

October 3, 2017

**Ms. Mary Dickinson, MCIP, RPP**

Planner II

Development Review, West

Planning Infrastructure and Economic Development Department

City of Ottawa

**RE: Site Plan Control Application  
1375 Clyde Avenue**

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Dear Ms. Dickinson,

By way of this covering letter, please accept the Site Plan Control application for 1375 Clyde Avenue. The Site Plan Control application follows the Zoning By-law Amendment application submitted in July 2017.

The following materials are provided with this application:

- / Fifteen (15) copies of the Site Plan;
- / Fifteen (15) copies of the Landscape Plan;
- / Fifteen (15) copies of the Site Servicing Plan;
- / Fifteen (15) copies of the Grading Plan;
- / Three (3) copies of the Transportation Impact Study;
- / Three (3) copies of the Site Servicing Report;
- / Three (3) copies of the Erosion and Sediment Control Plan;
- / Three (3) copies of the Ponding Plan;
- / Three (3) copies of the Architectural Building Elevations; and
- / Ten (10) copies of the Tree Conservation Report.

The following previously submitted materials are provided again for the purposes of the Site Plan Control application:

- / Three (3) copies of the Geotechnical Study;
- / Two (2) copies of the Survey Plan; and
- / Five (5) copies of the Phase II Environmental Site Assessment.

A PDF of all of the above materials has also been provided.

Sincerely,



Stephanie Morris, MCIP RPP  
Planner

CC: Bliss Edwards

**OTTAWA**

223 McLeod St  
Ottawa, ON K2P 0Z8  
T 613.730.5709

**KINGSTON**

The Woolen Mill  
6 Cataraqui St, Suite 108  
Kingston, ON K7K 1Z7  
T 613.542.5454

**TORONTO**

111 Queen St East  
South Building, Suite 450  
Toronto, ON M5C 1S2  
T 416.789.4530

# 1.0 DEVELOPMENT OVERVIEW

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Fotenn Consultants Inc., acting as agents for Dymon Storage Ottawa, is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 1375 Clyde Avenue. The application follows the Zoning By-law Amendment application and concept submitted in July 2017.

The Site Plan proposes 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; and
- / Three (3) storey addition to the existing one (1) storey retail building at the southern end of the site.

## 2.0 ZONING BY-LAW AMENDMENT

As noted in the Planning Rationale provided in support of the Zoning By-law Amendment, the property is currently zoned Arterial Mainstreet Subzone 10 – AM10[2217]. The purpose of the Zoning By-law Amendment is to permit warehouse (self-storage) as a permitted use and to amend some of the required zoning performance standards to facilitate the development. The Planning Rationale provided a detailed zoning analysis which has been updated below in accordance with the Site Plan submitted.

Zoning Mechanism	Performance Standard	Provided	Zoning Conformity
Zoning Exception 2217	For lots greater in area than 1250 m <sup>2</sup> , 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	0 m <sup>2</sup>	✗
Minimum Lot Area	No Minimum	11,366.57 m <sup>2</sup>	✓
Minimum Lot Width	No Minimum	39.4 m	✓
Front and Corner Side Yard	Minimum – 0 metres  50% of the front along the front lot line must be occupied by building walls located within 3.0 metres of the frontage for a non-residential building.	2.58 m along Baseline Road 0.77 m along Clyde Avenue  <b>Along Clyde Ave:</b> 12.8% (before and after road widening)  <b>Along Baseline Rd:</b> 0% (before road widening) 42.3% (after road widening)	✓  ✗  ✗
Interior Side Yard	No Minimum	0.34 m	✓
Rear Yard Minimum Setback	For any building wall within 20 metres of a lot line abutting a public street – 3 metres  All other cases – 7.5 metres	1.19 m	✗
Maximum Building Height	30 metres	24.5 m	✓
Minimum Building Height	Any portion of a building located within 10 metres of a front lot line:	New five-storey building: 24.5 m , five storeys  New restaurant: 7.4 m, one storey	✓  ✗

	<ul style="list-style-type: none"> <li>- Minimum ground floor height of 4.5 metres</li> <li>- Minimum building height of 7.5 metres and 2 storeys</li> </ul>	Existing retail: 9.22 m, one storey	✗
Maximum Floor Space Index	None	1.55:1	✓
Building Façade	<p>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 in the case of non-residential uses.</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>	<p>The proposed five-storey building, restaurant building and existing one-storey retail building all have an active entrance facing the front lot line.</p> <p><b>Along Clyde Ave:</b> Proposed 5-storey building = 36%</p> <p>Existing one-storey retail building = 65%</p> <p><b>Along Baseline Rd</b> Proposed restaurant = +50%</p>	<p>✗</p> <p>✗</p> <p>✓</p> <p>✓</p>
Parking Space Provisions	<p>Minimum width of 2.6 metres</p> <p>Minimum length of 5.2 metres</p>	Typical parking spaces are 2.6 m in width and 5.2 m in length.	✓
Aisle and Driveway Provisions	<p>Minimum width of a driveway providing access to a parking lot is 6.7 metres for a double traffic lane</p> <p>Minimum width of aisles providing access to parking spaces in a parking lot is 6.7</p>	<p><b>Driveways</b></p> <p>Along Baseline Rd = 6.41 m</p> <p>Clyde Ave, south driveway = 6.06 m</p> <p>Clyde Ave, north driveway = 10.97 m</p> <p><b>Aisles</b></p> <p>Proposed aisle widths vary from 5.5 m to 6.7 m</p>	<p>✗</p> <p>✗</p> <p>✓</p> <p>✗</p>

	metres for parking oriented at 90° .		
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.	✓
Landscaping Provisions for Parking Lots	<p>A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area.</p> <p>A landscaped buffer width of 3 metres is required for parking, whether it is abutting a street or not abutting a street.</p>	<p>8.6%</p> <p>Parking along east property line has no landscaped buffer.</p> <p>Parking close to the north property line (along Baseline Rd) will not feature an adequate buffer in the future road widening.</p>	<p>✗</p> <p>✗</p> <p>✗</p>
Outdoor Loading and Refuse	<p>All outdoor loading and refuse collection areas within a parking lot must be:</p> <p>9 metres from a lot line abutting a public street</p> <p>3 metres from any other lot line</p> <p>Screened from view by an opaque screen with a minimum height of 2 metres</p>	<p>Both outdoor loading areas and restaurant refuse area are located more than 9 m from nearest public street.</p> <p>Outdoor loading area for Building 1B (addition to existing building) located at edge of east property line.</p> <p>Some screens are 2 metres high, others are less than 1 metre high (0.77, 0.8)</p> <p>Type of garbage enclosure proposed does not typically require screening.</p>	<p>✓</p> <p>✗</p> <p>✗</p> <p>✗</p>
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; 6 after 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.	Width of aisle to access both outdoor loading spaces is 15.2 m	✓
	Minimum width of loading space is 3.5 metres.	Width of both loading spaces is 4.11 m	✓
	Minimum length of loading space is 7 metres.	Length of both loading spaces is 18.3 m	✓

The proposed development is considered as one lot for zoning purposes based on the provisions of Section 93 of the Zoning By-law. It is also considered a shopping centre in terms of calculating required parking and is located within Area C on Schedule 1A of the Zoning By-law (Areas for Minimum Parking Space Requirements). The required vehicular parking, bicycle parking and loading is shown in the table below.

Zoning Mechanism	Performance Standard	Provided	Zoning Conformity
Vehicle Parking Spaces	Restaurant: 11 (includes drive-through reduction)  Retail: 94  Warehouse: 281  Total: 386	114 with 8 in interior loading/parking area for self-storage building	✗
Disabled Parking Spaces	2	3 (1 in interior loading/parking)	✓
Bicycle Parking Spaces	18	9	✗
Loading Spaces	4	2 (Proposed development also includes 1 indoor loading area in the 5-storey building)	✗
Oversized Loading Spaces	Retail – ½ of the required spaces (1)	0	✗

	Warehouse – 1 for first 5,000 m <sup>2</sup> , plus all required spaces for gross floor area exceeding 5,000 m <sup>2</sup> (3)		
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## 2.1 Summary of Requested Amendments

It is our opinion that the requested addition of a warehouse use (limited to self-storage) is consistent with the intent of the AM Zone, as has been reflected in previous Dymon Self Storage approvals on Arterial Mainstreets in Ottawa. Previously isolated in heavy industrial areas, modern self-storage facilities require good commercial frontage and exposure, high traffic volume arterial roadways, and complementary retail and shopping uses. Self-storage facilities now require greater proximity to established residential areas, as residential users of self-storage increase due to declining residential unit sizes and intensification. It is suggested that new Zoning By-laws should acknowledge the needs of the industry and its patrons as well as the contributions that self-storage can make to commercial nodes and existing residential areas.

In addition to the request to add warehouse (limited to a self-storage facility) as a permitted use, the proposed development will require relief from the following provisions of the Zoning By-law:

- / Zoning Exception 2217: The zoning exception requires the provision of outdoor communal space located at grade. It is recommended that public landscaping and seating areas be provided along the street edges; however, outdoor communal space as would be provided for a typical residential development is not proposed.
- / Section 186(10)(b)(i): The AM10 Subzone requires that 50% of the frontage along the front lot line be occupied by building walls located within three (3) metres of the property line for non-residential buildings. The retail building is already set back 8.2 metres from the street, which will be reduced to 4.5 m following the required road widening. This is an existing situation; however, the building will be expanded at the back. The five storey self-storage building is located three (3) metres from the street and will have next to no setback if and when the road widening is undertaken. The percentage of building frontage within 3 metres of Clyde Avenue is 12.8%, but both buildings will feature a main entrance towards the street. Meanwhile, the restaurant building along Baseline Road is currently set back far enough that 0% of its building walls are within 3 metres of the lot line, though that figure will increase to 42.3% following the required road widening. The restaurant requires vehicular access from Baseline Road, which inhibits the ability to achieve the 50% building frontage requirement. Nonetheless, the building is oriented to the street and a significant percentage of the frontage, excluding parking and access, will be occupied by the building wall.
- / Section 186(d): The site and zoning is unique in that the property has two (2) front lot lines. For the purposes of determining the rear lot line, the Baseline Avenue frontage, being the narrowest frontage, is considered the front lot line. As such, the southerly lot line is the rear lot line and all other lot lines are interior lot lines. The AM10 zone requires a rear yard setback of three (3) metres for any building wall within twenty (20) metres of a lot line abutting a public street, and 7.5 metres in all other cases. The existing retail building is already located immediately adjacent to the southerly lot line. The expansion proposes to expand the building's existing footprint eastward. As such, the building, as existing and proposed, will not meet the AM10 zone rear yard setback requirements. The current and proposed orientation will ensure less interruption of the Clyde Avenue streetscape as it develops over time.

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- / Section 186(h): The percentage of the building wall for the Dymon Self-Storage building factors in the drive-through doors set back from the street. The façade located close to the street edge is almost entirely comprised of glazing.
  
  - / 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. The proposed restaurant building will have a building height of 7.4 metres and the retail building will have a building height of 9.22 metres; however, neither building proposes multiple storeys. Both of these buildings, however, will achieve the type of minimum building height envisioned by the AM10 zone without providing an additional storey. It would be impractical to provide a second storey for a drive-through restaurant with a relatively small footprint, as the second floor would warrant elevators and staircases. For the retail building, the existing building is proposed to be expanded towards the eastern lot line and the building height is an existing situation. The development and improvement of the site in these two (2) locations will help to incrementally achieve the design objectives of the AM10 Subzone, such as locating the building close to the street with active pedestrian entrances. The five (5) storey self-storage building will further enhance the street-wall condition.
  
  - / Section 107(1)(a): The By-law requires that driveways providing access to parking have a minimum width of 6.7 metres for a double traffic lane. The driveway from Baseline Road has a width of 6.41 metres, and one of the driveways along Clyde Avenue has a width of 6.06 metres. These widths have been confirmed from a truck movement and fire route perspective and the site maintains functionality despite the decreased widths in these locations.
  
  - / Table 107: The required minimum aisle width for aisles providing access to 90-degree parking spaces is 6.7 metres. The aisle widths proposed vary depending on location, with the narrowest aisle width located in the parking area in between the self-storage building and the retail building. The proposed aisle widths vary from 5.5 metres to 6.7 metres. The widths have been analyzed for truck and fire route movements and the site maintains functionality in movement of larger vehicles.
  
  - / Section 110(1): The By-law requires that a minimum of 15% of the area of any parking lot be provided as perimeter or interior landscaped area. The parking areas proposed demonstrate a total landscaped percentage of 8.6%. This is an improvement to the existing parking area where very minimal landscaping has been provided within the parking area. It is proposed that all available islands be landscaped.
  
  - / Table 110: Table 110 requires a 3-metre landscaped buffer for parking areas abutting the street or other property lines. The concept plan proposes some parking abutting the Baseline Road frontage, for which a landscaped buffer will be provided until the required road widening is undertaken. The strip of parking spaces adjacent to the restaurant and along the eastern lot line are not separated from the adjacent lot with a 3-metre landscaped buffer; however, they will likely include landscaping elements like ivy. There is presently no development adjacent to this lot line that would be impacted by the reduced landscape buffer.
  
  - / Section 110(3): This section requires that outdoor loading areas be located three (3) metres from adjacent lot lines. The loading servicing the retail building is not set back three (3) metres from the adjacent lot line.
  
  - / 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.
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- / Table 112(c): The Zoning By-law requires that a drive-through restaurant have 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. The number of queuing spaces and the drive-through have been reviewed in the Transportation Study and are deemed to be sufficient.
  
  - / Minimum Number of Parking Spaces: The Zoning By-law requirements for parking are significant for the uses proposed. A significant proportion of the required parking is related to the warehouse use. In the past, similar developments have received approval for less required parking as a result of how the self-storage facility operates in terms of parking. The self-storage facility proposes an interior parking facility for weather protection of self-storage patrons. It is typically these spaces that are used by patrons and outdoor surface parking is often only needed for staff (approximately five (5) surface parking spaces are generally required). The low parking demand of the Dymon Self-Storage model represents an opportunity to further intensify the site as a relatively minor number of parking spaces are required to support the use, creating space for additional commercial development on the site. The restaurant use also has a lower parking requirement, particularly as the presence of the drive-through reduces the number of spaces that would be required by the use. The restaurant and retail buildings would require approximately 105 parking spaces. Overall, the number of parking spaces (114) 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.
  
  - / Outdoor Loading and Refuse: The outdoor loading spaces each feature one opaque screen that is two (2) metres high. Each loading space also has a retaining wall that only rises to a maximum height of 0.77 to 0.8 metres. Given that the loading spaces will mostly be visible only from the parking lot, it is anticipated that the lower retaining walls will not have an adverse effect on the surrounding uses. With regard to an outdoor refuse area, two 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 effect.
  
  - / Minimum Number of Bicycle Parking Spaces: The Zoning By-law requires that 18 bicycle parking spaces be provided for the proposed development. All of the bicycle parking spaces have been strategically located near the main entrances of the buildings on the subject property. It is anticipated that bicycle parking will rarely be used by patrons of the self-storage facility. As such, the low number of bicycle parking spaces should sufficiently cater to the site's users.
  
  - / Minimum Number of Loading Spaces: The Zoning By-law requirements for loading spaces are also significant relative to industry standards for the types of uses proposed. The warehouse requires three (3) loading spaces; however, the typical self-storage user would be accessing the facility with a regular vehicle via the internal parking area. The larger loading dock would be used on rarer occasions for larger storage needs. As for the retail loading, the expansion of the retail building into the existing loading area will reduce the amount of space allocated to loading on-site. The amount of retail provided is relatively minor and shipments could be spaced out as there will be only one (1) tenant sharing the loading space with the Dymon Self-Storage office use at the east side of the building.

## 3.0 CONCLUSION

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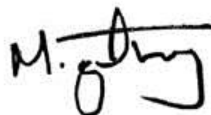
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As stated in the original Planning Rationale provided for the Zoning By-law Amendment application, it is our professional opinion that the proposed development represents good planning and is in the public interest.

Sincerely,



Stephanie Morris, MCIP RPP  
Planner  
**FOTENN** Consultants Inc.



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