



**Stantec Consulting Ltd.**  
300 - 1331 Clyde Avenue  
Ottawa ON K2C 3G4

February 14, 2022

Project: 160410319

**Laurel McCreight, Planner I**

City of Ottawa  
Planning, Infrastructure & Economic Development  
110 Laurier Avenue West, 4th Floor  
Ottawa, Ontario K1P 1J1

Dear Ms. McCreight,

**Reference: Site Plan Control Application  
36-40 Jamie Avenue**

Stantec has been retained by Star Motors Ottawa to prepare this Planning Brief in support of the attached Site Plan Control application for their property at 36-40 Jamie Avenue in the South Merivale Business Park (Ward 9). The subject site is composed of two properties, 36 and 40 Jamie Avenue, which have recently been merged on title. As such, this brief considers the site as a single property.

Star Motors currently operates a collision repair centre out of the two buildings on the site. The owner proposes to construct an addition that will connect the two buildings on the property and provide additional space for indoor vehicle assessment and appraisal areas as well as repair bays.

The two existing buildings will be retained with limited exterior modifications. Both buildings were constructed prior to the current Zoning By-law and enjoy legal non-conforming rights regarding particular provisions. The proposed addition complies with applicable provisions of the current by-law and redevelopment of the site will not worsen non-compliance of the existing buildings.

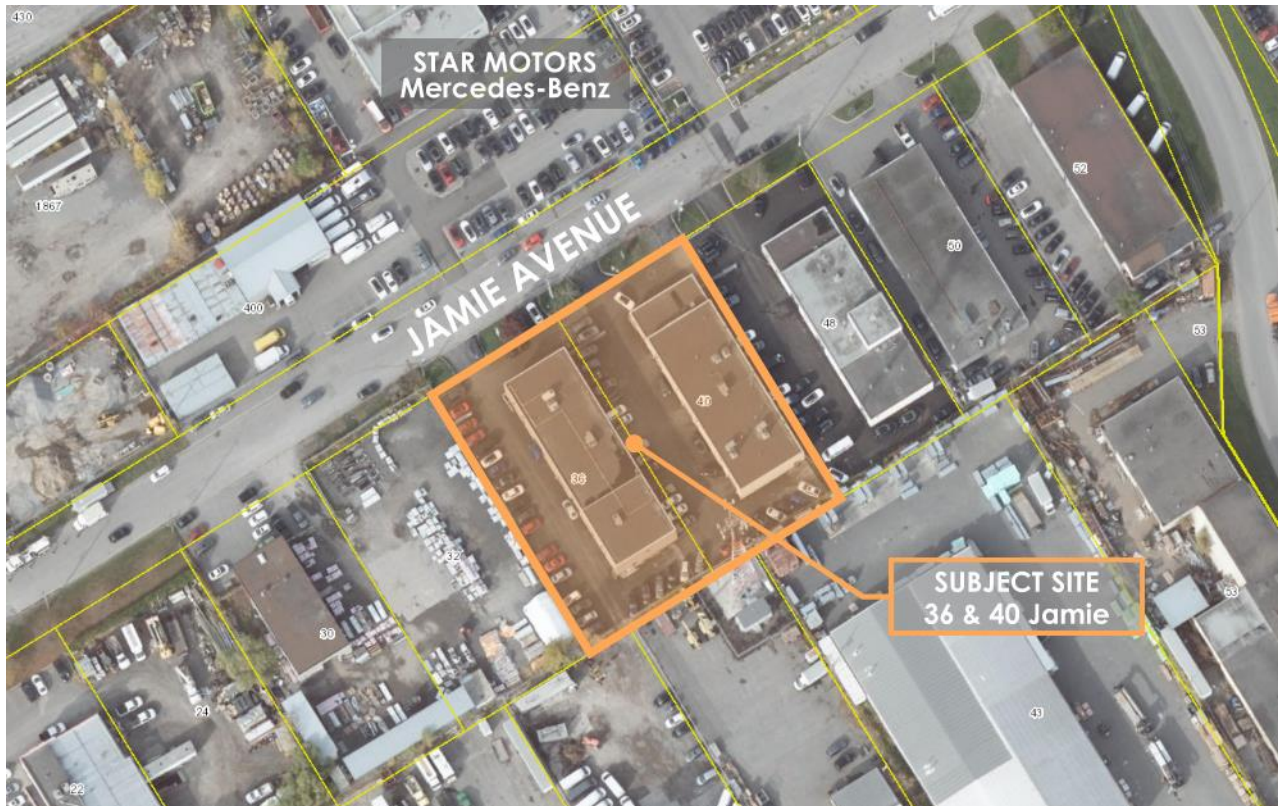
This Planning Brief outlines the arrangement of the proposed development and demonstrates that the proposal is consistent with the Official Plan, conforms to the Zoning By-law, and addresses the recommendations of various supporting studies.

**SITE LOCATION AND CONTEXT**

The site is located in the South Merivale Business Park southeast of the intersection of Merivale Road and Hunt Club Road West. Jamie Avenue is a local street and bounds the site to the north providing the property with 60.9 m of frontage on a public street. The property has an area of 3857 m<sup>2</sup> and is occupied by two commercial-industrial buildings. On the west side of the property, 36

Reference: Site Plan Control 36-40 Jamie Avenue

Jamie Avenue is a brick-faced building with two storeys of office space at the front a high-ceilinged space in the rear with multiple vehicle doors. On the east side of the property, 40 Jamie Avenue is a brick-faced building with a smaller single storey office area at the front, as well as a high-ceilinged space in the rear, also with multiple vehicle doors. The remainder of the site is occupied by driveway aisles and vehicle parking spaces used by clients, employees, and as interim parking for vehicles to be serviced.



**Figure 1: Aerial imagery (2019) of the subject site and surrounding context (GeoOttawa).**

The property is surrounded by light industrial, warehousing, and commercial uses similar to the current and proposed use of the property. To the north is Jamie Avenue. Across Jamie Avenue are several automobile dealerships and vehicle storage areas. To the west is an outdoor storage area enclosed by a chain-link fence. To the east is a light industrial building nearly identical to 40 Jamie Avenue. To the south are three light industrial and warehouse buildings. A freestanding lattice tower for telecommunications equipment is located on 39 Bentley Avenue and abuts the property to the south.

The site is located within the Outer Urban Transect (Schedule A) and designated Industrial and Logistics (Schedule B3).

Reference: Site Plan Control 36-40 Jamie Avenue

The site is zoned Heavy Industrial- IH1. The current zoning permits a range of industrial and commercial uses- including automotive body shop, automobile dealership, and automobile rental establishment.

### PROPOSED DEVELOPMENT

Star Motors proposes to construct an addition that will connect the two buildings on the property and provide additional space for indoor vehicle assessment and appraisal areas as well as repair bays.

The proposed addition will increase the gross floor area on the property to 2207 m<sup>2</sup> by adding an additional 737 m<sup>2</sup>. The buildings will be re clad to provide a move consistent street façade and improve energy efficiency of the structure.

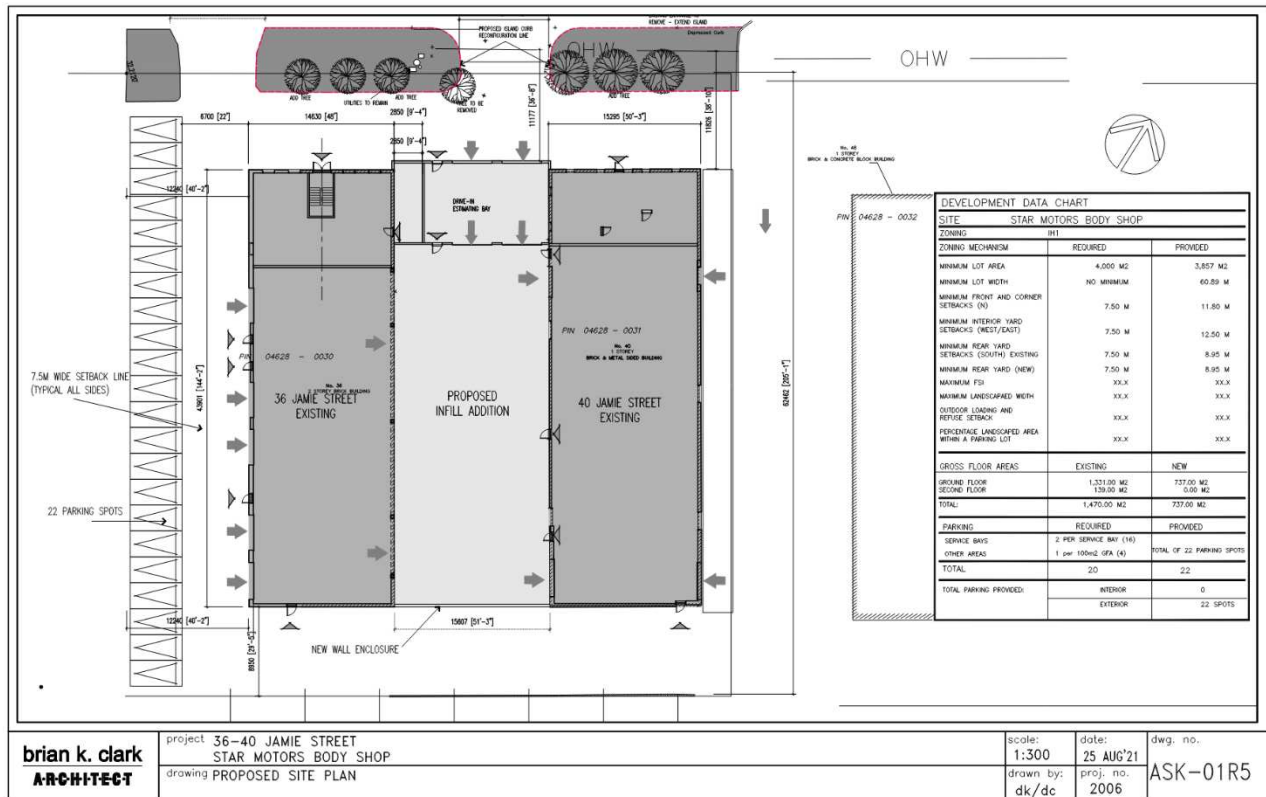


Figure 2: Site Plan showing the proposed addition (light grey) connecting the existing buildings (dark grey).

Reference: Site Plan Control 36-40 Jamie Avenue



**Figure 3: North elevation facing Jamie Avenue.**

The number of driveway accesses will be reduced from four to two; the remaining driveway accesses will be relocated to enlarge the boulevards along Jamie Avenue and provide vehicular access to vehicle doors on the face of the new addition.

**LEGAL NON-COMPLIANCE OF EXISTING BUILDINGS**

Erection of the existing buildings predate amalgamation of the current City of Ottawa and implementation of City of Ottawa Comprehensive Zoning By-law 2008-250 in 2008.

The buildings were constructed between 1976 and 1991, likely under the authority of City of Nepean Zoning By-law 100-200. The following table summarizes the provisions of the previous Industrial Manufacturing- MM zone to the current Heavy Industrial- IH1 zone:

Reference: Site Plan Control 36-40 Jamie Avenue

**Table 1: Comparison of zoning by-law provisions at time of building erection to current zoning by-law. Green cells note legally non-complying provisions.**

| Provision                  | Nepean Zoning By-law 100-200 (MM zone) | Ottawa Zoning By-law 100-200 (IH1 zone) | Existing on Site       | Site with Addition   |
|----------------------------|--|---|------------------------|----------------------|
| Minimum lot area           | 1858 m                                 | 4,000m <sup>2</sup>                     | 3,857 m <sup>2</sup> * | 3,857 m <sup>2</sup> |
| Minimum lot width          | 30.0m                                  | none                                    | 61 m*                  | 61 m                 |
| Minimum front yard         | 6.0 m                                  | 7.5 m                                   | 9.6 m                  | 8.7 m                |
| Minimum interior side yard | 3.0 m                                  | 7.5 m                                   | 12.2 m; 3.0 m          | 12.2 m; 3.0 m        |
| Minimum rear yard          | 6.0 m                                  | 7.5 m                                   | 8.9 m                  | 8.9 m                |
| Maximum floor space index  | none                                   | 2.0                                     | 0.39                   | 0.58                 |
| Maximum lot coverage       | 35%                                    | none                                    | N/A                    | N/A                  |
| Maximum building height    | 21.4 m                                 | 22.0 m                                  | 6.7 m                  | 6.7 m                |
| Minimum landscaping width  | none                                   | 3.0 m                                   | 0.0 m                  | 0.0 m                |

\* Note: Considers 36 and 40 Jamie Avenue as a single lot.

All instances of non-compliance with the current zoning were previously compliant with By-law 100-200 (i.e.: minimum lot area, minimum interior side yard, and minimum landscaping width). Furthermore, the proposed addition complies with all applicable provisions of the current IH1 zone. As a result, the site either complies with the current zoning or enjoys legal non-complying rights.

## PLANNING POLICY FRAMEWORK

### Provincial Policy Statement

The Provincial Policy Statement provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the *Planning Act* decisions affecting planning matters shall be consistent with the PPS.

Section 1 of the PPS provides direction on managing and direction land uses to achieve efficient and resilient development and land use patterns. The property is located in a settlement area and constitutes redevelopment and intensification. Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development. Land uses within settlement areas are to be based on a range of uses and opportunities for intensification and redevelopment.

Policy 1.3.1 states that planning authorities will promote economic development and competitiveness by, among other things, providing opportunities for a diversified economic base that supports a wide range of economic activities. The proposed development will allow an Ottawa-based automotive group to expand their services and capability to provide further services. The existing use is one of a broad range of commercial, industrial, and warehouse uses in the South Merivale Business Park.

Reference: Site Plan Control 36-40 Jamie Avenue

Policy 1.6.6.2 highlights that municipal sewage and water services are the preferred form of servicing within settlement areas; in settlement areas with these services intensification and redevelopment shall be promoted to optimize use of the services.

Section 2 of the PPS provides further policies related to the wise management of natural resources, summarized below.

- Section 2.1 (Natural Heritage) prohibits development or site alteration within natural heritage features such as provincially significant wetlands, woodlands, valleylands, wildlife habitat and areas of natural and scientific interest unless there will be no negative impacts to natural features or functions. No natural heritage features are located on the property.
- Section 2.2 (Water) states development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. No sensitive surface or groundwater features are located on the property. Measures to minimize risk to downstream water features or groundwater resources are provided through appropriate management and handling of materials on site, and on-site stormwater management measures detailed in Stantec's Site Servicing and Stormwater Management Brief.
- Section 2.3 (Agriculture) protects prime agricultural lands or specialty crop areas, from encroachment by incompatible uses. The property is not identified as prime agricultural land, nor within a specialty crop area.
- Section 2.4 (Minerals and Petroleum) prevents uses which could preclude or hinder the development of known or potential mineral or petroleum resources. There are no mineral or petroleum resources on or near the property.
- Section 2.5 (Mineral Aggregate Resources) protects mineral aggregate resources for long-term use. There are no known mineral aggregate resources on or near the property. The proposed development will not impact areas of mineral aggregate potential.
- Section 2.6 (Cultural Heritage and Archaeology) requires the conservation of significant built heritage resources, cultural heritage landscapes, and archaeological resources. The area has seen extensive soil disturbance and modification over time and is not identified as having archaeological potential.

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

- Section 3.1 (Natural Hazards) directs development to areas outside of hazardous lands, such as flooding or erosion hazards, dynamic beach hazards, or wildland fire hazards. The property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, large inland lakes, or flooding hazards.
- Section 3.2 (Human-Made Hazards) requires appropriate mitigation of human-made hazards such as mine hazards, oil, gas or salt hazards, or former resource extraction operations, prior to development on or abutting these lands. No mining, aggregate operation or petroleum

Reference: Site Plan Control 36-40 Jamie Avenue

resource operation hazards exist on or near the property. A Phase II Environmental Site Assessment was completed by Paterson confirming that all parameter concentrations in the groundwater samples analyzed comply with the selected MECP Table 3 commercial standards. No further assessment is warranted.

## Official Plan

The Official Plan (OP) provides a vision for the future growth of the City and direction in its physical development to the year 2046. The current Official Plan was adopted by Council in November 2021 and is currently awaiting approval by the Ministry.

The property is located in the Outer Urban Transect (Schedule A) and designated as Industrial and Logistics on Schedule B3.

The Industrial and Logistics designation is a form of employment lands within the definition of the PPS and are intended to cluster economic activities relating to manufacturing, logistics, storage, and other related uses. Policy 2 of Section 6.4.1 provides details of the types of uses contemplated in this designation (emphasis added):

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

c) *Auto service and body shops, heavy equipment and vehicle sales and service;*

f) *Offices that are accessory to a primary use.*

The use, and its expansion, are consistent with the land use designation.

Section 10 of the OP provides policies intended to protect public health, enhance safety, and minimize risks to life and property due to natural or anthropogenic hazards.

Section 10.1.4 of the OP states that development applications may require an investigation of soil or geotechnical conditions to demonstrate that the soils are suitable for development.

Paterson prepared a Geotechnical Investigation for the property. Subsurface conditions across this site generally consist of asphaltic concrete and fill overlying a deep dense silty sand layer. The investigation concludes that the site is considered suitable for the proposed development using standard building practices.

Section 10.1.6 of the OP requires that all subdivision applications are accompanied by a Phase 1 Environmental Site Assessment (Phase I ESA) completed in accordance with Ontario Regulation 153/04.

Paterson was retained to prepare a Phase I to investigate the potential for site contamination by current or past uses. The current and past use of the site as an autobody repair shop means the

**Reference: Site Plan Control 36-40 Jamie Avenue**

property is considered an area of potential environmental contamination (APEC), prompting the requirement for a Phase II assessment.

The Phase II assessment included three boreholes, used for groundwater sampling and monitoring, and soil sampling. Analysis confirmed that all parameter concentrations in the groundwater samples analyzed comply with the selected MECP Table 3 commercial standards. No further assessment is warranted.

Section 10.2.2 of the OP provides policies related to the protection of airport operations. The property is located within the Airport Vicinity Development Zone of the Ottawa-Macdonald-Cartier International Airport (Schedule C14). The proposed addition will expand an existing permitted use. The use does not release significant exhaust or attract migratory birds. The use is not anticipated to impact, nor be impacted by, normal or expanded operations at the airport.

Section 10.3 of the OP provides policies intended to mitigate the effects of extreme heat events. Policies are intended to mitigate the combined impacts of climate change (projected to increase the frequency of extreme heat events) and urban heat island effect). The proposed development will reduce the number of driveway accesses from four to two- allowing for additional tree planting in the City boulevard while retaining existing City trees.

Section 10.4 of the OP provides policies that enhance personal security and safety through building and landscape design that minimized entrapment and concealed areas, the provision of appropriate lights and the use of passive surveillance. The building elevations propose to enlarge windows facing the public street and all parking areas will be appropriately lit to maintain nighttime visibility. Landscaping and building elevations have been designed to maintain clear sightlines to and from all entrances and provide passive surveillance.

### **Zoning By-law**

The property is zoned Heavy Industrial- IH1 zone by Zoning By-law 2008-250. As discussed above, the existing building predate the current by-law and enjoy legal non-conforming rights for particular performance standards. The following table demonstrates the proposed development complies with the performance standards of the IH1 zone.



Reference: Site Plan Control 36-40 Jamie Avenue

| <b>36-40 Jamie Avenue: Zoning Compliance Table</b>                         |  |                      |                      |   |
|--|--|----------------------|----------------------|---|
| <b>IH1- Heavy Industrial Subzone One</b>                                   |  |                      |                      |   |
| <b>Schedule 1A (Minimum Parking Space Requirements): Zone C (Suburban)</b> |  |                      |                      |   |
| <b>Section</b>   | <b>Provision</b>   | <b>Required</b>      | <b>Proposed</b>      | <b>Notes</b>  |
| Table 201  | Minimum lot area   | 4,000 m <sup>2</sup> | 3,857 m <sup>2</sup> | See table 1 above   |
|  | Minimum lot width  | No minimum           | 61 m                 |   |
|  | Minimum front and corner side yard                                       | 7.5 m                | 8.7 m                |   |
|  | Minimum interior side yard and rear yard                                 | 7.5 m                | 12.2 m; 3.0 m        | See table 1 above   |
|  | Maximum floor space index  | 2                    | 0.58                 |   |
|  | Maximum building height  | 22 m                 | 8.9 m                |   |
|  | Minimum width of landscaping   | 3 m                  | 0 m                  | See table 1 above   |
| Table 101  | Minimum parking spaces<br>8 bays × 3 per bay                             | 24                   | 24                   | 22 exterior spaces; 2 interior spaces                     |
| Table 111  | Minimum bicycle parking<br>1 per 1500 m <sup>2</sup> of gross floor area | 1                    | 1                    |   |
| Table 113A   | Minimum loading areas<br>Gross floor area = 2207 m <sup>2</sup>          | 2                    | 2                    | Interior to building; accessed through front garage doors |

The proposed development complies with all applicable provisions of the Zoning By-law.

## CONCLUSIONS

The proposed building renovation and addition will provide an opportunity for Ottawa-based Star Motors to expand their services and capability in the national capital region. The development is consistent with the PPS and the City's new OP and conforms to applicable provisions of the Zoning By-law.

Respectfully,



**Eric A. Bays** MCIP, RPP  
 Intermediate Planner  
 Phone: (613) 724-4080  
 eric.bays@stantec.com

**Reference: Site Plan Control 36-40 Jamie Avenue**