



4338 Innes Road

Planning Rationale
Zoning By-law Amendment
May 9, 2023

FOTENN

Prepared for Dymon Storage

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May 2023

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Dymon Storage to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of Minor Zoning By-law Amendment application for the property municipally known as 4338 Innes Road, “the subject property”, in the City of Ottawa.

1.1 Required Application

1.1.1 Zoning By-law Amendment

The Minor Zoning By-law Amendment would amend the existing zoning, Local Commercial, Subzone Five, Urban Exception 1191 – **LC5[1191]** to Local Commercial, Subzone Five, Urban Exception XXXX – **LC5[XXXX]**

The proposed Urban Exception includes:

- / Additional land uses permitted include the following:
 - light industrial use
 - warehouse
 - animal care establishment
 - animal hospital
 - amusement center
 - drive-through
 - instructional facility
 - restaurant, full service
 - restaurant, take out
 - storefront industry

- / Additional land uses prohibited include the following:
 - residential

2.0 Site and Surrounding Area

2.1 Subject Property

The subject property is located at the south-east corner of Innes Road and Lanthier Drive. The area of the subject property is 10,359.65 square metres, with frontages on Innes Road (81.47 metres), Lanthier Drive (98.01 metres), and Village Drive (85.45). The existing four-storey Dymon facility is presently used primarily for self-storage, as well as commercial uses at-grade.



Figure 1: Aerial image of subject property and surrounding context.

The present configuration of the Dymon facility is fully compliant with Urban Exception 1191, which stipulates that non-warehouse uses must occupy a minimum cumulative total of 40% of the ground floor area of the building; 80% of the wall area of the ground floor facing Innes Road, and 40% of the wall area of the ground floor facing Lanthier Drive, excluding any enclosed loading space. The wall area of both the Innes Road and Lanthier Drive frontages are well fenestrated and offer a level of street activation not present on adjacent properties which include opaque window treatments and entrances oriented towards the interior parking lots of the area.



Figure 2: Street view of the subject property looking south on Innes Road, with wall area color overlay.



Figure 3: Street view of the subject property looking east on Lanthier Drive, with wall area color overlay.

2.2 Surrounding Area

The surrounding properties fronting the south side of Innes Road are characterized by similar uses to that of the subject property. The uses are primarily commercial and situated on similarly sized property parcels. As identified in the images below (Figure 4 and 5) abutting properties to the subject property have designed buildings that do not meaningfully activate street frontages, do not include public entrances to the buildings, and orient uses towards the interior of the site.

To the south of the subject property, on lots that do not front onto Innes Road, light industrial uses are present, including another self-storage facility directly abutting the subject property to the south.

On the north side of Innes Road, the area is primarily characterized by residential uses. The housing types range from single-detached dwelling units to townhouse dwellings. Additional uses in the area include parkland, schools, and recreational facilities.



Figure 4: Street view of abutting property to the east of the subject property on Innes Road.



Figure 5: Street view of abutting property to the west of the subject property on Lanthier Drive.

2.3 Road Network

The subject property is located at the corner of Innes Road, which is identified as an Arterial road on Schedule C4 of the Ottawa Official Plan, and Prestwick Drive, which is identified as a Collector road. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. The Arterial roads are designed to move traffic towards the central downtown area, and direct traffic onto the Trans Canada Highway for travel across the city. Further Arterial roads are located at Vanier Parkway to the west and St. Laurent Boulevard to the east of the subject property. These roads help direct heavy loads of traffic in a north-south direction throughout the City. Collector streets are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling. The subject property is located in an area well served higher level roads, which offer expedient travel to and from the site, without creating undue traffic congestion.

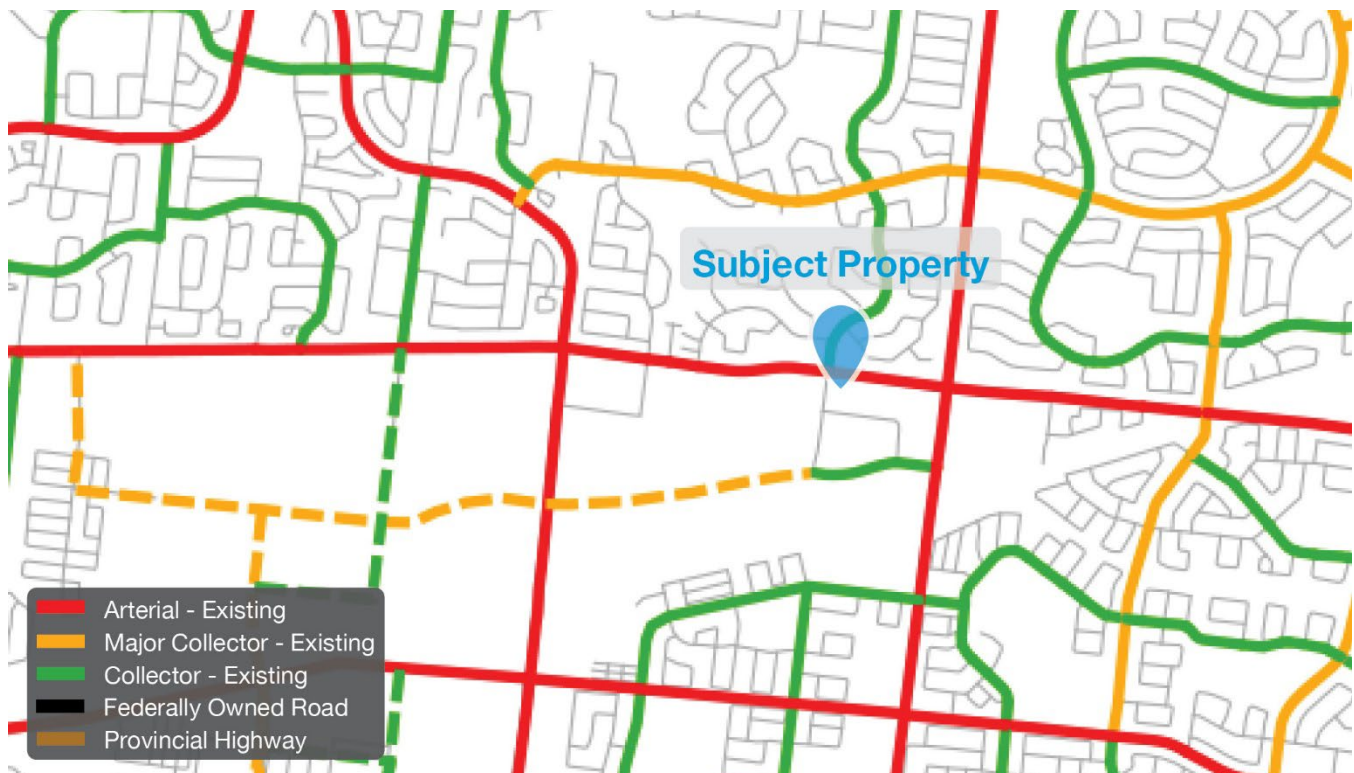


Figure 6: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

3.0 Proposed Development

3.1.1 Interior Renovations

Dymon Storage is proposing the redevelopment of a Dymon self-storage and retail commercial facility that will include the expansion of the self-storage area on the ground floor from 1,712 square metres to 2,509 square metres, which represents an increase in floor area of 797 square metres. Additionally, another 1,580 square metres of self-storage area is being developed on the second floor on the existing building.

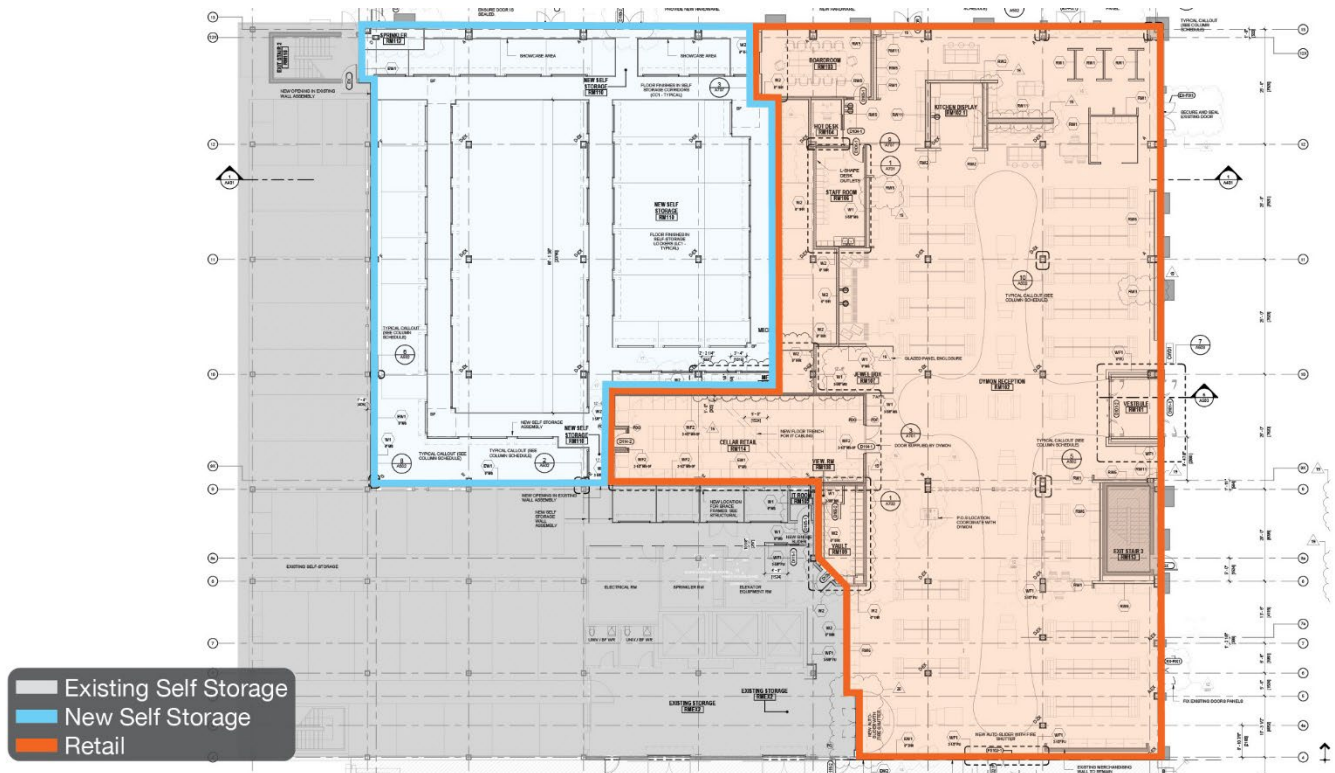


Figure 7: Site Plan of proposed renovations with color overlay indicating use within the Dymon facility.

Included in the reduction of the existing ground floor commercial space, is the renovation of the area to repurpose the retail space as a Dymon commercial retail outlet. The retail area does not exist as an accessory use to the self-storage facility, which would be the case if the retail area exclusively sold materials associated with the self-storage facility. Alternatively, the retail space is used to sell other Dymon materials and services. These materials include storage items and accessories for residential uses in closets, garages, and personal storage spaces. In addition to these materials, the commercial space is used for custom kitchen and closet design services. Finally, the retail space will include areas dedicated cellar for storing wine and vault space to more securely store valuable items.

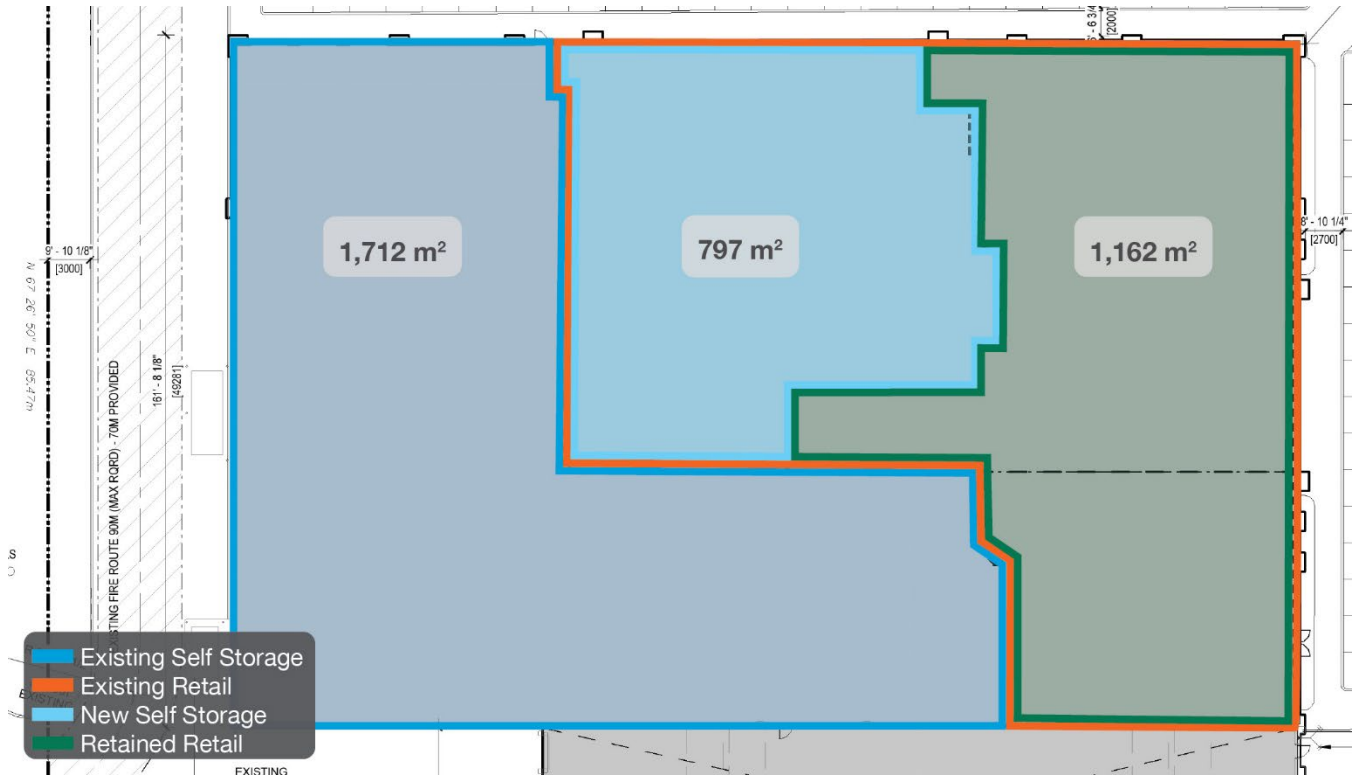


Figure 8: Site Plan of proposed renovations with color overlay indicating use area within the Dymon facility at ground level.

3.1.2 Exterior Renovations

The proposed development also includes the renovation of the exterior of the Dymon facility. These renovations are exclusively cosmetic upgrades to the facade of the building. The intent of the exterior renovation is to update the materials to be consistent with the materials found on more recently developed Dymon Storage facilities. The updated materials include aluminum composite panels, Adair limestone, and Kingspan IMP panels. The exterior renovation will not include the creation or reduction of entrances to the building. Nor will the renovation include the creation or reduction of any fenestration.



Figure 9: Rendering of renovated facade fronting onto Innes Road.

DYMON 2.0 | MATERIAL PALETTE

1 **KINGSPAN IMP - Main Panel**
Profile: 'Mini Micro-Rib'
Colour: 'Pewter'
Orientation: Horizontal
 - main massing (upper floors)
 - street facing facades
 - fin details, window frame colour, hardware details, flashing, metal caps, etc. to match 'pewter' colour

2 **KINGSPAN IMP - Back of House Panel**
Profile: 'Shadowline'
Colour: 'Pewter'
Orientation: Vertical
 - back-of-house vertical panels
 - less-exposed building facades

3 **KINGSPAN IMP - Recesses**
Profile: 'Shadowline'
Colour: 'Dark Bronze'
Orientation: Vertical
 - recesses / reveals

4 **ALUCOIL LARSON - ALUMINUM COMPOSITE PANEL**
Finish: 'Light Wenge'
 - feature Dymon Marquees

5 **ALUCOIL LARSON - ALUMINUM COMPOSITE PANEL**
Finish: To match Pewter IMP colour
 - canopy of feature marquees

6 **FIRESTONE PREFINISHED METAL**
Finish: 'Slate Gray'
 - all bent metal cap parapets
 - above all IMP panels and feature marquees

7 **AGWAY METALS - Retail Signage Band**
Profile: 'HF-12NF'
Colour: TBC
 - signage band above any glazed retail bays

8 **ARRISCRAFT ADAIR LIMESTONE**
Pattern: 'Sepia - Veined'
Finish: 'Fine Dressed'
 - base of building along all major frontages
 - all retail bays to use stone
 *coursing and sizes TBD



Figure 10: Material pallet and description of materials proposed as part of exterior renovations.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The relevant policy interests to the subject property are as follows:

- 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;
- 1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - i) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
 - ii) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
- 1.1.3.2 a) Efficiently use land and resources;
- 1.1.3.2 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) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- 1.3.1 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; and
- 1.3.1 c) Ensuring the necessary infrastructure is provided to support current and projected needs.

The proposed development is consistent with the Provincial Policy Statement. As part of the overall concept, the proposed development offers an efficient, cost-efficient pattern of growth, located in an area with available infrastructure and public service facilities. The proposed development will also positively contribute to a mix of uses in the area.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

e) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development meets the Strategic Directions of the Official Plan by redeveloping a large property within the City’s urban boundary. The proposed development represents a compact, efficient design and will provide a service commercial use in proximity to local residents and businesses, thereby reducing vehicle trip lengths and supporting economic development in the area. The low-rise development transitions appropriately to the existing low-rise residential neighbourhood to the north and to other future developments in the area.

4.2.2 Cross-Cutting Issues

Some of the City’s policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

4.2.3 Transect Policy Area

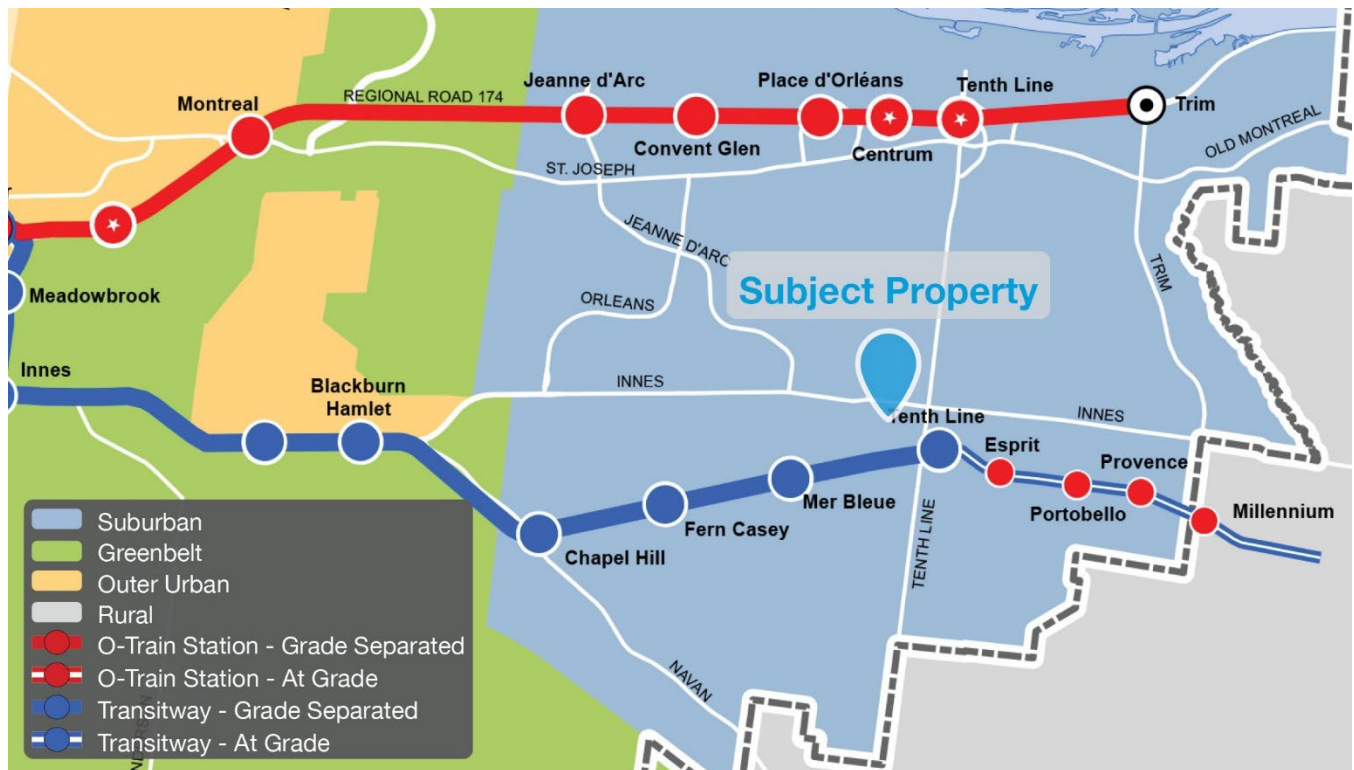


Figure 11: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the **Suburban Transect**, which comprises neighbourhoods within the urban boundary located outside the Greenbelt and are characterized by separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. These greenfield lands are forecasted for 46% of the City's growth, as outlined in the Growth Management Section of the Official Plan.

The proposed development meets the following Suburban Transect policies outlined in **Section 5.4**, among others:

Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

5.4.1.1 The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban

The proposed development does not contemplate development of the site that will reconfigure the built form of the existing building and is in an area that has been established as a commercial area within the broader suburban context.

5.4.1.2 The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- c) Mid-rise along Mainstreet Corridors, however the following policy direction applies;
 - i. Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
 - ii. The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - iii. The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition;

The proposed development contemplates no further development in terms of additional floors, the existing height of 4-storeys represents a low-rise built form within the Suburban transect.

Enhance mobility options and street connectivity in the Suburban Transect

5.4.2.1 In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:

- a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations

The subject property is located within 600 metres of a future rapid transit station which will help contribute to the mixed-use environment that is already present in the surrounding area.

Provide direction to the Hubs and Corridors located within the Suburban Transect

5.4.3.3 Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:

- a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights;

The proposed development continues to contemplate the existing four-storey built form that is presently on the subject property. The four-storey height is within the anticipated height range, and no secondary plan or area specific policies are present in the area.

4.2.4 Urban Designation and Overlay

Within each Transect, designations further articulate maximum building heights and minimum densities. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

The subject property is designated as a **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.

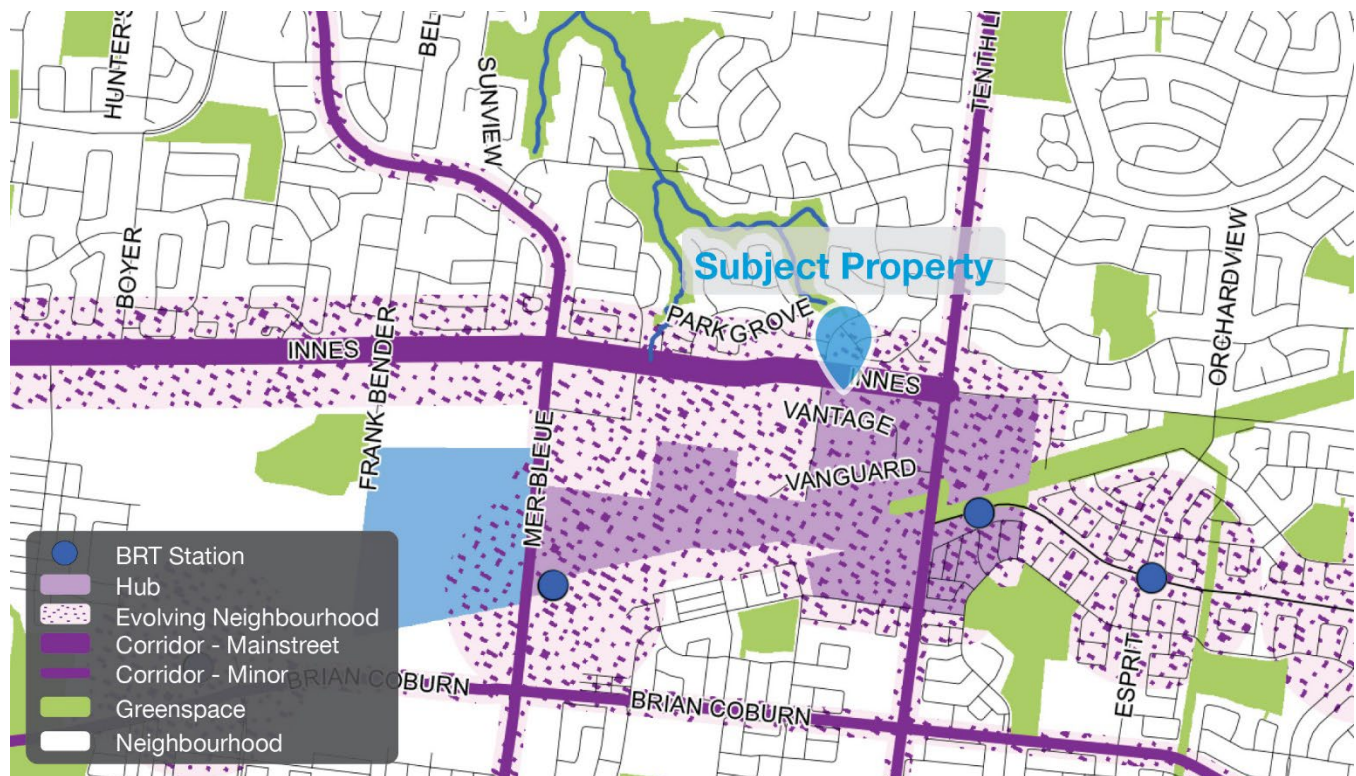


Figure 12: B8 – Suburban East Transect, City of Ottawa Official Plan.

The proposed development meets the following Corridor designation policies outlined in **Section 6.2**, among others:

Define the Corridors and set the stage for their function and change over the life of this Plan

6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

The proposed development contemplates a low-rise development height of four-storeys in an area characterized by low-rise development. The development complies with all setbacks, setbacks, and built form provisions of the existing and proposed zoning by-law.

6.2.1.3 Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development looks to reconfigure existing commercial and self-storage uses within an area that contributes to supporting the mix of uses required to facilitate a 15-minute neighbourhood. Further, the subject property is within 600-metres of a future rapid transit station, contributing to the use of the Dymon facility by means other than automobile.

Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.1 In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development contemplates expanding the warehouse use within the existing Dymon facility, while renovating the existing commercial area on the ground floor.

6.2.2.2 In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;
- c) Include limited commercial uses which are meant to mainly serve local markets; or
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

The proposed development includes a mix of non-residential uses that contribute to the nature of the 15-minute neighbourhood within the surrounding neighbourhood.

In addition to its designation, the subject property also has an **Evolving Neighbourhood Overlay** applied. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The City of Ottawa is currently undertaking a review of their Comprehensive Zoning By-law. Changes to the zoning by-law will provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area. However, the updated zoning by-law has not yet been released and is anticipated in 2024.

4.2.5 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program.

Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 4.6.5.2** 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 is fully compliant with relevant Suburban transect and Mainstreet Corridor policies, and meets all the existing and proposed zoning provisions regarding landscaping buffers, setbacks, and main entrance visibility. Further, the proposed exterior renovations improve the material pallet of the building and improve the existing fenestration.

- 4.6.5.3** 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.

All servicing, loading areas, and utilities are located within the proposed development. Further, the development does not contemplate any new vehicular entrances to the site, and limits car and pedestrian interactions.

4.6.5.4 Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development meets all required accessibility requirements under the City of Ottawa building code.

4.3 City of Ottawa Zoning By-law (2008-250)

4.3.1 Existing Zoning

The subject property is currently zoned Local Commercial, Subzone 5, Urban Exception 1191 – **LC5[1191]** in the City of Ottawa Zoning By-law. The purpose of the Local Commercial zone is as follows:

- / Allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;
- / Restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;
- / Provide an opportunity to accommodate residential or mixed uses development; and
- / Impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

In addition to the residential uses permitted in the parent zone, only the following non-residential uses are permitted in the LC5 zone:

- | | | |
|-----------------------------|--------------------------------------|--|
| / bank | / bank machine | / community health and resource centre |
| / convenience store | / day care | / drive-through facility |
| / instructional facility | / library | / medical facility |
| / municipal service centre | / office | / payday loan establishment |
| / personal service business | / recreational and athletic facility | / restaurant, take out |
| / retail food store | / retail store | / service and repair shop |
| / urban agriculture | | |

Urban Exception 1191 permits the following additional uses:

- | | | |
|--------------------------|------------------------|----------------------------|
| / warehouse | / light industrial use | / storefront industry |
| / animal hospital | / amusement center | / drive-through |
| / instructional facility | / restaurant, take out | / restaurant, full service |

- / animal care establishment

Urban Exception 1191 prohibits the following uses:

- / residential uses

Provisions outlined in Urban Exception 1191 include the follow:

- / Permitted uses other than light industrial use, storefront industry and a warehouse must occupy:
 - A minimum cumulative total of 40% of the ground floor area of the building;
 - 80% of the wall area of the ground floor facing Innes Road, and
 - 40% of the wall area of the ground floor facing Lanthier Drive, excluding any enclosed loading space
- / Maximum lot coverage 50%

The proposed development does not meet the minimum cumulative total area of 40% of the ground floor provision being provided by a non light industrial use, or the 40% of the wall area of the ground floor facing Lanthier Drive provision being provided by a non light industrial use. It will be necessary to amend the Urban Exception 1191 to permit the development as proposed.



Figure 13: Zoning map of the subject property and surrounding area.

The following table provides a summary of the Local Commercial Zone as detailed in Zoning By-law 2008-250. The table demonstrates how the proposed development meets the provisions.

Provision (LC)	Required	Provided	Compliance
Minimum Lot Width	No minimum	81.47 metres	✓
Minimum Lot Area	No minimum	15,937 m ²	✓
Minimum Front Yard Setback	3.0 metres	22.9 metres	✓
Minimum Corner Side Yard Setback	3.0 metres	24.1 metres	✓
Minimum Interior Side Yard Setback	No minimum	6.2 metres	✓
Minimum Rear Yard Setback	5 metres	13.5 metres	✓
Maximum Building Height	12.5 metres	14.6 metres (<i>existing</i>)	✓
Maximum Floor Space Index	No Maximum	3.68	✓
Minimum Width of Landscaped Area	3 metres	3 metres	✓

The proposed development meets all zoning provisions of the LC zone. It will be necessary to seek an urban exception to the LC5 zone to permit the warehouse use, as well as regulate potential future uses. The Urban Exception is outlined in Section 5 of this report.

The following table provides a summary of the Zoning By-law's vehicle and bicycle parking, loading, and landscaping requirements, and how the proposed development complies with the outlined provisions.

Provision	Required	Provided	Compliance
Minimum Required Parking	83 spaces	95 spaces	✓
Parking Space Provisions	Minimum width of 2.6 metres Minimum length of 5.2 metres	Parking spaces are 2.6 m by 5.2 m	✓
Minimum Required Bicycle Parking	Self-storage (1 per 2,000 m ² GFA): 8	8	✓
Aisle and Driveway Provisions	Minimum Driveway Width: Double Lane: 6 m	Minimum Driveway Width: Double Lane:7 m	✓
	Minimum Aisle Width: 6.7 m	6.7 m	
Minimum Landscaped Area of a Parking Lot	A minimum of 15% of the area of any parking lot must be provided as landscaped area	>15%	✓

Provision	Required	Provided	Compliance
Minimum Landscaped Buffer (For a parking lot containing more than 10 but fewer than 100 spaces)	Abutting a street: 3 m	3 m	✓
Minimum Required Loading Spaces	15,000-24,999 m ² of GFA: 2	2	✓
Minimum Required Oversized Loading Spaces	1 space for the first 5,000 m ² plus all required spaces for GFA exceeding 5,000 m ² : 2	2	✓

The proposed development meets all parking zoning provisions associated with the site.

5.0

Proposed Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Local Commercial, Subzone Five, Urban Exception 1191 – **LC5[1191]** to from Local Commercial, Subzone Five, Urban Exception XXXX – **LC5[XXXX]**. The urban exception sought would include the following provision:

- / Additional land uses permitted include the following:
 - light industrial use
 - warehouse
 - animal care establishment
 - animal hospital
 - amusement center
 - drive-through
 - instructional facility
 - restaurant, full service
 - restaurant, take out
 - storefront industry

The requested additional land uses are appropriate given that they are identical to the additional land uses permitted as part of the existing Urban Exception 1191, already present on the subject property. These uses are found in the surrounding area, and characteristic of the uses of the abutting zones to that of the subject property, south of Innes Road.

- / Additional land uses prohibited include the following:
 - Residential

Residential uses are proposed to be prohibited as a means of limiting the uses on the subject property to the non-residential uses in close proximity to the site, which are not characterized by residential uses, nor compatible with residential uses.

6.0 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on March 9, 2023. This meeting was undertaken by the City’s Development Review and Urban Design staff.

- / Notification to Ward Councillor, Councillor Catherine Kitts
 - The Ward Councillor was informed of the upcoming application in anticipation of submitting the development application, by Fotenn Planning and Design.
 - The Ward Councillor will be notified by the City of Ottawa’s “Heads Up” e-mail once the applications are received.

- / Community “Heads Up” to local registered Community Associations
 - A ‘Heads Up’ notification to local registered community associations will be completed by the City of Ottawa during the application process.

- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.

- / Planning and Housing Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.

- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

7.0 Conclusion

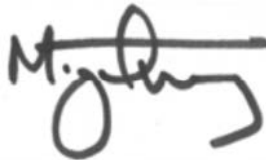
It is our professional opinion that the proposed Zoning By-law Amendment application to permit the proposed re-development of the subject property with interior renovations and cosmetic improvements to the exterior of the building constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing of an efficient, cost-effective pattern of development located in an area with available infrastructure and public service facilities. The proposed development will also positively contribute to a mix of uses in the area.
- / The proposed development conforms to the policy directions of the Suburban Transect and underlying Mainstreet Corridor designation. The proposal seeks to facilitate the renovation of an existing Dymon facility with the expansion of the warehouse use and redevelopment of the retail space at grade. The proposed development responds to urban design objectives, in particular by providing an active frontage in the form of a ground floor reception/retail area with significant glazing.
- / The proposed development meets all of the applicable provisions in the City of Ottawa Zoning By-law (2008-250). The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies and plans submitted as part of this application.

Sincerely



Tyler Yakichuk, MPlan
Planner



Miguel Tremblay, RPP, MCIP
Partner