor area: 1224m ² of total GFA = 10 required parking spaces Office Use: 2.4 per 100 m ² of gross floor area = 365m ² of existing office use = 8 spaces Total: 18 Spaces	39 Spaces	Yes
Min. Bicycle Parking Requirements	Warehouse: 1 per 2000 m ² of gross floor area = 1 space Office: 1 per 250 m ² of gross floor area = 2 spaces	4 spaces	
Min. Loading Requirements	1 loading space required	6 spaces	Yes

The following variances from the Zoning By-law will be required, and will be addressed through an application to the Committee of Adjustment for Minor Variance. This application will follow the receipt of the first round of technical comments.

- / **Interior Side Yard Setback:** The proposed building is setback 6.9 metres from the southern interior side lot line, whereas the by-law requires a minimum setback of 7.5 metres. The existing building has a setback of 4.19 metres and a previous concept discussed with staff had the proposed building at a setback equal to the existing building. This setback was increased to the proposed 6.9 metres and, when combined with two (2) new trees on this side of the proposed building, provides sufficient screening and distance to mitigate for any impacts to the abutting property to the south. There is no vehicular parking or other potential lighting/noise impacts and therefore, it is our opinion that the setback reduction is justified.
- / **Rear Yard Setback:** Due to the split institutional and development reserve zoning of the lots at the rear of the property line, a portion of the property requires a 7.5m setback from the DR zone and a 15m setback from the I1 zone. As such, the building is deficient for the portion of the property which abuts the institutional zone and will require relief to permit an 11.46m setback from the rear property line. This reduction in setback will only affect a small portion of the proposed building, and due to the ample setback being provided, along with existing nature of the sports field to the rear of the property, no adverse impacts are expected from this reduction.

Update: The above variances were approved by the Committee of Adjustment in January 2022 and no appeals were received. The decision letter has been included as part of the Round 1 Resubmission package.

5.0 Summary of Technical Studies

5.1 Phase 1 Environmental Site Assessment

Paterson Group was retained to conduct a Phase 1 Environmental Site Assessment (ESA). The purpose of the Phase 1 ESA is to research and study the past and current use of the subject property and to identify any environmental concerns with the potential to have impacted the subject property. The report states that the property was first developed with a commercial / light industrial building circa 2002, and was previously undeveloped land. The report states that one (1) potentially contaminating activity was identified within the full study area, but due to its separation distance, it posed no risk to the subject property and therefore, there are no areas of potential environmental concern (APEC). The report concludes that a Phase 2 ESA is not required for the subject property.

5.2 Geotechnical Investigation

Paterson Group was retained to conduct a Geotechnical Investigation. The purpose of the study is to determine the subsoil and groundwater conditions at the site by means of boreholes, and provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect the final design. The report concludes that from a geotechnical perspective, the site is suitable for the proposed development and provides recommendations for the future construction of the proposed commercial / industrial building.

5.3 Servicing Brief and Stormwater Management Report

D.B. Gray Engineering Inc. was retained to prepare a Servicing Brief and Stormwater Management Report for this application. The report provides an overview of the servicing and stormwater considerations for the site, including an overview of preliminary comments from staff and the Mississippi Valley Conservation Authority (MVCA). The report concludes that the existing municipal water distribution system and sanitary sewage flow rate is acceptable and adequate for the proposal, and the stormwater flow off the site is also acceptable given the pre- and post-development flow rates.

5.4 Transportation Impact Assessment

CGH Transportation was retained to assist with preliminary design options and to prepare the TIA screening form. The screening form was submitted to staff (M. Giampa) who confirmed via email that no TIA is required for the proposed development. As such, no TIA is included in this application package.

6.0
Conclusion

The proposed Site Plan Control application conforms to the policy direction of the Official Plan and complies with the intent of Zoning By-law regulations, with a future Minor Variance to address any deficiencies. In our opinion, the proposed development represents good planning and is in the public interest.



Emilie Coyle, MCIP RPP
Planner



Jacob Bolduc, MCIP RPP
Senior Planner