

Q9

planning
+ design

PLANNING JUSTIFICATION REPORT

MINOR ZONING BY-LAW AMENDMENT

SUBJECT SITE: 1280 TRIM ROAD, OTTAWA



REPORT DATE: JUNE 24, 2025

PREPARED FOR: TRIM WORKS DEVELOPMENT LTD.

PREPARED BY: Q9 PLANNING + DESIGN INC.

Prepared by:

Christine McCuaig, MCIP RPP
www.q9planning.com
Ottawa, ON

P : +613 850 8345
E: christine@q9planning.com

This Planning Rationale is prepared in support of a Minor Zoning By-law Amendment Application for the proposed commercial development at 1280 Trim Road.

TABLE OF CONTENTS

- 1.0 INTRODUCTION..... 4**
- 2.0 EXECUTIVE SUMMARY..... 5**
- 3.0 SITE & CONTEXT 6**
 - 3.1 SITE6**
 - 3.2 CONTEXT.....10**
 - 3.3 PEDESTRIAN AND TRANSIT NETWORK.....13**
- 4.0 PROPOSAL 15**
 - 4.1 OVERVIEW15**
- 5.0 POLICY AND REGULATORY CONTEXT..... 18**
 - 5.1 PROVINCIAL PLANNING STATEMENT, 2024.....18**
 - 5.2 CITY OF OTTAWA OFFICIAL PLAN (2022)20**
 - 5.3 ORLÉANS CORRIDOR SECONDARY PLAN (2022)25**
 - 5.4 CITY OF OTTAWA ZONING BY-LAW.....31**
- 6.0 PLANNING ANALYSIS AND RATIONALE 35**
- 7.0 PUBLIC CONSULTATION STRATEGY..... 36**
- 8.0 CONCLUSIONS..... 36**
- 9.0 LIMITATIONS OF REPORT..... 38**

1.0 INTRODUCTION

Q9 Planning + Design Inc. has been retained by Trim Works Development Limited to prepare a Planning Rationale to permit a 'retail store' uses as part of the recently approved development at 1280 Trim Road in Ottawa. The approved project is a 3-building plaza that will contain a mix of commercial and light industrial uses. The site will contain a total of 68 vehicular parking and 6 bicycle parking spaces. The combined gross floor area of the three buildings will be 1,476.4 m².

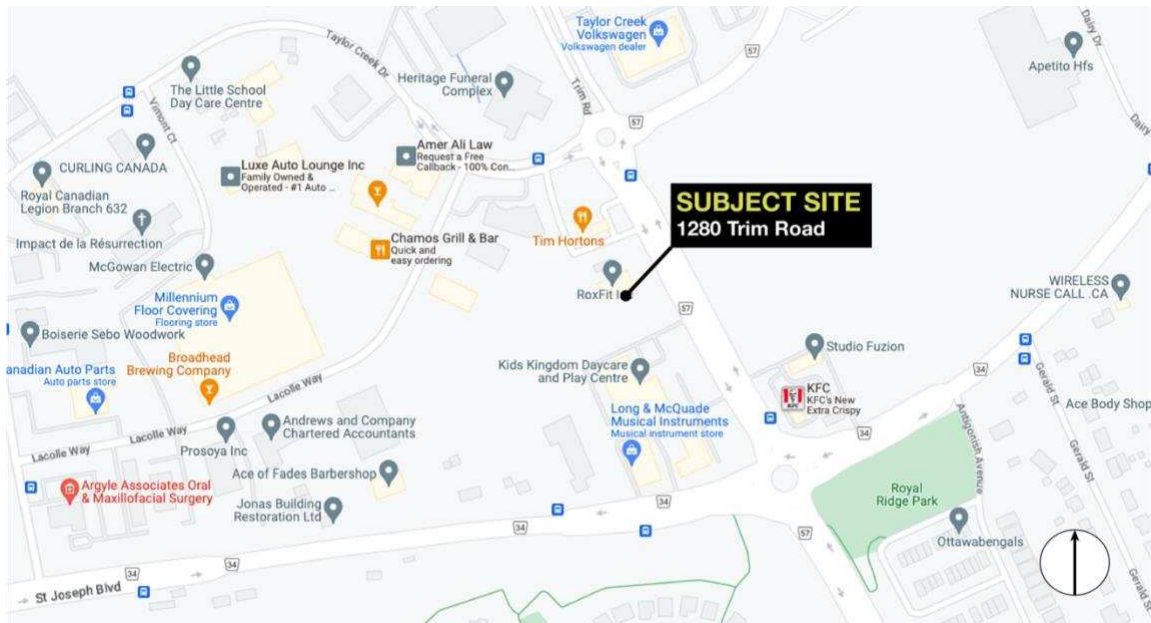


Figure 1: Location Plan. (Source: Google Maps).

The subject property has 61.93 metres of frontage along the west side of Trim Road. It is adjacent to a gas station and drive-through restaurant to the north and a daycare to the south. A large church property and a daycare property abut the property to the rear. The site is located approximately halfway between the Trim Road / Taylor Creek Drive traffic circle and the Trim Road / Old Montreal Road traffic circle. It is designated Minor Corridor within the Suburban Transect in the Official Plan and is zoned IL [2988]H(21) – Light Industrial Zone, Urban Exception 2988 with a height exception of 21 metres in the City of Ottawa Zoning By-law 2008-250.

The subject site is part of the Fallingbrook neighbourhood within Ward 1 – Orléans East Cumberland. The proposed uses are permitted within the IL Zone. **A minor Zoning By-law Amendment application is proposed permit a 'retail store' use on the subject site.** This is to facilitate the acquiring quality tenants for the plaza building (Building 2). Site Plan Approval has been granted for this development and the agreement has been registered.

Application submitted:

- [Zoning By-law Amendment (Minor)

1.0 EXECUTIVE SUMMARY

On November 13, 2024, Council approved a Minor Zoning By-law Amendment to permit three, one-storey commercial buildings on the subject property. Following Zoning By-law Amendment, Site Plan Approval was granted, and the agreement has been registered on title.

Following approval, the owner has struggled to lease building 2, as the range of permitted uses is somewhat limited. The proposed minor Zoning-By-law amendment is requested to permit a 'retail store' use on the subject site. This is to facilitate the acquisition of quality tenants for the plaza building, building 2 (highlighted in purple below).

The recently approved development consists of three, one-storey (7 metres) commercial buildings, which will contain a mix of uses that fall into the following categories: personal service, office, restaurant, and automobile service centre. Building 2 will contain five units and will feature offices, personal service businesses, and a restaurant. It will be located on the southern half of the property closer to Trim Road. Unit sizes will generally be 129 m². Building 1 will contain a drive-through restaurant and will be located on the northern portion of the property closer to Trim Road and directly across from Building A. The drive-through stacking lane will be interior to the site and approach the rear façade of the restaurant building. Finally, Building 3 will contain an automotive service building, featuring 7 service bays and with a GFA of 646.1 m². A total of 68 parking spaces will be provided on the site, the majority of which are provided toward the rear of the site. The overall GFA will be 1,476.4 m² with a total lot coverage of 28%.

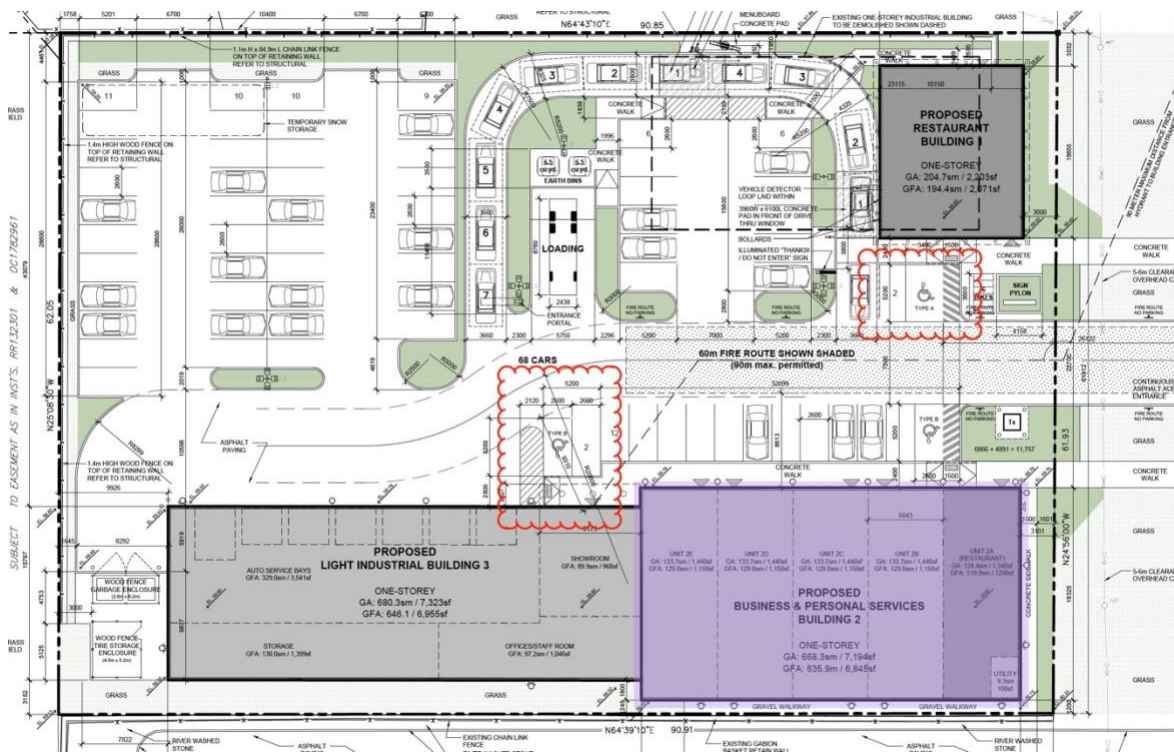


Figure 2: Figure showing Building 2, subject to expanded retail store use.

2.0 SITE & CONTEXT

2.1 SITE

The subject property previously contained a two-storey industrial building. The site was also at one time occupied by a food truck and is used as a storage yard for a landscaping and snow removal contractor. The property is currently undergoing construction to build the approved commercial/light industrial plaza.

The property has frontage along the west side of Trim Road and abuts a gas station with a drive-through restaurant to the north, a large daycare facility to the south, and a church property and another daycare to the west. The property across the street is currently undeveloped. The site is located between the intersections of Taylor Creek Drive / Trim Road and Old Montreal Road / Trim Road, both of which are controlled with traffic circles.

The area consists of a mix of commercial and industrial uses, along with a large undeveloped parcel on the east side of Trim Road and residential uses to the south of Old Montreal Road. The site is noted for its relative proximity to Old Montreal Road / St. Joseph Boulevard and Highway 174, which connects the property with nearby towns to the east and the rest of Ottawa to the west. The disused industrial building is located on the northern portion of the site closer to the front of the lot. An L-shaped asphalt parking lot is also located at the front of the site off the existing access from Trim Road. Most of the property is grassed, with some trees located on the property. Site images are provided on the following pages.

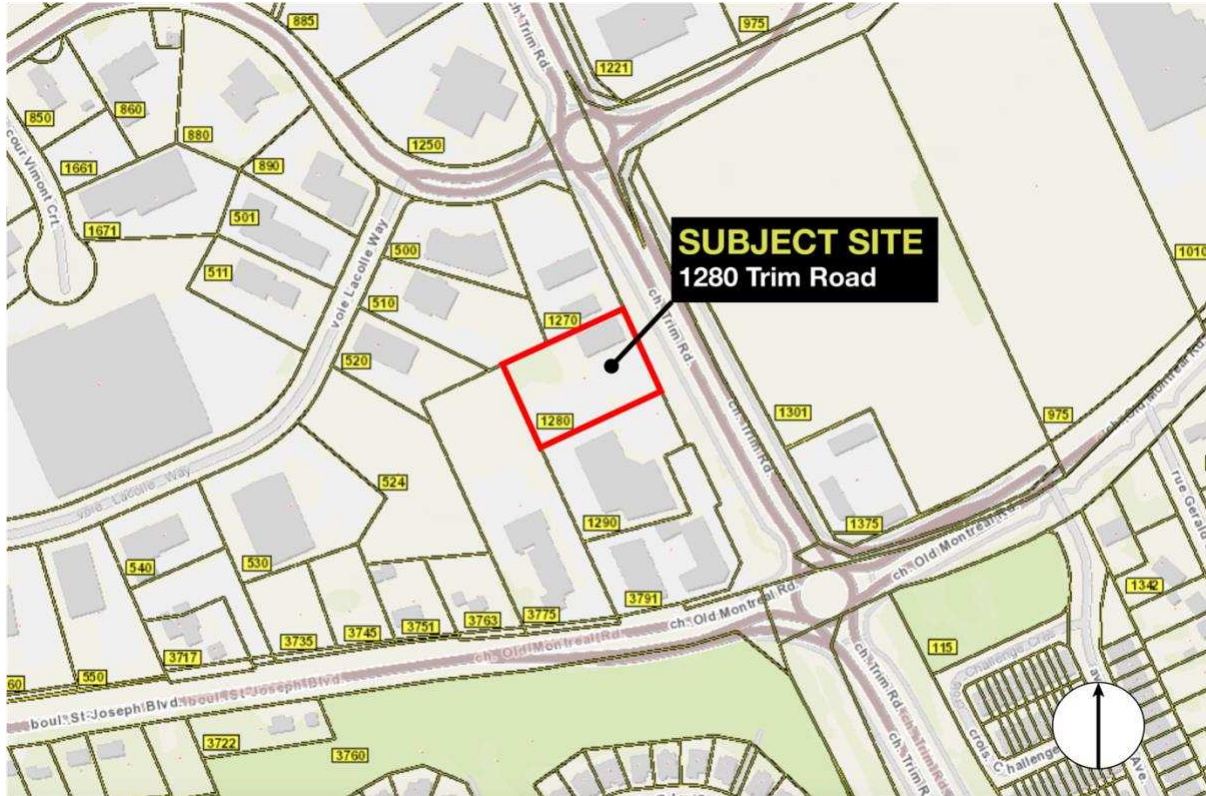


Figure 3: Site Map. (Source: GeoOttawa).

The following represents the site's current dimensions:

- [Lot Area: 5,620 m²
- [Lot Frontage: 61.90 m
- [Lot Depth: Irregular, 90.56 – 90.77 m

Legal Description: Part of Lot 30 Concession 1, Geographic Township of Cumberland, City of Ottawa



Figure 4: View of the site from the frontage of the property looking north along Trim Road. The black building on the left side of the photo is location on the subject property (2024)



Figure 5: View of the south side of the subject property. The building in the photo is located on the adjacent property to the south (2024)



Figure 6: View across the street from the subject site on Trim Road, looking east (2024)



Figure 7: Streetscape along Trim Road, looking north from the subject site. (2024)



Figure 8: View of the frontage of the site (right side of photo) including a food truck currently located on the subject property, looking south along Trim Road. (2024)



Figure 9: View of the site looking west. The building (left side of the photo) is on the adjacent site to the south. Note the retaining wall along the southern property line and the landscaping in the rear. (2024)



Figure 10: View of the site from the rear of the property. The building (left in the photo) is located on the subject property. (2024)

2.2 CONTEXT

The property is located within the Fallingbrook neighbourhood in Ward 1 – Orléans-East Cumberland. Fallingbrook is located in the northeastern part of Orleans outside the Greenbelt in Ottawa's east end.

The surrounding neighbourhood is characterized by arterial commercial properties along Trim Road, Old Montreal Road, and Taylor Creek Drive. A variety of commercial uses are present including daycares, drive-through restaurants, and an auto dealership. Industrial and commercial uses on large lots are also located to the west of the property along Taylor Creek Drive and Lacolle Way. Residential subdivisions are located nearby further down Trim Road south of St. Joseph Boulevard and Old Montreal Road. The area is also noted for the proximity of Highway 174, which runs east towards Cumberland and west towards Highway 417. The property is also located near the OC Transpo Trim Road Park & Ride, which provides transit connection to Millennium Station in southeastern Orleans and rapid transit connection to Blair Station. Most of the commercial and industrial properties are characterized by low-rise, large floorplate buildings with large surface parking areas and landscaped areas.

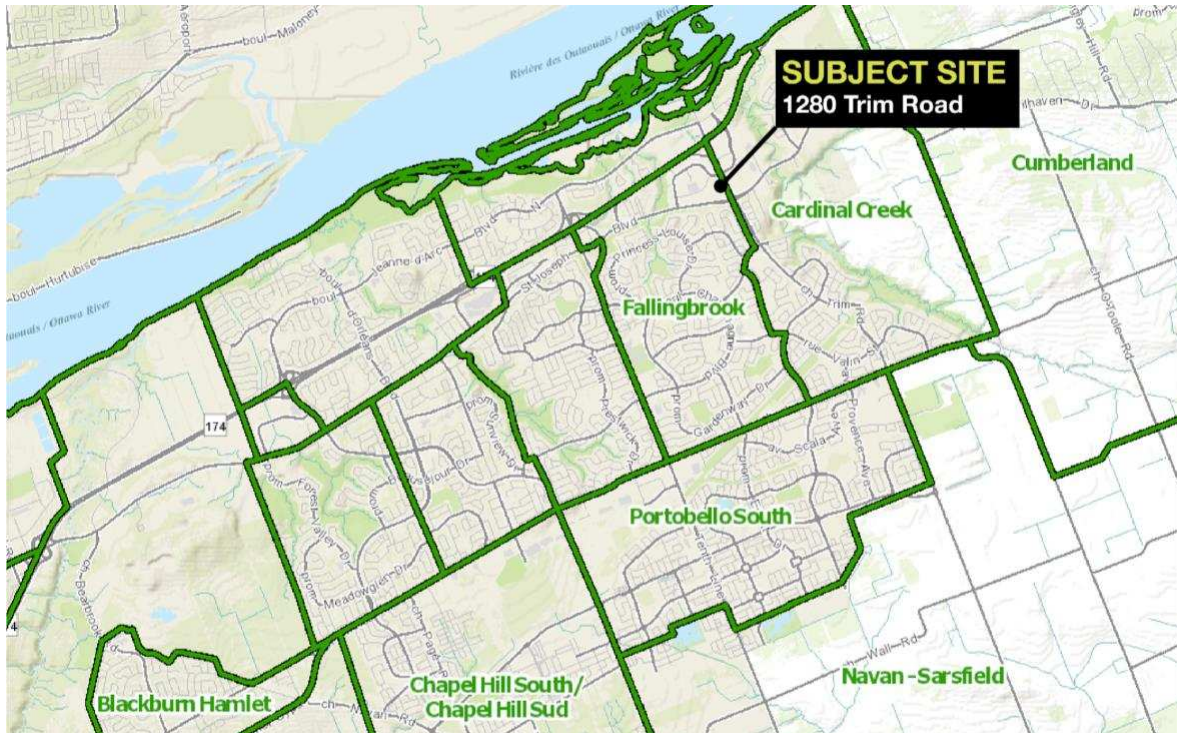


Figure 11: Neighbourhood Context Map



Figure 12: Site Context Map

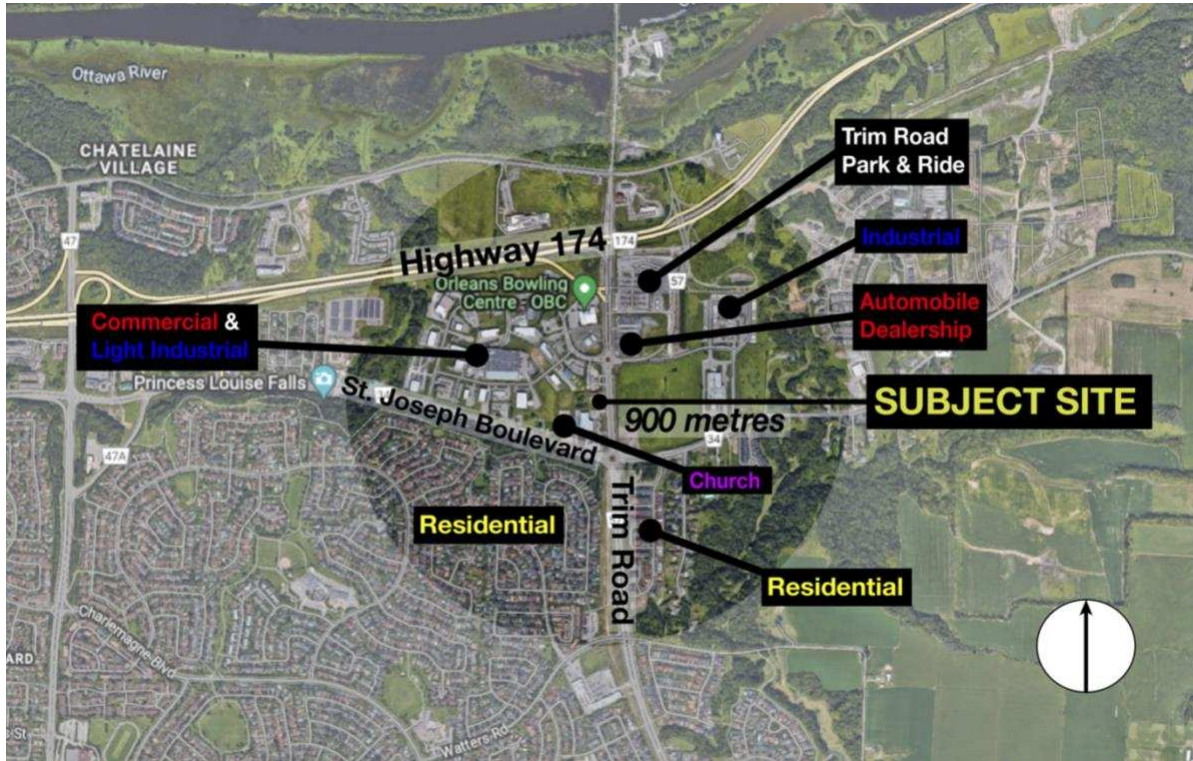


Figure 13: Overall Context Map, 900 m radius

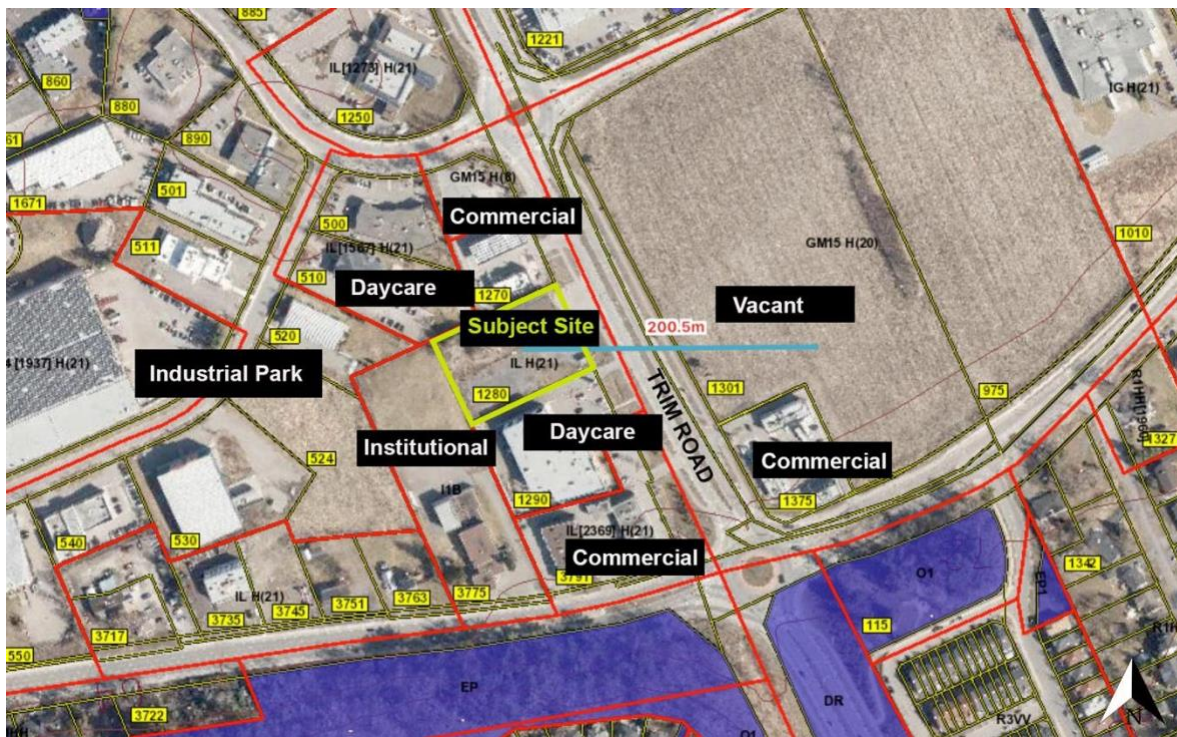


Figure 14: 200 m radius Context Map

2.3 PEDESTRIAN AND TRANSIT NETWORK

The subject property abuts Trim Road, which is a four-lane road with two lanes of travel in each direction. A landscaped median bisects the road and multi-use pathways are provided on both sides of the street, separated from the curb of the road by soft landscaped areas. On-road painted bike lanes are provided on both sides of the road, connecting with the multi-use pathway at the traffic circles that runs in front of the subject property. Public transportation stops are located near the property along Trim Road and the OC Transpo Trim Road rapid transit station is located within walking distance of the site. Rapid Transit Route 39 provides access between the Trim Road and Millennium Stations and connects the site to the Blair LRT Station. The Trim Road LRT station is slated to be constructed at the site of the current rapid transit station, providing higher order public transit access to the rest of the city. Despite the strong transit connectivity and active transportation infrastructure, Trim Road and the surrounding area are primarily vehicle-oriented, with most trips completed by private vehicles.



Figure 15: Transit Map

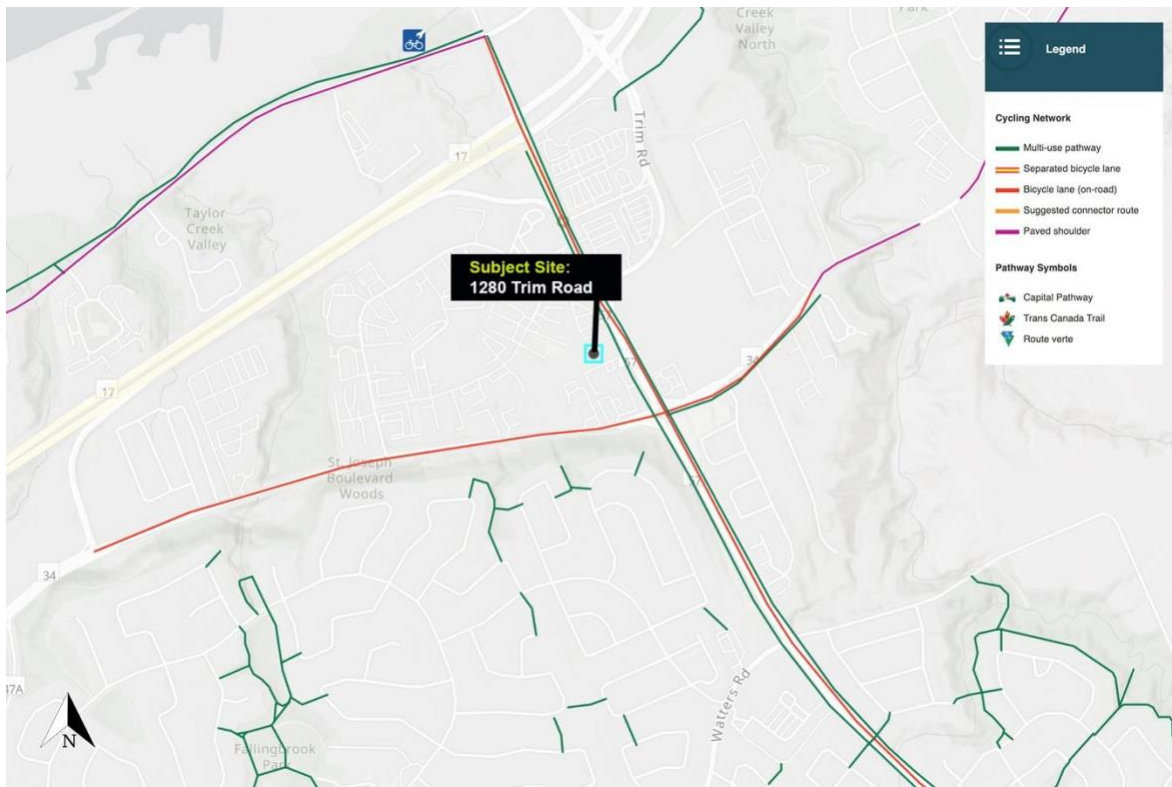


Figure 16: Active Transportation Map (Source: NCC)

3.0 PROPOSAL

3.1 OVERVIEW

On November 13, 2024, a Minor Rezoning was approved to permit a three-building commercial complex on the subject site. The permitted commercial uses contain a mix of uses that fall into the following categories: personal service, office, restaurant, automobile service centre, warehouse and office/showroom. Building 2 has five units.

Since the approval, the owner has struggled with leasing Building 2 due to the limited range of uses permitted. A minor rezoning has been proposed to permit retail uses on the subject site to assist in fully leasing Building 2.

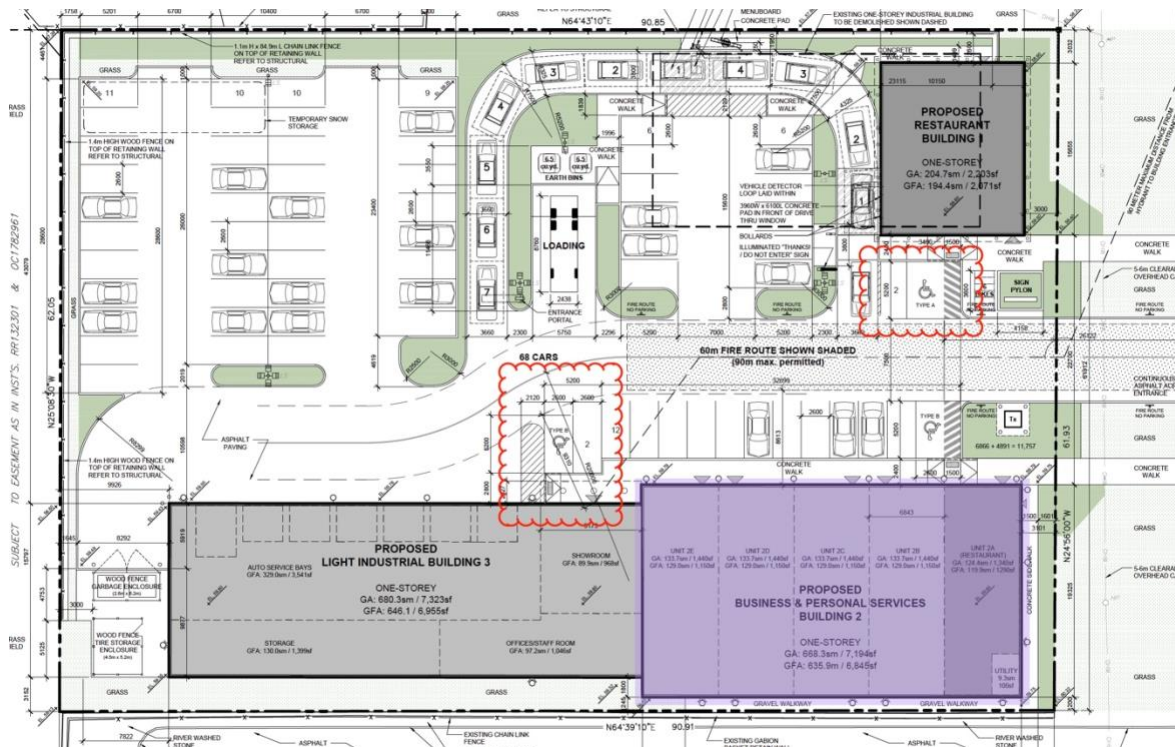


Figure 17: Extract of Site Plan (Source: McRobie Architects & Interior Designers), marked up by Q9 Planning + Design. Building 2 is highlighted on the plan in purple

The following is a summary of what is current approved and under construction on the subject site:

Building 2 will be located on the southern half of the property closer to Trim Road. Unit sizes will generally be 129 m². Building 1 will contain a drive-through restaurant and will be located on the northern portion of the property closer to Trim Road and directly across from Building A. The drive-through stacking lane will queue towards the rear of the site and address the rear façade of the building. Finally, Building 3 will contain an automotive service building, featuring 7 service bays and with a total GFA of 646.1 m². A total of 68 parking spaces will be provided on the site, the majority of which are provided toward the rear of the site. The overall GFA will be 1,476.4 m² with a total lot coverage of 28%.

The orientation of the three buildings on the site ensures that the access to the site and the parking areas can be centralized, which reduces the overall amount of parking on the site and increased building frontage along Trim Road. Due to the long and deep nature of the site, building orientation is limited in order to ensure site and parking efficiency.

Landscaped buffers will be provided throughout the site, where space is available, with more prominent landscaping features and elements along the front of the site, which results in an improved streetscape and provides a buffer between the buildings, the drive-through and the street. Despite building orientation, the east elevation of Buildings 1 and 2 address the street with either a direct access in the case of Building 2, a pedestrian link which is provided for both, and engaging facades. The garbage and the tire storage will be screened in an enclosure. All the parking on site will be surface parking. Of the 68 parking spaces, two will be provided as barrier-free spaces. Pedestrian access will be provided from Trim Road via two sidewalk connections off the multi-use pathway, which will allow for direct access to the storefront entrances of Proposed Buildings 1 and 2.

A minor Zoning By-law Amendment application to:

- (1) In addition to the uses permitted by Section 203, a retail store use is also permitted.

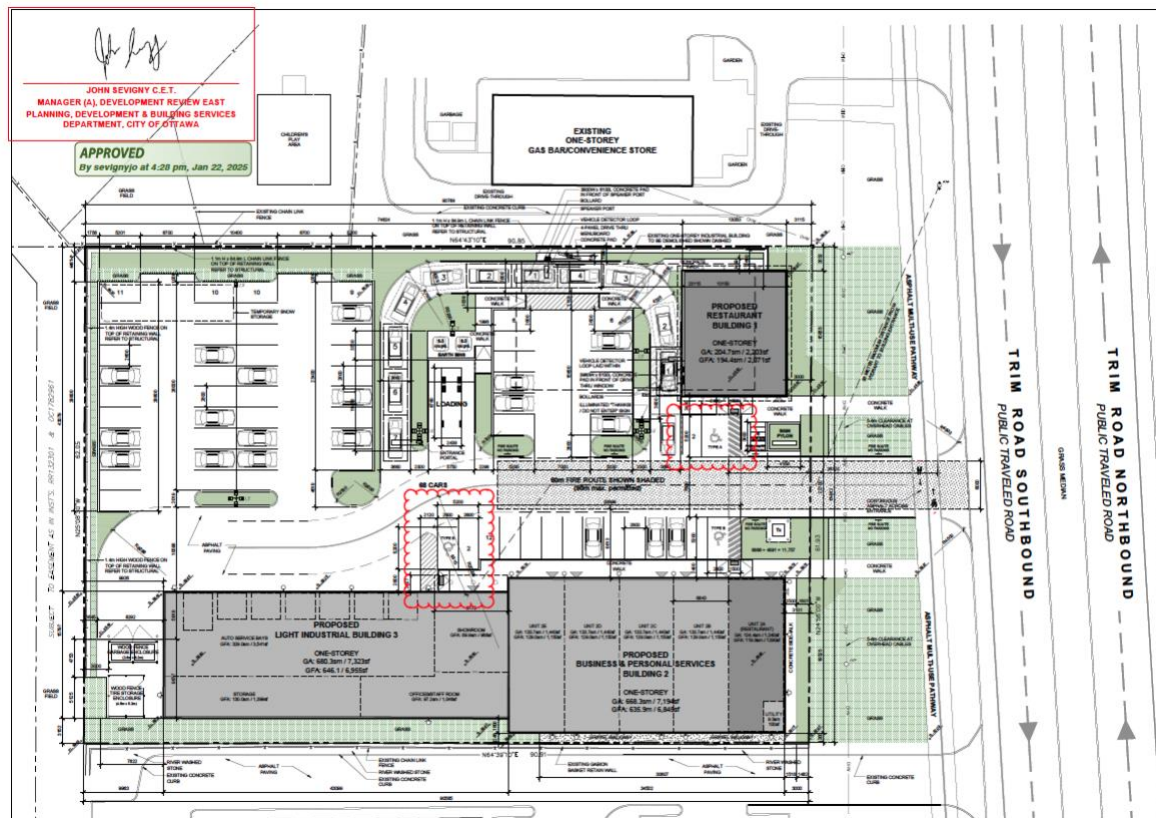


Figure 18: Extract of Site Plan (Source: McRobie Architects & Interior Designers)

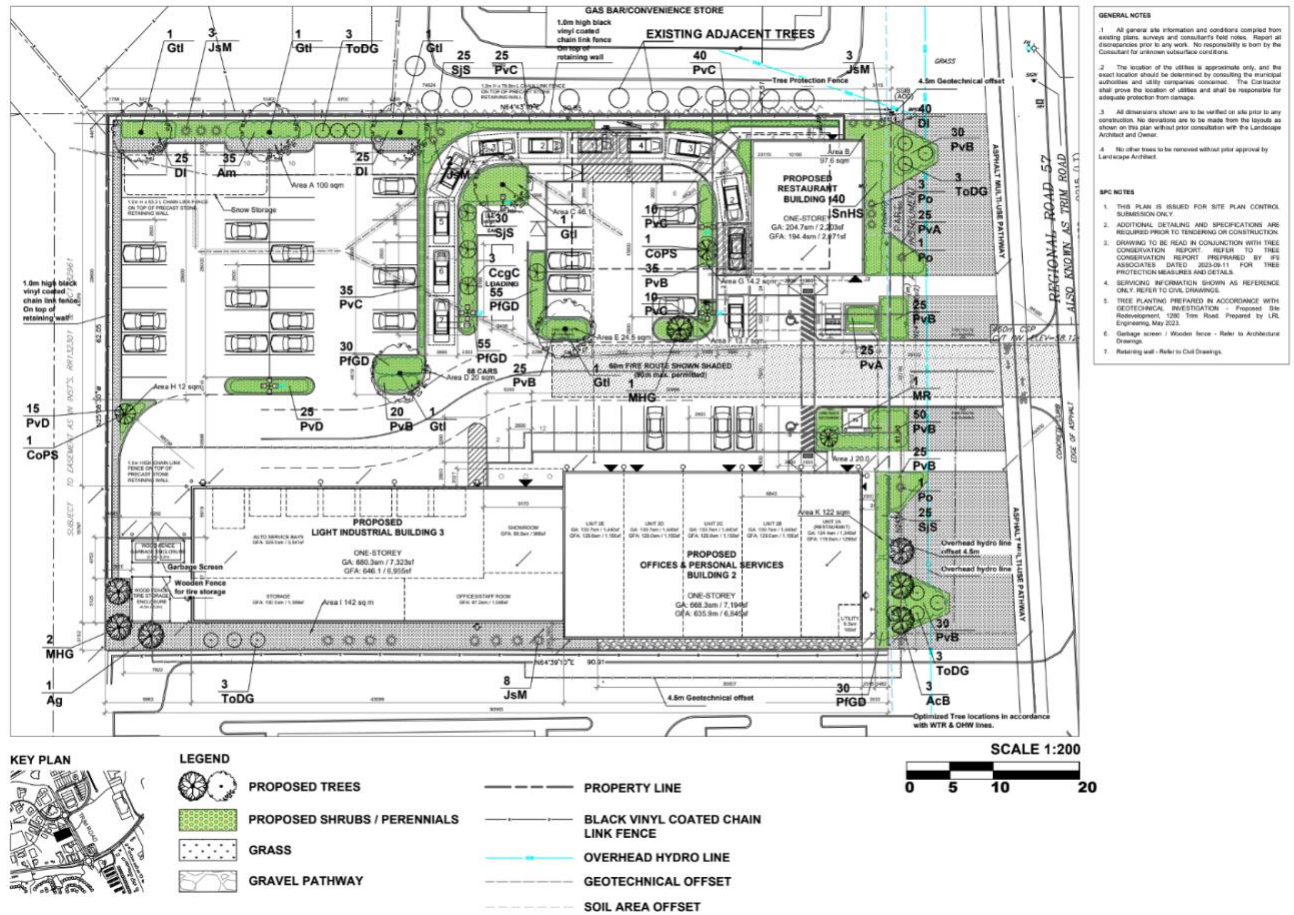


Figure 19: Extract of Landscape Plan (Source: Ruhland & Associates)

4.0 POLICY AND REGULATORY CONTEXT

The proposed development to permit a retail store use requires a Minor Zoning By-law Amendment. This application requires a thorough review of applicable policies, including the Provincial Planning Statement (PPS), the recently approved Official Plan, any applicable secondary plans and community design plans, and the City of Ottawa Zoning By-law.

4.1 PROVINCIAL PLANNING STATEMENT, 2024

In order to obtain approval of the proposed permission application required to construct a new detached dwelling on the subject property, a review of the relevant and applicable policies and provisions is required. These are reviewed and discussed below. Relevant policies will be indicated in *italics*.

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and merges the previous “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the “PPS (2020)”. It provides broad policy direction on land use planning and development, emphasizing intensification to reach a target of 1.5 million homes by 2031.

These policies must be integrated with other provincial and municipal plans, including local Official Plans and Secondary Plans, and all planning decisions must be consistent with the PPS. Relevant policies from the PPS are outlined below, with the specific policies provided in *italics*. Section 2.0 provides policies to ensure that planning authorities prepare for long-term growth by using provincial forecasts, maintaining adequate land for residential and other uses, and incorporating any additional growth from zoning orders into future plans. It emphasizes the creation of complete, accessible, and equitable communities through a diverse mix of land uses.

Section 2.1 - Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Comment | The proposal will permit retail uses in building 2, which will increase the viability of the plaza, resulting in fewer vacant units. It more efficiently utilizes the subject property by opening up a greater range of permitted uses, within an area characterized by other commercial and light industrial uses. The plaza design allows for some shared efficiencies, with a single access from Trim Road and centrally located parking. The

rezoning to permit retail uses will support both workers and businesses, maintains the integrity of the employment function, and reflects the evolving needs of a dynamic urban economy.

Section 2.8 Employment

Planning authorities shall promote economic development and competitiveness by:

- 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) *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 intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.

3. In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the longterm economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.

4. Major office and major institutional development should be directed to major transit station areas or other strategic growth areas where frequent transit service is available.

Comment | The addition of retail uses will allow for a greater mix of uses on the site contributing to the overall viability of the plaza. The surrounding employment uses will be compatible with the plaza site, and retail uses will complement the uses currently existing in the employment lands. The site has received Site Plan Approval, and the expanded and complementary retail uses will ultimately provide a greater mix of uses and options in the Trim Road area and result in a more viable development. Retail uses in an employment area provides workers by providing walkable access to food and amenities. It is important to recognize that employment lands are increasingly diverse, hosting a mix of traditional industrial, tech, warehousing, and service-related businesses. Many businesses in these sectors expect a level of amenity, including food and retail access, for employees and

clients. Permitting a retail store use within the Employment Area, especially in transition to a Corridor, represents a context-sensitive, policy-consistent, and sound planning position.

Section 4.0 of the PPS aims to ensure Ontario's long-term prosperity, environmental health, and social well-being through the wise management and conservation of natural resources. This includes policy direction on conserving biodiversity, protecting the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources.

Section 5.0 of the PPS intends to provide for Ontario's long-term prosperity, environmental health, and social wellbeing by reducing potential natural and human-made hazards and threats to public safety. Development is to be directed away from natural or human-made hazards.

Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Policy Statement (PPS), 2024.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2022)

Designation: *Minor Corridor in Suburban East Transect*

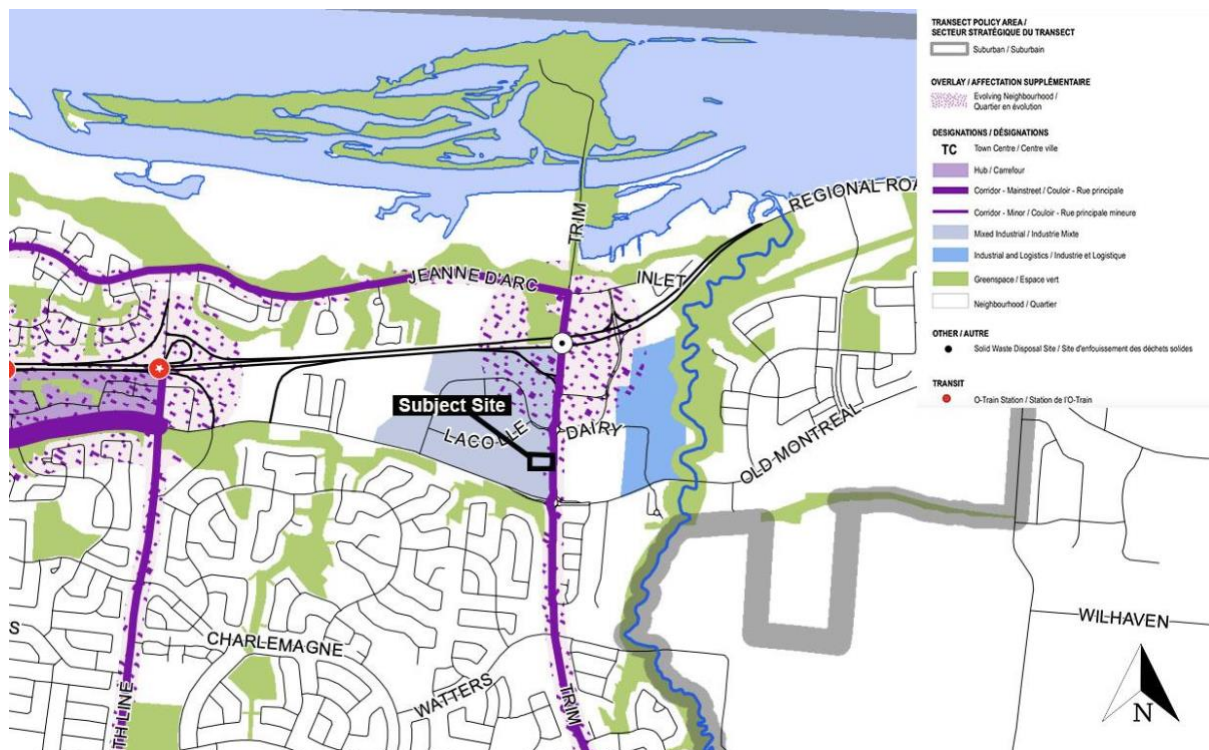


Figure 20: Extract of Official Plan, Suburban East Transect

The City of Ottawa Official Plan was approved by City Council on November 24th, 2021 and received approval from the Ministry of Municipal Affairs and Housing on November 4th, 2022. The plan outlines the City's overall vision, goals, and objectives, while providing policies intended to accommodate growth and manage physical change into the year

2046. The Plan is based around the Five Big Policy Moves, outlined in the City's Strategic Plan, which is intended to help the City become the most liveable mid-sized city in North America over the next century.

Section 2 provides the overall strategic directions of the new Official Plan, which is based around the Five Big Moves. The Five Big Moves are the foundational basis on which Official Plan policies work towards a more liveable city, calling for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development.

Section 2.2 identifies six cross-cutting issues that are embedded throughout the policies in the Official Plan. These cross-cutting issues relate to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

Comment | The proposed development supports the City's strategic goals by redeveloping an existing underutilized commercial site with three new buildings with several different types of light industrial and supporting commercial uses. The intended uses are strategically located next to other similar commercial and light industrial developments. It is noted that the subject site, while located on a Minor Corridor, backs onto a Mixed Industrial Designation to the west indicating that the location of light industrial uses towards the rear of the subject site aligns with the transition from Minor Corridor Designation to Mixed Industrial Designation. The proposed zoning is appropriate for the subject property as it supports the introduction of a retail store use within a designated Employment Area, recognizing the evolving nature of employment lands and the complementary role that retail uses can play in enhancing the functionality, attractiveness, and long-term viability of employment zones.

The proposal supports the neighbourhood's economic development and responds to the commercial needs of the area while contributing to an improved streetscape with an efficient overall site design. Owing to its location around similar uses along an arterial road on the outside edge of the neighbourhood, the subject site is an appropriate location for commercial uses, which are to be directed towards corridors and in proximity to transit and highway access.

Section 3 provides a growth management framework that directs various types of growth appropriately in order to accommodate projected population and employment growth. Most growth is anticipated to occur in the urban area, which is the built-up area where existing development is located and the greenfield area of vacant lands at the periphery of the urban area. Within the urban area, there are six different transect areas representing different contexts. Most growth is expected to be accommodated in these transect policy areas in a manner that supports 15-minute communities. The balance of growth is to occur in the rural area. In order to accommodate anticipated population and job growth, an increasing amount of growth is to be absorbed through intensification.

Section 3.2 provides specific goals for the overall amount of growth in the urban area to be accommodated through intensification. The plan allocates 47% of growth to occur

within the built-up portion and 46% of growth within the greenfield portions of the urban area. Growth through intensification is expected to support the creation of 15-minute neighbourhoods. Intensification may also occur through various built form and height profiles, based around Hubs, Corridors, and Neighbourhoods and housing choice with a variety of dwelling types and sizes are planned.

Policies 5 and 6 of Section 3.2 recognize properties shown as Mixed Industrial as not containing former industrial sites and being areas of focus for the majority of employment growth and intensification, along with the downtown core, hubs, and corridors.

Table 3a of Section 3.2 identifies the minimum area-wide density requirement of people and jobs per hectare for the Trim Road Protected Major Transit Station Area (PMTSA) as 160. Minimum density targets are to be enforced through the zoning by-law.

Comment | The proposed development accommodates new growth by redeveloping an existing, under-utilized parcel with a more viable light-industrial/commercial development. Retail uses play an important role in meeting the everyday needs of employees and visitors in Employment Areas. By offering walkable access to food and essential services, they enhance the overall functionality and appeal of these areas. Today's employment lands are evolving to accommodate a broader range of industries, including traditional manufacturing, warehousing, technology, and service-oriented businesses. These diverse employers increasingly seek nearby amenities, such as retail and dining options, to support both their workforce and clientele. The property abuts areas designated as Mixed Industrial and is located along a corridor and near rapid transit service, which is a strategic location for commercial development at the periphery of the neighbourhood. The new buildings will contribute new jobs, helping to achieve a higher employment density while fitting within the existing context along Trim Road.

Section 4 of the Official Plan provides land use and transportation policies that apply to the entire city.

Section 4.1.4 provides policies aimed at facilitating the shift towards sustainable modes of transportation, including through managing the supply of parking close to transit stations and regulating the design and location of parking garage entrances and surface parking areas.

Comment | The subject property is located along Trim Road, which is identified as an arterial road and fits the definition of an access/flow road according to Table 4. Trim Road has active transportation features including a grade-separated multi-use pathway and painted on-street bike lanes, which result in a multi-modal street that can accommodate active and public transportation use. The development will result in the reduction of the existing access into a narrower and more formalized entryway into the site, which is both safer and improves the presentation of the site from the street. Additionally, two pedestrian accesses will be provided directly from the multi-use pathway. These accesses ensure that pedestrians and cyclists can access the restaurant uses, service commercial, and offices in a manner that reduces vehicle conflicts, contributing to better safety and better connecting the site with active transportation users.

Section 4.6 contains policies aimed at regulating the design of the built form and public realm in the city. Urban design is recognized as playing an important role in supporting the City's objectives of creating healthy, 15-minute neighbourhoods, growing the urban tree canopy, and developing climate resiliency. The section encourages urban design excellence throughout the city, especially in Design Priority Areas. The subject site is not identified as being part of a Design Priority Area.

Section 4.6.2 provides policies aimed at enhancing Scenic Routes. Development abutting Scenic Routes must contribute to conserving or creating a desirable context by protecting the view of natural and cultural heritage features; preserving and restoring landscaping; orienting buildings towards the Scenic Route with direct pedestrian access; screening surface parking lots; and managing light spillover.

Comment | The development results in new landscaping and plantings between the proposed commercial buildings and the street. This landscaping will contribute to the tree canopy of the area and greatly improve the streetscape presence of the subject property along the Scenic Route. Additionally, direct pedestrian accesses will be provided to the buildings from the multi-use pathway, with the buildings being located relatively close to the front lot line to better address the street. Owing to its location within an established commercial and light industrial area, the level of light spillover is appropriate and will not unduly impact neighbouring properties. No natural or cultural heritage features were identified on the site and the buildings do not impend any view of these features. The drive-through and associated stacking lane are located to the rear of the site away from the frontage of the property.

Section 4.6.5 of the Official Plan provides for effective site planning that supports the objectives of the applicable designation. Effective site planning includes providing appropriate setbacks, designs that minimize conflict between vehicles and pedestrians, and universal accessibility.

Section 4.6.6 provides policies aimed at integrating low-rise, mid-rise, and high-rise buildings to ensure that intensification targets are met while ensuring liveability by supporting appropriate transitions of building heights and utilizing angular planes to step back the upper storeys of mid-rise and high-rise buildings. Low-rise buildings are designed to respond to the surrounding context and transect area policies while including areas for soft landscaping, main entrances at grade, and front porches or balconies where appropriate.

Comment | Allowing a retail store within a Minor Corridor that connects to Employment industrial lands reflects a thoughtful and responsible planning approach that facilitates transition through the site between these two designations. It contributes to the needs of both employees and businesses while preserving the area's core employment function and adapting to the demands of a changing urban economy, as well as the desires along the Corridor.

The development provides an appropriate front yard setback that better addresses the street and still allows for tree plantings in front of the building but also plantings in the boulevard. The site design mitigates conflicts between pedestrians/cyclists and vehicles

by providing direct accesses to the buildings from the multi-use pathway and centralizing the private approach and drive aisles to reduce the number of conflict points on the site. The orientation of the driveways and the landscaping provided further contribute to an improved public realm. The proposed commercial buildings are similar in height and overall profile to many of the other commercial buildings in the area and is consequently well-integrated. The other site setbacks position the backs of the buildings closer to the property lines than permitted so that the building wall acts as a buffer for the on-site uses and as the buildings are effectively only two storeys in height, the visual presence is contextual appropriate. Detailed landscaping, fencing, and necessary retaining walls further buffer the site from adjacent sites.

Section 5 provides policy direction for the six identified transect policy areas. The subject site is located within the Suburban (East) Transect and is designated Minor Corridor. Minor Corridors in the Suburban Transect are generally permitted to have a minimum height of two storeys and a maximum height of four storeys.

Section 5.4 provides policy direction for the Suburban Transect, which is comprised of neighbourhoods within the urban boundary but outside the Greenbelt. These areas are reflective of the conventional suburban model with separated land uses, stand-alone buildings, generous setbacks, and low-rise building forms.

Section 5.4.1 provides for an evolution towards 15-minute communities while recognizing a suburban pattern of built form and site design. Low-rise heights are generally planned for Minor Corridors.

Section 5.4.2 plans for better mobility and street connectivity in the Suburban Transect to support the rapid transit system, including by locating higher density mixed use development close to rapid transit stations.

Section 5.4.4 provides direction for new development within the Suburban Transect. It plans for higher density commercial services that cater to the neighbourhood and regional needs along Hubs and Corridors, along with safe pedestrian and cyclist integration and linkage to surrounding neighbourhoods.

Comment | The development supports the objectives of the Suburban Transect by providing a larger, mixed commercial development along a minor corridor with better pedestrian connectivity and transit access. The design facilitates safe pedestrian connectivity by providing direct access from the multi-use pathway to the on-site sidewalks connecting to the service commercial, office, and restaurant uses. The parking area is centrally located and screened from the public realm by landscaping, reducing vehicular conflict points and optimizing the amount of space on the site for the commercial buildings themselves. The buildings will each be a single storey in height but will be closer in height to a two-storey building, which is common for commercial developments. This height is compatible with the surrounding context, which consists of other one-storey and two-storey commercial and light industrial buildings. The overall location of the development is ideal and more optimally utilizes the existing transit services available, without precluding future, higher density mixed use development as the area grows.

Section 6 of the Plan provides tailored policy direction for each urban designation, which are divided into Hubs, Corridors, and Neighbourhoods. The subject property is designated Minor Corridor. This designation applies to lots that abut the corridor to a maximum depth of 120 metres of the street identified as a Minor Corridor.

Section 6.2.1 provides for an appropriate transition of height, use of land, site design, and development character with abutting designations.

Section 6.2.2, Policy 2 permits commercial-only buildings within the Minor Corridor designation.

Comment | The proposed development provides an appropriate low-rise building height that aligns with the other commercial and light industrial buildings in the area. The proposal contemplates three commercial buildings, which collectively provides four different commercial uses on the site, making optimal use of the site's location and meeting the commercial demand in the area.

Section 6.1.2 provides policies for Protected Major Transit Station Areas (PMTSAs). It prohibits certain auto-oriented uses and plans for medium and high-density housing types along with a full range of non-residential uses. It also plans for increased building heights to allow for more transit-supportive density.

Comment | The subject site is located within a PMTSA but is not designated as a Hub. The surrounding uses are other commercial and light industrial uses, including auto-oriented uses such as gas stations and drive-through restaurants, in buildings similar in scale to the proposed development. However, the proposal contemplates more centralized parking areas to reduce the number of accesses and make more space for buildings, direct pedestrian accesses to reduce vehicular conflicts and enable multi-modal connectivity to the commercial buildings, and new landscaping and trees that improve the public realm. The proposed retail uses contribute to the needs of both employees and businesses while preserving the area's core employment function and adapting to the demands of a changing urban economy. Limiting retail to this specific location ensures compatibility with surrounding employment uses and reinforces a complementary relationship between land uses. The auto-oriented components of the development such as the parking and drive-through are placed at the back of the site, whereas the active transportation components, for example, connections to the trail, street facing buildings and bike parking are provided along the street edge. The development will not preclude future redevelopment into higher density mixed use buildings at an appropriate time.

Based on our review, it is our professional planning opinion that the proposed development conforms with the City of Ottawa Official Plan.

4.3 ORLÉANS CORRIDOR SECONDARY PLAN (2022)

Within the Orléans Corridor Secondary Plan (council approved in September 2022 under appeal), the subject property is designated 'Trim Minor Corridor' and six storey mid-rise buildings are envisaged. The vision of the plan is for the Orléans corridor to evolve from a late 20th century auto-centric suburb into vibrant urban neighbourhoods centred around

the O-Train stations and the St. Joseph Blvd mainstreet, where residents and visitors can walk, cycle or take transit to daily destinations.

The following outlines key policies in the Orléans Corridor Secondary Plan.

Section 2.4 Goals & Objectives

Goal 1: Accommodate a wide range and mix of uses in Station Areas such as residential, office, commercial, retail, arts and culture, entertainment, service, recreational, and institutional in Station Areas. Integrate the O-Train Station Areas with neighbourhoods to the north and south by supporting safe pedestrian access to 15-minute neighbourhood services and amenities, including transit. Improve pedestrian and cycling networks with safe and efficient options to replace automobile trips for day-to-day needs. Utilize City-owned lands, including by repurposing, disposing of, or co-locating services to achieve a vibrant mix of uses, increase density, provide affordable housing, and provide public spaces for people to gather, meet, and engage in the local economy.

Goal 2: Accommodate new jobs and residents in a compact and urban built form close to stations to maximize transit ridership. Allow the tallest building heights at Station Core Areas. Permit and encourage a variety of building typologies to support a diverse range of housing and unit types, catering to different affordability levels. Provide a diversity of ground-oriented housing forms in the podium of high-rise buildings. Apply limited high rise development permissions beyond 400 metres of O-Train stations. Generally, prohibit surface parking within 400 metres of O-Train stations with the exception of accessible and short-term visitor parking. At the site level, access for active transportation modes will be prioritized over vehicular circulation.

Goal 3: Plan for additions and enhancements to the public realm, greenspaces, and promote climate resilience and prioritize and improve mobility for pedestrians and cyclists to support positive health outcomes and reduce greenhouse gas emissions.

Goal 4: Require all development within 400 metres of an O-Train station to preferentially accommodate pedestrian and cycling movements. Prioritize walking, cycling, and transit for development in the Station Areas, on the streets leading to O-Train stations and on St. Joseph Blvd mainstreet, and in the management of on-site vehicle circulation and parking. Establish all new public streets as 'complete streets' to ensure broad and consistent support to active transportation modes that are safe for people of all ages and abilities. Minimize potential conflict points with pedestrians and cyclists, such as curb cuts. To require outdoor pedestrian connectivity across sites and within sites where high-rise and mid-rise development is permitted.

Goal 5: Plan and design new development so that sustainable transportation movements are prioritized on-site, and through new connections to streets and pathways. Create places of interest, that foster identity, and support neighbourhood recreation and commerce in the Station Core, and Station Periphery designations. Provide safe and enjoyable cycling and walking environments to connect to O-Train stations. Require slow speed driving environments on all internal streets within the Station Area – Core and

Station Area - Periphery Require soft landscaping, enhanced street tree planting and integration of buffers to natural heritage features in new development.

Comment | Permitting retail uses in the plaza on the subject property directly supports the Goals and Objectives outlined in Section 2.4 by contributing to a vibrant, mixed-use Station Area that is pedestrian-oriented and economically active. Specifically, it aligns with Goal 1 by integrating a commercial use that serves local day-to-day needs within walking distance of residential, and employment uses, thereby reducing reliance on vehicular travel and supporting 15-minute neighbourhood principles. Retail uses also contribute to the local economy and create public-facing activity that supports social interaction and local engagement. By situating this use in a compact, transit-oriented format, the proposal also fulfills Goal 2 by accommodating employment opportunities close to the O-Train station, enhancing job accessibility and encouraging transit ridership. Furthermore, the plaza enhances the pedestrian realm and supports active transportation connections consistent with Goals 3, 4, and 5, by encouraging walkable, human-scaled development with destinations that animate the streetscape and reinforce the area's identity as a complete, connected community.

In order to support use of the LRT station and related park'n'ride it is critical to identify that residents using this station will frequently drive by the subject site. Maintaining uses that support this portion of travelling public on their route to the station is highly appropriate as a transitional use. In addition, a tree canopy of 16% has been proposed.

Section 4.5 Corridors

The vision for corridors within the Plan is to provide a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Corridors are intended to become walkable environments that prioritize pedestrians and sustainable modes of transportation. Active frontages will be required to enhance the public realm and animate the street.

Comment | The development is located in a Minor Corridor directly adjacent to a multi-use pathway. The development will provide two pedestrian/cycling entrances directly from the public walkway with bicycle parking. A mid-size pedestrian connection will be provided that will connect Building 1 to Buildings 2 & 3. Both buildings at the street frontage will be activated through the use of windows and doors. Building 2 provides a door facing the public street. Any walls and the proposed drive-through will be screened by landscaping. The retail uses will be well positioned to connect pedestrian, cyclist and road uses to the roadway and multiuse pathway along Trim Road.

Section 4.2 Built Form & Public Realm Policies

Responses have been provided to applicable provisions.

- 1) *Space on certain streets, such as those with direct connections to O-Train stations, and mainstreets, may be reallocated from vehicular use in favour of active transportation or the gathering of people. This will include space in the right-of-way for active transportation facilities, transit priority measures, outdoor commercial patios, temporary or permanent plazas, street trees or new soft and hard*

landscaping.

Response: Entirety of right-of-way with the exception of a single vehicular access (which is limited to right-in / right-out due to the grass median) is landscaped with soft landscaping and two pedestrian linkages. Bike parking is provided directly beside the pylon sign for wayfinding.

- 2) Development and capital projects will enhance the public realm in accordance with the vision, goals and objectives of this Plan.
- 3) Development shall minimize conflict between vehicles, pedestrians and cyclists and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities, where possible, into the design of the building.

Response: With only one vehicular access, and clearly identified pedestrian routes including a separate pedestrian route on either side of the vehicular access, the proposed development minimizes, where possible, conflict between different modes. The drive-through has been provided at the rear of the site which further minimizes conflict between pedestrians and cyclists at the front of the site.

- 4) Co-location of cultural, institutional, and recreational uses in mid-rise and high-rise buildings is encouraged. This may include locating schools, community centres or museums in the podium of a mixed-use building containing apartments or offices on the upper floors.
- 5) All new local and private streets shall be designed as follows: a. Include sidewalks, soft landscaping and street trees; b. Be designed for operating speeds of 30 kilometers per hour or less; c. May establish pedestrian-only or woonerf streets in high-density mixed-use and residential areas; d. Provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities; and e. Winter maintenance standards shall support the priority of active transportation networks.
- 6) New buildings shall, wherever possible, include active frontages facing the public realm, such as along public or private streets, multi-use pathways, City parks (including linear parks and the Voyageur Creek Greenway) and Privately-Owned Public Spaces (POPS).

Response: The new buildings, where possible, have included active frontages, and where an active frontage was not possible, landscaping and a pedestrian walkway have been provided to activate the public realm.

- 7) Buildings will locate the main entrance fronting an adjacent street with a direct connection to the nearest sidewalk.

Response: Site orientation in a narrow, deep lot configuration means that not all unit entrances are capable of fronting the street. Building 2 has a front entrance facing the street. Building 1 is not possible but contain a public walkway that provides a direct connection to the front door.

- 8) Residential units at-grade that face a public or private street will each be designed with an individual entrance.
- 9) Mid-rise and high-rise buildings are required to provide a height transition to

abutting Neighbourhood designated properties to create a liveable environment with a gradual change in height and massing, through setbacks and stepbacks generally guided by the application of an angular plane in accordance with Council approved Plans and design guidelines.

- 10) *New development shall frame their adjacent streets and parks to animate public spaces and create comfortable pedestrian environments in the public realm and avoid long expanses of blank walls.*

Response: *No long blank walls are proposed and with the exception of the single vehicle access, new building walls are positioned so that they frame the public realm along with detailed landscaping.*

- 11) *To increase opportunities for larger households, corner units of residential mid-rise buildings or podia of high-rise buildings should be designed as larger units that maximize the number of bedrooms.*
- 12) *Units in high-rise buildings that can accommodate large households should be ground-oriented where possible or be located on levels that have easy access and sight lines toward amenity areas used by children.*
- 13) *Wayfinding signage should be installed throughout Station Core and Periphery Areas, concurrent to the installation of paths and/or cycling facilities.*
- 14) *The City will plan for and support the burial of hydroelectric infrastructure on St Joseph Boulevard.*

Section 4.8 Active Transportation Policies

The Plan will increase the availability of safe and convenient sustainable transportation options within neighbourhoods, and between neighbourhoods and key destinations like mainstreets and O-Train stations. An equity lens can help highlight the need for improvements, especially when considering the needs of vulnerable populations such as children, women, and racialized groups. 1) Plan and design new development to prioritize sustainable transportation. 2) Create new active transportation connections to key community destinations. 3) Mid-block crossings and traffic calming measures will be considered in proximity to community destinations such as schools and parks. 4) Publicly accessible through-block connections should be provided as part of the design and redevelopment of large properties, including shopping centres, commercial plazas and places of worship. 5) A winter-maintained cycling network in the Orléans Corridor will be developed that prioritizes travel to community destinations and O-Train stations, and transit stops. This policy would be used in the interim until such time that a City-wide network is established through the update to the Transportation Master Plan.

Comment | The development minimizes conflicts between vehicles and pedestrians by providing dedicated pedestrian pathways and an enhanced pedestrian crossing through the site. Direct connections to the public multi-use pathway have been provided at two locations from the site. New development frames the street by providing buildings with windows and doors fronting along Trim Road where possible. The parking and the drive-through have been provided to the side and rear of the buildings. Additional soft landscaping and larger trees have been provided along the side, rear and front lot lines, but also via traffic islands interior to the site.

Section 5.6 Trim Minor Corridor

The Trim Minor Corridor is intended to support the adjacent Local Production and Entertainment designation and the Trim O-train Station. 1) In addition to the uses permitted in the Local Production and Entertainment designation, commercial, restaurant and hotel uses may be permitted. 2) Residential is not permitted. 3) New or enhanced cycling and pedestrian connections will be pursued through tools such as: Site Plan Control, Community Benefits Agreements and traffic calming, in association with proposals for new development. 4) Development of sensitive uses such as a hotel is conditional on the submission of a Noise and Vibration study, and an analysis of existing or potential land use conflicts demonstrating compatibility. 5) Design strategies shall be implemented which may include locating non-residential sensitive land uses in a manner that shields them from nearby Class I or Class II industrial uses, framing the building to the adjacent street, maximizing setbacks in accordance with Provincial land use compatibility guidelines, and installing walls, fences, or landscaping to mitigate nuisances, where there is a current, or anticipated need.

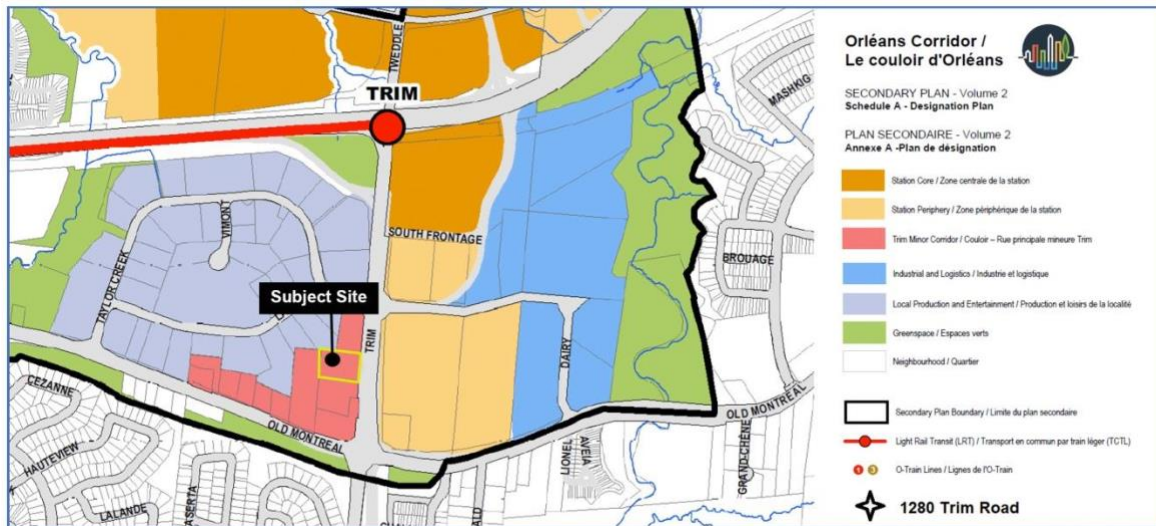


Figure 21: Excerpt of Orleans Corridor Secondary Plan

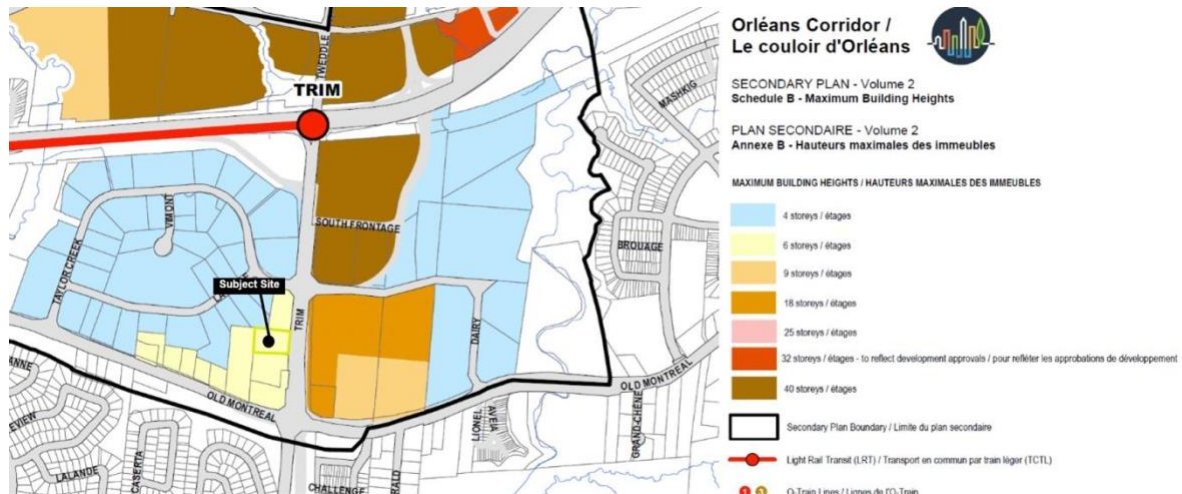


Figure 22: Excerpt of Orleans Corridor Secondary Plan

Comment | The proposed development will employ design strategies such as enhanced landscaping, framing the buildings towards the street, and using fencing and retaining walls due to the grade drop to mitigate noise off and on-site. Buildings will frame the street and any small portions of blank walls will be screened with landscaping.

4.4 CITY OF OTTAWA ZONING BY-LAW

The subject site is currently zoned as IL [2988]H(21), Light Industrial Zone, Urban Exception 2988 site specific height exception 21, in the City of Ottawa Comprehensive Zoning By-law 2008-250. The Light Industrial Zone generally permits a series of industrial uses.

The zone specifically states 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.

The Urban Exception 2988 is site specific performance standards that were enacted by City of Ottawa Council on November 13, 2024.

The requested permission for retail uses will provide a variety of complementary uses as a grouping in a small plaza which will serve the employees of the surrounding employment uses.

As a result, the following reliefs are requested from the zoning by-law in the form of a minor zoning by-law amendment for the following items:

A minor Zoning By-law Amendment application to:

- (1) In addition to the uses permitted in Section 203, a 'retail store' use shall also be permitted.

The effect of the amendment is to facilitate the acquiring quality tenants for the plaza building (Building 2). Site Plan Approval has been granted for this development and the agreement has been registered.



Figure 23: Zoning of the subject property and parcels in the vicinity of the subject property

The table below summarizes the required performance standards for the IL[2988] H(21) Zone.

Provision	Requirement	Proposed	Section
Permitted Use	Retail Store is not a permitted use	Retail Store	Section 203
Minimum lot area	2,000 m ²	5,620 m ²	S.203, Table 203
Minimum lot width	No minimum	61.93 m	S.203, Table 203
Maximum lot coverage	65%	27%	S.203, Table 203
Maximum building height	21 m	13.5 m	S.203, Table 203

Minimum Front and Corner Yard setback	7.5 m	3.0 m	S.203, Table 203
Minimum Interior Yard Setback	7.5 m	3.0 m north 1.2 m south	S.203, Table 203, Urban Exception 2988
Minimum rear yard setback	Abutting an institutional zone = 15 m	9.9 m	S.203, Table 203, Urban Exception 2988
Maximum Floor Space Index	2	0.27	S.203, Table 203
Minimum width of landscaped area	Abutting a street = 3 m	3.0 m	S.203, Table 203
Parking	<p>Restaurant: 10 cars per 100m² = 31;</p> <p>Personal Service: 3.4 cars per 100m² = 18 cars;</p> <p>Automobile Service Use: 2 cars per service bay = 14 cars</p> <p>Retail: 3.4 per 100m²</p> <p>Total 63 parking spaces</p>	<p>66 standard, 2 barrier-free:</p> <p>Total 68 spaces.</p> <p>(Four spaces used as temporary snow storage leaving 64 spaces available, which would meet the By-law requirement in the winter months)</p>	S.101, Table 101A; S.102, Table 102
Bicycle parking	<p>1 per 250 m² of office, retail and restaurant = 3 spaces</p> <p>1 per 500 m² of personal service = 1 space</p> <p>1 per 1500 m² of automobile service use = 1 space</p> <p>Total = 5 spaces</p>	6 spaces	S.111, Table 111A

Gross Floor Area of Permitted Uses (Personal Service Business)	The GFA restriction does not apply to personal service uses.	>300 m ²	S. 203.2(c)
Gross Floor Area of Permitted Uses (Restaurant)	The GFA restriction does not apply to restaurant uses.	>300 m ²	S. 203.2(c)
Gross Floor Area of Permitted Uses (Automobile Service Use)	A automobile service station is permitted provided that the use does not exceed a 650 m ² gross floor area	>650 m ²	S. 203.2(c)

The proposed zoning is appropriate for the subject property as it supports the introduction of a retail store use within a designated Employment Area, recognizing the evolving nature of employment lands and the complementary role that retail uses can play in enhancing the functionality, attractiveness, and long-term viability of employment zones. Retail uses directly serve the daily needs of employees and visitors within the Employment Area. Their presence can support workers by providing walkable access to food and amenities. It is important to recognize that employment lands are increasingly diverse, hosting a mix of traditional industrial, tech, warehousing, and service-related businesses. Many businesses in these sectors expect a level of amenity, including food and retail access, for employees and clients. Permitting a retail store use within the Employment Area abutting a Corridor represents a context-sensitive, policy-consistent, and sound planning position. It supports both workers and businesses, maintains the integrity of the employment function, and reflects the evolving needs of a dynamic urban economy.

In recognizing the need to protect the viability of employment lands within the area, retail uses will only be provided in the 5-unit plaza (Building 2) on the site. This limited location for retail uses will ensure that retail use remains compatible and complementary to employment uses.

Based on our review, it is our professional planning opinion that the proposed rezoning is appropriate for the site and fits within the context of the surrounding neighbourhood.

5.0 PLANNING ANALYSIS AND RATIONALE

The policy and regulatory framework for the property establishes provisions for new light industrial / commercial uses and jobs in an evolving and maturing community. It also provides for transit supportive development that makes efficient use of existing municipal servicing and resources by supporting a rapidly growing community.

A low-rise development consisting of three, one-storey (7 metres) commercial buildings, which will contain a mix of personal service, office, restaurant, and automobile service centre was approved by Council in November 2024 and recently achieved Site Plan Approval.

The proposed zoning is appropriate for the subject property as it supports the introduction of a 'retail store' use within a designated Employment Area. Retail uses directly serve the daily needs of employees and visitors within the Employment Area. In order to protect the viability of employment lands within the area, retail uses will only be provided in the 5-unit plaza (Building 2) on the site. This limited location for retail uses can ensure that retail use remains compatible and complementary to employment uses.

From a design perspective, the proposed buildings align with the planned context and provide a design that is articulated and thoughtful towards the future built forms and direction. With respect to massing, scale and orientation, the proposed development addresses the street and fits contextually with the surrounding buildings on all sides.

In conclusion, as per the Official Plan, the City of Ottawa's target for new housing over the coming decade is 76,000 new units, while the Province is calling for the construction of 161,000 new homes. In addition, the growth management strategy includes a 60 per cent intensification target by 2046. The proposal will support the intensification of the surrounding community by serving the area with additional amenities needed to support a 15-minute community.

The proposed development:

- [is consistent with Provincial Planning Statement
- [conforms to the Official Plan
- [meets the intent of IL [2988] H(21) Zoning
- [supports Design Guideline Objectives

6.0 CONCLUSIONS

The proposed development is for a minor rezoning to permit retail uses on the subject site to assist in fully leasing Building 2. The recently approved development on the subject site is for three, one-storey (7 metres) buildings, which will contain a mix of personal service, office, restaurant, and automobile service centre.

The proposal is consistent with the policies of the Provincial Planning Statement and conforms with the relevant policies of the Official Plan, which permits complementary commercial uses in employment areas. It further aligns with the design directions of the Official Plan.

The proposed minor zoning is appropriate for the subject property as it supports the introduction of a retail store use on a site that is situated in a transition area between Minor Corridor designation and the Mixed Industrial designation. This transitional site supports corridor appropriate uses as well as uses that transition at the rear of the site towards industrial, being vehicular-focused. The array of uses enhance the functionality, attractiveness, and long-term viability of both the employment area and the corridor. Retail uses directly serve the daily needs of employees and visitors within the employment area, as well as the surrounding community.

Overall, it is Q9's opinion that the proposed Minor Zoning By-law Amendment Application to permit the 'retail store' use on the subject site constitutes good land use planning.


 Q9

 planning
+ design

Prepared by:


Dayna Edwards, MCIP RPP
www.q9planning.com
 Ottawa, ON


P: +519 501 1115
E: dayna@q9planning.com
Reviewed by:


Christine McCuaig, MCIP RPP
www.q9planning.com
 Ottawa, ON


P: +613 850 8345
E: christine@q9planning.com

7.0 LIMITATIONS OF REPORT

This report has been prepared for the exclusive use of Trim Works Development Limited for the stated purpose. Its discussions and conclusions are not to be used or interpreted for other purposes without obtaining written permission from Q9 Planning + Design Inc. as well as Trim Works Development Limited.

This report was prepared for the sole benefit and use of Trim Works Development Limited and may not be used or relied on by any other party without the express written consent of Q9 Planning + Design Inc.

This report is copyright protected and may not be reproduced or used, other than for the stated purpose, without the express written consent of Q9 Planning + Design Inc.