



5210 Innes Road

Planning Rationale
Minor Zoning By-law Amendment + Site Plan Control
August 22, 2026



Prepared for Dymon Storage

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420 O'Connor Street
Ottawa, ON K2P 1W4

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Introduction

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

1.1 Application History and Summary

Fotenn previously submitted Zoning By-law amendment (D02-02-23-0001) and Site Plan Control (D07-12-23-0001) applications to the City of Ottawa in December 2022 for the development of a three (3) storey low-rise Dymon Storage Centre on the lands at 5210 and 5220 Innes Road. The Zoning By-law Amendment application was approved in April 2024, and Site Plan Control approval conditions were provided to the applicant team for review and concurrence. The Site Plan Control application was placed on hold as the extent of the development lands was being confirmed.

The revised development proposal would consist of a slightly taller five (5) storey mid-rise Dymon Storage Centre on the subject property, which now only comprises the lands municipally known as 5210 Innes Road. In addition to the Site Plan Control recirculation, a Minor Zoning By-law Amendment application is being concurrently submitted to seek relief from the City of Ottawa Zoning By-law as follows:

- / Increase to the permitted building height from 18 metres to 22 metres;
- / Increase to the lantern feature projection from 7 metres above the permitted height to 10 metres above the permitted height;
- / Increase to the lantern feature's canopy projection from 1.5 metres (half of the front yard depth) to 2.4 metres into a required front yard, up to a distance of 0.6 metres from the front lot line.
- / Reduction to the minimum required vehicle parking from 20 spaces (as required under the existing site-specific zoning) to 0 spaces.
- / Reduction to the minimum required width of an aisle providing access to a regular or oversized loading space from 9 metres to 6 metres.
- / Permit a pedestrian pathway to cross a required soft landscaped buffer surrounding a parking lot.
- / Permit vehicle parking to be located within the exterior side yard.

1.2 Submission Materials

In addition to this Planning Rationale prepared by Fotenn, the following materials are enclosed in support of the Minor Zoning By-law Amendment application and Site Plan Control recirculation submissions:

- / Site Plan, A100, prepared by Architects DCA, Revision No. 3, dated 2026-06-19;
- / North and West Elevations, A400, prepared by Architects DCA, Revision No. 3, dated 2026-06-19;
- / South and East Elevations, A401, prepared by Architects DCA, dated April 2022, Revision No. 3, dated 2026-06-19;
- / Site Servicing Plan, C-1, prepared by D.B. Gray Engineering Inc., dated April 10, 2026, Revision No. 1, dated June 16, 2026;
- / Grading Plan, C-2, prepared by D.B. Gray Engineering Inc., dated April 10, 2026, Revision No. 1, dated June 16, 2026;
- / Erosion & Sediment Control Plan, C-3, prepared by D.B. Gray Engineering Inc., dated June 16, 2026, Revision No. 1, dated May 4, 2026;

- / Notes, C-4, prepared by D.B. Gray Engineering Inc., dated April 10, 2026, Revision No. 1, dated June 16, 2026;
- / Details & Schedules, C-5, prepared by D.B. Gray Engineering Inc., dated April 10, 2026, Revision No. 1, dated June 16, 2026;
- / Drainage Plan, C-6, prepared by D.B. Gray Engineering Inc., dated April 10, 2026, Revision No. 1, dated June 16, 2026;
- / Landscape Plan, L1, prepared by Fotenn Planning + Design, dated June 2023, Revision No. 5 dated 2026/06/23;
- / Planting Plan, L2, prepared by Fotenn Planning + Design, dated June 2023, Revision No. 5 dated 2026/06/23;
- / Landscape Details, L3, prepared by Fotenn Planning + Design, dated June 2023, Revision No. 5, dated 2026/06/23;
- / Soil Volume & Tree Canopy Cover Plan, L4, prepared by Fotenn Planning + Design, dated June 2023, Revision No. 5, dated 2026/06/23;
- / Site Servicing Study & Stormwater Management Report, prepared by D.B. Gray Engineering Inc., dated June 16, 2026;
- / Geotechnical Investigation, prepared by Fisher Engineering, Project No. FG 22- 12469, dated November 30, 2022, revised August 8, 2023;
- / Memorandum Re: Tree Plantings – Geotechnical Considerations, prepared by Fisher Engineering, dated May 29, 2026;
- / Hydrogeological Investigation, prepared by Fisher Engineering, Project No. FE-P 22-12470H, dated November 30, 2022;
- / Stage 1 and 2 Archaeological Assessment, prepared by Matrix Heritage, Report No. MH1153-REP.01, dated May 2023;
- / Transportation Impact Assessment Addendum, prepared by CGH Transportation, Project No. 2026-005, dated 2026-07-08;
- / Phase One Environmental Site Assessment, prepared by Fisher Engineering, Project No. FE-P 21-10990, dated March 22, 2021;
- / Hydrogeological Investigation, prepared by Fisher Engineering, Project No. FE-P 22-12470H, dated November 30, 2022;
- / Tree Conservation Report, prepared by IFS Associates, dated July 13, 2026;
- / Topographical Plan of Part of Lot 1, Concession 8, Geographic Township of Cumberland, City of Ottawa, prepared by Annis, O'Sullivan, Vollebakk Ltd., dated August 12, 2021.

Site Context & Surrounding Area

2.1 Subject Property

The subject property, known municipally as 5210 Innes Road, is located at the southeast corner of Trim Road and Innes Road in the Orléans community of the City of Ottawa. The square-shaped subject property has an area of 4,645.72 square metres and frontages of 63.74 metres along Innes Road to the north and 70.06 metres along Trim Road to the west. The subject property is currently a vacant greenfield property.



Figure 1: Aerial photo of subject property (GeoOttawa)

2.2 Surrounding Context

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

East: Immediately east of the subject property is a vacant, L-shaped parcel that also abuts the subject property to the south. Further east is land occupied by the City of Ottawa Trim Depot Garage with a storage yard and minimal development. The Trim Depot lands about both Trim Road and Innes Road. This is followed by undeveloped land until the intersecting Frank Kenny Road.

South: To the south of the subject property are the above noted vacant, L-shaped parcel and the City of Ottawa Trim Depot. Further south of this are sports fields and parkland, and the École secondaire publique Gisèle-Lalonde (a French

public secondary school) followed by undeveloped land. The subject property is located approximately 600 metres from the existing Millennium Bus Rapid Transit Station and Park & Ride.

West: Immediately west of the subject property is Trim Road (a north-south arterial road), across of which is an outdoor shopping centre area containing several services including restaurants, a bank, a grocery store, a liquor store, an animal hospital and a daycare. Further west is École secondaire catholique Béatrice-Desloges, a French Catholic secondary school. Further west is a low-rise residential neighbourhood.

2.3 Transportation Network

The subject property is well connected with respect to roads, bus transit, cycling, and pedestrian networks.

2.3.1 Road Network

The subject property is located at the southeast corner of Trim Road and Innes Road, both of which are designated as Arterial Roads on Schedule C9 – Rural Road Network of the Official Plan (Figure 2).

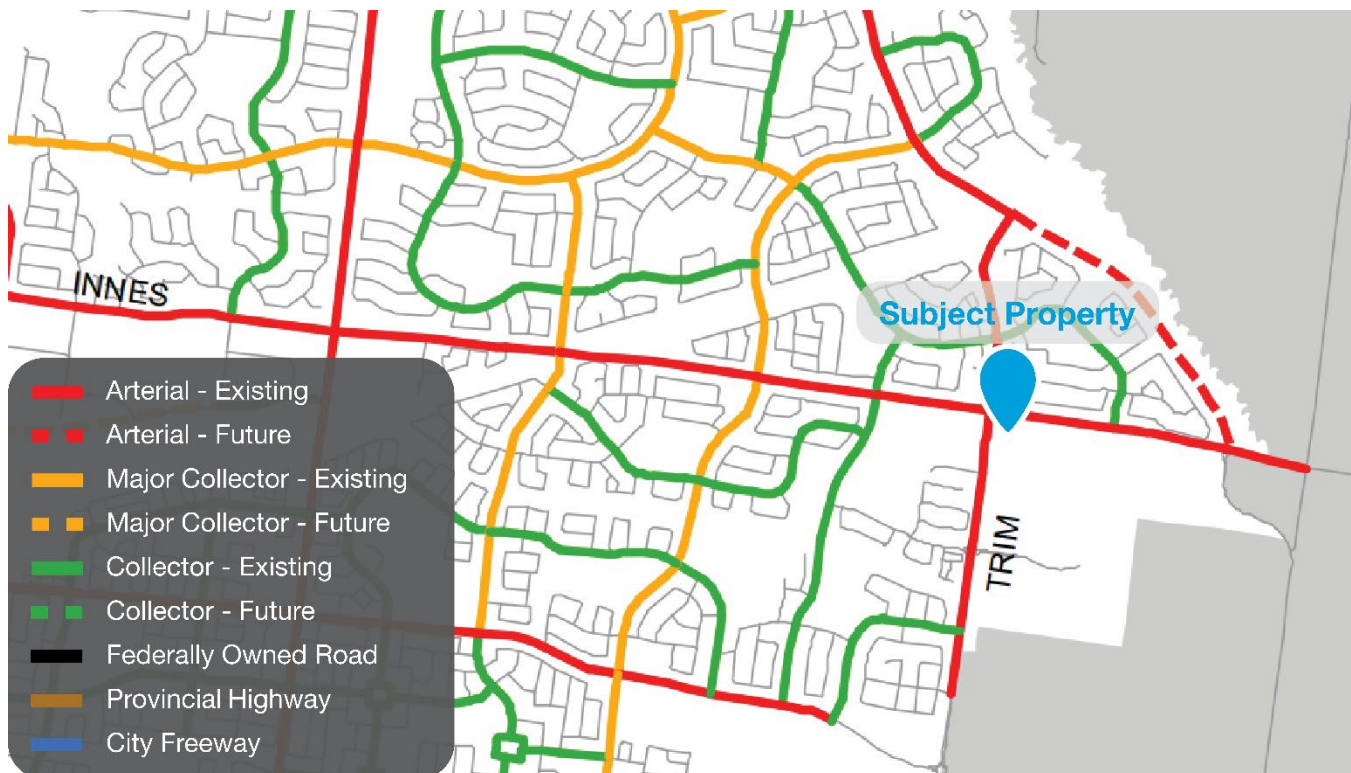


Figure 2: Subject Property on Schedule C4 – Urban Road Network of the Official Plan

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

2.4 Transit Network

The subject property is located less than 600 metres to the north of the future Millennium (BRT) station, and fronts onto a Transit Priority Corridor as seen in Figure 3 below.

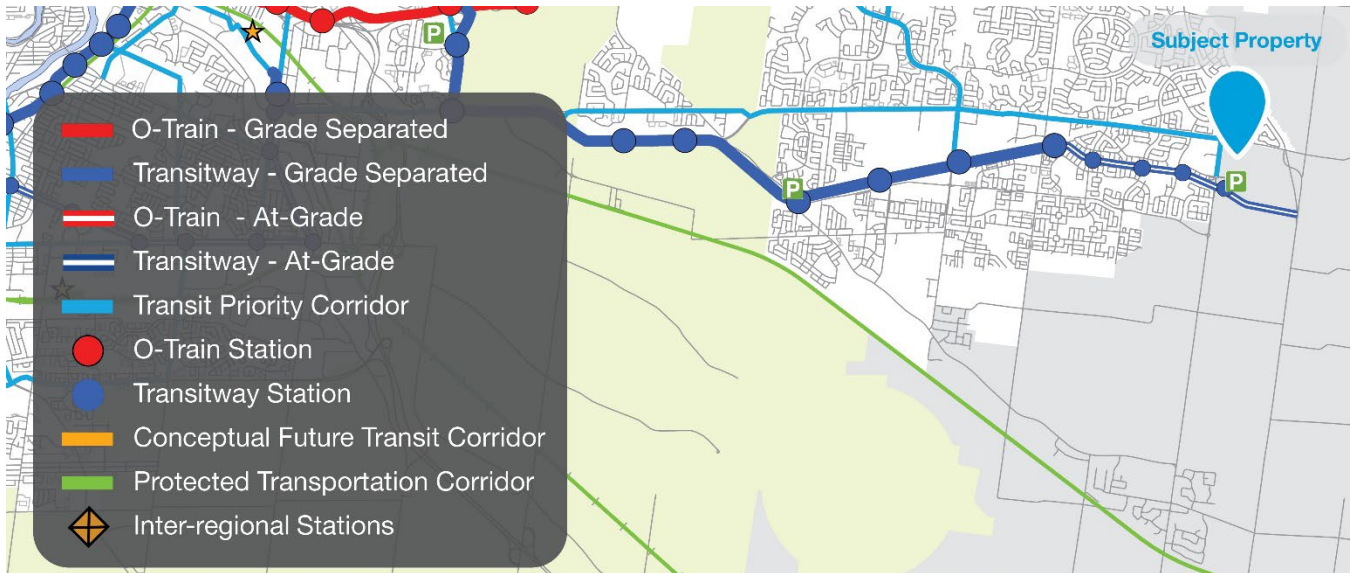


Figure 3: Subject Property on Schedule C2 – Transit Network (Ultimate) of the Official Plan

2.4.1 Cycling Network

The subject property is well served by the City of Ottawa's greater cycling network, with a Major Pathway fronting on to Trim Road as seen on Schedule C3 – Active Transportation Network of the Official Plan (Figure 4). The cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation.



Figure 4: Subject Property on Schedule C3 – Active Transportation Network of the Official Plan



Figure 6: Ground Floor Plan of the Proposed Development

The proposed building will have a height of 21.5 metres, and will incorporate decorative “lantern” parapet projections rising to a height of 31.8 metres. The building will incorporate generous setbacks from nearby lot lines, as follows:

- / 5.6 metres from the front lot line abutting Innes Road to the north (with the exception of a small bump-out);
- / Approximately 17.1 metres from the exterior side lot line abutting Innes Road to the west (with the exception of a small bump-out);
- / 9.2 metres from the east interior side lot line; and,
- / 9.4 metres from the south rear lot line.

As the subject property does not directly abut a residential zone, the building’s setbacks coupled with its low mid-rise height will ensure that current and future development is not impacted by the development’s massing and scale.

The building will be designed and constructed to meet Dymon’s signature look. The use of a variety of materials including glass, masonry, and metal panels will create variety in building articulation and break up the building’s façades. The ground floor façades include high-quality glazing along the Innes Road (north) and Trim Road (west) sections of the proposed development. The façades facing the public streets will also incorporate tall lantern features that add to the

building's visual interest. The front entrances are articulated by glass doors that are flush with the building's ground level.

Two (2) right-in/right-out vehicle accesses will be provided to the proposed development, via Trim Road (at the subject property's southwest corner) and Innes Road (at the subject property's northeast corner). The proposed development provides 10 outdoor parking spaces located to the west of the building, with additional parking located in an interior parking and loading area directly accessible from the Trim Road access. While most users of the Dymon Centre are expected to access the subject property with their private vehicles, a dedicated loading space for larger trucks is proposed to be located to the south of the building for larger storage needs.

The proposed development will incorporate a minimum two-metre-wide landscaped buffer along the east and south lot lines, with larger soft landscaped buffers being provided where it would not conflict with future onsite truck circulation. Generous landscaping will be provided along the subject property's frontages along Trim Road to the west (within a buffer between the small outdoor parking lot and Trim Road) and particularly along Innes Road to the north (where there is no driveway or parking between the building and the roadway).

A walkway will provide direct pedestrian access from the subject property's frontage along Innes Road to the building's main entrance along its western façade. An ancillary retail and reception area in the northwest corner of the building's ground floor will provide an at-grade, active use facing the abutting public rights-of-way.

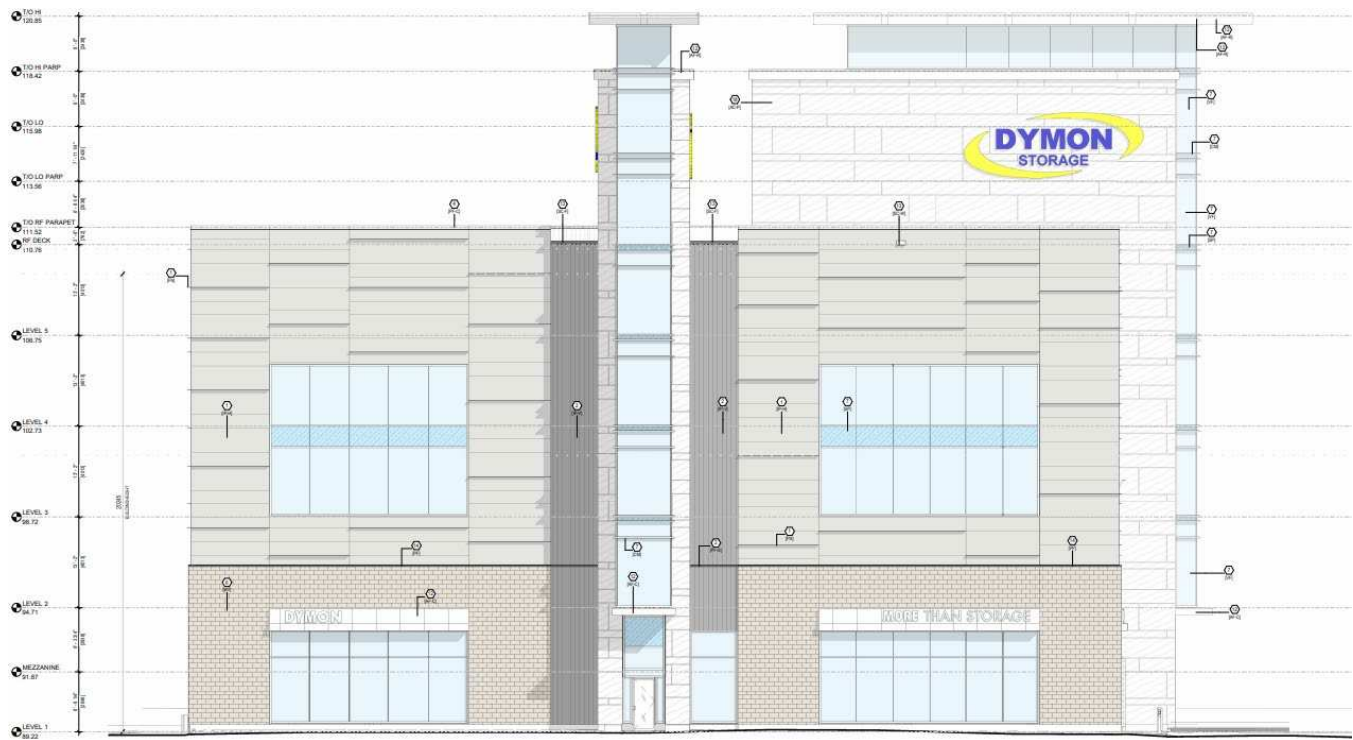


Figure 7: North Elevation of the Proposed Development

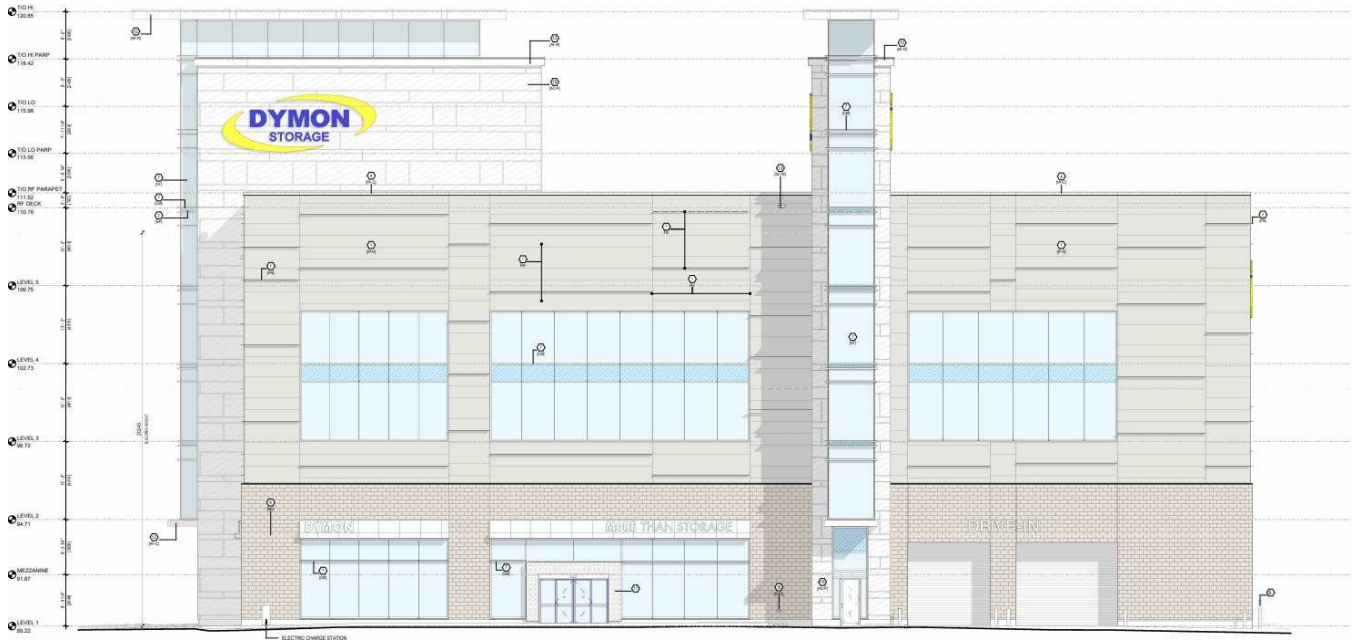


Figure 8: West Elevation of the Proposed Development

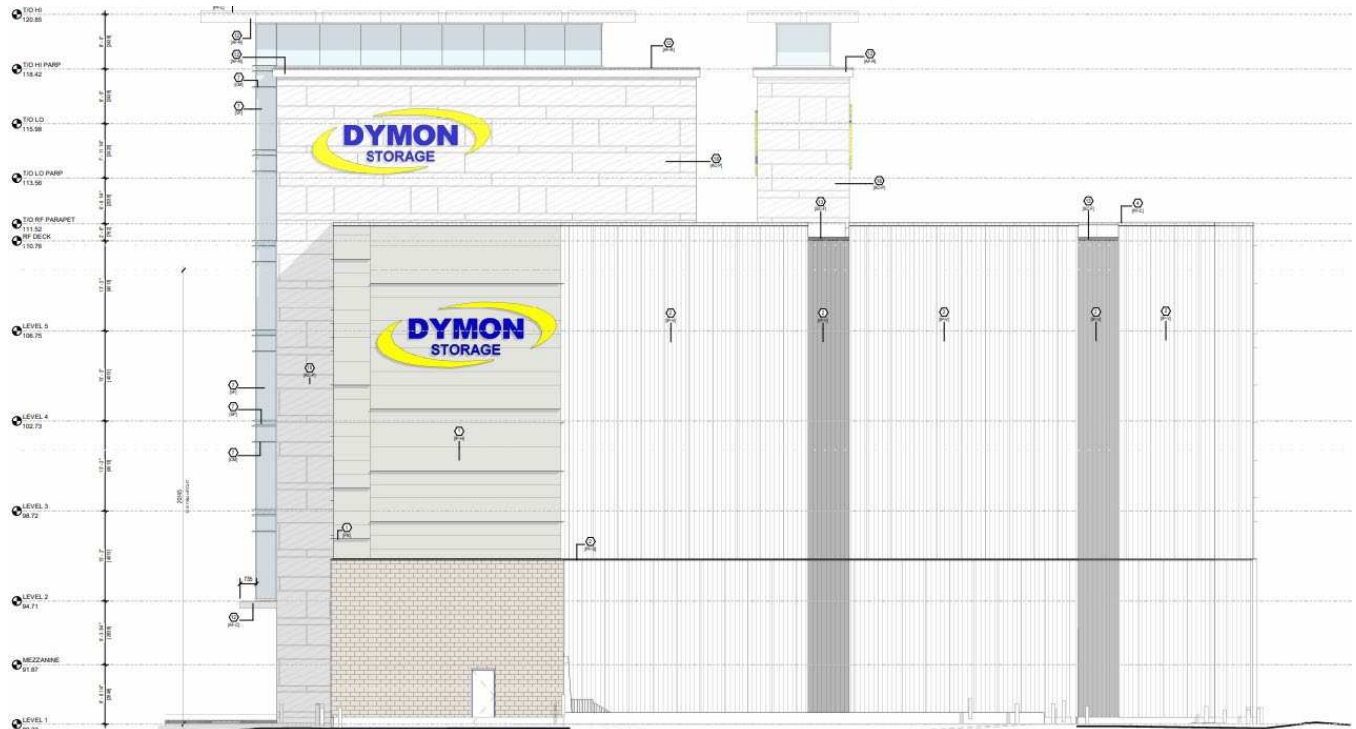


Figure 9: South Elevation of the Proposed Development



Figure 10: East Elevation of the Proposed Development



Figure 11: Rendering of the Proposed Development, looking Southwest from Innes Road



Figure 12: Rendering of the Proposed Development, looking Northeast from Trim Road

4.0

Policy & Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards. The following PPS policies are applicable to the subject site, among others:

2.1 Planning for People and Homes

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

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

2.3.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

The proposed development is consistent with the PPS (2024). More specifically, the proposed development supports the achievement of complete communities by adding to the mix of land uses in the area and is designed in a compact manner that makes efficient use of the subject property.

4.2 City of Ottawa Official Plan

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

4.2.1 Strategic Directions

Section 2.1 of the Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

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

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

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

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

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

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

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

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

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

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

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

4.2.2 Cross-Cutting Issues

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

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

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

The proposed development fosters economic development by providing a commercial use within the City's urban boundary that will provide employment and help support small business owners. The proposed self-storage use is built in a compact, efficient design and helps support intensification by providing storage space to residents who may be able to live in smaller, denser spaces if their storage needs are met through the Dymon use.

4.2.3 Transect and Land Use Designation

The subject property is designated "Minor Corridor" within the Suburban Transect Schedule 8B of the Official Plan.

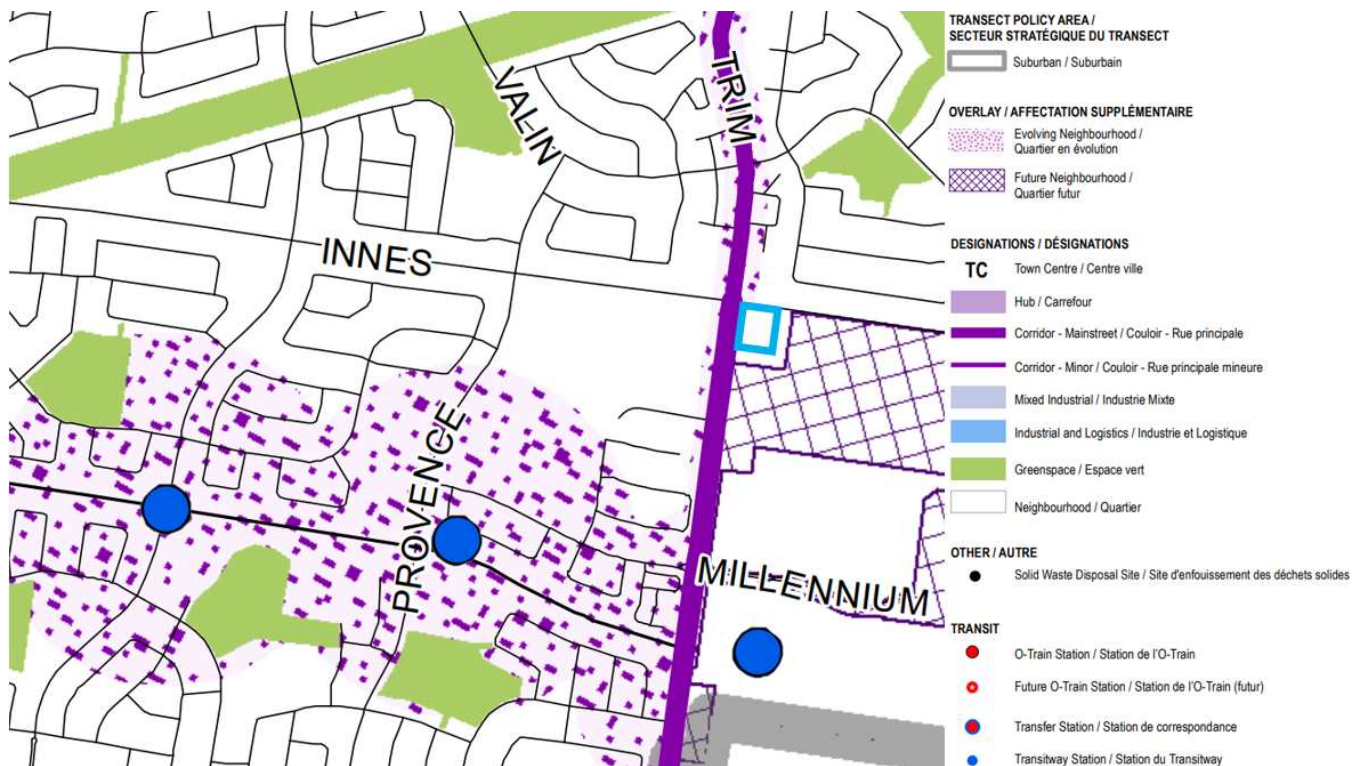


Figure 13: Subject Property (outlined in blue) on Schedule B8 – Suburban (East) Transect of the Official Plan

Policy 2(b) of Section 5.4.1 states that within the Suburban Transect, development shall be low-rise along Minor Corridors, however the following direction applies:

- i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;
- ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and
- iii) High-rise buildings may be permitted through a secondary plan.

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

Per Policy 2 of Section 6.2.1, development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users.
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

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

Policy 2 of Section 6.2.2 states that, in the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

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

The proposed development of the subject property meets the policies of the underlying Minor Corridor designation. The proposed low mid-rise building height is appropriate for the area, as the development will be set back a significant distance (over 40 metres) from the nearest residential lot and does not incorporate residential uses, thereby minimizing overlook concerns. The proposed secure, climate-controlled, well-lit self-storage building is appropriate for the evolving, urbanizing context of the area. The proposed service commercial use will complement the area's existing and future residential and commercial uses and will not result in any undue adverse traffic, noise, or odour impacts.

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

4.2.4 Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design matters within the City.

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

Policy 3 of Section 4.6.5 states that development shall minimize the conflict between vehicles and pedestrian and improve the attractiveness of the public realm by internalizing all servicing, loading area, mechanical equipment and utilities into the design of the building. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Per Policy 4 of Section 4.6.5, development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

Policy 7 of Section 4.6.6 states that mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i) Provide landscaping and adequate space for tree planting;
 - ii) Avoid a street canyon effect; and
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development features limited surface parking between the building and the abutting public right-of-way along Trim Road, with no parking or drive aisles separating the building wall from Innes Road to the north. The building nonetheless responds to its surrounding context by providing a more active, heavily glazed ground floor use facing Trim and Innes Roads. The site design of the proposed development strategically places the drive-through entrance along the southern section of the building, off Trim Road, and ensures a safe and attractive public realm through cross walks, walkways, and sidewalks. The subject property's frontages will be generously landscaped so as to visually screen the surface parking areas. The proposed dedicating loading dock and a generator are generally screened from public view.

The proposed development's limited mid-rise height and setbacks will ensure that the building does not cause street canyon or microclimate impacts.

4.3 City of Ottawa Comprehensive Zoning By-law (2026-50)

The City of Ottawa enacted its new Zoning By-law (2026-50) on March 11, 2026, which was subsequently subject to a number of appeals. Following the Ontario Land Tribunal's (OLT) oral decision issued on July 2, 2026, those portions of the Zoning By-law that are not under appeal have come into force and effect. Zoning By-law 2026-50 replaces the City's

former Zoning By-law (2008-250), except for those sections that remain under appeal, in which case the corresponding provisions of Zoning By-law (2008-250) continue to apply.

The subject property is zoned Neighbourhood Mixed Use Zone, Urban Exception 2943 (NMU[2943]) in the new City of Ottawa Comprehensive Zoning By-law (2026-50).

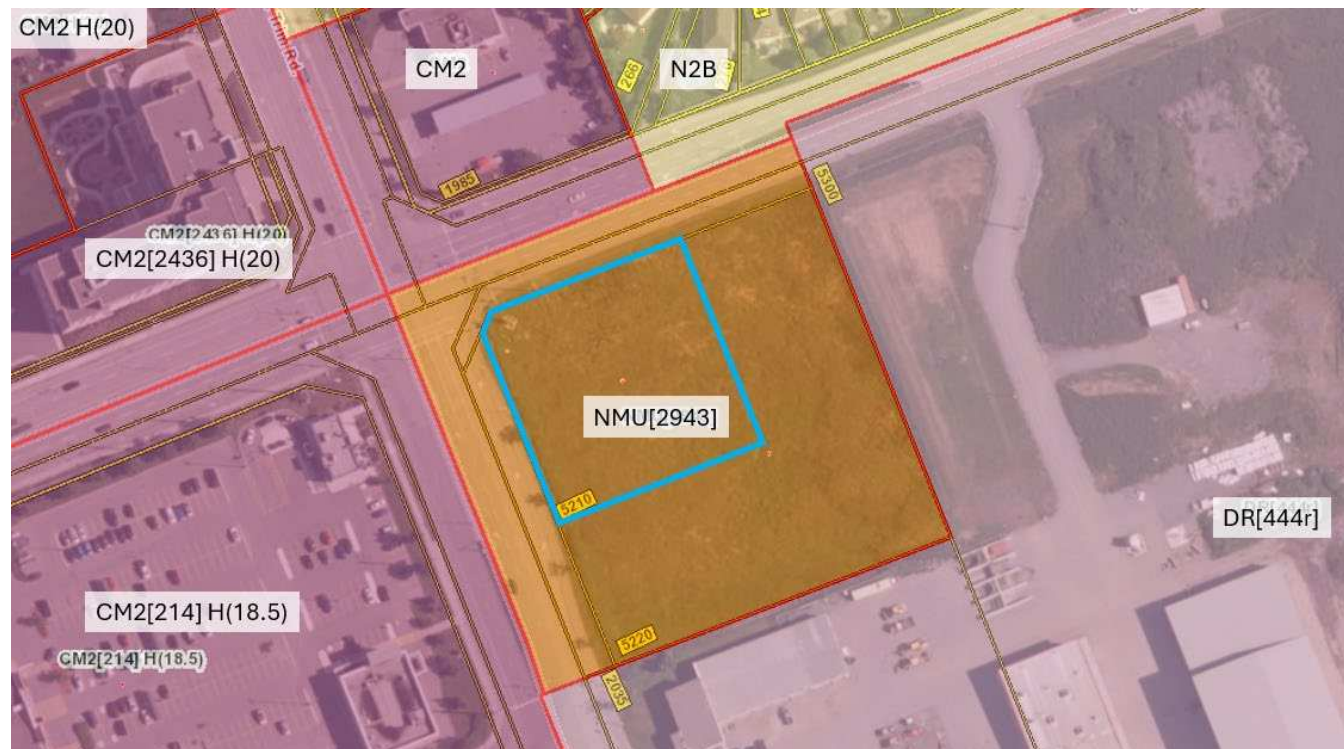


Figure 14: Zoning Map of the Subject Property (outlined in blue) and Surrounding Area (GeoOttawa)

The purpose of the Neighbourhood Mixed-Use Zone is to:

- / Strengthen locally oriented services and amenities in support of 15-minute neighbourhoods.
- / Provide for flexible and adaptable space for residential and non-residential use.
- / Support mixed-use development in appropriate locations in the Neighbourhood designation and recognize existing non-residential uses.
- / Establish zoning requirements that create contextually appropriate development for the surrounding area.

Exception 2943 carries forward the site-specific zoning provisions applicable to the subject property as approved through a site-specific Zoning By-law amendment (D02-02-23-0001) to the City's previous Zoning By-law. The amending by-law was enacted in April 2024 and had the effect of rezoning the subject property to General Mixed Use Zone, Urban Exception 2943 (GM[2943]) under the previous Zoning By-law. The provisions of Urban Exception 2943, which have been carried forward to Zoning By-law 2026-50, are as follows:

- / Additional land uses permitted – Warehouse, limited to a self-storage facility;
- / Minimum required vehicular parking spaces for a warehouse limited to a self-storage facility, including ancillary retail: 20 spaces.

- / Minimum required loading spaces for a warehouse limited to a self-storage facility, including ancillary retail: 1 loading space.
- / Despite Section 113(6) and Table 113C, no oversized vehicle loading spaces are required.
- / Despite Section 64, a lantern feature is considered to be a permitted projection above the height limit and may project up to 7m beyond the specified height limit.

The proposed **warehouse, limited to a self-storage facility** use, is permitted in the NMU[2943] zone.
The proposed development is measured against the applicable provisions of Zoning By-law (2026-50) in the table below.

Provision	Required	Provided	Compliance
Minimum Lot Width	No minimum	> 63.7 m	✓
Minimum Lot Area	No minimum	4,645.72 m ²	✓
Minimum Front Yard Setback (Innes Road)	3 m	4.1 m	✓
Minimum Exterior Side Yard Setback (Trim Road)	3 m	14.8 m	✓
Minimum Interior Side Yard Setback	For a non-residential use building not abutting a residential zone: no minimum	9.2 m	✓
Minimum Rear Yard Setback	For a non-residential use building that does not abut a street or an N1-N6 zone: no minimum	9.4 m	✓
Maximum Building Height	18 m	21.54 m	X
Minimum Width of Landscaped Area	Where abutting a street or an N1-N6, INZ or LGZ zone: 3 m	3 m where abutting a street	✓
	All other cases: no minimum	1.8 m	✓
Outdoor Storage	Outdoor storage is not permitted	No outdoor storage is proposed.	✓
Projections Above the Height Limit	Despite Section 64, a lantern feature is considered to be a permitted projection above the height limit and may project up to 7m beyond the specified height limit.	Lantern features project up to a height of 31.8 metres, 10.2 metres higher than the proposed building height of 21.5 metres.	X

Provision	Required	Provided	Compliance
Projections into Yards	For awning and canopies / Minimum setback from a lot line: 0.6 m / Maximum projection into a front yard: ½ the depth of the yard (1.5 m) For ornamental elements (non-residential buildings): / Minimum setback from a lot line: 1.2 m / Maximum projection: 0.6 m	The top portion of the north lantern feature incorporates a cantilevered canopy which projects 2.23 m into the required front yard, 0.7 m from the front lot line.	X

The proposed development is compared to the new Zoning By-law's parking-related provisions in the table below.

Provision	Required	Provided	Compliance
Minimum Required Parking	For a warehouse limited to a self-storage facility, including ancillary retail: 20 spaces [2943] Note: per Section 110(2), where an exception requires minimum parking space rates those rates do not apply: 0 spaces are required.	14 spaces	✓
Location of Parking	No parking space may be established in a front yard; an exterior side yard; or the extension fo a required or provided exterior side ayrd into a rear yard.	Parking is located in the exterior side yard abutting Trim Road to the west.	X
Parking Space Provisions	A motor vehicle parking space must be: / Minimum 2.6 m wide / Minimum 5.2 m long (6.7 m in the case of a parallel parking space)	Parking spaces are 2.6 m by 5.2 m (6.7 m in the case of parallel spaces)	✓
Minimum Required Bicycle Parking	/ Retail store up to 999 m² (2 spaces with an additional 1 space per 250 m² above 250 m²): 4 spaces / Warehouse use: no bicycle parking required	4 spaces	✓

Provision	Required	Provided	Compliance
Aisle and Driveway Provisions	A driveway providing access to a parking lot must have a minimum width of: / 3 m for a single traffic lane / 6 m for a double traffic lane	6 m	✓
	Minimum width of an aisle providing access to parking spaces: / 0-40 degree angle: 3.5 m / 71-90 degree angle: 6.7 m	/ 0-40 degree angle: > 3.5 m / 71-90 degree angle: 6.7 m	✓
Minimum Landscaped Area of a Parking Lot	For a parking lot with 100 or fewer parking spaces, 15 per cent of the parking lot area must be landscaped	27.62 per cent	✓
Minimum Soft Landscaped Buffer Around a Parking Lot	For a parking lot containing 10 or fewer spaces: 1 metre	Minimum 2 metres, but a pedestrian pathway crosses the 3 m landscaped buffer along Trim Road	✗
Outdoor Refuse Collection/Loading Area	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be screened from view by an opaque screen with a minimum height of 2 metres. Where an in-ground refuse container is provided, the screening requirement may be achieved with soft landscaping and must be a minimum height of 1.5 metres.	In-ground refuse container is provided and abuts soft landscaping, with two (2) deciduous trees provided in close proximity to the refuse containers providing some visual screening	✓
Minimum Required Loading Spaces	For a warehouse limited to a self-storage facility, including ancillary retail: 1 loading space	1 loading space	✓
Minimum Required Oversized Loading Spaces	No oversized loading spaces are required	No oversized loading spaces are required, but the loading space has oversized dimensions	✓
Minimum Width of Driveway Accessing Loading Space	6 m	6 m	✓
Minimum Width of Aisle Accessing a Provided Oversized Loading Space	60 to 90 degrees: 17 m	6 m	✗
Minimum Loading Space Dimensions	7 m by 3.5 m	17.7 m by 5.1 m	✓

4.4 Proposed Zoning By-law Amendment

Based on the above discussions, the proposed development requires relief from the following provisions of Zoning By-law 2026-50:

- / **Maximum Building Height:** Whereas the Zoning By-law permits a maximum building height of 18 metres, the proposed development has a total building height of 21.54 metres. The proposed building height represents a modest increase from the existing height permission, and is set back a significant distance from abutting properties. Further, the subject property is not located adjacent to any existing or planned sensitive low-rise uses.
- / **Lantern Projection Height:** Whereas the Zoning By-law permits a lantern feature to project up to 7 metres above the height limit, the proposed lantern features will be 31.8 metres in height, approximately 10.2 metres above the above-noted proposed building height. The lantern feature represents a purely ornamental design element that is standard to Dymon Storage Centres, and does not add any gross building area to the proposed development (i.e. the lantern projections do not provide additional floors, usable floor space, etc.), thereby removing any privacy/overlook concerns. The lantern feature is slender and will have no significant shadowing impacts. The subject property's location, which does not abut any sensitive low-rise uses, will also help ensure that the lantern causes no undue adverse impacts.
- / **Lantern Projection into the Required Front Yard:** Whereas the Zoning By-law permits ornamental elements such as sills, belt courses, cornices, parapets and pilasters to project 1.2 metres into a required yard, but not closer than 0.6 metres to a lot line; and permits canopies and awnings to project a distance equal to $\frac{1}{2}$ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line; the canopy at the top of the proposed lantern feature on the north building wall facing Innes Road will project 2.22 metres into the required 3-metre front yard, 0.78 metres from the front lot line. The proposed lantern is largely set back sufficiently from the front lot line, with only its top canopy extending further out towards the front lot line. The projecting canopy, at a height of approximately 31.8 metres, represents an ornamental design feature that is located quite high relative to the surrounding grade and will have no impact on landscaping opportunities, pedestrian connectivity, or other elements that may otherwise be affected by a projection in a required yard.
- / **Minimum Required Parking:** Whereas the Zoning By-law (through Urban Exception [2943]) requires a minimum of 20 vehicle parking spaces, the proposed development provides 14 parking spaces, ten of which are located outdoors, and four of which are located in the indoor parking area. In the past, similar Dymon Centre developments have received approval for less required parking as a result of the self-storage facilities' parking operations. All previous Dymon self-storage facilities proposed an interior parking facility for weather protection of self-storage patrons. It is typically these spaces that are used by patrons and outdoor surface parking is often only needed for staff (approximately five (5) surface parking spaces are generally required). The Dymon Centre model's low parking demand represents an opportunity to further intensify the site as a relatively minor number of parking spaces are required to support the use. Section 110 of the Zoning By-law notes that where an exception or schedule requires minimum parking space rates those rates do not apply, except minimum visitor parking space rates and maximum parking space rates continue to apply in exceptions and schedules. In considering this provision and that Zoning By-law 2026-50 does not prescribe a minimum parking requirement within the urban area with the exception of visitor parking, it is recommended that the exception be updated to clarify that there is no minimum vehicle parking requirement for the warehouse use (including the ancillary ground floor retail use).
- / **Parking in the Exterior Side Yard:** Whereas the Zoning By-law does not permit parking to be provided in an exterior side yard, the proposed development's parking lot is located in the exterior side yard abutting Trim Road to the west. The parking lot is limited to ten spaces along a single-loaded drive aisle, with sufficient soft landscaping being provided between the parking lot and the right-of-way. The parking lot placement is part of an overall design layout that allows for proper site functionality and circulation, including visibility of the main

entrance from the street, and truck and vehicle movements. The proposed parking is limited to the exterior yard, with the front yard featuring generous amounts of soft landscaping.

- / **Minimum Width of an Aisle Accessing a Loading Space:** Whereas the Zoning By-law requires a minimum width of 17 metres for an aisle accessing a provided oversized loading space at a 60- to 90-degree angle, the minimum width of the driveway accessing the provided loading space is proposed to be 6 metres. The 6-metre width represents the shortest width of the truck turning area, with several points being much wider than 6 metres. The aisle's functionality has been confirmed from a truck turning perspective.
- / **Pedestrian Pathway Crossing a Soft Landscaped Buffer:** Whereas the Zoning By-law requires a minimum soft landscaped buffer width of 1 metre around a parking lot containing 10 or fewer parking spaces, the proposed development easily exceeds this requirement with the exception of a 1.8-metre wide pathway providing a direct pedestrian connection between the main building entrance and the right-of-way along Innes Road. The proposed pathway will help improve onsite active transportation and will not result in a meaningful loss of soft landscaping onsite.

The subject property's existing urban exception [2943] is proposed to be amended with the following provisions:

- / Maximum permitted building height: 22 m.
- / A lantern feature is considered to be a permitted projection above the height limit and may project up to 10 metres beyond the specified height limit.
- / A lantern feature's canopy may project up to 2.4 metres into a required front yard, up to a distance of 0.6 metres from the front lot line.
- / Minimum required vehicle parking for a warehouse limited to self-storage and ancillary retail use: no minimum.
- / Parking is permitted to be located within the exterior side yard.
- / Minimum required width of an aisle providing access to a regular or oversized loading space: 6 metres.
- / A pedestrian pathway may cross a soft landscaped buffer surrounding a parking lot.

Conclusion

It is our professional planning opinion that the Minor Zoning By-law Amendment and Site Plan Control recirculation applications for the development of the subject property at 5210 Innes Road with a Dymon Storage Centre constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Planning Statement (2024) by providing a use that contributes to the achievement of complete communities in a compact built form that makes efficient use of the subject property;
- / The proposed development conforms to the policy directions of the Official Plan and the applicable Suburban Transect and Minor Corridor designation policies. The proposal seeks to facilitate the development of a vacant property within a built-up urban area, provides a built form that is appropriate for its surrounding context, and introduces a service commercial use that will support existing and future residents and businesses. The proposed development responds to urban design objectives, in particular by providing an active frontage in the form of a ground floor reception/retail area with significant glazing.
- / The proposed development complies with the majority of the applicable requirements of the City of Ottawa Zoning By-law (2026-50). The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies and plans submitted as part of this application.

Sincerely,



Nico Church, MCIP RPP
Senior Planner