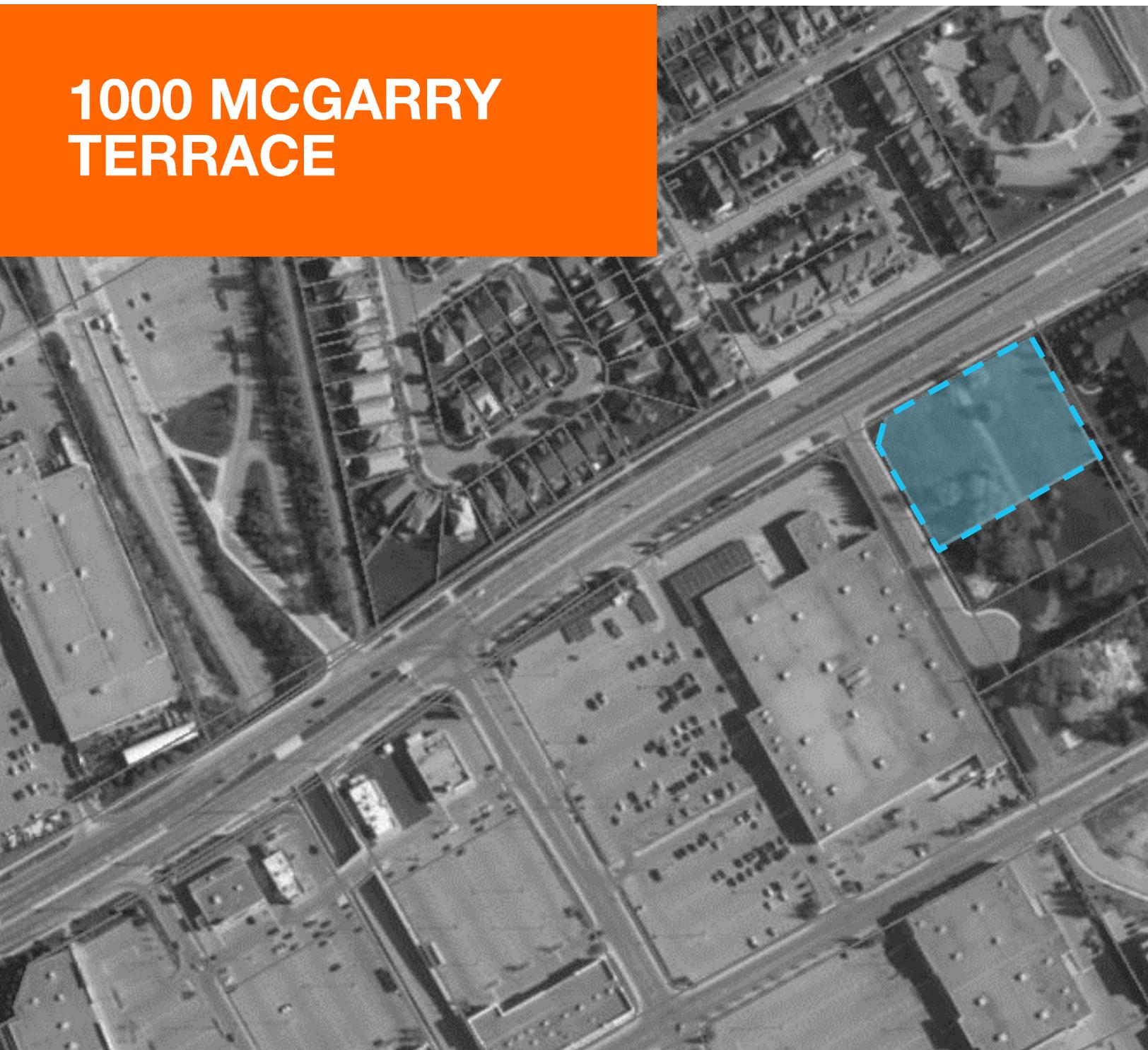


FOTENN

1000 MCGARRY TERRACE



February 26, 2018

Planning Rationale

Zoning By-law
Amendment and Site
Plan Control



Prepared for:



Dymon Group of Companies
2-1830 Walkley Road
Ottawa, ON K1H 8K3
dymonselfstorage.com

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

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Fotenn Consultants Inc. acting as agents for Dymon Group of Companies, is pleased to submit the enclosed Planning Rationale in support of Zoning By-law and Site Plan Control application for the lands municipally known as 1000 McGarry Terrace in the community of Barrhaven in the City of Ottawa. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

Development Overview

Dymon Self-storage is proposing a five-storey (5) self storage and retail building at 1000 McGarry Terrace. The building will measure 22 metres in height with a total footprint of 2,786m². The building is proposed to have two (2) 550m² independent at-grade tenant spaces, along with 558m² of retail space for the Dymon facility and 11,680m² of self-storage space. The proposed development will have a total of 33 parking spaces, which includes one (1) accessible parking space. Five (5) surface parking spaces will be allocated to the Dymon Storage and retail area and 28 spaces are intended to service the retail tenants. The majority of the storage related parking is accommodated in the covered parking area of the building. The proposed development also features a loading drive-in that is two (2) lanes and provides capacity for a total of approximately five (5) vehicular spaces.

The Dymon Service Model

An understanding of the Dymon Service Model is integral in the understanding of the proposal's massing, location, and use. Dymon Self-Storage includes more than storage solutions for personal and business use. It also supports commercial activities in the areas in which it locates. In a typically Dymon facility, nearly 40% of the storage units are rented by commercial tenants located in the local surrounding area. The ratio is in large part as a result of proximity to large commercial retailers (Wal-mart, Loblaws, ...). As a result of the synergy with commercial users, Dymon has consistently located along arterial roadway, in proximity to employment areas (Carling Avenue, Coventry Road) and large-format shopping centres (2420 Bank Street, 280 Didsbury Road and Innes Road).

As living spaces become smaller due to intensification, the Dymon facility will become an essential service to support more compact lifestyles. Its model contributes to creating complete communities which include services that are both desirable and necessary to support every day activities and needs. Dymon has adapted the self-storage model to an urban-format that is complimentary to its location and where intensification is encouraged and planned for in policy documents.

A typical Dymon facility provides more services than just storage. Every facility includes the following uses: meeting space, boardrooms, office space, safety deposit boxes, 24/7 parcel pickup, mailbox services, document storage, shredding services, moving services, 24/7 access and retail with extended retail hours. It is estimated that approximately 40% of the operational space within a Dymon facility is dedicated to these additional uses. The uses are typically integrated in the ground floor of the storage facility, visible from the street and enhance the buildings street level presence and pedestrian orientation. On this basis, a Dymon facility is more appropriately considered a mixed-use building.

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Property



Figure 1: Site Location and Context

The site is located in the community of Barrhaven, in the South Nepean Town Centre, and is legally described as Plan 4M1303, Block 1 in the City of Ottawa. The subject property is approximately 0.61 hectares in size and is located at the intersection of McGarry Terrace and Strandherd Drive. The site is regular in shape and is currently zoned as MC[1440] H(20). It has approximately 79 metres of frontage on Strandherd Drive and approximately 57 metres of frontage on McGarry Terrace. Strandherd Drive is categorized as an Arterial Mainstreet in the Official Plan and is characterized as a vehicle-oriented, low-profile, large-format retail corridors with significant surface parking areas due to the large-format retail uses and buildings in the Mixed Use Centre.

Legally the site is known as:
/ PLAN 4M1303 BLK 1

The following identifies the land uses that surround the site:

- / **North:** The lands directly to the north of the subject properties consist of Strandherd Drive. Beyond the street, there is a child care facility and a residential subdivision with a range of dwelling types.
- / **East:** The lands directly to the east of the subject properties consist of a senior living residence known as *The Court at Barrhaven*, which is located along Longfields Drive. Beyond Longfields Drive to the east, there is a French Catholic high school (École secondaire catholique Pierre-Savard) and, further along, there are lands designated for open space and for environmental protection.
- / **South:** The lands directly to the south of the subject site consist of two (2) vacant lots, further to the south are two lots, one of which is currently occupied by a two-storey detached dwelling as well as two single storey accessory garage structures, while the other is a vacant lot fronting Longfields Avenue. These lots will be the future site of a two building, mixed-use, high rise development. Beyond Marketplace Avenue to the South is the location of a new Minto community (Ampersand).
- / **West:** Located directly west of the subject properties is a large format retail shopping centre that can be accessed from Marketplace Avenue. Further, the retail shopping centre frames the intersection of Strandherd Drive and Greenbank Road. Beyond Greenbank Road to the west, commercial development and some residential uses along Strandherd Drive are present.



Figure 1: Surrounding Land Uses

2.2 Community Amenities

The site's location within Barrhaven Town Centre corresponds to its proximity to a wide range of amenities located within one (1) kilometre of the site including:

- / Three (3) rapid transit stations: Strandherd, Marketplace, and Barrhaven Town Centre;
- / Several regular OC Transpo bus routes: 95, 170, 171, 173, 175, 176, 177, 186, 205;
- / Retail and commercial uses in the nearby Riocan Shopping Centre;
- / École secondaire catholique Pierre-Savard;
- / Child care services and senior residences;
- / Rodeo Park, Moloughney Park, and Ventanna Park; and
- / On-road cycling network.

2.3 Roads and Transit

The subject property is well serviced with respect to the existing road network. As per Schedule E: Urban Road Network in the City of Ottawa Official Plan, the subject property is located within close proximity to two (2) existing collector roads, Riocan Avenue and Marketplace Avenue; two (2) existing arterial roads, Strandherd Drive and Greenbank Road; and a proposed arterial road, Longfields Drive. The subject property is also within close proximity to Highway 416, with access from Strandherd Drive.

The site is within close proximity to several bus routes along Strandherd Drive, Marketplace Avenue, and Longfields Drive. Routes 95, 170, 171, 173, 175, 176, 177, 186, and 205 are easily accessible from the proposed development. As per Schedule D: Rapid Transit Network, the subject property is within close proximity to the southern limit of the bus rapid transit route, a transit station, and a park and ride facility.

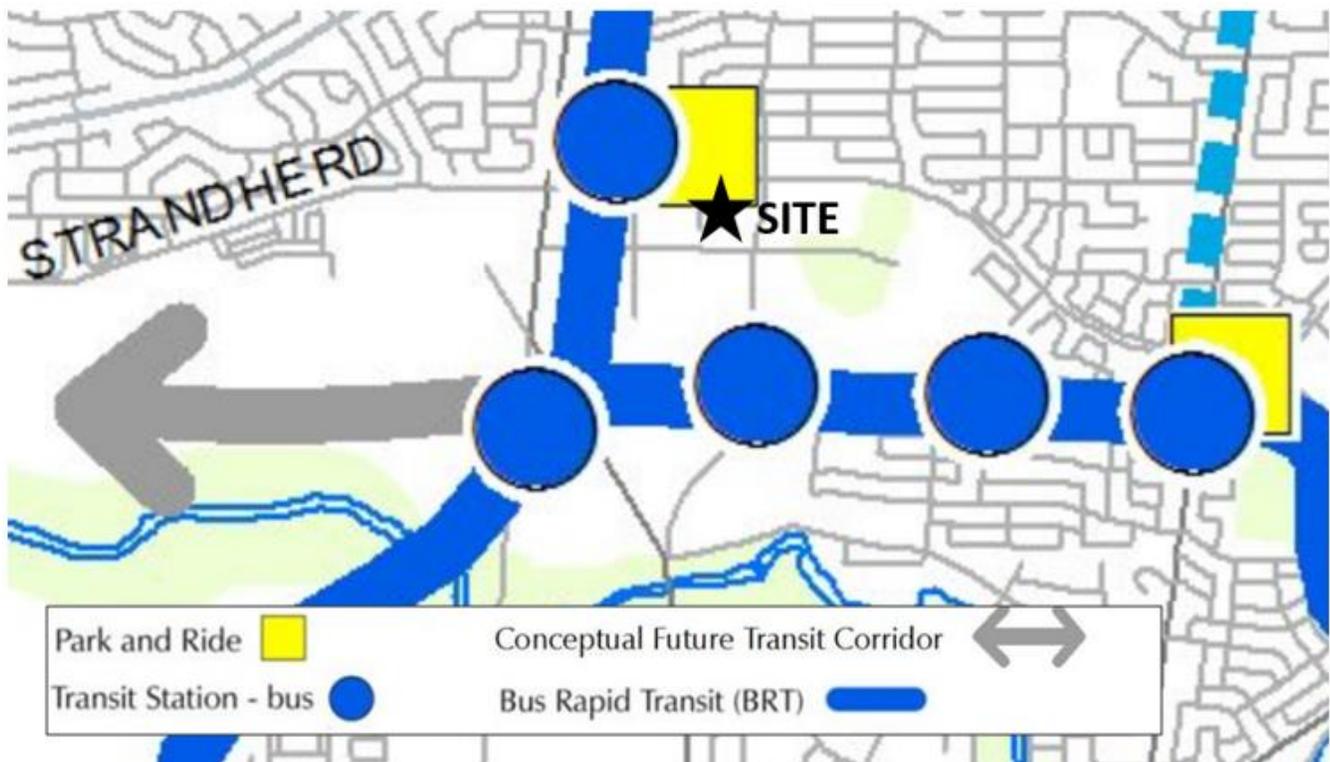


Figure 2: Excerpt of Schedule D – Rapid Transit Network from the City of Ottawa Official Plan



Figure 3: Excerpt of Schedule E – Urban Road Network from the City of Ottawa Official Plan

3.0 PROPOSED DEVELOPMENT

3.1 Building and Site Design Brief

As noted earlier, Dymon Storage Ottawa intends to construct a mid-rise, mixed-use development with a total height of five (5) storeys (22 metres). The proposed development will include approximately 1,095 m² of retail space on the ground floor, fronting onto Strandherd Drive and McGarry Terrace. The retail tenants will function independently of the Dymon-related retail. The remaining part of the ground floor as well as all storeys above will consist of a storage facility operated by Dymon Storage Ottawa. The self storage component will be approximately 11,680 m² in size. The Dymon Storage Ottawa retail component will be located on the ground floor and accessed directly from McGarry Terrace.

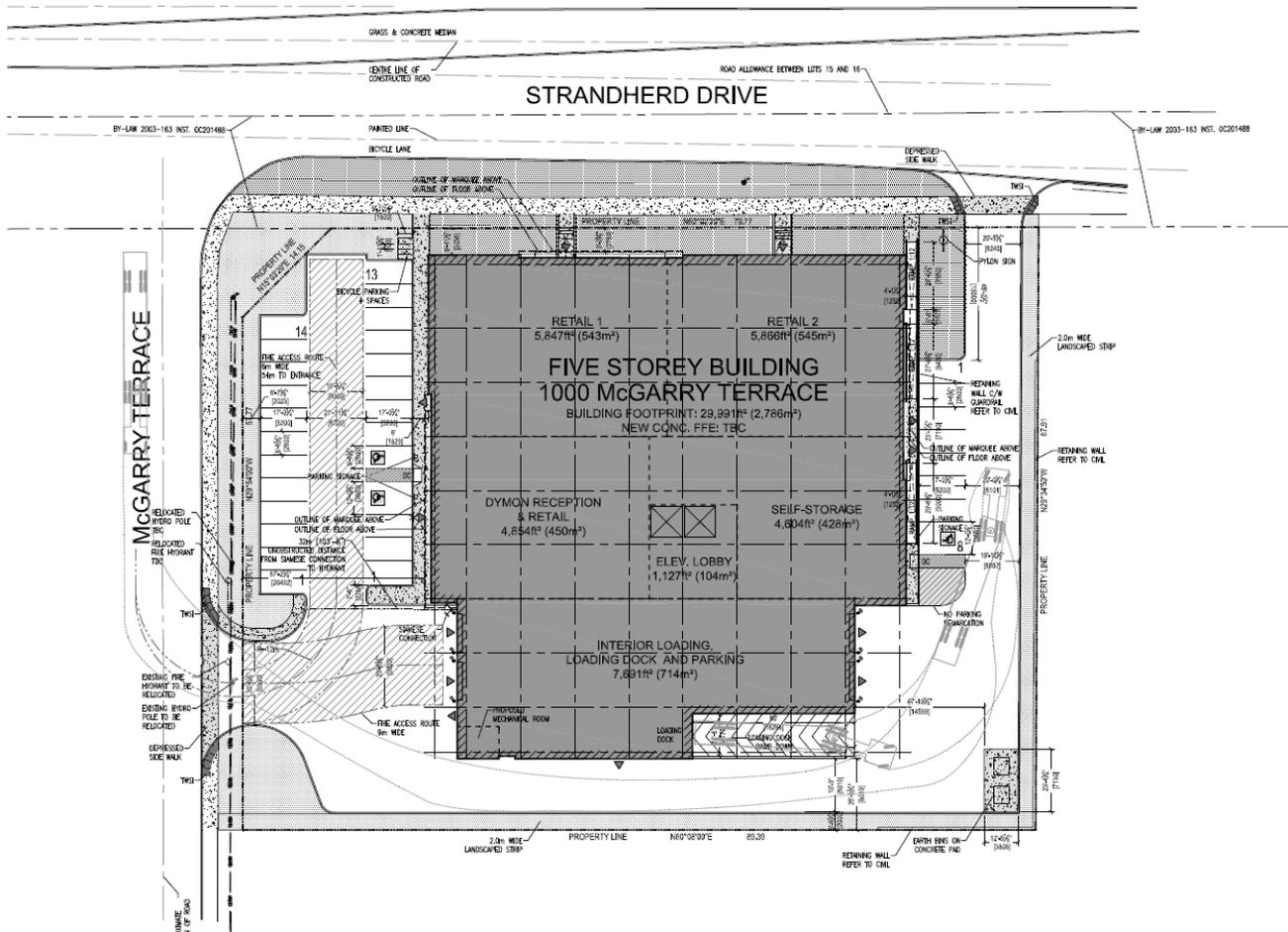


Figure 4: Site Plan of Subject Property

The massing of the proposed mixed-use building has been broken up with the use of a variety of materials including glass, brick and concrete. The facades include glazing along two sides of the development and varied setbacks, ample signage, awnings and articulated entrances. The front entrances are articulated by glass doors that are flush with the ground level of the building. The building will be designed and constructed to meet Dymon’s signature look.

The ground floor of the proposed development has been designed with the relevant policy documents and arterial mainstreet design objectives in mind. The self-storage facility, which frames a portion of the street edge has been oriented towards Strandherd Drive and McGarry Terrace. The portion of the ground floor attributed to the self-storage facility will include a lobby, administrative office, loading drive-in and retail unit.

A separate retail tenant will occupy the remainder of the ground floor and has been oriented toward Strandherd Drive. The entrance to this retail unit is proposed from Strandherd Drive, while the vehicular accesses are located along McGarry Terrace and Strandherd Drive. The remaining storeys will include storage units that vary in size as well as rentable board rooms and other amenities. The self-storage units, will be accessible via internal elevators and vehicle loading areas, and are climate controlled in a clean and secure building.

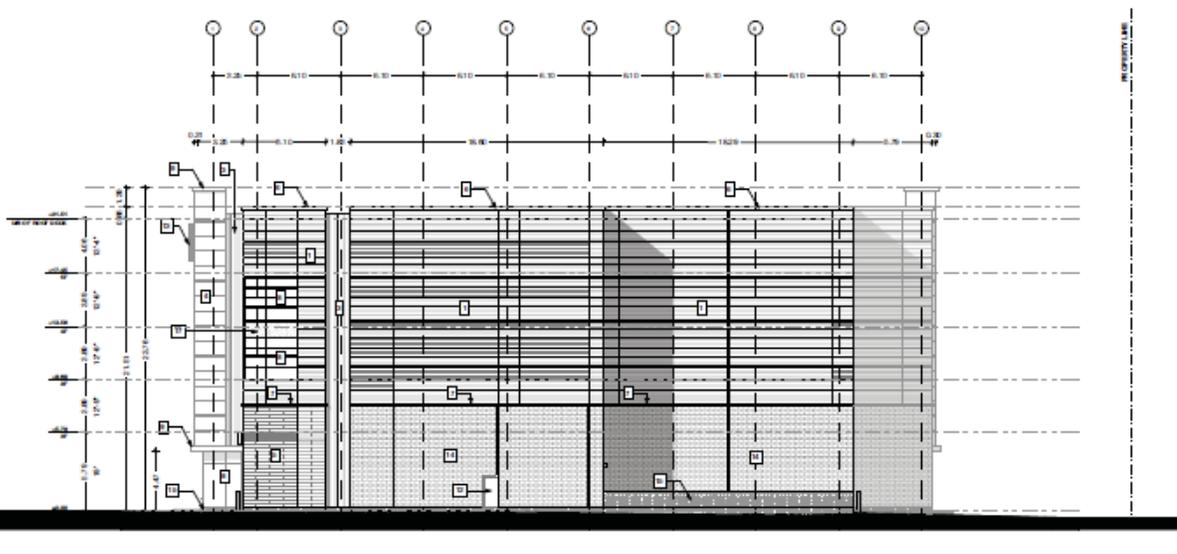
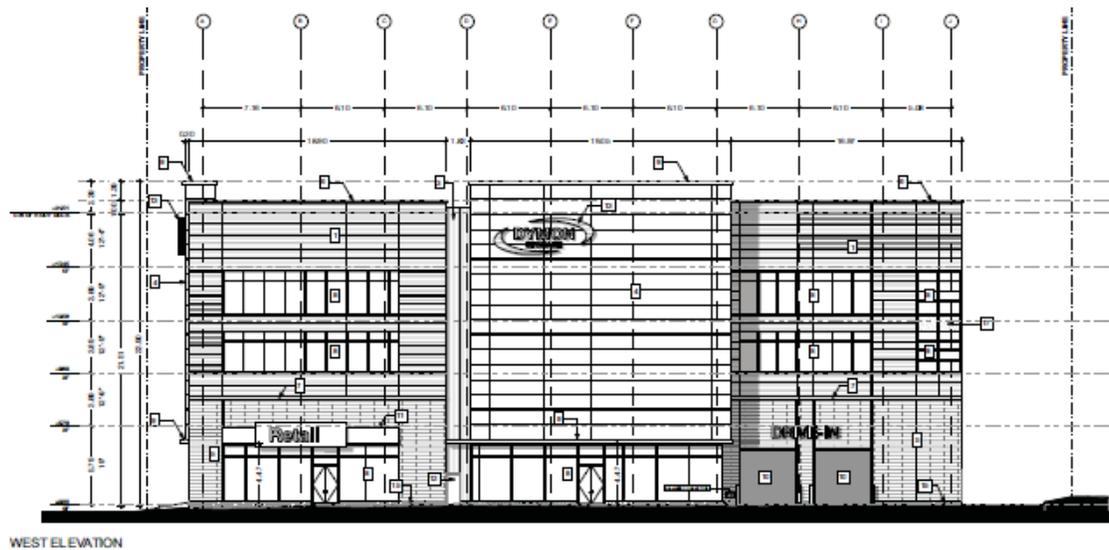


Figure 5: West and South Building Elevations

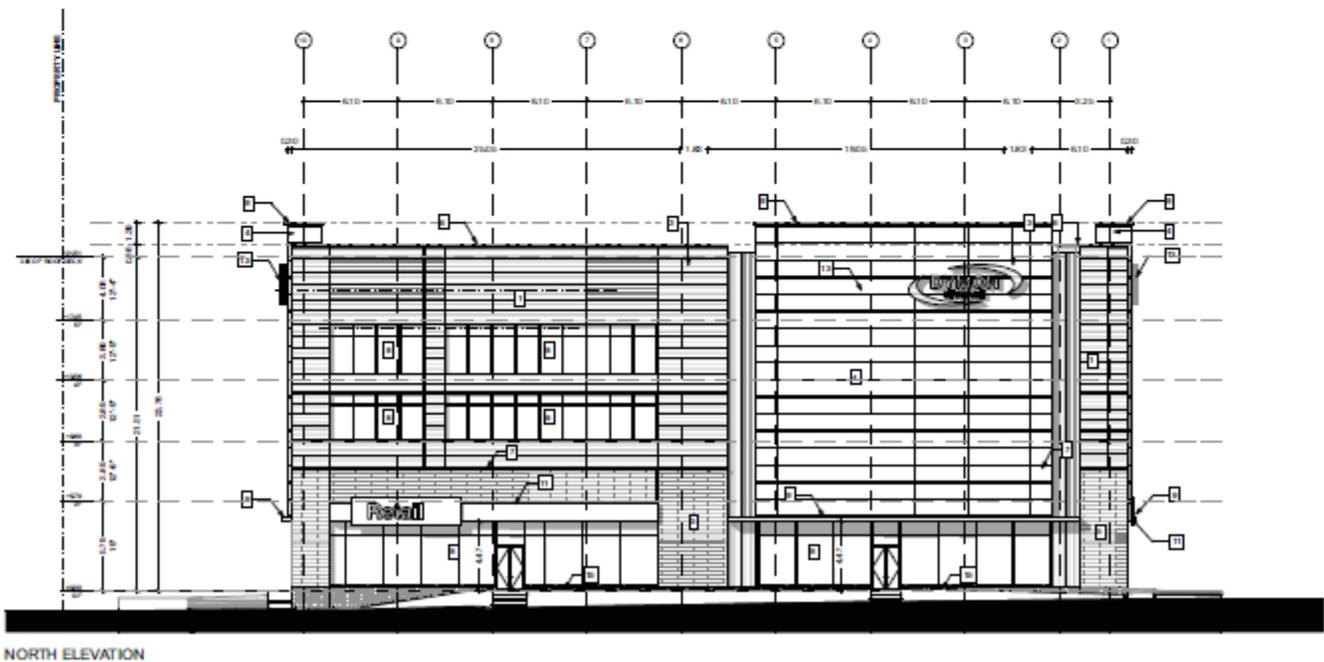
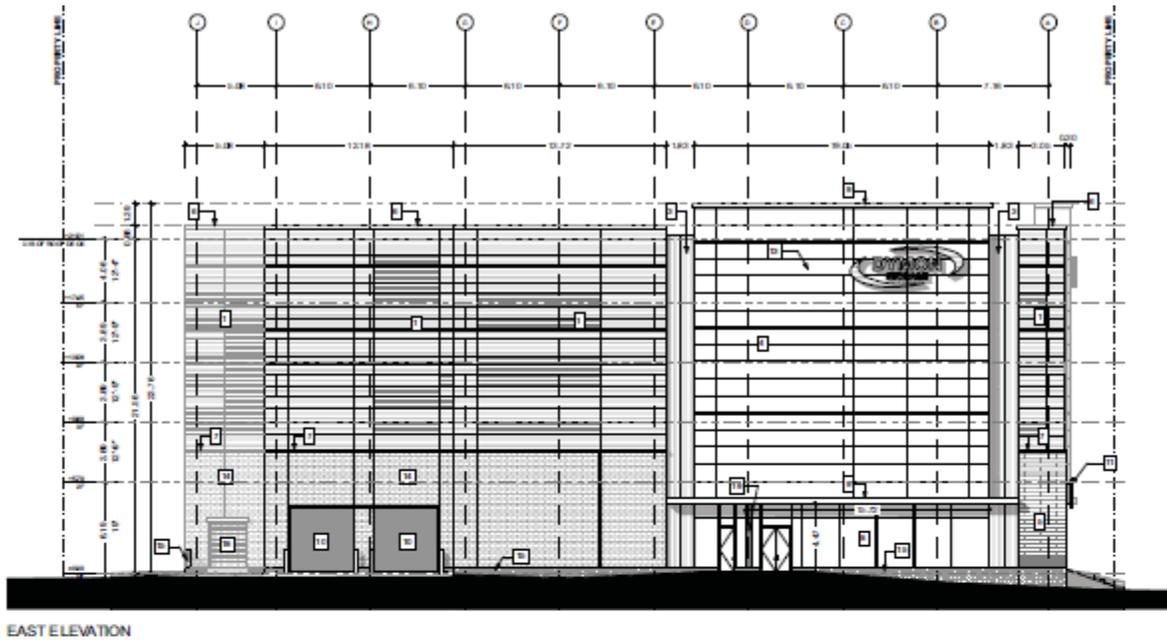


Figure 6: East and North Building Elevations

There is a total of two (2) parking areas surrounding the proposed building. One along McGarry Terrace and one to the eastern portion of the property with access from Strandherd Drive. Efforts were made in consultation with the City's Urban Design Review Panel to avoid parking immediately along Strandherd Drive, a street with the highest design interest. The parking along the west of the property will have twenty-five (25) parking spaces to provide service to the Dymon Storage Retail and the two (2) retail units. The parking area along the east of the

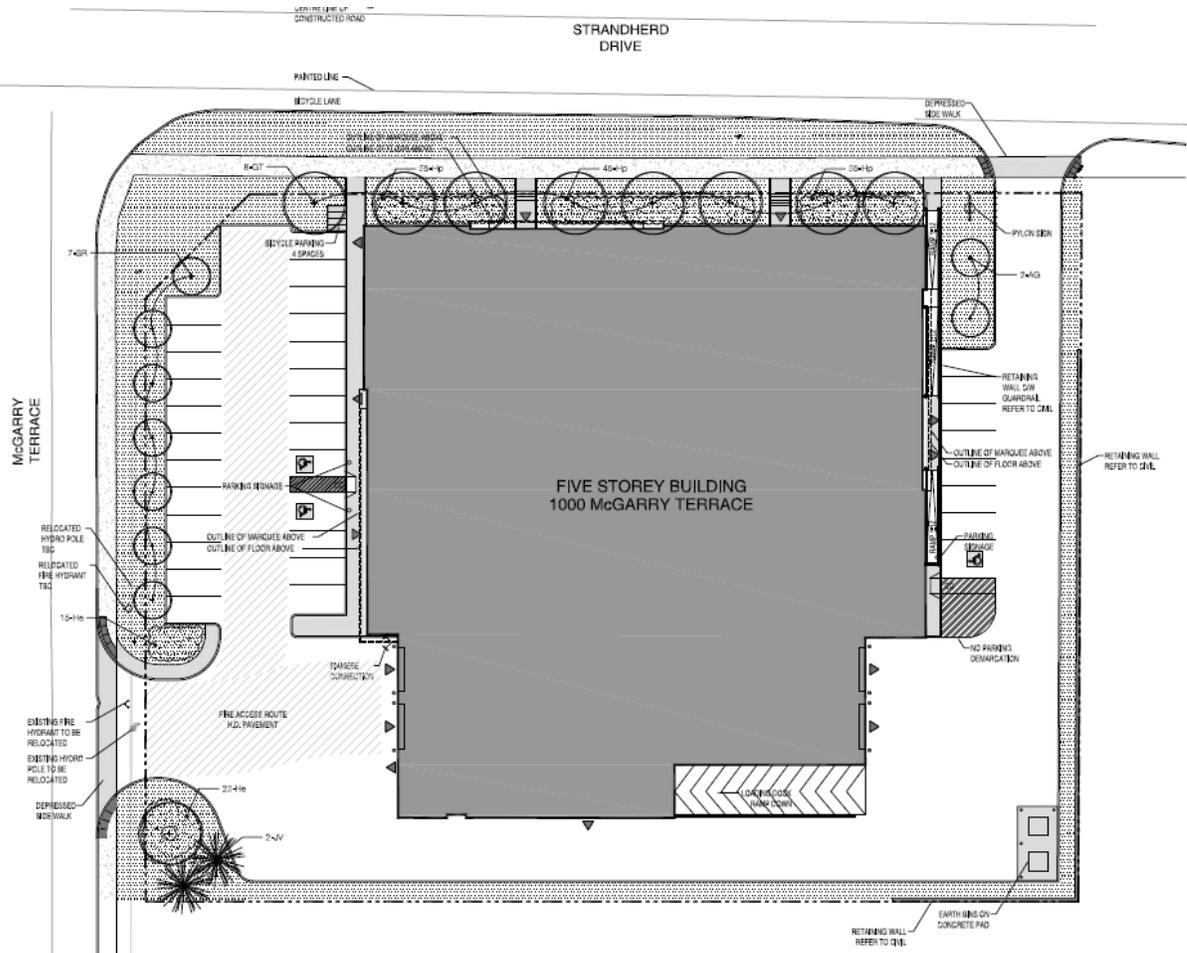
property will provide service to the retail use and the self storage and are comprised of a total of eleven (11) parking spaces. A total of thirty-three (33) parking spaces will be provided for this development.

One (1) large vehicle loading area is proposed at the rear of the building (south side) and will be accessed from Strandherd Drive. The loading area will be screened to reduce any potential negative noise and visual impacts to surrounding buildings. Waste removal facilities will be located at the south-east corner of the property and will be buffered by a landscaped strip between the facilities and neighbouring properties.

The internal two (2) lane drive-through loading areas, which are accessed from McGarry Terrace will minimize site impacts such as noise, vehicles and lights while remaining unintrusive to adjacent properties. Both lanes are accessible with sensor-activated loading doors from McGarry Terrace, vehicles will exit onto Strandherd Drive.

Landscaping is also provided to enhance the streetscape along the northern and western portion of the proposed development. Landscaping materials include **shrubs, grasses, perennials and trees**. The proposed development has been designed to address the street frontage through the introduction of street trees, landscaping, glazing, an active entrance along the mainstreet, and a reduction in surface parking between the mainstreet and the building. Furthermore, a landscaped buffer is provided along the lot lines abutting surrounding properties.

3.2 Landscape Design



The retail portion of the proposed building has been oriented toward Strandherd Drive. The proposed development will have a variety of landscaped areas to add visual interest while softening near the site including the surface parking lots. Landscaping is proposed in the form of new street trees and shrubs along Strandherd Drive and McGarry Terrace to create visual interest and break-up the amount of hardscaping on the site. The proposed landscape treatment will improve the existing vacant site condition.

A license agreement may be required for street trees within the municipal ROW.

3.3 Sustainability Features

As part of the Dymon Model, sustainability is an important facet of building design. Dymon is one of the largest producers of solar-energy in the National Capital Region. As such, the proposed development in incorporate the following sustainability features:

- / Solar Panels
- / Permeable paving materials
- / Durable cladding materials

4.0 POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) came into effect April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. While local land use planning authorities are permitted and encouraged to compliment these provincial policies within their local Official Plans, local planning decisions “shall be consistent with” the policies of the PPS.

The PPS directs development to locate itself within built-up areas to efficiently use land with existing infrastructure and where services and infrastructure are readily available in order to avoid the need for unjustified and uneconomical expansions. In order to meet this policy objective, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. The proposal meets the following policies, among others:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- / Accommodates an appropriate range and mix of residential, employment, commercial and open space uses to meet long-term needs [Policy 1.1.1.b];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.3.2.a];
- / Promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation [Policy 1.6.7.4]; and
- / Supports energy efficiency and improves air quality through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas [Policy 1.8.1.b].

The proposed development is consistent with the Provincial Policy Statement as it proposed an efficient, cost-effective pattern of development while capitalizing on an intensification opportunity within the City. The site is located in an area where infrastructure and public service facilities are located with sufficient capacity to accommodate the proposal. The proposed development’s location in proximity to another commercial centre and to residential properties may ultimately minimize the length and number of vehicle trips generated.

4.2 City of Ottawa Official Plan (2003, Consolidated 2011)

4.2.1 The Challenge Ahead (Section 2.1)

The City of Ottawa Official Plan (2003, as amended) is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides strategic direction for growth and development within the City. The Plan anticipates that the number of households in Ottawa will increase faster than the rate of population growth and that approximately 145,000 new homes may be needed by 2031. The majority of that demand is expected to be satisfied with smaller units such as apartments.

The City plans to meet the challenge of accommodating this growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation, and employment – locations that are easily accessible by transit and that encourage walking. The City anticipates that by pursuing a mix of land uses and a compact form of development, it will be able to support a high-quality transit service and make better use of existing roads and other infrastructure.

The proposed development meets this strategic direction by accommodating growth in a key location through the addition of employment, retail and self-storage, that would ultimately accommodate and

support the need for additional storage in the compact retail and residential developments. The compact nature of the development and mix of uses makes use of existing infrastructure to further support the development and neighbourhood.

In order to meet these and other objectives of the Official Plan, the City has committed to pursuing strategic directions in four (4) key areas, two (2) of which are applicable and relevant to this proposal.

Managing Growth (Section 2.2)

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- / Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
- / Target areas for intensifications are focused on major elements of the rapid transit network. Target area included Town Centres.

Maintaining Environmental Integrity (Section 2.4)

- / The City will reduce GHG in the development sector by promoted an energy efficient patter and mic of land uses through the strategic direction for managing growth.
 - o Encouraging energy efficient and sustainable site and building design through subdivision and site plan approval.
 - o Facilitation and encouraging use of renewable sources in development, and allowing for appropriate renewable energy utility and accessory use installations.

Building Liveable Communities (Section 2.5)

- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- / Attention to design will help create attractive communities where buildings, open space and transportation work well together.

The proposed development has been designed to meet the objectives of these key areas through its location in a target area for intensification, its design and its commitment to green energy.

4.2.2 Managing Growth within the Urban Area (Section 2.2.2)

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and in particular the rapid transit network. Within lands designated General Urban Area, opportunities for intensification exist and will be supported by directing intensification within Mixed-Use and Town Centres. For the purposes of this work, Employment intensification means intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and includes:

- a) Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
- a) Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
- b) Infilling of vacant or underutilized land within Urban Employment Areas as identified in Policy 1 Section 2.2.3; and,
- c) Replacing uses with a low number of employees with uses having a higher number of employees.

4.2.3 Mixed Use Centre Designation (Section 3.6.2)

The subject properties are designated **Mixed-Use Centre** on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. The subject properties are also identified under the **Town Centre** designation on Schedule

B. The Mixed-Use Centre designation in the Official Plan applies to areas that are strategically located with respect to the transportation system and accessible by transit, walking, cycling and automobile. They are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. Further, they offer substantial opportunities for new development or redevelopment and represent a key element in this Plan's strategy to accommodate and direct growth in the city.

Mixed-Use Centres allow for a wide variety of transit-supportive uses including offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, retail, restaurant, medium and high density residential, and mixed-use developments with a combination of the uses listed above, amongst others. This designation also sets employment density targets of 5,000 jobs, or 10,000 jobs in the case of Town Centres, as is the case with the subject properties. Furthermore, Community Design Plans (CDPs), which are developed for all mixed-use centres, require that residential uses be a component of all developments in this designation.

Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. In order to achieve this, the CDP and the Zoning By-law will allow and encourage a mix of uses for development proposals, meet the employment density targets set out in the plan, allow for the highest density development such as service commercial uses to be located within 400 metres of a rapid transit station, require residential uses such as apartment or multiples in medium to high densities, require a minimum and maximum parking rate for sites that are located within 600 metres of a rapid transit station, and ensure that an appropriate transition occurs between the Mixed-Use Centre and nearby uses that are designated General Urban Area.

The proposed development meets the intent of the policies of Section 2.2.2 of the Official Plan and supports the City's intensification goals. The mixed-use development is located within 400 metres of the Marketplace rapid transit station and within 500 metres of the Strandherd rapid transit station and contributes to the job density of the area.

Dymon is proposing retail uses, which are considered transit-supportive. The self-storage / warehouse component is an additional use to the ground-floor commercial use rather than a replacement of the retail use. It is important to note that the City has approved other self-storage facilities in areas deemed to be transit-focussed, including Innes Road, South Keys shopping Centre (2420 Bank Street), 1554 Carling Avenue and 110 Didsury Road, in proximity to existing and proposed transit stations in the Kanata Town Centre.

Similar to the Arterial Mainstreet designation, which permits self-storage, the Mixed-Use designation permits service-related uses. The proposed development, while being a use not permitted in the Zoning By-law 2005-250 has been previously defined as service-commercial by Staff in a report to City Council for the Dymon Self-Storage facility at 2583 Carling Avenue. The Staff Report (File No. ACS2017-PIE-PS-0045) states that paired with active uses on the ground floor and additional amenities (office space, boardrooms, document storage, etc.) that self-storage is justified in the policy context as service-commercial.

Fotenn has consistently taken the position that Dymon storage is a complimentary use to other uses in land use designations such as Arterial Mainstreets, Employment Areas and Town Centres. The McGarry Terrace parcel is well located to service commercial uses within the Barrhaven Town Centre and adjacent residential neighbourhoods. A complimentary land use does not need to be complimentary to only the other uses in the Mixed-Use Centre and it is completely appropriate that a use services a broader and immediate area. MUC are intended as community focal points and should in fact service both the MUC itself and the broader community. Not every parcel in an MUC needs to be a transit-supportive land use, especially if it contributes to a range of complimentary uses.

4.2.4 Urban Design and Compatibility (Section 2.5.1)

Section 2.5.1 is intended to establish guidelines for introducing new development in existing areas in an effort to mitigate differences and achieve compatibility of form and function. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impacts on surrounding properties.

Within this section, various broad Design Objectives are outlined to guide development throughout various land use designations. Design Principles further describe how the City hopes to achieve each of the Design Objectives. The proposed development achieves the following Design Objectives from Section 2.5.1 of the Official Plan:

1. The proposed development enhances the sense of community by creating and maintaining places with their own distinct identity.

The proposed development recognizes an opportunity to provide a multi-tenant commercial use that contributes to and supports the nearby retail centre and transit opportunities. In addition, the proposed self-storage facility accommodates the compact-residential objectives by providing residents and businesses with opportunities for storing their belongings.

2. The proposed development defines quality public and private spaces through development.

The proposed development respects the relationship between public and private spaces by locating the building close to the street edge and closely tying in the public sidewalk on both McGarry Terrace and Strandherd Drive.

3. The proposed development creates places that are safe, accessible and are easy to get to, and move through.

The proposed development caters to customers with easy to access public transit routes and stations and promotes alternative modes of transportation beyond the vehicle. Furthermore, the proposed sidewalks and entrances to the site allow for universal access and public spaces can be viewed from several angles of the building at one time to ensure that principles of crime prevention through environmental design are implemented.

4. The proposed development ensures that new development respects the character of existing areas.

The subject property is surrounded by a mix of retail and residential uses, including a three-storey retirement home, single-storey big box retail stores, and low-rise apartments and townhomes. The proposed 5-storey commercial development will enhance the existing character of the area by contributing to the commercial nature of the area, while simultaneously increasing height to the mixed-use centre.

5. The proposed development understands and respects natural processes and features in development design.

The proposed development maximizes the site's landscape coverage by incorporating street trees and perimeter landscaping.

6. The proposed development maximizes energy-efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development recognizes other opportunities for sustainable transportation with nearby bus routes, and on- and off-road bicycle routes. In addition, the building incorporates green building materials along with the addition of solar-energy panels on the roof.

The proposed development conforms to the urban design and compatibility criteria put forth in Section 2.5.1 of the Official Plan, as explained above.

4.2.5 Urban Design and Compatibility (Section 4.11)

The criteria in Section 4.11 provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the criteria in relation to the proposed development.

Table 1: Conformity of the proposed development to the Official Plan's Urban Design and Compatibility Criteria

Compatibility Criteria	Conformity
Vehicular Access	Vehicular access is provided from McGarry Terrace by way of a MEASUREMENT driveway along the west side of the building. There will also be vehicular access by way of a MEASUREMENT driveway from Strandherd Drive. Despite the reduction in width of the some the aisles, the side functional and safe.
Parking Requirements	The proposed development provides a total of 33 surface parking for the entire development. Five (5) spaces are allocated for self-storage use, recognizing that the use is a low-parking generator and that sufficient spaces are also located within the covered parking area. The number of spaces allocated to the retail tenants is sufficient to avoid impacts on abutting properties.
Loading Areas, Service Areas and Outdoor Storage	Parking and activities associated with the self-storage will be located within the covered parking area accessible by 2-garage doors. Loading areas for the storage use and the retail tenant space will be located at the rear of the building to mitigate any visual disruptions to the adjacent properties. There are no residential properties adjacent to the site that will be impacted by the proposed loading space. Waste collection services will be enclosed and located south east of the site.
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
Noise and Air Quality	A noise study was prepared and found that the neighbouring sites will not be impacted by noise generated by the development.
Sunlight and Microclimate	The proposed development is not anticipated to have significant shadow impacts on surrounding properties. No significant microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	The subject property is located near an established neighbourhood that is well served by community and service amenities. The site's location within Barrhaven Town Centre corresponds to its proximity to a wide range of

	<p>amenities located within one (1) kilometre of the site including:</p> <ul style="list-style-type: none"> / Two (2) rapid transit stations (Strandherd, Marketplace, and Barrhaven Centre); / Several regular OC Transpo bus routes: 80, 95, 99, 170, 171, 173, 175, 176, 177, 305; / Retail and commercial uses in the nearby Riocan Shopping Centre; / École secondaire catholique Pierre-Savard; / Child care services and senior residences; / Rodeo Park, Moloughney Park, and Ventanna Park.
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The proposed development conforms to the policies put forth in section 4.11. This is done by considering the compatibility of the site in relation to its surroundings, such as noise from the loading docks, as well as the traffic considerations generated by the development.

The proposed development conforms to the policies of the Official Plan in the following ways:

- / **The proposed development conforms to the policy direction for Mixed-Use Centres in that it allows for a service-commercial use that promotes the rapid transit network, nearby bus transit routes, and active transportation networks, and that helps meet the employment density targets and redevelops vacant land.**
- / **The proposed development is consistent with many of the urban design and compatibility criteria in sections 2.5.1 and 4.11 of the Official Plan.**
- / **The proposed development is appropriate for the area as it complements and allows for a seamless transition to nearby commercial and residential areas or areas designated for Mixed-Use Centre, Institutional and General Urban Area in this plan.**

4.3 City of Ottawa Official Plan Amendment #150

In 2013, the City of Ottawa updated its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of Official Plan Amendment (OPA) 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). Until the OMB renders its decision, the current policies of the City of Ottawa Official Plan 2003, as amended, remain in full force and effect.

Revisions to Section 4.11, renamed Urban Design and Compatible Development, contain more robust policies related to building and site design. Policy 5 requires proponents to also demonstrate how the design of the development fits with the existing desirable character and planned function. Revised Policy 6 contains new design requirements for principal entrances, windows, and other architectural elements. Policy 12 specifies that building height and massing transitions will be accomplished through a variety of means, including incremental changes in building height, massing, or building setbacks and step-backs.

The proposed development conforms to the policy revisions proposed through OPA 150, and supports the planned rapid transit extension by offering a compact-service commercial use.

4.4 South Nepean Town Centre Secondary Plan (1997, Revised 2006)

The South Nepean Town Centre Secondary Plan was approved by Nepean City Council in 1997 and establishes land use policies, residential densities, built form requirements, and urban design guidelines to determine the Town Centre's future development. Further, the Area 7 Secondary Plan has remained the statutory planning document guiding development in the Town Centre since its approval in 1997, after being re-adopted by the City of Ottawa in 2002 and reconfirmed in the Official Plan in May 2003.

The foundation of the Secondary Plan is a series of goals and objectives which guide future development in the Town Centre. The goals relate to such things as; compact urban form, high quality urban design, mixture of uses, diverse greenspace network, efficient transportation systems, and anticipation of growth.

The South Nepean Town Centre Secondary Plan designates the subject property as *Mid-Rise Mixed Use*. This designation limits the heights of buildings to six (6) storeys. This designation represents a lower scale, mixed-use area within the Town Centre with the intention to be a transition between High-Rise Mixed-Use policy area and the lower density residential communities. For this policy area, service commercial uses are permitted and the maximum building height is 6 storeys.

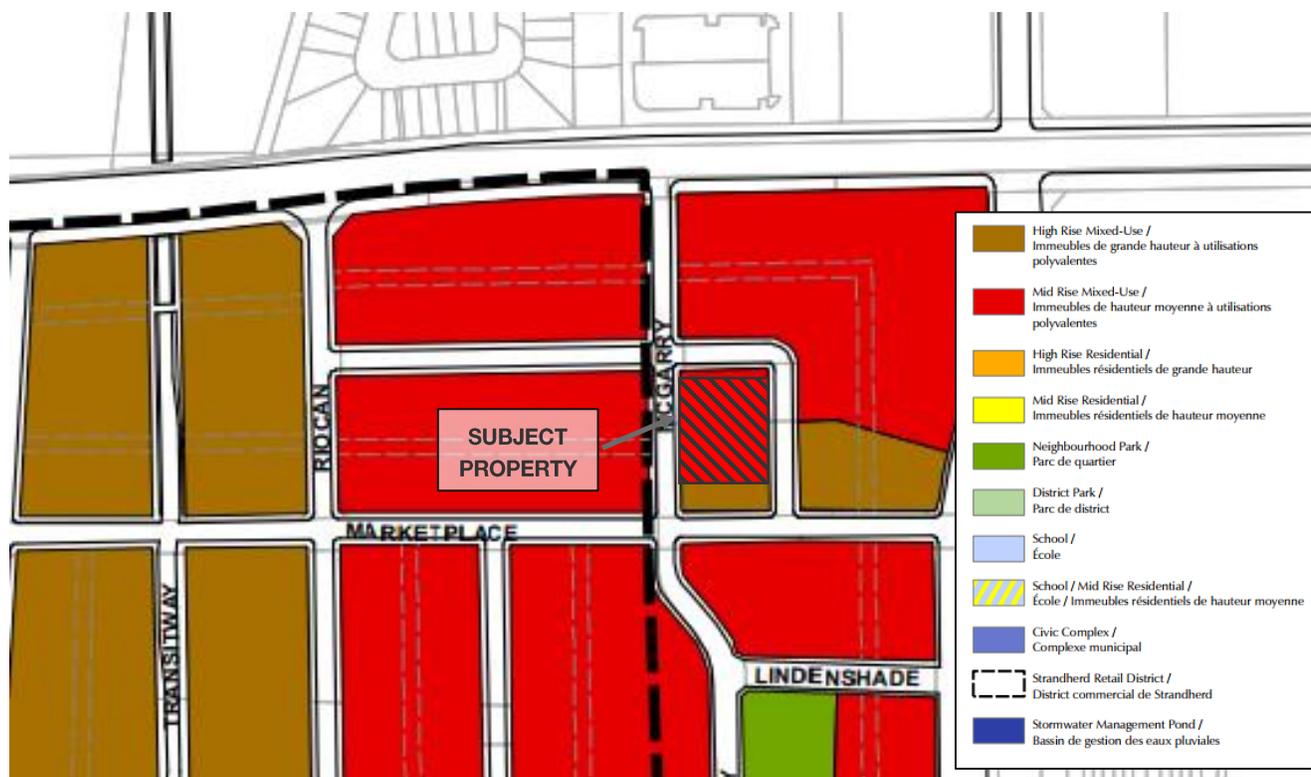


Figure 6: Excerpt from Schedule 1 – Land Use Map of the Area 7 South Nepean Secondary Plan

4.5 South Nepean Town Centre Community Design Plan

The South Nepean Urban Design Strategy was initiated in 2004 to provide updated direction for the Town Centre from that of Area 7 of the Secondary Plan. The Community Design Plan (CDP) is the land use planning document that will guide the development of the Town Centre as a compact, mixed-use, walkable, pedestrian-scaled, and transit-supportive community.

The subject properties are within the Mid Rise Mixed Use designation, with the same provisions as the Official Plan (Secondary Plan).

McGarry Terrace is identified as a 20-metre right-of-way in Table 4 of the Plan. Streets are required to have sidewalks on both sides as per policy 6.3.1, and the Zoning By-law requires bicycle parking to be provided in order to promote pedestrian and cycling connections. Urban design policies and guidelines are contained in Section 5 of the plan and must be considered in the development.

The density targets identified in Sections 4.2 through 4.6 are ultimate build out targets and are to be considered on an area basis and not by each development block. While these targets may not be achieved from the outset, it must be demonstrated, as per Section 8.3, how these targets could be met in the long term.

Land Use Distribution

Policy Area	Net Area (hectares)	% of Total Area
Mid Rise Mixed-Use	34.2	20.7%

On other recent Dymon projects, FOTENN prepared preliminary calculations for jobs per land uses. In this case, FOTENN proposes to apply a ratio of 1 employee / 35-45 m² GFA for retail uses. The ratio is based on the City of Ottawa's job targets. Given that 2,786 m² of retail is proposed for the McGarry Terrace lands, approximately 62 to 80 employees can be expected.

The recently updated Riverside South CDP suggests that industrial uses generate 1 employee / 74 m² GFA. The self-storage component of the building will occupy approximately 11,680m² in area. Applying the industrial rate from the Riverside South CDP, this equates to 157 employees. Dymon has advised however that the actual number of employees is in the 15 employee range but the rate does not account for the employment activity associated with the ground-floor meeting rooms and other facilities and Dymon services. Dymon provides a range of opportunities for consultants, contractors and other service industry representatives to use storage units, boardrooms and other facilities for business services. Dymon buildings can function as incubators for smaller businesses.

Land uses permitted as-of-right within the MC zoning are both more and less intensive than the proposed Dymon facility. For example, uses such as amusement centre, amusement park, cinema, museum, place of assembly and theatre are all uses permitted in the MC zoning. It is noteworthy that all of these uses have a lower density rate (as identified by the City in the recent and previous work done as part of the Minimum Density Index) than the self-storage and retail that is proposed on the site.

The Dymon proposal is to seek a Zoning By-law Amendment and add an additional use and the intensity associated with the self-storage. It is also important to recognize that the self-storage use is complimentary and supportive to the other uses within the designation and the zone, by providing accessible and convenient storage space to offices, institutional uses, other retail and residential uses in the area. The complimentary use allows other properties to function better, at potentially greater intensity.

The Town Centre is planned to be a compact, urban area within the broader south Nepean community. The Mid-Rise Mixed-Use area within the Town Centre with the intent of establishing opportunities Within the Mid-Rise Mixed-Use designation, a range of uses are permitted, including apartments and service commercial uses.

The following urban design guidelines outlined in the CDP are directly applicable to the proposed development:

- Maximize the lot coverage;

- Must be at least two functioning storeys in height;
- Buildings must be functionally and visually oriented to the public street and generally aligned with other buildings;
- Building frontage must be maximized along all public streets;
- At-grade uses must be flush with grade and provide an active use at grade in order to promote pedestrian activity;
- Spaces between the building wall and the street must provide an appropriate transition from the private realm to the public realm; and,
- All parking, including surface, below-grade, and above-grade, must not detract from the aesthetic appearance of any public streetscape.

The proposed development conforms to the policies of the South Nepean Town Centre Area 7 Secondary Plan and Community Design Plan in the following ways:

- / **Proposes uses that positively contribute to the balance and range of residential and commercial uses in the Town Centre.**
- / **Helps achieve prescribed density targets for and lot coverage targets as determined by the plan.**
- / **Locates complementary and compatible uses next to a major retail shopping centre anchor and nearby institutional and residential uses.**
- / **Proposes a service-commercial use in an area of the city that greatly encourages and supports the use of current and future transportation infrastructure.**
- / **Contributes to the prescribed land use distributions set out by the plan at ultimate build out.**
- / **Meets several of the urban design guidelines that have been prepared to guide future development in the Town Centre to achieve a compact, mixed-use, pedestrian-scaled, and transit-supportive community.**

Given that the majority of the vehicle trips associated with the self-storage uses will be accommodated within the internal parking area to the buildings and screened with motion sensitive opaque doors, there will not be adverse negative impacts to the Strandherd Drive streetscape.

While the parcel has frontage onto both Strandherd Drive and McGarry Terrace, Strandherd is a multi-lane arterial roadway with opportunities for commercial tenants and is the street with the highest design priority. The drive-thru enclosed parking area has been oriented towards McGarry Terrace to meet the City's urban design expectations. Parking should be located abutting McGarry Terrace, with secondary vehicle access to Strandherd Drive.

4.6 Urban Design Guidelines for Transit-Oriented Development

The intent of these guidelines is to provide an urban design standard for assessing, promoting and achieving appropriate Transit-Oriented Development (TOD) within the City of Ottawa. TOD is defined as a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. The guidelines are to be applied for all development within a 600-metre walking distance of a rapid transit stop or station. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines:

- / Encourages transit-supportive uses by providing greater employment density that will contribute to increased transit ridership in the Town Centre (Guideline #1).

- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel (Guideline #3).
- / Locates the proposed building at the street edge to minimize the distances away from public transit routes and stops and other nearby buildings (Guideline #7).
- / Uses a high percentage of glass, especially at the lower pedestrian podium level, to provide ease of entrance, visual interest, and additional safety on the street (Guideline #15).
- / Provides no more than the required number of vehicle parking spaces, as per the Zoning By-law (Guideline #32).
- / Encloses loading areas away from the street (Guideline #43).
- / Design loading areas to avoid the need for back-in or back-out movements. Screen loading areas from public view through building design, location, landscaping and fencing while maintaining appropriate sightlines (Guideline #44).
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline #54).
- / Incorporate signage that respects building scale, architectural features and the established design objectives of the streetscape (Guideline #56).

The proposed development generally meets the design direction provided in the Transit-Oriented Development Guidelines.

4.7 Urban Design Guidelines for Development Along Arterial Mainstreets

The intent of these guidelines is to provide an urban design standard for assessing, promoting and achieving appropriate development along Arterial Mainstreets within the City of Ottawa. An Arterial Mainstreet is described as being streets that offer some of the most significant opportunities in the City for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment. Strandherd Drive is identified as an arterial mainstreet in the Urban Road Network of the Official Plan, however, it is important to note that the subject property is designated as Mixed-Use Town Centre in the Official Plan. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.

- / Locates building along the public street edge (Guideline 1).
- / Provide or restore a 2.0 metre wide unobstructed concrete sidewalk (Guideline 2).
- / Design new development to be compatible with the general physical character of adjacent neighbourhoods (Guideline 7).
- / Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact (Guideline 14).
- / Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls (Guideline 15).
- / Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street (Guideline 17).
- / Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies (Guideline 18).

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Development Along Arterial Mainstreets

Zoning Mechanism (MC)	Zone Provisions	Provided	Compliance ✓ or ✗
Minimum Lot Width	No minimum	57.7m	✓
Minimum Front Yard Setback	3m	20.48m	✓
Minimum Corner Yard Setback	3m	3.03m	✗
Minimum Interior Side Yard Setback	No Minimum	8m	✓ ✓
Minimum Rear Yard Setback	No Minimum	14.2m	✓
Maximum Building Height	20 m	22m	✗
Minimum Width of Landscaped Area	3m in a lot abutting a street 1.5m in a lot not abutting a street	3m abutting Strandherd Drive 2m abutting McGarry Terrace	✗
Location of storage	Must be completely enclosed within a building	Storage enclosed entirely within building	✓
Minimum Parking Space Rates – Section 101	130 spaces required	33	✗
Bicycle Parking Space Rates – Section 111	12 required	12	✓
Loading Spaces	2 Required	1 Provided	✗
Aisle and Driveway Provisions	Minimum width of a driveway providing access to a parking lot is 6.7 metres for a double traffic lane Minimum width of aisles providing access to parking spaces in a parking lot is 6.7 metres for parking oriented at 90° .	Driveways Along Strandherd Drive = 6.24 m McGarry Terrace = 9m Aisles Proposed aisle widths vary from 6.1m to 6.7 m	6.0m ✓ ✗ 6.0m
Location of Parking	Parking is not permitted in a required front yard, corner side yard or in the extension of a required corner side yard into a rear yard.	Parking encroaches 1m into required front yard	✗

Zoning Mechanism (MC)	Zone Provisions	Provided	Compliance ✓ or ✗
Minimum Width of Aisle Access Oversized Loading Space	11m	9m	✗
Minimum Width of Driveway Access Oversized Loading Space	6m	9.3m	✓
Outdoor Loading and Refuse	<p>All outdoor loading and refuse collection areas within a parking lot must be:</p> <p>9 metres from a lot line abutting a public street</p> <p>3 metres from any other lot line</p> <p>Screened from view by an opaque screen with a minimum height of 2 metres</p>	<p>Outdoor loading area and refuse area are located more than 9 m from nearest public street.</p> <p>Outdoor loading area is located 2m from the edge of the south and east property lines.</p> <p>Type of garbage enclosure proposed does not typically require screening</p>	<p>✓</p> <p>✗</p> <p>✗</p>

4.8.1 Proposed Zoning By-law Amendment

Based on the evaluation in Table 5, relief is required from select provisions. A site-specific Exception Zone is proposed for the Zoning By-law Amendment, including the following provisions:

- / Permitted Land Uses
- / Maximum Building Height
- / Parking Space Requirements
- / Bicycle Parking Space Requirements
- / Aisle and Driveway Provisions
- / Minimum Width of Landscaped Areas (Table 113)
- / Location of Parking
- / Oversized Loading Space Provisions
- / Aisle and Driveway Provisions for Loading Spaces
- / Outdoor Loading and Refuse

The requested relief from the provisions represents good planning, as detailed below:

/ Permitted Land Uses

Warehouse is not a permitted Land Use for the subject property. Relief from the By-law is being requested due to the additional warehouse use (limited to self-storage) in the interest of accommodating the specialized building functions of the self-storage use.

It is our opinion that the requested addition of warehouse (limited to self-storage) is consistent with the intent of the MC zone. It is important to understand that the nature of the self storage industry is changing and evolving. Previously isolated in heavy industrial areas, new, modern facilities require good commercial frontage and exposure, high traffic volume arterial and collector roadways, and function as complimentary and accessory uses to large format retail uses and shopping nodes and employment uses, including business parks. Self storage facilities also now require greater proximity and links to established residential areas. Typically, municipal by-laws isolated these uses, but new by-laws should acknowledge the needs of the industry and the contributions that self-storage can make to commercial nodes and existing residential areas. This service commercial type use is especially necessary in an era of declining unit sizes, increasing urban liveability and intensification such as areas with the mixed-use town centre designation.

/ **Maximum Building Height**

The proposed building height is 22 metres, a difference from the current maximum height of 20 metres. This being said, the increase in height is minor and will not create any undue adverse impacts to the surrounding environment.

The proposed development is located in an area that has been designated for intensification. In particular, the subject site is located near two rapid transit stations that provide access to a wide range of bus routes. As such, the proposed development meets the City's goals for intensification, compact urban form, and mixed-use neighbourhoods, as outlined in its Official Plan and in the Secondary Plan for the area.

/ **Vehicle Parking Requirements**

The Zoning By-law requirements for parking are significant for the uses proposed. A significant proportion of the required parking is related to the warehouse use. In the past, similar developments have received approval for less required parking as a result of how the self-storage facility operates in terms of parking. The self-storage facility proposes 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 low parking demand of the Dymon Self-Storage model represents an opportunity to further intensify the site as a relatively minor number of parking spaces are required to support the use.

/ **Aisle and Driveway Provisions**

The required minimum aisle width for aisles providing access to 90-degree parking spaces is 6.7 metres. The aisle widths proposed vary depending on location, with the narrowest aisle width located in the parking area in between the parking self-storage building and the east property line. The proposed aisle widths vary from 6.1 metres to 6.7 metres. The widths have been analyzed for truck and fire route movements and the site maintains functionality in movement of larger vehicles.

The By-law requires that driveways providing access to parking have a minimum width of 6.7 metres for a double traffic lane. The driveway from Strandherd Drive has a width of 6.1 metres. These widths have been confirmed from a truck movement and fire route perspective and the site maintains functionality despite the decreased widths in these locations.

/ **Minimum width of Landscaped Area**

With respect to landscaped area, the Zoning By-law states that in a parking lot, the minimum required width of landscaped area abutting a street is to be 3m. Furthermore, it is also outlined that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.

In the case of the proposed development, the applicant is seeking relief from the landscaped area in a parking lot on McGarry Terrace and Strandherd Drive where 2m has been provided. Efforts have been taken to reduce impacts on adjacent properties by providing a landscaped buffer that extends beyond the property line and into portions of the municipal ROW. Although the landscape buffer straddles the property boundary, the visual benefit of the buffer as that set out in the By-law is still achieved. While the development meets the intent of the zoning by-law by assuring that all area not used for parking or aisles is landscaped. Relief from the setbacks is required to accommodate the parking lot to be used for the retail uses of the building. The relatively small relief allows the building to be located at an appropriate distance from the street and assures that there is no surface parking fronting onto Strandherd Drive.

/ **Location of Parking**

The By-law states that a parking lot cannot be located in the required front or corner side-yard of a lot. While the development meets the intent of the by-law, the requested relief is minor in nature as it encroaches 1m into the required setbacks. The parking has been located on McGarry Terrace in an attempt to reduce its visual impact along Strandherd Drive.

/ **Oversized Loading Space Provisions**

The requested relief from the required oversized vehicle loading spaces are in terms of impact and function. As shown above, the By-law requires that two (2) oversize vehicle loading spaces be provided, while the proposed building provides a total one (1). In consultation with the storage facility operator, loading space demands are modest given the drive-through nature of the use, so the single space is expected to sufficiently serve demand of the ground floor retail and storage facility. Therefore, there is no need for an oversized loading space from an operational perspective.

/ **Aisle and Driveway Provisions for Loading Spaces**

The requested relief from the required aisle accessing the required oversized vehicle loading space are relatively minor and efforts have been taken to ensure that the driveway accessing the loading space exceed the zoning requirements. As shown above, the By-law requires that a width of 11 m be provided, while the proposed development provides a width of 9m. The loading space has been appropriately designed to ensure the safe operation of the proposed development

/ **Outdoor Loading and Refuse Provisions**

Given that the loading space will mostly be visible only from the south lot line, it is anticipated that it will not visually impede the development with regard to an outdoor refuse area, two (2) earth bins are proposed to be located to the south-east of the development. These bins are partially submerged and do not require to be screened in the same manner as that of a traditional refuse area. As such, it is anticipated that the absence of opaque screens will have no adverse effect. The refuse bins are located near a retaining wall that will shield them from the neighbouring properties.

5.0 CONCLUSION

The proposed development represents good planning which will be complimentary to the Town Centre, is transit-supportive, helps to achieve prescribed density targets for the Town Centre, and is compatible with existing and surrounding uses in the nearby community.

The proposal is consistent with the Provincial Policy Statement, is consistent with the direction of the Official Plan and South Nepean Town Centre Secondary Plan and Community Design Plan and meets the general intent of the Zoning By-law.

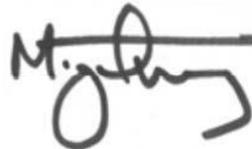
Further, the proposed development will improve a vacant property by adding a service commercial use that will contribute to the surrounding community.

Should you have any questions regarding the following Planning Rationale or submission materials, please do not hesitate to contact the undersigned at 613-730-5709 ext.225 or ext. 233 respectively.

Sincerely,



Emilie Coyle, M.Pl
Planner
Fotenn Consultants Inc.



Miguel Tremblay, MCIP RPP
Director, Planning and Development
Fotenn Consultants Inc.