

Subject: Zoning By-law Amendment – 1280 Trim Road

File Number: ACS2024-PDB-PSX-0027

Report to Planning and Housing Committee on 5 November 2024

and Council 13 November 2024

**Submitted on October 30, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Orléans East-Cumberland (1)

Objet : Modification au Règlement de zonage – 1280, chemin Trim

Dossier : ACS2024-PDB-PSX-0027

Rapport au Comité de la planification et du logement

le 5 novembre 2024

et au Conseil le 13 novembre 2024

**Soumis le 30 octobre 2024 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Lucy Ramirez, Urbaniste, Examen des demandes
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Quartier : Orléans-Est-Cumberland (1)

REPORT RECOMMENDATIONS

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1280 Trim Road, as shown in Document 1, to permit a commercial development, as detailed in Document 2.**

2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of November 13, 2024,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du *Règlement de zonage* (n°2008-250), visant le 1280 chemin Trim, terrain représenté dans le document 1, pour autoriser l’aménagement d’un bâtiment commercial, comme l’explique en détail le document 2.
2. Que le Comité de la planification et du logement donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 13 novembre 2024», sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

BACKGROUND

Learn more about [Development Application process overview Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1280 Trim Road

Owner

Trim Works Development Ltd, C/O Brent Harden

Applicant

Q9 Planning + Design, C/O Christine McCuaig

Architect

McRobie Architects + Interior Designers

Description of site and surroundings

The subject property is a 5,620 square metre parcel of land located on the west side of Trim Road, north of Saint Joseph Boulevard and south of Regional Road 174, in the Taylor Creek Business Park. The surrounding parcels of land are zoned for light industrial and institutional uses and contain a gas station, convenience store, and fast-food restaurant with drive-through facility to the north; a daycare to the northwest; a fitness and amusement centre and associated surface parking to the south and a place of worship to the west.

Transit Context

The site is approximately 550 metres southwest of the future [Trim O-Train Station](#). Along Trim Road there is transportation infrastructure such as a multi-use pathway (MUP), bike lanes, and transit services. Bus route 39 runs along Trim Road during peak periods and links the site to Trim and Blair Stations. In non-peak period route 39 runs nearby along Taylor Creek Drive and St-Joseph Boulevard. Route 39 operates between Millennium Station, Blair Station, and La Cité. It also provides all day transit service and limited overnight service to and from Blair Station seven days a week. Route 39 is a rapid route, which means it provides quick station-to-station bus service along the highway.

Summary of proposed development

The applicant is proposing to develop the site with three one-storey buildings containing a fast-food restaurant with drive-through facility, restaurant/office/personal service businesses, and an automobile service centre. The proposed buildings are parallel to each other, oriented east to west, and share a two-lane vehicular access from Trim Road. Building 1 is proposed for a stand-alone restaurant use. The restaurant's drive-through aisle, parking, loading and exterior waste storage are located behind the building. Building 2 is proposed to be used for a restaurant and four future personal service and/or office uses. The surface parking is adjacent to the building set back from the front wall such that the parking stalls are interior to the site. Building 3 is proposed to be used for an automobile service station. Its associated parking, loading and exterior waste storage are all located at the rear of the site.

Direct pedestrian connections to the multi-use pathway along Trim Road are proposed on either side of the vehicular entrance. The existing vehicular access will be removed, and soft landscaping will be installed. Soft landscape buffers interior to the site will delineate the parking areas for the various uses and will be planted with trees, shrubs and grass. Raised sidewalks and pavement markings provide pedestrian connections between the various uses within the site.

Summary of requested Zoning By-law amendment

The site is currently zoned Light Industrial, subject to a height limit of 20 metres (IL (H21)). This zoning permits "...a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza..." The permitted uses are intended to serve passing traffic as well as employees and the general public in the immediate vicinity.

The City of Ottawa has received a Zoning By-law Amendment application to establish site-specific zone provisions via an urban exception to increase the permitted Gross Floor Area (GFA) for personal service, restaurant, and automobile service uses, to decrease required setbacks, and permit outdoor storage to enable a commercial development.

DISCUSSION

Public consultation

Staff received questions and comments from an individual who questioned why residential was not being pursued, commented on the height of the buildings (too low), and expressed concerns with the Owner receiving a City grant for the development. The individual questioned why the proposal is not required to include additional site improvements beneficial to the overall community.

For this proposal's consultation details, see Document 6 of this report.

Official Plan designation(s)

Per the Official Plan, the subject property is designated as [Suburban Transect](#), [Minor Corridor](#) (Schedule [A](#) and [B8](#)), and abuts land designated as Mixed Industrial. The Corridor designation applies to bands of land along specified street whose planned function combines a higher density of development, a greater degree of mixed uses and

a higher level of street transit service. Below is a summary of Official Plan objectives and/or policies that support the proposed development:

- Section 2 provides strategic directions, and the Official Plan supports a broad geographic distribution of employment so that people have the choice to work closer to where they live. Further, an objective is to protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses.
- Policy 3.2.(6) identified Corridors as a focus area for employment growth and employment intensification.
- Per the Official plan, the property is situated along a scenic route, [schedule C13](#), per policy 4.6.2 (4) soft landscaping should be restored along the right of way, buildings should interact with the public realm and direct pedestrian access should be provided.
- Per the Official Plan development along corridors shall generally be located to frame adjacent street and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks (policy 4.6.5.2).

Other applicable policies and guidelines

The site is part of the Trim Minor Corridor within the Orléans Corridor Secondary Plan. City Council approved the Secondary Plan at their [September 21, 2022, meeting \(see item 13.4\)](#). Below is a summary of secondary plan objectives and/or policies that support the proposed development:

- The Trim Minor Corridor is intended to support the adjacent Local Production and Entertainment designation and the Trim O-train Station. In addition to the uses permitted in the Local Production and Entertainment designation¹, commercial and restaurant uses may be permitted. Residential is not permitted.
- Corridors are intended to become walkable environments that prioritize pedestrian and sustainable modes of transportation. Along corridors, active frontages are required to enhance the public realm and animate the street (section 4.5).

The Official Plan, policy 4.6.5 (1), states development throughout the City shall demonstrate that the intent of applicable Council-approved plans and designs

¹ In the Local Production and Entertainment Designation mixed industrial uses described in the *Official Plan*, excluding noise and vibration sensitive land uses, will be permitted, in addition to uses associated with nightlife, entertainment production, social interaction and recreation.

guidelines are met. The applicable urban design guidelines are as follows: [Urban Design Guidelines for Development along Arterial Mainstreets](#) (2006) and [Urban Design Guidelines for Drive-Through Facilities](#)(2006). Staff are satisfied that there is a strong street edge along Trim Road that is defined and supported by buildings and landscaping, both soft and hard. Staff are satisfied that the development supports a pedestrian friendly environment along the public street, as the restaurant's drive-through aisle, parking, loading and exterior waste storage are located behind the building.

Planning rationale

Planning staff are recommending approval of the proposed commercial development as it achieves policies contained in the Official Plan. The proposal supports a mix of uses, permits employment growth and intensification, and provides a strong street edge along Trim Road, a Minor Corridor. This proposal furthers the development of a walkable 15-minute neighbourhood because a key component of such neighbourhoods is commercial services to reduce travel time for daily needs and provide jobs and other economic opportunities for residents. The proposed site development achieves strategic directions of section 2, the growth management policies of section 3, and design policies of section 4. Further, the proposal addresses the policies of the Orléans Corridor Secondary Plan and urban design guidelines for corridors and drive-through facilities.

The proposal will be serviced by municipal water, sanitary and stormwater. There is adequate municipal water supply available in Trim Road to support the proposed water demand. There are existing public sanitary and stormwater sewers located on the adjacent property, 510 Lacolle Way, and the City has a municipal easement over this property. Staff is satisfied that these sewers have sufficient capacity to convey the projected post-development flows from the proposed site development, and that the proposed on-site stormwater management design meets the City's design standards respecting both quantity and quality control.

Details of Proposed Zoning

To accommodate the proposed commercial development, a Minor Zoning By-law Amendment is required to establish the following site-specific zone provisions:

- 1) Remove the gross floor area (GFA) limit for a personal service business, whereas a maximum GFA of 300 square metres is permitted;
- 2) Remove the gross floor area (GFA) limit for a restaurant, whereas a maximum GFA of 300 square metres is permitted.

- 3) Permit an automobile service station with a maximum GFA of 650 square metres, whereas a maximum GFA of 300 square metres is permitted;
- 4) Permit reduced interior side yard setbacks of 3 metres (north) and 1.2 metres (south), whereas a minimum of 7.5 metres is required;
- 5) Permit a reduced rear yard setback of 9.9 metres, whereas a minimum of 15 metres is required; and
- 6) Permit a reduced front yard setback of 3.0 metres, whereas a minimum of 7.5 metres is required.
- 7) Permit a fenced outdoor storage area limited to a maximum of 24 square metres, whereas no outdoor storage is permitted except in the case of the storage of motor vehicle associated with an automobile dealership and automobile rental establishment.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with both the 2020 Provincial Policy Statement that was in effect when this application was submitted, as well as the 2024 Provincial Policy Statement, which will come into effect on October 20, 2024.

RURAL IMPLICATIONS

There are no rural implications.

COMMENTS BY THE WARD COUNCILLOR

I am aware of the application related to this report and am supportive.

I have been an ardent supporter of intensification and revitalization in my ward. Part of my vision for Orléans is to see a concentration of revitalized businesses close to transit. This proposal is the first of what I hope to be many proposals to revitalize businesses in the heart of our community.

The proponents have collaborated closely with staff to refine the proposal, ensuring that it aligns with our community's needs.

I believe this project will serve as a catalyst for further development and economic growth in our area, creating a thriving environment for both residents and businesses alike.

LEGAL IMPLICATIONS

There are no direct financial implications.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management Implications resulting from recommendations of this report". Note that I had previously commented on this when the proposal was to connect to the services on 3775 St Joseph, where the applicant would have had to secure an easement. For the record I met with Lucy Ramirez about the connection now proposed via property at 510 Lacolle Way. There are no AMIs - provided the landowner agrees that they are responsible for future maintenance and life cycle costs associated with the connection to the City-owned sewers.

FINANCIAL IMPLICATIONS

There are no legal implications associated with implementing the recommendations contained within this report.

ACCESSIBILITY IMPACTS

Accessibility will be reviewed through the Site Plan Control process and the Building Permit process.

ECONOMIC IMPLICATIONS

On [July 12, 2023](#), City Council approved a grant application by Trim Works Developments Limited, in respect to 1280 Trim Road, in accordance with the Integrated Orléans Community Improvement Plan, not to exceed \$1,257,797, over a maximum period of 10 years, subject to the establishment of, and in accordance with, the terms and conditions of a Community Improvement Plan Agreement.

The economic impact of the proposed development at the time of the CIP application was estimated at \$7,630,893 in direct construction costs in addition to indirect and induced economic benefits to the local economy. Approximately 75 new permanent full-time jobs will be created when the project is fully constructed and leased. The project will result in new businesses opening in an area that is rapidly expanding and will contribute to the further development of the Trim Road commercial hub.

ENVIRONMENTAL IMPLICATIONS

A Phase One Environmental Site Assessment (ESA) was completed for the subject property. A Phase One ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site. The Phase One ESA also determines the need for a Phase Two ESA, which provides a

sampling and analysis of the property to confirm and delineate the presence of soil or groundwater contamination or confirm the absence of contamination. The Phase One ESA identified 13 Potentially Contaminating Activity (PCA) and 14 areas of potential environmental concern (APEC) at the property and determined that a Phase Two ESA was needed. A Phase Two ESA was done and reported naturally elevated vanadium in soil and elevated levels of PAHs in groundwater. Management of soil and groundwater as part of the proposed Site redevelopment are to be completed in accordance with the applicable provincial regulations.

A tree conservation report (TCR) was done that identified three small trees on the property, the diameter at breast height (DBH) ranged from 12 cm to 20 cm, all will be removed. There are sensitive marine clay (SMC) soils on the site, per the geotechnical investigation the soils have a low/medium potential for soil volume change and small to medium trees may be planted onsite if specific conditions are met. Per the latest landscape plan (LP) 49 trees will be planted, there will be a mixture of medium and small trees, regular and small conifers, ornamental trees, and columnar trees. Many shrubs (417) and perennials (460) will also be planted. Per the latest Canopy Coverage Plan, Soil Volume and Plant List Plan L-02, revised September 10, 2024, the tree canopy coverage will be 18 percent.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A City that has a diversified and prosperous economy. Specifically, the objective of enhancing commercial main streets.

APPLICATION PROCESS TIMELINE STATUS

The statutory 90-day timeline for making a decision on this application under the *Planning Act* will expire on November 10, 2024.

SUPPORTING DOCUMENTATION

Document 1. Location Map / Zoning Key Map

Document 2. Details of Recommended Zoning

Document 3. 2022 Aerial Image

Document 4. Proposed Concept Plan

Document 5. Proposed Development Images

Document 6. Consultation Details

CONCLUSION

Planning Staff recommend approval of the Zoning By-law amendment at 1280 Trim Road. The proposal aligns with the Official Plan (2022) and the Orléans Corridor Secondary Plan (2022).

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the (1) owner; (2) applicant; (3) Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; (4) Krista O'Brien, Program Manager, Property Assessment and PILTS, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa

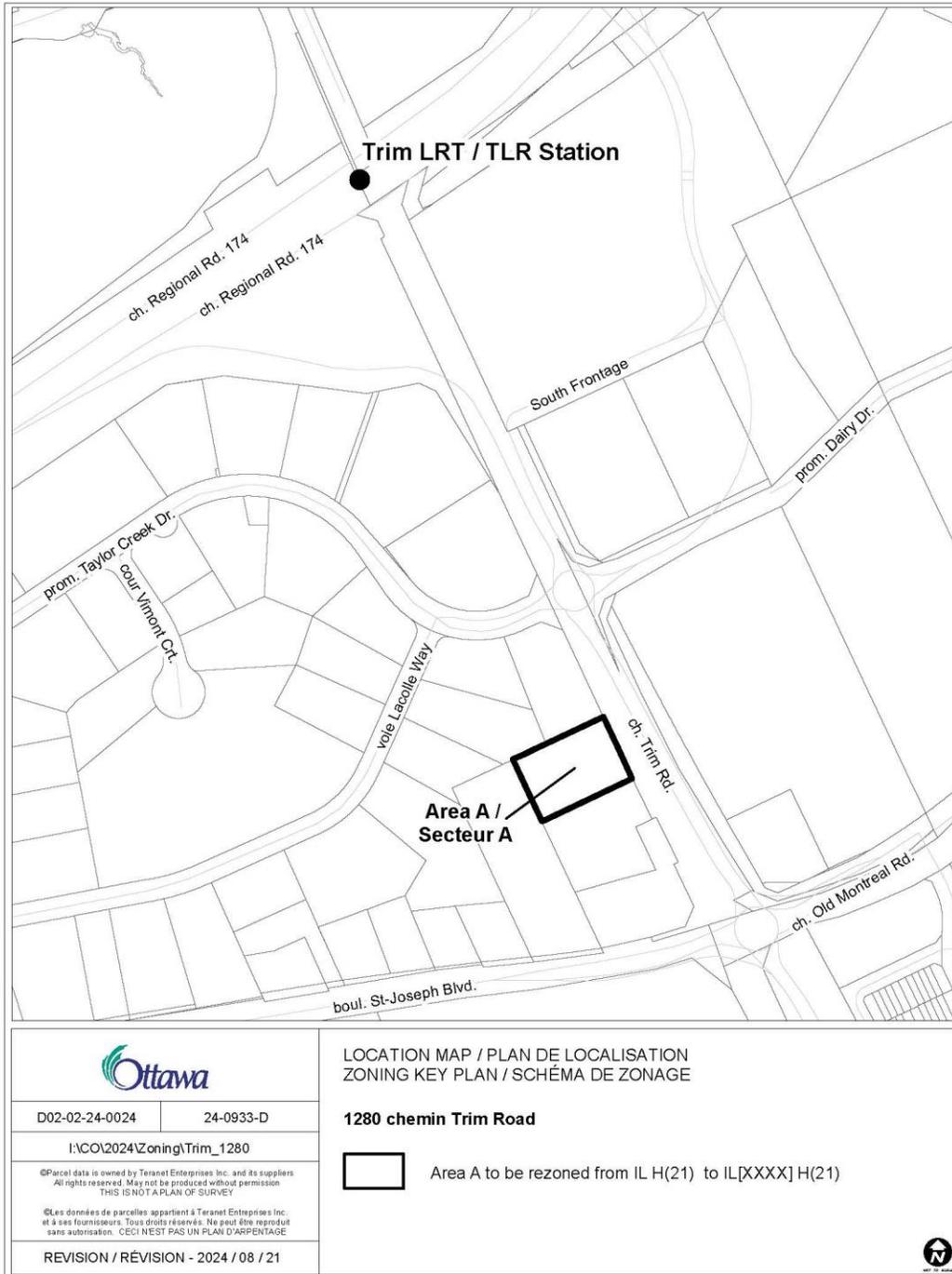


Figure 1: The subject site identified as Area A will be rezoned from IL H(21) to IL[XXXX] H(21) .

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1280 Trim Road:

1. Rezone the lands as shown in Document 1
2. Add a new exception, XXXX, to Section 239 – Urban Exception with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text, “XXXX”
 - b. In Column II, add the text, “IL[XXXX] H(21)”
 - c. In Column V, include provisions similar in effect to the following:
 - i. The provisions of Clause 203 (2)(c) does not apply to **personal service business** and **restaurant**.
 - ii. Despite Clause 203(2)(c), an **automobile service station** cannot exceed 650 square meters of gross floor area.
 - iii. The minimum front yard setback: 3 metres.
 - iv. The minimum rear yard setback: 9.9 metres.
 - v. The minimum interior side yard setbacks: 3 metres on one side and 1.2 metres on the other.
 - vi. Despite Subsection 203(5), a fenced outdoor storage area limited to a maximum total area of 24 square metres is permitted.

Document 3 – 2022 Aerial Images



Figure 2: Capture from [geoOttawa](https://www.geoottawa.ca) showing the context and zoning, 1280 Trim Road is identified with an X, north is up. The future Trim O-Train station is identified as a 600-metre radius.

Document 4 – Proposed Concept Plan

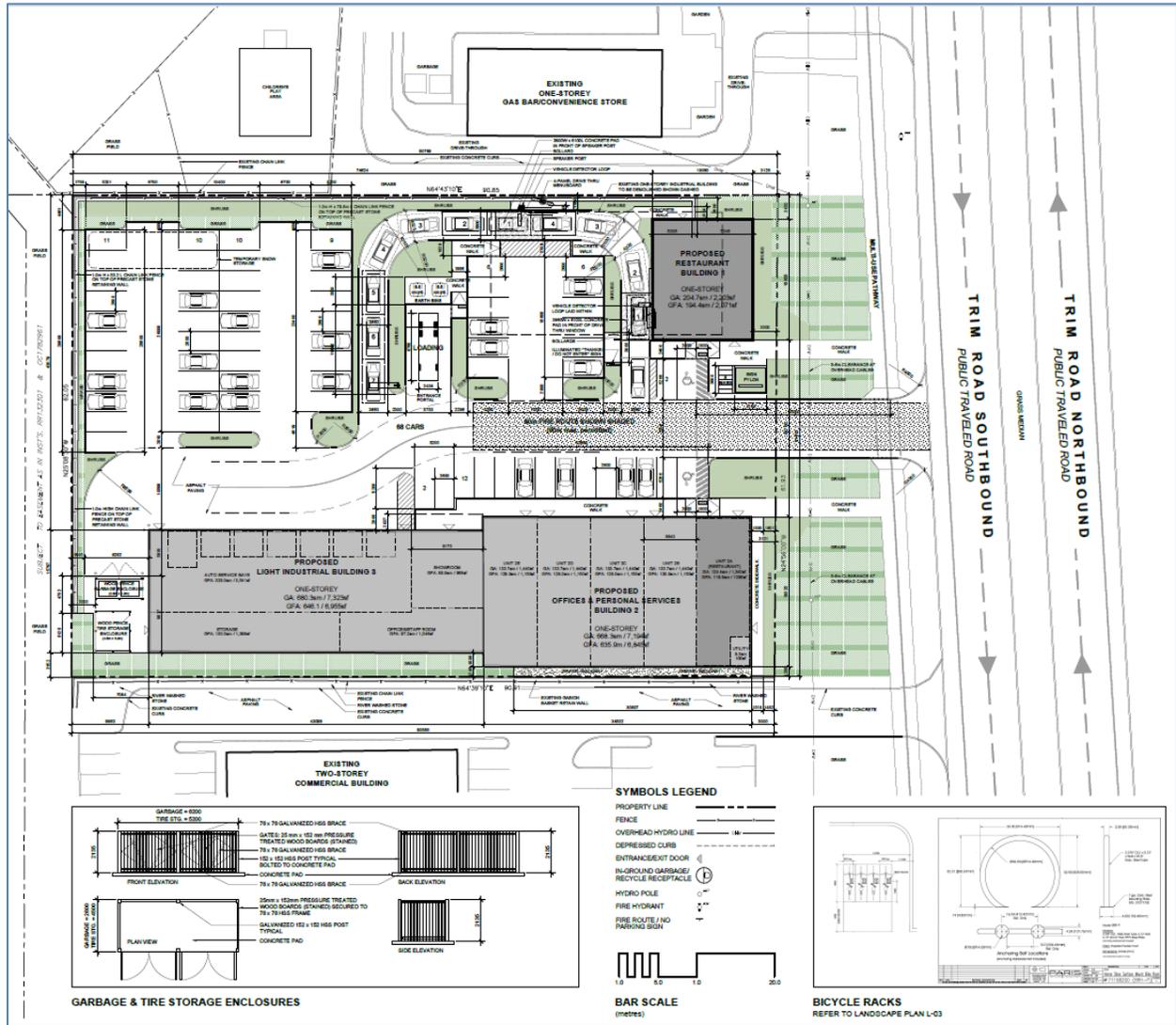


Figure 3: Capture of Concept Plan showing commercial development

Document 5 – Proposed Development Images



Figure 4: View along Trim Road, prepared by McRobie Architects/
Vue le long du chemin Trim, préparée par McRobie Architect



Figure 5: Rendering looking south, prepared by McRobie Architects

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Document 6 - Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comments and Responses

Comment:

Staff received questions and comments from one individual, who questioned why residential was not being pursued, the height of the buildings (too low), and expressed concerns with the Owner receiving a city grant for the development. The individual questioned why the proposal is not required to include additional site improvements beneficial to the overall community such as privately-owned public space (POPS), several public charging stations for electric vehicles in the parking spaces and additional landscaping.

Response:

The subject property is designated Suburban Minor Corridor and abuts land designated as Mixed Industrial; therefore, residential uses are not permitted on the subject site to preserve land for uses that require a business park environment for their operation.

Based on Official Plan policy the minimum building height along a suburban minor corridor is 2 storeys. The corresponding storey height for a residential use is generally three metres, and for other uses it is generally four metres. The proposed height of building 1 and 2, which abut the street, ranges from 5.2 metres to 5.5 metres. The intent of the minimum building height is to frame the public street. Staff is satisfied that the streetscape is adequately framed by the façades of the buildings, street trees and plants, and walkways.

The allocation of a grant under the [Integrated Orléans Community Improvement Plan](#) (CIP) program and the details of the requirements for that allocation is not a consideration in the assessment of a Zoning By-law amendment application.