

FOTENN

1375 CLYDE AVENUE

PLANNING RATIONALE
ADDENDUM



March 01, 2019

Planning Rationale
Addendum

Zoning By-law
Amendment and Site
Plan Control



Prepared for:



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

Prepared by:

FOTENN Planning
+ Design

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

March 01, 2019

CONTENTS

- 1.0 1375 Clyde Avenue Planning Rationale Addendum1
- 2.0 Introduction1
 - 1.1 Application History1
- 3.0 Summary of Design Changes3
- 4.0 Provincial Policy Statement (2014)5
- 5.0 Discussion of Uses6
 - 4.1 City of Ottawa Official Plan (2003)6
 - 4.2 City of Ottawa Comprehensive Zoning By-law (2008-250).....7
- 6.0 Comprehensive Zoning Review8
 - 5.1 Requested Amendments..... 12
- 7.0 Conclusion 16

Fotenn Consultants Inc. have been retained by Dymon Storage Ottawa to submit and process Zoning By-law Amendment and Site Plan Control application for the lands municipally known as 1375 Clyde Avenue (“the subject property”).

1.1 Application History

In support of the above applications, Fotenn prepared Planning Rationales, submitted and dated May 2017 (Zoning By-law Amendment application) and October 2017 (Site Plan Control Application). The purpose of the original Planning Rationales was to evaluate the proposed development with respect to the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with the existing and planned function of the broader area.

In September 2017, Fotenn conducted two (2) meetings with community members to review the proposed development and address any potential concerns. The meetings were as follows:

- / **September 12th, 2017: Meeting with Copeland Park Community Association;**
- / **September 27th, 2017: Public Meeting**

An Addendum to the original Planning Rationales was also prepared and submitted by Fotenn as part of a resubmission to the City in May 2018. The Addendum’s purpose was to respond to the first rounds of technical circulation comments provided by the City and outside agencies in October 2017 and January 2018; and to provide an inventory of revisions to the Site Plan.

Dymon is proposing to redevelop the subject property with the following:

- / One (1) storey restaurant building with frontage on Baseline Road and a drive-through at the rear of the building;
- / Five (5) storey self-storage building with frontage on Clyde Avenue;
- / Five (5) storey addition to the existing one (1) storey retail building at the southern end of the site.

The 1.13 hectare “L” shaped subject property is located at the southeast corner of Clyde Avenue and Baseline Road and is currently developed with a renovated one (1) storey building serving as a dealership for Motor Sports World. A more complete inventory of abutting uses, major roadways, and the general area context, please refer to the originally submitted Planning Rationale.

The following is an Addendum to the previously submitted Planning Rationales. The Addendum is not intended to replace the previous Rationales, but rather itemizes significant revisions to the development plans, discusses applicable changes to the zoning framework, and reviews and addresses circulation comments.

In addition to this Addendum to the Planning Rationale, please find enclosed a coordinated response to the technical circulation comments provided by the City to Fotenn on July 18, 2018. The following materials are also being submitted for the City’s review and approval:

- / **Revised Site Plan**, prepared by Nicholas Caragianis Architect Inc., dated February 14, 2018.
- / **Revised Elevation Drawings**, prepared by TACT Architecture Inc., dated February 13, 2018.
- / **Revised Landscape Plan and Landscape Details**, prepared by Fotenn Planning + Design, dated December 13, 2018.
- / **Softscape & Hardscape Diagram** (showing proposed landscaping areas), prepared by Fotenn Planning + Design, dated December 14, 2018.

-
- / **Floor Plans of Buildings 1A, 1B, and 2**, prepared prepared by Nicholas Caragianis Architect Inc., dated June 2017 (Building 2), August 2017 (Building 1A), and December 2017 (Building 1B).
 - / **Revised Site Servicing Report**, prepared by J.L. Richards, dated February 2019.
 - / **Revised Site Servicing Plan**, prepared by J.L. Richards, dated February 25, 2019.
 - / **Revised Grading Plan**, prepared by J.L. Richards, dated February 25, 2019.
 - / **Revised Ponding Plan**, prepared by J.L. Richards, dated February 25, 2019.
 - / **Revised Erosion and Sediment Control Plan**, prepared by J.L. Richards, dated February 25, 2019.

2.0 SUMMARY OF DESIGN CHANGES

The following is a summary of the most significant revisions to the proposed development and associated plans:

- / A Dymon retail component has been added to the ground floor of Building 1B (proposed five (5) storey Dymon Self-Storage addition to existing one (1) storey building);
- / Building 3 (restaurant) has been shifted further to the west in order to widen the drive aisle connecting to and from Baseline Road to the north;
- / Two (2) parking spaces in front of Building 1B (existing one (1) storey building converted into the Motor Sports World dealership) have been removed to allow for access to and from the dealership's loading and service bay;
- / Significant landscaping improvements have been incorporated into the proposed development, especially where the subject property fronts onto Clyde Avenue and Baseline
- / Grading issues near Baseline Road and toward the rear of the property have been addressed;
- / Possible overland flow from the abutting property to the east (commonly known as the Osmington lands) have been addressed;
- / Stormwater retention issues, including stormwater management connections to Clyde Avenue, have been addressed;
- / The grading around the finished floor elevation at the rear of Building 2 (proposed five (5) storey Dymon Self-Storage building) has been addressed;
- / The accessible parking space near Building 3 (the restaurant) has been regraded to meet the maximum 2% grade requirement;
- / Road, in order to enhance greenery along the streets and where the property meets the public realm.

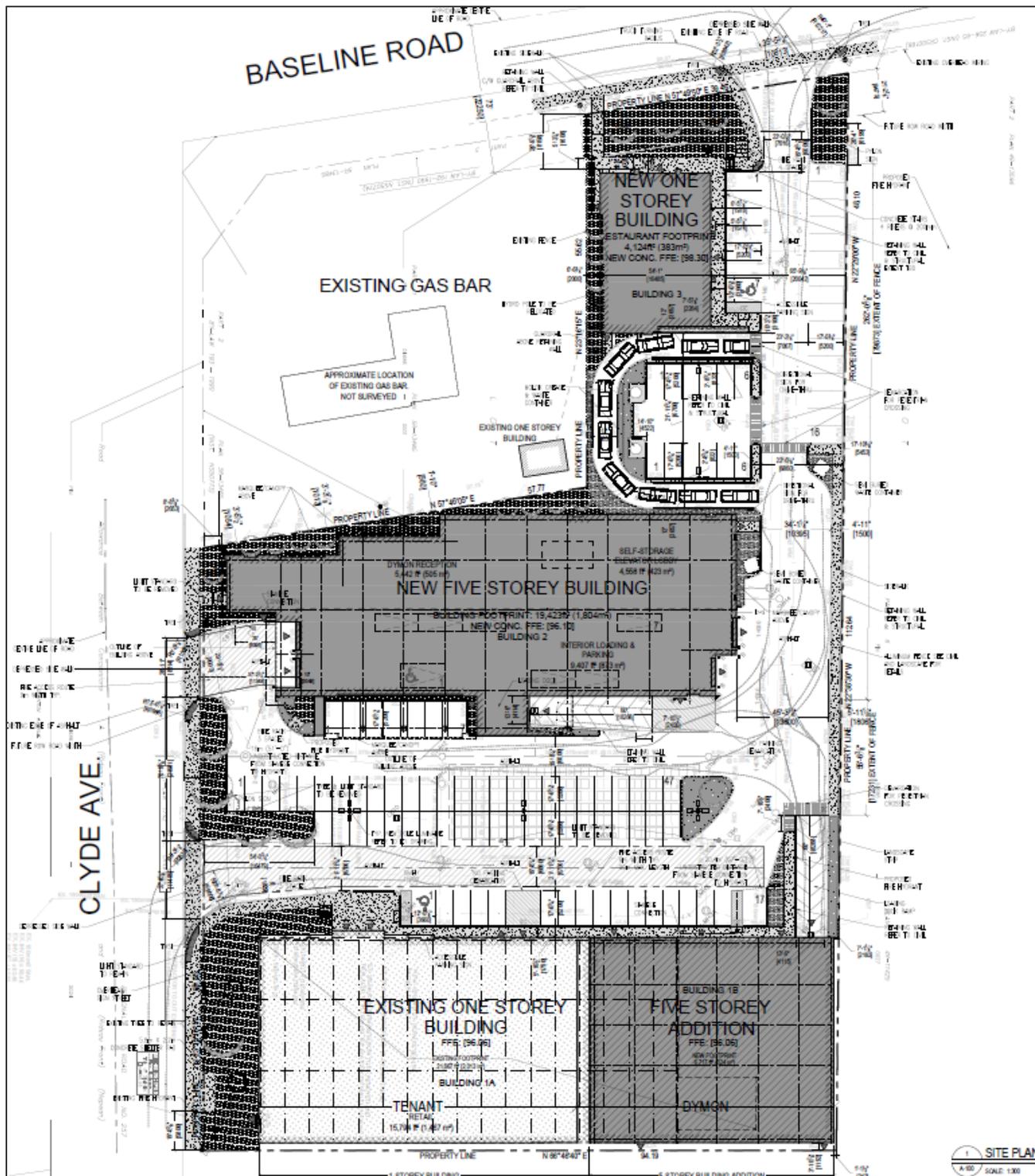


Figure 1: Revised Site Plan

3.0 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- / Province and municipalities over the long term [1.1.1(a)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1(e)];
- / Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs [1.1.1(g)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2(a)].

The proposed development continues to be consistent with the policies of the PPS. It proposes an efficient, cost-effective pattern of development while capitalizing on an intensification opportunity within the City. The subject property is located in an area with infrastructure and public service facilities are available with sufficient capacity to accommodate the proposed development.

4.0 DISCUSSION OF USES

4.1 City of Ottawa Official Plan (2003)

Arterial Mainstreet designation

The subject property is designated **Arterial Mainstreet** on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. As outlined in Section 3.6.3 of the Official Plan, the Mainstreet designation permits a broad range of uses, including retail and service commercial uses, offices, residential and institutional uses. The Arterial Mainstreet designation offers some of the most significant opportunities in the City for intensification through more compact forms of development, a lively mix of uses, and pedestrian-friendly and transit-friendly environments.

The Arterial Mainstreet policies encourage development to occur in a way that facilitates the gradual transition to more intensive forms of development over time. The policies encourage building forms that enclose and define the street edge, while providing direct pedestrian access to the sidewalk.

The Arterial Mainstreets policies generally support building heights in the nine (9) storey range. Land uses may be mixed in individual buildings or occur side by side in separate buildings. Heights and uses will be evaluated based on compatibility with the existing context and the planned function of the area.

Urban Design

From a design perspective, the proposed expansion of the existing retail building and the construction of two (2) new buildings on an underutilized lot fronting on two (2) separate Arterial Mainstreets (Clyde Avenue and Baseline Road) help to achieve the policies of intensification along Mainstreets in a manner that encloses and better defines the street edge.

The proposed development will be five (5) storeys in height and falls within the permitted height limit of the Arterial Mainstreet designation. The proposed development is designed in accordance with the vision for Arterial Mainstreets as it provides a building that is closer to street, has an active frontage, and removes to a large extent the front yard parking, which is an existing condition.

In order to adapt the self-storage model to the urban design needs of locations like Arterial Mainstreets, the self-storage facilities have evolved to an urban format that is complementary to an Arterial Mainstreet location. Modern self-storage retailers such as Dymon do not have the same negative externalities that traditional warehouse uses do, and the proposal will provide a service to the surrounding community. In particular, the Dymon Self-Storage model lends itself well to an urban format with buildings that enclose the street edge, active pedestrian entrances and windows at the ground floor, and the inclusion of other commercial uses on the properties.

The proposed development improves upon established patterns and is compatible with the planned function of the area. The proposed development also sets a positive standard for redevelopment and reflects the planned function that will encourage other sites to redevelop in the same way.

Compatibility of Proposed Uses

The Official Plan recognizes that the common feature of all Arterial Mainstreets is their function as mixed-use corridors with the ability to provide a wide range of goods and services for neighbouring communities and beyond. As such, the Official Plan permits a broad range of uses, including retail, service commercial uses, residential and institutional uses. The proposed storage facility, automobile dealership, and restaurant uses are all appropriate uses for the Arterial Mainstreet designation as they contribute to the gradual transition to a more intensive form of urban development providing commercial service for neighbouring communities and beyond.

The Dymon Self-Storage model would best be defined as a service commercial use. As such, there is no accompanying Official Plan Amendment application required to permit the self-storage use within the Arterial Mainstreet designation.

Fotenn has consistently taken the position that Dymon storage is a complementary use to other uses in land use designations such as Arterial Mainstreets. The City of Ottawa currently has three (3) Dymon facilities located in the Arterial Mainstreet designation, one (1) of which is located along Innes Road and the other two (2) of which are located along Carling Avenue. Existing or proposed Dymon facilities are also located in the Kanata and Barrhaven Town Centres, deemed to be complementary commercial uses facilitating intensification. This is a reflection of the close link between self-storage uses and local commercial uses that would typically be found within an Arterial Mainstreet designation. A typical Dymon Self-Storage facility will lease nearly 40% of its units to local commercial tenants who require convenient access to storage in order to run their businesses optimally.

Ottawa's mixed-use areas are also projected to see more residential intensification, including along Arterial Mainstreets. As Arterial Mainstreets develop with a broader mix of uses, including residential intensification, the location of self-storage facilities becomes increasingly important. With smaller living spaces found along these corridors, self-storage facilities are becoming an essential service to support more compact lifestyles. Locating these uses in proximity to complementary uses will reduce the vehicle kilometres travelled for the self-storage use.

As the subject property is located in close proximity to other commercial uses and residential neighbourhoods, the Dymon Self-Storage model is a complementary service commercial use that will help achieve commercial vitality and intensification in the surrounding mixed-use area.

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

The subject property is currently designated Arterial Mainstreet Subzone 10, Exception 2217 (AM10[2217]) in the City of Ottawa Zoning By-law.

The purpose of the AM zone is to:

- / Accommodate a broad range of uses, including retail, service commercial, office, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- / Impose development standards that will promote intensification while ensuring that they are compatible with surrounding uses.

The Arterial Mainstreet zone permits restaurant and automobile dealership uses, though it does not currently permit the proposed warehouse (limited to self-storage) use.

It is our opinion that the requested addition of warehouse (limited to self-storage) as a permitted use on the subject property is consistent with the intent of the AM 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 complementary 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, particularly along an Arterial Mainstreet corridor.

The Dymon Self-Storage model is well-suited to urban areas and will help achieve higher development standards than many other permitted uses in the AM zone that are more automobile-centric, such as gas bars, parking garages, and car washes. The proposed design will help provide an enhanced frontage along the Arterial Mainstreet corridor.

5.0 COMPREHENSIVE ZONING REVIEW

The original Planning Rationale and subsequent addenda for the proposed development each undertook a detailed zoning analysis of the proposed development’s performance with respect to existing zoning provisions. Given that the Site Plan has since been revised, Fotenn has again updated the zoning review below and identified the provisions from which the proposed development requires relief.

Zoning Mechanism	Performance Standard		Provided	Conformity
Zoning Exception 2217	For lots greater in area than 1250 m ² , 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements		2,064 m ² of landscaped area (18% of the site) is provided onsite	✓
Minimum Lot Area	No Minimum		11,366.57 m ²	✓
Minimum Lot Width	No Minimum		39.4 m	✓
Front and Corner Side Yard	Minimum – 0 metres		2.65 m along Baseline Road 1.6 m along Clyde Avenue	✓
	50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 3.0 metres of the frontage for a non-residential building.		Frontage along Clyde Ave: 9.4% Frontage along Baseline Rd: 6.9%	✗ ✗
Rear Yard Minimum Setback	For any building wall within 20 metres of a lot line abutting a public street – 3 metres		East rear lot line: 0.34 m	✗
	All other cases – 7.5 metres		South rear lot line: 1.19 m	✗
Maximum Building Height	30 metres		23.25 m	✓
Minimum Building Height	Any portion of a building located within 10 metres of a front lot line:	Minimum ground floor height of 4.5 metres	Building 1A: 6.1 m, interrupted by mezzanine Building 2: 6.1 m Building 3: 7.4m, 3.1 m with mezzanine	✗ ✓ ✗
		Minimum building height of 7.5 metres and 2 storeys	Building 1A: 6.1 m, 1 to 2 storeys (with mezzanine) Building 2: 23.25 m, 5 storeys Building 3: 7.4 m, 1 to 2 storeys (with mezzanine)	✗ ✓ ✗

Zoning Mechanism	Performance Standard	Provided	Conformity	
Maximum Floor Space Index	None	1.47:1	✓	
Building Façade	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses.	<p>Building 1A: No active entrance located immediately adjacent to the lot line along Clyde Avenue, but building is set back more than 4.5 metres from the front lot line</p> <p>Building 2: Active entrance located immediately adjacent to the lot line along Clyde Avenue</p> <p>Building 3: Active entrance located adjacent to Baseline Road</p>	<p>✓</p> <p>✓</p> <p>✓</p>	
	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.	<p>Along Clyde Ave: Building 2 = 65%</p> <p>Building 1A = 40%</p> <p>Along Baseline Rd Building 3 = 51%</p>	<p>✓</p> <p>✗</p> <p>✓</p>	
Minimum Required Parking Spaces	Automobile dealership (Building 1A)	-Sales/showroom area (2 per 100 m ² of GFA) = 18 -Service area (2 per service bay) = 2 -Other areas (1 per 100 m ² of GFA) = 7 Total: 27	27	✗
	Self-Storage (Buildings 1B & 2)	0.8 per 100 m ² of GFA = 118	10 (combined for storage uses) (plus 7 additional interior loading/parking spaces located in Building 2)	
	Restaurant (Building 3)	10 per 100 m ² of GFA (-20% with drive-through facility) = 34	35 in proximity to restaurant	
	Total	179	106 exterior spaces 7 interior spaces Total: 113	

Zoning Mechanism	Performance Standard	Provided	Conformity
Parking Space Provisions	Minimum width of 2.6 metres Minimum length of 5.2 metres	Typical parking spaces are 2.6 m in width and 5.2 m in length.	✓
Minimum Required Loading Spaces	Building 1A (1,600 m ² automobile dealership): 1 Building 1B (5,148 m ² warehouse): 2 Building 2 (9,583 m ² warehouse): 2 Building 3 (429 m ² restaurant): 1 Total: 6	Total: 2	✗
Oversized Loading Spaces	Buildings 1B and 2: 1 space for first 5,000 m ² plus all required spaces for GFA exceeding 5,000 square metres: 3 each Total: 6	0	✗
Aisle and Driveway Provisions	Driveways Minimum width of a driveway providing access to a parking lot is 6.7 metres for a double traffic lane	Driveways Baseline Rd = 7.0 m Clyde Ave, south driveway = 6.7 m Clyde Ave, north driveway = 8.8 m	✓ ✓ ✓
	Aisles Minimum width of aisles providing access to parking spaces in a parking lot is 6.7 metres for parking oriented at 90° .	Aisles Proposed aisle widths vary from 6.0 m to 6.7 m	✗
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.	No parking within required front or corner side yards for this property.	✓

Zoning Mechanism	Performance Standard	Provided	Conformity
Landscaping Provisions for Parking Lots	A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area.	18% of the total lot area is landscaped.	✓
	A landscaped buffer width of 3 metres is required for parking, whether it is abutting a street or not abutting a street.	Minimum Landscaped buffer along east property line (interior side lot line) is 0 m wide.	✗
		The proposed landscaped buffer along the west (Clyde) front lot line will be 6.3 m wide; however, this will be reduced to a minimum width of 0 m after the road widening	✗
		The proposed landscaped buffer along the north (Baseline) front lot line will be 8.2 m wide (5.2 m wide after the road widening)	✓
Outdoor Loading and Refuse	All outdoor loading and refuse collection areas within a parking lot must be:		
	9 metres from a lot line abutting a public street	Both outdoor loading areas and the refuse area are located more than 9 m from nearest public street.	✓
	3 metres from any other lot line	The refuse area is located more than 3 m from the interior side lot line to the west.	✓
		Outdoor loading area for Building 1B (addition to existing building) located 2.1m from east interior side lot line.	✗
	Screened from view by an opaque screen with a minimum height of 2 metres	No 2 metre screens are provided for loading areas.	✗
	Type of garbage enclosure proposed does not typically require screening.	✗	

Zoning Mechanism	Performance Standard	Provided	Conformity
Bicycle Parking	Self-storage (1 per 2,000m ²): 7 Restaurant (1 per 250m ²): 2 Automobile dealership (1 per 1,500m ²): 1 Total: 10	10	✓
Provisions for Bicycle Parking Spaces	Located to provide convenient access to main entrances or well-used areas.	All bicycle parking spaces are located near main entrances of all three buildings	✓
Provisions for Drive-Through Operations	A drive-through restaurant requires 7 queuing spaces before/at the order board and a minimum total of 11 queuing spaces	Total of 10 queuing spaces (4 before/at the order board)	✗
Provisions for Drive-Through Queuing Space Size	All queuing spaces must be 3 m wide and 5.7 m long	Typical queuing space is 3 m wide and 5.7 m long	✓
Provisions for Loading Spaces	Minimum width in metres of aisle accessing loading space is 9 metres. Minimum width of loading space is 3.5 metres. Minimum length of loading space is 7 metres.	Width of aisle accessing both outdoor loading spaces is 10.2 m Width of both loading spaces is 4.11 m Length of both loading spaces is 18.3 m	✓ ✓ ✓

5.1 Requested Amendments

Based on the above tables, relief is requested from the following provisions of the Zoning By-law:

- / Section 186(10)(b)(i): The AM10 Subzone requires that 50% of the frontage along the front and corner lot lines be occupied by building walls located within three (3) metres of the property line for non-residential buildings. 6.9% of the frontage along Baseline Road is occupied by a building wall located within 3m of the lot line, while 9.4% of the frontage along Clyde Avenue is occupied by a building wall located within 3 metres of the lot line. The proposed development nonetheless represents a significant massing improvement over the existing situation and will provide an active street presence in front of Baseline Road and Clyde Avenue. The Clyde frontage is already characterized by an existing commercial building, recessed from the property line.
- / Section 186(10)(d): The minimum rear yard setback for any building within 20 metres of a lot line abutting a public street is 3 metres, and in all other cases is 7.5 metres. The proposed rear yard setbacks are 1.19 metres from the south rear lot line (for both the existing Building 1A and the proposed addition, Building 1B), and 0.34 metres from the east rear lot line. The proposed reduced rear yard setbacks will permit an intensification of the subject property and will not overly constrain development on the large vacant property to the east known as the Osmington lands.

-
- / Section 186(10)(e)(i): The AM10 subzone states that for any portion of a building located within 10 metres of a front or corner lot line, the ground floor requires a minimum height of 4.5 metres. Both the Motor Sports World (Building 1A) and the restaurant (Building 3) feature small second-storey mezzanines which affect the ability of the ground floor to achieve a consistent minimum ground floor height of 4.5 metres. The exterior elevations for both buildings are well designed and contribute to the appearance of tall ground floors.
 - / Section 186(10)(e)(ii): The AM10 Subzone specifies a minimum building height of 7.5 metres and two (2) storeys for buildings located within 10 metres of the front lot line. Building 3 will have a building height of 7.4 metres and Building 1A has an existing building height of 6.1 metres. Further, both buildings will feature a small second storey mezzanine, but the second storey will not occupy the entirety of the building areas within 10 metres of the front or corner lot line. From an urban design perspective, both Buildings 1A and 3 meet the intent of this zoning provision through the use of parapets that increase the height of the buildings. When considering the additional height provided by parapets, Building 1A is 7.1 to 7.9 metres in height; and Building 3 is 7.4 to 8.8 metres in height.
 - / Section 186(10)(h): The Zoning By-law requires that a minimum of 50% of the surface area of the ground floor façade facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors; whereas the existing Building 1A features 40% glazing.

Given the narrow width of the property along Baseline Road, the distribution of the building is sufficient to achieve the City's urban design objectives of a positive, urban streetscape. Along Clyde Avenue, the combination of an existing and a new five (5) storey self-storage building with active commercial uses at grade will also sufficiently enhance the streetscape.

- / Table 107: The required minimum aisle width for aisles providing access to 90-degree parking spaces is 6.7 metres. One aisle (immediately to the south of Building 2) is 6.0 metres wide. There are no inconveniences to the reduced drive aisle width.
- / Table 110: Table 110 requires a 3-metre landscaped buffer for parking areas containing over 100 parking spaces abutting the street or other property lines. The proposed parking spaces near the restaurant along the east lot line are not separated from the adjacent lot with a 3-metre landscaped buffer; further south of the restaurant, a large portion of the east lot line includes a minimum 1.5 metre wide landscaped buffer. There is presently no development adjacent to this lot line that would be impacted by the reduced landscape buffer, and any future development on the adjacent lot to the east will not be too constrained, given its large area. A proposed retaining wall and fence will also help demarcate the parking lot from the adjacent property to the east.

The proposed landscaped buffer along the west lot line, fronting onto Clyde Avenue, will also be largely eliminated following the future widening of the Clyde right-of-way, and at its shortest point the buffer will consist of a 0.15m curb for the adjacent parking. The increase in built form and a retention of a portion of the landscaped buffer along the Clyde Avenue frontage will nonetheless be an improvement over existing conditions.

- / Section 110(3): This section requires that outdoor loading areas be located three (3) metres from adjacent lot lines. The loading servicing Buildings 1A and 1B is set back 2.16 metres from the adjacent lot line.

Section 110(3) also stipulates that loading spaces and outdoor refuse areas must be screened from view by an opaque screen with a minimum height of two (2) metres. Two (2) metre high screens are not proposed for the loading spaces, though retaining walls attaining maximum heights of 0.87m (Building 2)

and 1.02m (Building 1A) are proposed. The proposed loading spaces are set back far enough from the right-of-way that they will be barely visible from the street and will have no adverse visual impact along Clyde Avenue and Baseline Road. In addition to the proposed retaining wall, an aluminum fence and soft landscaping are proposed to separate the loading dock for Building 1B from the adjacent lot to the east. The provision of an aluminum fence is deemed to be aesthetically more pleasing and will increase sightlines and natural surveillance onto the adjacent, vacant property.

With regard to outdoor refuse areas, two (2) grease and garbage bins are proposed to be located to the south of the restaurant, near the drive-through. 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 impact.

- / Table 112(c): The Zoning By-law requires that a drive-through restaurant provide seven (7) queuing spaces before/at the order board and a minimum total of eleven (11) queuing spaces. The drive-through queuing needs of the proposed restaurant tenant are less than what is typically required by other restaurants. A total of ten (10) queuing spaces are proposed, four (4) of which are before/at the order board. The number of queuing spaces and the drive-through have been reviewed in the Transportation Study and are deemed to be sufficient.
- / Section 101: The Zoning By-law requirements for parking are not in keeping with the actual demands for contemporary self-storage facilities. A total of 179 parking spaces are required for the proposed development, which proposes 113 spaces. The restaurant and retail uses would require a total of 61 parking spaces, while a significant proportion – 118 spaces – are required for the warehouse uses, for a total of 179. 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. All previous self-storage facilities proposed an interior parking facility for weather protection of self-storage patrons. It is typically these spaces that are used by patrons and outdoor surface parking is often only needed for staff (approximately five (5) surface parking spaces are generally required). The 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, creating space for additional commercial development on the site. The restaurant use also has a lower parking requirement, particularly given that the presence of the drive-through reduces the required number of spaces by 20%. Overall, the number of parking spaces (116) provided is sufficient given industry standards for the types of uses proposed. It is suggested that the parking requirement for the warehouse use be reduced to five (5) parking spaces for each building.
- / Table 113A: The Zoning By-law requirements for loading spaces are also significant relative to industry standards for the types of uses proposed. The required number of loading spaces is six (6), whereas the proposed development would provide two (2) loading spaces. The warehouse uses require four (4) loading spaces (two (2) for Building 2, and two (2) for Building 1B); however, the typical self-storage user would be accessing the facility with a regular vehicle via the internal parking area. The loading docks would be used on rarer occasions for larger storage needs.

The automobile dealership is required by the Zoning By-law to provide one (1) loading space. Loading for the automobile dealership is expected to be infrequent and is proposed to be provided via a service bay; the Site Plan shows a no-parking demarcation in front of the service bay to facilitate loading.

The Zoning By-law also requires one (1) loading space to be provided for the proposed restaurant. Given the small size of the restaurant, it is our opinion that a dedicated loading space for the restaurant is not required.

-
- / Table 113C: Table 113C requires the provision of oversized loading spaces; whereas no oversized loading spaces are proposed. This reflects the primary tenant's loading needs, which will mostly take place in the internal parking area.

6.0 CONCLUSION

In considering the revised site plan and applicable policy framework, it is our opinion that the proposed development represents good planning and is in the public interest.

The proposed self-storage use is in keeping with Official Plan policies and is consistent with the approach of other Dymon facilities along Arterial Mainstreets and in Town Centres. The use is appropriate and complementary to other commercial uses along Baseline Road and Clyde Avenue.

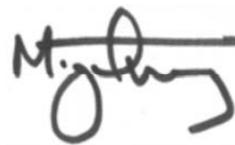
The Site Plan is well designed and satisfies municipal intent and requirements. The requested changes to the zoning, including parking, landscaping and other provisions, are reasonable and will contribute to good development.

Please do not hesitate to contact us should you require any additional information.

Sincerely,



Nico Church, M.P.I.
Planner



Miguel Tremblay, MCIP RPP
Partner