

ADDENDUM TO PLANNING RATIONALE

1375 CLYDE AVENUE

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May 29, 2018

Ms. Mary Dickinson, MCIP, RPP

Planner

Development Review

City of Ottawa

Via Email: mary.dickinson@ottawa.ca

**RE: 1375 Clyde Avenue
Addendum to Planning Rationale
Zoning By-law Amendment and Site Plan Control Applications (D07-12-17-0131, D02-02-17-0068)**

Dear Ms. Dickinson,

Please find below an addendum to the Planning Rationale submitted by Fotenn to the City on October 10, 2017, in support of Zoning By-law Amendment and Site Plan Control applications for the lands known municipally as 1375 Clyde Avenue. The purpose of the addendum is to respond to the technical circulation comments provided by the City and outside agencies and provide an inventory of revisions to the site plan. The proposed changes will be reviewed in the context of the policy and regulatory framework, as well as the first round of comments that have been provided by the City.

Key revisions to the site plan

Self-storage building

The self-storage building has been revised in terms of loading area and configuration, allowing some redistribution of parking areas and main drive aisles abutting the building, all intended to create an enhance streetscape along Clyde Avenue and improve site circulation including widened drive aisles, reduced vehicle conflict points, and better pedestrian circulation.

Automobile dealership use

The ground floor tenant in Building 1A has been confirmed as Motor Sports World, a dealership for new and used small engine vehicles such as motorcycles, all-terrain vehicles, snowmobiles, and personal watercraft; sells parts and motorcycle specific clothing; and provides small engine maintenance and servicing. The proposed tenant does not plan to require any space for display and/or storage, and features one (1) wash bay.

Given the above noted description, the tenant may be best defined as an automobile dealership under the City's Zoning By-law, which defines such a use as a place where new or used motor vehicles other than heavy vehicles are displayed and sold at retail, rented or leased. Automobile dealerships are permitted in the AM10 subzone.

The transportation consultant associated with this file determined that an automobile dealership use would actually reduce the number of trips generated by the site compared to the original classification as a retail store.

Further, the parking distribution is improved because of the revised classification of the use from a retail store to an automobile dealership, which requires less parking. The minimum parking space rate for automobile dealerships is also lower than for retail stores, and discussed further.

Five (5) storey addition

The largest change to the previously submitted site plan is a proposed five (5) storey addition to the existing one (1) storey Value Village building fronting onto Clyde Avenue. The first iteration of the site plan proposed a three (3) storey addition to the building. The addition will be located at the back of the existing building, extending toward the lot line to the east. The addition will accommodate a larger amount of self-storage space within the building and on the site.

Landscaping and connectivity

The revised site plan now includes a landscaped buffer along a large portion of the subject property's east lot line, helping to mitigate the proposed development's impact on the vacant property to the east. Further, efforts have been made to increase soft landscaping around the site. While the proposed development still falls short of minimum landscaped buffer and required percentage, it is necessary to balance landscaping requirements with onsite parking and vehicle circulation needs.

Pedestrian movement

The revised site plan proposes improved pedestrian movement within the site, primarily through the addition of a walkway along the eastern property line that doubles as a landscape buffer. The new sidewalk, along with some designated pedestrian crossings, better connects Building 3 (the restaurant along Baseline Road) to the remainder of the site. Further, the entrance to Building 1A has been improved through the elimination of a "bump-out" that acted as the entrance in the previous site plan, as well as some proposed benches that were obstructing pedestrian circulation.

City of Ottawa Official Plan (2003)

The subject property is designated Arterial Mainstreet on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. The Official Plan generally supports building heights of up to nine (9) storeys on Arterial Mainstreets. As such, the proposed development, including the newly proposed five (5) storey addition, supports the Official Plan's objectives for greater height and site intensification along Arterial Mainstreets.

The Official Plan also states that Arterial Mainstreets should be planned to provide a mix of uses and evolve into more compact, pedestrian-oriented and transit friendly places. The proposed development will provide a variety of services in a location that is near an important transit corridor. Further, the site plan has been revised to include new and/or wider sidewalks and improve pedestrian movement around the site. With regard to the site's evolution, it is important to consider its connectivity with the large, currently vacant development parcel to the east. As previously mentioned, the revised site plan includes the addition of a landscaped buffer and hard landscaped feature along the majority of the eastern property line, a portion of which will be a sidewalk that will improve pedestrian connectivity to the adjacent property to the east, in the future. The landscaped buffer will also help mitigate the impact of the development on the adjacent property to the east by providing some separation between the parking lot and drive aisles and the vacant development parcel.

Section 4.11 – Urban Design and Compatibility

To conclude at a compatibility of scale and use, a careful design response is required to appropriately address impacts generated by infill or intensification. The proposed addition is consistent with Sections 2.5.1 and 4.11 of the Official Plan, which outline Urban Design and Compatibility objectives and criteria for new developments to follow. More specifically Policy 2 of Section 4.11 establishes criteria to evaluate the compatibility of new development applications. The proposed five-storey addition meets the criteria as follows:

Urban Design and Compatibility Criteria	Proposed Addition
Traffic	<p>The self-storage use is a low traffic generator, offsetting the restaurant and retail uses. The proposed addition is not expected to generate a significant amount of traffic.</p> <p>The subject property's location with access from two (2) arterial roads is sufficient to accommodate the traffic expected to be generated by the proposed development.</p>
Vehicular Access	<p>The property is presently serviced with vehicular accesses from Baseline Road and Clyde Avenue. The accesses will be improved to serve the proposed development.</p>
Parking Requirements	<p>The number of parking spaces provided is appropriate given the typical parking needs for the self-storage development, even when taking into account the proposed five storey addition.</p>
Outdoor Amenity Areas	<p>The development is not located in proximity to residential uses and will not impact the privacy of outdoor amenity areas.</p>
Loading, Service Areas and Outdoor Storage	<p>Loading and service areas have been located to the rear of buildings, away from the street. The five storey addition's loading area is also screened from view by a 2 metre wall.</p>
Lighting	<p>Lighting will be designed and installed to provide a safe and secure environment. The lighting proposed will meet City requirements and will not create spillover impacts to adjacent properties.</p>
Noise and Air Quality	<p>The development is not expected to generate significant noise and air quality impacts.</p>
Sunlight	<p>The proposed development is not anticipated to have significant shadow impacts on the surrounding properties and is within the allowable height limit of the Zoning By-law.</p>
Microclimate	<p>No significant microclimate impacts are anticipated as a result of the proposed development.</p>
Supporting Neighbourhood Services	<p>The proposed development will provide a complementary service to the surrounding neighbourhood. The addition will provide more self-storage for a larger clientele.</p>

City of Ottawa Official Plan Amendment 150 (OPA 150)

Although not yet in full force and effect, the relevant policies of OPA 150 have been considered below as a reflection of Council's direction.

The five (5) storey building height and proposed land use are consistent with the policies of OPA 150. The further intensification of the subject property will help achieve the minimum density requirement of 120 jobs and people per gross hectare in the Merivale Road Arterial Mainstreet area.

Section 4.11 of the Official Plan has been significantly modified through OPA 150. The proposed addition meets the relevant new Urban Design and Compatibility criteria set out in Section 4.11 as follows:

Urban Design and Compatible Development Criteria	Proposed Addition
Building Design	OPA 150 stipulates that good building design contributes to successful neighbourhood integration. The proposed development has been reviewed by the Urban Design Review Panel and has considered the Panel's recommendations in revising the buildings' design and the site's layout, especially in terms of vehicle circulation and pedestrian movements.
Massing and Scale	The massing and scale of the proposed addition are in conformity with the Merivale Road Secondary Plan, which encourages multiple storey developments.
Views	The proposed addition will not impact any protected views. The Secondary Plan also encourages built form to reflect design sensitivity to adjacent development. The proposed addition will not comply with minimum rear yard setback requirements. While development on the adjacent lot may take place in the future, the proposed addition's office/self-storage uses mean that a minimal amount of windows and balconies will overlook into possible future private amenity areas or conflict with other future buildings.
Outdoor Amenity Areas	The proposed addition is located far from residential properties and adjacent amenity areas, and as such is not expected to have an adverse impact on nearby amenity areas.
Design Priority Areas	As previously mentioned, the proposed development is in a Design Priority Area and as such has been reviewed by the Urban Design Review Panel. The proposed addition improves the public realm by utilizing visually interesting façade treatments, incorporating some soft landscaping near the building, including transparent windows at grade, and designing a taller first storey to retain flexibility or opportunity for future ground floor uses.

City of Ottawa Zoning By-law 2008-250

The subject property is currently zoned Arterial Mainstreet 10, Exception 2217 (AM(10) [2217]). A Zoning By-law Amendment application requesting to add self-storage as a permitted use and seeking a number of site-specific exceptions has also been submitted.

Five-storey addition

One of the purposes of the AM zone is to impose development standards that will promote intensification while ensuring that they are compatible with surrounding uses. The proposed addition will help intensify the subject property by increasing the jobs density in the area, and its self-storage use is compatible with surrounding land uses.

The Zoning By-law provides for a maximum building height of 30 metres; the proposed addition is 21.83 metres high and, as such, complies with this requirement.

As previously discussed, the rear yard setback will be reduced by the proposed addition. As a result of the proposed addition's uses and the corresponding absence of balconies and the low number of windows, the reduced setback is not expected to create an adverse impact on the adjacent property or future development opportunities.

Automobile dealership

The ground floor tenant in Building 1A is Motor Sports World, which may be best defined as an automobile dealership under the City's Zoning By-law. Automobile dealerships are permitted in the AM10 subzone.

The transportation consultant associated with this file determined that an automobile dealership use would actually reduce the number of trips generated by the site compared to the original classification as a retail store. The minimum parking space rate for automobile dealerships is also lower than for retail stores.

Parking and Loading

The inclusion of the five (5) storey addition and the confirmation of an automobile dealership as a ground floor tenant in Building 1A necessitate a revision of the proposed parking and loading on the subject property.

Parking

Use/Building	Required parking	Provided parking
Building 1A: Automobile dealership	/ Sales/showroom area: 2 per 100 m ² of GFA: 15 ; / Service area: 2 per service bay: 2 ; / Other areas: 1 per 100 m ² of GFA: 6 Total: 23	23
Buildings 1B & 2: Dymon self-storage	0.8 per 100 m ² of GFA (14,723): 118	10 (combined for storage uses) (plus 7 additional interior loading/parking spaces located in Building 2)
Building 3: restaurant	10 per 100 m ² of GFA (429) (minus 20% with drive-through facility): 34	35 in proximity to restaurant
Shared, combined spaces		41
Total	175 spaces	Total: 109¹ (7 additional interior loading/parking spaces are also located in Building 2)

¹ Please be advised that the site statistics in the provided Site Plan indicate that 106 spaces and 7 additional interior loading/parking spaces are proposed. However, the correct number of spaces, as shown on the actual plan, is 109 spaces and 7 additional interior loading/parking spaces.

Several similar developments have been approved in the past despite having less than the required parking, which is mostly driven by the warehouse use. These developments have been approved as a result of how the self-storage facilities operate in terms of parking. The Dymon self-storage model 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) to eight (8) 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.

An appropriate amount of parking for disabled persons has been included on the site plan. Three (3) accessible parking spaces have been placed in strategic locations around the site: one near the restaurant's entrance (Building 3); one inside the loading area of Building 2; and one near the entrance of the future automobile dealership. The proposed parking for disabled persons complies with the provisions of the City of Ottawa Traffic and Parking By-Law (2003-530).

Loading

Use/Building		Required loading	Provided loading
Building 1	1A: Automobile dealership (1,600 m ²)	1	1
	1B: Self-Storage (5,626 m ²)	2	
Building 2: Self-storage (9,109 m ²)		2	1
Building 3: Restaurant (429 m ²)		1	0

Oversized loading spaces

Use/Building	Oversized loading spaces required	Oversized loading spaces provided
Building 1B: Self-Storage	1 space for first 5,000 m ² plus all required spaces for gross floor area exceeding 5,000 square metres = 3	0
Building 2: Self-Storage	1 space for first 5,000 m ² plus all required spaces for gross floor area exceeding 5,000 square metres = 3	0

The proposed development would include two (2) vehicle loading spaces: one in Building 1A/1B, and one in Building 2. This proposed loading arrangement is the same as that which was originally proposed; as such, relief from the minimum number of vehicle loading spaces required by the Zoning By-law remains necessary.

Dymon Self-Storage operates differently when compared to other self-storage uses, as Dymon sites offer large indoor loading and parking areas for their customers. As most of the loading and unloading from vehicles on a Dymon site is carried out within the covered parking area of the building, outdoor vehicle loading spaces will not be used as frequently as on a traditional self-storage site and may be used to handle loading for other onsite uses.

Loading spaces are land-intensive, reduce opportunities for parking and landscaping, and at times conflict with pedestrian corridors. A loading space for the restaurant building was not proposed, in favour of more typical loading associated with more urban sites.

The proposed provision of only one loading space for Building 1A/1B should be sufficient, as the nature of an automobile dealership means that shipments should be somewhat infrequent. As only two tenants will be sharing the loading space, shipments could be appropriately spaced out between them.

According to the provisions in Table 113C of the Zoning By-law, the proposed development would require three (3) oversized loading spaces for both Building 1A and Building 2. The Dymon self-storage model is, again, different from traditional self-storage/warehouse sites in that most loading is done indoors through an interior loading area. As such, it is our professional opinion that the provision of oversized loading spaces is unnecessary for the proposed development.

Other zoning performance standards

Zoning Mechanism	Performance Standard	Provided	Zoning 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	0 m ²	✘
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 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.	2.65 m along Baseline Road 1.6 m along Clyde Avenue Frontage along Clyde Ave: 9.4% Frontage along Baseline Rd: 6.9%	✓ ✘ ✘
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	✓

Zoning Mechanism	Performance Standard	Provided	Zoning Conformity
Minimum Building Height	Any portion of a building located within 10 metres of a front lot line: <ul style="list-style-type: none"> - Minimum ground floor height of 4.5 metres - Minimum building height of 7.5 metres and 2 storeys 	<ul style="list-style-type: none"> - New five (5) storey building: 24.5 m , five storeys - New restaurant: 7.4 m - Existing one storey building: 6.1 m 	<p>✓</p> <p>✗</p> <p>✗</p>
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: Proposed 5-storey building = 32%</p> <p>Existing one-storey retail building = 40%</p> <p>Along Baseline Rd Proposed restaurant = 51%</p>	<p>✗</p> <p>✗</p> <p>✓</p>
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.	✓

Zoning Mechanism	Performance Standard	Provided	Zoning Conformity
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 metres for parking oriented at 90° .</p>	<p>Driveways</p> <p>Baseline Rd = 6.473 m Clyde Ave, south driveway = 6.7 m</p> <p>Clyde Ave, north driveway = 9.4 m</p> <p>Aisles</p> <p>Proposed aisle widths vary from 6.0 m to 6.7 m</p>	<p>✘</p> <p>✓</p> <p>✓</p> <p>✘</p>
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>18% of the total lot area is landscaped.</p> <p>Minimum Landscaped buffer along east property line (interior side lot line) is 0 m wide.</p> <p>The proposes landscaped buffer near the west corner side lot line (along Clyde Avenue) will be 6.3 m wide; however, it will only be 0.15 m wide after the road widening.</p>	<p>✓</p> <p>✘</p> <p>✘</p>

Zoning Mechanism	Performance Standard	Provided	Zoning Conformity
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.	✗ ✗
Bicycle Parking	10 ²	9	✗
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	✓

² Please be advised that the site statistics shown on the provided Site Plan indicate that 18 bicycle parking spaces are required. This figure is based on a previous calculation. The correct number of required bicycle parking spaces is now 10.

Zoning Mechanism	Performance Standard	Provided	Zoning Conformity
Provisions for Loading Spaces	Minimum width in metres of aisle accessing loading space is 9 metres.	Width of aisle accessing both outdoor loading spaces is 10.2 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	✓

Requested Amendments

Based on the above tables, relief is requested 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 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.
- / 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 setback (from the south lot line) is 1.19 metres. Both the existing building and the proposed addition to the east of the existing building will be setback 1.19 metres from the rear lot line.
- / 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 Building 1A and Building 3 feature small second-storey mezzanines which may affect the ability of the ground floor to achieve a minimum height of 4.5 metres.
- / 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 will have a building height of 6.1 metres. Further, while both buildings will feature a small second storey mezzanine, but the second storey will not occupy the entire of the building areas within 10 metres of the front or corner lot line.
- / 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 new five-storey building and existing one-storey retail building feature glazing of 32% and 40%, respectively.

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.

- / 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 6.437 metres.
- / 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 from 6.0 metres to 6.7 metres.
- / 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 near the restaurant 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. A large portion of the eastern lot line south of the restaurant features a minimum 1.5 metre wide landscaped buffer. Further, the landscaped buffer along the west lot line, fronting onto Clyde Avenue, will be dramatically reduced following the road widening and will no longer be at least 3 metres wide.
- / 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.
- / 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.
- / 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, 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.
- / Minimum Number of Parking Spaces: The Zoning By-law requirements for parking are not in keeping with the actual demands for contemporary self-storage facilities. A total of 175 parking spaces are required for the proposed development, which proposes 116 spaces. The restaurant and retail uses would require a total of 57 parking spaces, while a significant proportion – 118 spaces – are required for the warehouse uses, for a total of 171. 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 number of spaces that would be required by the use.

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.

- / Outdoor Loading and Refuse: No two (2) metre high screens are proposed for the loading spaces, though retaining walls attaining maximum heights of 0.87m (Building 2) and 1.02m (Building 1A). 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 ten (10) bicycle parking spaces be provided for the proposed development, whereas only nine (9) are proposed to be provided. 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 proposed 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 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 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.

Conclusion

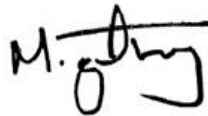
In considering the revised site plan – which includes a five-storey addition to the existing retail building and has confirmed an automobile dealership as a ground floor tenant – and applicable policy framework, it is our opinion that the proposed addition represents good planning and is in the public interest.

Sincerely,



Nico Church, M.P.I.
Planner

Fotenn Consultants Inc.



Miguel Tremblay, MCIP RPP
Director, Planning and Development

Fotenn Consultants Inc.