

Zoning By-law Amendment

484 Hazeldean Road

Planning Rationale

August 10, 2026



Executive Summary

Re:Public Urbanism has been retained by the property owner, Castlefrank Plaza Inc., to prepare this Planning Rationale in support of a Zoning By-law Amendment for the property municipally known as 484 Hazeldean Road in the City of Ottawa (the "subject site").

The subject site is a 20,017.2 m² commercial lot at the corner of Hazeldean Road and Castlefrank Road, occupied by a multi-tenant strip mall plaza, three standalone commercial buildings, and a gas bar. It is zoned Mainstreet Zone 2, Exception 3058, Maximum Height 20 metres ("MS2[3058]H(20)") under City of Ottawa Zoning By-law 2026-50 (previously "AM2[3058]H(20)" under By-law 2008-250).

The intent of this application is to amend the existing Urban Exception to include the following:

- Permit an additional land use, Warehouse, Limited to a Self-Storage Facility; and
- Require no loading space for a Warehouse, Limited to a Self-Storage Facility.

No site alterations are proposed as part of this application. It is our professional planning opinion that the amendment represents good planning, is consistent with the Provincial Planning Statement (2024), conforms to the City of Ottawa Official Plan and will not result in any undue adverse impacts.

1. Introduction

Castlefrank Plaza Inc. (Owner) has retained Re:Public Urbanism to assist with the preparation of a planning rationale in support of a Zoning By-law Amendment for the property municipally known as 484 Hazeldean Road in the City of Ottawa (the “subject site”). The application seeks to add warehouse, limited to a self-storage facility, to the permitted uses of the subject site listed in the Zoning By-law (By-law No. 2026-50), and to eliminate the requirement for a loading space typically required for a warehouse use between 1,000 and 1,999 m² in size. This application is required as the subject lands are presently subject to a zone that does not list “warehouse” as a permitted use.

This report will describe the subject lands, its context, the proposed use, the proposed zoning by-law amendment, and the applicable policy and regulatory context in order to justify the requested amendment.

2. Site Description

The subject site is a rectangular lot with frontage along the south-east side of Hazeldean Road and the south-west side of Castlefrank Road (Fig. 1).



Figure 1: Aerial image of the subject property and surrounding area

The subject site features a street frontage of approximately 177.3 metres along Hazeldean Road and 112.9 metres along Castlefrank Road, resulting in a total lot area of 20,017.2 square metres. The subject site is currently occupied by multiple single-storey commercial buildings and a gas bar. The largest building on the site is a commercial strip mall plaza occupied by multiple commercial tenants. Three standalone commercial buildings also occupy the site, along the Hazeldean Road frontage. Of these three buildings, one is occupied by multiple tenants, the second is fully occupied by a bank and the third is a convenience store that services the gas bar. A drive-through gas bar is located in the northern corner of the site. The site also contains 275 parking stalls.

The subject site has access to two roads: Hazeldean Road, an Arterial Road, and Castlefrank Road, a Major Collector Road. There are presently 3 entrances to the site with the 2 primary entrances being located off of Hazeldean Rd. and a secondary entrance located along Castlefrank Road (Fig. 2).

The site is located within the network of commercial retail areas and strip malls along Hazeldean Rd (zoned MS2 or Mainstreet Zone 2) and pockets of Neighbourhood Zones of predominantly low-rise built form. Walter Baker Park with the Tony Graham Recreation Complex and various sports fields is located 500 metres to the west of the subject site. Adjacent to the park, Terry Fox Drive provides direct access to the Trans-Canada Highway. Other nearby parks include: Dunlop Park, Young's Pond Park, Stonegate Park, and Hazeldean Woods Park to the north, and Beaton Park, Gowrie Park, and Rickey Place Park to the south.

Surrounding Uses

The surrounding area and land uses can be described as follows:

North: The subject site is bounded by Hazeldean Road to the north. Further north is a low-rise residential neighbourhood featuring detached two (2) storey dwellings.

East: Directly east of the subject site is Castlefrank Road. Further east is a single storey commercial shopping plaza. Additional shopping plazas are present further east fronting along Hazeldean Road.

South: Abutting the site to the south is a low-rise residential neighbourhood featuring detached and semi-detached housing typologies. Further south is Rickey Place Park and John Young Elementary School.

West: Abutting the site to the west is a low-rise residential neighbourhood fronting on Seabrooke Drive. The neighbourhood features low rise detached dwelling typologies. Further west is a commercial shopping plaza located at the corner of Terry Fox Drive and Hazeldean Road.

Transportation Network

Road Network

Hazeldean Road to the north of the site is identified as an Arterial Road on Schedule C4 of the Official Plan (Fig. 2). Arterial Roads function as major infrastructure corridors, accommodating vehicles, municipal infrastructure, and public transit. Castlefrank Road, to the east of the site, is identified as a Major Collector Road. A Collector Road is a type of road designed to gather and distribute traffic between local streets and major arterial roads.

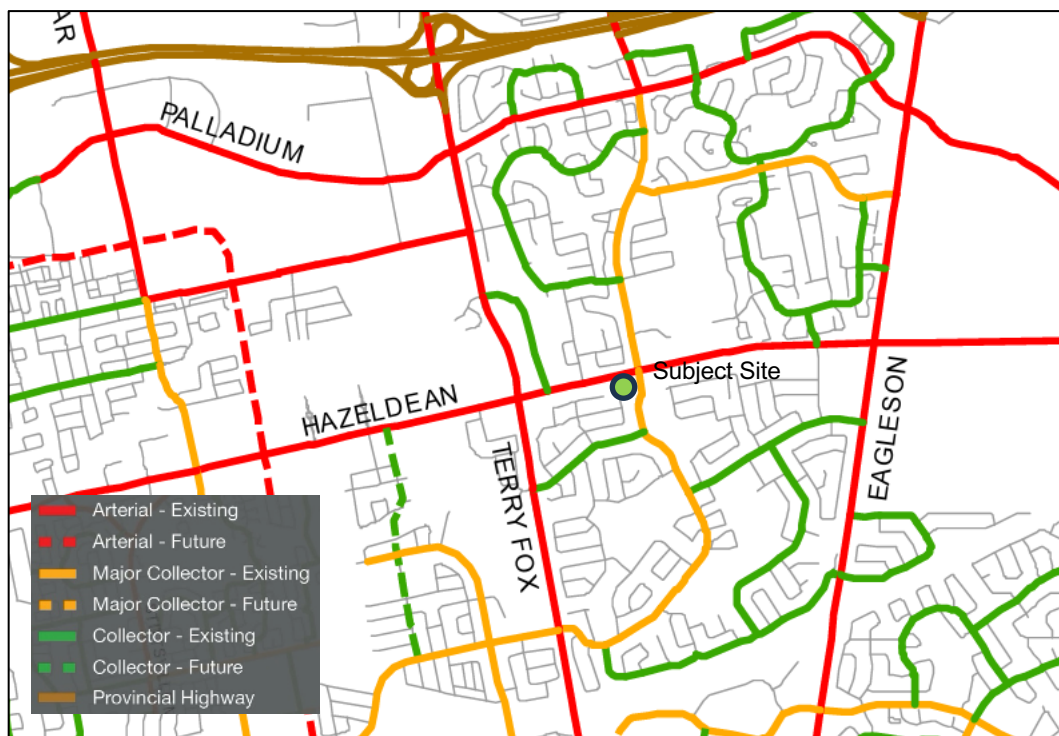


Figure 2: Schedule C4 - Urban Road Network (City of Ottawa Official Plan)

Transit Network

Hazeldean Road to the north of the site is identified as a Transit Priority Corridor on Schedule C2 – Transit Network (Ultimate) of the City of Ottawa Official Plan (Fig. 3). Transit Priority Corridors represent a network of corridors which currently or are planned to provide frequent transit service and feature coordinated transit-oriented measures and policies.



Figure 3: Schedule C2 - Transit Network - Ultimate (City of Ottawa Official Plan)

Bus service, via Route 68 and 61, is provided on Hazeldean Road, with stops located on the corner of the subject site (Fig. 4). This route runs along Hazeldean Road and provides connections to areas that are located to the east and west of the subject site. Other available bus routes nearby are 60, 163, 301, and 303.

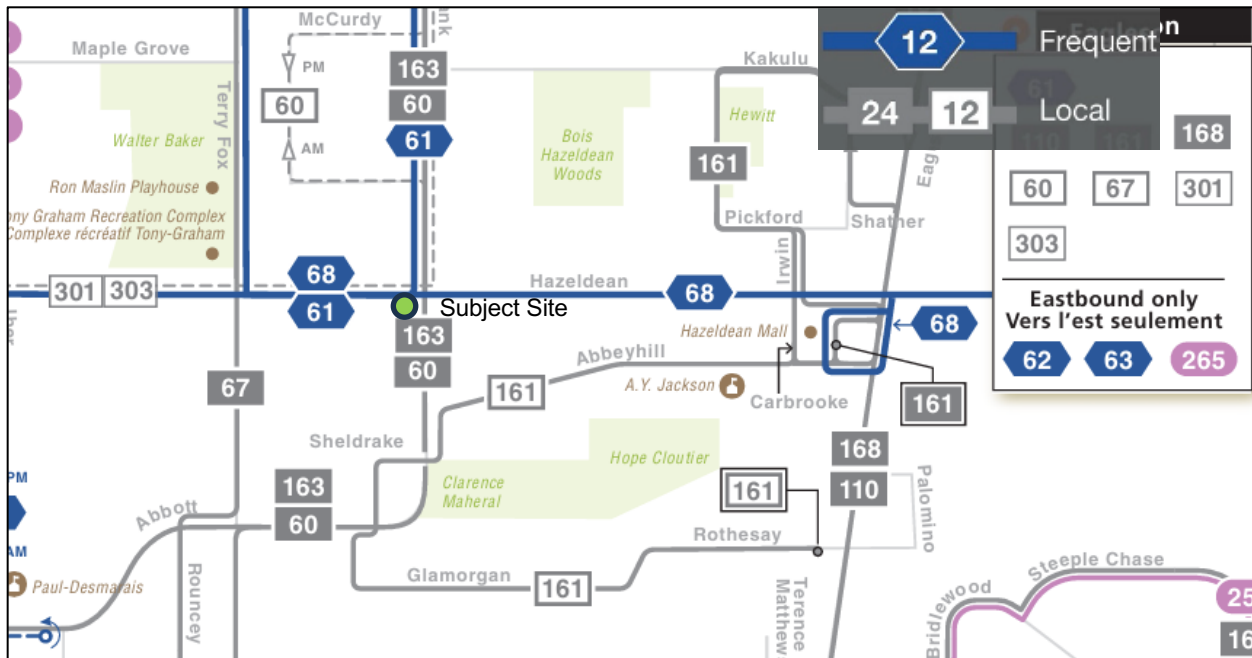


Figure 4: Bus Network Map (OC Transpo)

Active Transportation Network

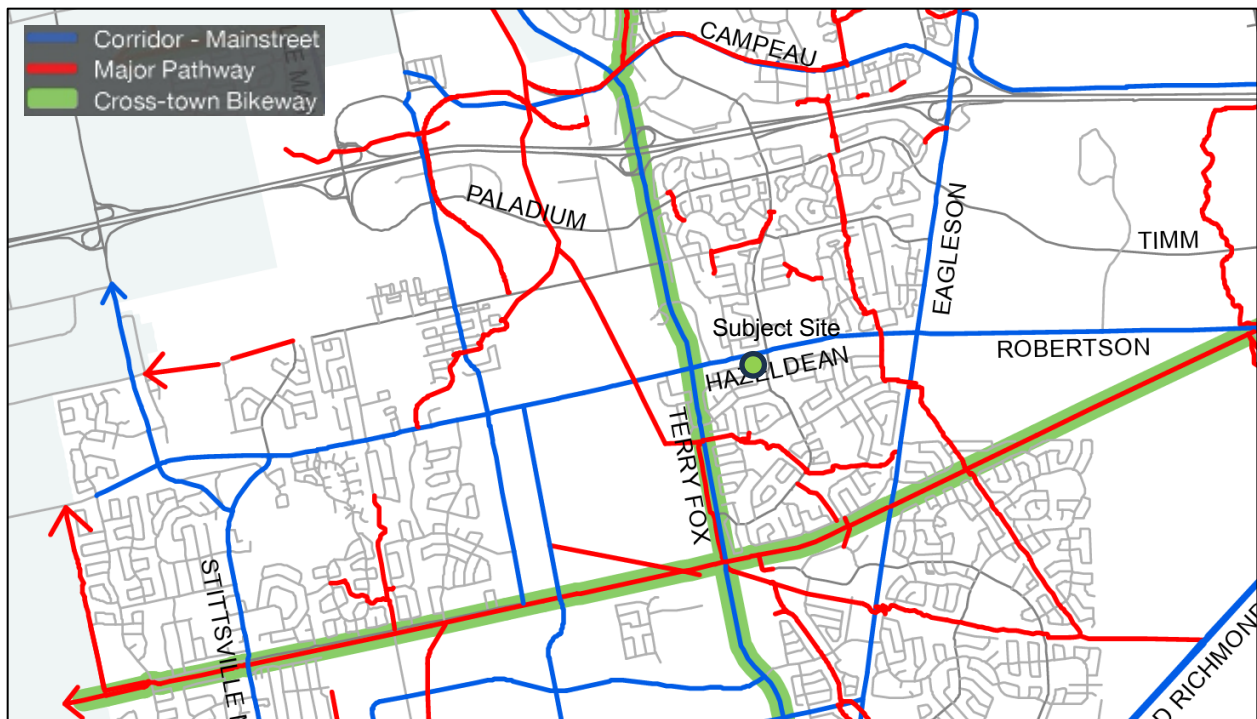


Figure 5: Cycling Network of the Transportation Master Plan

The Cycling Network Map of the Transportation Master Plan (Fig. 5) shows that the subject site is adjacent to the Mainstreet Corridor of Hazeldean Road. A major pathway exists to the south of the site, and a cross-town bikeway is located to the west of the site along Terry Fox drive.

3. Proposed Additional Uses for the Site

Through this application, the owner of 484 Hazeldean Road is proposing to add Warehouse, Limited to a Self-Storage Facility, as a permitted use to the Zoning By-law for the subject site.

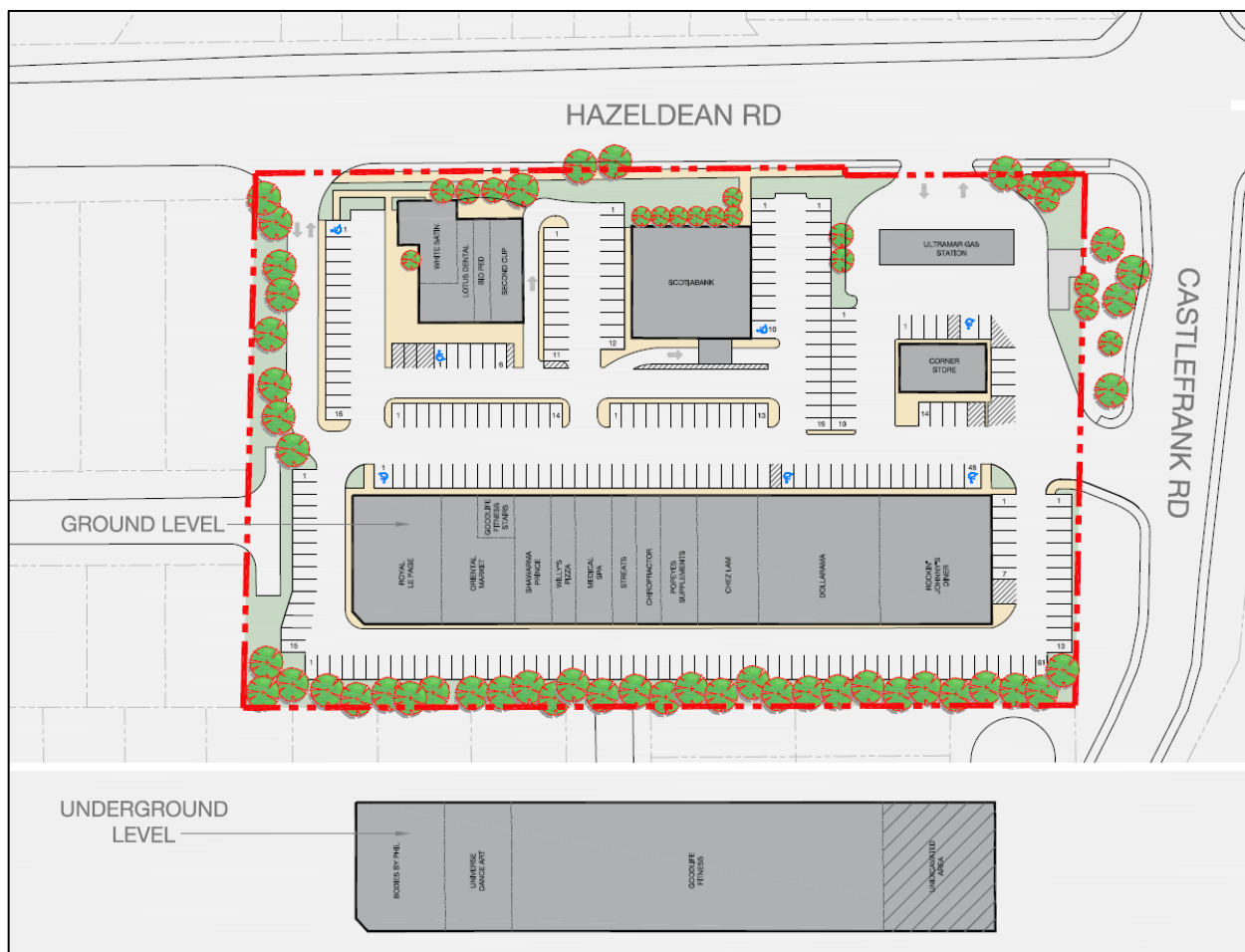


Figure 6: Site plan and current uses of the commercial buildings located at 484 Hazeldean Road.

As mentioned, the site is currently occupied by multiple commercial buildings and a gas bar (Fig. 6). The largest building on the site is a commercial strip mall plaza occupied by multiple commercial tenants. This main plaza building has basement

level which has frontage along the southern frontage of the site. This basement is presently vacant and was previously subject to a Zoning Amendment (File No.D02-02-25-0025) which successfully added a bar as a permitted use. Since that time, the owner has decided that this portion of the development would be better suited to a mini self-storage facility. The proposed facility would measure 1,460.6 m² (15,722 ft²) and would contain 206 storage lockers ranging in size from 1.52 m x 1.52 m to 1.52 m x 4.71 m (Fig. 7).

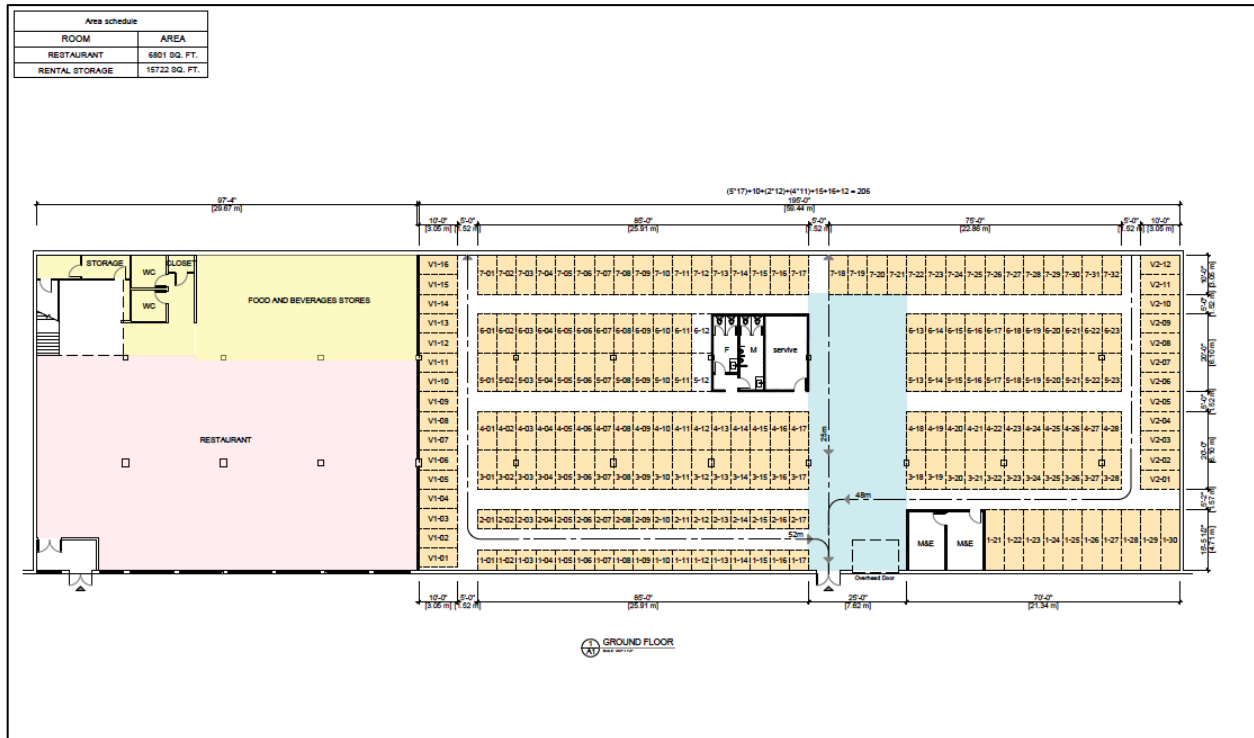


Figure 7: Mini Self-Storage Facility Floor Plan at 484 Hazeldean Road

No site alteration is contemplated as part of this proposal. The proposed Zoning By-law Amendment would provide the subject site with greater flexibility for tenants and provide a greater range of uses available to serve the surrounding community. The proposed use will not only provide greater flexibility but will introduce a use with no anticipated negative impacts to adjacent residents as the proposed storage lockers are small and can be served by small vehicles.

In order to permit an additional use on the subject site, the amendment seeks to establish the following additional site-specific provisions for the subject site.

The Amendment seek to include the following new permissions on the lands:

- Permit the additional land use, Warehouse, Limited to a Self-Storage Facility;
- Require no loading space for a Warehouse, Limited to a Self-Storage Facility 1,000-1,999 m².

The appropriateness of this request will be evaluated against the applicable Policy and Regulatory Framework discussed in the next Section.

4. Policy and Regulatory Framework

Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction and guidance 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:

- 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 childcare facilities, long-term 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.
- 2.3.1.2 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; and,
 - d) are transit-supportive.
- 2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

The proposed Zoning By-law Amendment supports the development of a complete community by diversifying the range of services available to the surrounding neighbourhoods, which is predominantly characterised by low-rise residential housing. The subject site's diverse mix of already existing amenities, location and access to existing surrounding amenities and public transit facilities ensure that the proposed development will be well-used and well-served within the community, as well as complement the existing uses.

The proposed Zoning By-law Amendment efficiently uses land, resources, infrastructure, and public transit by proposing new uses for the existing commercial buildings on a serviced lot within the urban boundary. The proposed additional use allows for the efficient use of the existing mall, providing an appropriate new use well-tailored for its intended location within the complex. The use is consistent with already permitted land uses on the site and the character of its built form, diversifies the land use options, and reduces the potential for nuisance.

City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is

expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

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

- 1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
- 2. By 2046, the majority of trips in the city will be made by sustainable transportation.**
- 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.**
- 4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
- 5. Embed economic development into the framework of our planning policies.**

The proposed Zoning By-law Amendment primarily implements the Big Policy Move of sustainable transportation and embedding economic development into the framework of planning policies due to the existing public transit routes that service the site and ensuring a wider range of compatible commercial services readily available to serve the residents of Ottawa. Furthermore, the commercial plaza located on the site is currently integrated with the surrounding community through the use of landscaping and a comprehensive site design.

4.2.2 Transect

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject site is located within the West Suburban Transect Policy Area on Schedule A (Fig. 8). The Suburban Transect is characterized by its location outside the Greenbelt and conventional suburban model of the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

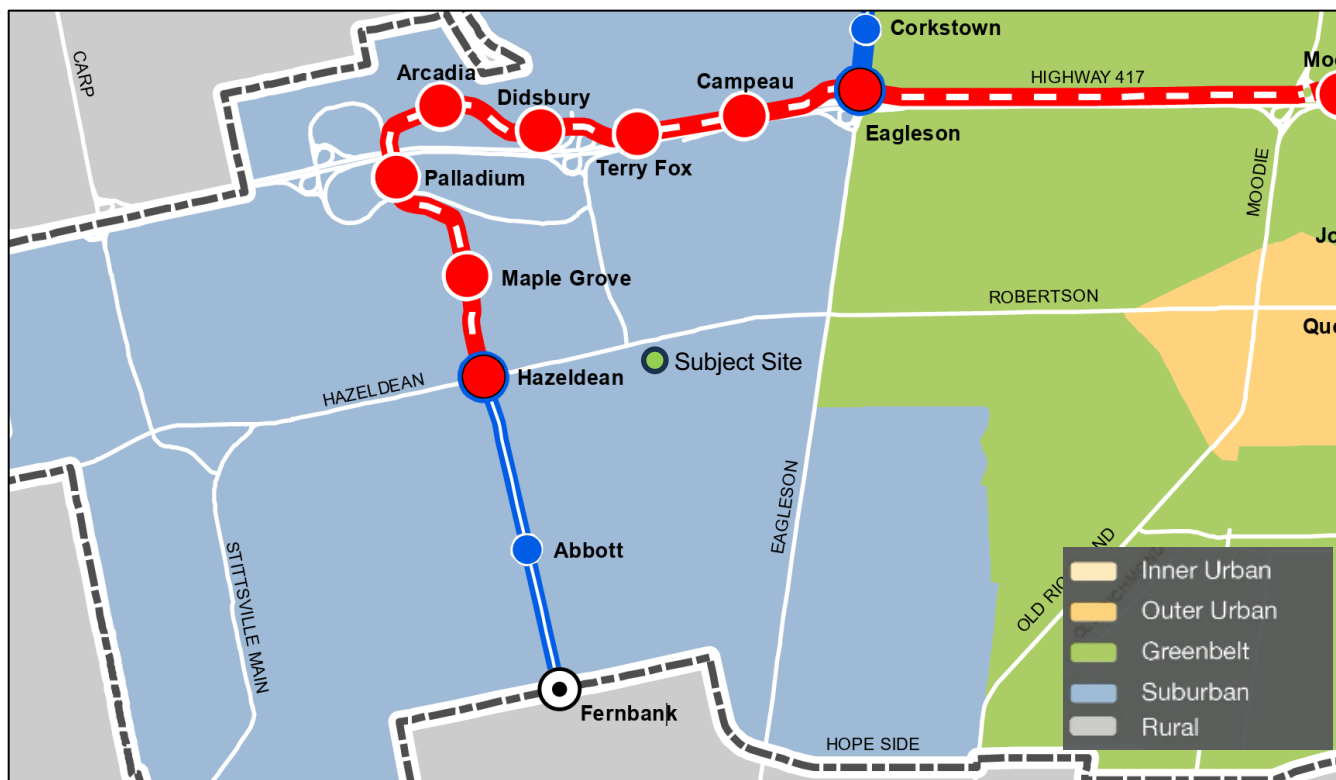


Figure 8: Schedule A - Transect Policy Areas (City of Ottawa Official Plan)

Section 5.4 describes policies that apply to the Suburban Transect. This section notes that the suburban transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods in suburban parts of the City. This includes development at densities that support transit and the function of hubs and corridors, the diversification of the housing stock, and an evolution to a more “urban” pattern of design. Within the Suburban Transect the Official Plan aims to:

- Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- Enhance mobility options and street connectivity in the Suburban Transect.

- Provide direction to the Hubs and Corridors located within the Suburban Transect.
- Provide direction for new development in the Suburban Transect.
- Provide direction to Neighbourhoods located within the Suburban Transect.

Section 5.4.1.2 specifies that The Suburban Transect is generally characterized by Low- to Mid-density development.

- a) Low-rise within Neighbourhoods;
- b) Low-rise along Minor Corridors, however the following policy 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. [Bill 162, Schedule 3, Item 8, Modification 12, May 16, 2024]
- c) Mid-rise along Mainstreet Corridors, however the following policy additional direction applies;
 - i) Generally not less than 2 storeys;
 - ii) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
 - iii) The building stepback should be no taller than the corresponding width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9);
 - iv) The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.

Section 5.4.3.3 specifies that along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:

- a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however
- b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban

design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and

- c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and stepbacks, permitted building heights are up to 4 storeys, however:
 - v) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;
 - vi) Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and
 - vii) Mid-rise or high-rise buildings may be permitted through a Secondary Plan.

4.2.2.1 Corridor Designation

As identified on Schedule B5 of the Official Plan (Fig. 8), the subject property is designated Mainstreet Corridor. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

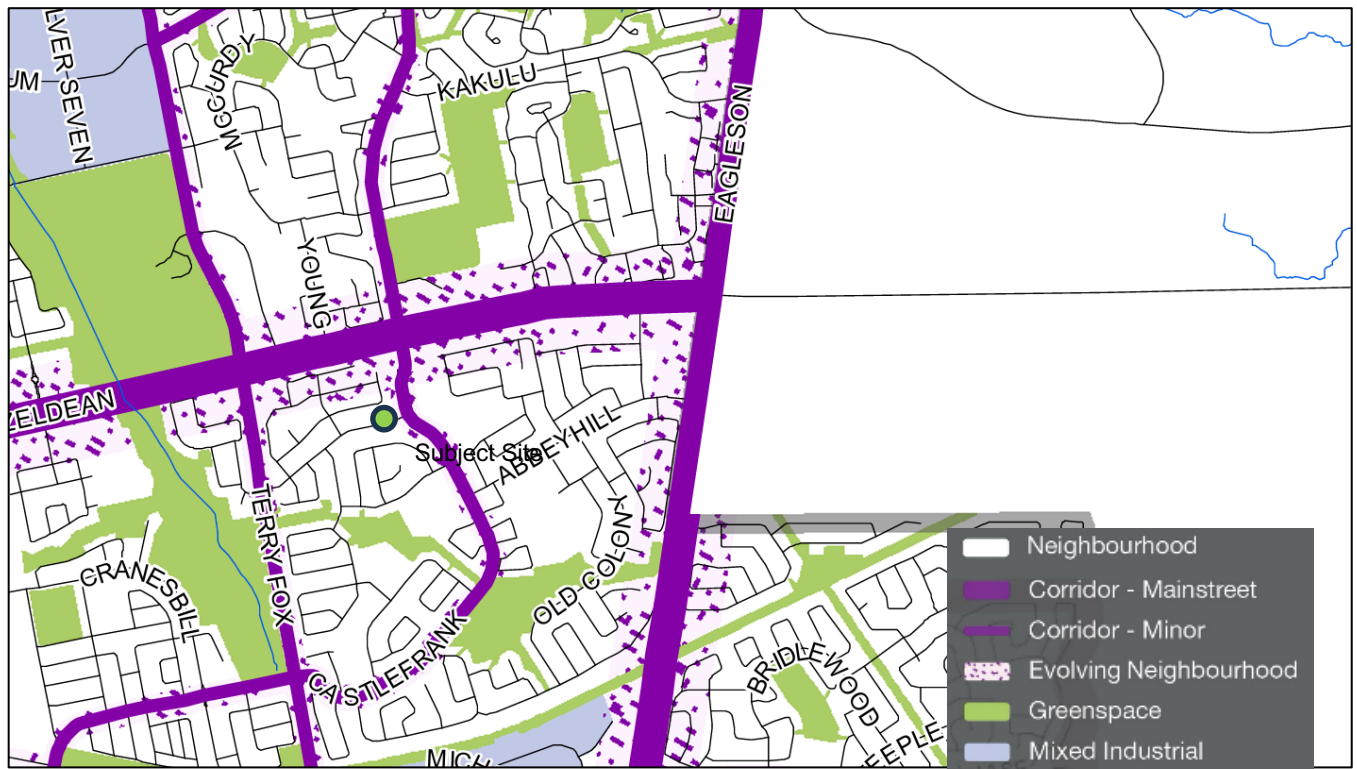


Figure 7: Schedule B5 - Suburban (West) Transect (City of Ottawa Official Plan)

Section 6.2.1.4 notes that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

Section 6.2.2. Recognizes Mainstreet Corridors as having a different context and setting out policies to foster their development.

- 1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed Zoning By-law Amendment is supported by the policies set out in the Official Plan for the Corridor designation. The proposed use provides additional economic activity to the existing commercial plaza that can serve the surrounding community. The proposed use is aligned with the mixed-use form of corridors and integrates with existing uses on the site.

4.2.3 Evolving Neighbourhood Overlay

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1. Policy 1 provides built form direction for the urban area where intensification is anticipated to occur. Policy 1 states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands

150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

Policy 2 states that where the Evolving Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

Policy 3 states that in the Evolving Overlay, the City:

- a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regard to density, built form and site design in keeping with the intent of Sections 3 and 5 of the Official Plan;

The proposed Zoning By-law Amendment provides the opportunity for increased diversity of uses and services within close proximity to an Arterial and Major Collector road. As there are no intended changes to the built form of the commercial plaza, the Amendment respects the existing character of the surrounding neighbourhood.

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

The subject lands were zoned Arterial Mainstreet Zone, Subzone 2, Exception 3058, Maximum Height 20 metres (“AM2[3058]H(20)”). On March 11, 2026, City of Ottawa Council approved the City’s new Zoning By-law 2026-50, however several appeals were submitted which delayed full enactment of the new By-law. On July 2, 2026, however, the Ontario Land Tribunal issued an oral decision ordering that the parts of Zoning By-law 2026-50, not included in the 25 appeals, may come into force. This decision is retroactive to March 11, 2026. As a result of this oral decision, the majority of Zoning By-law 2026-50 is now in force. None of the specific provisions still under appeal apply to the present application and as such, this Rationale will focus on the zoning as it pertains to the newly approved By-law.

City of Ottawa New Zoning By-law (2026-50)

The subject site is currently zoned Mainstreet Zone 2, Exception 3058, Maximum Height 20 metres (“MS2[3058]H(20)” ; Fig. 10) in the City of Ottawa New Zoning By-law (2026-50). The reference to By-law 2008-250 zoning of Arterial Mainstreet, Subzone 2, Exception 3058, Maximum Height 20 metres (“AM2[3058]H(20)”) is still listed in Part 15 – Exceptions under Urban Exception 3058.

The purpose of Mainstreet Zone 2 is to:

- Permit a broad range of mixed-use development along wider mainstreets with larger lot fabric, including high-rise development where street context and lot fabric can support it, in accordance with Official Plan policies for Mainstreet Corridors.

In Mainstreet Zone 2 (MS2) the following uses are permitted:

- dwelling unit

- Residential uses:

 - dwelling unit

Non-residential uses:

 - amusement park
 - animal care establishment
 - artist studio
 - automobile dealership
 - automobile rental establishment
 - automobile service station
 - bank
 - bed and breakfast
 - broadcasting and production studio
 - car wash
 - catering establishment
 - community centre
 - courthouse
 - day care
 - drive-through facility
 - emergency service
 - funeral home
 - gas bar
 - government service centre
 - hospital
 - hotel
 - indoor entertainment facility
 - instructional facility
 - library
 - medical facility
 - micro-distribution facility

- amusement park
- animal care establishment
- artist studio
- automobile dealership
- automobile rental establishment
- automobile service station
- bank
- bed and breakfast
- broadcasting and production studio
- car wash

- museum
- nightclub
- office
- parking garage
- payday loan establishment
- personal service business
- place of assembly
- place of worship
- post-secondary educational institution
- recreation and athletic facility
- research and development centre
- restaurant
- retail store
- school
- sports arena
- storefront industry
- theatre

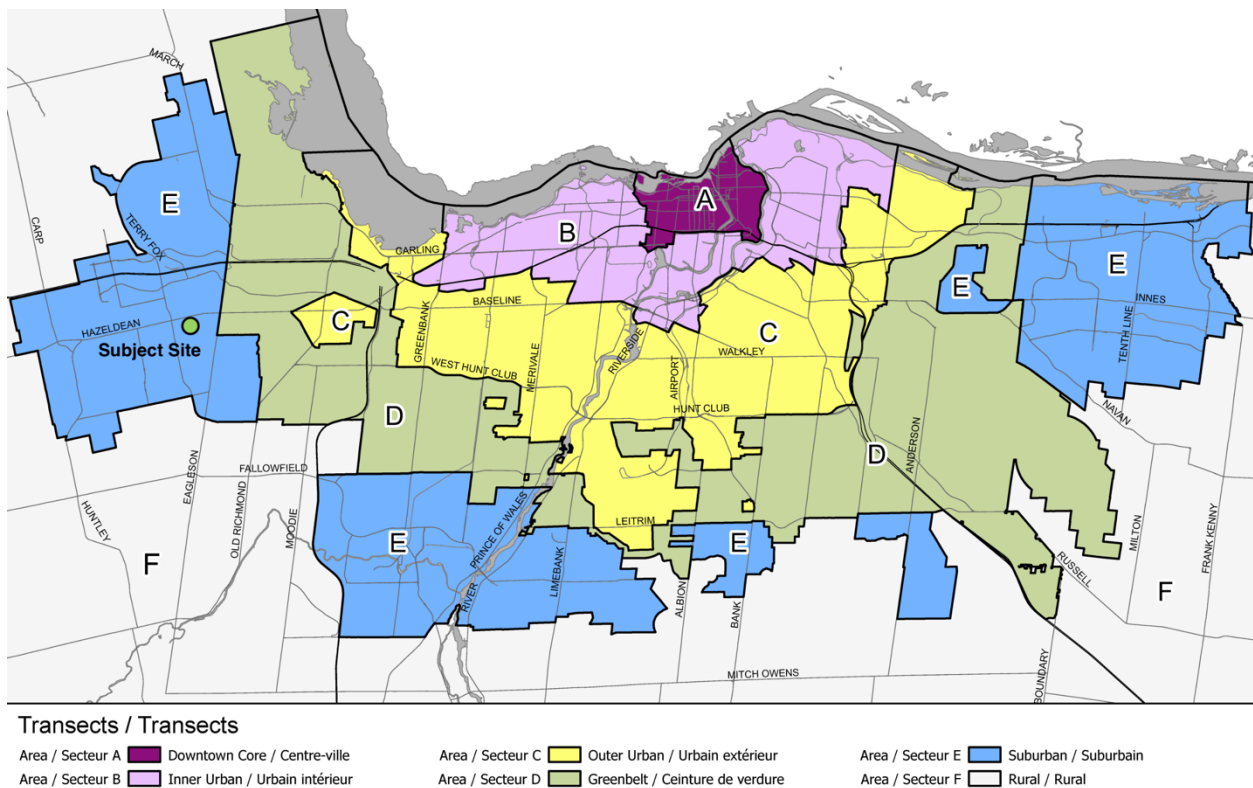


Figure 8. Schedule A1 - Transects (Zoning By-law 2026-50).

In Mainstreet Zone 2 (MS2) the following uses are prohibited, subject to the property being located in Area A – Downtown Core Transect and Area B – Inner Urban Transect on Schedule A1 – Transects (Fig. 11):

- automobile dealership
- automobile service station
- drive-through facility

The subject site is located in Suburban Transect and greater variety of permitted uses applies, recognizing the suburban pattern of built form and site design.

Exception 3058 permits the following additional land uses for the site:

- amusement centre
- bar
- cinema
- recreational and athletic facility
- theatre

Zone Provisions

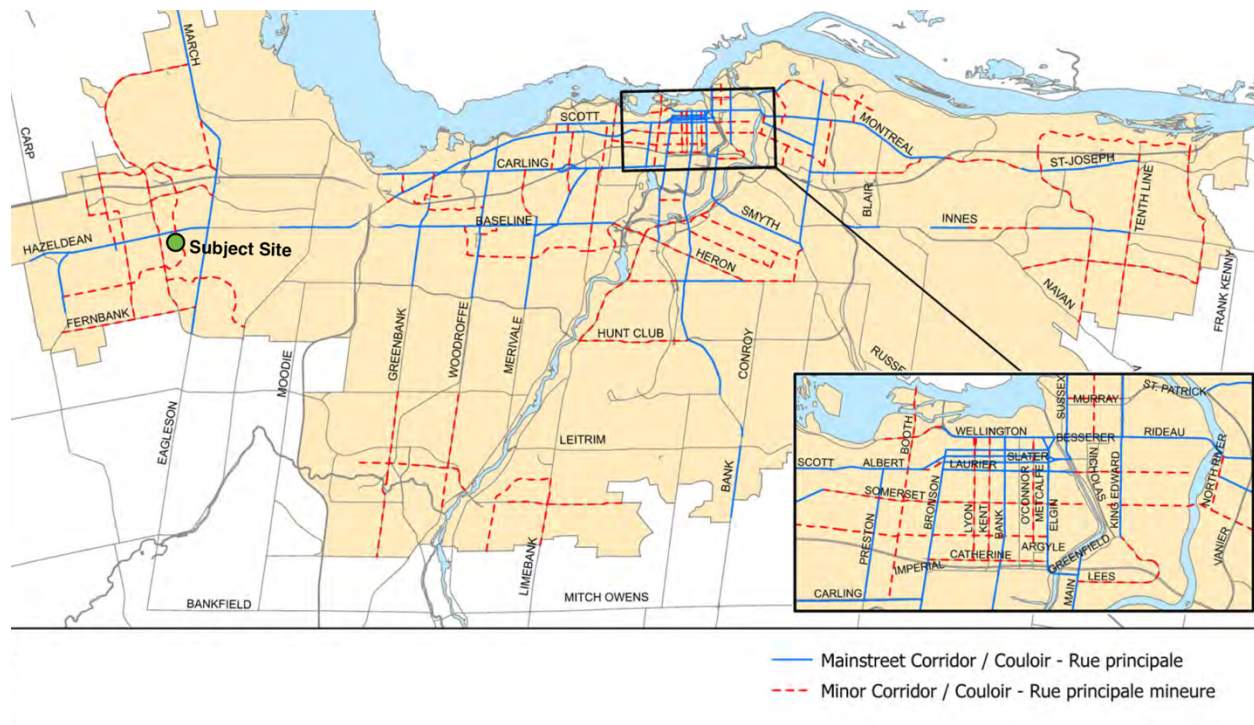


Figure 9. Schedule A6 - Mainstreet Corridors and Minor Corridors (New Zoning By-law 2026-50)

(3) For the purpose of this section, the front lot line is the lot line abutting the Mainstreet Corridor as designated in Schedule A6 – Mainstreet Corridors and Minor Corridors, and:

(a) for a lot at the intersection of two Mainstreet Corridors, and for a through lot which abuts two Mainstreet Corridors, the front lot line is the shorter lot line; or

- (b) for a lot at the intersection of a Mainstreet Corridor and a Minor Corridor, the front lot line is the Mainstreet Corridor.

The front line of the subject lot is along the Hazeldean Road.

Ground Floors and Active Entrances

- (5) Exterior building walls located on the ground floor and located within 6 metres of a front or exterior side lot line must:

- (a) provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses; [OLT-26-000364]

- (b) provide a minimum of one active entrance in the case of a residential use building; and

- (c) a minimum of 40 per cent of the surface area of the ground floor façade, measured from the average grade up to a height of 4 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.

No exterior wall on the lot is located within 6 metres of a front or exterior side lot line.

Site Layout and Landscaping

- (6) Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following:

- (a) an outdoor commercial patio;

- (b) bicycle parking;

- (c) soft landscaping; or

- (d) benches, street furniture, or other similar features.

- (7) Outdoor storage accessory to the use on the lot:

- (a) is prohibited in a front or exterior side yard;

- (b) is permitted in all other yards, subject to being completely enclosed and screened from an abutting public street, and from an abutting N1, N2, N3, N4, N5 or N6 – Neighbourhood Zone or INZ – Institutional Zone; and

(c) despite clauses (7)(a) and (b), outdoor storage is permitted in any yard for an automobile dealership.

(8) A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 or N6 – Neighbourhood Zone, or

(a) where an opaque screen with a minimum height of 1.5 metres is provided, the soft landscaping buffer may be reduced to 1 metre; and

(b) where parking spaces are provided, an opaque screen with a minimum height of 1.5 metres must be provided.

(9) A maximum of one private approach may be provided for each property having a lot frontage of 45 metres or less.

No site alterations are proposed with the request of permitting an additional use of Warehouse, Limited to a Self-Storage Facility. The Mini Self-Storage facility will be located in the basement floor of the building with access limited to the rear façade of the facility where this use is screened from the abutting residential uses with existing landscaping and opaque fencing.

Height and Built Form Transition

(10) Despite clauses (12)(c) and (13)(c), where an abutting N1, N2, N3 or N4 zoned lot has frontage on a Mainstreet or Minor Corridor identified on Schedule A6 – Mainstreet Corridors and Minor Corridors, no angular plane height transition is required from that lot.

(11) Where the rear yard abuts a street or public laneway that abuts a Residential Zone, the angular plane requirement described in clauses (12)(c) and (13)(c) apply, but the width of the abutting street or public laneway may be added to the height of the plane's origin above the rear lot line.

(12) Maximum building height in Area A - Downtown Core Transect, Area B - Inner Urban Transect, and Area C - Outer Urban Transect on Schedule A1 - Transects:

(a) 30 metres;

(b) on a lot abutting a Mainstreet with a protected right-of-way width of 30 m or greater as identified on Schedule C16 of the Official Plan: 100 metres; and

(c) for areas up to and including 25 metres from a lot line abutting an N1, N2, N3 or N4 – Neighbourhood Zone, no part of a building may project above a 45-degree angular plane measured from a height of 15 metres above the said lot line.

(13) Maximum building height in Area E - Suburban Transect on Schedule A1 - Transects:

(a) 30 metres;

(b) on a lot abutting a Mainstreet with a protected right-of-way width of 30 m or greater as identified on Schedule C16 of the Official Plan:

(i) within 600 metres of a rapid transit station identified on Schedule A4: 100 metres; and

(ii) greater than 600 metres from a rapid transit station identified on Schedule A4: 60 metres. [OLT-26-000364]

(c) for areas up to and including 25 metres from a lot line abutting an N1, N2, N3 or N4 – Neighbourhood Zone, no part of a building may project above a 45-degree angular plane measured from a height of 15 metres above the said lot line. [OLT-26-000364]

As noted, no site alterations are proposed with respect to building height. That being said, the subject site is located in Area E – Suburban Transect on Schedule A1 – Transects of By-law 2026-50 and along the portion of Hazeldean Road between Terry Fox Drive and Eagleson Road. The Right-of-Way protection for this portion is 37.5 m as per Schedule C16 of the City of Ottawa Official Plan.

(14) Table 905 applies in the Mainstreet Zone 2:

Zoning Mechanism - Mainstreet Zone 2 (MS2) Provisions		Requirement	Proposed	Compliance
(a) Minimum lot area (m ²)		No minimum	20,017.2	Y
(b) Minimum lot width (m)		No minimum	177.3	Y
(c) Minimum front and exterior side yard setback (m)	(i) for any part of the building 15m or less above grade	No minimum	5.5 / 18	Y
	(ii) for any part of the building greater than 15m above grade	1.5	N/A	-

	(iii) for any part of the building greater than 30m above grade	3	N/A	-
(d) Minimum interior side yard setbacks (m)	(i) where abutting an N1, N2, N3, N4, N5 or N6 Zone	3	22.2 (west)	Y
	(ii) all other cases	No minimum	N/A	-
(e) Minimum rear yard setbacks (m)	(i) where abutting a street or public laneway	3	15.6	Y
	(ii) where abutting an N1, N2, N3, N4, N5 or N6 Zone	7.5	15.6	Y
	(iii) for a residential use building	7.5	N/A	-
	(iv) all other cases	No minimum	N/A	-
(f) Minimum building height (m)		6	Existing and greater than 6	Y
(g) Maximum building height (m)		As per subsections (9), (10), (11) and (12) * Assumed there is a typo and should read as (10), (11), (12) and (13)	Existing and compliant with subsection (13)(c) and Height Limit of 20	Y

Part 6 – Parking, Queueing and Loading Provisions

Minimum parking rates are no longer applicable to commercial uses. Parking space, driveways and aisles sizes are an existing condition, and no site alterations are proposed.

Loading

(f) Minimum number of loading spaces for a warehouse 1,000 – 1,999 m ²	1	0	N
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As identified in the zoning compliance table above, the subject property is compliant with all built form provisions of the MS2 zone, however it does not meet the minimum requirement for a loading space.

5. Proposed Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject lands MS2[XXXX] H(20), with additional relief in the form of an Urban Exception.

Requested Relief

To accommodate the proposed use, additional relief from the MS2 zone is required. The details of this Urban Exception zone are rationalized below:

- Permit the warehouse, limited to a self-storage facility use, whereas the use is not listed as permitted in the MS2 zone.

The requested use, to allow for the establishment of a mini self-storage facility, is appropriate given that the nature of the use poses no greater opportunity for nuisance or disruption to the broader community than the existing permitted uses. The use will also be located in a portion of the commercial plaza that has limited viability for retail purposes given its lack of frontage and visibility from the public ROW. This conditions, however, makes it ideal for a use such as the mini self-storage use. The typical function of a self-storage facility is such that users don't remain on site for long periods of time, all operations occur within the facility where noise will not impact the surrounding community and is ultimately a low-intensity use. Further, the use is compatible with the other permitted uses in the zone and will not impede the function of the commercial plaza. Including the mini self-storage use will increase the diversification of uses on site, in a portion of the main plaza building that is less suitable to many retail operations and is highly compatible with the adjacent residential neighbourhood.

- Permit the reduction of required loading space from 1 to 0 for a warehouse, limited to a self-storage use.

The requested amendment is appropriate as the loading space requirement is meant to apply to a typical warehouse use where large trucks are a typical feature of the use. The proposal, however, is for a limited mini self-storage

facility, one that only offers small storage lockers. As such, there is no anticipation of large trucks being used to support the use, rather small vehicles which can use the existing parking spaces is anticipated. As such, a dedicated loading space is not necessary to support the proper function of the proposed use.

The proposed amendments will contribute to the diversity of commercial uses available on the subject lands and given the low intensity of the use, is anticipated to function well within the existing design of the property without any undue adverse impacts. The proposal in general conforms with the policies of the Official Plan and more specifically represents an alignment with policies as they relate to encouraging non-residential uses within the Mainstreet Corridor designation.

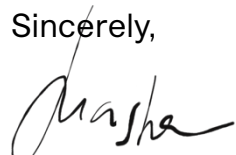
6. Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- The proposed Zoning By-law Amendment is consistent with the intent of the Provincial Policy Statement, proposing additional uses for a property within the built-up area where existing infrastructure and public service facilities are available;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies of the Suburban Transect and Mainstreet Corridor designation;
- The requested Zoning By-law Amendment is aligned with the relevant policies of the City of Ottawa Official Plan as they relate to the proposed site-specific exceptions;

Please do not hesitate to contact the undersigned should you have any questions or require additional information.

Sincerely,



Masha Vakula
Planner
Re:Public Urbanism



Mike Szilagyi, MCIP OUQ
Partner

Re:Public Urbanism