Q9 planning + design

PLANNING RATIONALE

MINOR ZONING BY-LAW AMENDMENT

SUBJECT SITE: 1280 TRIM ROAD, OTTAWA

REPORT DATE: JULY 2, 2024 Revision 1, August 1 2024

REPORT PREPARED FOR: TRIM WORKS DEVELOPMENT LIMITED

PREPARED BY: Q9 PLANNING + DESIGN

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 Zoning By-law Amendment Application for the proposed commercial development at 1280 Trim Road. This Planning Rationale also includes the following: Public Consultation Strategy.

TABLE OF CONTENTS

1.0 INTRODUCTION 4

2.0 EXECUTIVE SUMMARY 5

3.0 SITE & CONTEXT 6

3.1 SITE 6

3.2 CONTEXT 10

3.3 PEDESTRIAN AND TRANSIT NETWORK 13

4.0 PROPOSAL 15

4.1 OVERVIEW 15

4.2 BUILDING FORM AND SETBACKS 19

5.0 POLICY AND REGULATORY CONTEXT 20

5.1 PROVINCIAL POLICY STATEMENT, 2020 20

5.2 CITY OF OTTAWA OFFICIAL PLAN (2022) 22

5.3 ORLÉANS CORRIDOR SECONDARY PLAN (2022) 27

5.4 CITY OF OTTAWA ZONING BY-LAW 32

5.5 CITY OF OTTAWA PARKLAND DEDICATION BY-LAW (2022) 38

6.0 PLANNING ANALYSIS AND RATIONALE 39

7.0 PUBLIC CONSULTATION STRATEGY 40

8.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT (IERS) 41

8.1 SUMMARY OF REPORTS AND STUDIES 41

8.1.1 PHASE II ENVIRONMENTAL SITE ASSESSMENT 41

8.1.2 STORMWATER MANAGEMENT REPORT & SERVICING BRIEF 42

8.1.3 GEOTECHNICAL REPORT 43

8.1.4 TRANSPORTATION IMPACT ASSESSMENT 44

8.1.4.1 TRANSPORTATION IMPACT ASSESSMENT ADDENDUM: 45

8.1.5 TREE CONSERVATION REPORT 45

9.0 CONCLUSIONS 46

10.0 LIMITATIONS OF REPORT 48

1.0 INTRODUCTION

Q9 Planning + Design Inc. has been retained by Trim Works Development Limited to prepare a Planning Rationale + Design Brief for the proposed development of three new buildings (which read as two buildings) containing a mix of personal service, office, restaurant, and automobile service centre uses. Each of the buildings will be one storey in height. 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.

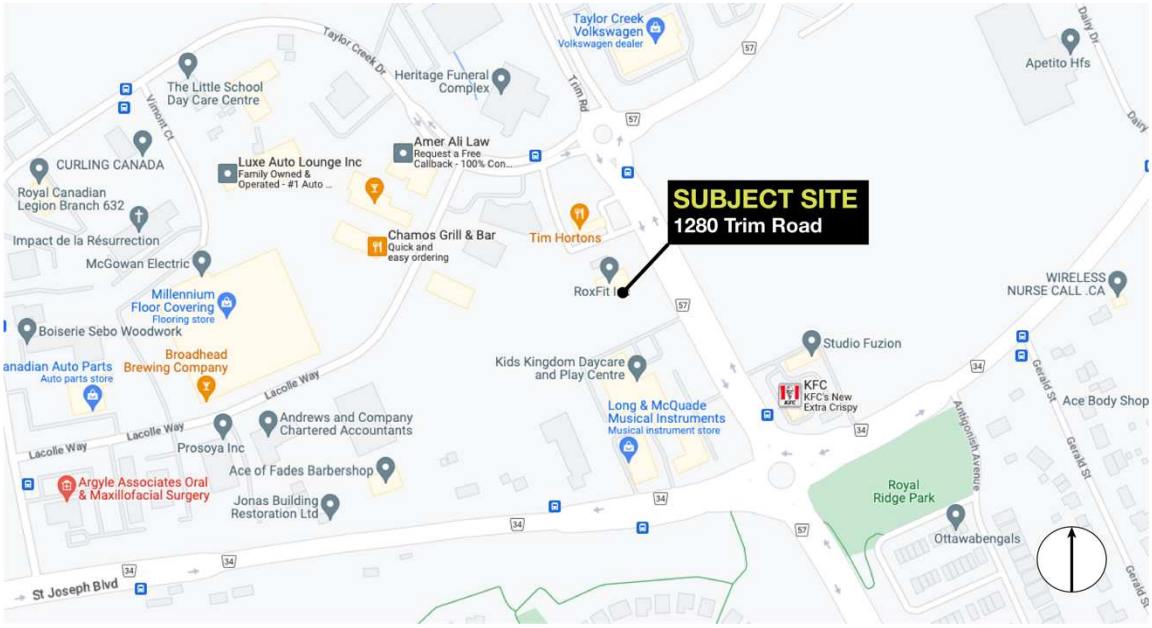

Figure 1: Location Plan. (Source: Google Maps).

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 H(21) – Light Industrial Zone, with a height exception of 21 metres in the City of Ottawa Zoning By-law 2008-250.

The lot is currently developed with an unoccupied two-storey industrial building, which is proposed to be demolished. It is part of the Fallingbrook neighbourhood within Ward 1 – Orléans East Cumberland. The proposed uses are permitted within the IL Zone. Relief is requested from the Zoning By-law through a minor Zoning By-law Amendment application to permit expanded floorplate sizes and reduced yard and landscape setbacks. Though Site Plan Control is required for the proposed development, recent changes brought about by the City of Ottawa's response to Bill 23 and Bill 109 require any amended zoning to be in place before Site Plan Control is initiated.

Application submitted:

- Zoning By-law Amendment (Minor)

2.0 EXECUTIVE SUMMARY

The proposed 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. The proposed 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. Proposed 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, Proposed 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%.

The proposed zoning is appropriate for the subject property as it permits the redevelopment of the subject site in a manner that is contextually appropriate with surrounding uses. The proposed reduced yard setback adjacent to the north and south lot lines are similar to what is required in commercial zones (the Arterial Mainstreet, General Mixed Use, and Local Commercial zones required no interior yard setback). The automobile service station use functions more as a commercial use than a light industrial use. While a relief is required to the rear yard setback where the property abuts an institutional zone, the portion of the abutting institutional property (that abuts the subject site) is currently vacant, and in addition, a landscape buffer and trees will be proposed to provide additional buffering between the uses. Given that the many of the proposed uses are commercial in nature (personal services uses and restaurant) a reduced setback is appropriate. Soft landscaping (trees, landscaping, grasses and bushes) will provide additional visual screening and buffering between the uses on the subject site and off-site uses. Further additional screening by way of retaining walls and fences are also being utilized where appropriate.

The relief requested to the maximum floor area of the personal service business and the automobile service station uses are to better provide leasable floor areas that account for back of house uses, utilities and floor area that provide tenant flexibility but also work with the greater site plan. A greater gross floor area is required for the automobile service station use, as the service bays, which take up a significant area, are counted within the building area and the overall impact between the permitted size and the proposed size is negligible.

The proposed development results in the construction of three new commercial buildings and the demolition of one, currently unoccupied industrial building. It more efficiently utilizes the subject property with four different types of permitted uses, within an area characterized by other commercial and light industrial uses. The proposed design allows for some shared efficiencies, with a single access from Trim Road and centrally located parking. It greatly improves the existing condition of the site, significantly improving the existing oversized private approach, providing more landscaping along the streetscape portion, and designing buildings that better address the street. The development accommodates demand for commercial development in the area by more efficiently using an existing under-utilized parcel.

3.0 SITE & CONTEXT

3.1 SITE

The subject property contains a two-storey industrial building that is currently not in use. The site is also occupied by a food truck and is used as a storage yard for a landscaping and snow removal contractor. 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.

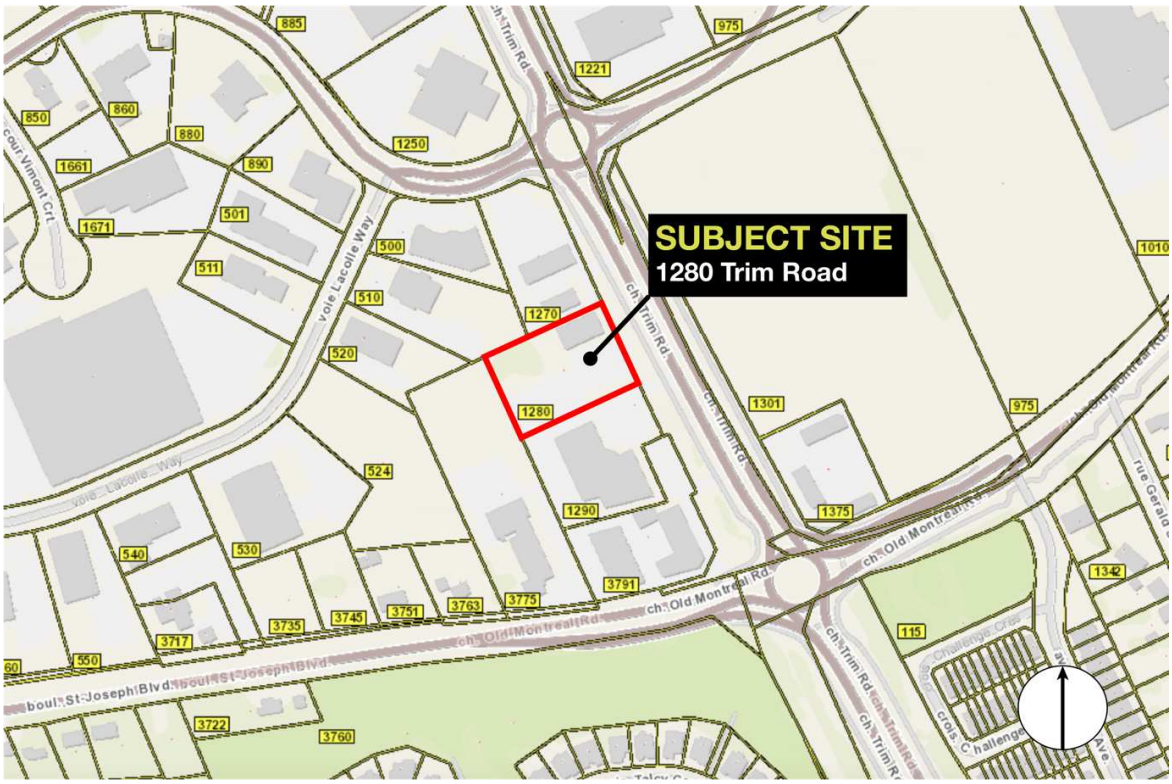

Figure 2: Site Map. (Source: GeoOttawa).

The following represents the site's current dimensions:

- Lot Area: 5,620 m^2
- 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 3: 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.

Figure 4: View of the south side of the subject property. The building in the photo is located on the adjacent property to the south

Figure 5: View across the street from the subject site on Trim Road, looking east

Figure 6: Streetscape along Trim Road, looking north from the subject site.

Figure 7: 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.

Figure 8: 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.

Figure 9: View of the site from the rear of the property. The building (left in the photo) is located on the subject property.

3.2 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.

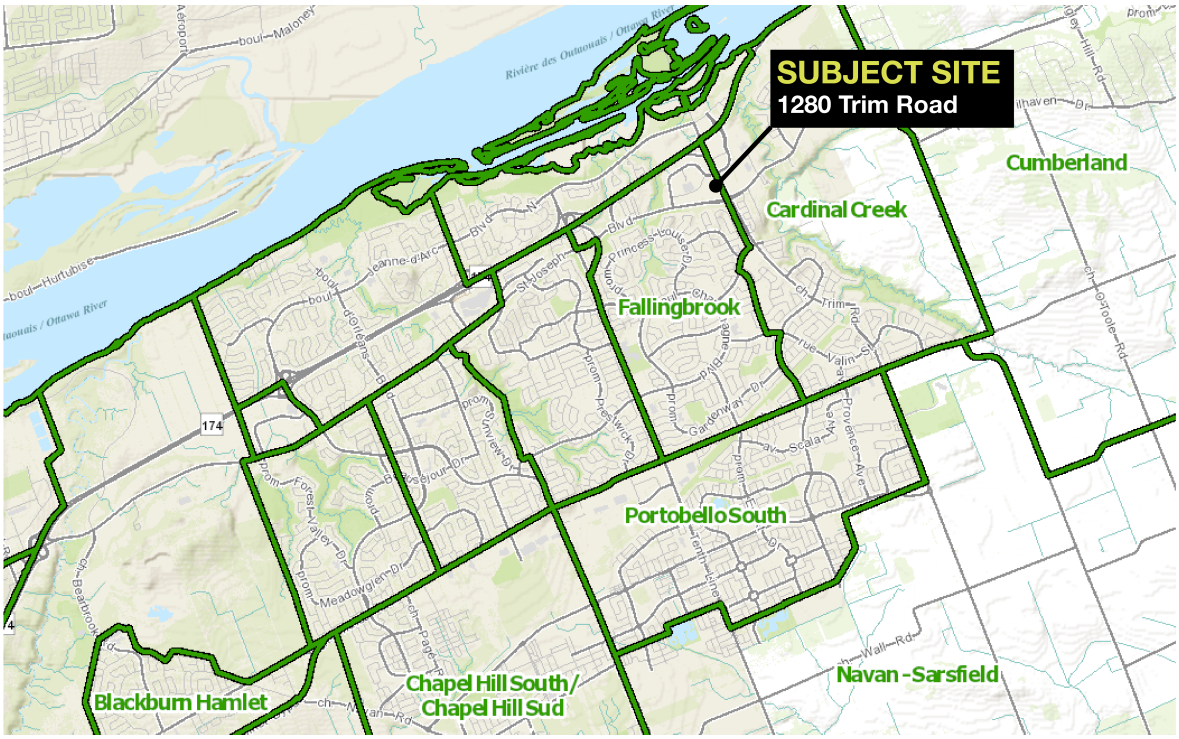

Figure 10: Neighbourhood Context Map

Figure 11: Site Context Map

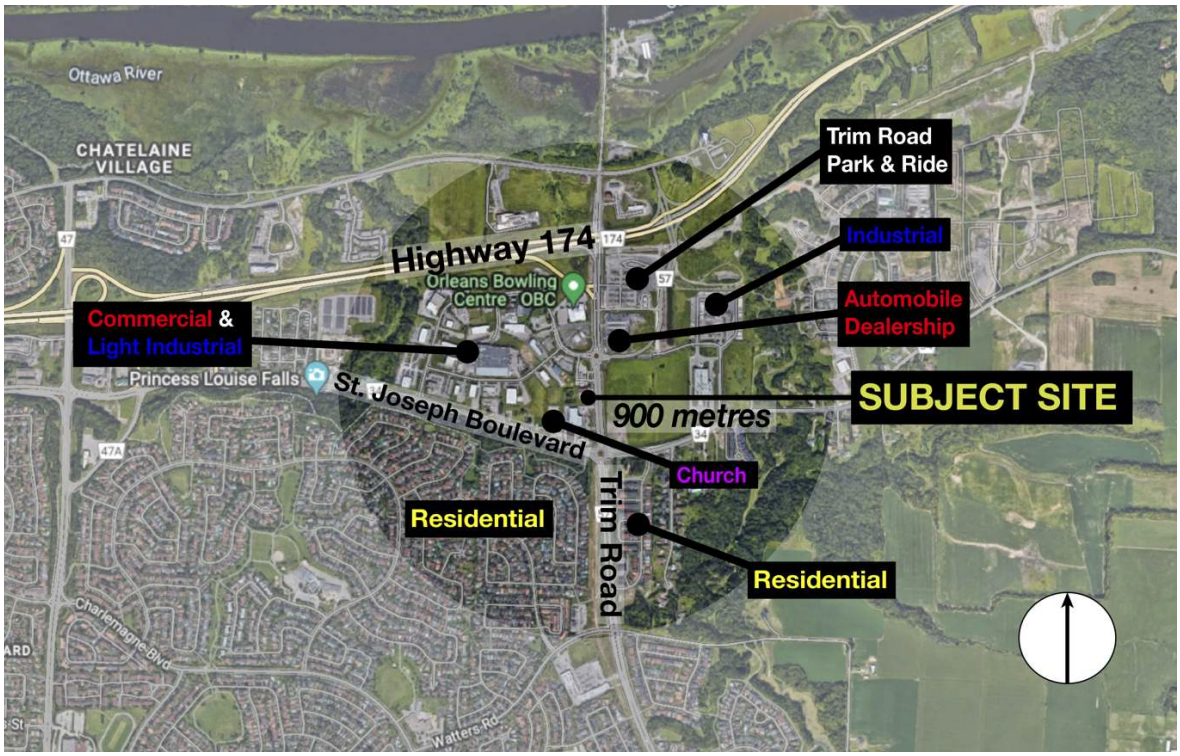

Figure 12: Overall Context Map, 900 m radius

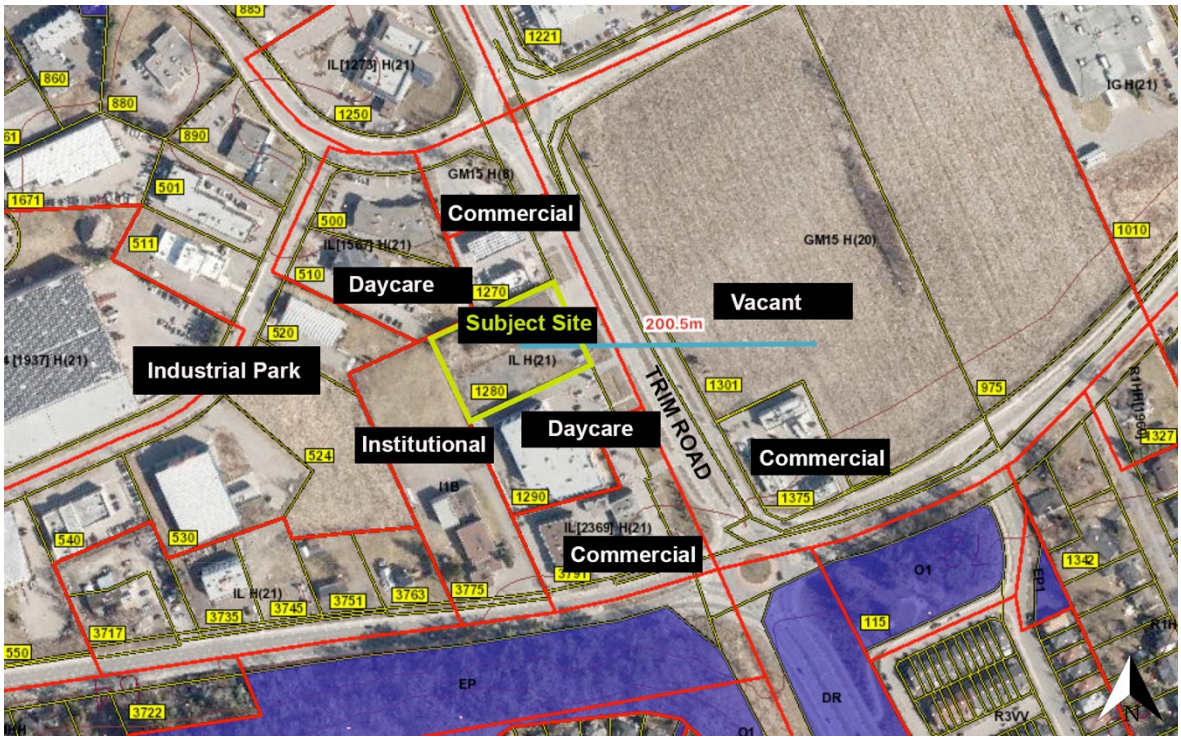

Figure 13: 200 m radius Context Map

3.3 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.

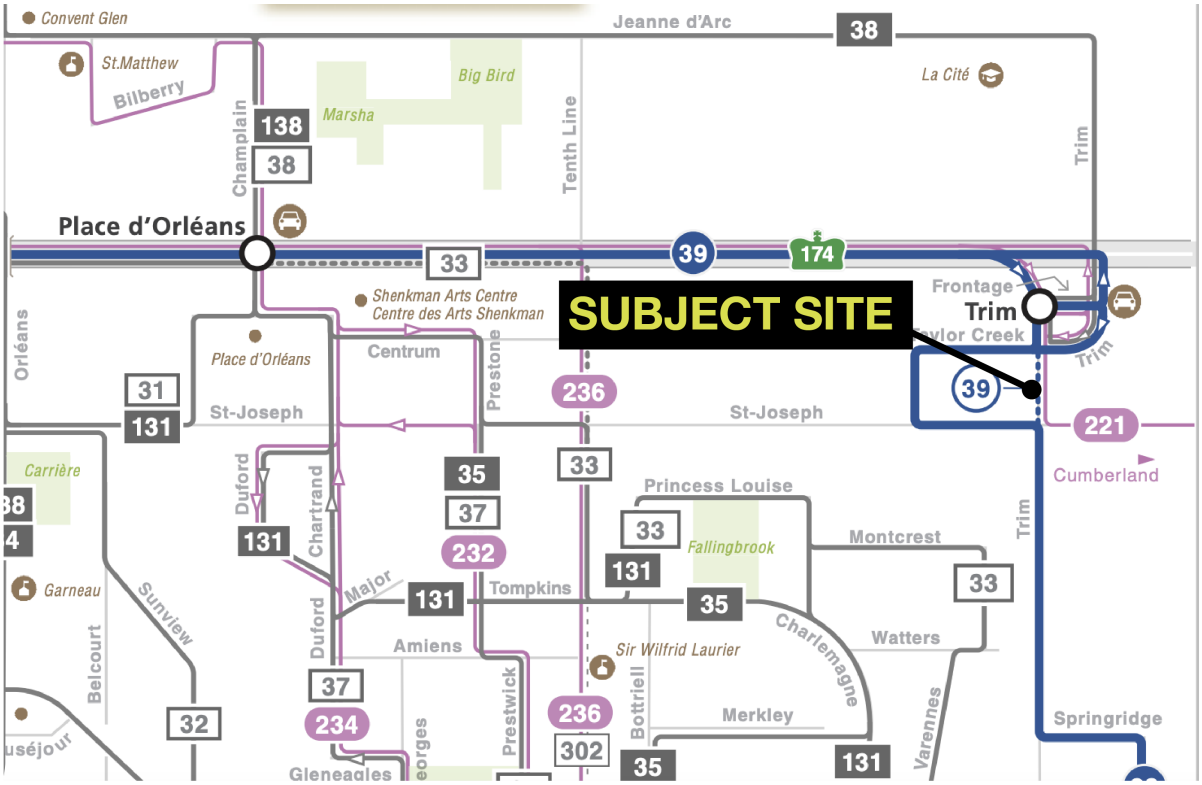

Figure 14: Transit Map

Figure 15: Active Transportation Map (Source: NCC)

4.0 PROPOSAL

4.1 OVERVIEW

The proposed 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, automobile service centre, warehouse and office/showroom. The proposed 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. Proposed 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, Proposed 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.

<u>A minor Zoning By-law Amendment application to:</u>

(1) Remove the Gross Floor Area limit for the personal service use and restaurant use, whereas a maximum GFA of 300 m2 is required;
(2) Permit an automobile service use with a GFA of 650 m2, whereas maximum GFA of 300 m2 is required;
(3) Permit reduced interior yard setbacks of 3.0 m (north) and 1.2 m (south) whereas 7.5 m is required;
(4) Permit a reduced rear yard setback of 9.9 m whereas 15 m is required;
(5) Permit a reduced front yard setback of 3.0 m whereas 7.5 m is required;
(6) Permit outdoor storage for automobile service use of 23.5 m2 whereas outdoor storage is only permitted for automobile dealership and automobile rental establishment

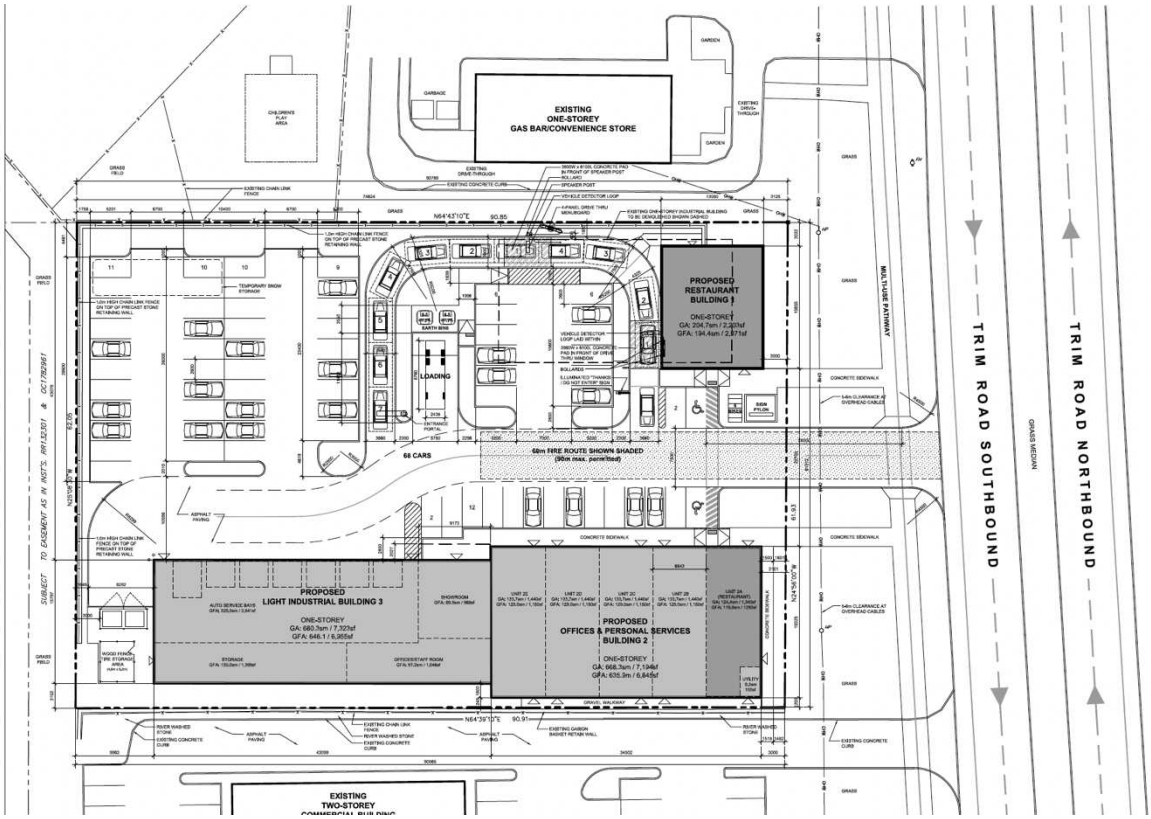

Figure 16: Extract of Site Plan (Source: McRobie Architects & Interior Designers)

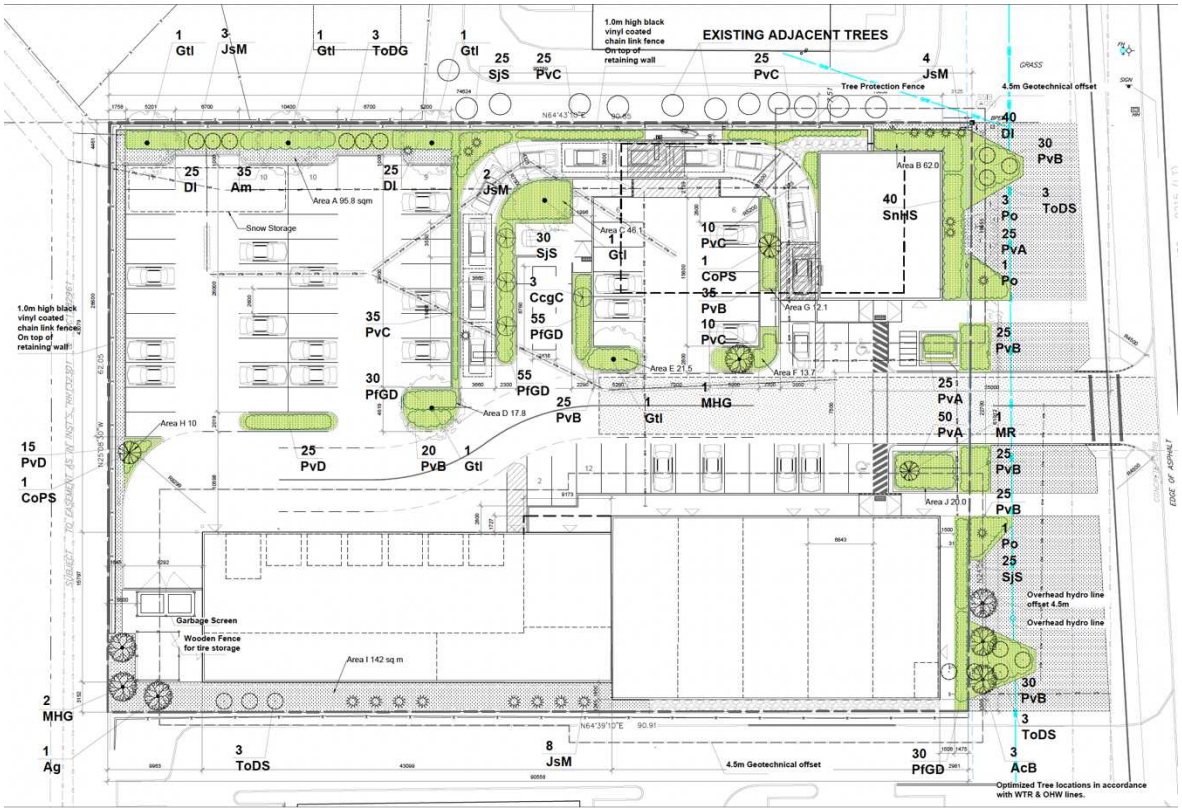

Figure 17: Extract of Landscape Plan (Source: Ruhland & Associates)

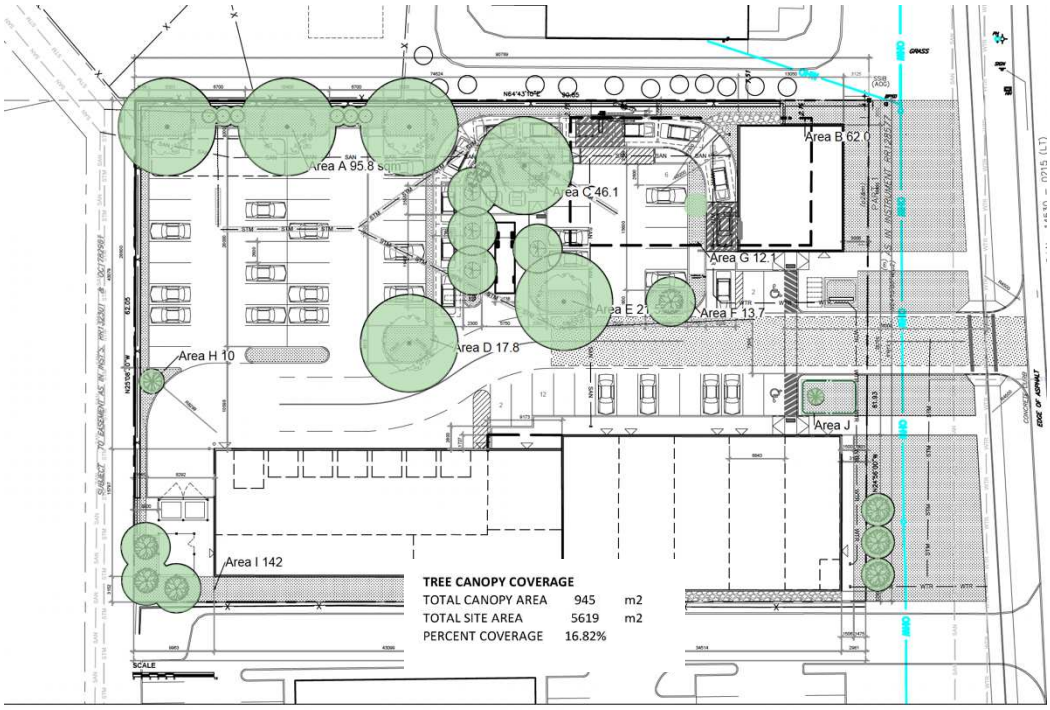

Figure 18: Extract of Tree Canopy Coverage (Source: Ruhland & Associates)

4.2 BUILDING FORM AND SETBACKS

The proposed commercial buildings will each be a single storey in height, with a maximum height of 6.0 metres. The building setbacks for all three buildings is 3.0 metres from the front lot line along Trim Road, 3.0 metres from the northerly interior lot line abutting the gas station and drive-through restaurant, 1.2 metres from the southerly interior lot line abutting the daycare, and 9.9 metres from the rear lot line abutting the church property.

The following table outlines the project statistics:

Dimension	Building 1	Building 2	Building 3	Total
Number of storeys	1	1	1	-
Total units	1	5	1	7
Gross Floor Area	194.4 m2	635.9 m2	646.1 m2	1,476.4 m2
Total parking spaces				68
Bicycle parking spaces				6

5.0 POLICY AND REGULATORY CONTEXT

The proposed development for three commercial buildings requires a minor Zoning By-law Amendment application to permit a reduced rear yard setback, reduced interior yard setbacks, reduced front yard setback, reduced width of a landscaped area abutting a street, increased permitted GFA for the automobile service use, and removed floorplate limits for personal service and restaurant uses. This application requires a thorough review of applicable policies, including the Provincial Policy Statement (PPS), the recently approved Official Plan, any applicable secondary plans and community design plans, and the City of Ottawa Zoning By-law.

5.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides broad policy direction on land use planning and development matters of provincial interest. The Plan provides for appropriate development while protecting provincial resources of interest, public health and safety, and the quality of the natural and built environment. The policies of the Plan are complemented by other provincial and municipal plans (such as local Official Plans and Secondary Plans), which must align with the PPS. All decisions affecting planning matters “shall be consistent with” the PPS. The relevant policies of the PPS are discussed below, with policies provided in *italics*.

Section 1.0 provides policies aimed towards wisely managing change and promoting efficient and effective development patterns that lead to healthy, livable, and resilient communities and facilitates economic growth.

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;*
- *b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- *c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- *d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- *e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development*

patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity; and

i) preparing for the regional and local impacts of a changing climate.

Comment | The proposed development results in the construction of three new commercial buildings and the demolition of one, currently underutilized industrial building. It more efficiently utilizes the subject property with four different types of permitted uses, within an area characterized by other commercial and light industrial uses. The proposed design allows for some shared efficiencies, with a single access from Trim Road and centrally located parking. It greatly improves the existing condition of the site, significantly improving the existing oversized private approach, providing more landscaping along the streetscape, providing two direct pedestrian connections to the multi-use pathway along Trim and providing buildings that better address the street. The development accommodates demand for commercial development in the area by more efficiently using an existing under-utilized parcel.

Section 1.1.3 provides policy direction for settlement areas in Ontario. It provides for the efficient development and wise use of land and resources, while promoting green spaces and ensuring that infrastructure is efficiently used, and public expenditure is minimized.

1.1.3.1 Settlement areas shall be the focus of growth and development.

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;

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;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed;

g) are freight-supportive

Comment | The proposed commercial development results in a more efficient use of available land, resources, and infrastructure by more optimally utilizing an existing, serviced parcel within the urban settlement area. Its location near OC Transpo routes

supports transit-supportive commercial development while recognizing the existing neighbourhood conditions and commercial needs of the area.

Section 2.0 of the PPS provides policies aimed at protecting Ontario's natural heritage, water, agricultural, mineral, cultural heritage, and archeological resources in order to preserve the province's long-term prosperity, environmental health, and social wellbeing.

Section 3.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

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), 2020.

5.2 CITY OF OTTAWA OFFICIAL PLAN (2022)

Designation: *Minor Corridor in Suburban East Transect*

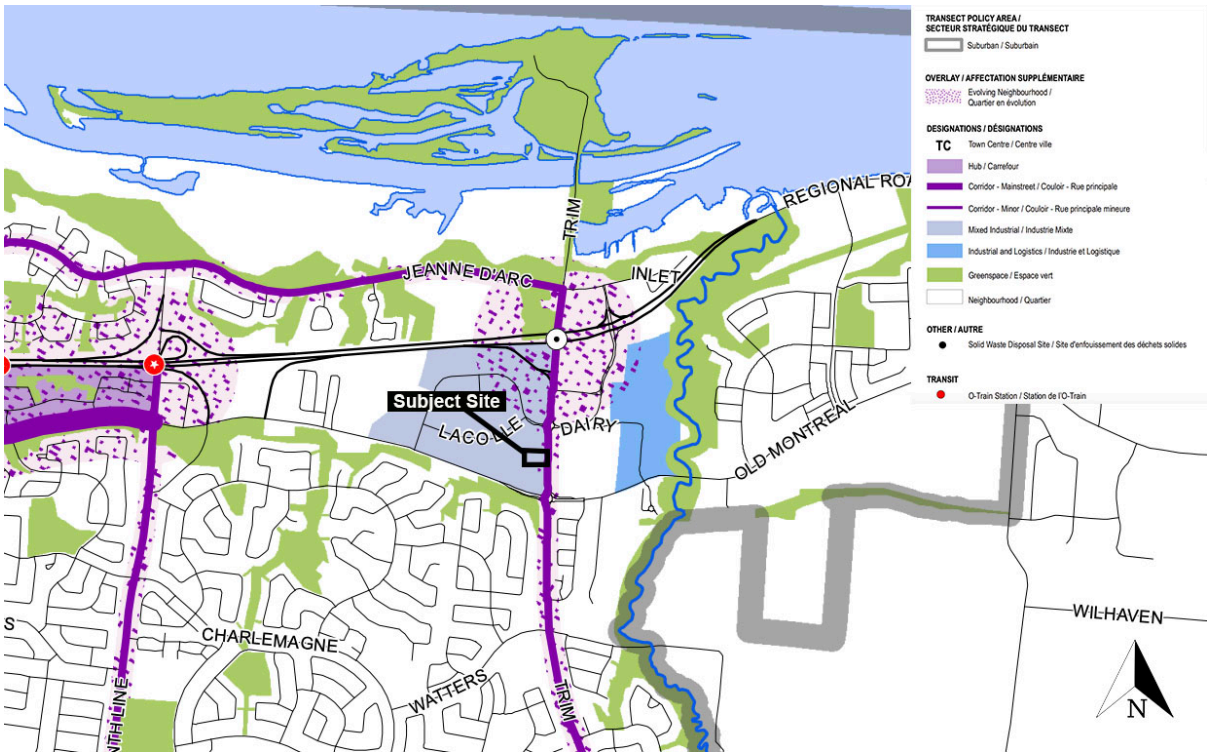

Figure 19: Extract of Official Plan, Suburban East Transect

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 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 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 my redeveloping an existing, under-utilized parcel with a more viable light-industrial/commercial development containing offices, service commercial, restaurants, and an automotive service station. 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 proposed 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 | The proposed development provides an appropriate 3.0-metre 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 proposed 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 proposal 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 uses proposed are all permitted in the zoning by-law and the development meets the intent of the Corridor designation and the Suburban Transect and is compatible with neighbouring dwellings. 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.

5.3 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 Orleans 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 | The proposed development provides a mix of uses on a small site in proximity a residential community that contributes to a 15-minute neighbourhood. Understanding that the site is just outside of the 400 m of an O-train station, two pedestrian entrances have been provided on each side of the frontage that connect to the existing multi-use trail. Six bicycle parking spaces have been relocated to the rear of the pylon sign, directly accessible to a pedestrian entryway. Enhanced landscaping has been added to the along interior rear and front lot lines, as well to interior traffic islands to promote climate resilience, contribute to the urban tree canopy and to reduce greenhouse gas emissions. The drive-through has been relocated to the rear of the site to avoid a stacking lane that is visible from the street frontage. Four parking spaces at the rear of the site have been converted to snow storage spaces which can be removed in the future if the demand for parking decreases with the use of other modes of transportation.

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 proposed development is located in a Minor Corridor directly adjacent to a muti-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.

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 proposed development minimizes conflicts between vehicles and pedestrians by providing dedicated pedestrian pathways and an enhanced pedestrian crossing though 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.

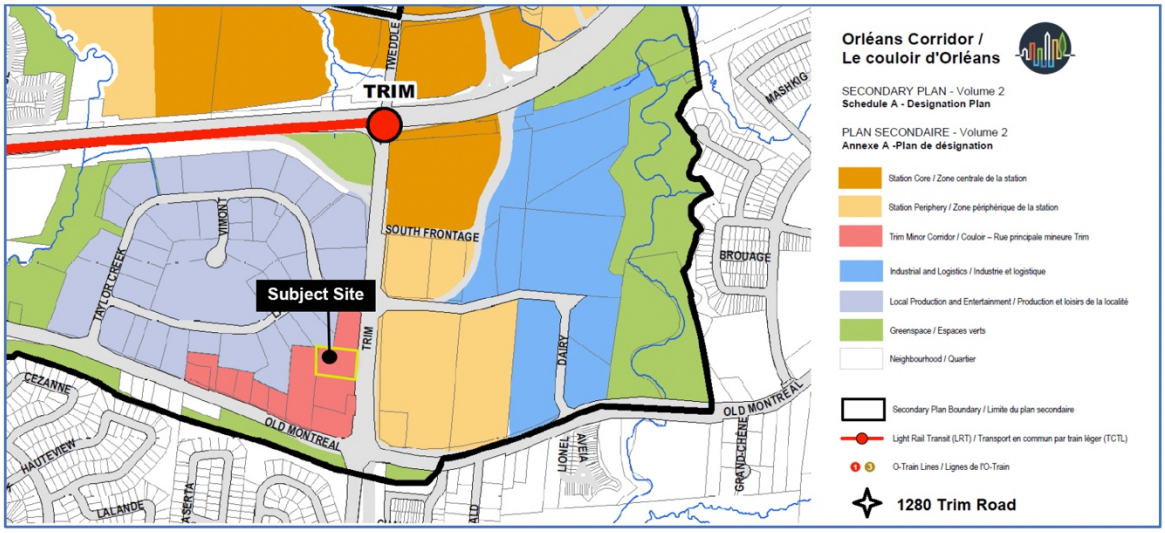

Figure 20: Excerpt of Orleans Corridor Secondary Plan

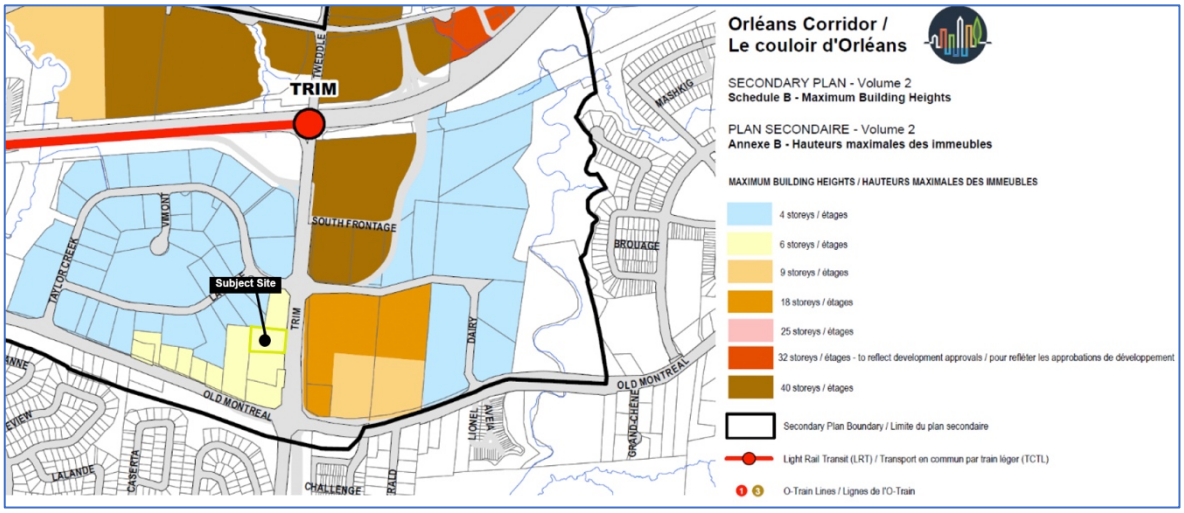

Figure 21: Excerpt of Orleans Corridor Secondary Plan

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.

5.4 CITY OF OTTAWA ZONING BY-LAW

The subject site is currently zoned as IL H(21), Light Industrial Zone, 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 site is proposed to contain three (3) buildings with a mix of personal service, office, restaurant and automobile service centre uses.

Building 2 will contain offices, restaurant, and personal services. There will be 5 units in

this building. Offices are permitted with no building size limit and personal services are permitted but cannot exceed 300 m2 per use. Restaurant uses are permitted but cannot exceed 300 m^2 per use. Building 1 will contain a restaurant use with a drive-through. Building 3 will contain an automotive service use. This use is permitted but cannot exceed 300 m^2 per use.

The limitations on certain uses to a maximum of 300 m^2 was intended to limit what was considered as ancillary uses to an employment focused designation (e.g. personal service and restaurant) in order to focus development towards employment dense uses in the light industrial zone. The 300 m2 GFA limit on automotive service use was to acknowledge smaller automotive service uses be located in light industrial zones whereas larger automotive service uses be located in heavy industrial zones.

In this particular circumstance, the subject site is long and deep with the front half of the lot focused towards the Minor Corridor on Trim Road which aims to encourage a variety of uses and uses which can support the community with easy access from the Corridor. The rear of the lot which abuts the Mixed Industrial Designation in the Official Plan is a suitable location to place an automotive service use. While the use is larger than permitted, the increase in size is only effectively the result of adding a couple more service bays which does not significantly change the impact of its use on the site.

These limitations unnecessarily limit the flexibility of appropriate development and do not account for the sites unique position and location.

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:

<u>A minor Zoning By-law Amendment application to:</u>

(1) Remove the Gross Floor Area limit for the personal service use and restaurant use, whereas a maximum GFA of 300 m2 is required;
(2) Permit an automobile service use with a GFA of 650 m2, whereas maximum GFA of 300 m2 is required;
(3) Permit reduced interior yard setbacks of 3.0 m (north) and 1.2 m (south) whereas 7.5 m is required;
(4) Permit a reduced rear yard setback of 9.9 m whereas 15 m is required;
(5) Permit a reduced front yard setback of 3.0 m whereas 7.5 m is required;
(6) Permit outdoor storage for automobile service use of 23.5 m2 whereas outdoor storage is only permitted for automobile dealership and automobile rental establishment

(1) The first is to permit the area of the personal service use and restaurant use that exceeds the required 300m^2 per use. We are seeking to remove the 300 m^2 limit on floorplate size the personal service use and restaurant use to permit flexibility with unit size, layouts, the provision of amenities and to all tenant change and flexibility over time. This is a minor exceedance of the gross floor area requirement in the by-law and is necessary to provide leasable units with adequate space for utilities, but also to maintain flexibility in floorplate to accommodate tenant change over time.

(2) Second, to permit an automobile service use of 330 m^2 where only 300m^2 is permitted. The automobile service use is greater than what is permitted but this use will be

at the rear of the site and therefore abutting the Mixed Industrial Designation. A portion of the building will be used for offices, storage and showroom purposes and the rest of the building will be used for automobile service with service bays. While the use is larger than what is permitted, the need for parking associated with this use will be less as customers will drive into the building, have their cars serviced while they wait and leave. As a result, the parking and servicing of the clients' cars are provided within a building which counts towards the total square footage and since each bay is a certain size, the result of adding a couple more bays notably changes the building GFA despite no real change in the impact of the use on site. The building is oriented to direct the bays and use towards the interior of the site and away from lot lines. Landscaping, trees, along with a fence and retaining wall in places all service to buffer the use from neighbouring lots. As the subject site is positioned along a route that will be used by individuals who are driving to the park'n'ride facility, an automobile service use abutting the Mixed Industrial Designation is highly appropriate.

(3) Third, interior side yard setbacks of 7.5 m are required, whereas we are proposing setbacks of 3.0 m (north) and 1.2 m (south). The existing building is setback 2.4 m to the north interior lot line. The proposed building will have a greater side yard setback than the current building. The reduction on the south side allows for two buildings at the street frontage with a single access and parking in between. This will ultimately provide more building frontage (and less parking) along the Trim Road frontage. Further, the setback to the north is improved, and the setback to the south applies to a very small portion of building and is insignificant given the portion of building it applies to.

(4) Fourth, a rear yard setback of 9.9 m will be provided whereas the required setback abutting an institutional zone is 15 m. The larger setback is required where a lot abuts an institutional zone. The subject property abuts and institutional zone to the rear. The abutting institutional use is a Church located at 3775 Old Montreal Road. The Church building itself is located towards the front of the property. The rear of the property (currently vacant) is the portion that abuts the rear yard of the subject property. Additional landscape plantings and a 1.5 m opaque fence will be proposed at the rear of the subject property where the property abuts the Church property which is zoned institutional. The figure on the following page illustrates the proximity of the subject site to the abutting property zoned institutional. The portion of building subject to the setback is very minimal.

(5) Fifth, a front yard setback of 3.0 m is provided, whereas 7.5 m is required. The reduced front yard setback is appropriate as the lot fronts onto a Minor Corridor and the intent of the designation is to situate buildings closer to the street and improve the design of the streetscape, along with shortening the pedestrian link between the multi-use pathway and the building access. A road widening has already been taken and the road has already been configured for the long term case with included multi-use pathways. The result is that there currently exists a generous landscape buffer (approximately 15 m) in front of the proposed uses to plant shrubs and trees. With the landscape buffer and the proposed setback, the buildings are located 18-21 m from the multi-use pathway. The property to the north of the subject site at 1270 Trim also has a reduced setback at around 5 m from the property line, therefore the proposed buildings are more in line with the building street wall of a neighbouring existing building.

(6)Sixth, the permission to establish a small outdoor storage area which is enclosed on all sides but does not contain a roof is in keeping with the intent to limit outdoor storage. The proposed outdoor storage has been visually screened and is located at the rear of the site

and is situated between the rear of building 3 and with landscaping proposed between the proposed structure and the rear property line.

Figure 22: 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 H(21) Zone.

Provision	Requirement	Proposed	Section
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

Minimum rear yard setback	Abutting an institutional zone = 15 m	**9.9 m**	S.203, Table 203
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	Restaurant: 10 cars per 100m2 = 31; Personal Service: 3.4 cars per 100m2 = 18 cars; Automobile Service Use: 2 cars per service bay = 14 cars Total 63 parking spaces	66 standard, 2 barrier-free: Total 68 spaces. (Four spaces used as temporary snow storage leaving 64 spaces available, which would meet the By-law requirement in the winter months)	S.101, Table 101A; S.102, Table 102
Drive-Through Operations	Restaurant (with order board): 7 at or before board and a minimum total of 11 A queuing space must be 3m by 5.7 m	7 at or before board, total of 11	
Bicycle parking	1 per 250 m^2 of office and restaurant = 3 spaces 1 per 500 m^2 of personal service = 1 space 1 per 1500 m^2 of automobile service use = 1 space Total = 5 spaces	6 spaces	S.111, Table 111A
Gross Floor Area of Permitted Uses (Personal Service Business)	A personal service business is permitted provided that the use does	**>300 m^2**	S. 203.2(c)

	not exceed a 300 m^2 gross floor area		
Gross Floor Area of Permitted Uses (Restaurant)	A restaurant is permitted provided that the use does not exceed a 300 m^2 gross floor area	**314.2 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 300 m^2 gross floor area	**330 m^2**	S. 203.2(c)

The proposed zoning is appropriate for the subject property as it permits the redevelopment of the subject site in a manner that is contextually appropriate with surrounding uses. The proposed reduced yard setback adjacent to the north and south lot lines are greater than what is required in commercial zones (the Arterial Mainstreet, General Mixed Use, and Local Commercial zones required no interior yard setback). The automobile service station use functions more as a commercial use than a light industrial use. The rear yard setback for the above commercial zones where the property abuts a residential zone is 7.5 m. The proposed setback of 9.9 m is greater than the requirement of a commercial zone. While a relief is required to the rear yard setback where the property abuts an institutional zone, the portion of the abutting institutional property (that abuts the subject site) is currently vacant, and in addition, a landscape buffer and trees will be proposed to provide additional buffering between the uses. Given that the many of the proposed uses are commercial in nature (personal services uses and restaurant) a reduced setback is appropriate. Soft landscaping (trees, landscaping, grasses and bushes) will provide additional visual screening and buffering between the uses on the subject site and off-site uses. Further additional screening by way of retaining walls and fences are also being utilized where appropriate.

The relief requested to the maximum floor area of the personal service business, restaurant, and the automobile service station uses are to better provide leasable floor areas that account for back of house uses, utilities and floor area that provide tenant flexibility but also work with the greater site plan. A greater gross floor area is required for the automobile service station use, as the service bays, which take up a significant area, are counted within the building area and the overall impact between the permitted size and the proposed size is negligible.

The proposed development results in the construction of three new commercial buildings and the demolition of one, currently unoccupied industrial building. It more efficiently utilizes the subject property with four different types of permitted uses, within an area characterized by other commercial and light industrial uses. The proposed design allows for some shared efficiencies, with a single access from Trim Road and centrally located parking. It greatly improves the existing condition of the site, significantly improving the existing oversized private approach, providing more landscaping along the streetscape portion, and designing buildings that better address the street. The development accommodates demand for commercial development in the area by more efficiently using an existing under-utilized parcel.

5.5 CITY OF OTTAWA PARKLAND DEDICATION BY-LAW (2022)

Pursuant to Section 42, Section 51.1 and Section 53 of the Planning Act, as a condition of development or redevelopment of land, the General Manager shall require the conveyance of parkland, cash-in-lieu of conveyance of parkland, or combination thereof.

Conveyance of parkland shall be in the form of conveyance of land, cash-in-lieu of conveyance of parkland, or a combination of conveyance of land and cash-in-lieu of conveyance of parkland.

The General Manager is authorized to determine the amount of conveyance of land, cash-in-lieu of conveyance of parkland, or combination thereof, on a site-specific basis in accordance with this by-law, the Delegation of Authority By-law and the official plan policies.

Comment | We are requesting that the parkland dedication be provided in the form of a cash-in-lieu conveyance of parkland. For a light industrial site with many proposed uses and associated parking, there is not any remaining quality space that could accommodate parkland on-site. Therefore, it is recommended that cash-in-lieu be provided, which will assist in providing an appropriate quality and quantity of park space at a more appropriate location.

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.

6.0 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.

The low-rise development will consist of three, one-storey (7 metres) commercial buildings, which will contain a mix of personal service, office, restaurant, and automobile service centre.

The site is currently underutilized as a location for a food truck and partially vacant building. As a result, rezoning the lands to permit the proposed three buildings will result in the appropriate use of a site in a growing community in close proximity to transit. The buildings are efficiently designed and oriented to make optimal use of the site and interaction with the streetscape while providing for greenspace though site landscaping.

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 new 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 Policy Statement
- conforms to the Official Plan
- meets the intent of IL H(21) Zoning
- and supports Design Guideline Objectives

7.0 PUBLIC CONSULTATION STRATEGY

Public Consultation for the proposed development occurs through the following means:

- Owner of subject site conducted door-to-door consultation with abutting neighbours. All consulted neighbours, including the abutting daycare, indicated support for the proposed project.
- A public information session, coordinated with the Ward Councillor's office following the development application submission
- Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process
- Required signage on site with City file lead contact details (comments provided are shared with the proponent)
- Updates shared with the Community via the Councillor's office and the Community Association for an efficient line of communication moving forward.

8.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT (IERS)

The requirements for an IERS are provided in the Terms of Reference for Planning Rationale Reports. This requirement is to provide a comprehensive overview of the findings and conclusions from the required reports and studies that are submitted in support of the proposed applications for development. The purpose of the IERS is to ensure that the development conforms or is consistent with the related policies from each level of government.

Further, the IERS will provide a brief overview of each study or relevant environmental background material, air photos, summary of landform features or functions including vegetative cover and watercourses. The IERS will reflect how the design has been addressed to relate to a 'design with nature' approach and details any sustainable design objectives, if applicable (e.g. LEED, Net Zero, Passive House, etc).

As per the requirements of the IERS, some aspects of the IERS are found within the overall Planning Rationale and they should be read as one document. It is noted that the consultant team has reviewed the Planning Rationale along with the identified summaries of supporting reports and studies as to satisfy the requirements of the IERS.

8.1 SUMMARY OF REPORTS AND STUDIES

8.1.1 PHASE II ENVIRONMENTAL SITE ASSESSMENT

Updated Phase I and II Environmental Site Assessment was prepared by LRL Engineering dated January 2024.

Subsurface conditions are granular crushed stone over sand fill followed by silty clay.

The report concludes the following:

"The soil and groundwater on parts of the Phase Two Property did not meet the MECP Table 2 Standards ICC in potable groundwater condition.

Vanadium was reported in select samples with concentrations above the Table 2 site condition standards. According to the Canadian Council of Ministers of the Environment (CCME) fact sheet, vanadium present in soils can be related to industrial activities but could also be related naturally geological formations with the highest concentrations found in shale and clays. During the intrusive investigation, a stratum of clay being at least 0.6 – 4.2 m thick was encountered across the Site. The CCME fact sheet also indicates that concentrations of naturally occurring vanadium across Canada typically increases in depth. The values encountered at the Site ranged between 80.1 and 109 µg/g, within the representative clay samples, generally within the range that could be a result of naturally occurring deposits. The groundwater exceedance for vanadium encountered may also be contributed to naturally occurring deposits found in the underlying clay.

The levels encountered in this assessment are below those of CCME and are not likely a result of the fill material on the Site, or current/former Site and neighboring land activities, but rather naturally occurring in the subsurface deposits.

No additional soil exceedances were encountered.

The PAH exceedances in the groundwater monitoring wells across the Site are likely the result of the former Site activities including the parking of heavy equipment and vehicles in the early 1990's or associated with the fill encountered across the Site. These PEC identified are assumed to contribute to the elevated PAH concentrations based on the location to which they were encountered, and the groundwater flow direction. It would be anticipated that if the PAH concentrations were associated with the gasoline service station to the north, the AST in the building on-Site; or the former commercial printing operations, the highest concentrations would be anticipated to be found along the northern property extents in MW20-3 and MW20-5. However, the highest PAH concentrations were noted in MW20-2, located in the parking & circulation area to the south of the building, and in MW23-3, located at the southwestern portion of the building."

The recommendations of the report are:

"It is recommended that if any soil is to be excavated as part of the proposed Site re-development, and the material is to be disposed of off-Site, that additional laboratory analysis be carried out on that material for vanadium to confirm if it is suitable for disposal as "clean-fill". Otherwise, the material should be disposed of at a licensed landfill facility or soil accepting facility (assuming it meets the site-specific applicable requirements). However, the soil may be used for onsite soil management.

However, as mentioned with respect to the Vanadium concentrations, soils across the Site may not be acceptable for re- use as "clean-fill" at an off-Site locations, and should be confirmed against the receiving properties applicable site conditions standard prior to re-development activities commencing.

PHC parameters were detected in select underlying soils with notable olfactory evidence of PHC impacts at the time of the 2020 borehole advancement within the building on Site. Although no exceedances were encountered in the corresponding soil samples, nor were detections encountered in the groundwater samples collected.

The source of the PAH impacted groundwater is inferred to be from the previous Site activities. Groundwater encountered during re- development should be considered 'contaminated' and handled accordingly during construction and dewatering. The risk to future occupants of the Site is considered low as it is understood that municipal water supply sources will service the Site, limiting the risk to expose of PAH in the overburden groundwater."

8.1.2 STORMWATER MANAGEMENT REPORT & SERVICING BRIEF

A Stormwater Management Report & Servicing Brief was prepared by LRL Engineering dated October 25, 2023, Revised June 28, 2024. The report identifies that the topography

of the site in pre-development conditions was reviewed to determine the direction of flow from overland runoff. In pre-development conditions, majority of the stormwater appears to flow uncontrolled overland towards the northern/western portion of the site. A dedicated 750 mm diameter storm sewer, flowing north, is available on the east side of the street for a potential connection. In addition, there is an existing 375 mm diameter storm sewer on the west side of the property for a potential connection.

Stormwater Management

The proposed stormwater management quantity control for this development will be accomplished using an inlet control device (ICD) flow restrictor in the storm sewer. Ponding is required as a result of quantity control will be accomplished through parking lot surface storage. The release rates were calculated based on the entire watershed area of 0.562 ha, pre-development runoff coefficient of 0.39, and the time of concentration (Tc) 10 min. In post-development condition, the allowable release rate for this site will be 63.12 L/s, which will be the maximum release rates to which the entire site will be controlled up the 100-year storm event. Stormwater quality control requirements of 80% TSS removal will be met by an on-site stormwater treatment unit, Jellyfish Filter (or approved equivalent).

Water Supply Servicing Design

The anticipated maximum hour demand of the proposed development, based on anticipated use is 0.55 L/s. The maximum required fire flow was calculated at 150 L/s using the FUS method. For fire protection, there are two (2) existing fire hydrant along Trim Rd in proximity to the proposed building (within 75m). The proposed building will be serviced by a new 50 mm dia. water service to be connected to the existing 406 mm dia. watermain on Trim Rd.

Sanitary Service

Existing infrastructure surrounding the proposed development were reviewed. It was determined that there is an existing 250 mm dia. sanitary sewer, running south to north, along the rear end of the property. Based on parameters identified in the report, and the total site area of 0.562 ha, the total anticipated sanitary flow was estimated to 1.11 L/s. The proposed new building will be serviced with a new 150 mm dia. sanitary service which will be connected to the existing 250 mm dia. sanitary sewer located along west end of the property. The proposed 150mm dia. PVC sanitary service will be installed at a slope of 2 - 6.0 % to ensure calculated actual flow velocity ≥ self-cleansing velocity of 0.6 m/s during peak flow condition.

An updated report was prepared dated January 2024 and again in June 2024. The main conclusion of the revised report does not deviate from the conclusions of the original report. The site is capable of being adequately serviced.

8.1.3 GEOTECHNICAL REPORT

A Geotechnical Investigation Report was prepared by LRL Engineering dated May 2023. The fieldwork for this investigation was carried out on April 20, 2023, Revised June 2024. Prior to the fieldwork, the site was cleared for the presence of any underground services

and utilities. A total of five (5) boreholes, labelled BH1 through BH5, were drilled across the site, to get a general representation of the site's soil conditions. At the surface of all boring locations, a layer of fill material was encountered and extended to depths ranging between 0.30 and 1.65 m bgs. Underlying the fill material in all boring locations, a layer of silty clay was encountered, and extended to a depth of 2.97 m bgs. Beneath the silty clay in all boring locations, a layer of silt and clay was encountered, and extended to a depth of 6.71 m bgs (end of exploration). The material can be described as grey, and moist. A piezometer was installed in BH3 to measure the static groundwater level. The piezometer consisted of a 19 mm diameter PVC pipe with a slotted bottom to allow for groundwater infiltration, backfilled with silica sand, and sealed with bentonite. The water was measured on May 8, 2023 and found to be at 1.32 m bgs. Based on the subsurface soil conditions established at this site, it is recommended the footings for the proposed development be founded on the native silty clay; after the removal of all fill material. All exterior footings for any heated structure exposed to frost conditions should have a minimum of 1.5 m of earth cover. Footings for any unheated structures, signage or lighting, and where snow will be cleared, 1.8 m of earth cover is required. It is anticipated that the subgrade soils for the new parking areas/access lanes will consist of silt clay and fill material areas. The construction of the parking areas and access lanes will be acceptable over these materials once all organic material, or otherwise deleterious material are removed from the subgrade area. Furthermore, the subgrade must be compacted using a suitable heavy duty compacting equipment and approved by a geotechnical engineer prior to placing any granular base material.

8.1.4 TRANSPORTATION IMPACT ASSESSMENT

A Transportation Impact Assessment Strategy Report was prepared by JL Richards dated October 10, 2023. The report offers the following conclusions and recommendations: The study area intersections are currently operating near or at capacity and are projected to continue operating near or at capacity with the additional traffic generated by the proposed development. Based on historical collision data, the Trim/St. Joseph-Old Montreal intersection has a high collision rate. With respect to the City's latest Road Safety Action Plan, and the vision/goal of progressing towards zero fatalities and major injuries, the City may want to conduct an In-Service-Road-Safety-Review (ISRSR) for the Trim/St. Joseph-Old Montreal intersection as part of their regular road safety investigations. Given the local context, the private auto is projected to be the primary mode choice for travel for all proposed land uses. The proposed development is projected to generate 'new' two-way vehicles volumes of 88 veh/h and 89 veh/h during weekday morning and afternoon peak hours, respectively. With regard to active modes, the proposed development is projected to generate approximate two-way person trips of 16 trips/h during both weekday morning and afternoon peak hours. With regard to transit trips during weekday morning and afternoon peak hours, the proposed development is projected to generate approximately two-way person trips of 27 trips/h and 25 trips/h, respectively. With regard to the site driveway throat length, providing an approximate 25 m clear driveway throat length, measured from the edge of the roadway curb lane to the point of first conflict on-site, will be sufficient. The proposed parking supply for the subject development is proposed to meet minimum By-Law requirements. Current and projected intersection MMLOS targets are not met for pedestrians and cyclists for the signalized Trim/Highway 174 study area intersection; however, this is because the intersection leads into the Highway 174 which is

primarily intended for vehicular traffic. Current and projected intersection MMLOS targets are met for trucks for the signalized Trim/Highway 174 study area intersection. Based on the projected volumes and intersection capacity analysis, additional network modifications are not warranted. The overall layout of the site is laid out effectively and should operate acceptably and satisfies applicable By-Laws. AutoTurn truck turning analysis was conducted and efficient turning radii will be provided for larger vehicles (e.g., fire and garbage truck, etc.).

The proposed development fits well into the context of the surrounding area and it is projected to have minimal impact on the surrounding transportation network. The design and location of the proposed development serves the City of Ottawa's policies, goals, and objectives.

8.1.4.1 TRANSPORTATION IMPACT ASSESSMENT ADDENDUM:

Since the time of submission, the Site Plan has been updated (to what is reflected in this report). While the proposed land use remains the same, the latest Site Plan indicates some changes in the overall layout of each building within the site, including the ground floor area and the provided parking spaces. Building 1 is a restaurant which consists of a drive-through facility, planned to be an A&W restaurant of approximately 194 m2. Building 2 consists of an offices and personal services space (up to four units for future tenants) and one unit space for a restaurant, totaling approximately 640 m2. Building 3 is an automotive service building of approximately 650 m2. The latest Site Plan now includes 68 parking spaces in total. The purpose of this TIA Addendum is to focus on the update of trip generation based on changes in the site plan. The remaining aspects of the original January 2024 TIA that were not impacted by the updated site plan remain applicable and are not repeated in this TIA Addendum.

8.1.5 TREE CONSERVATION REPORT

A Tree Conservation Report was prepared by IFS Associates dated September 11, 2023 (map updated June 2024). It was noted that there are currently 3 trees on the subject property, one Manitoba Maple, one Honey-locust and one White Cedar. The trees have been identified as being in fair condition and all three trees will be removed as part of the proposed re-development. The report notes that preservation and protection measures are not required in this instance as no trees are to be preserved.

9.0 CONCLUSIONS

The proposed development is for three, one-storey (7 metres) buildings, which will contain a mix of personal service, office, restaurant, and automobile service centre. Building 1 will contain five units and will feature offices, restaurant, and personal service businesses. It will be located on the southern half of the property closer to Trim Road. Building 2 will contain a restaurant with a drive-through that will be located on the northern portion of the property to the rear of the site. Finally, Building 3 will contain an automotive service building with a showroom, warehouse, storage and offices, featuring 7 service bays and with a GFA of 646.1 m^2. A total of 68 parking spaces will be provided on the site.

The proposal is consistent with the policies of the Provincial Policy Statement and conforms with the relevant policies of the Official Plan, which promotes low-rise built form. It further aligns with the design directions of the Official Plan.

The development will result in a contextually appropriate land use and built form that complies with the policy context for the site, thereby supporting needed density to make efficient use of existing infrastructure. The buildings will contribute new housing to the area and add to the available housing types and tenure types that exist and are planned for the neighbourhood.

Overall, it is Q9's opinion that the proposed Minor Zoning By-law Amendment Application to permit the re-development of the site for light industrial uses 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

CHRISTINE McCUAIG
REGISTERED PROFESSIONAL PLANNER
R.P.P.
ONTARIO PROFESSIONAL PLANNERS INSTITUTE
INSTITUT DES PLANIFICATEURS PROFESSIONNELS DE L'ONTARIO

10.0 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.