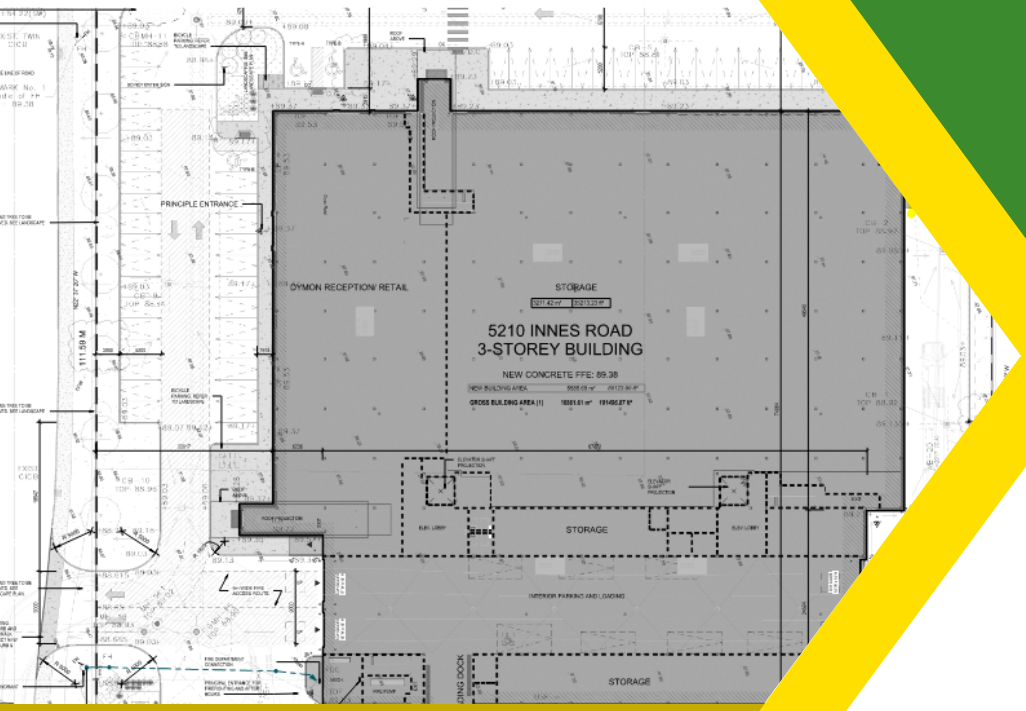
Dymon Group of Companies

5210 Innes Road



Transportation Impact Assessment

C|G|H TRANSPORTATION

5210 Innes Road

Scoped Transportation Impact Assessment

Prepared for:

Dymon Group of Companies
2-1830 Walkey Road
Ottawa, ON, K1H 8K3

Prepared by:

13 Markham Avenue
Ottawa, ON K2G 3Z1

July 2023

PN: 2021-024

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1 Screening

This scoped TIA has been prepared to support the proposed development at 5210 Innes Road in the City of Ottawa and will include Design Review component of the City of Ottawa Transportation Impact Assessment (TIA) Guidelines. The scope of this TIA has been confirmed with transportation staff from the City of Ottawa during an online meeting on December 1, 2020. Additionally, a Step 1 TIA Screening Form has been prepared and is included in Appendix A, along with the Certification Form for the Study PM.

2 Existing and Planned Conditions

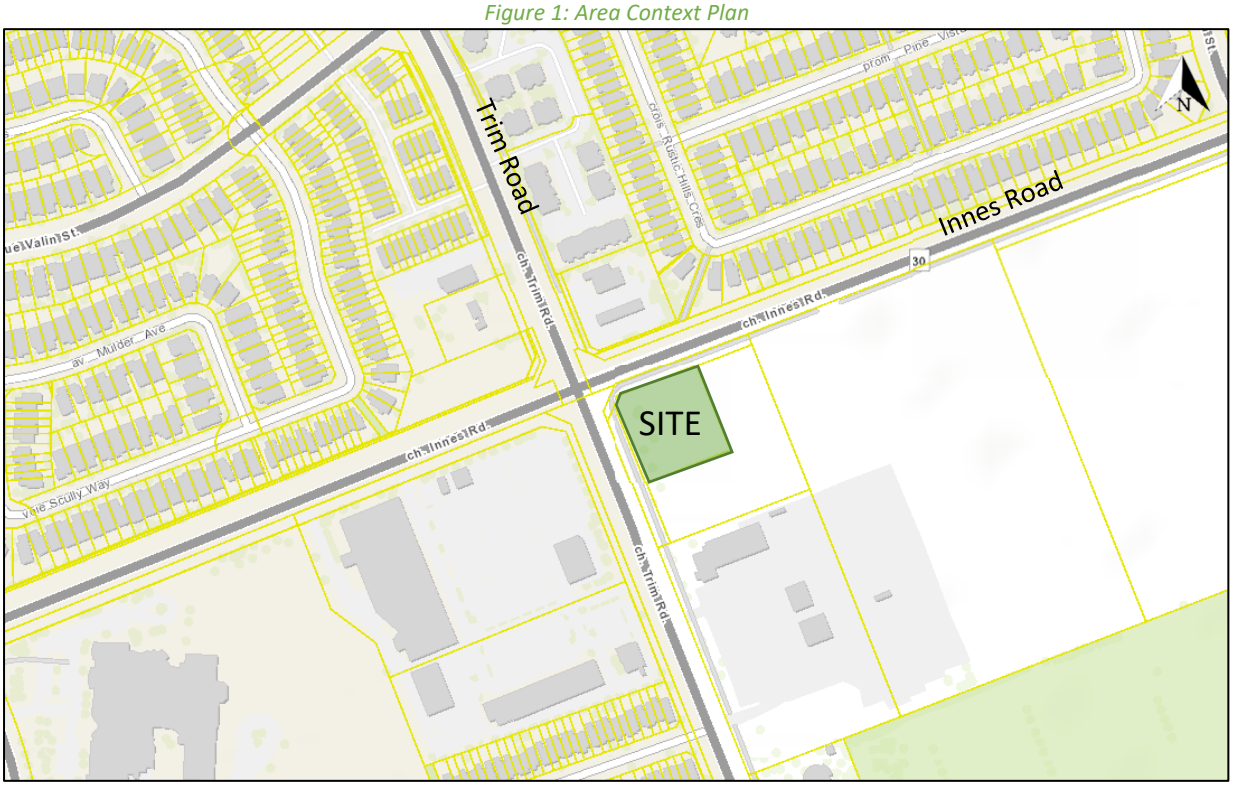
2.1 Proposed Development

The subject property, located at 5210 Innes Road, is zoned as Rural Commercial Zone (RC[36r]) and is currently undeveloped. The GFA of the proposed Dymon self-storage facility is 15,960 square metres (171,788 square feet), including an interior loading and parking area of 883 square metres (9,500 square feet), and a reception area of 1,029 square metres (11,078 square feet). A total of 59 parking spaces are proposed, 52 are exterior while 7 are in the loading bay area. The site will also include one exterior loading dock and an interior drive-thru area for loading / parking.

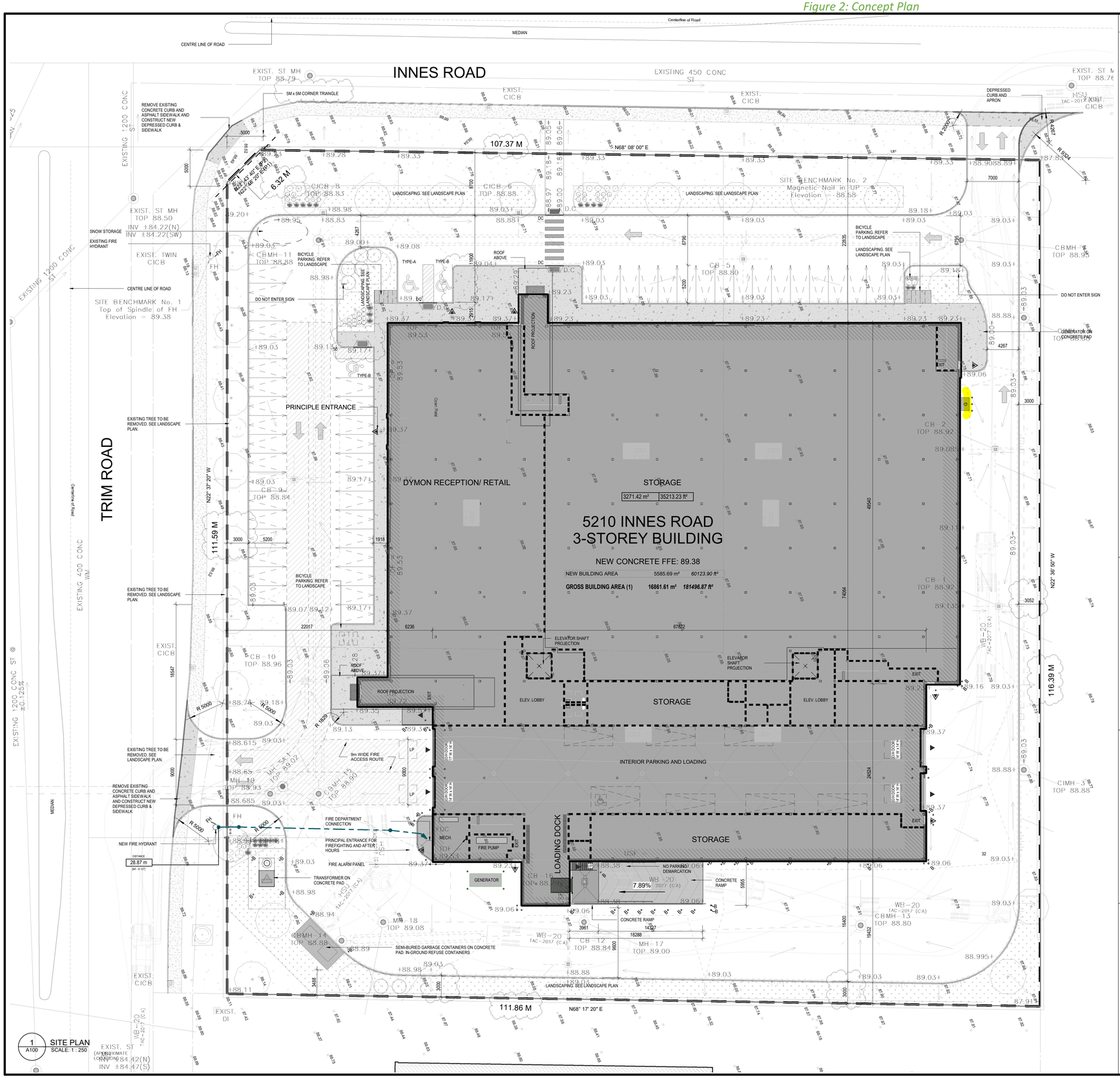
Access to the site will be accommodated via Trim Road, approximately 75 metres (Site Access #1) south of Innes Road, and Innes Road (Site Access #2), approximately 80 metres east of Trim Road, measured from centreline to centreline. Both site accesses will be restricted to right-in / right-out only due to the centreline medians along the frontage of the site. Trucks will enter the site by via Access #1 and leave the site though the Site Access #2.

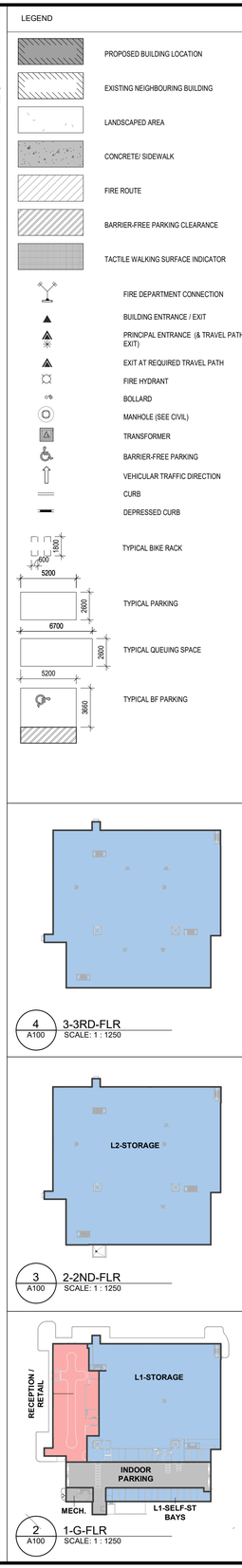
Figure 1 illustrates the Study Area Context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: http://maps.ottawa.ca/geoOttawa/ Accessed: February 22, 2021





GENERAL SITE PLAN NOTES:

TOPOGRAPHICAL INFORMATION:

PART OF LOT 1
CONCESSSION 8
GEOGRAPHIC TOWNSHIP OF CUMBERLAND
CITY OF OTTAWA

SURVEY BY: ANNIS, O'SULLIVAN, VOLLEBEKK Ltd.

SITE AND BUILDING DATA:

SITE AREA		
NEW BUILDING AREA	5585.69 m²	*60123.90 ft²*
NEW BUILDING HEIGHT (*1.)	14.4M	
GROSS BUILDING AREA (1)	**16861.61 m²**	***181496.87 ft²***
(*2.) **GROSS FLOOR AREA (2)** (1) SEE GROSS BUILDING AREA NOTES BELOW	**15077.06 m²**	***162288.12 ft²***

GENERAL NOTES:

1. FOR PAVED SURFACES, GRADING, SITE SERVICING, DRAINAGE EROSION AND SEDIMENT CONTROL, REFER TO CIVIL DRAWINGS.
2. FOR PLANTING DETAILS, REFER TO LANDSCAPE DRAWINGS.

GROSS BUILDING AREA:

1. * (ONTARIO BUILDING CODE DEFINITION): THE TOTAL AREA OF ALL FLOORS ABOVE GRADE MEASURED BETWEEN THE OUTSIDE SURFACES OF EXTERIOR WALLS.
2. * GROSS FLOOR AREA (CITY OF OTTAWA ZONING BYLAW): DEFINITION FOR THE PURPOSE OF DETERMINING PARKING REQUIREMENTS): GROSS LEASABLE FLOOR AREA MEANS THE TOTAL FLOOR AREA DESIGNED FOR TENANT OCCUPANCY AND EXCLUSIVE USE, MEASURED FROM THE INTERIORS OF OUTSIDE WALLS EXCLUDING FLOOR AREA OCCUPIED BY PARTY WALLS AND EXCLUDING: INTERIOR PARKING / LOADING (DRIVE THRU).
3. FLOOR AREA OCCUPIED BY SHARED MECHANICAL, SERVICE AND ELECTRICAL EQUIPMENT THAT SERVE THE BUILDING; (BY-LAW 2008-326)
4. COMMON HALLWAYS; CORRIDORS; STAIRWELLS, ELEVATOR SHAFTS AND OTHER VOIDS; STEPS AND LANDINGS; (BY-LAW 2008-326)
5. BICYCLE PARKING; MOTOR VEHICLE PARKING OR LOADING FACILITIES; COMMON LAUNDRY, STORAGE AND WASHROOM FACILITIES THAT SERVE THE BUILDING OR TENANTS;
6. COMMON STORAGE AREAS THAT ARE ACCESSORY TO THE PRINCIPAL USE OF THE BUILDING; (BY-LAW 2008-326)
7. COMMON AMENITY AREA AND PLAY AREAS ACCESSORY TO A PRINCIPLE USE ON THE LOT; AND (BY-LAW 2008-326) LIVING QUARTERS FOR A CARETAKER OF THE BUILDING.

ZONING:

ZONING DESIGNATIONS (PART 10):
GM ZONE

ZONING PROVISIONS

MINIMUM LOT WIDTH (m):	N/A
MINIMUM LOT AREA (m²):	N/A
MINIMUM FRONT YARD SETBACK:	10 m
MINIMUM REAR YARD SETBACK:	10 m
MINIMUM INTERIOR SIDE YARD SETBACK:	3 m
MINIMUM CORNER SIDE YARD SETBACK:	6 m

BUILDING HEIGHT

MAXIMUM (GM ZONES):	18 m
PROPOSED:	14 m

LANDSCAPING (SECTION 110):

REQUIRED FRONT AND CORNER SIDE YARDS TO BE LANDSCAPED, EXCEPT FOR DRIVEWAYS CROSSING THE FRONT OR CORNER SIDE YARD LEADING TO PARKING AREA

	PARKING LOT AREA	MIN. LANDSCAPE % ALLOWED	LANDSCAPING PROVISION %
LANDSCAPING / PARKING	5300.00 m²	15%	39.96 %

VEHICLE PARKING (SECTION 101):

WAREHOUSE (0.8/100m) FIRST 5000m²:	(5,000/100m²) x 0.8 = 40
WAREHOUSE (0.4/100M) AFTER 5000m²:	(11,080/100m²) x 0.4 = 45
MINIMUM REQUIRED:	85
NUMBER PROVIDED:	(* SEE AMENDMENT AS PART OF ZONING BY-LAW AMENDMENT)

PARKING FOR THE PHYSICALLY DISABLED (PARKING BYLAW 2003-530, SECTION 122):

MINIMUM REQUIRED:	3 No. [1x TYPE 'A' I 2x TYPE 'B']
NUMBER PROVIDED:	3 No. [1x TYPE 'A' I 2x TYPE 'B']

(*) PARKING PROVIDED:	PARKING BAY TYPE:	No.
PARK-5.2X2.6	1.SITE PARKING	49
PARK-BF-5-2X3-4-TYPE-A	2. SITE BARR. FREE BAY TYPE A	1
PARK-BF-5.2X2.6-TYPE-B	3. BARR. FREE BAY TYPE B	2
PARKING TOTAL.....		52

LOADING BAY AREA	PARKING TYPE:	No.
LOAD-3.66*6.7M	4. LOAD.-BARR.-FREE	1
LOAD-2.6*6.7M	5. LOAD.-QUEING-BAY	6
LOADING BAY PARKING TOTAL.....		7

BICYCLE PARKING (SECTION 111): 1 PER 2000m2 (WAREHOUSE)

MINIMUM REQUIRED:	9
NUMBER PROVIDED:	10

LOADING ZONE (SECTION 113):

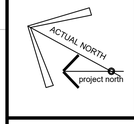
MINIMUM REQUIRED:	2
NUMBER PROVIDED:	1* (* SEE AMENDMENT AS PART OF ZONING BY-LAW AMENDMENT)

GROSS FLOOR AREA (GFA) -INTERIOR LOADING		
INT. LOADING & PARKING	882.58 m²	*9500.05 ft²*

GROSS FLOOR AREA (GFA 2) - EXCL-INTERIOR LOADING		
1. GFA - RECEPTION / RETAIL	1029.14 m²	*11077.61 ft²*
1.-0 GFA - MECH.	47.50 m²	*511.26 ft²*
1.-0. GFA - SELF-ST.-@-DR-AISL	295.05 m²	*3175.87 ft²*
1.-1.5 GFA - MECH. (+ MEZZ.)	58.75 m²	*632.35 ft²*
1.-3. GFA - SELF-ST.	13646.62 m²	*146891.02 ft²*
GFA-TOTAL	**15077.06 m²**	**162288.12 ft²**

GENERAL NOTES

1. DO NOT SCALE DRAWINGS; ONLY FIGURED DIMENSIONS ARE TO BE USED. WHERE DOUBT EXISTS; FILE REQUEST FOR INTERPRETATION AND REQUEST CLARITY.
2. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO VERIFY DIMENSIONS ON SITE; REPORT DISCREPANCIES TO THE ARCHITECT PROMPTLY.
3. GENERAL CONTRACTOR TO TAKE INTO ACCOUNT CONSTRUCTION TOLERANCE; GENERAL CONTRACTOR TO COORDINATE THE WORK OF DIFFERENT TRADES TO COMPLY WITH DESIGN INTENT.
4. ALL WORK DESCRIBED IN THESE DRAWINGS AND SPECIFICATIONS ARE TO COMPLY WITH THE CURRENT EDITION OF THE ONTARIO BUILDING CODE (2010) INCLUDING MOST RECENT AMMENDMENTS.
5. DRAWINGS AND SPECIFICATIONS ARE COMPLEMENTARY AND ARE TO BE READ TOGETHER.



ISSUE RECORD

NO.	DESCRIPTION	DATE
1	ISSUE FOR REVIEW	2022-12-22
2	ISSUE FOR SPA	2023-02-06
3	ISSUE FOR REVIEW	2023-04-12
4	ISSUE FOR SPA - UPDATE	2023-06-07

CLIENT

DYMON SELF-STORAGE
2-1830 WALKLEY ROAD, OTTAWA, ON
(T) 613-247-0888

CONSULTANTS

FOTENN PLANNING + DESIGN
223 MCLEOD STREET, OTTAWA ON
PLANNING & URBAN DESIGN
(T) 613-730-5709

D B GRAY ENGINEERING INC.
700 LONG POINT CIR, GLOUCESTER, ON.
CIVIL ENGINEER
(T) 613-425-8044

TACT ARCHITECTURE INC.
660R COLLEGE STREET (REAR LANE) TORONTO ON.
DESIGN ARCHITECT
(T) 416-516-1949

BRUMAR ENGINEERING SERVICES LTD
25-120 WEST BEAVER CREEK ROAD, RICHMOND HILL, ON
MECHANICAL CONSULTANTS
(T) 905-771-7798

HUDSON ENGINEERING
2901 STEELES AVE W UNIT 26, TORONTO, ON
ELECTRICAL CONSULTANTS
(T) 416-663-5470

D+M STRUCTURAL LTD.
110-333 PRESTON ST, OTTAWA, ON
STRUCTURAL CONSULTANTS
(T) 613 651-9490

DCA
A GROUP OF ARCHITECTS
201-1339 WELLINGTON ST. W OTTAWA ON K1Y 3B8
WWW.ARCHITECTSDCA.COM 613.725.2294

PROJECT TITLE
DYMON 5210 INNES ROAD

DRAWING TITLE
SITE PLAN

DATE	DRAWN	JOB NO.	DRAWING NO.
APRIL 2022	SD	3465	A100
SCALE As indicated	REVIEWED TD		

ARCHITECTURAL

D07-12-23-0001

2.2 Dymon Business Model and Site Context

Dymon offers a unique customer-centric storage solution unlike anything else in the marketplace. Unlike traditional self storage operations, Dymon facilities are located along arterial corridors, in very prominent locations within close proximity to its residential and business customers. With its high level of security, total humidity and climate control environment, and relentless focus on customer service, Dymon offers a reliable extension to people's homes and businesses. The primary access to Dymon's facilities is via an interior loading area (with secure access 24 hours a day) that protects customers from the weather while loading/unloading their possessions. By providing this interior area the reliance on surface parking is significantly reduced, as up to 75% of visitors to the site during any period use the interior loading bay, rather than the provided parking lot. In fact, any visit after the initial visit uses the interior loading area as this is the direct access to the storage lockers. Dymon sites include a reception and a retail area that is not used directly for self-storage. This space has several functions, including allowing space for new customers to come in and rent a storage locker or purchase storage supplies (boxes, tape, bubble wrap, etc.). In Spring 2019 Dymon expanded the services available in this space to include home storage solutions including closet organizers, under counter shelving, and storage bins. This service is now offered at several Ottawa Dymon locations.

2.3 Existing Conditions

2.3.1 Area Road Network

Innes Road:

Innes Road is a City of Ottawa arterial road with a four-lane cross-section including sidewalks, curbside bike lanes, a centreline median, and auxiliary lanes at major intersections. The posted speed limit on Innes Road within the Study Area is 60km/h and the City of Ottawa reserves a 37.5 metre right of way.

Trim Road:

Trim Road is a City of Ottawa arterial road with a four-lane cross-section including a sidewalk on the west side, a multi-use path on the east side, south of Innes Road, and sidewalk on both sides north of Innes Road. Trim Road also includes curbside bike lanes, a centreline median, and auxiliary lanes at major intersections. The posted speed on Trim Road within the Study Area is 60km/h and the City of Ottawa reserves a 37.5 metre right of way.

2.3.2 Intersections

Innes Road at Trim Road

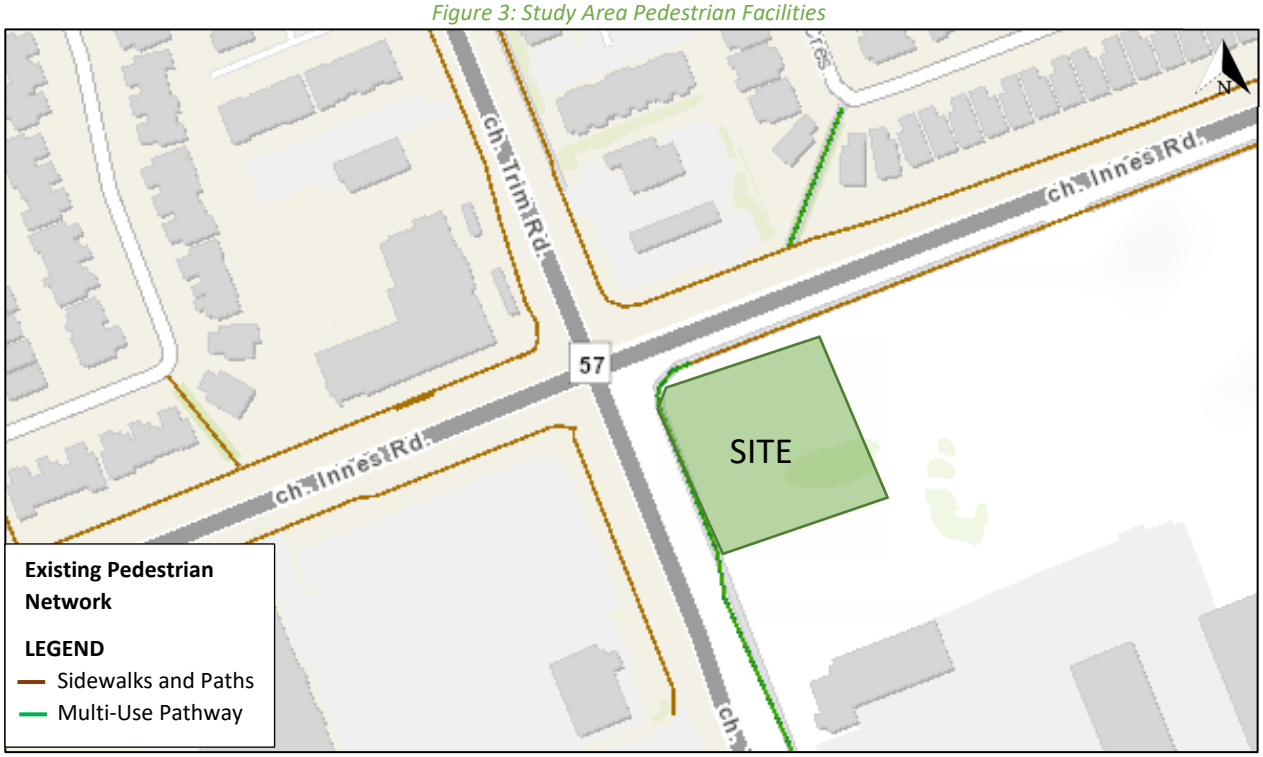
The intersection of Innes Road at Trim Road is a signalized intersection with auxiliary left turn lanes and right turn channels on each approach. Crosswalks are present on all legs with pedestrian signal heads and call buttons. No turn restrictions were noted.

2.3.3 Cycling and Pedestrian Facilities

Figure 3 illustrates the pedestrian facilities in the study area and Figure 4 illustrates the cycling facilities.

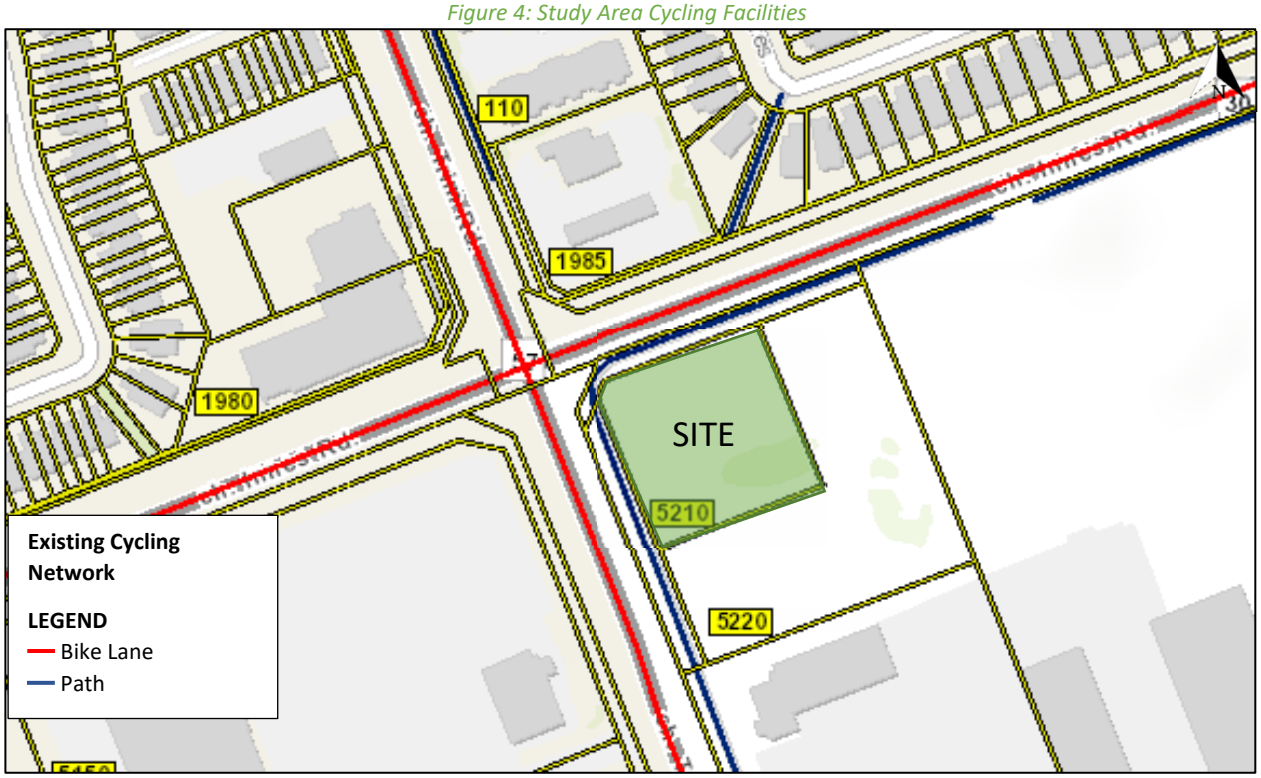
Sidewalks are provided along both sides of Innes Road and Trim Road, with the exception of east side of Trim Road, south of Innes Road, where a multi-use pathway is provided. Cycling facilities include curbside bike lanes along both Innes Road and Trim Road.

Figure 3: Study Area Pedestrian Facilities



Source: http://maps.ottawa.ca/geoOttawa/ Accessed: December 22, 2022

Figure 4: Study Area Cycling Facilities



Source: http://maps.ottawa.ca/geoOttawa/ Accessed: December 22, 2022

3 Exemption Review

Based on discussions with the City of Ottawa staff, the magnitude of this development, and the anticipated access locations, a reduced scope TIA has been prepared documenting the trip generation, accesses, site circulation, and parking.

4 Development-Generated Travel Demand

4.1 Trip Generation

To better understand the trip generation of the proposed development, a proxy site trip generation survey has been undertaken at three established, comparable Dymon sites in Ottawa. These sites have been selected as they are similar in size to the proposed development and have similar features (GFA, Land Uses, Arterial Road Access). The selected sites include the new Dymon retail functions and sell the home storage solutions discussed previously. These will operate in the same manner as the proposed site plan at 5210 Innes Road and are appropriate proxy sites for comparison. Table 1 summarizes the site statistics for the surveyed and proposed sites. The number of parking stalls per the approved Site Plan have been documented in Table 1, however the parking provisions will be discussed further in later sections of this letter.

Table 1: Site Statistics Comparison

Site	Reception/Retail GFA(m^2)	Self-Storage GFA (m^2)	Total GFA (m^2)	Parking Stalls (SPA)
1554 Carling Avenue	2,714	18,204	21,685	59 Exterior 4 Loading Area
323 Coventry Road	867	11,484	12,351	44 Exterior[1]
300 Greenbank Road	~700	8,495	9,195	9 Exterior 4 Loading Area
5210 Innes Road	1,029	14,048	15,077	52 Exterior 7 Loading Area

Note 1: some of these parking stalls are restricted due to truck movements. This will be discussed further below.

Table 2 summarizes the surveyed trip generation for 1554 Carling Avenue, 323 Coventry Road (two survey dates), and 300 Greenbank Road.

Table 2: Proxy Site Trip Generation

Site	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
1554 Carling	6	2	8	13	9	22	-	-	-
323 Coventry (May Counts)	14	9	23	17	19	36	-	-	-
323 Coventry (June Counts)	7	5	12	11	15	26	11	15	26
300 Greenbank	7	4	11	10	10	20	14	18	32

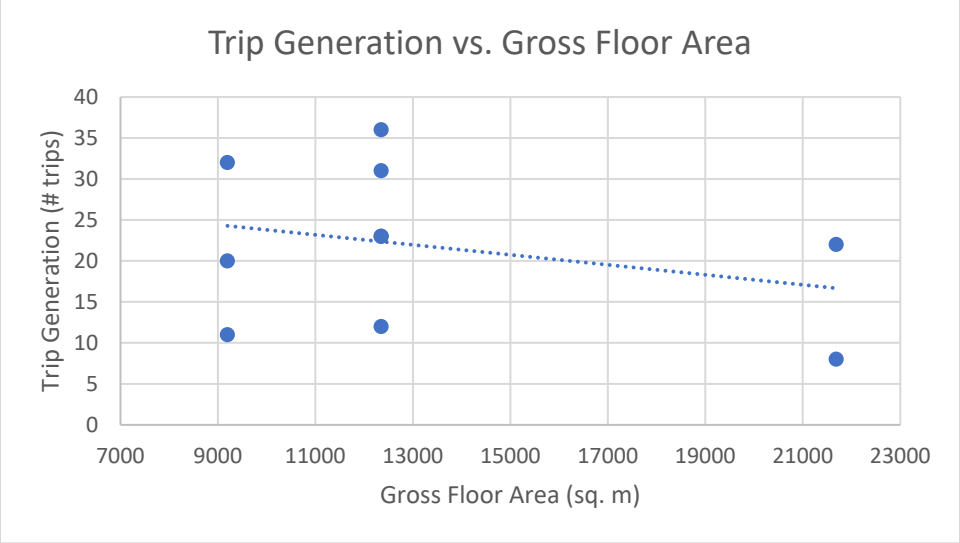
The selected sites have a wide range of gross floor areas. To accurately compare these sites to the proposed site, the trip generation rate has been determined for each survey in terms of vehicle trips generated per 1000 square metres. Table 3 summarizes the trip generation rates for each site. Appendix B includes the trip generation proxy counts and site plans for each surveyed site.

Table 3: Proxy Site Trip Generation Rates

Site	GFA (m^2)	AM Peak Hour Rate (/1000 sm gfa)			PM Peak Hour Rate (/1000 sm gfa)			Sat Peak Hour Rate (/1000 sm gfa)		
		In	Out	**Total**	In	Out	**Total**	In	Out	**Total**
1554 Carling	21,685	0.28	0.09	0.37	0.60	0.42	1.01	N/A	N/A	N/A
323 Coventry (May)	12,351	1.13	0.73	1.86	1.38	1.54	2.91	N/A	N/A	N/A
323 Coventry (June)	12,351	0.57	0.40	0.97	0.89	1.21	2.11	0.89	1.21	2.11
300 Greenbank	9,195	0.76	0.44	1.20	1.09	1.09	2.18	1.52	1.96	3.48
Average Rate	-	0.68	0.42	1.10	0.99	1.06	2.05	1.21	1.59	2.79

The trip generation rates above have been examined and these sites do not have a strong correlation between increased gross floor area and increased trip generation. Figure 5 is a graph illustrating the relationship between trip generation and gross floor area. A linear trendline has been added to the graph to illustrate the correlation.

Figure 5: Trip Generation vs. Gross Floor Area



Given the number of sites surveyed, and the various survey dates, an average of the trip generation rates has been calculated. The average trip generation rate has been applied to the proposed site to determine the anticipated trip generation of the subject development. Table 4 summarizes the projected trip generation for the proposed development of a Dymon storage facility at 5210 Innes Road.

Table 4: Projected 5210 Innes Road Site Trip Generation

Site	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
5210 Innes Road	10	7	17	15	16	31	18	24	42

For comparison ITE Trip Generation Rates for ITE Land Use Code (LUC) 151 Mini Warehouse have also been used to calculate the trip generation. It should be noted that the ITE 10th Edition Trip Generation Manual only has a single sample for the Saturday, Peak Hour of Generator data set. This data set has been documented herein but is not reliable and should not be used in traffic analysis. Table 5 summarizes the ITE Trip Generation rates for LUC 151 Mini-Warehouse. Appendix C includes a summary of the description of LUC 151. Table 6 summarizes the trip generation for the proposed site based on the ITE LUC 151 rates.

Table 5: ITE Trip Generation LUC 151 Mini-Warehouse

	AM Peak	PM Peak	Sat Peak*
Average Rate (/1000 sf gfa)	0.10	0.17	0.31*
In/Out	60%/40%	47%/53%	59%/41%*

*Small Sample Size, Data should be used with caution. Single data set provided in ITE Trip Generation Manual 10th Edition.

Table 6: ITE LUC 151 Trip Generation

Land Use	GFA (sf)	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
LUC 151 Trip Gen	162,288	10	6	16	13	15	28	30	21	51

The proxy site trip generation results are similar to the projections created using ITE trip rates. The Saturday peak hour should not be relied on as the ITE 10th Edition Trip Generation Manual contains a single sample for this LUC.

Based on the proxy site trip generation exercise there is no need to undertake a TIA for the proposed development, as the total number of trips generated is less than 60 in any peak hour which is the threshold for undertaking a TIS in the City of Ottawa TIA Guidelines.

5 Development Design

5.1 Site Circulation

The proposed site plan and access configuration have been reviewed using two design vehicles including an HSU (standard delivery truck) and WB-20 tractor trailer (infrequent delivery truck). It is assumed that the HSU trucks will access the interior and exterior loading areas as well as the garbage bins at the rear of the property, and the WB-20 will utilize the exterior loading dock. Appendix D includes two drawings illustrating the turning paths for all design vehicles. All turning paths are accommodated by the proposed curbs and driveways.

5.2 Access Review

Two accesses have been proposed for this site: one located on Trim Road approximately 75 metres (Site Access #1) south of Innes Road, and one on Innes Road (Site Access #2) approximately 80 metres east of Trim Road, measured from centreline to centreline. Both site accesses will be restricted to right-in / right-out only due to the centreline medians along the frontage of the site. No modifications will be made to the medians.

5.2.1 Number of Accesses

The site's frontage along Trim Road and Innes Road is approximately 230 metres. City of Ottawa's Private Approach By-law Section 25(1)(a) allows a property with such length of frontage a maximum of one two-way private approach and four one-way private approaches, among them every two one-way approaches can be substituted by one two-way approach. Therefore, the proposed two two-way private approaches are below the threshold of the maximum number of private approaches permitted.

5.2.2 Access Width

City of Ottawa's Private Approach By-law Section 25(1)(d) states that "no private approach intended for two-way vehicular traffic shall exceed 9 metres in width at the street line, and at the curb line or roadway edge. The site access on Trim Road is 9 metres wide, and the site access on Innes Road is 7 metres wide, conforming with the maximum width requirement.

5.2.3 Access Spacings

City of Ottawa's Private Approach By-law Section 25(1)(m)(iii) prescribes the minimum access spacing for land uses including office buildings and industrial developments where a property abuts on or is within 46 metres of

an arterial or major collector highway. As summarized in Table 7, the minimum distances are dependant on the number of parking spaces.

Table 7: Private Approach Spacings

Number Of Parking Spaces	Distance Between The Private Approach And Nearest Intersecting Street Line	Distance Between A Two-Way Private Approach And Any Other Private Approach
20 to 99	18 metres	15 metres

The access on Trim Road will be approximately 80 metres north of the access to the Cumberland Service property south of the subject site. The access on Innes Road will be approximately 70 metres west of the existing intersection of a private lane at Innes Road.

The access on Trim Road will be approximately 35 metres north of the intersecting street line of the signalized parking lot access, and 90 metres south of the intersecting street line of Innes Road. The access on Innes Road will be approximately 110 metres east of the intersecting street line of Trim Road.

Therefore, the distances between the proposed site accesses and the nearest intersecting street lines or two-way private approaches satisfy the minimum required distance of 18 and 15 metres, respectively.

5.2.4 Clear Throat Length

The clear throat length, in accordance with the TAC Geometric Guide for Canadian Roads, should be 30 metres on an arterial road for a development categorized as light industrial land use with a development size between 10,000 and 45,000 square metres. The clear throat length available at the accesses do not meet this requirement. However, the deficit in the throat length will have minimal impact on the site circulation. The site trip generation has projected a maximum of 18 inbound vehicles during the Saturday peak, equivalent to a frequency of approximately 1 vehicle every 3 minutes, if evenly distributed. Among these vehicles only a few will be trucks as most self-storage customers will use passenger vehicles for loading. The gaps should be sufficient for passenger vehicles to complete the turns. Heavy trucks visiting the site are controlled to enter via the access on Trim Road and exit via the access on Innes Road, hence the potential queue at the exit will not obstruct the inbound vehicles and create a queue on the adjacent street as the inbound vehicles enter from another access. As the loading bay doors are designed to roll up in 3 seconds and down in 5 seconds, it is unlikely for a queue to occur in front of the loading bay doors and extend to the street, either. Parking

5.3 Parking Generation / Supply

The proposed development will include 59 interior and exterior parking stalls, one exterior loading dock, and space in the interior loading area for additional overflow unloading vehicles. The zoning requirements and parking provisions are summarized in Table 8.

Table 8: Vehicle Parking Requirement Zoning By-Law Approach

Land Use	GFA (s.m.)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Self-Storage Warehouse	14,048	*N95: 0.8 per 100 m^2 for the first 5,000 m^2 of GFA and 0.4 per 100 m^2 above 5,000 m^2 GFA*	76	59	-52
Reception / Retail	1,029	*N79: 3.4 per 100 m^2 of GFA*	35		
Total			111	59	-52

As noted above the proposed site does not include the number of parking stalls prescribed by the zoning by-law. The proposed site includes 59 parking spaces, where as the requirement is 111 parking spaces.

To support the proposed parking variance, a parking survey has been undertaken at two of the proxy sites used for the Trip Generation. The Parking Surveys were undertaken on the same dates, and locations as the Trip Generation Proxy Surveys. Appendix E contains the proxy parking generation counts and calculation sheets for 323 Coventry Road and 300 Greenbank Road.

323 Coventry includes parking operations that will not be present on the proposed 5210 Innes Road site. 323 Coventry currently has parking stalls reserved for long term parking. While these are reserved for this use it is possible for vehicles to park in these stalls throughout the day. To ensure that the daily, short-term, high turnover parking requirements are accurately captured the parking survey for this site was undertaken starting 30 minutes prior to the opening of the site and ending 30 minutes after the site closed for business. This was done for both the weekday and weekend survey periods. The minimum number of parking stalls occupied throughout the entirety of each survey period was noted. This was then subtracted from the maximum total parking demand. This represents the maximum short-term demand. Additionally, as noted on the approved site plan there are 11 parking stalls that are not in use to accommodate truck turning movements. Through the site survey it was determined that eight parking stalls are not in use in this area and are signed to prohibit parking. Table 9 below summarizes the total parking provisions for 323 Coventry Road.

Table 9: 323 Coventry Road Parking Provisions

Total Parking Stalls	Unsecured Parking Stalls	Secured Parking Stalls	Restricted to Accommodate Truck Movements
44	18	26	8

The 18 unsecured parking stalls noted above are potentially available for short-term parking (the secured parking is reserved for long-term parking). However, the survey found that four of the unsecured parking stalls were occupied at the start / end of the survey and are therefore not available for use as short-term parking stalls. The remaining 14 parking stalls were assumed to be available for short-term parking use.

300 Greenbank Road does not accommodate long term parking, as a result there was no need to account for the impact in the counts, and the peak periods were surveyed to capture a relevant data set.

Table 10 summarizes the parking supply and parking demand for the two sites as well as the calculated parking supply rate and parking demand rate. The exterior parking supply has been included. For 323 Coventry Road this supply has been calculated based on the number of parking stalls not in use for long-term parking.

As Dymon's business model makes use of an interior loading space, that can accommodate more vehicles than the defined parking stalls, the interior parking supply has been tabulated based on the maximum demand for interior parking observed at each site.

Table 10: Parking Survey Summary

Site	GFA Storage & Retail (m^2)	Parking Supply (Exterior)	Parking Supply (Max Interior Usage)	Parking Demand	Parking Demand Rate
323 Coventry	12,351	14	7	11	0.09 / 100 m^2
300 Greenbank	9,195	9	5	11	0.12 / 100 m^2

Similar to the trip generation it was found that an increase in parking demand is not strongly correlated to an increase in gross floor area. Based on the proposed site plan for 5210 Innes Road the gross floor area, and parking stall provisions, the parking rate provided for the proposed development has been calculated. Table 11 summarizes the 5210 Innes Road parking provisions.

Table 11: 5210 Innes Road Parking Provisions – Dymon

Use	GFA (m^2)	Parking Provided	Parking Rate (Provided)
Self-Storage Warehouse, Reception & Retail	15,077	59	0.39/ 100 m^2

It has been calculated that parking is proposed to be provided at a rate of 0.39 per each 100 square metres of gross floor area. While this is less than the parking rate requested by the City of Ottawa, this demand rate is much higher than the surveyed parking rates at comparable Dymon sites.

In addition to the above, patrons will utilize the interior loading space more efficiently than other areas of the site as they will park within the interior loading area to facilitate loading and unloading. On the surveyed sites more than 40% of all parked vehicles utilized the interior loading area for parking.

As a supplementary analysis, the number of vehicles entering the interior loading area, versus the rest of the site was counted. Table 12 summarizes the interior loading bay usage.

Table 12: Interior Loading Bay Usage

Site	Weekday		Saturday	
	Exterior%	Interior%	Exterior%	Interior%
323 Coventry	57%	43%	58%	42%
300 Greenbank	42%	58%	54%	46%

As shown above the interior loading area is of critical importance to the parking operations of the site.

In summary the parking provisions for the Dymon self-storage use is adequate. Table 13 summarizes the total parking demand based on the proxy site surveys.

Table 13: Parking Requirement – Demand Approach

Land Use	GFA (s.m.)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Self-Storage Warehouse, Reception & Retail	15,077	0.12/100 m^2	18	59	41

As shown above, the parking provided on the site will satisfy the projected parking demand, based on the proxy site surveys. Therefore, based on the provided interior and exterior parking the site will provide adequate parking to support the proposed use.

As the site is considered an Obligated organization, the accessible parking spaces have been provided in accordance with Section 80.36 (1) in Ontario Regulation 191/11 Integrated Accessibility Standards made under

the Accessibility for Ontarians with Disabilities Act. Among the 59 provided parking spaces, one Type 'A' accessible parking space and two Type 'B' accessible parking spaces have been included as shown in Table 14.

Table 14: Accessible Parking Requirement

Capacity of Public Parking Area	Minimum Accessible Parking Rate	Minimum Number of Accessible Parking Spaces	Accessible Parking Spaces Provided	Difference
13-100	*4% of the total number of parking spaces*	3	3 (1 Type 'A', 2 Type 'B')	0

The accessible parking space provision of one Type 'A' and two Type 'B' accessible parking spaces meets the AODA off-street accessible parking space requirements for the proposed development.

5.4 Bicycle Parking

Bicycle parking requirements and provisions are summarized in Table 15.

Table 15: Bicycle Parking Requirement - Zoning By-Law Approach

Land Use	GFA (s.m.)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Self-Storage Warehouse	15,077	*1 per 2000 square metres of gross floor area*	8	10	2

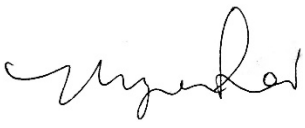
As shown above, the zoning by-law requirements for bicycle parking are 8 spaces whereas the bicycle parking provisions are 10 spaces, exceeding the requirements.

6 Conclusion

Based on the key requirements of the agreed to scope, the following conclusions are made for this site:

- The trip generation analysis demonstrates that this site will not trigger the need for a TIS.
- Based on the proxy site parking surveys the provided parking will adequately serve the proposed Dymon self-storage facility.
- Truck turning templates have been performed to ensure that the site access and drive aisles can be navigated by the design vehicles for the site. All turning paths are accommodated by the proposed curbs and driveways.
- Access designs have been reviewed. Both the access locations and widths satisfy Ottawa's Private Approach By-Law. The deficiencies in throat lengths are shown to have a minimal impact on the adjacent streets.

Based on this Transportation and Parking Summary, the proposed development should be approved, from a transportation perspective.



Zhengxuan Lai, E.I.T.
289-834-0646
may.lai@cghtransportation.com

Mark Crockford, P. Eng.
905-251-4070
mark.crockford@cghtransportation.com

Appendix A

TIA Screening Form and PM Certification Form

13 Markham Avenue
Ottawa ON K2G 3Z1

City of Ottawa 2017 TIA Guidelines
Step 1 - Screening Form

Date: 09-Nov-22
Project Number: 2021-024
Project Reference: Dymon 5210 Innes Road

1.1 Description of Proposed Development	
Municipal Address	5210 Innes Road
Description of Location	Located at the southeast corner of Innes Road and Trim Road
Land Use Classification	RC[36r]
Development Size	18,910 Square Metres
Accesses	One access on Trim Road and one access on Innes Road, both restricted to right-in / right-out
Phase of Development	Assumed 1 Phase for TIA
Buildout Year	2023
TIA Requirement	Design Review Component

1.2 Trip Generation Trigger		
Land Use Type	Self-Storage Warehouse	
Development Size	18,910.00	G.F.A
Trip Generation Trigger	Fewer than 60 total peak hour trips will be generated by the proposed development. The trip generation will be further discussed in detail as part of a Scoped TIA report.	

1.3 Location Triggers	
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?	Yes
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	No
Location Trigger	Yes

1.4. Safety Triggers	
Are posted speed limits on a boundary street 80 km/hr or greater?	No
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	Yes
Is the proposed driveway within auxiliary lanes of an intersection?	Yes
Does the proposed driveway make use of an existing median break that serves an existing site?	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	No
Does the development include a drive-thru facility?	No
Safety Trigger	Yes

TIA Plan Reports

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that s/he meets the four criteria listed below.

CERTIFICATION

1. I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
2. I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
3. I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
4. I am either a licensed[1] or registered[2] professional in good standing, whose field of expertise [check √ appropriate field(s)] is either transportation engineering √ or transportation planning □.

[1,2] License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

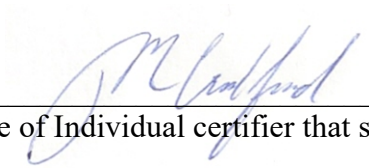
City Of Ottawa
Infrastructure Services and Community Sustainability
Planning and Growth Management
110 Laurier Avenue West, 4th fl.
Ottawa, ON K1P 1J1
Tel. : 613-580-2424
Fax: 613-560-6006

Ville d'Ottawa
Services d 'infrastructure et Viabilité des collectivités
Urbanisme et Gestion de la croissance
110, avenue Laurier Ouest
Ottawa (Ontario) K1P 1J1
Tél. : 613-580-2424
Télécopieur: 613-560-6006

Dated at ___Newmarket_____ this __28__ day of _____June_____, 2018.
(City)

Name: _____Mark Crockford_____
(Please Print)

Professional Title: _____Professional Engineer_____

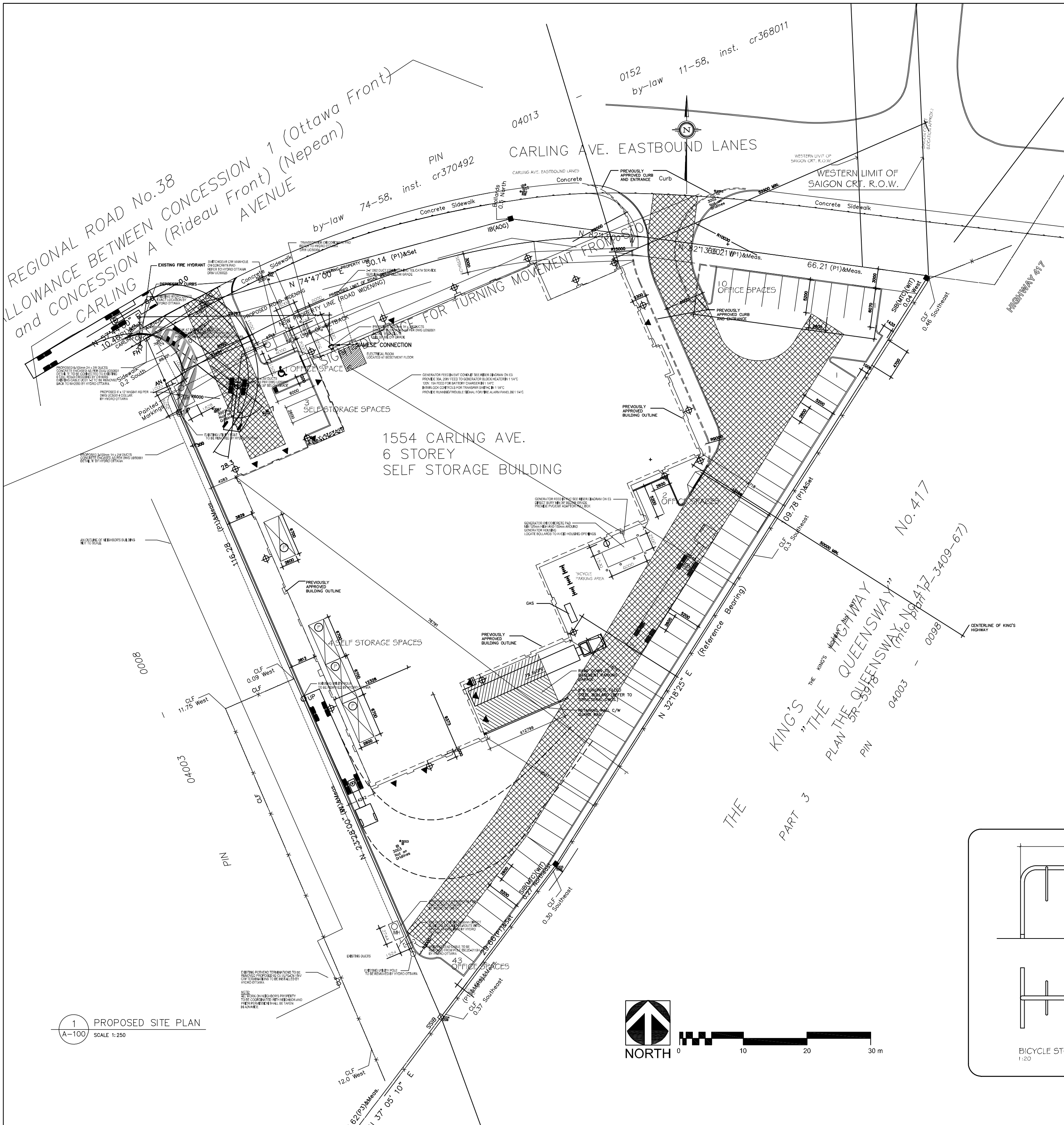


Signature of Individual certifier that s/he meets the above four criteria

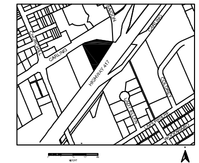
Office Contact Information (Please Print)
Address: 628 Haines Road
City / Postal Code: Newmarket / L3Y 6V5
Telephone / Extension: (905) 251-4070
E-Mail Address: Mark.Crockford@CGHTransportation.com

Appendix B

Proxy Site Trip Generation Data and Site Plans



1 A-100 PROPOSED SITE PLAN
SCALE 1:250



LEGEND

- NEW BUILDING
- INDICATES BUILDING ENTRANCE
- 150 mm CONCRETE CURB
- CONCRETE SIDEWALK
- DEPRESSED CURB
- FIRE LANE
- EXISTING LIGHT STANDARD
- WALL-MOUNTED LIGHT FIXTURE
- FIRE HYDRANT
- SIAMESE FIRE CONNECTION
- CONCRETE FILLED STEEL BOLLARD
- DYMON PEDESTAL

SEPT 29, 2008 REVISED SITE PLAN

USE	BUILDING AREA	PARKING RATE (TABLE 110)	PARKING REQUIRED	PARKING PROVIDED
SELF-STORAGE/ WAREHOUSE AREA (m²)	18204.2 m²	8 SPACES	8 SPACES	8 SPACES*
DRIVE-THRU AREA (m²)	766.6 m²	N/A	N/A	N/A
OFFICE AREA (m²)	2,714.1 m²	2 SPACES/100m²	55 SPACES	55 SPACES
TOTAL BUILDING AREA, INCLUDING BELOW GRADE (m²)	21,684.9 m²	N/A	N/A	N/A

*4 SPACES LOCATED WITHIN DRIVE-THRU AREA. (P)

ZONE: CE3 [1002] F(2.5) Sch. 68
PERMITTED USES (AMONG OTHERS): WAREHOUSE, OFFICE
MIN. LOT AREA: 7,500 m² (81,8008 s.f.)
MIN. LOT WIDTH: NO MINIMUM
MIN. FRONT YARD SETBACK: NO MINIMUM
MIN. REAR YARD SETBACK: 7.5 m (24.6 ft.)
MIN. SIDE YARD SETBACK: NO MINIMUM
MAX. BUILDING HEIGHT: 30 m
ACCESS DRIVE MIN. WIDTH: 6.7 m (21.98 ft.)
PARKING SPACE MIN. WIDTH: 2.6 m (8.53 ft.)
MIN. LENGTH: 5.2 m (17.06 ft.)
PARKING AISLE: MIN. WIDTH: 6.7 m (21.98 ft.)
PARKING LOCATION: NONE IN REQUIRED FRONT YARD SETBACK
PARKING REQUIREMENT:
SELF-STORAGE FACILITY: 8 SPACES
OFFICE (MAX. PERMITTED): 2 SPACES / 100 m² G.F.A. = 54 SPACES
TOTAL PARKING: 62

AREA:
BUILDING AREA: 35,429.41 sq.ft. (3,291.5 sq.m)
DRIVE THROUGH AREA: 8304.0 sq.ft. (771.5 sq.m)
GROSS AREA: 197,786.85 sq.ft. (18,375.0 sq.m.)

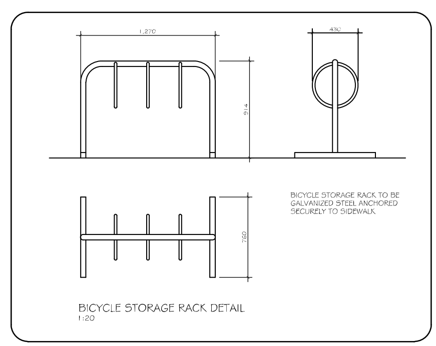
PREVIOUS GROSS BUILDING AREA: 200,101.1 sq.ft. (18,590 sq.m)

LEGAL DESCRIPTION

TOPOGRAPHICAL PLAN OF
PART OF LOT LETTER 'I'
CONCESSION A (Rideau Front)
Geographic Township of Nepean
NOW CITY OF OTTAWA

TOPOGRAPHICAL INFORMATION FROM SURVEY BY:
ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
FEBRUARY 10, 2006

SITE AREA: 84,625 SQ.FT. (7,862 SQ.M)



BICYCLE STORAGE RACK DETAIL
1:20

GENERAL NOTES

1. DO NOT SCALE DRAWINGS. FIGURED DIMENSIONS ONLY TO BE USED.

2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT.

3. ALL WORK DESCRIBED UNDER THIS CONTRACT TO COMPLY WITH ONTARIO BUILDING CODE, 2006 AND/OR NATIONAL BUILDING CODE, 2005 AND OTHER CODES AND BY-LAWS IN EFFECT.

ISSUE RECORD

ISSUE	REV	DESCRIPTION	DATE
01	00	FOR COORDINATION	25/MAR/'08
02	01	FOR PERMIT	04/JUL/'08
03	02	FOR SITE PLAN	28/AUG/'08
04	03	FOR PERMIT - REVISED	12/SEP/'08
05	04	FOR REVISED SITE PLAN	29/SEP/'08
06	05	FOR FOUNDATION PERMIT	12/NOV/'08
07	06	FOR COORDINATION	22/JUL/'11
08	07	FOR COORDINATION	03/AUG/'11
09	08	FOR REVIEW	21/SEP/'11
10	09	FOR COORDINATION	28/SEP/'11
11	10	FOR COORDINATION	04/OCT/'11
12	11	FOR CLIENT REVIEW	21/OCT/'11
13	12	FOR COORDINATION	07/DEC/'11
14	13	ISSUED FOR REVISED BUILDING PERMIT	21/DEC/'11
15	14	ISSUED FOR REVIEW	11/JAN/'12
16	15	FOR COORDINATION	23/JAN/'12
17	16	FOR COORDINATION	10/FEB/'12

No	DATE	REVISION
07	23/JAN/12'	ISSUED FOR REVISED BUILDING PERMIT
06	21/DEC/11'	ISSUED FOR REVISED BUILDING PERMIT
05	28/SEP/11'	GENERAL REVISIONS
04	21/SEP/11'	GENERAL REVISIONS
03	29/SEP/08'	CITY COMMENTS
02	12/SEP/08'	CITY COMMENTS
01	28/AUG/'08	ENTRANCE SHIFTED
00	MAR/'08	ORIGINAL DOCUMENT

PROJECT NORTH

CLIENT
DYMON CAPITAL CORPORATION
TEL: 613-247-0888
FAX: 613-247-7730

CONSULTANTS
CLELAND JARDINE ENGINEERING
STRUCTURAL ENGINEERS
TEL: 613-591-1533
FAX: 613-591-1703
GOODKEY WEEDMARK & ASSOCIATES
MECHANICAL/ELECTRICAL ENGINEERS
TEL: 613-727-5112
FAX: 613-727-5115
SITE PLANNING BY
FOTENN PLANNING & URBAN DESIGN

Farrow Architects Inc.
TEL: 613-725-2294
FAX: 613-724-6632

PROJECT TITLE
DYMON SELF STORAGE
CARLING AVENUE

DRAWING TITLE
PROPOSED SITE PLAN

DATE	DRAWN	JOB No	DRAWING No
MAR. 2008	MB/EC	1975	A-100
SCALE AS SHOWN	CHECKED ER		

ARCHITECTURAL

ACCURATE TRUSTED TRAFFIC DATA

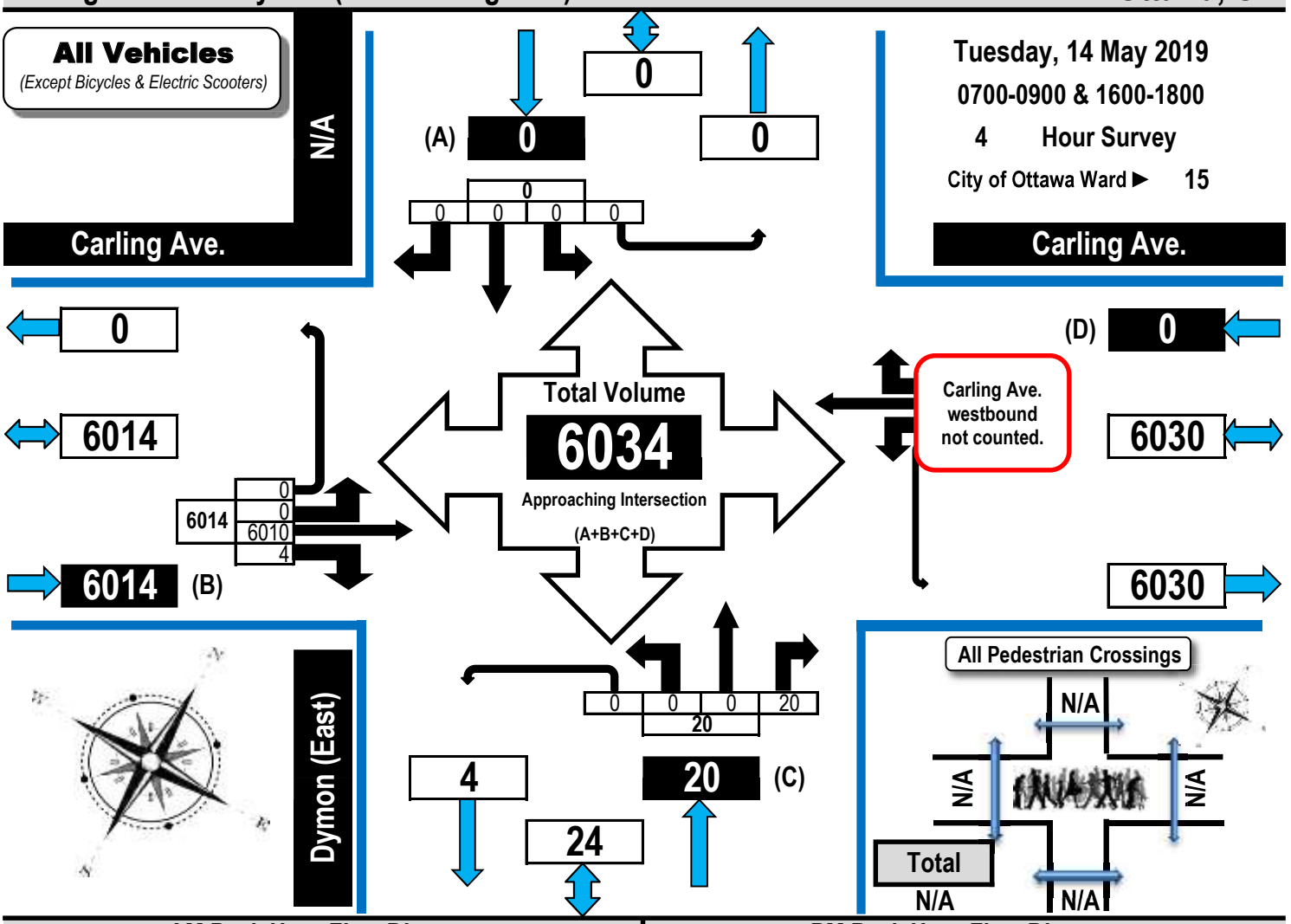
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

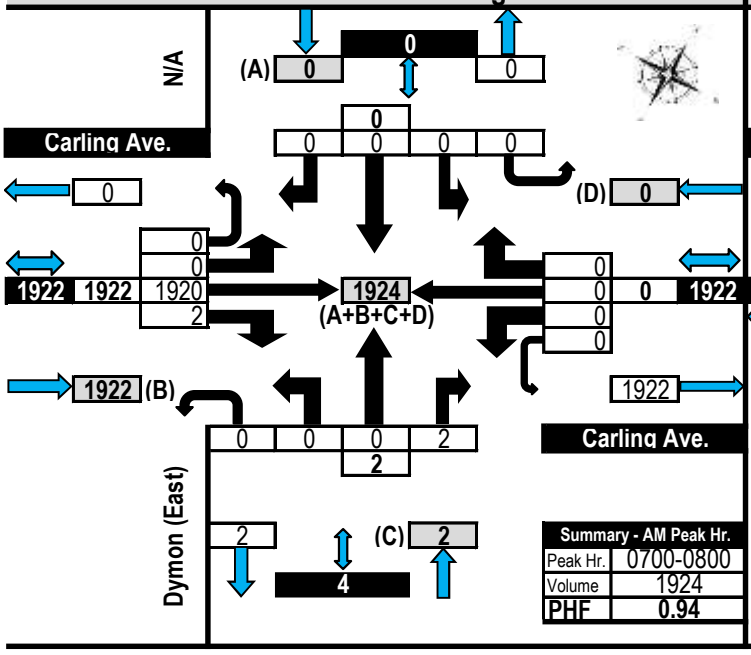
Carling Avenue & Dymon (1554 Carling Ave.) EAST Access — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, 14 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 15

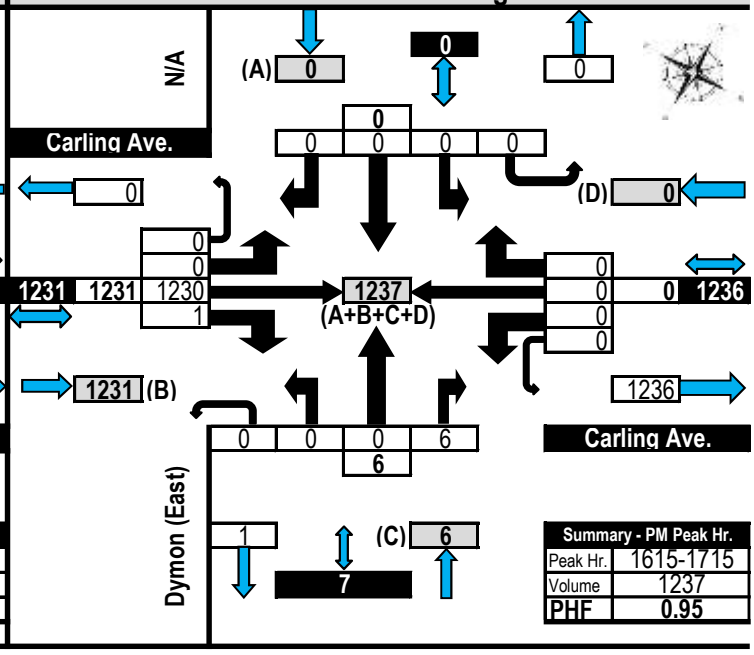


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0700-0800
Volume	1924
PHF	0.94

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	1237
PHF	0.95

ACCURATE TRUSTED TRAFFIC DATA

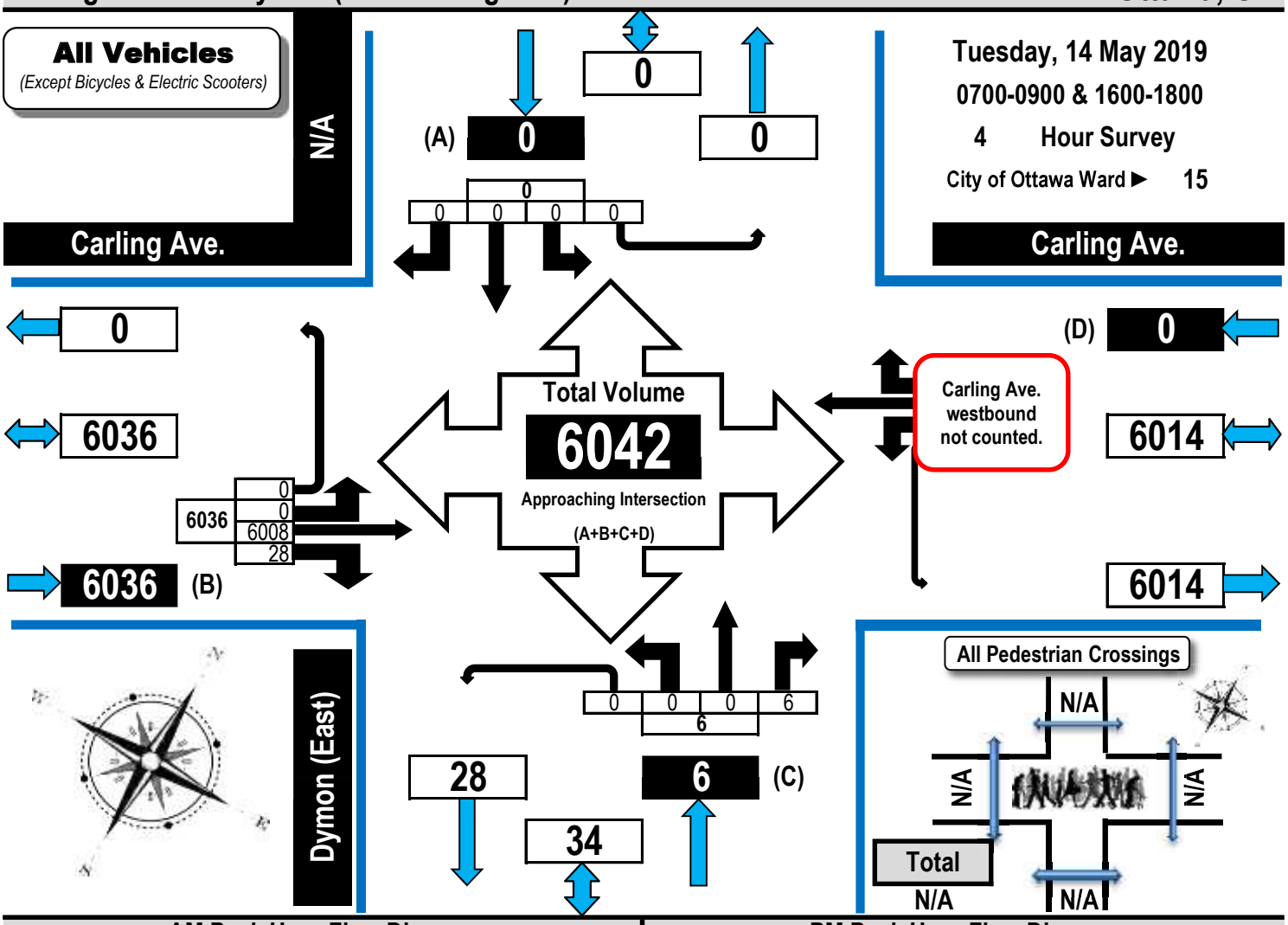
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

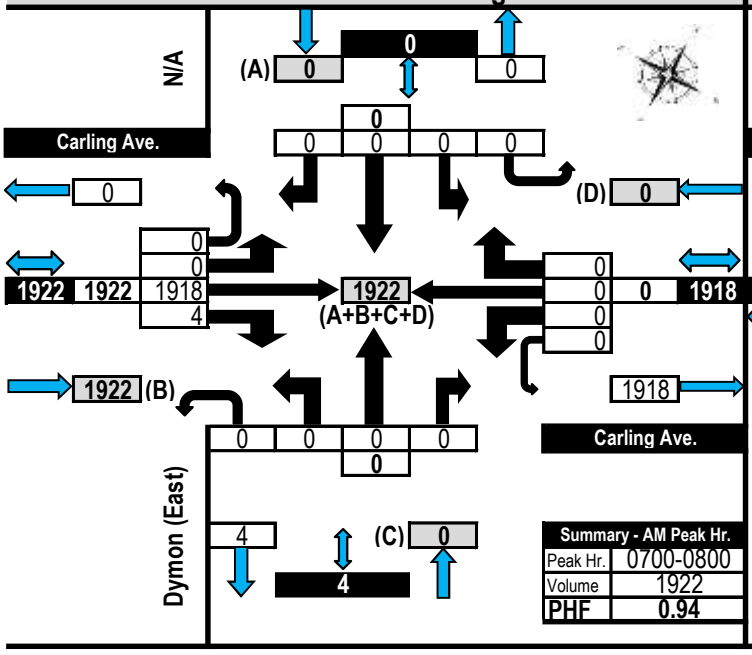
Carling Avenue & Dymon (1554 Carling Ave.) WEST Access — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, 14 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 15

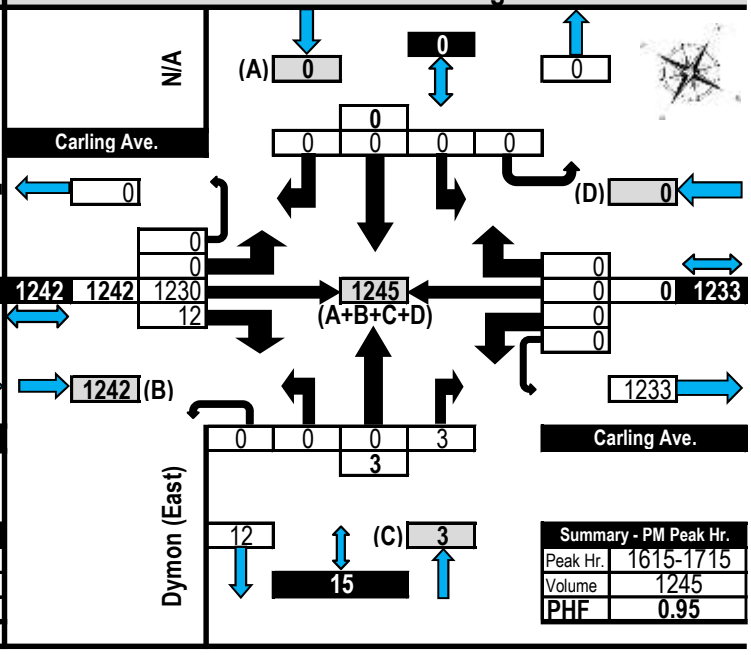


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0700-0800
Volume	1922
PHF	0.94

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
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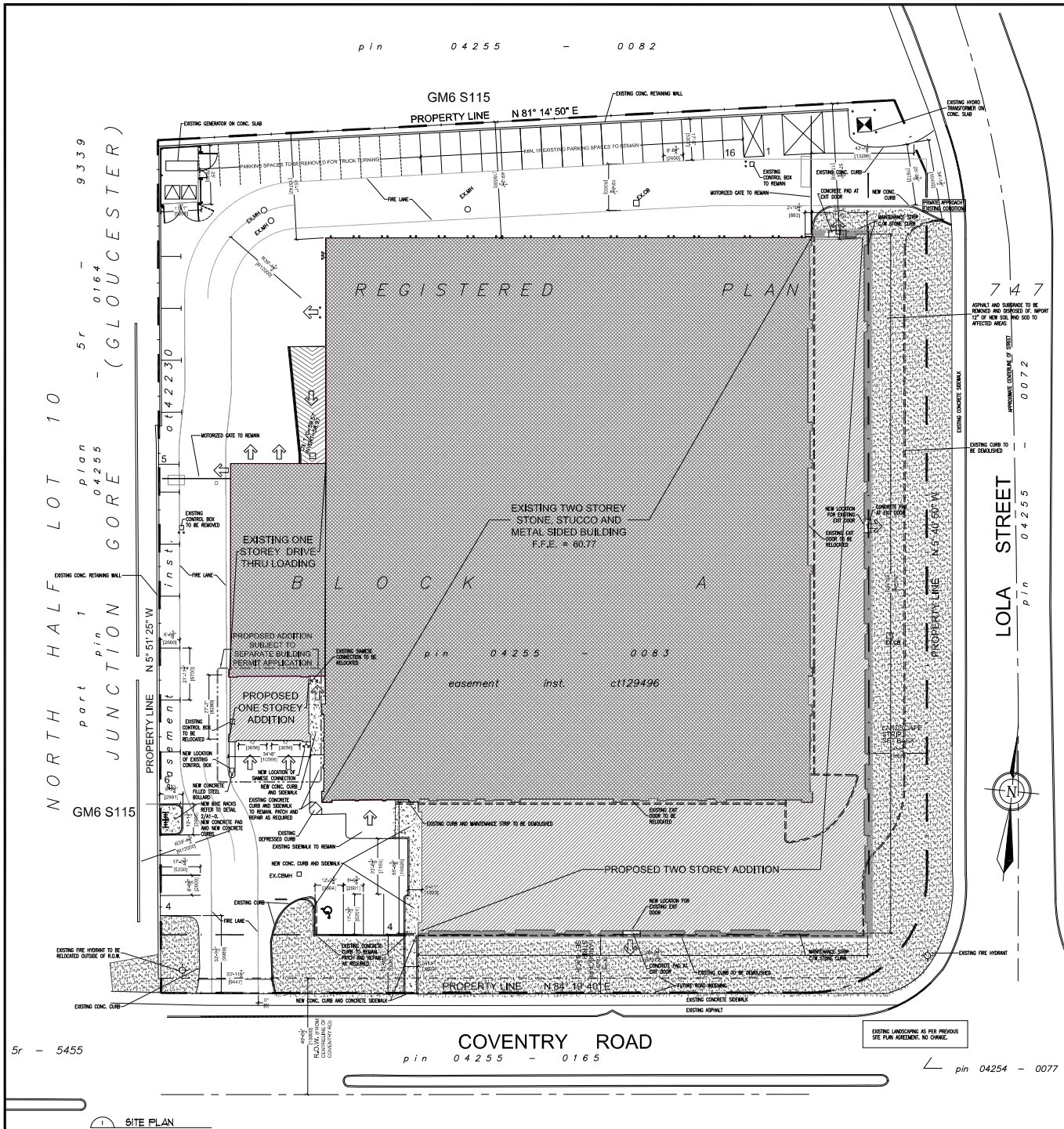
Volume	1245
PHF	0.95



1 SITE PLAN
A1-0 SCALE: 1:200

LEGAL DESCRIPTION OF PROPERTY:

PART OF BLOCK A
REGISTERED PLAN 747
CITY OF OTTAWA

SITE STATISTICS

LOT AREA: 119181.57 SQ.FT. (11072.34 SQ.M.)
EXISTING LOT COVERAGE: 43.9%
PROPOSED LOT COVERAGE: 58.1% (INCLUDING GARAGE ADDITION SUBJECT TO SEPARATE BUILDING PERMIT APPLICATION)

EXISTING BUILDING HEIGHT: 22'-4" (6.81m) TOP OF STEEL
29'-0" (8.84m) TOP OF HIGHEST PARAPET
PROPOSED BUILDING HEIGHT TO MATCH EXISTING

7.5m LANDSCAPED STRIP ALONG COVENTRY ROAD AND LOLA STREET
36 PARKING SPACES PROVIDED

BOUNDARY INFORMATION FROM SURVEY BY: ANNIS, O'SULLIVAN, VOLLEBEKK LTD. JUNE 24, 2008.

BUILDING AREA

EXISTING GROUND FLOOR: 52326.5 SQ.FT. (4861.3 SQ.M.)
EXISTING SECOND FLOOR: 48708.1 SQ.FT. (4525.1 SQ.M.)
TOTAL EXISTING GROSS FLOOR AREA: 101034.6 SQ.FT. (9386.4 SQ.M.)

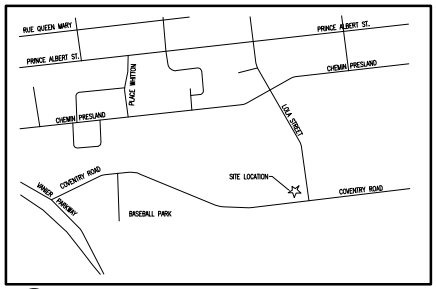
PROPOSED GROUND FLOOR: 16005.9 SQ.FT. (1487.0 SQ.M.)
PROPOSED SECOND FLOOR: 15002.2 SQ.FT. (1477.4 SQ.M.)
TOTAL PROPOSED GROSS FLOOR AREA: 31008.1 SQ.FT. (2964.4 SQ.M.)

TOTAL GROUND FLOOR AREA: 68332.4 SQ.FT. (6348.3 SQ.M)
TOTAL SECOND FLOOR AREA: 64410.3 SQ.FT. (6002.8 SQ.M)
TOTAL GROSS FLOOR AREA: 132942.7 SQ.FT. (12350.8 SQ.M.)

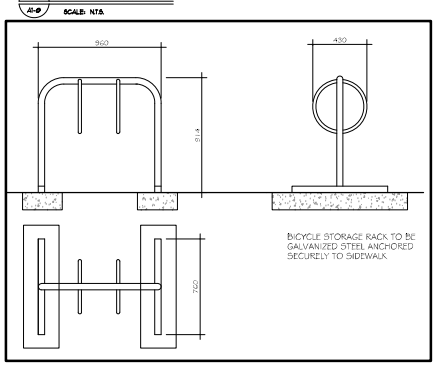
GROSS FLOOR AREA OF PROPOSED GARAGE ADDITION (SUBJECT TO SEPARATE BUILDING PERMIT APPLICATION): 909.8 SQ.FT. (84.5 SQ.M.)
TOTAL GROSS FLOOR AREA (INCLUDING GFA OF GARAGE ADDITION): 133852.5 SQ.FT. (12435.3 SQ.M.)

GROSS LEASABLE AREA

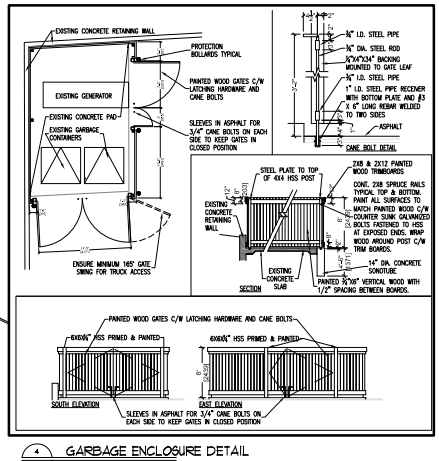
PROPOSED GROUND FLOOR: 15852.6 SQ.FT. (1472.76 SQ.M.)
PROPOSED SECOND FLOOR: 15852.6 SQ.FT. (1472.76 SQ.M.)
TOTAL PROPOSED GROSS LEASABLE AREA: 31705.2 (2945.5 SQ.M.)



2 SITE KEY PLAN
A1-0 SCALE: N.T.S.



2 BICYCLE STORAGE RACK DETAIL
A1-0 SCALE: N.T.S.



4 GARBAGE ENCLOSURE DETAIL
A1-0 SCALE: N.T.S.

1. Contractor must verify all job dimensions, all drawings, details, specifications and report any discrepancies to owners before proceeding with work.
2. All drawings and specifications are instruments of service and the property of the architects which must be returned at the completion of the work, and may not be reproduced without their written permission.

ref	description	date
6	Revised Site Plan	24 Oct. 2012
5	Revised Site Plan Walkway & Bicycle	2 August 2012
4	Revised For Site Plan & Siamese	31 July 2012
3	Revised For Building Permit Application	16 July 2012
2	For Building Permit Application	12 Dec 2011
1	For Internal Review	29 July 2011

revisions

RE-ISSUE FOR SITE PLAN CONTROL

STRUCTURAL ENGINEER
Cleland Jardine Engineering Ltd.
Ryan Minden
200-580 Terry Fox Drive, Kanata ON K2L 4B9
tel: (613) 591-1533 fax: (613) 591-1703
e-mail: mail@clelandjardine.com

MECHANICAL/ELECTRICAL
Goodkey Weedmark Consulting Engineers
Tim Beljkaloumov, Andre Bogdanovic
1688 Woodward Dr, Ottawa ON K2C 0P9
tel: (613) 727-5111 fax: (613) 727-5115
web: www.gwe.com e-mail: info@gwe.com

CIVIL ENGINEER
David Schaeffer Engineering Ltd.
Dan Willingale
120 Iber Road, Suite 203, Ottawa ON K2S 1E9
tel: (613) 836-0856 fax: (613) 836-7183
e-mail: dsea@DSEL.ca

PLANNING & LANDSCAPE DESIGN
FoTenn
Miguel Tremblay
223 McLeod Street, Ottawa ON K2P 0Z8
tel: (613) 730-5709 fax: (613) 730-1136
web: www.FoTenn.com e-mail: tremblay@FoTenn.com

owner:

DYMON SELF STORAGE

architect
nicholas caregianis architect inc.
3 / Pemi la Street, Ottawa, ON / K1B 3H9
t. 613 99 - 6800
f. 613 99 - 8989
e. info@nicholascaregianis.ca
www.nicholascaregianis.ca

project & location

RENOVATION & ADDITION TO:
DYMON SELF-STORAGE
323 COVENTRY ROAD, OTTAWA

title of drawing

SITE PLAN
& WIDENING ROAD

scale	drawing
AS NOTED	A1-0
date: 2012/08/02	
drawn by: KL CT	

ACCURATE TRUSTED TRAFFIC DATA

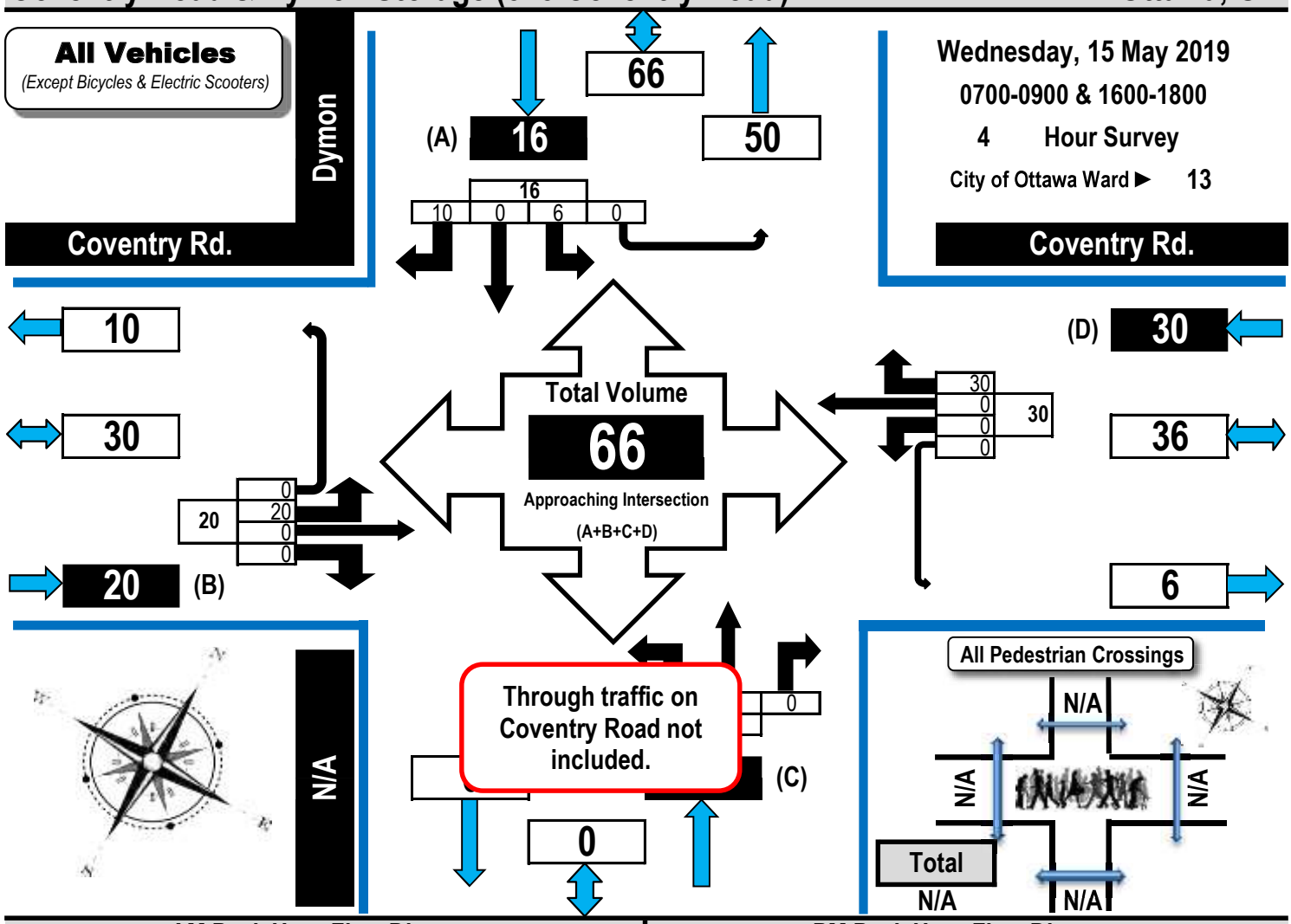
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

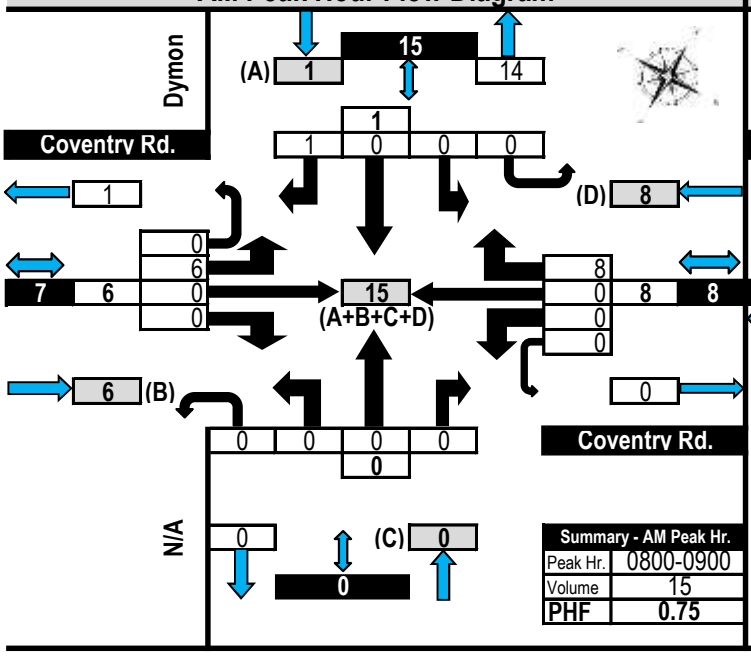
Coventry Road & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Wednesday, 15 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

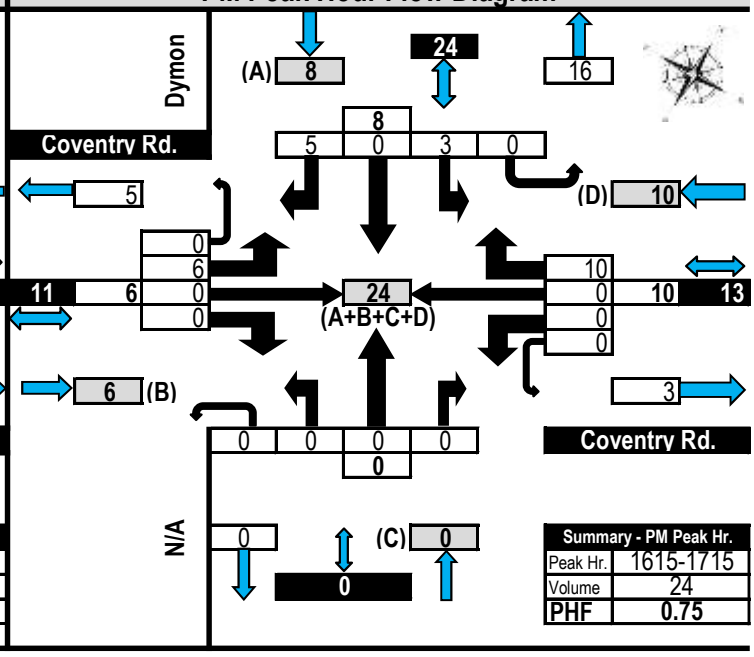


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0800-0900
Volume	15
PHF	0.75

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	24
PHF	0.75

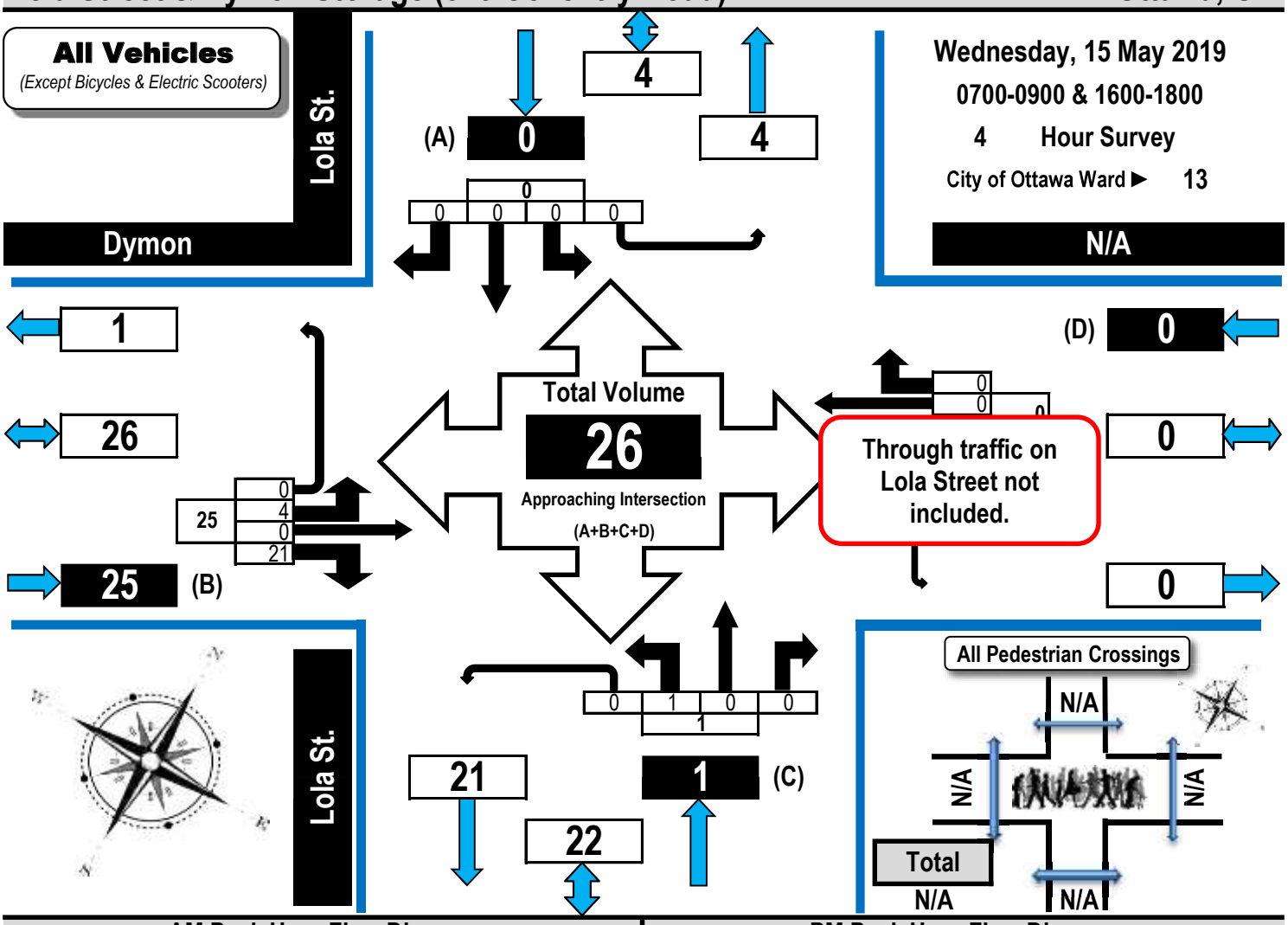
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

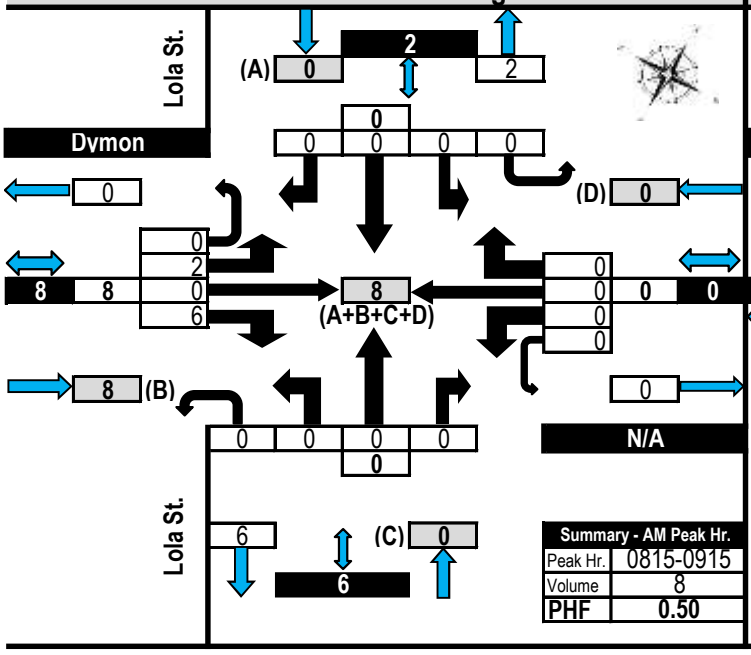
Lola Street & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Wednesday, 15 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

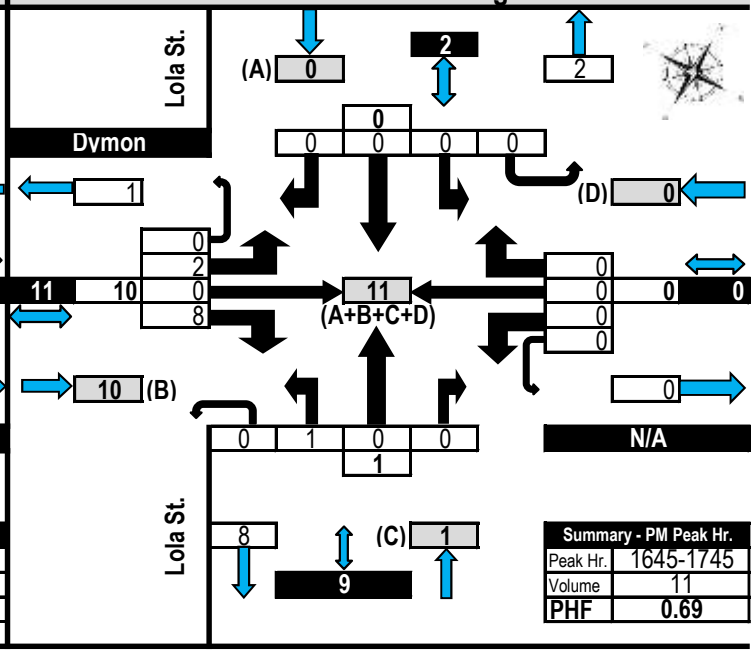


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0815-0915
Volume	8
PHF	0.50

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1645-1745
Volume	11
PHF	0.69

ACCURATE TRUSTED TRAFFIC DATA

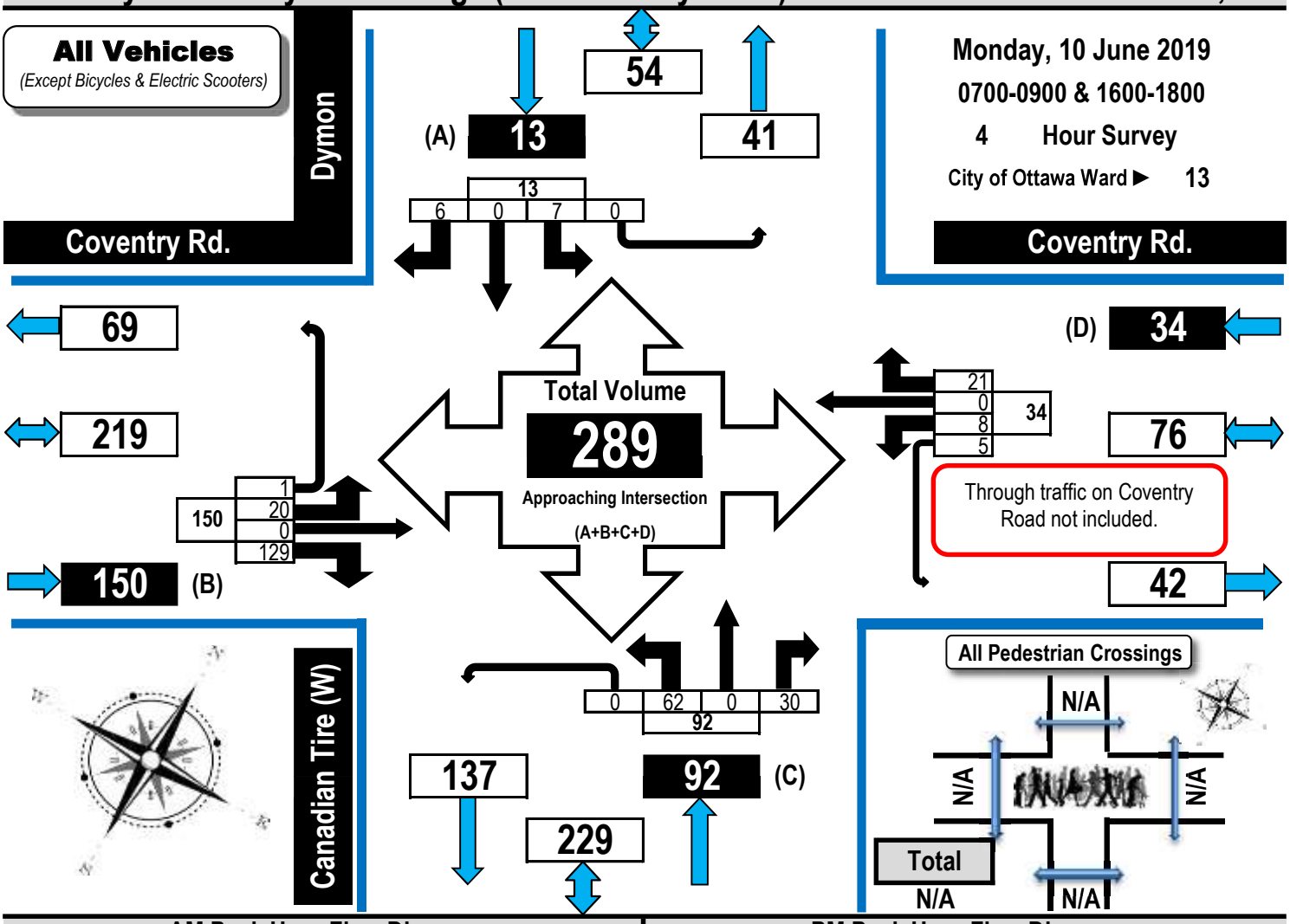
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

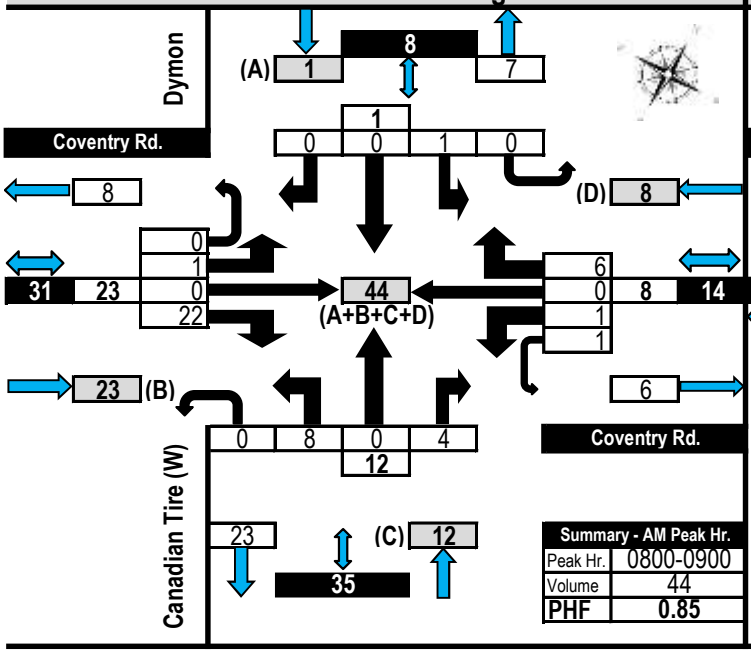
Coventry Road & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

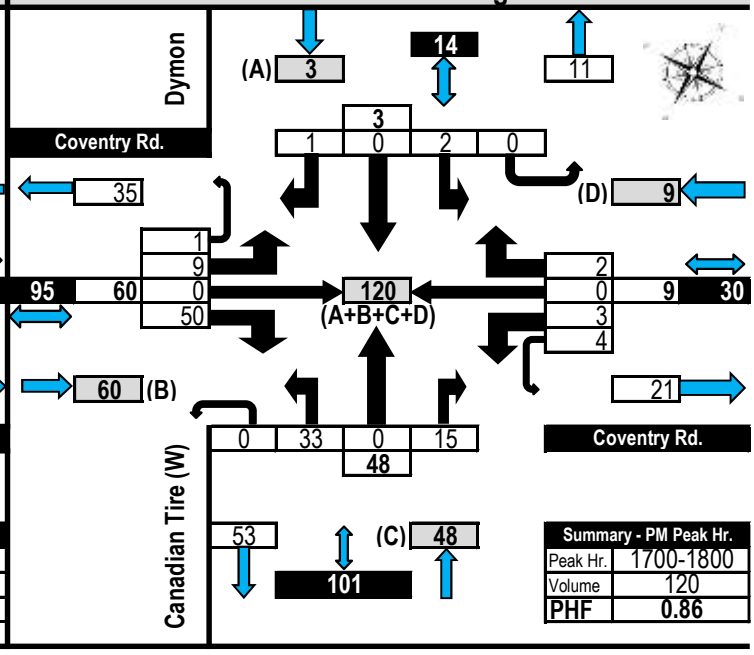


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0800-0900
Volume	44
PHF	0.85

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1700-1800
Volume	120
PHF	0.86

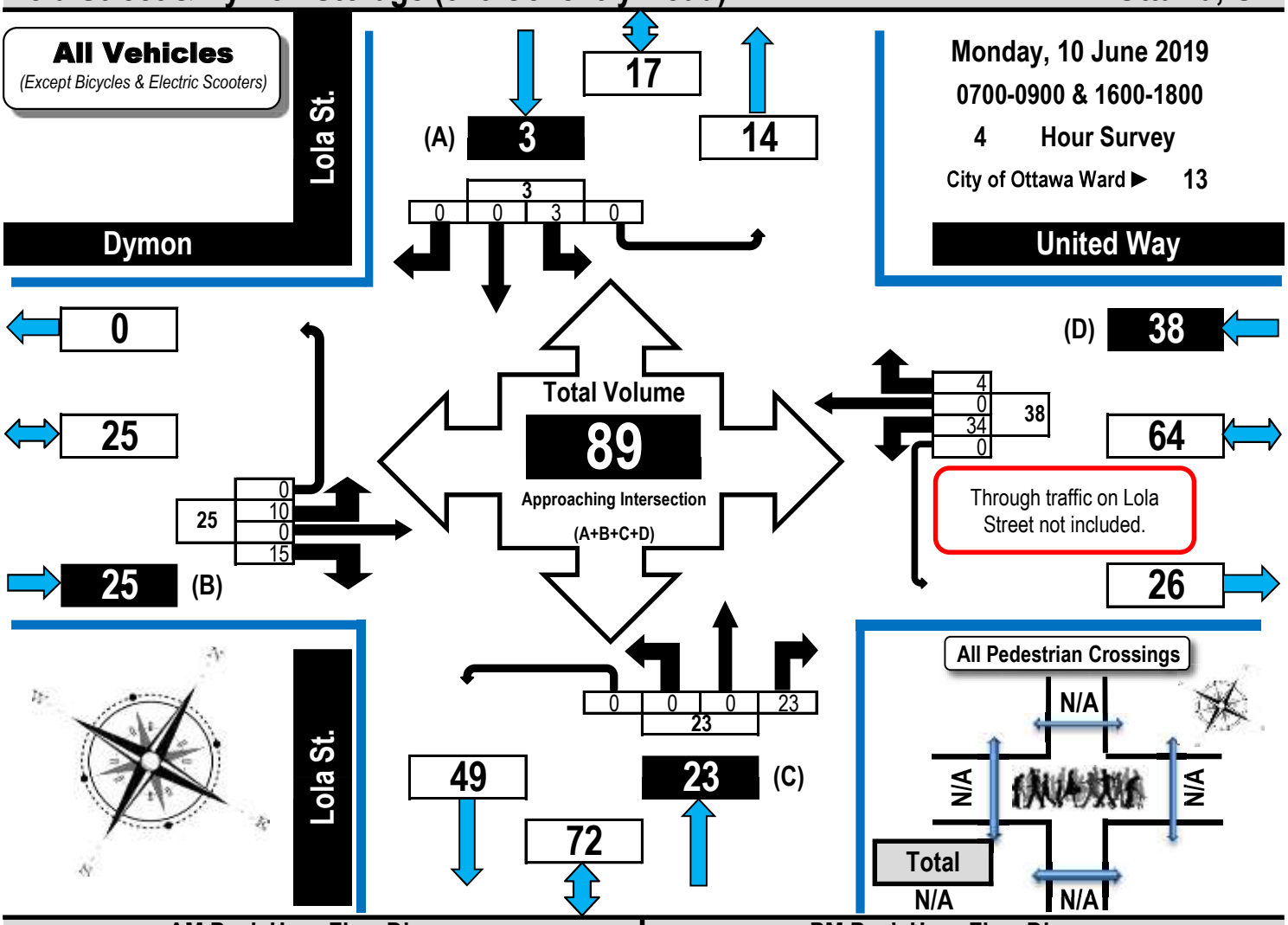
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

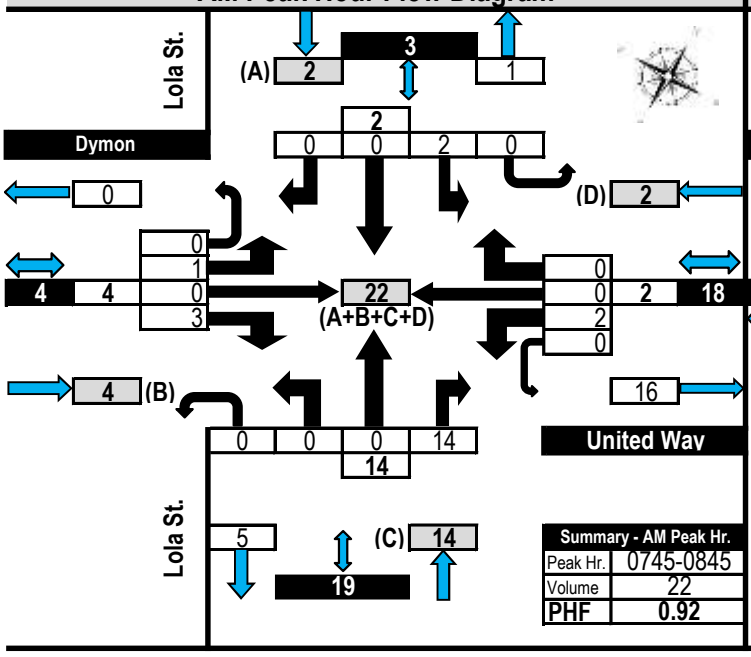
Lola Street & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

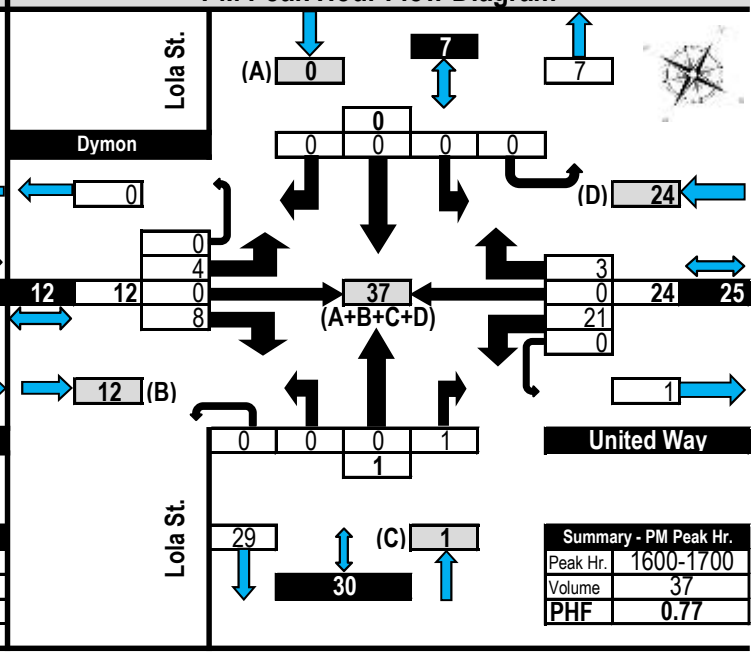


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0745-0845
Volume	22
PHF	0.92

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1600-1700
Volume	37
PHF	0.77

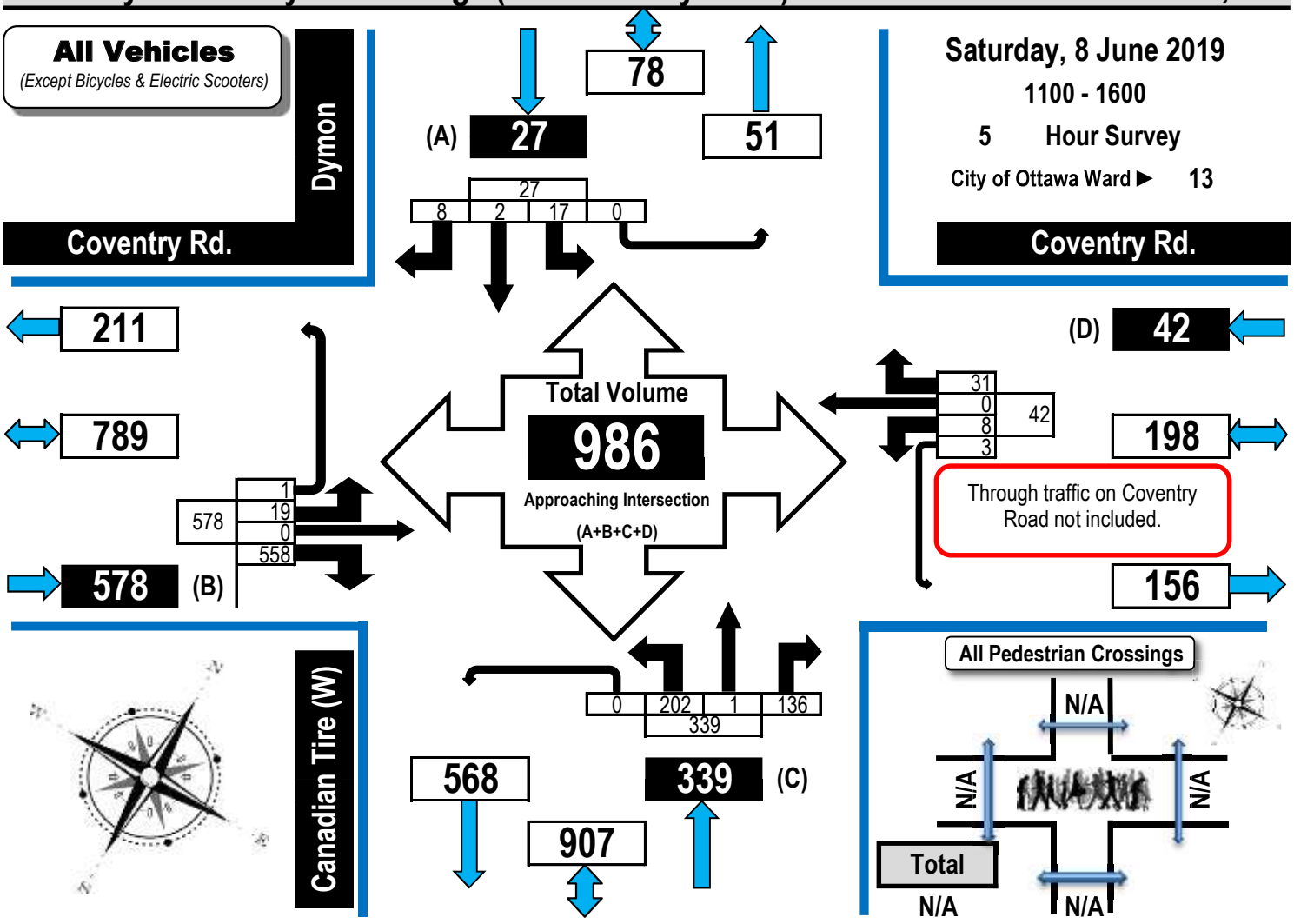
Turning Movement Count
Summary, OFF and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

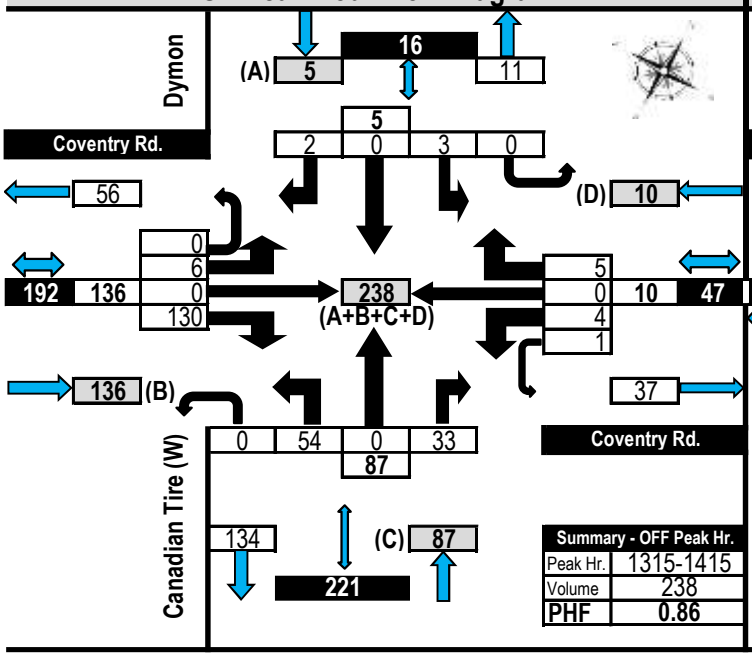
Coventry Road & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Saturday, 8 June 2019
1100 - 1600
5 Hour Survey
City of Ottawa Ward ▶ 13

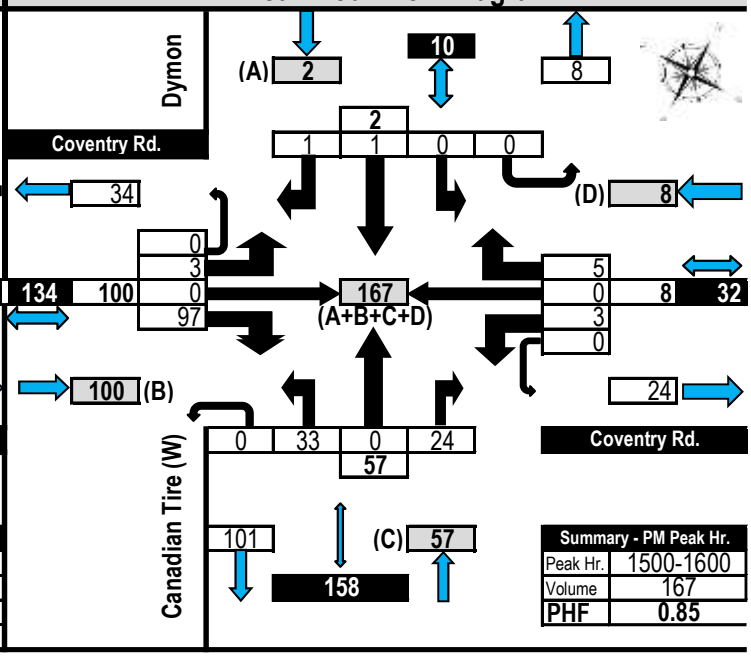


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1315-1415
Volume	238
PHF	0.86

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1500-1600
Volume	167
PHF	0.85

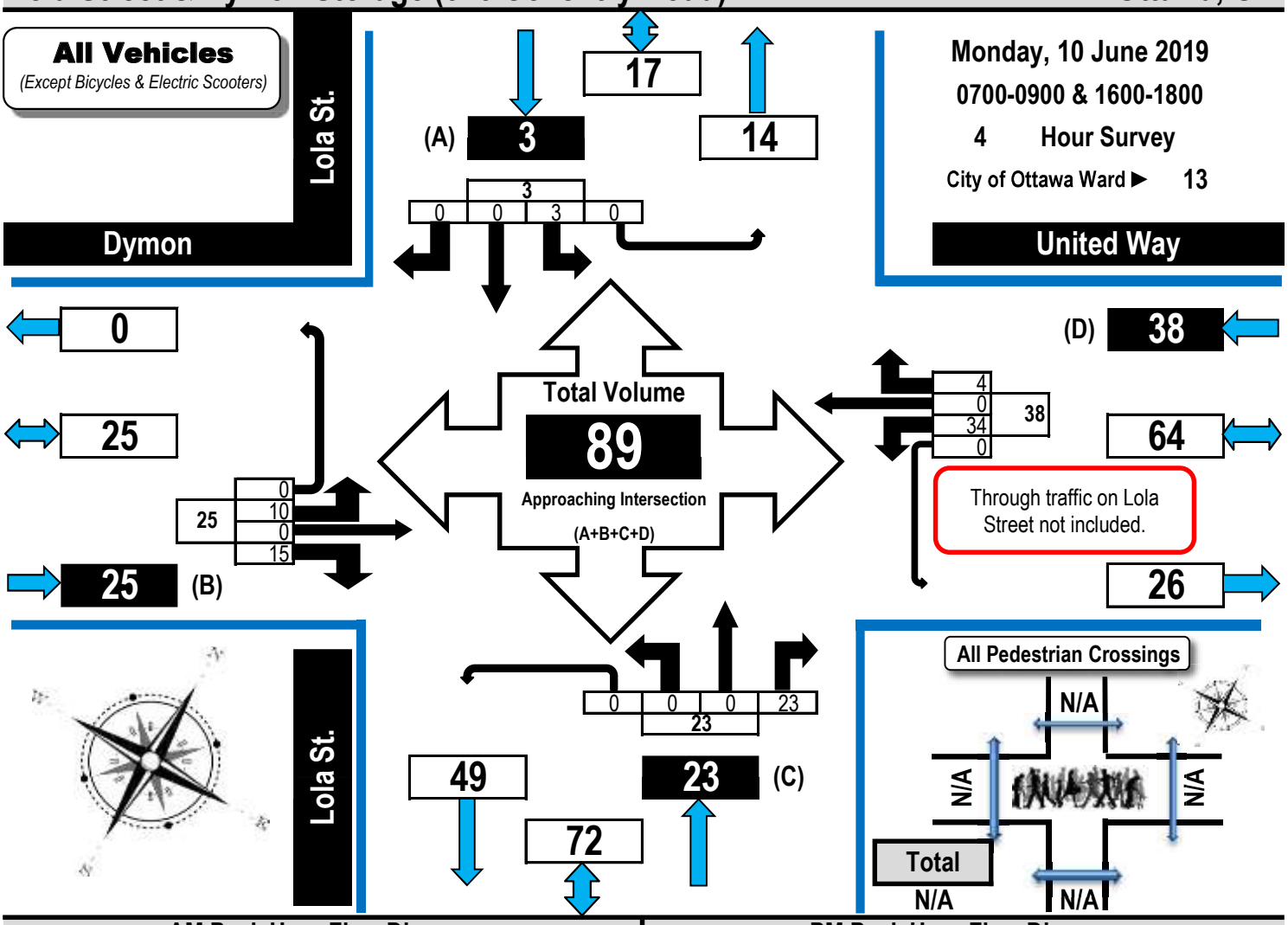
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

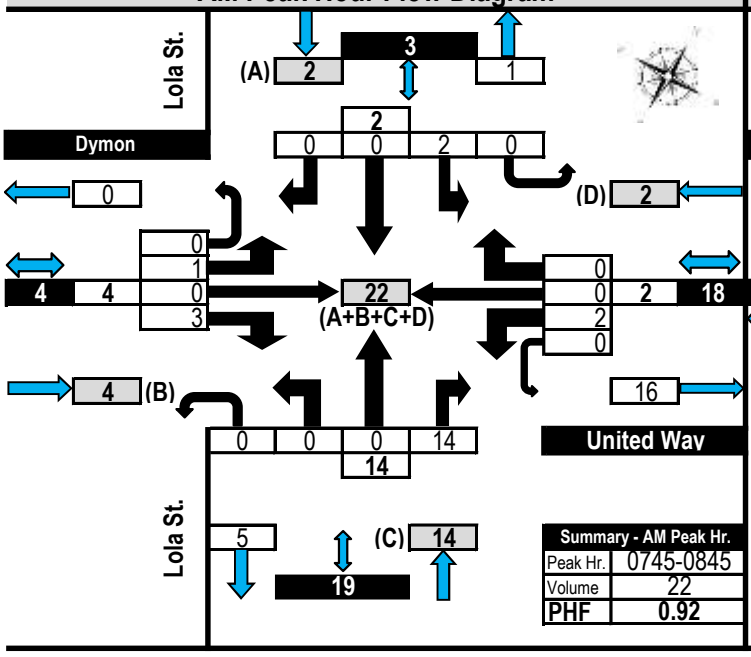
Lola Street & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

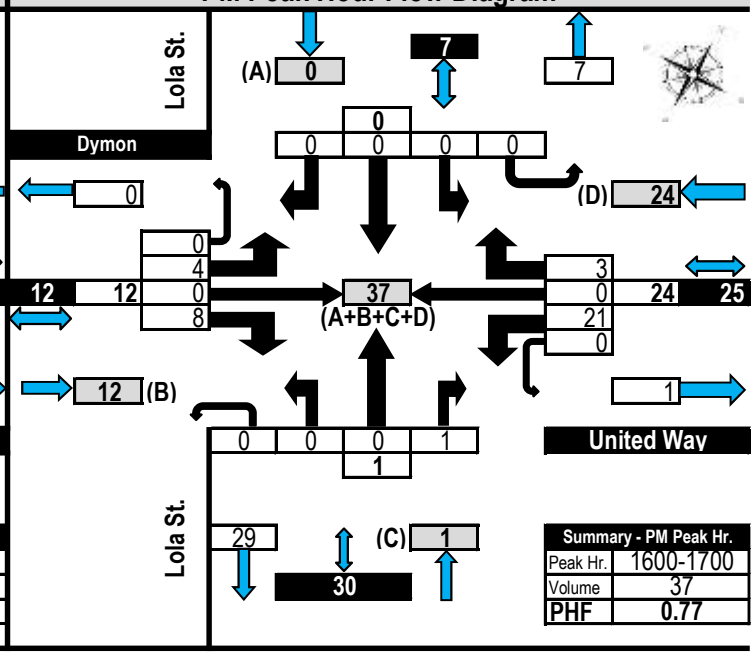


AM Peak Hour Flow Diagram

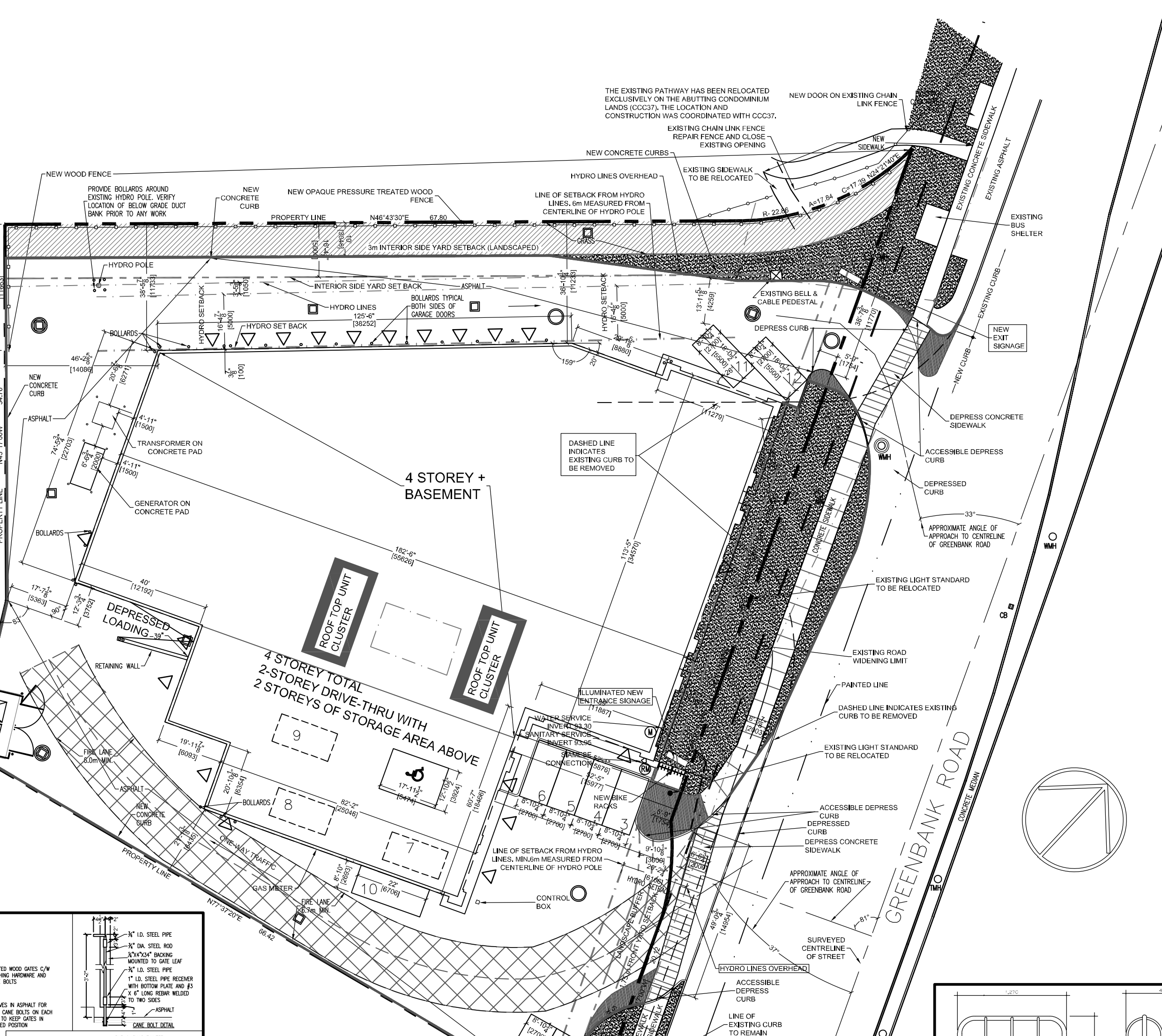


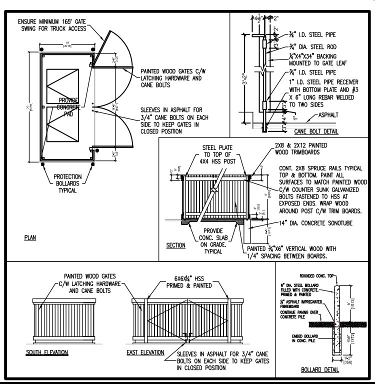
Summary - AM Peak Hr.	
Peak Hr.	0745-0845
Volume	22
PHF	0.92

PM Peak Hour Flow Diagram



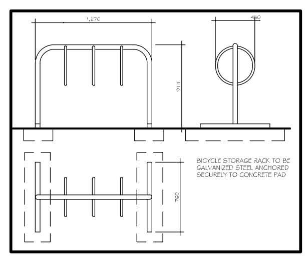
Summary - PM Peak Hr.	
Peak Hr.	1600-1700
Volume	37
PHF	0.77



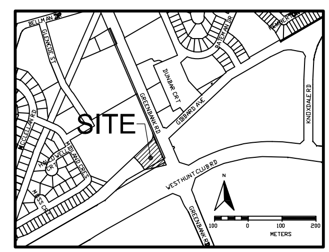


5 GARBAGE ENCLOSURE DETAIL
A0-1 SCALE: NTS

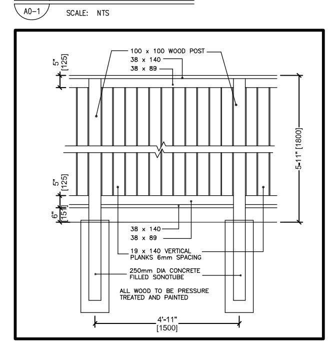
1 SITE PLAN
A0-1 SCALE: 1:200



3 BICYCLE STORAGE RACK DETAIL
A0-1 SCALE: NTS



2 SITE KEY PLAN
A0-1 SCALE: NTS



4 WOOD FENCE DETAIL
A0-1 SCALE: NTS

LEGAL DESCRIPTION OF PROPERTY:

PART OF BLOCKS "O" & "N3"
REGISTERED PLAN 627624
AND PART OF THE ROAD ALLOWANCE BETWEEN LOTS 30 & 31 (AS CLOSED)
CONCESSION 3 (RIDEAU FRONT)
GEOGRAPHIC TOWNSHIP OF NEPEAN
NOW CITY OF OTTAWA

SITE STATISTICS

LOT AREA 4.738.5m^2
LOT WIDTH 94.1m (308'-7½")
PARKING REQUIRED :9 SPACES
4 PARKING SPACES + 5 IN DRIVE-THRU PROVIDED

ZONING INFORMATION
ZONE GM15[1672]H(17.5)

	REQUIRED	PROVIDED
MIN. FRONT YARD	1.75 m	3.78
CORNER YARD SETBACK	3.0 m	3.0m
MIN. INTERIOR SIDE YARD SETBACK:		
ABUTTING A RESIDENTIAL ZONE	5.0 m	11.0m
OTHER CASES	NO MIN.	
MIN. REAR YARD SETBACK:		
ABUTTING A RESIDENTIAL ZONE	7.5 m	N/A
OTHER CASES	NO MIN.	6.15m
MAX. BUILDING HEIGHT	17.5 m	17.3m (56'-7½") T.O. HIGH PARAPET 15.0m (49'-2") T.O. STEEL
MAX. FLOOR SPACE INDEX:	2.15	2.146
MIN. WIDTH OF LANDSCAPED AREA:		
ABUTTING A STREET	3.0 m	3.0m
ABUTTING A RESIDENTIAL ZONE	3.0 m	3.0m (10'-0")
OTHER CASES	NO MIN.	

BOUNDARY INFORMATION FROM SURVEY BY: FAIRHALL, MOFFATT & WOODLAND LIMITED, ONTARIO LAND SURVEYORS. 26 NOVEMBER 2009.

BUILDING AREA (FOOTPRINT)
2,211,7 m^2 (23,806.97 SQF)

GROSS FLOOR AREA AS PER CITY OF OTTAWA DEFINITION)

BASEMENT 1 633.2 m^2 (17,580 sqf)
GROUND 1 257 m^2 (13,531 sqf)+ OFFICE 415m^2 (4,466.7 sqf) TOTAL 1 672 m^2(17,997.7 SQF)
SECOND 1 731.6 m^2 (18,638.7 sqf)
THIRD 2 079 m^2 (22,379 sqf)
FOURTH 2 079 m^2 (22,379 sqf)
TOTAL GFA 9 194.8 m^2 (98,972.8 sqf)

1. Contractor must verify all job dimensions, all drawings, details, specifications and report any discrepancies to owners before proceeding with work.
2. All drawings and specifications are instruments of service and the property of the architects which must be returned at the completion of the work, and may not be reproduced without their written permission.

ref	description	date
25	FOR TENDER	2015 07 03
24	BUILDING PERMIT	2015 05 12
23	ELEVATIONS	2015 03 25
22	FOR COORDINATION	2015 03 20
21	NEW LAYOUT	2015 03 06
20	CHANGED AREAS	2014 04 17
19	CHANGED AREAS	2014 01 15
18	REISSUED FOR BUILDING PERMIT	2013 05 02
17	FINAL SITE PLAN CONTROL	2013 03 14
16	FOR FINAL COORDINATION	2013 02 20
15	BUILDING PERMIT	2013 01 18
14	REISSUE FOR SITE PLAN CONTROL	2013 01 07
13	PLANS FOR JANUS LAYOUT	2012 11 28
12	PLANS FOR COORDINATION	2012 11 27
11	COORDINATION FTP	2012 10 02
10	SENT TO CLIENT	2012 09 12
9	UPDATE ELEV. TOP PARAPET	2012 08 24
8	UPDATE ELEV. + FLOOR PLANS	2012 07 26
7	UPDATE ELEVATIONS	2012 07 25
6	UPDATE GROUND FLOOR	2012 07 16
5	SEND TO LAYOUT	2012 07 09
4	EXTENDED LOADING DOCK	2012 07 06
3	SENT FOR APPROVAL	2012 06 27
2	SENT TO CLIENT	2012 06 11
1	SITE PLAN CONTROL	2012 02 13

revisions

2015 08 06
- SHOWING EXTERIOR DOORS ON NORTH ELEVATION

ISSUED FOR REVIEW

STRUCTURAL ENGINEER
Cleland Jardine Engineering Ltd.
Ryan Munden
200-580 Terry Fox Drive, Kanata ON K2L 4B9
tel: (613) 591-1533 fax: (613) 591-1703
e-mail: mail@clelandjardine.com

MECHANICAL/ELECTRICAL
Goodkey Weedmark Consulting Engineers
Tim Belokourov, Andre Bogdanowicz
1688 Woodward Dr. Ottawa ON K2C 0P9
tel: (613) 727-5111 fax: (613) 727-5115
web: www.gwal.com e-mail: info@gwal.com

CIVIL ENGINEER
David Schaeffer Engineering Ltd.
Matt Wingate
120 Iber Road, Suite 203, Ottawa ON K2S 1E9
tel: (613) 836-0856 fax: (613) 836-7183
e-mail: ottawa@DSEL.ca

PLANNING & URBAN DESIGN
FoTenn
Miguel Tremblay
223 McLeod Street, Ottawa ON K2P 0Z8
tel: (613) 730-5709 fax: (613) 730-1136
web: www.FoTenn.com e-mail: tremblay@FoTenn.com

owner:
Dymon Capital Corporation
2-1830 Walkley Road
Ottawa ON K1H 8K3
tel: 613-247-0888 fax: 613-247-7730

NORTH

architect
nicholas caragianis architect inc.
137 Pamilla Street, Ottawa, ON K1S 3K9
t: 613 237 6801
f: 613 237 8289
e: info@ncarchitect.ca
www.ncarchitect.ca

project & location
DYMON SELF-STORAGE
300 GREENBANK ROAD
OTTAWA, ONT.

title of drawing
SITE PLAN

scale	drawing
AS NOTED	A0-1
date 2015/07/29	
drawn by KS CT	

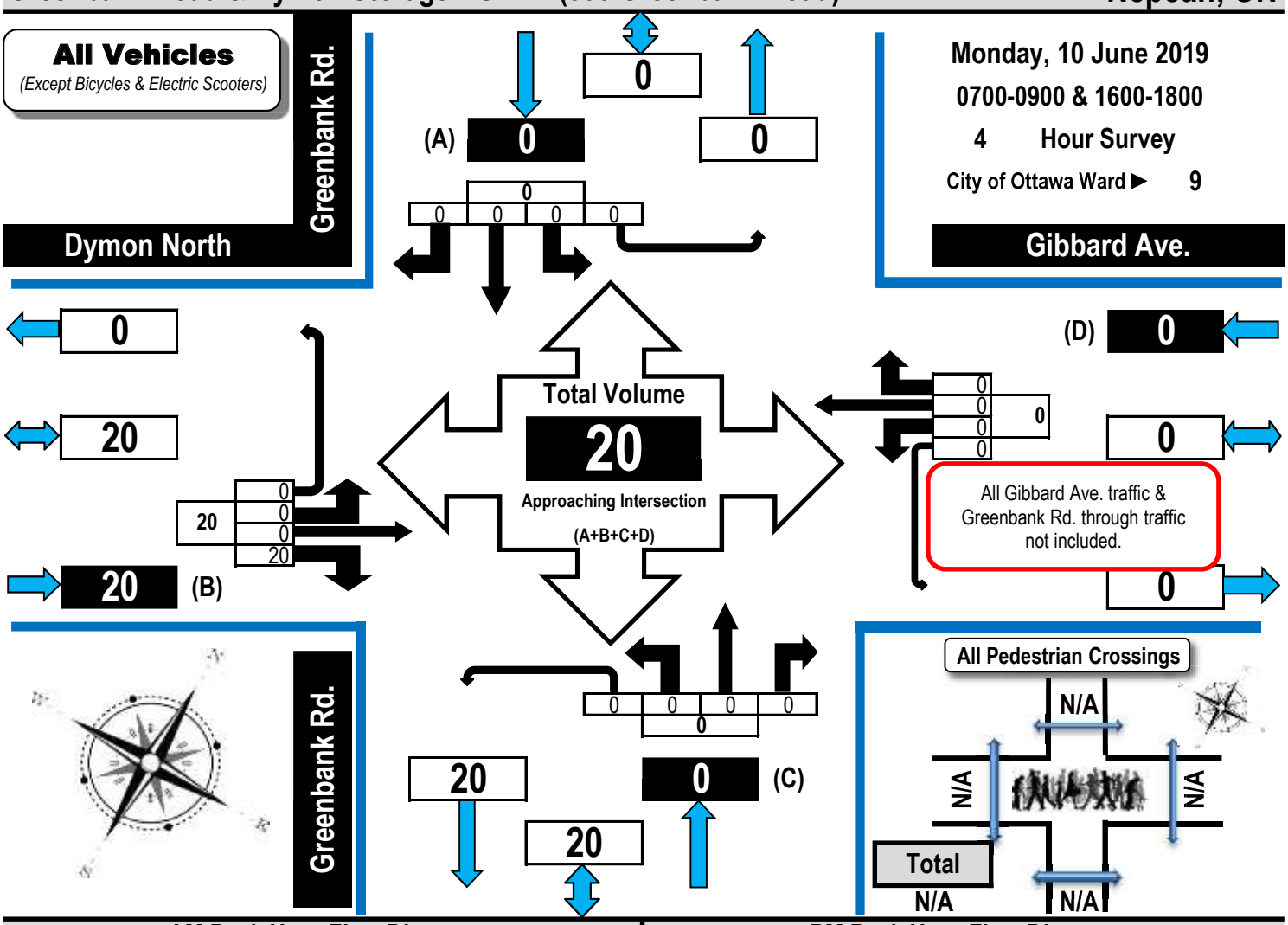
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

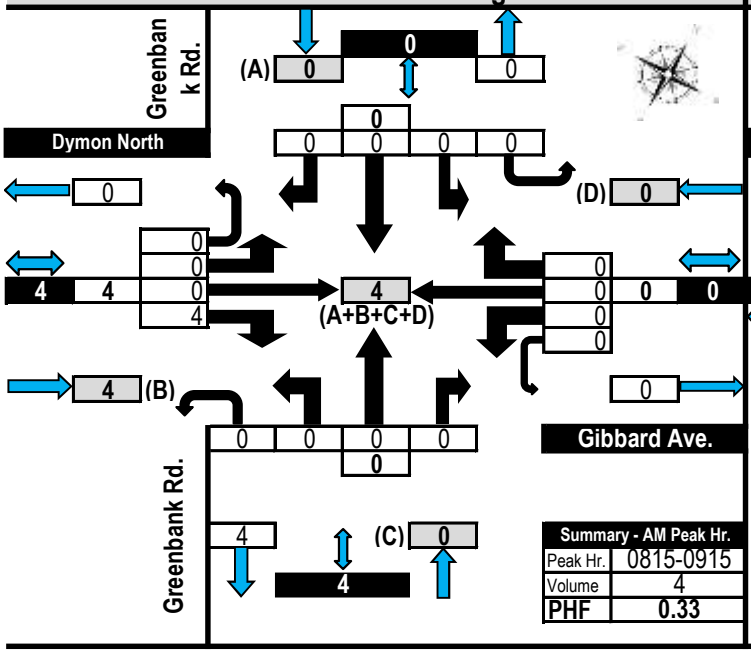
Greenbank Road & Dymon Storage NORTH (300 Greenbank Road) — **Nepean, ON**

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 9

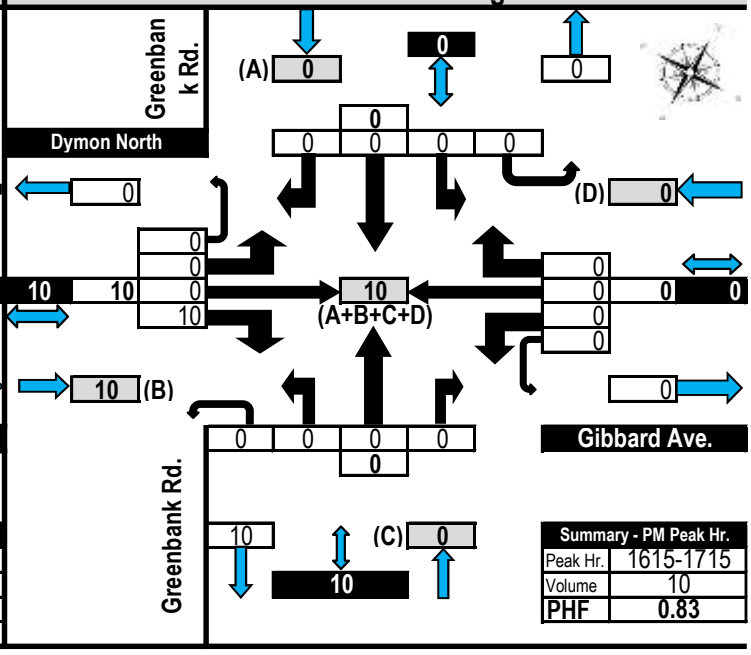


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0815-0915
Volume	4
PHF	0.33

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	10
PHF	0.83

ACCURATE TRUSTED TRAFFIC DATA

Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

Greenbank Road & Dymon Storage SOUTH (300 Greenbank Road) — Nepean, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 9

Greenbank Rd.

Dymon South

N/A

(A) 24 — 24 — 0

24 | 24 | 0 | 0 | 0

(B) 0 — 24 — 24

0 | 0 | 0 | 0

(C) 0 — 0 — 0

0 | 0 | 0 | 0 | 0

(D) 0 — 0 — 0

0 | 0 | 0 | 0

Total Volume
24
Approaching Intersection
(A+B+C+D)

Greenbank Rd. through traffic not included.

All Pedestrian Crossings

N/A | N/A | N/A | N/A

Total
N/A

AM Peak Hour Flow Diagram

Greenbank Rd.

Dymon South

N/A

(A) 7 — 7 — 0

7 | 7 | 0 | 0 | 0

(B) 0 — 7 — 7

0 | 0 | 0 | 0

(C) 0 — 0 — 0

0 | 0 | 0 | 0 | 0

(D) 0 — 0 — 0

0 | 0 | 0 | 0

(A+B+C+D)

Summary - AM Peak Hr.	
Peak Hr.	0715-0815
Volume	7
PHF	0.58

PM Peak Hour Flow Diagram

Greenbank Rd.

Dymon South

N/A

(A) 10 — 10 — 0

10 | 10 | 0 | 0 | 0

(B) 0 — 10 — 10

0 | 0 | 0 | 0

(C) 0 — 0 — 0

0 | 0 | 0 | 0 | 0

(D) 0 — 0 — 0

0 | 0 | 0 | 0

(A+B+C+D)

Summary - PM Peak Hr.	
Peak Hr.	1645-1745
Volume	10
PHF	0.50

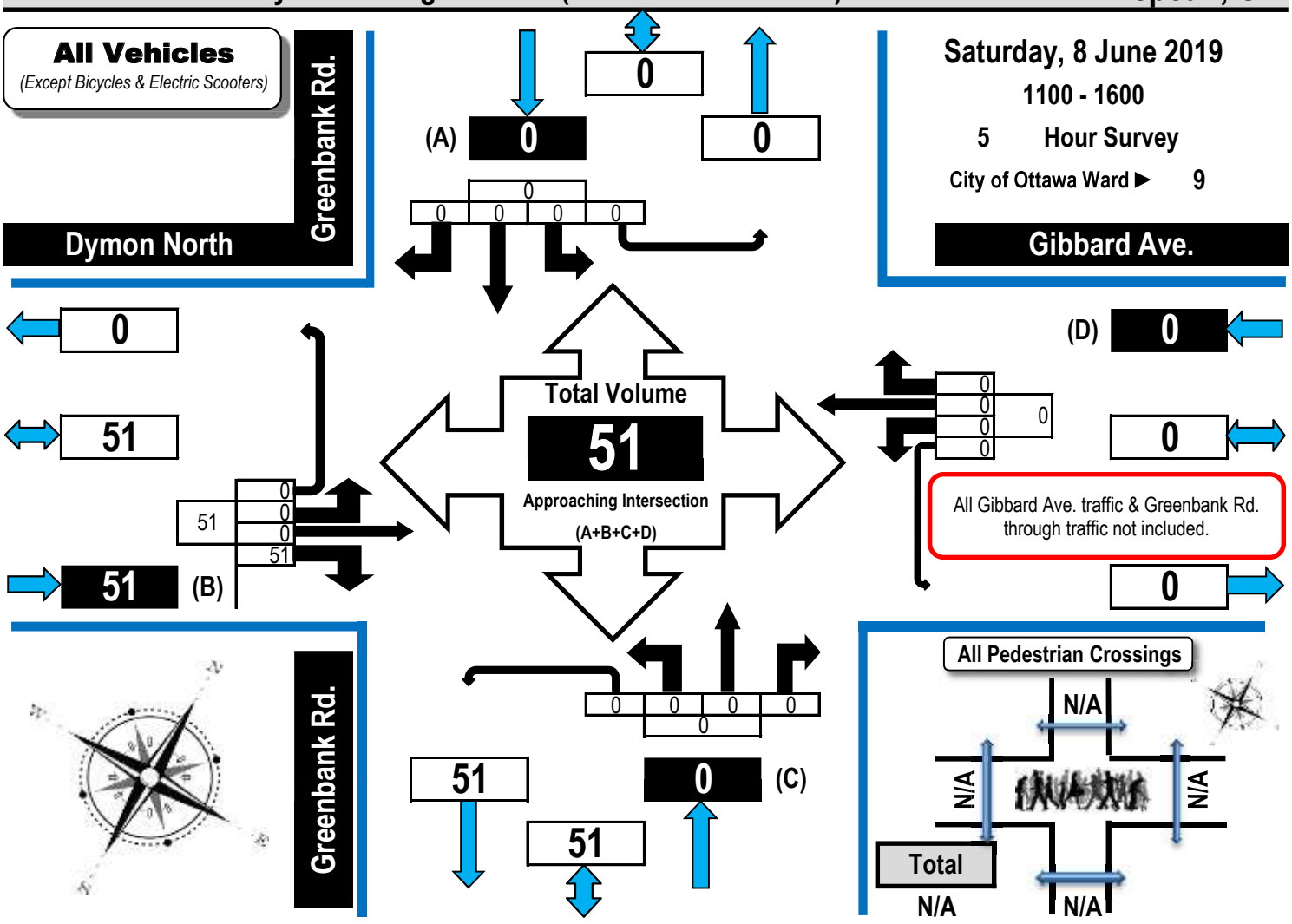
Turning Movement Count
Summary, OFF and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

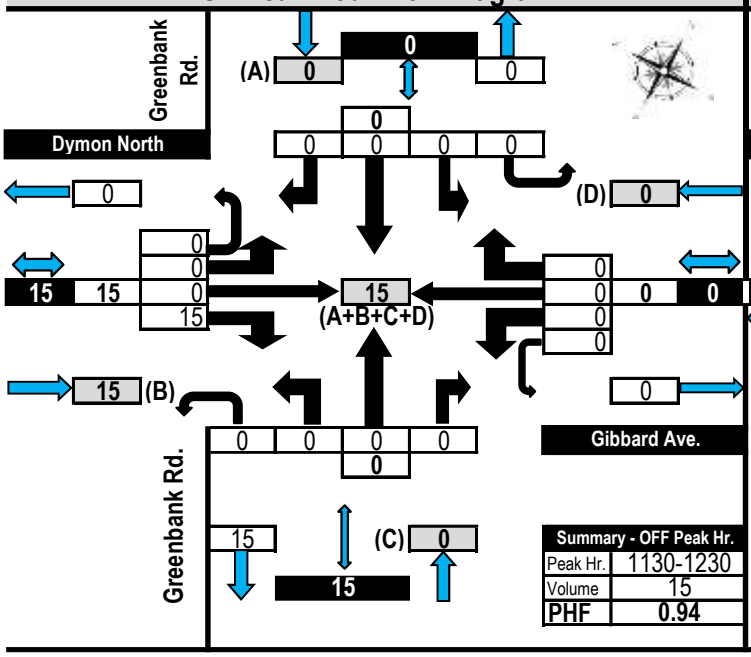
Greenbank Road & Dymon Storage NORTH (300 Greenbank Road) — Nepean, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Saturday, 8 June 2019
1100 - 1600
5 Hour Survey
City of Ottawa Ward ▶ 9

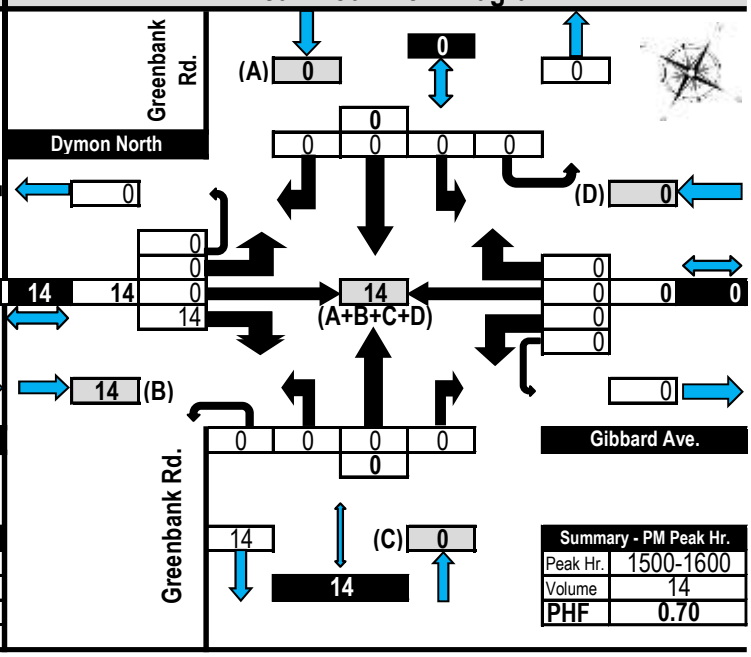


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1130-1230
Volume	15
PHF	0.94

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1500-1600
Volume	14
PHF	0.70

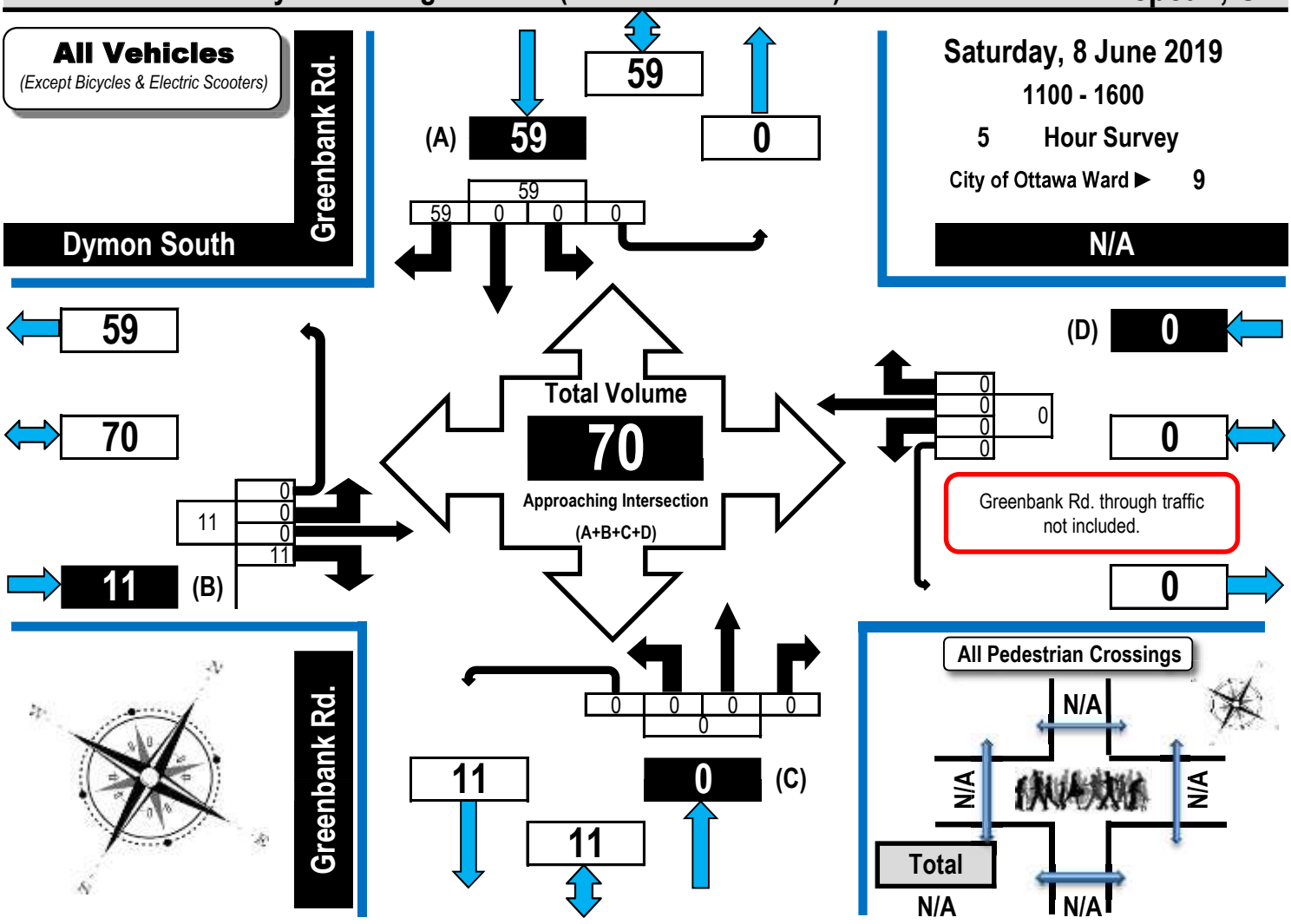
Turning Movement Count
Summary, OFF and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

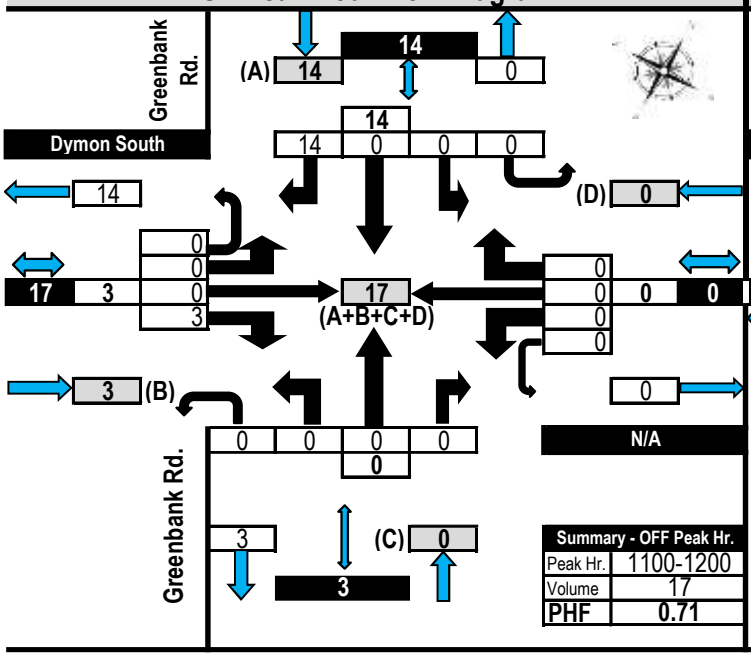
Greenbank Road & Dymon Storage SOUTH (300 Greenbank Road) — Nepean, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Saturday, 8 June 2019
1100 - 1600
5 Hour Survey
City of Ottawa Ward ▶ 9

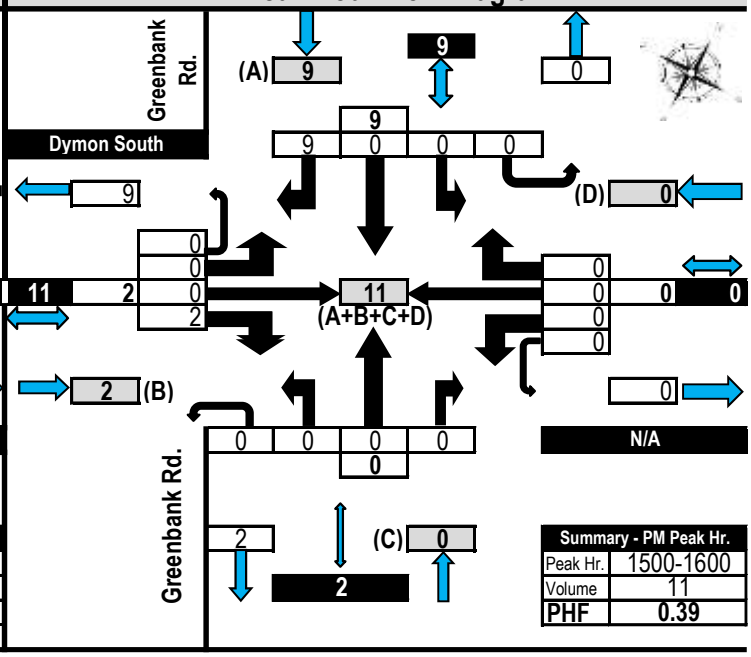


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1100-1200
Volume	17
PHF	0.71

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1500-1600
Volume	11
PHF	0.39

Appendix C

ITE LUC 151 Mini Warehouse Description

Land Use: 151
Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as "self-storage" facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:30 and 11:30 a.m. and 1:15 and 2:15 p.m., respectively.

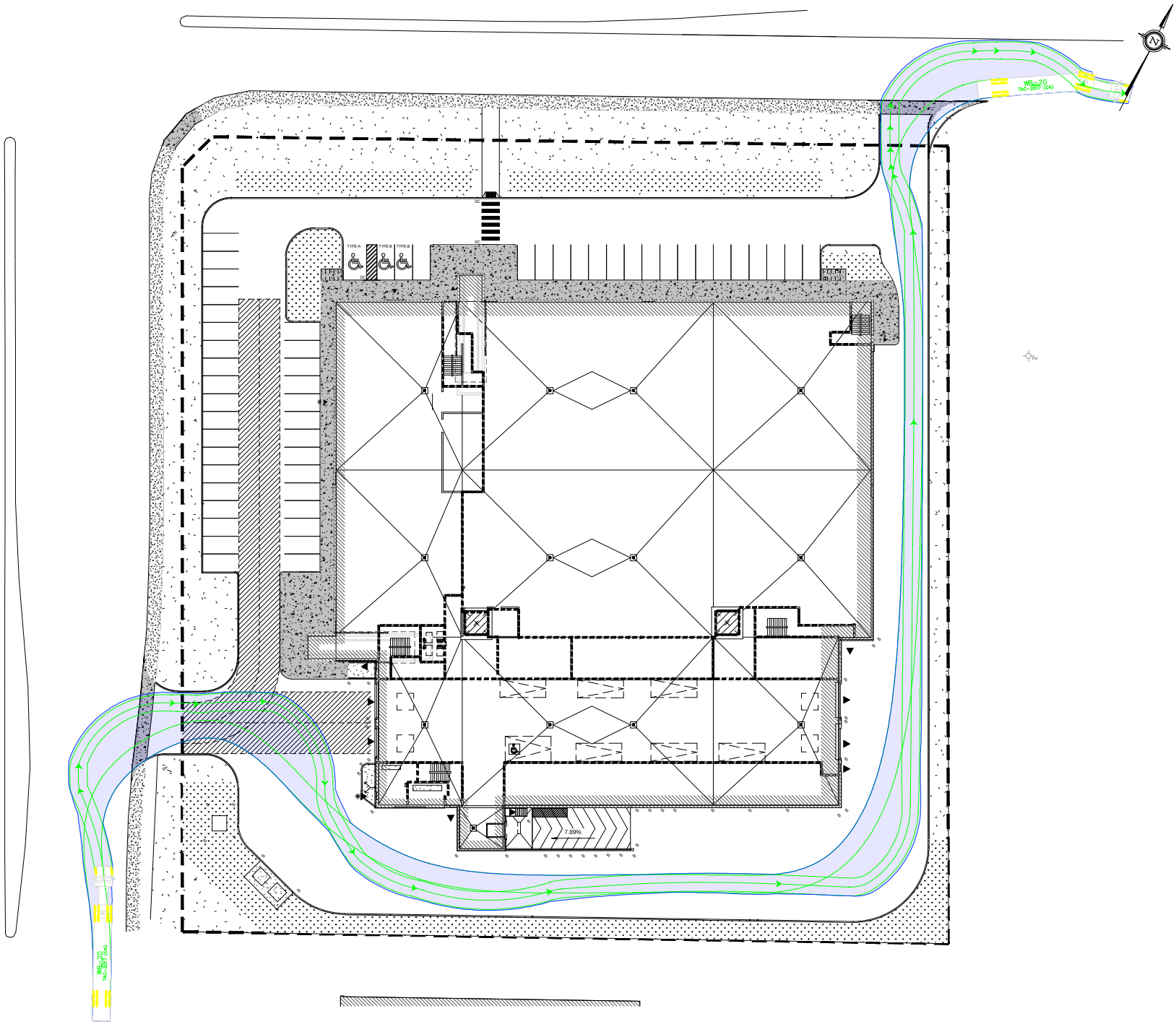
The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876

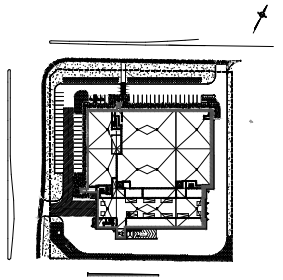
Appendix D

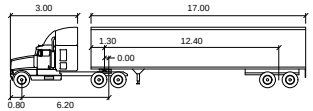
Turning Template Drawings



Notes:

Key Map:





WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

REV:	DESCRIPTION:	BY:	DATE:
06	Updated Site Plan	AN	2022/12/22
05	Updated Site Plan	AN	2022/12/20
04	Issued for Review	AN	2022/07/27
03	Updated Site Plan	BB	2022/03/08
02	Client Comments	BB	2021/09/02
01	Issued for Review	BB	2021/08/23

STATUS:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Group of Companies

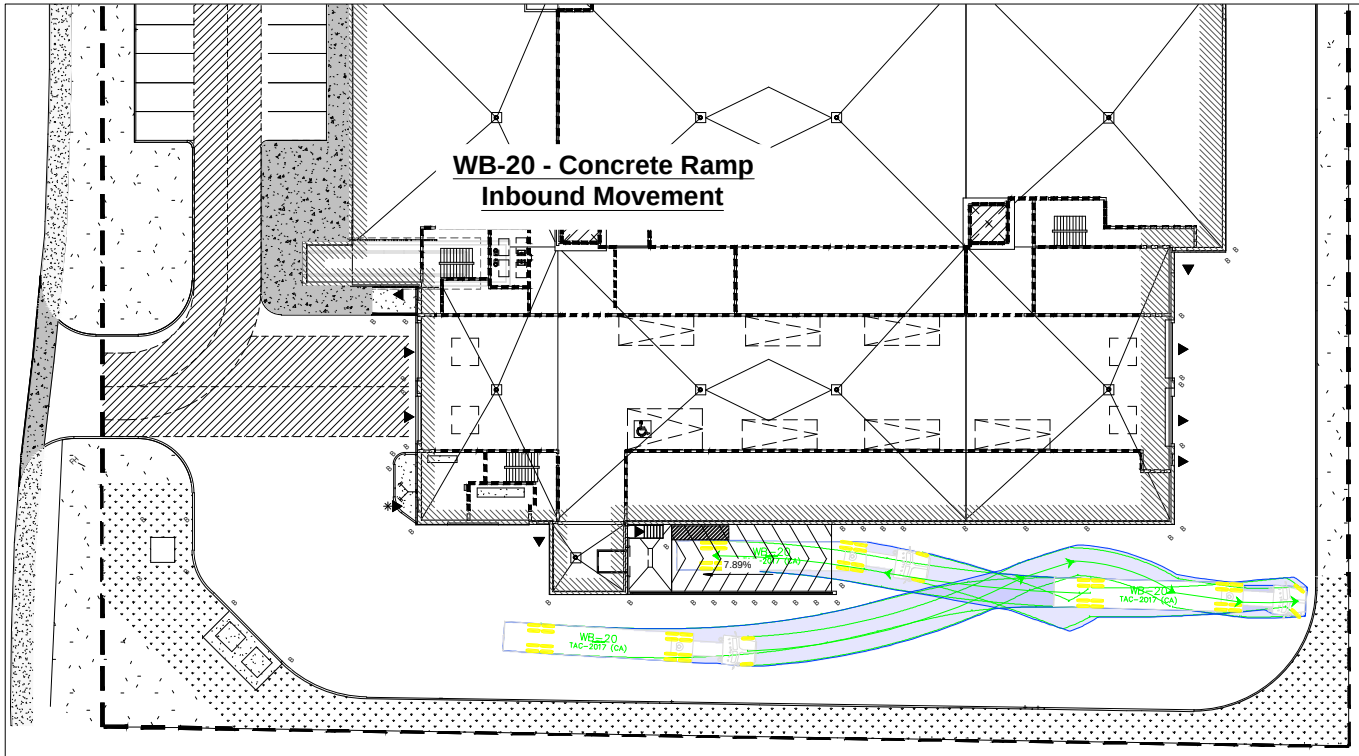
ARCHITECT:

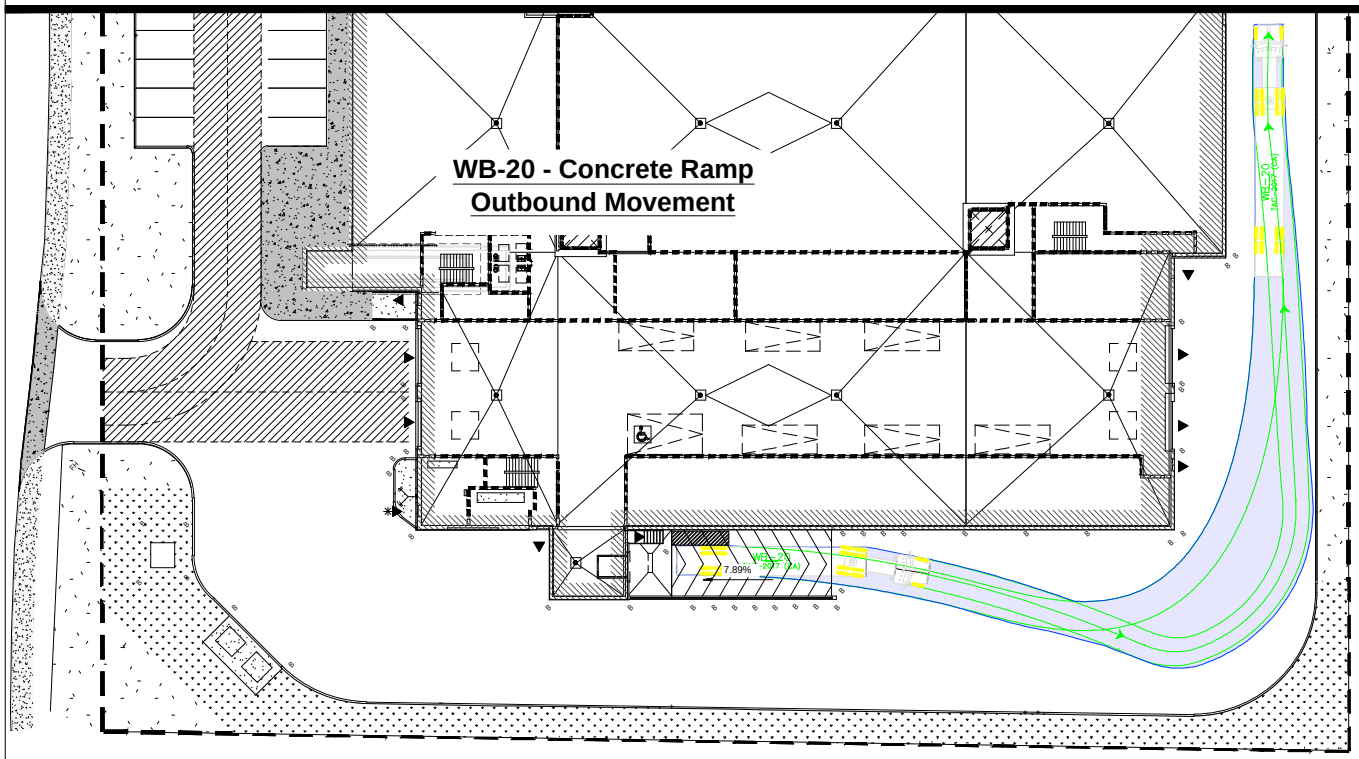
SITE: 5210 Innes Road

TITLE: Turning Movement Analysis
WB-20 Turning Movements (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2022/12/22	AN	MC

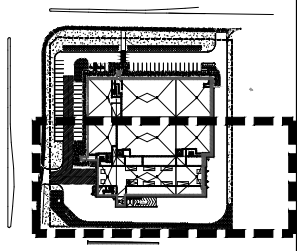
PROJECT NO:	DRAWING NO:	REVISION:
2021-024	001	06

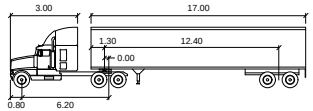




Notes:

Key Map:





WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

REV:	DESCRIPTION:	BY:	DATE:
06	Updated Site Plan	AN	2022/12/22
05	Updated Site Plan	AN	2022/12/20
04	Issued for Review	AN	2022/07/27
03	Updated Site Plan	BB	2022/03/08
02	Client Comments	BB	2021/09/02
01	Issued for Review	BB	2021/08/23

STATUS:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Group of Companies

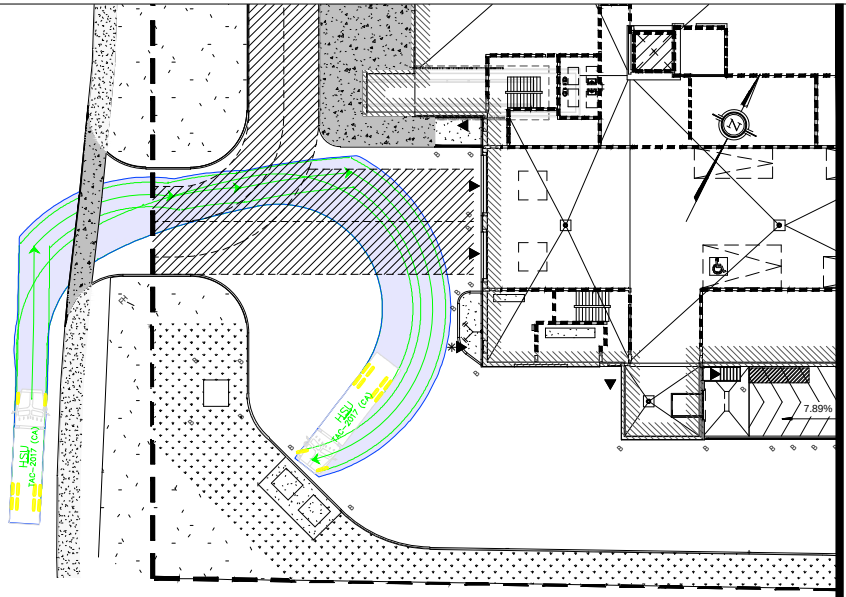
ARCHITECT:

SITE: 5210 Innes Road

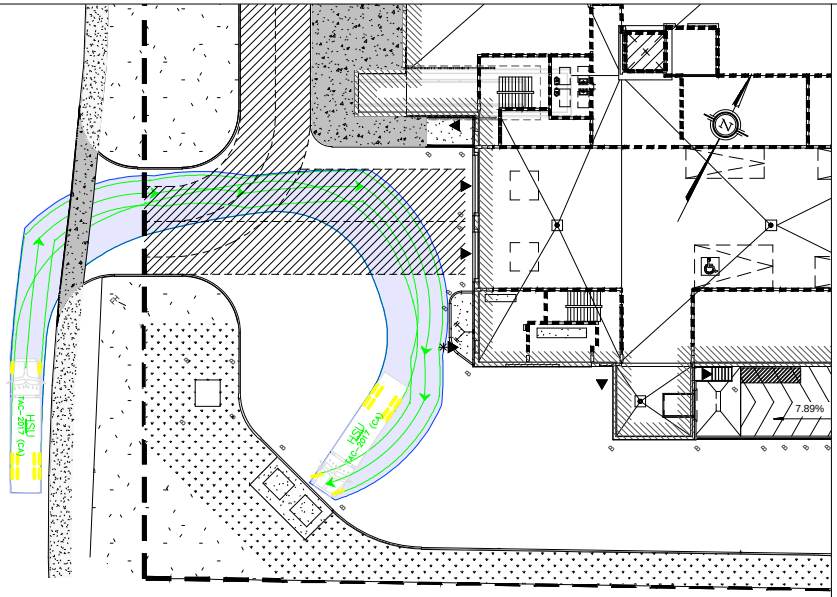
TITLE: Turning Movement Analysis
WB-20 Turning Movements (2)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2022/12/22	AN	MC

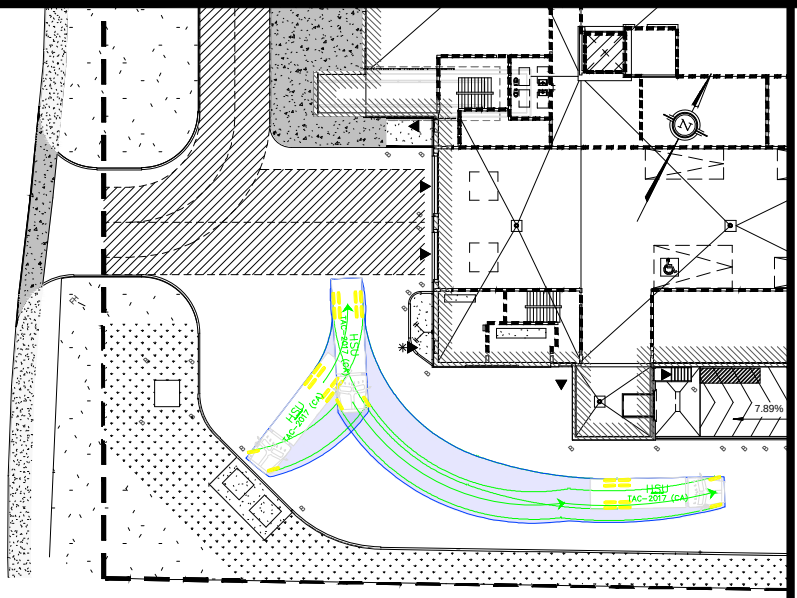
PROJECT NO:	DRAWING NO:	REVISION:
2021-024	002	06



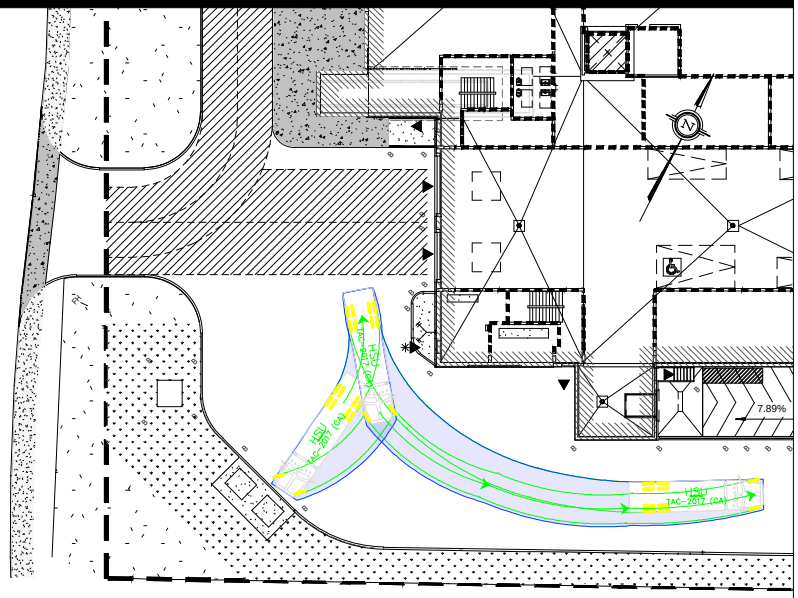
HSU **Inbound** Movement
West Garbage Container



HSU **Inbound** Movement
East Garbage Container



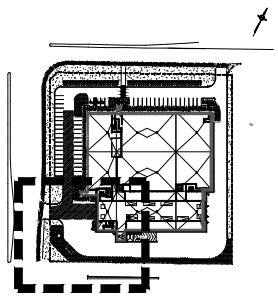
HSU **Outbound** Movement
West Garbage Container

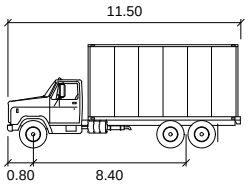


HSU **Outbound** Movement
West Garbage Container

Notes:

Key Map:





HSU

meters

Width	:	2.60
Track	:	2.60
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

REV:	DESCRIPTION:	BY:	DATE:
06	Updated Site Plan	AN	2022/12/22
05	Updated Site Plan	AN	2022/12/20
04	Issued for Review	AN	2022/07/27
03	Updated Site Plan	BB	2022/03/08
02	Client Comments	BB	2021/09/02
01	Issued for Review	BB	2021/08/23

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CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Group of Companies

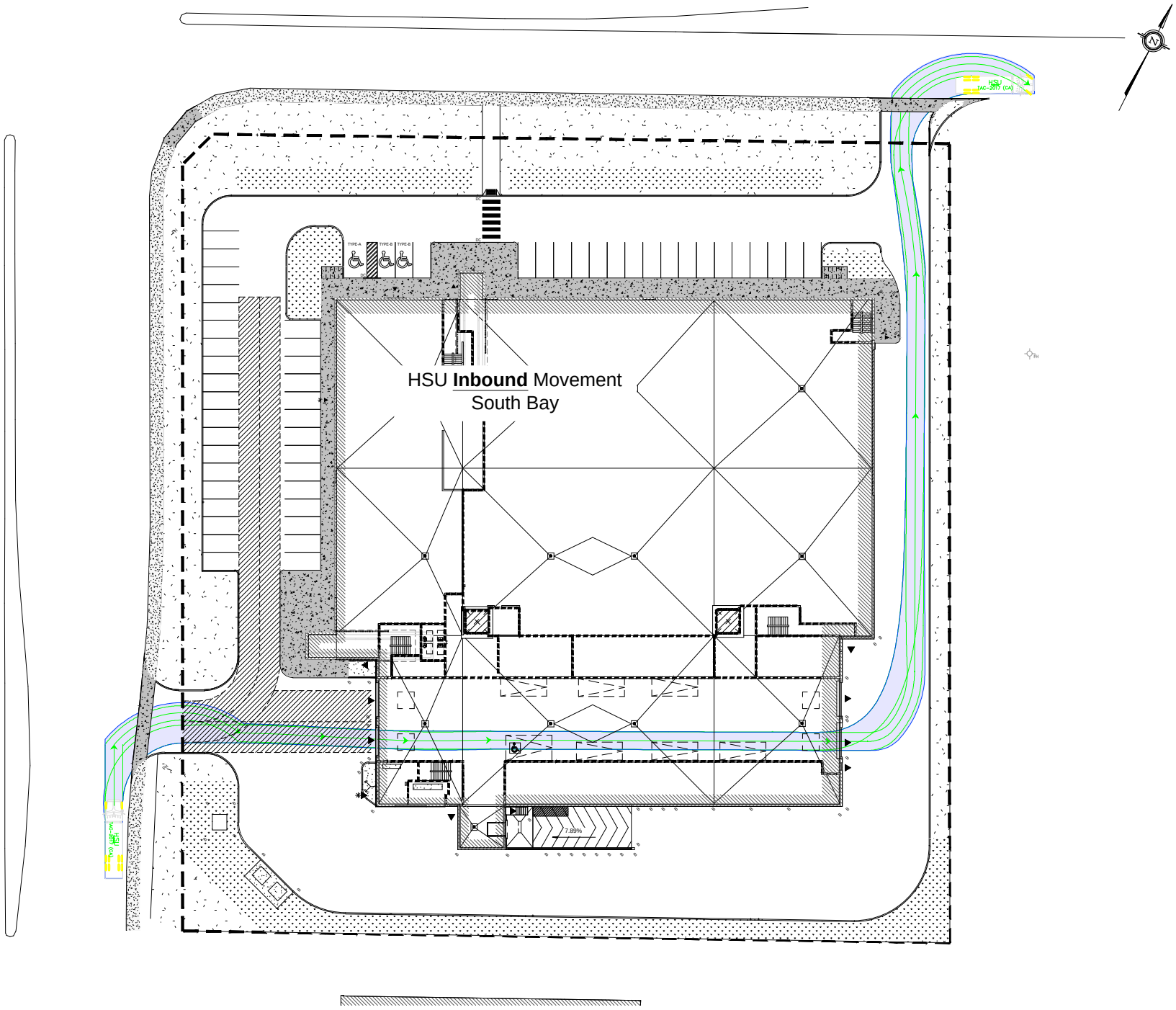
ARCHITECT:

SITE: 5210 Innes Road

TITLE: Turning Movement Analysis
HSU Turning Movements (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2022/12/22	AN	MC

PROJECT NO:	DRAWING NO:	REVISION:
2021-024	003	06



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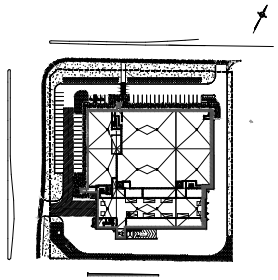
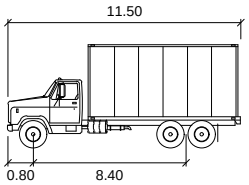




HSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

REV:	DESCRIPTION:	BY:	DATE:
06	Updated Site Plan	AN	2022/12/22
05	Updated Site Plan	AN	2022/12/20
04	Issued for Review	AN	2022/07/27
03	Updated Site Plan	BB	2022/03/08
02	Client Comments	BB	2021/09/02
01	Issued for Review	BB	2021/08/23

STATUS:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Group of Companies

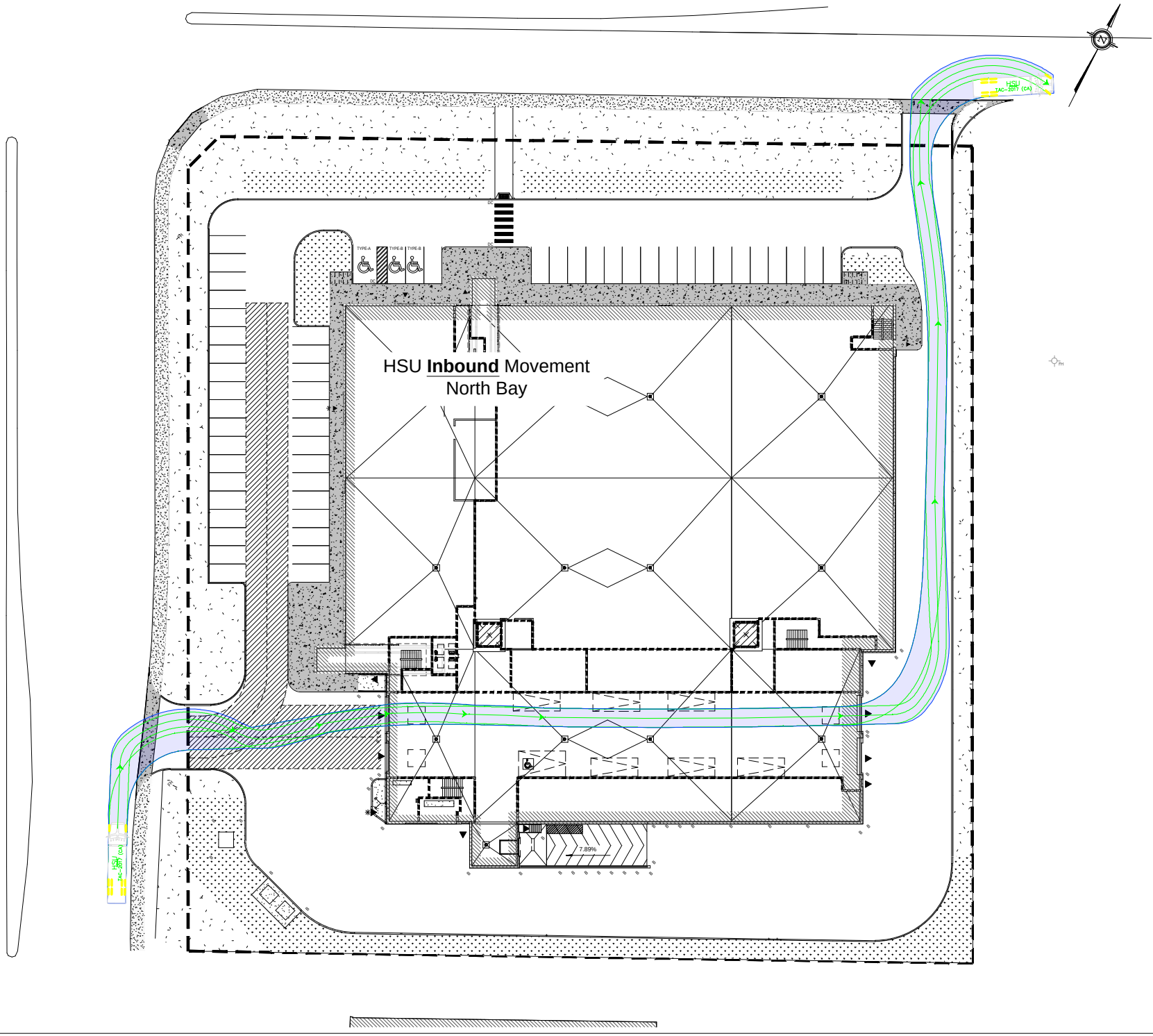
ARCHITECT:

SITE: 5210 Innes Road

TITLE: Turning Movement Analysis
HSU Turning Movements (2)

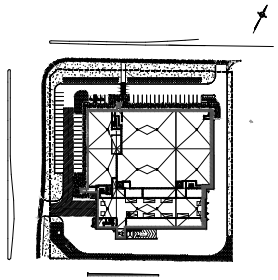
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2022/12/22	AN	MC

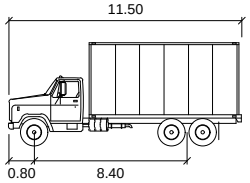
PROJECT NO:	DRAWING NO:	REVISION:
2021-024	004	06



Notes:

Key Map:





HSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

REV:	DESCRIPTION:	BY:	DATE:
06	Updated Site Plan	AN	2022/12/22
05	Updated Site Plan	AN	2022/12/20
04	Issued for Review	AN	2022/07/27
03	Updated Site Plan	BB	2022/03/08
02	Client Comments	BB	2021/09/02
01	Issued for Review	BB	2021/08/23

STATUS:

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Group of Companies

ARCHITECT:

SITE: 5210 Innes Road

TITLE: Turning Movement Analysis
HSU Turning Movements (3)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2022/12/22	AN	MC

PROJECT NO:	DRAWING NO:	REVISION:
2021-024	005	06

Appendix E

Proxy Site Parking Data

CGH TRANSPORTATION

Dymon Storage – Coventry & Lola

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

323 Coventry Road, Ottawa, ON K1K 3X6

Day: MONDAY **Date:** 10 June 2019 **Survey Hours:** 0730-2130

Weather: Partly cloudy +16C/Overcast Light Rain after 1900 +23C **Surveyor (s):** Brazeau/Carmody

Time	Number of Parked Vehicles by Area							Comments
	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured	
0700								Area 4 - west side parking area, one
0730	0	0	1	3	3	15	2	of the vehicles was a trailer parked for
0800	1	0	0	3	3	15	2	every time period.
0830	1	0	2	3	3	15	2	
0900	1	0	2	3	3	15	2	⬅ Area 5 - one truck parked in middle
0930	1	0	3	3	3	15	2	⬅ Area 3 - truck in loading dock
1000	1	0	4	3	3	15	2	
1030	2	0	0	5	3	15	2	
1100	2	0	5	6	3	15	2	⬅ Area 5 - landscaping truck in middle
1130	2	0	6	5	3	14	2	
1200	2	0	7	6	3	14	2	
1230	1	0	7	4	3	14	2	
1300	1	0	1	4	4	15	2	
1330	0	0	1	3	3	15	2	
1400	0	0	1	5	3	15	2	⬅ Area 2 - truck parked beside accessible spot
1430	1	0	5	4	3	14	2	⬅ Area 5 - truck parked in middle of lot
1500	3	0	3	5	3	14	2	
1530	4	0	1	4	4	14	2	⬅ Area 3 - truck in loading dock
1600	2	0	3	4	4	14	2	⬅ Area 3 - truck in loading dock
1630	1	0	1	4	3	16	2	
1700	1	0	0	3	3	16	2	
1730	2	0	1	3	3	16	2	
1800	3	0	2	3	3	16	2	
1830	3	0	3	4	3	16	2	
1900	3	0	0	2	3	17	2	⬅ Area 5 - pickup truck loading
1930	2	0	1	2	3	16	2	Area 6 - north side parking area. Although
2000	3	0	1	2	3	16	2	there are 30 spaces, parking is prohibited
2030	3	0	1	2	3	16	2	in 8 of them to permit tractor trailers to
2100	3	0	0	2	3	16	2	manoeuvre into the loading dock.
2130	2	0	0	2	3	16	2	Accordingly, only 22 spaces are available
# of Pkg Spaces ➡	4	1	N/A	11	4	22	2	for long term parking.

323 Coventry Weekday	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured	Total (Exterior)	Total (Short Term)	Total (Interior)	Total	Total (Short Term)
Stalls	4	1	N/A	11	4	22	2	44				
730	0	0	1	3	3	15	2	23	0	1	24	1
800	1	0	0	3	3	15	2	24	1	0	24	1
830	1	0	2	3	3	15	2	24	1	2	26	3
900	1	0	2	3	3	15	2	24	1	2	26	3
930	1	0	3	3	3	15	2	24	1	3	27	4
1000	1	0	4	3	3	15	2	24	1	4	28	5
1030	2	0	0	5	3	15	2	27	4	0	27	4
1100	2	0	5	6	3	15	2	28	5	5	33	10
1130	2	0	6	5	3	14	2	26	3	6	32	9
1200	2	0	7	6	3	14	2	27	4	7	34	11
1230	1	0	7	4	3	14	2	24	1	7	31	8
1300	1	0	1	4	4	15	2	26	3	1	27	4
1330	0	0	1	3	3	15	2	23	0	1	24	1
1400	0	0	1	5	3	15	2	25	2	1	26	3
1430	1	0	5	4	3	14	2	24	1	5	29	6
1500	3	0	3	5	3	14	2	27	4	3	30	7
1530	4	0	1	4	4	14	2	28	5	1	29	6
1600	2	0	3	4	4	14	2	26	3	3	29	6
1630	1	0	1	4	3	16	2	26	3	1	27	4
1700	1	0	0	3	3	16	2	25	2	0	25	2
1730	2	0	1	3	3	16	2	26	3	1	27	4
1800	3	0	2	3	3	16	2	27	4	2	29	6
1830	3	0	3	4	3	16	2	28	5	3	31	8
1900	3	0	0	2	3	17	2	27	4	0	27	4
1930	2	0	1	2	3	16	2	25	2	1	26	3
2000	3	0	1	2	3	16	2	26	3	1	27	4
2030	3	0	1	2	3	16	2	26	3	1	27	4
2100	3	0	0	2	3	16	2	26	3	0	26	3
2130	2	0	0	2	3	16	2	25	2	0	25	2

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

323 Coventry Road, Ottawa, ON K1K 3X6

Day: SATURDAY **Date:** 8 June 2019 **Survey Hours:** 0830 -1830

Weather: AM Clear +10ºC PM Clear +23ºC **Surveyor (s):** Morgan/Carmody

Time	Number of Parked Vehicles by Area						
	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured
0700							
0730							
0800							
0830	1	0	1	3	2	14	2
0900	2	0	4	2	3	14	2
0930	3	1	5	2	3	14	2
1000	3	0	4	2	3	14	2
1030	3	0	4	3	3	14	2
1100	3	0	2	3	4	14	2
1130	3	0	0	5	4	14	2
1200	4	0	1	5	3	14	2
1230	4	0	1	2	3	14	2
1300	3	0	2	2	3	14	2
1330	2	0	1	2	3	14	2
1400	3	0	2	2	3	13	2
1430	4	0	1	3	3	14	2
1500	3	0	6	3	3	14	2
1530	3	0	2	3	3	15	2
1600	4	0	2	3	3	15	2
1630	3	0	2	3	3	15	2
1700	3	0	1	2	3	15	2
1730	4	0	1	2	3	15	2
1800	3	0	3	2	3	15	2
1830	2	0	1	2	3	15	2
1900							
1930							
2000							
2030							
2100							
2130							
# of Pkg Spaces ➡	4	1	N/A	11	4	22	2

Comments

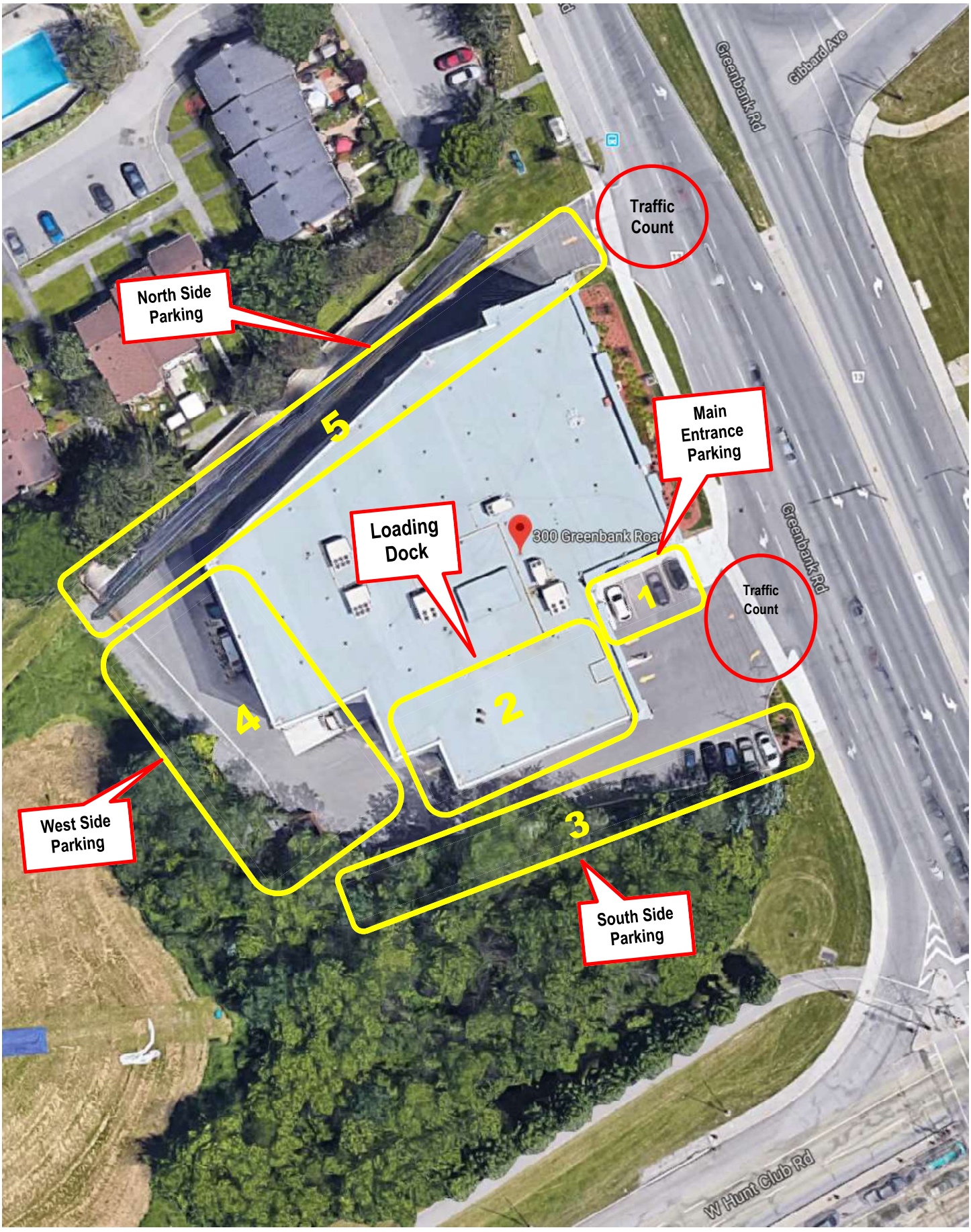
Area 4 - west side parking area one of the vehicles was a trailer parked for every time period.

Area 5 - west side parking area at 1100 and at 1130, one of the vehicles was a tractor trailer in the loading dock.

Area 6 - north side parking area 2 vehicles were trailers from 0830-1500 and after 1500-1830 3 of the vehicles were trailers.

Area 6 - north side parking area Although there are 30 spaces, parking is prohibited in 8 of them to permit tractor trailers to manoeuvre into the loading dock. Accordingly, only 22 spaces are available for long term parking.

323 Coventry Saturday	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured	Total (Exterior)	Total (Short Term)	Total (Interior)	Total	Total (Short Term)
Stalls	4	1	N/A	11	4	22	2	44				
830	1	0	1	3	2	14	2	22	0	1	23	1
900	2	0	4	2	3	14	2	23	1	4	27	5
930	3	1	5	2	3	14	2	25	3	5	30	8
1000	3	0	4	2	3	14	2	24	2	4	28	6
1030	3	0	4	3	3	14	2	25	3	4	29	7
1100	3	0	2	3	4	14	2	26	4	2	28	6
1130	3	0	0	5	4	14	2	28	6	0	28	6
1200	4	0	1	5	3	14	2	28	6	1	29	7
1230	4	0	1	2	3	14	2	25	3	1	26	4
1300	3	0	2	2	3	14	2	24	2	2	26	4
1330	2	0	1	2	3	14	2	23	1	1	24	2
1400	3	0	2	2	3	13	2	23	1	2	25	3
1430	4	0	1	3	3	14	2	26	4	1	27	5
1500	3	0	6	3	3	14	2	25	3	6	31	9
1530	3	0	2	3	3	15	2	26	4	2	28	6
1600	4	0	2	3	3	15	2	27	5	2	29	7
1630	3	0	2	3	3	15	2	26	4	2	28	6
1700	3	0	1	2	3	15	2	25	3	1	26	4
1730	4	0	1	2	3	15	2	26	4	1	27	5
1800	3	0	3	2	3	15	2	25	3	3	28	6
1830	2	0	1	2	3	15	2	24	2	1	25	3



Dymon Storage – Greenbank & West Hunt Club

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

300 Greenbank Road, Ottawa, ON K2H 0B6

Day: MONDAY **Date:** 10 June 2019 **Survey Hours:** 0700-0900 & 1600-1800

Weather: Partly Cloudy +16C/Overcast Light Rain after 1900 +23C **Surveyor (s):** Mousseau

Time	Number of Parked Vehicles by Area							Comments
	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking			
0700	0	0	0	0	0			
0730	0	0	2	0	0			1 employee parked
0800	0	0	3	1	0			1 employee Dymon van parked
0830	0	1	3	0	0			near gargage bin
0900	0	1	3	0	0			
0930								
1000								
1030								
1100								
1130								
1200								
1230								
1300								
1330								
1400								
1430								
1500								
1530								
1600	1	2	2	0	0			BFG van parked next to building
1630	0	3	1	0	0			
1700	0	2	1	0	0			
1730	0	2	4	0	0			Jordash van parked in fire lane
1800	1	3	4	0	0			
1830								
1900								
1930								
2000								
2030								
2100								Accessible parking area is
2130								located within the loading dock.
# of Pkg Spaces ➡	4	N/A	5	0	0			

300 Greenbank Weekday	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking	Total (Exterior)	Total (Interior)	Total
Stalls	4	N/A	5	0	0	9		
700	0	0	0	0	0	0	0	0
730	0	0	2	0	0	0	2	2
800	0	0	3	1	0	1	3	4
830	0	1	3	0	0	1	3	4
900	0	1	3	0	0	1	3	4
1600	1	2	2	0	0	3	2	5
1630	0	3	1	0	0	3	1	4
1700	0	2	1	0	0	2	1	3
1730	0	2	4	0	0	2	4	6
1800	1	3	4	0	0	4	4	8

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

300 Greenbank Road, Ottawa, ON K2H 0B6

Day: SATURDAY **Date:** 8 June 2019 **Survey Hours:** 1100 - 1600

Weather: Clear +10ºC Clear +23ºC **Surveyor (s):** Mousseau

Time	Number of Parked Vehicles by Area						
	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking		
0700							
0730							
0800							
0830							
0900							
0930							
1000							
1030							
1100	1	4	4	0	0		
1130	2	6	3	0	0		
1200	1	4	3	0	0		
1230	1	1	3	0	1		
1300	1	2	3	0	0		
1330	1	1	4	0	0		
1400	0	2	5	0	1		
1430	0	2	3	0	0		
1500	0	7	4	0	0		
1530	1	6	4	0	0		
1600	0	2	4	0	0		
1630							
1700							
1730							
1800							
1830							
1900							
1930							
2000							
2030							
2100							
2130							
# of Pkg Spaces ➡	4	N/A	5	0	0		

Comments

At 1100 and at 1500 a van parked in the fire lane.

Employee parking takes place in Area #3 (3 vehicles)

Accessible parking area is located within the loading dock.

300 Greenbank Saturday	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking	Total (Exterior)	Total (Interior)	Total
Stalls	4	N/A	5	0	0	9		
1100	1	4	4	0	0	5	4	9
1130	2	6	3	0	0	8	3	11
1200	1	4	3	0	0	5	3	8
1230	1	1	3	0	1	3	3	6
1300	1	2	3	0	0	3	3	6
1330	1	1	4	0	0	2	4	6
1400	0	2	5	0	1	3	5	8
1430	0	2	3	0	0	2	3	5
1500	0	7	4	0	0	7	4	11
1530	1	6	4	0	0	7	4	11
1600	0	2	4	0	0	2	4	6