



Technical Memorandum

To:	Colleen Ivits – City of Ottawa	Date:	2026-07-08
Cc:	Nico Church – Fotenn Graham Langridge – Architects DCA Mark Crockford, P.Eng.		
From:	Zhengxuan Lai – CGH Transportation	Project Number:	2026-005

Re: Dymon – 5120 Innes Road Transportation Impact Assessment Addendum

1 Introduction

To support the development of a self-storage facility at 5120 Innes Road in the City of Ottawa, a scoped Transportation Impact Assessment (TIA) was prepared and finalized in July 2023, which included the Design Review component of the City of Ottawa TIA guidelines. The previously submitted TIA has examined the overall impact of the subject development on the transportation network. Since the previous submission, the subject development lands have reduced in size and the GFA of the proposed self-storage facility has decreased.

This addendum has been prepared to support Dymon's development, on the basis of the pre-consultation meeting comments from the City of Ottawa and will examine the changes between the original concept plan considered in the TIS submitted in 2023 and the current plan that is being put forward. This includes examining the changes in gross floor area (GFA) and site layout, preparing updated trip generation, and providing updated site access and circulation design review. The 5120 Innes Road TIA, referred to herein as the TIA, forms the basis for this memo. This addendum acts as a cover letter for the TIA. Comments from the City of Ottawa staff are attached in Attachment 1.

2 Site Plan Comparison

The original concept plan considered in the TIA is included as Attachment 1. The updated plan, to be analyzed through this memo, is included as Attachment 2.

The original proposed building consists of three stories with a total GFA of 15,650 square metres (168,452 square feet), including 694 square metres of reception / retail area. The revised plan includes a reduced floor area, including reducing the building footprint and adding an additional 2 storeys. This change reduces the total GFA of the development from 15,650 square metres to 8,582 square metres (92,377 square feet), consisting of 532 square metres of reception / retail space. This change accounts for a 45% decrease in GFA.

3 Trip Generation

The resulting changes in trip generation from the reduced floor area are examined. Similarly to the original TIA, the trip generation is calculated as a rate of trips generated per 1000 square meters of floor area, based on four trip generation surveys completed at three other Dymon storage facility locations. Table 1 summarizes the proxy survey results, which are converted into trips generated per square metre GFA as summarized Table 2.

Table 1: Proxy Site Trip Generation

Site	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
1554 Carling	6	2	8	13	9	22	-	-	-
323 Coventry (May Counts)	14	9	23	17	19	36	-	-	-
323 Coventry (June Counts)	7	5	12	11	15	26	11	15	26
300 Greenbank	7	4	11	10	10	20	14	18	32

Table 2: Proxy Site Trip Generation Rates

Site	GFA (m ²)	AM Peak Hour Rate (/1000 m ² GFA)			PM Peak Hour Rate (/1000 m ² GFA)			Sat Peak Hour Rate (/1000 m ² GFA)		
		In	Out	Total	In	Out	Total	In	Out	Total
1554 Carling	21,685	0.28	0.09	0.37	0.60	0.42	1.01	N/A	N/A	N/A
323 Coventry (May)	12,351	1.13	0.73	1.86	1.38	1.54	2.91	N/A	N/A	N/A
323 Coventry (June)	12,351	0.57	0.40	0.97	0.89	1.21	2.11	0.89	1.21	2.11
300 Greenbank	9,195	0.76	0.44	1.20	1.09	1.09	2.18	1.52	1.96	3.48
Average Rate	-	0.68	0.42	1.10	0.99	1.06	2.05	1.21	1.59	2.79

Based on the updated 8,582 m² GFA and the average peak hour trips generated per square metre of GFA, the updated projected trip generation of the proposed development is calculated. The results are summarized and compared to the original projected trip generation in Table 3.

Table 3: Projected 5210 Innes Road Site Trip Generation and Comparison

Site	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
5210 Innes Road (Original)	10	7	17	15	16	31	18	24	42
5210 Innes Road (Updated)	6	4	10	9	9	18	10	14	24
Change	-4	-3	-7	-6	-7	-13	-8	-10	-18
% Change	-40%	-43%	-41%	-40%	-44%	-42%	-44%	-42%	-43%

Using the proxy site trip generation rates, the proposed development will generate 10 weekday AM, 18 weekday PM, and 24 Saturday mid-day two-way peak hour trips, representing a decrease of approximately 40% from the trip generation results from the previous TIS.

For comparison, trip generation is also calculated using the rates for ITE Land Use Code (LUC) 151 Mini Warehouse, which are obtained from the ITE 12th Edition Trip Generation Manual. In the original TIA, the ITE trip generation was based on the 10th Edition of the Trip Generation Manual, so the original trip generation rates and results are shown alongside the updated rates and results in Table 4 and Table 5 respectively.

Table 4: ITE Trip Generation Rates for LUC Mini-Warehouse Comparison

	AM Peak	PM Peak	Sat Peak*
Original (10th Edition)			
Average Rate (/1000 ft ² GFA)	0.10	0.17	0.31*
In/Out	60%/40%	47%/53%	59%/41%*
Updated (12th Edition)			
Average Rate (/1000 ft ² GFA)	0.08	0.14	0.17*
In/Out	59%/41%	48%/52%	62%/36%*

*Small Sample Size, Data should be used with caution.

Single data set provided in ITE Trip Generation Manual 10th Edition, and 3 data sets provided in 12th Edition.

Table 5: ITE LUC 151 Trip Generation Comparison

Land Use	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
LUC 151 Trip Gen (Original)	10	6	16	13	15	28	30	21	51
LUC 151 Trip Gen (Updated)	4	3	7	6	7	13	10	6	16
Change	-6	-3	-9	-7	-8	-15	-20	-15	-35
% Change	-60%	-50%	-56%	-54%	-53%	-54%	-67%	-71%	-69%

Excluding the Saturday peak hour, the proxy site trip generation results are generally consistent with those derived using ITE trip rates. It should be noted that the ITE Trip Generation Manual 10th Edition and ITE Trip Generation Manual 12th Edition indicate a notable decrease in trip generation rates for the subject land use. When combined with the limited sample size available for the Saturday peak hour in the 12th Edition, the ITE data is not considered sufficiently reliable for this analysis. As such, proxy site trip generation rates have been applied for the Saturday peak hour, and the differences between the original and updated estimates do not affect the validity of either the original study or this addendum.

Based on the proxy site trip generation using the updated GFA, the conclusion of the original TIA remains valid: a full Transportation Impact Study is not required, as total site-generated trips in any peak hour are fewer than 60.

4 Parking

The parking requirements of the site were determined through Parking Surveys conducted at two of the proxy sites used in Trip Generation. The surveys were undertaken on the same dates and locations as the Trip Generation Proxy Surveys. The proxy parking generation counts and calculation sheets for 323 Coventry Road and 300 Greenbank Road are provided in Appendix E of the original TIA.

Table 6 summarizes the parking supply and parking demand for the two sites as well as the calculated parking supply rate and parking demand rate. The exterior parking supply has been included. For 323 Coventry Road this supply has been calculated based on the number of parking stalls not in use for long-term parking. As Dymon's business model makes use of an interior loading space which can accommodate more vehicles than the defined parking stalls, the interior parking supply has been tabulated based on the maximum demand for interior parking observed at each site.

Table 6: Parking Survey Summary

Site	GFA Storage & Retail (m ²)	Parking Supply (Exterior)	Parking Supply (Max Interior Usage)	Parking Demand	Parking Demand Rate
323 Coventry	12,351	14	7	11	0.09 / 100 m ²
300 Greenbank	9,195	9	5	11	0.12 / 100 m ²

The parking demand rates determined from the parking surveys at the proxy sites are compared to the parking rate based on the updated site plan shown in Table 7.

Table 7: 5120 Innes Road Parking Provisions Based on Updated Site Plan

Use	GFA (m ²)	Parking Provided	Parking Rate (Provided)
Self-Storage Warehouse, Reception & Retail	8,582	10	0.12 / 100 m ²

It has been calculated that parking is proposed to be provided at a rate of 0.12 per each 100 square metres of gross floor area. While this is less than the parking rate requested by the City of Ottawa, this matches the higher end of the surveyed parking rates at comparable Dymon sites. In conclusion, the provision is sufficient to satisfy the need of the visitors to the proposed development.

According to the City of Ottawa Accessibility Design Standards Section 3.1.1., for a building with a total parking provision ranged between one (1) and 12, one (1) Type A accessible parking space must be provided among the total provided parking. Based on this provision, a Type A accessible parking space is provided as shown in the updated site plan.

5 Development Design

5.1 Site Circulation

The updated site plan and access configuration have been reviewed using four design vehicles including an HSU (standard delivery truck), WB-20 tractor trailer (infrequent delivery truck), fire trucks, and passenger cars. The site is designed for large delivery vehicles to enter via the access on Trim Road and exit via the access on Innes Road, and all turning movement analyses for these vehicles were completed assuming this direction of travel.

It is assumed that the HSU trucks will access the interior and exterior loading areas as well as the garbage bins at the rear of the property. Sufficient clearance has been granted to allow the HSU truck to enter the interior loading dock after turning right onto the site at the Trim Road access. Once loading is completed, the HSU trucks can drive through the interior loading dock, turn left onto the west driveway, and exit the site via the Innes Road access. For HSU trucks accessing the garbage bins, the truck will instead turn onto the South driveway. To exit, the truck will reverse until enough distance exists in front of the truck to complete a turn onto the West driveway.

The WB-20 vehicles will utilize the exterior loading dock, which can be accessed from Trim Road by driving through the South driveway, and then turning onto the West driveway until there is enough space to reverse into the loading area.

The drive aisle along the West of the building has been designated as the fire truck route, which the fire truck will enter via the Trim Road site access. The aisle meets the minimum required width for a fire truck route, and sufficient clearance has been provided for the fire truck to complete all required turning movements.

The turning movement analysis completed for passenger vehicles assumes a conservative vehicle dimension equivalent to that of a pickup truck. It has been verified that the parking lot drive aisle to the East of the building provides sufficient space for passenger vehicles to access and leave each parking stall, including at the extremities of the drive aisles. Both drive-in and back-in parking manoeuvres are examined.

Appendix D includes seven drawings illustrating the turning paths for all design vehicles. All turning paths are accommodated by the proposed curbs and driveways.

5.2 Access Review

Similarly to the previous site plan, two accesses have been proposed for this site: one located on Trim Road approximately 70 metres (Site Access #1) south of Innes Road, and one on Innes Road (Site Access #2) approximately 90 metres east of Trim Road, measured from centreline to centreline. Both site accesses will be restricted to right-in / right-out only due to the centreline medians along the frontage of the site. Depressed curbs and truck aprons are provided at both site accesses. No modifications will be made to the medians.

5.2.1 Number of Accesses

The number of accesses remain the same in the updated site plan (2 right-in right-out accesses), which is below the threshold of the maximum number of private approaches permitted according to City of Ottawa's Private Approach By-law (No. 2003-447. As the new Access By-law No. 2026-139, that has come into effect on April 8, 2026, does not prescribe this limit, the provision is deemed appropriate.

5.2.2 Access Width

City of Ottawa's Access By-law No. 2026-139 Section 14(1) states that vehicular accesses shall be constructed with a width between 2.4 metres and 9.0 metres. The site access on Trim Road is 9 metres wide, and the site access on Innes Road is 6.6 metres wide, conforming with the width requirement.

5.2.3 Access Spacings

As the new Access By-law No. 2026-139, that has come into effect on April 8, 2026, does not prescribe this limit, the spacing has been examined against City of Ottawa’s Private Approach By-law Section 25(1)(m)(iii) as summarized in Table 8, which prescribes the minimum access spacing for land uses including office buildings and industrial developments where a property abuts on or is within 46 metres of an arterial or major collector highway.

Table 8: Private Approach Spacings

Number Of Parking Spaces	Distance Between The Private Approach And Nearest Intersecting Street Line	Distance Between A Two-Way Private Approach And Any Other Private Approach
20 to 99	18 metres	15 metres

The access on Trim Road will be approximately 110 metres north of the access to the Cumberland Service property south of the subject site. The access on Innes Road will be approximately 105 metres west of the existing intersection of a private lane at Innes Road.

The access on Trim Road will be approximately 70 metres north of the intersecting street line of the signalized parking lot access, and 55 metres south of the intersecting street line of Innes Road. The access on Innes Road will be approximately 65 metres east of the intersecting street line of Trim Road.

Therefore, for the updated site plan, the distances between the proposed site accesses and the nearest intersecting street lines or two-way private approaches satisfy the minimum required distance of 18 and 15 metres respectively.

5.2.4 Clear Throat Length

Similarly to the previous site plan, the clear throat length available at the accesses in the updated site plan are not in accordance with the TAC Geometric Guide for Canadian Roads, which specifies a clear throat length of 30 metres on an arterial road for a development categorized as light industrial land use with a development size between 10,000 and 45,000 square metres. However, it is still believed that the deficit in the throat length will have minimal impact on the site circulation.

Using the proxy site trip generation this study projects a maximum of 24 two-way trips during the Saturday Peak Hour, equivalent to a frequency of one vehicle every 2.4 minutes if evenly distributed. Furthermore, as most self-storage customers will use passenger vehicles for loading, few of these vehicles will be trucks, and require shorter time to proceed with turns. As such, it is believed that the gaps are sufficient for passenger vehicles to complete turns without forming queues during most of the operation time.

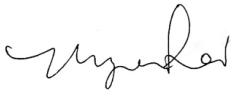
Heavy trucks visiting the site are controlled to enter via the access on Trim Road and exit via the access on Innes Road, hence the potential queue at the exit will not obstruct the inbound vehicles and create a queue on the adjacent street as the inbound vehicles enter from another access. As the loading bay doors are designed to roll up in 3 seconds and down in 5 seconds, it is also unlikely for a queue to occur in front of the loading bay doors and extend to the street.

6 Conclusions

The proposed development concept has been refined since the original TIA was prepared. This addendum has verified that the changes to the site plan and building layout will have no impact on the operational analysis and that the conclusions drawn in the original TIA remain valid.

If you have any questions or comments, please do not hesitate to contact the undersigned.

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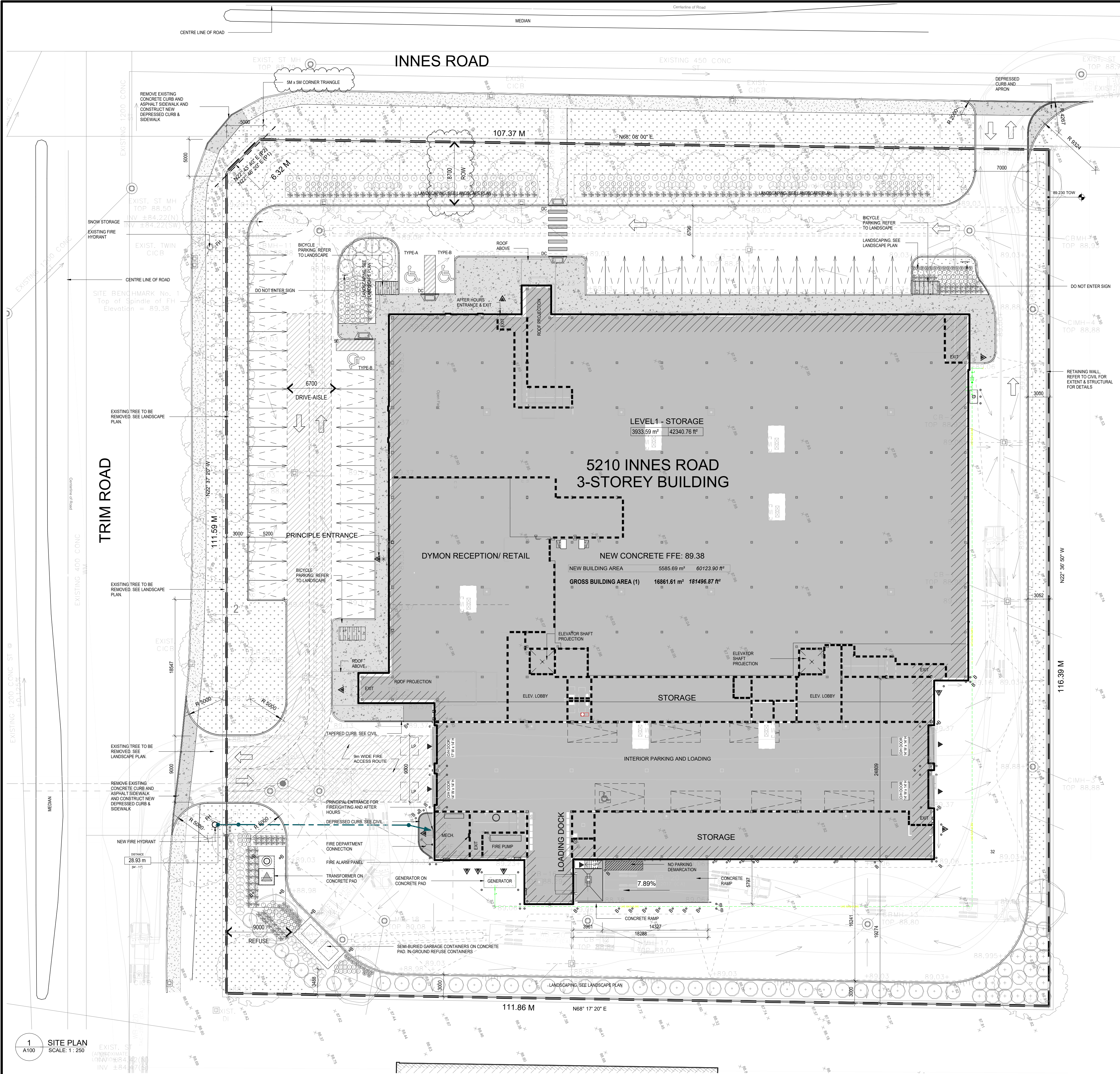
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Attachment 1

Original Concept Plan

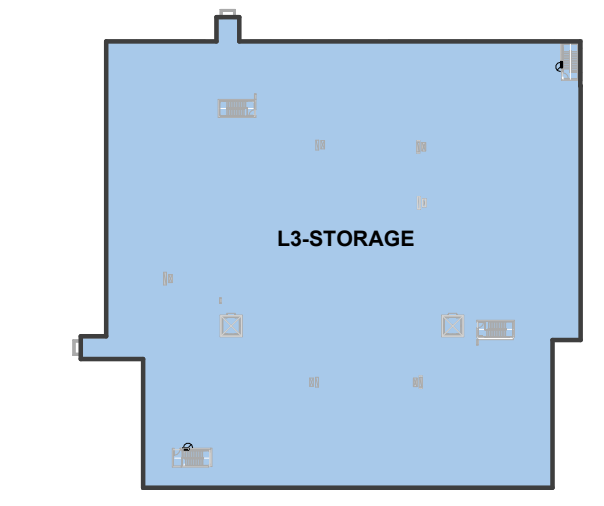


- LEGEND**
- PROPOSED BUILDING LOCATION
 - EXISTING NEIGHBOURING BUILDING
 - LANDSCAPED AREA
 - CONCRETE/ SIDEWALK
 - FIRE ROUTE
 - BARRIER-FREE PARKING CLEARANCE
 - TACTILE WALKING SURFACE INDICATOR

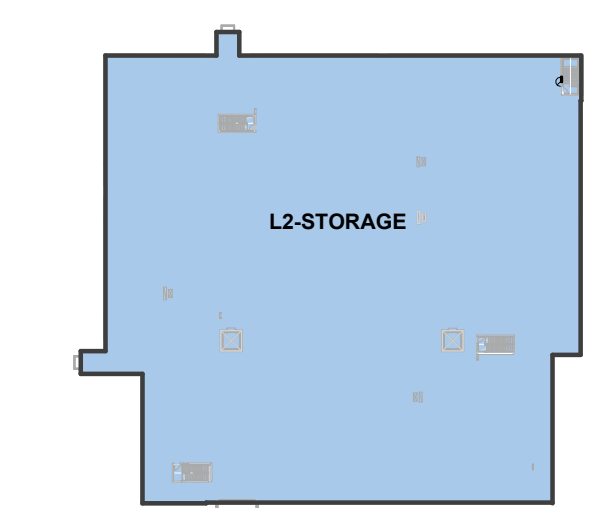
- FIRE DEPARTMENT CONNECTION
- BUILDING ENTRANCE / EXIT
- PRINCIPAL ENTRANCE (& TRAVEL PATH EXIT)
- EXIT AT REQUIRED TRAVEL PATH
- FIRE HYDRANT
- BOLLARD
- MANHOLE (SEE CIVIL)
- TRANSFORMER
- BARRIER-FREE PARKING
- VEHICULAR TRAFFIC DIRECTION
- CURB
- DEPRESSED CURB
- TYPICAL BIKE RACK
- TYPICAL PARKING
- TYPICAL QUEUING SPACE
- TYPICAL BF PARKING

DATA-GROSS BLG AREAS (1) - LEVELS

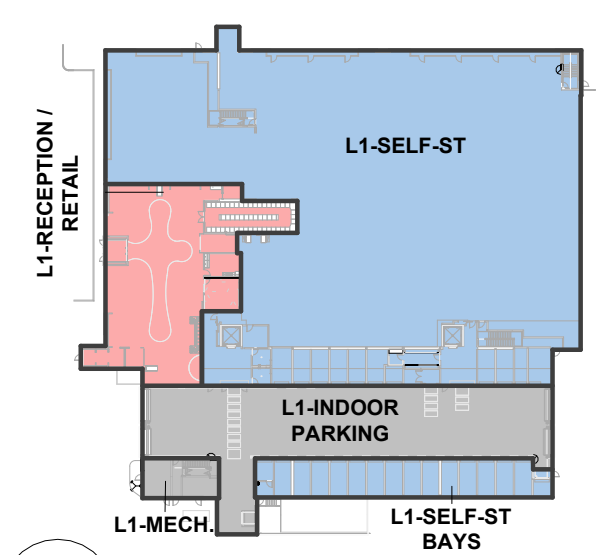
G-FLR	5626.07 m ²	60558.52 ft ²
MEZZ.	83.33 m ²	896.99 ft ²
2ND-FLR	5585.69 m ²	60123.90 ft ²
3RD-FLR	5585.61 m ²	59917.46 ft ²
	16861.61 m ²	181496.87 ft ²



4 3-3RD-FLR
SCALE: 1: 1250



3 2-2ND-FLR
SCALE: 1: 1250



2 1-G-FLR
SCALE: 1: 1250

GENERAL SITE PLAN NOTES:

TOPOGRAPHICAL INFORMATION:
PART OF LOT 1 CONCESSION 8 GEOGRAPHIC TOWNSHIP OF CUMBERLAND CITY OF OTTAWA
SURVEY BY: ANNIS, O'SULLIVAN, VOLLEBECK LTD.

SITE AND BUILDING DATA:

SITE AREA	12992.00 m ²
NEW BUILDING AREA	5585.69 m ² 60123.90 ft ²
NEW BUILDING HEIGHT	14.4M
GROSS BUILDING AREA (1)	16861.61 m ² 181496.87 ft ²
GROSS FLOOR AREA (2)	15649.74 m ² 168452.43 ft ²

GENERAL NOTES:

- FOR PAVED SURFACES, GRADING, SITE SERVICING, DRAINAGE EROSION AND SEDIMENT CONTROL, REFER TO CIVIL DRAWINGS.
- FOR PLANTING DETAILS, REFER TO LANDSCAPE DRAWINGS.

GROSS BUILDING AREA:
1. (ONTARIO BUILDING CODE DEFINITION): THE TOTAL AREA OF ALL FLOORS ABOVE GRADE MEASURED BETWEEN THE OUTSIDE SURFACES OF EXTERIOR WALLS.
2. * GROSS FLOOR AREA (CITY OF OTTAWA ZONING BYLAW): DEFINITION FOR THE PURPOSE OF DETERMINING PARKING REQUIREMENTS: GROSS LEASABLE FLOOR AREA MEANS THE TOTAL FLOOR AREA DESIGNED FOR TENANT OCCUPANCY AND EXCLUSIVE USE, MEASURED FROM THE INTERIORS OF OUTSIDE WALLS EXCLUDING FLOOR AREA OCCUPIED BY PARTY WALLS AND EXCLUDING:
3. INTERIOR PARKING / LOADING (DRIVE THRU).
4. FLOOR AREA OCCUPIED BY SHARED MECHANICAL, SERVICE AND ELECTRICAL EQUIPMENT THAT SERVE THE BUILDING; (BY-LAW 2008-326)
5. COMMON HALLWAYS, CORRIDORS, STAIRWELLS, ELEVATOR SHAFTS AND OTHER VOIDS, STEPS AND LANDINGS; (BY-LAW 2008-326)
6. BICYCLE PARKING; MOTOR VEHICLE PARKING OR LOADING FACILITIES; COMMON LAUNDRY, STORAGE AND WASHROOM FACILITIES THAT SERVE THE BUILDING OR TENANTS;
7. COMMON STORAGE AREAS THAT ARE ACCESSORY TO THE PRINCIPLE USE OF THE BUILDING; (BY-LAW 2008-326)
8. COMMON AMENITY AREA AND PLAY AREAS ACCESSORY TO A PRINCIPLE USE ON THE LOT; AND (BY-LAW 2008-326) LIVING QUARTERS FOR A CARETAKER OF THE BUILDING.

ZONING:

ZONING DESIGNATIONS (PART 10):
GM ZONE

ZONING PROVISIONS

MINIMUM LOT WIDTH (m):	N/A
MINIMUM LOT AREA (m ²):	N/A
MINIMUM FRONT YARD SETBACK:	3 m
MINIMUM REAR YARD SETBACK:	-
MINIMUM INTERIOR SIDE YARD SETBACK:	-
MINIMUM CORNER SIDE YARD SETBACK:	3 m

BUILDING HEIGHT

MAXIMUM (GM ZONES):	18 m
PROPOSED:	14 m

LANDSCAPING (SECTION 110):
REQUIRED FRONT AND CORNER SIDE YARDS TO BE LANDSCAPED, EXCEPT FOR DRIVEWAYS CROSSING THE FRONT OR CORNER SIDE YARD LEADING TO PARKING AREA

	PARKING LOT AREA	MIN. LANDSCAPE % ALLOWED	% LANDSCAPING PROVISION %
LANDSCAPING - PARKING	5300.00 m ²	15%	39.94 %

VEHICLE PARKING (SECTION 101):
WAREHOUSE (0.8/100m) FIRST 5000m²: (5,000/100m²) x 0.8 = 40
WAREHOUSE (0.4/100M) AFTER 5000m²: (11,080/100m²) x 0.4 = 45

MINIMUM REQUIRED: 85
NUMBER PROVIDED: (*) SEE AMENDMENT AS PART OF ZONING BY-LAW AMENDMENT)

PARKING FOR THE PHYSICALLY DISABLED (PARKING BYLAW 2003-530, SECTION 122)

MINIMUM REQUIRED:	3 No. 1x TYPE 'A' 1x TYPE 'B'
NUMBER PROVIDED:	3 No. 1x TYPE 'A' 1x TYPE 'B'

(*) PARKING PROVIDED:

PARKING BAY TYPE:	No.
PARK-5.2X2.6	49
PARK-BF-5.2X3.4-TYPE-A	1
PARK-BF-5.2X2.6-TYPE-B	2
PARKING TOTAL.....	52

LOADING BAY AREA

LOADING BAY TYPE:	No.
LOAD-3.66x7M	1
LOAD-2.6x7M	6
LOADING BAY PARKING TOTAL.....	7

BICYCLE PARKING (SECTION 111): 1 PER 2000m² (WAREHOUSE)

MINIMUM REQUIRED: 9
NUMBER PROVIDED: 10

LOADING ZONE (SECTION 113):

MINIMUM REQUIRED: 2
NUMBER PROVIDED: 1* (*) SEE AMENDMENT AS PART OF ZONING BY-LAW AMENDMENT)

GROSS FLOOR AREA (GFA) - INTERIOR LOADING	
INT. LOADING & PARKING (-)	882.58 m ² 9500.05 ft ²

GROSS FLOOR AREA (GFA 2) - EXCL-INTERIOR LOADING

1-0 (E), REC. / RETAIL	693.56 m ² 7465.47 ft ²
1-0 (F), ELEV LOBBY SERV.	122.24 m ² 1315.76 ft ²
1-0 (F), ME SERVICE	47.44 m ² 510.66 ft ²
1-1.5 (F), ME SERVICE	58.75 m ² 632.35 ft ²
1-3 (F), STOR. / WAREH.	14497.94 m ² 156054.52 ft ²
1-3 (F), VERTICAL	229.81 m ² 2473.67 ft ²
GFA-TOTAL	15649.74 m ² 168452.43 ft ²

GENERAL NOTES

- DO NOT SCALE DRAWINGS; ONLY FIGURED DIMENSIONS ARE TO BE USED, WHERE DOUBT EXISTS; FILE REQUEST FOR INTERPRETATION AND REQUEST CLARITY
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO VERIFY DIMENSIONS ON SITE; REPORT DISCREPANCIES TO THE ARCHITECT PROMPTLY.
- GENERAL CONTRACTOR TO TAKE INTO ACCOUNT CONSTRUCTION TOLERANCE; GENERAL CONTRACTOR TO COORDINATE THE WORK OF DIFFERENT TRADES TO COMPLY WITH DESIGN INTENT
- ALL WORK DESCRIBED IN THESE DRAWINGS AND SPECIFICATIONS ARE TO COMPLY WITH THE CURRENT EDITION OF THE ONTARIO BUILDING CODE (2010) INCLUDING MOST RECENT AMENDMENTS. DRAWINGS AND SPECIFICATIONS ARE COMPLEMENTARY AND ARE TO BE READ TOGETHER.

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ISSUE RECORD

NO.	DESCRIPTION	DATE
1	ISSUE FOR REVIEW	2022-12-22
2	ISSUE FOR SPA	2023-02-06
3	ISSUE FOR REVIEW	2023-04-12
4	ISSUE FOR SPA - UPDATE	2023-06-19
6	ISSUE FOR COORDINATION	2023-09-25
7	ISSUE FOR PLANNING APPROVAL	2023-11-17
8	ISSUE FOR SPA UPDATE	2024-03-27

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WWW.ARCHITECTSDCA.COM 613.725.2294

PROJECT TITLE
DYMON 5210 INNES ROAD

DRAWING TITLE
SITE PLAN

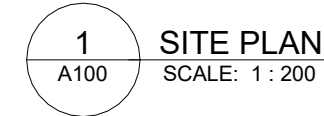
DATE DEC 2023	DRAWN SD	JOB NO. 3465	DRAWING NO. A100
SCALE As indicated	REVIEWED TD		

ARCHITECTURAL

1 SITE PLAN
SCALE: 1: 250

Attachment 2

Updated Draft Plan



GROSS FLOOR AREA (2.)	9026.88 m²	97164.53 ft²
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As indicated	Checker	
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ARCHITECTURAL