



## 5210 & 5220 Innes Road

Planning Rationale + Design Brief  
Zoning By-law Amendment & Site Plan Control  
December 24, 2022



Prepared for Dymon Storage

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Dymon Storage (“Dymon”) to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the development on the property municipally known as 5210 & 5220 Innes Road (“the subject property”) in the City of Ottawa with a Dymon Self-Storage Centre.

## 1.1 Required Applications

To facilitate the proposed development of the subject property, concurrent Zoning By-law Amendment and Site Plan Control applications are being submitted. The proposed Zoning By-law Amendment (ZBLA) seeks to rezone the subject property to permit the use of a warehouse limited to self-storage, which is not permitted under the current RC[36r] zone applying to the portion of the subject property known as 5210 Innes Road and the RC[37r]-h zone applying to the portion of the subject property known as 5220 Innes Road. The proposed Zoning By-law Amendment will rezone the subject property to a General Mixed Use designation with a site-specific exception (“GM[XXXX]”) to permit a warehouse use (limited to self-storage) and amend specific provisions of the by-law including minimum required vehicle parking and loading space provisions. The Site Plan Control application will address the detailed design of the site and building, including but not limited to such aspects as site servicing, landscaping and building materiality.

## 1.2 Submission Materials

In addition to this Planning Rationale and Design Brief, the following materials are included under separate cover in support of the above-noted applications:

- / **Site Plan**, prepared by DCA Architects, dated December 12, 2022;
- / **Floor Plans**, prepared by DCA Architects, dated May 19, 2022;
- / **Elevations**, prepared by DCA Architects, dated December 12, 2022;
- / **Design Brief Images (Massing, Views, Section Drawings, etc.)**, prepared by TACT Architecture Inc., dated December 23, 2022;
- / **Site Servicing Study & Stormwater Management Report**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Site Servicing Plan**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Grading Plan**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Erosion & Sediment Control Plan**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Notes**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Details**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Schedules**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Drainage Plan**, prepared by D.B. Gray Engineering Inc., dated December 21, 2022;
- / **Landscape Plan**, prepared by Fotenn Planning + Design, dated December 2, 2022;
- / **Landscape Details**, prepared by Fotenn Planning + Design, dated December 2, 2022;
- / **Tree Conservation Report**, prepared by IFS Associates, dated July 11, 2022;
- / **Stage 1 Archaeological Assessment**, prepared by Matrix Heritage Inc., dated December 2022;

- / **Phase One Environmental Site Assessment**, prepared by Fisher Environmental Ltd., dated March 22, 2021;
- / **Geotechnical Investigation**, prepared by Fisher Environmental Ltd., dated November 30, 2022;
- / **Hydrogeological Investigation**, prepared by Fisher Environmental Ltd., dated November 30, 2022;
- / **Transportation Impact Assessment**, prepared by CGH Transportation, dated December 2022;
- / **Noise Impact Study**, prepared by Aercoustics Engineering Ltd., dated December 14, 2022.

### 1.3 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
  - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on March 4, 2021. This meeting was undertaken by the City's Rural Development Review staff, given the subject property's location in the City's Rural Area at the time.
  - o A second Pre-Application Consultation Meeting was held with City staff and the applicant team on November 17, 2022. This meeting was held with the City's Development Review East staff given the Future Neighbourhood Overlay and underlying Minor Corridor designation that now apply to the subject property as a result of the Minister of Municipal Affairs and Housing's approval of a new Official Plan for the City of Ottawa..
  
- / Notification of Ward Councillor, Councillor Catherine Kitts
  - o The Ward Councillor was informed of the upcoming applications in a summer 2022 meeting with Miguel Tremblay, Partner at Fotenn.
  - o The Ward Councillor 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
  - o A 'Heads Up' notification to local registered community associations will be completed by the City of Ottawa during the application process.
  
- / Community Information Session
  - o If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - o It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - o 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 Committee Meeting Advertisement and Report Mail out to Public
  - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.
  
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - o The statutory public meeting will take place at the City of Ottawa Planning Committee.

# 2.0 Site Context and Surrounding Area

## 2.1 Subject Property

The subject property, known municipally as 5210 and 5220 Innes Road, consists of two (2) adjacent parcels that have been consolidated and are now under the same ownership. The subject property is located at the southeast corner of Trim Road and Innes Road in the Orléans community of the City of Ottawa. The subject property has an area of 12,992 square metres and frontages of 107.4 metres along Innes Road to the north and 111.6 metres along Trim Road to the west. The subject property is currently a vacant greenfield property.

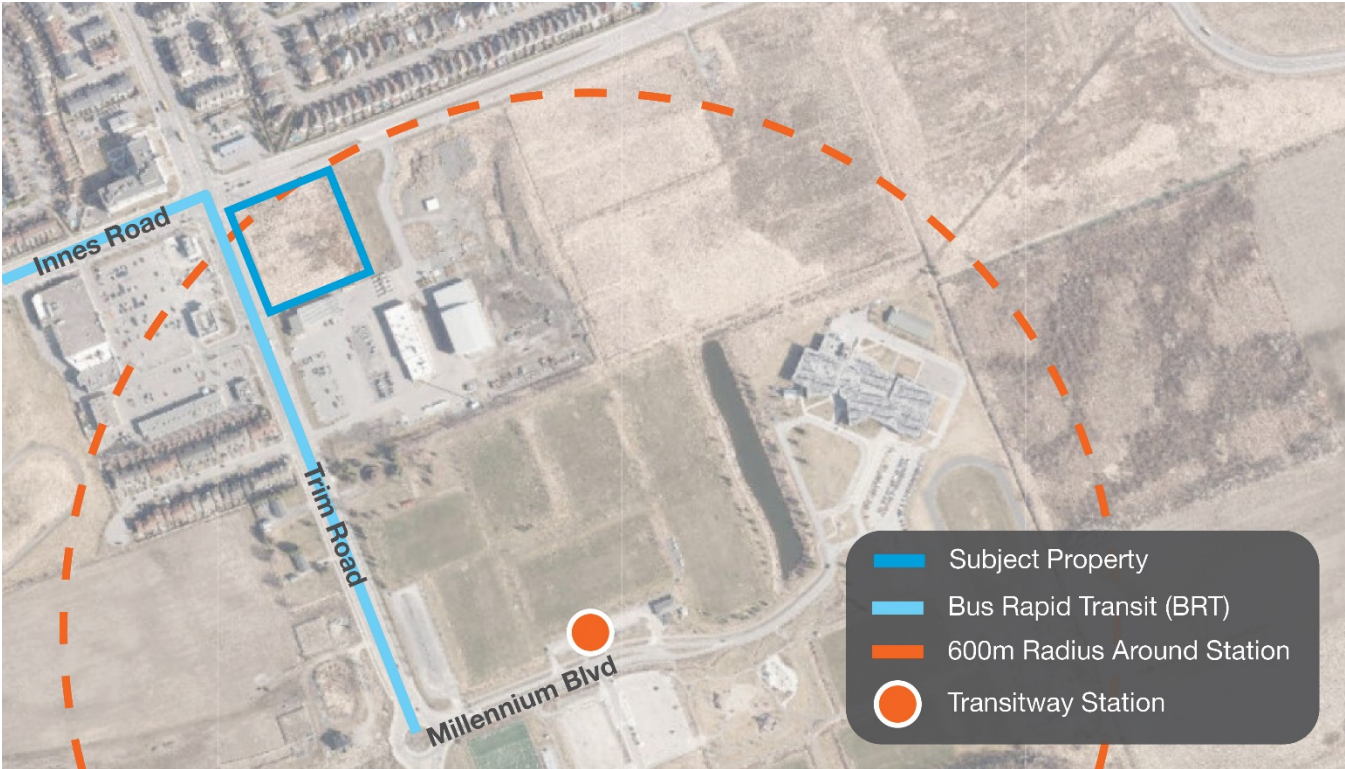


Figure 1: Aerial photo of subject property

**North:** Immediately north of the subject property is Innes Road, an east-west arterial road in the Orléans community. This is followed by a gas station and retirement home, and a low-rise residential neighbourhood further north.

**East:** The abutting eastern parcel currently contains the City of Ottawa Trim Depot Garage with a storage yard and minimal development. This is followed by undeveloped land until the intersecting Frank Kenny Road.

**South:** The abutting southern parcel is occupied by the City of Ottawa Trim Depot, which fronts onto Trim Road. Further south of this are sports fields and parkland, and the École secondaire publique Gisèle-Lalonde (a French public secondary school) followed by undeveloped land. The subject property is located less than 600 metres from the existing Millennium Bus Rapid Transit Station and Park & Ride.

**West:** Immediately west of the subject property is Trim Road (a north-south arterial road), across of which is an outdoor shopping centre area containing several services including restaurants, a bank, a grocery store, a liquor



store, an animal hospital and a daycare. Further west is École secondaire catholique Béatrice-Desloges, a French Catholic secondary school. Further west is a low-rise residential neighbourhood.



Figure 2: Site photos of the subject property. Top Left: Intersection of Innes Road and Trim Road, looking northwest from the subject property. Top Right: Subject property from the southwest corner, looking northeast. Bottom Left: Subject property from Innes Road, looking south. Bottom Right: Subject property from Trim Road, looking east.

## 2.3 Transportation Network

Considering its location near the edge of an eastern suburban community in Ottawa, subject property is well connected with respect to roads, bus transit, cycling, and pedestrian networks.

### 2.3.1 Road Network

The subject property is located at the southeast corner of Tenth Line Road and Innes Road. Tenth Line Road and Innes Road are designated as Arterial Roads on Schedule C9 – Rural Road Network of the Official Plan (Figure 3).

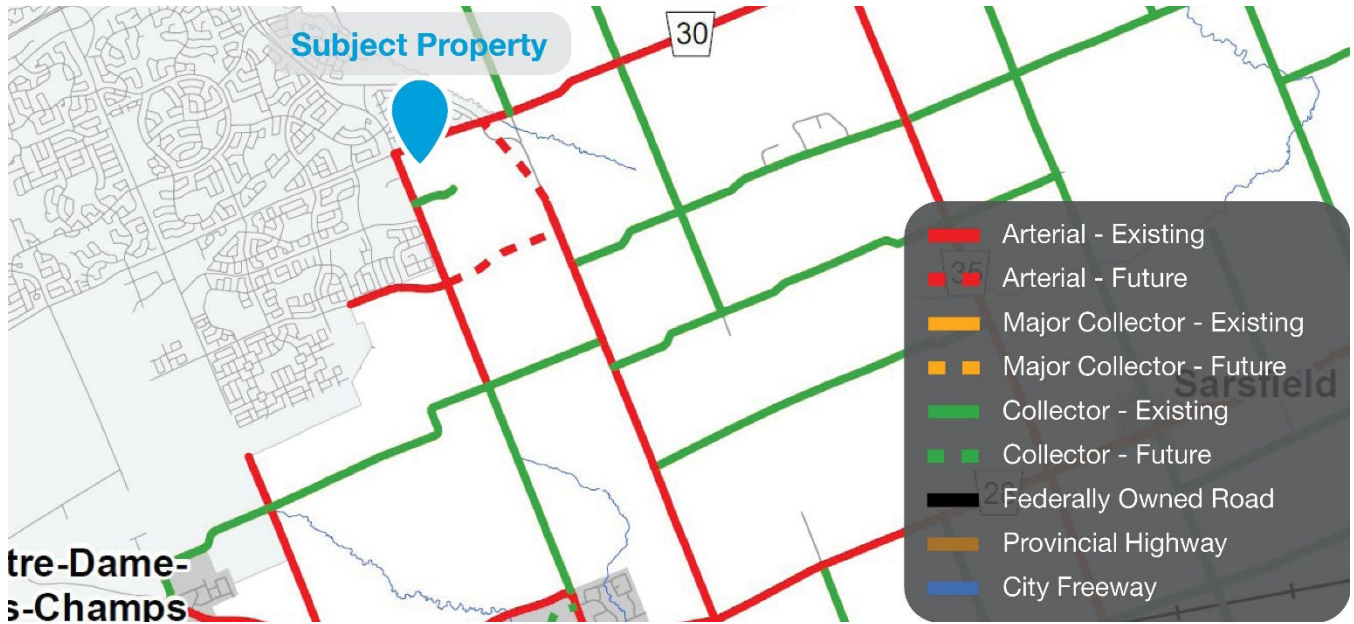


Figure 3: Subject Property on Schedule C9 – Rural Road Network of the Official Plan.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

## 2.4 Transit Network

The subject property is located north, within a 600-metre walking distance radius, of the future Millennium (BRT) station, and fronts onto a Transit Priority Corridor as seen in Figure 4.



Figure 4: Subject Property on Schedule C2 – Transit Network (Ultimate) of the Official Plan.



### 2.4.1 Cycling Network

The subject property is well served by the City of Ottawa’s greater cycling network, with a Major Pathway fronting on to Trim Road as seen on Schedule C3 – Active Transportation Network of the Official Plan (Figure 5). The cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation.

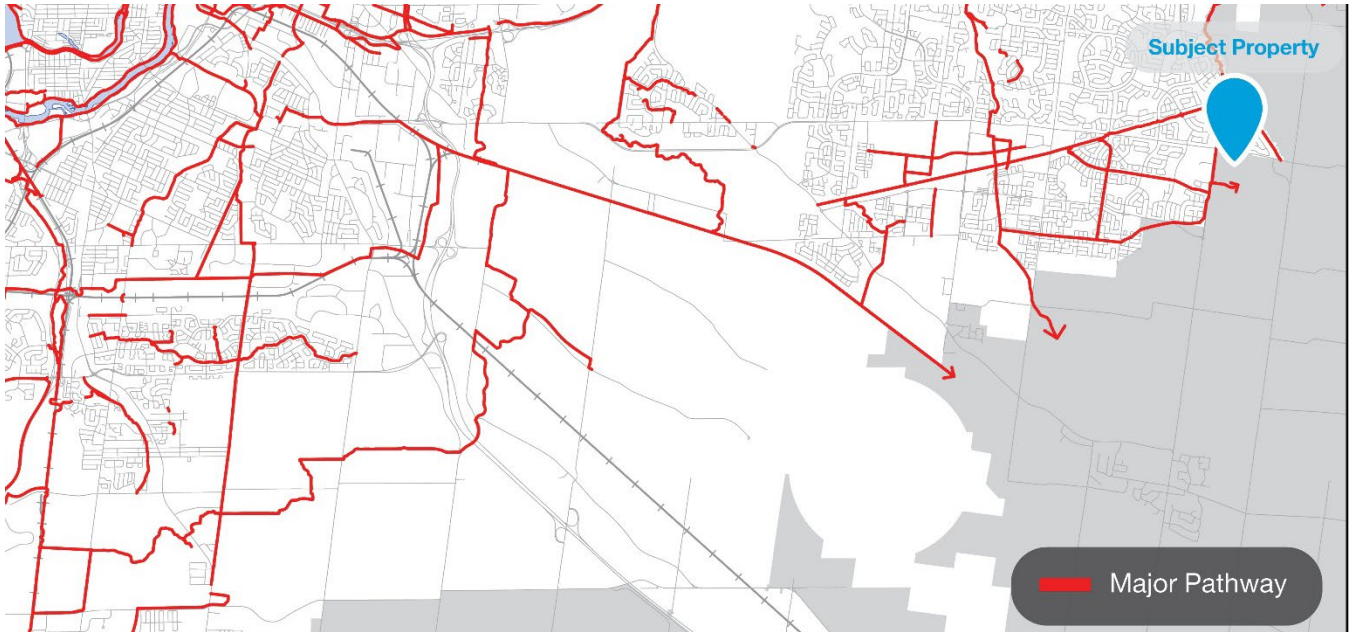


Figure 5: Subject Property on Schedule C3 – Active Transportation Network of the Official Plan.

# 3.0 Proposed Development

## 3.1 Project Overview

The proposed development of the subject property consists of a three (3) storey Dymon Centre with a proposed height of 14.4 metres. The Dymon Centre model provides secure, climate-controlled self-storage services. Customers are able to access their self-storage units via an indoor parking area on the ground floor. The self-storage facility will consist of individual storage units of varying size. The units would be accessible via internal elevators and vehicle loading areas, climate controlled, and in a clean and secure building.

The proposed development will be complemented by an at-grade ancillary retail/reception area providing Dymon products to the general public.

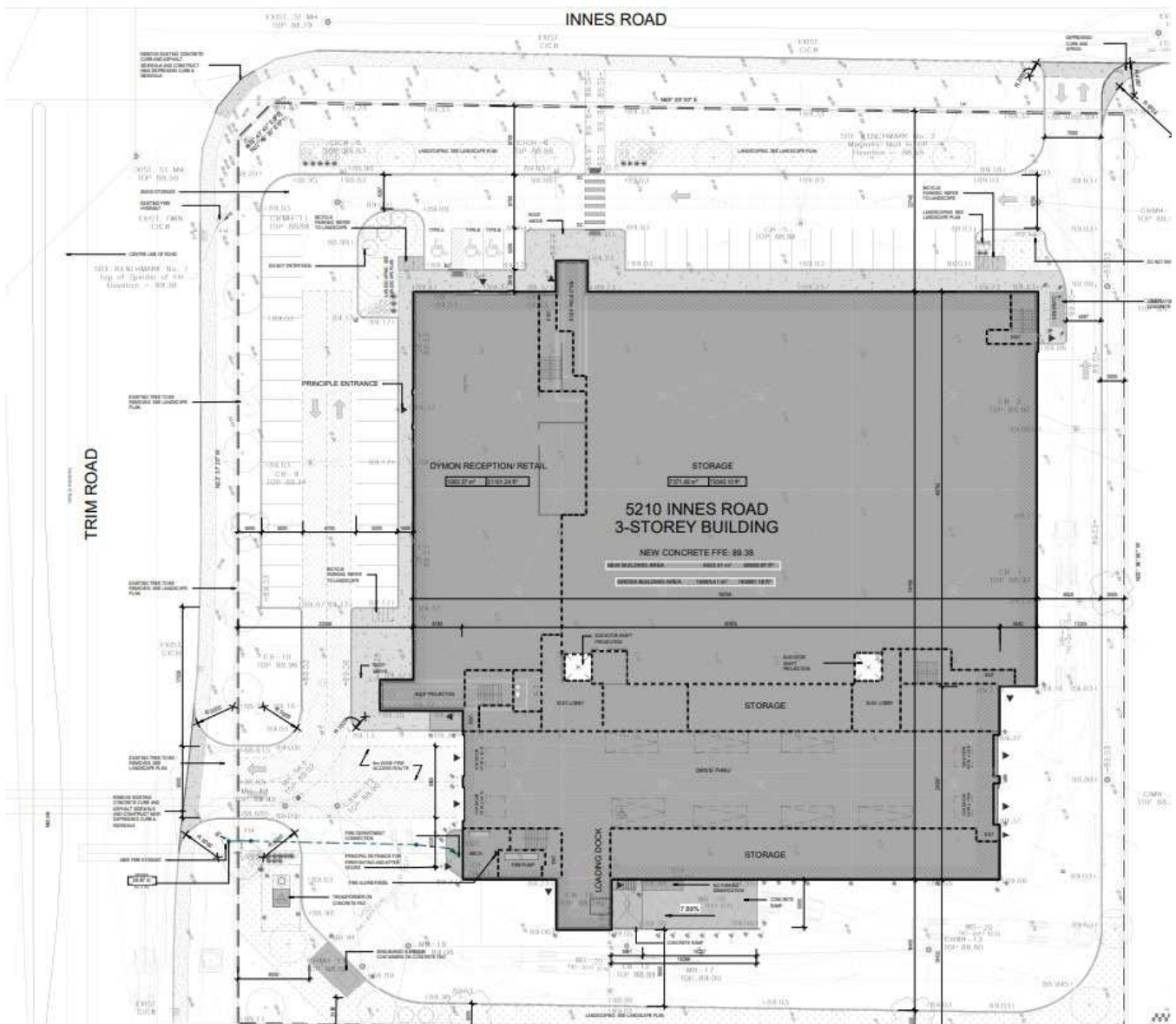


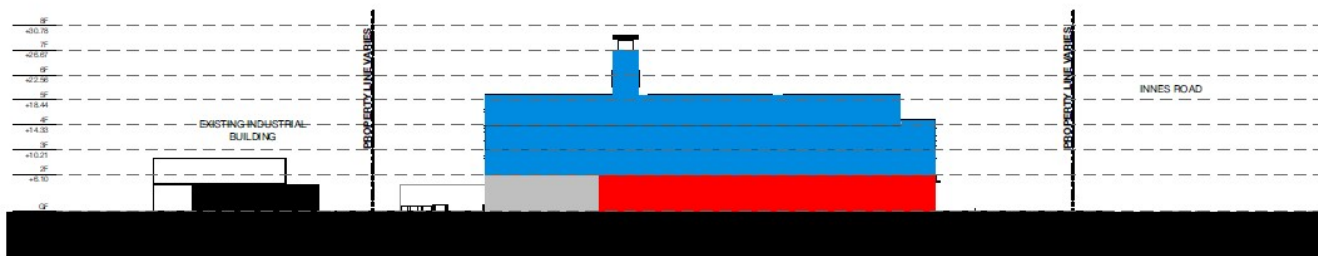
Figure 6: Site Plan of Proposed Development.

Two (2) right-in/right-out vehicle accesses will be provided to the proposed development to the site, via Trim Road to the west and Innes Road to the north. The proposed development provides 54 parking spaces located to the north and west of the building. While most users of the Dymon Centre are expected to access the subject property with their private vehicles, a dedicated loading space for larger trucks is located to the south of the building for larger storage needs.

## 3.2 Design Brief

### 3.2.1 Massing and Scale

The massing of the proposed development keeps a low-rise profile overall at 14.4 metres, with the protruding ornamental parapet and lantern signage reaching a height of 24.4 metres to animate the subject property along fronting sections of Innes Road and Trim Road. As the property does not directly abut a residential zone, the setbacks and landscaping coupled with the low-rise nature of the proposed development will ensure that current and future development is not impacted by the massing and scale of the building.



**A-A STREETScape SECTION**

Figure 7: Streetscape section of the proposed development showing the building massing

The proposed development features easily identifiable active glass façade entrances for pedestrians on the ground floors on the north and west sections of the building, which front on to Innes Road and Trim Road respectively. Pedestrian access to the proposed development will be improved through the provision of a direct, mid-property walkway connection and crosswalk from Innes Road to the building entrance facing the right-of-way. The drive-through parking garage entrance, placed on the western side of the proposed development, is easily identifiable from the access off Trim Road.

Soft landscaping will be provided along all four (4) of the subject property's lot lines, in particular its frontages on Innes Road and Trim Road. A minimum three (3) metre wide landscaped buffer will be provided along Trim Road, the rear lot line and the interior side lot line to the east, with a much wider landscaped buffer being provided along the Innes Road frontage. The proposed landscaping will create separation and minimize the parking lot's visual impact on Innes Road and Trim Road.



1. NORTHBOUND DRIVING VIEW ON TRIM ROAD



2. NORTHBOUND DRIVING VIEW ON TRIM ROAD

Figure 8: Views of the proposed development and its impact on the surrounding residential neighbourhood and train works yard

The façade of the proposed building has been broken up with the use of a variety of materials including glass, masonry, and metal panels to create variety in building articulation. The ground floor façades include high



quality glazing along the Innes Road (north) and Trim Road (west) sections of the proposed development. The front entrances are articulated by glass doors that are flush with the ground level of the building. The building will be designed and constructed to meet Dymon's signature look.

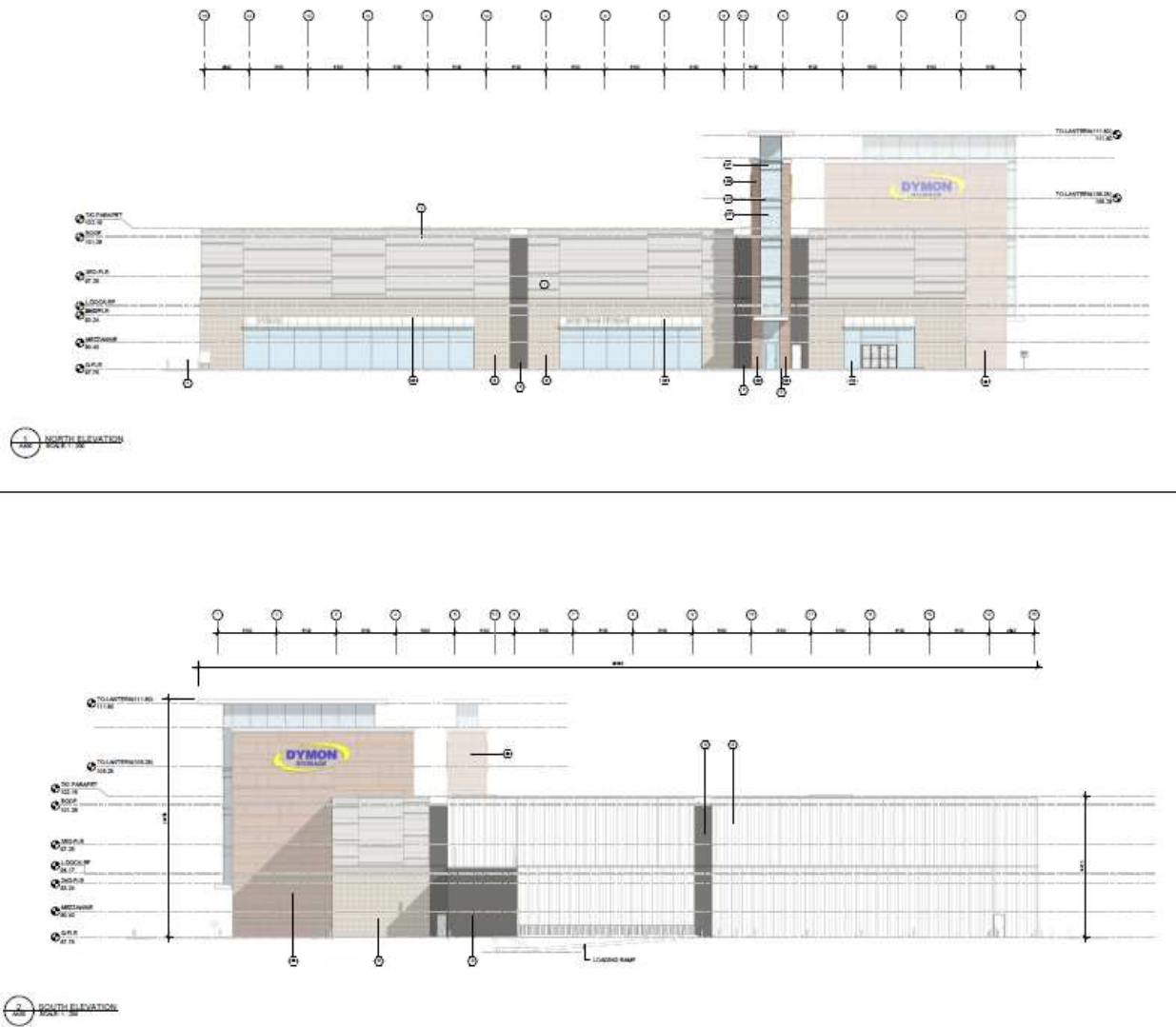


Figure 9: North and south elevations of the proposed development.

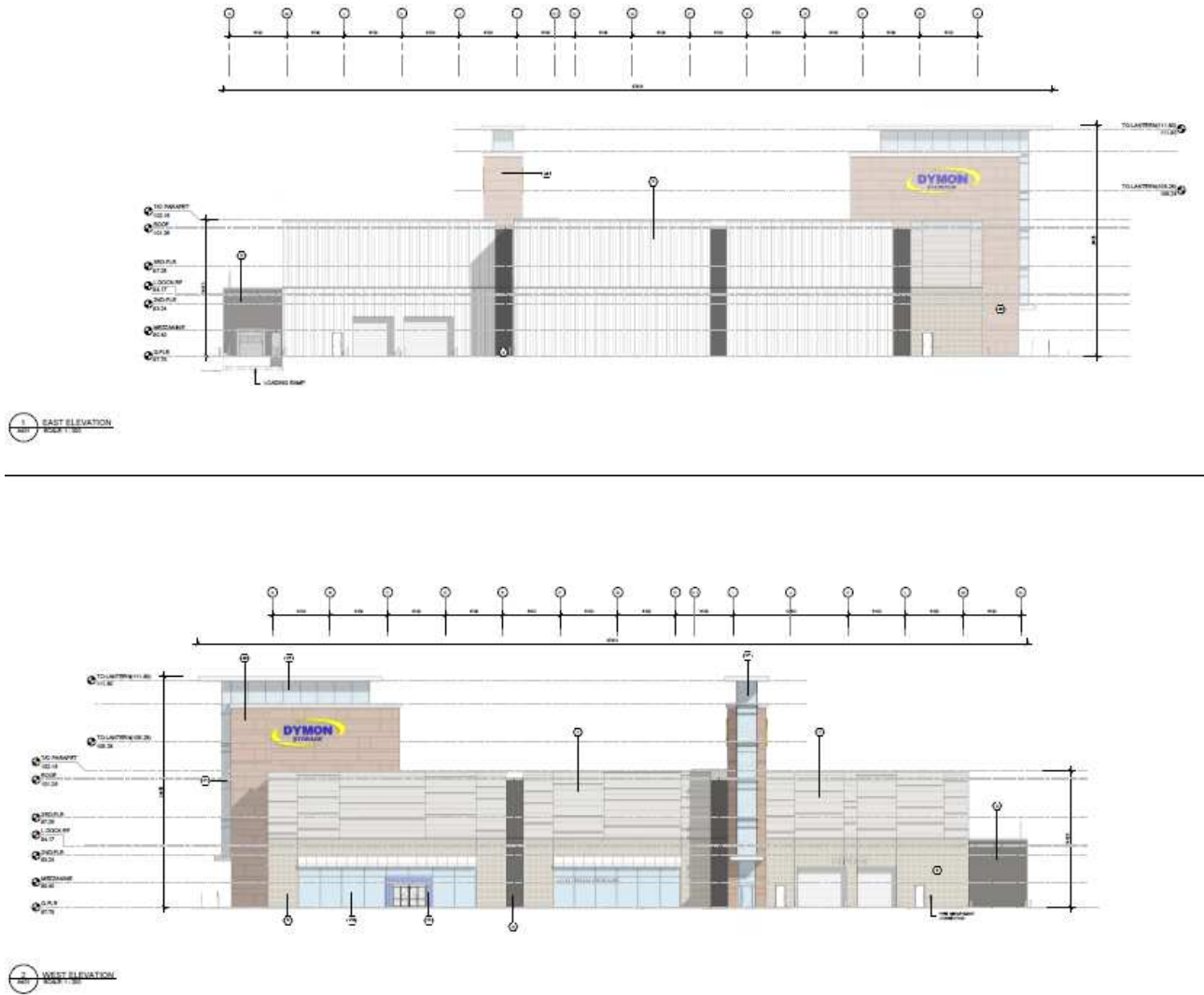


Figure 10: East and west elevations of the proposed development.

## 4.0 Policy and Regulatory Review

### 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 proposed development meets the following policies of the PPS, among others:

- / **Policy 1.1.1:** Healthy, liveable and safe communities are sustained by:
  - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - 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.
  
- / **Policy 1.1.3.2:** Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) efficiently use land and resources; and
  - 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.
  
- / **Policy 1.3.1:** 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;
  - e) ensuring the necessary infrastructure is provided to support current and projected needs.

**The proposed development is consistent with the policies of the PPS (2020). In particular, the proposed development consists 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.**

### 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on 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 (5) 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:

**1) 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.

**2) 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.

**3) 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.

**4) 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.

**5) 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 developing a large, vacant property being brought into 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 proposed low-rise development is designed to transition 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 Future Neighbourhood Overlay**

Under Schedule C17 – Urban Expansion Areas of the City of Ottawa Official Plan (Figure 11), the subject property is designated as 'Category 1 – Future Neighbourhood Overlay'. The Future Neighbourhood Overlay is applied to lands that have been added to the urban boundary to accommodate City growth in the Suburban Transect. The Future Neighbourhood Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods that are well served by rapid transit.

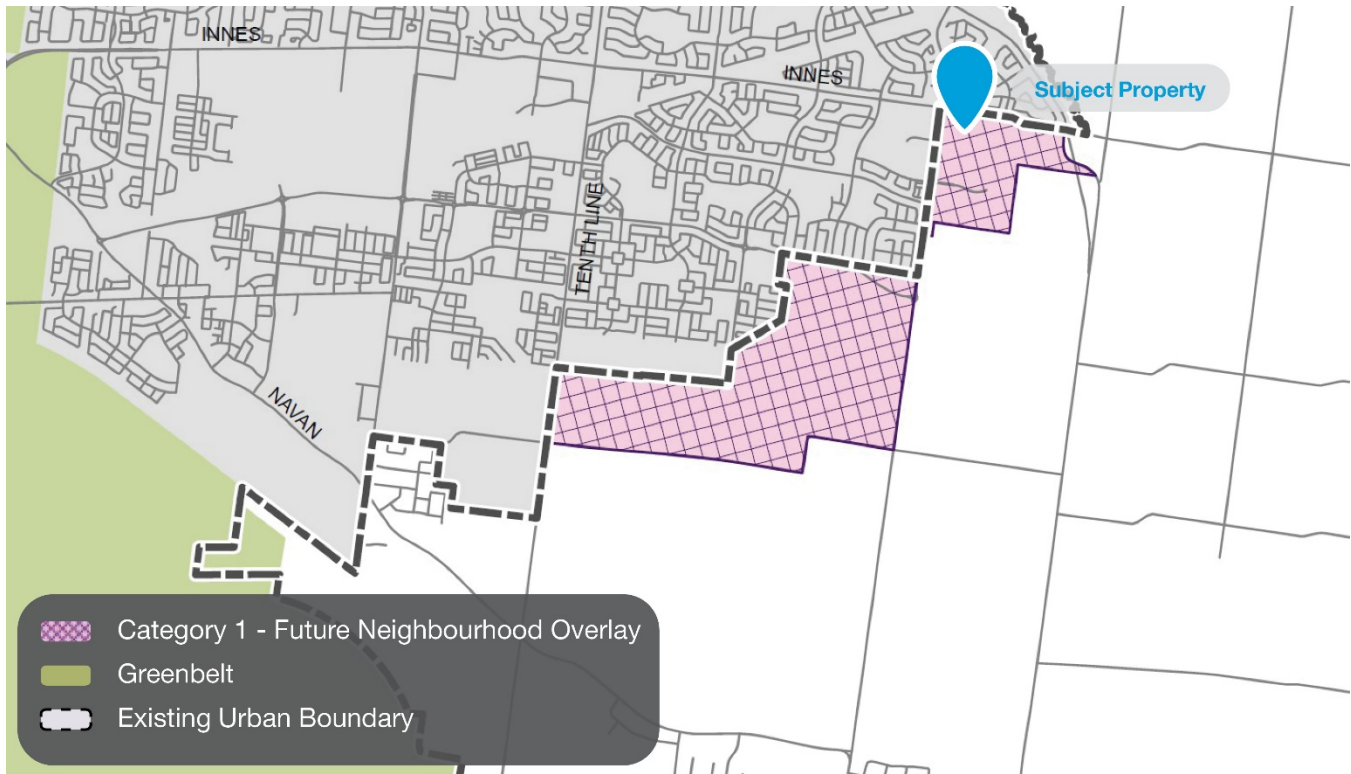


Figure 11: Subject Property on Schedule C17 - Urban Expansion Areas of the City of Ottawa Official Plan.

Per Policy 1 of Section 5.6.2.1, development may only receive draft approval or final approval on land within the Future Neighbourhoods Overlay once the overlay has been removed through an Official Plan amendment. Removal of the overlay can only occur once the policies of this section have been satisfied.

Policy 3 of Section 5.6.2.1 states that all of the following must be satisfied prior to the Future Neighbourhoods Overlay being removed for lands that are not within the catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and/or have infrastructure servicing issues that would require major upgrades to an existing system and/or unplanned extension of infrastructure:

- a) A Council-approved funding source and/or legal funding mechanisms is required where infrastructure servicing issues need major upgrades to an existing system and/or an unplanned extension of water, wastewater and stormwater services, to service the lands within the overlay;
- b) Provision of rapid or equivalent quality transit service within a 1.9 km radius of the centroid of the proposed subdivision, as well as sufficient road connections and system capacity to accommodate the forecast level of demand. Road and transit facilities should either be operational at the time of development approval or have sufficient funding secured for their implementation through a Council-approved mechanism. In establishing equivalent transit service, consideration should be given to both the frequency and quality (reliability/speed) of transit operations; and
- c) Completion of a transportation study to the satisfaction of the City which:
  - i) Identifies a mode share that is consistent with, or better than, the objectives of the Big Policy Move 2 of this Official Plan;
  - ii) Identifies any downstream transit or road capacity deficiencies triggered or made worse by the new development;
  - iii) Identifies measures to address these deficiencies (including improvements to the road, transit and active transportation networks); and

- iv) Sets out an implementation timeframe for each measure corresponding to the anticipated phasing of development.

Policy 4 of Section 5.6.2.1 states Policy 3 does not apply to Category 1 lands where it can be demonstrated through the community design plan process that the lands are within catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and have services, being water, wastewater and stormwater, which can be provided to accommodate additional development without any or with only minimal need for upgrades to the existing trunk systems, or other facilities.

Policy 5 states that a concept plan, in place of a community design plan, may be acceptable for small scale sites under one ownership, at the sole discretion of the City.

**Per pre-application discussions with City policy staff, it is our understanding that a report will be brought forward in 2023 to Planning Committee and Council, along with a staff initiated Official Plan Amendment, to outline the secondary planning process for the various urban expansion lands, as well as making some refinements to the overlay. Given the subject property's context (including that it is a relatively small-scale parcel under one ownership and there are City serviced lands adjacent to the subject property to the south (Millennium Park) and to the east (works yards) which did not form part of the lands included to accommodate growth), we understand that City staff have determined that the overlay (and associated policies) could be removed from the subject property and that a secondary planning process will likely not be required for the proposed development of the subject property, subject to Council's lifting of the Future Neighbourhood Overlay.**

#### **4.2.4 Transect and Land Use Designation**

##### **4.2.4.1 Suburban Transect**

The subject property formerly under the 'Rural Transect' (as seen in Figure 12 below) will transition to the 'Suburban Transect' as a result of the Official Plan's Urban Boundary Expansion. The Suburban Transect 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.

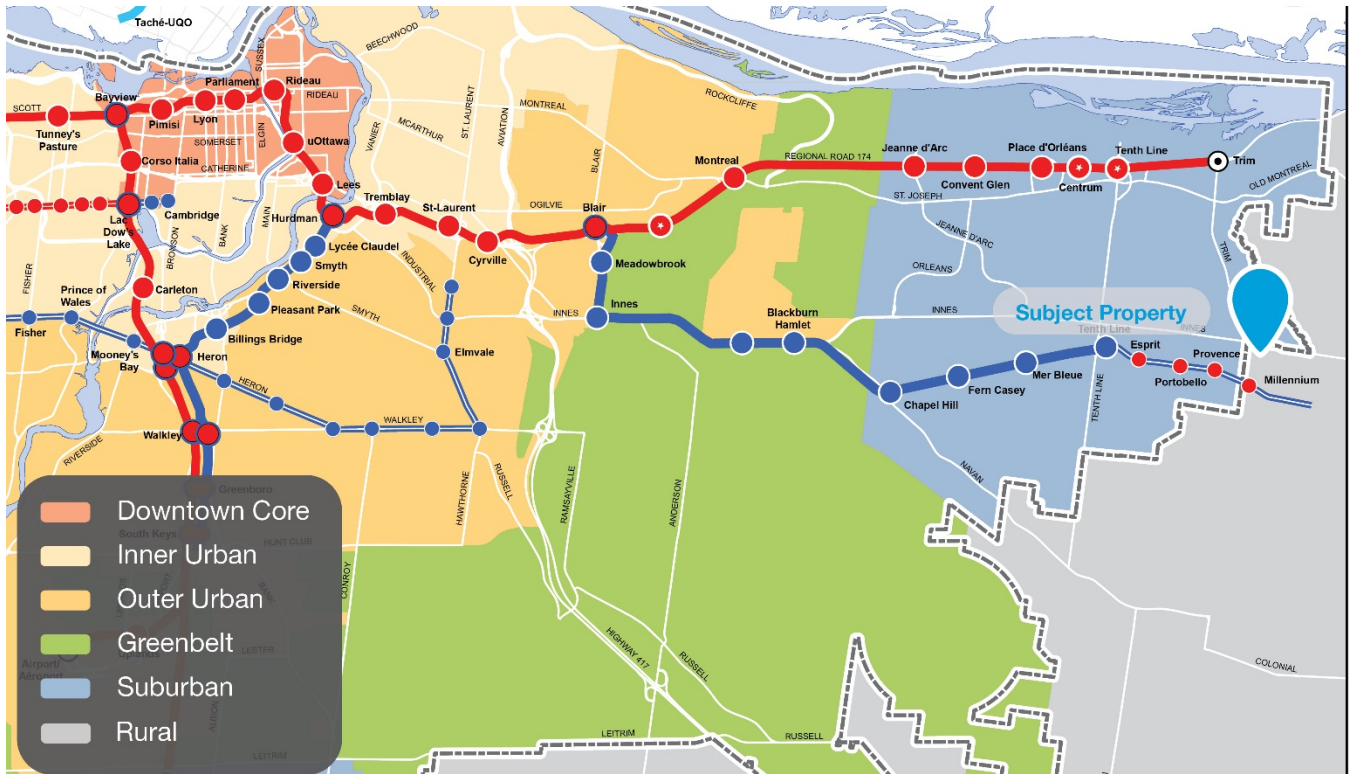


Figure 12: Subject property on Schedule A – Transect Policy Area of the Official Plan.

Policy 2 of Section 5.4.1 states that within the Suburban Transect, development shall be low rise within Neighbourhoods and along Minor Corridors.

#### 4.2.4.2 Minor Corridor Designation

Policy 2 of Section 5.6.2.1 states that the underlying designation within the Future Neighbourhoods Overlay is Neighbourhood. Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent Official Plan. Per pre-application comments from City planning staff, it is our understanding that the underlying designation for the subject property will be Minor 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.

Per Policy 2 of Section 6.2.1, 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. Further, development:

- 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;
- May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- For sites generally of greater than one hectare in area or 100 metres in depth:



- i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users.
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

Policy 3 of Section 6.2.1 states that corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

Policy 2 of Section 6.2.2 states that, 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 of the subject property meets the policies of the underlying Minor Corridor designation. The subject property's low-rise building height is appropriate for the area, while the proposed secure, climate-controlled, well-lit self-storage built form is appropriate for the evolving, urbanizing context of the area. The proposed service commercial use will complement the area's existing and future residential and commercial uses and will not result in any undue adverse traffic, noise, or odour impacts.**

**Although separated from the subject property's frontages by limited surface parking, the proposed development incorporates a pedestrian walkway and crosswalk connection to its entrance along Innes Road and provides an active frontage in the form of a ground floor reception/retail use with heavy glazing.**

#### 4.2.5 Urban Design

Policy 2 of Section 4.6.5 states that development along corridors shall respond to the context and generally be located to frame the adjacent street, and should provide an appropriate setback within the street context, with clearly visible main entrances from the public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Policy 3 of Section 4.6.5 states that development shall minimize the conflict between vehicles and pedestrian and improve the attractiveness of the public realm by internalizing all servicing, loading area, mechanical equipment and utilities into the design of the building. 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.

Per Policy 4 of Section 4.6.5, 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.

Policy 6 of Section 4.6.6 states that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

Although the proposed development features some limited parking between the building and the abutting public rights-of-way, the building nonetheless responds to its surrounding context by providing active, glazed entrances and frontages oriented towards Trim Road and Innes Road. The proposed development has active frontages along Innes Road to the north and Trim Road to the west, with appropriate setbacks and landscaping. The site design of the proposed development strategically places the drive-through entrance along the southern section of the building, along Trim Road, and ensures a safe and attractive public realm through cross walks and walkways sidewalks. The subject property's frontage will be landscaped so as to visually screen the surface parking areas. The proposed dedicating loading dock and a generator are generally screened from public view.

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

The City of Ottawa Comprehensive Zoning By-law (2008-250) currently designates the subject property as "Rural Commercial, Rural Exception 36" (RC36r) for the parcel municipally known as 5210 Innes Road, and "Rural Commercial, Rural Exception 37" with a holding zone (RC37r) for the parcel municipally known as 5220 Innes Road.



Figure 13: Zoning map of the subject property (outlined in blue) and surrounding area

The purpose of the RC zone is to:

- / permit the development of highway and recreational commercial uses which serve the rural community and visiting public in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment Area in the Official Plan;
- / accommodate a range of commercial uses including services for the traveling public as well as agriculture-related, vehicle-oriented and construction products and services;

- / permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan, and
- / regulate development in a manner that has a minimal impact on the surrounding rural area or villages.

Exception 36r prohibits all uses except for a gas bar. Exception 37r only permits a park as an interim permitted use pending lifting of the holding symbol. The holding symbol may only be removed by amendment to the by-law upon compliance with the following:

- / approval of a site plan approval integrated with lands to north-west (i.e. 5210 Innes),
- / approval of water and sewage disposal system.

The existing zoning for the subject property is indicative of the previously applicable rural policy framework and is no longer appropriate in light of the City's newly approved Official Plan, which designates the subject property as being within a Future Neighbourhood Overlay. The holding symbol may also be lifted, given that the proposed development consolidates both parcels into one cohesive site and includes a Site Plan Control application, which will require approval of its servicing approach among other matters.

As part of the Zoning By-law Amendment, the subject property is proposed to be rezoned to a General Mixed Use Zone with a site-specific exception (GM[XXXX]). The purpose of the GM zone is to:

- / allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- / limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- / impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

Although the GM zone permits the proposed ancillary ground floor retail use, it does not currently permit the proposed warehouse (limited to self-storage) use. It is our opinion that the requested addition of warehouse (limited to self-storage) as a permitted use on the subject property is consistent with the intent of the GM zone. It is important to understand that the nature of the self-storage industry is changing and evolving. Previously isolated in heavy industrial areas, new, modern facilities require good commercial frontage and exposure, high traffic volume arterial and collector roadways, and function as complementary and accessory uses to large format retail uses and shopping nodes and employment uses, including business parks. Self-storage centres also now require greater proximity and links to established residential areas. Typically, municipal by-laws isolated these uses, but new by-laws should acknowledge the needs of the industry and the contributions that self-storage can make to commercial nodes and existing residential areas. This service commercial type use is especially necessary in an era of declining unit sizes, increasing urban liveability and intensification.

The Dymon Self-Storage model is well-suited to urban areas and will help achieve higher development standards than many other permitted uses in the GM zone.

Table 1 below provides a summary of the base GM zoning provisions and other applicable provisions as detailed in the Zoning By-law, and the proposed development's compliance with these provisions:

Table 1: GM Zone Provisions

Provision	Required	Provided	Compliance
Minimum Lot Width	No minimum		✓

Provision	Required	Provided	Compliance
<b>Minimum Lot Area</b>	No minimum	12,984 m <sup>2</sup>	✓
<b>Minimum Front Yard Setback</b>	3.0 m	22.7 m	✓
<b>Minimum Corner Side Yard Setback</b>	3.0 m	> 3.0 m	✓
<b>Minimum Interior Side Yard Setback</b>	For a non-residential building not abutting a lot line: no minimum	11.0 m	✓
<b>Minimum Rear Yard Setback</b>	No minimum	12.6 m	✓
<b>Maximum Building Height</b>	18 m	14.4 m	✓
<b>Maximum Floor Space Index</b>	2 (Site area of 12,984 m <sup>2</sup> ): 25,968 m <sup>2</sup>	< 2 (16,080.44 m <sup>2</sup> )	✓
<b>Minimum Width of Landscaped Area</b>	Abutting a street: 3 m	Abutting a street: 3 m	✓
	Abutting a residential or institutional zone: 3 m	Abutting an institutional zone (to the south): 3 m	
	Other cases: no minimum	3 m	
<b>Location of Storage</b>	Storage must be completely enclosed within a building	Storage is completely enclosed within the building	✓
<b>Permitted Projections Above the Height Limit</b>	Permitted projections include (but are not limited to): ornamental dome, skylight, cupola or parapet	Proposed Dymon "lanterns" (ornamental elements/parapets) are 24.5 m in height	✓

Table 2 below provides a summary of the Zoning By-law's vehicle and bicycle parking, loading, and landscaping requirements, and how the proposed development complies with these provisions.

Parking rates were calculated per the Area D rates on Schedule 1A of the Zoning By-law, which currently apply to the subject property. It is understood that, as the subject property has been brought into the urban boundary

Table 2: Parking, Loading, and Landscaping Provisions

Provision	Required	Provided	Compliance
<b>Minimum Required Parking</b>	Self-storage (0.8/100 m <sup>2</sup> for the first 5,000 m <sup>2</sup> of GFA, 0.4/100 m <sup>2</sup> above 5,000 m <sup>2</sup> of GFA): 84	54 spaces	X
<b>Parking Space Provisions</b>	Minimum width of 2.6 metres Minimum length of 5.2 metres	Parking spaces are 2.6 m by 5.2 m	✓



Provision	Required	Provided	Compliance
<b>Minimum Required Bicycle Parking</b>	Self-storage (1/2,000 m <sup>2</sup> ): 8	10	✓
<b>Aisle and Driveway Provisions</b>	Minimum Driveway Width: / Double Lane: 6 m / Single Lane: 3 m	Minimum Driveway Width: / Double Lane: 7 m / Single Lane: 4.2 m	✓
	Minimum Aisle Width: 6.7 m	6.7 m	
<b>Minimum Landscaped Area of a Parking Lot</b>	A minimum of 15% of the area of any parking lot must be provided as landscaped area	38%	✓
<b>Minimum Landscaped Buffer</b> (For a parking lot containing more than 10 but fewer than 100 spaces)	Abutting a street: 3 m	3 m	✓
	Not abutting a street: 1.5 m	3 m	
<b>Outdoor Refuse Collection/Loading Area</b>	Must be located at least 9 m from a lot line abutting a street	9 m from a lot line abutting a public street (Trim Road)	✓
	Must be located at least 3 m from any other lot line	3 m from rear lot line	
	Must be screened from view by an opaque screen with a minimum height of 2 m (may be achieved with soft landscaping in the case of an in-ground refuse container)	Soft landscaping provided around semi-buried containers	
<b>Minimum Required Loading Spaces</b>	15,000-24,999 m <sup>2</sup> of GFA: 2	1	X
<b>Minimum Required Oversized Loading Spaces</b>	1 space for the first 5,000 m <sup>2</sup> plus all required spaces for GFA exceeding 5,000 m <sup>2</sup> : 2	1	X
<b>Minimum Width of Driveway Accessing Loading Space</b>	6 m	9.6 m	✓
<b>Minimum Width of Aisle Accessing Loading Space</b>	/ 45-degree angle of loading space: 5 m / Oversized loading space: 11 m	16.4 m	✓
<b>Minimum Loading Space Dimensions</b>	/ 7 m by 3.5 m / 9 m by 3.5 m if parallel	18.2 m by 5.9 m	✓



Provision	Required	Provided	Compliance
	/ Oversized: 13 m by 4.3 m		

#### 4.3.1 Required Amendments

Based on the above tables, relief is requested from the following provisions of the Zoning By-law:

- / **Minimum Required Vehicle Parking:** Whereas the Zoning By-law requires 84 parking spaces for the proposed development (based on an Area D rate of 0.8 spaces per 100 square metres for the first 5,000 square metres of Gross Floor Area, followed by a rate of 0.4 spaces per 100 square metres for the remaining Gross Floor Area), the proposed development will provide a total of 54 parking spaces.

The Zoning By-law requirements for parking are not in keeping with the actual demands for contemporary self-storage facilities. In the past, similar Dymon Centre developments have received approval for less required parking as a result of the self-storage facilities' parking operations. All previous Dymon self-storage facilities proposed an interior parking facility for weather protection of self-storage patrons. It is typically these spaces that are used by patrons and outdoor surface parking is often only needed for staff (approximately five (5) surface parking spaces are generally required).

The Dymon Centre model's low parking demand represents an opportunity to further intensify the site as a relatively minor number of parking spaces are required to support the use. It is suggested that the parking requirement for the warehouse use (including the ancillary ground floor retail use) be reduced to 20 outdoor parking spaces.

- / **Minimum Required Loading Spaces and Oversized Loading Spaces:** The Zoning By-law requirements for loading spaces are also significant relative to industry standards for the proposed Dymon Centre use. Whereas the Zoning By-law requires two (2) loading spaces (both of which are to be oversized), the proposed development only provides one (1) loading space (which has oversized dimensions). Typical self-storage customers tend to access the Dymon Centre with a regular vehicle via the internal parking area. The proposed loading dock will be used on rarer occasions for larger storage needs.

#### 4.3.2 Proposed Zoning By-law Amendment

Based on the above discussion, the subject property is proposed to be rezoned to a General Mixed Use Zone with a Site-Specific Exception (GM[XXXX]). The site-specific exception would include the following provisions:

- / Warehouse limited to self-storage added as a permitted use.
- / Minimum required parking for a warehouse limited to self-storage and ancillary retail use: 20 spaces
- / Minimum required loading for a warehouse limited to self-storage: 1 oversized loading space.

## 5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit the development of the subject property with a Dymon Centre 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.
- / Through discussions with City policy planning staff, the proposed development will likely not require a secondary planning process given its context as a standalone property under one ownership surrounded by developed parcels, with access to existing services. It is our understanding that City staff will seek to lift the Future Neighbourhoods Overlay that currently applies to the subject property, allowing for the proposed development to proceed with Site Plan Control and Zoning By-law Amendment approvals.
- / The proposed development conforms to the policy directions of the future Suburban Transect and underlying Minor Corridor designation. The proposal seeks to facilitate the development of a vacant property within a built-up urban area, provides a built form that is appropriate for its surrounding context, and introduces a service commercial use that will support existing and future residents and businesses. 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 several of the applicable requirements 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,



Bipin Dhillon, MPA M.PL  
Planner



Nico Church, MCIP RPP  
Senior Planner