

# FOTENN

1375 CLYDE AVENUE



July 01, 2017

Planning Rationale

Zoning By-law  
Amendment



Prepared for:



Dymon Group of Companies  
2-1830 Walkley Road  
Ottawa, ON K1H 8K3  
[dymonselfstorage.com](http://dymonselfstorage.com)

Prepared by:

**FOTENN** Planning  
+ Design

Fotenn Planning + Design  
223 McLeod Street  
Ottawa, ON K2P 0Z8  
[fotenn.com](http://fotenn.com)

July 01, 2017

# CONTENTS

---

1.0 Introduction.....	2
1.1 Development Overview.....	2
2.0 Surrounding Area and Site Context .....	6
2.1 Subject Property .....	6
2.2 Surrounding Area.....	8
2.3 Transportation Network .....	8
3.0 Policy and Regulatory Framework .....	9
3.1 Provincial Policy Statement .....	9
3.2 City of Ottawa Official Plan (2003) .....	9
3.3 City of Ottawa Official Plan Amendment 150 (OPA 150) .....	12
3.4 Merivale Road Secondary Plan .....	14
3.5 Urban Design Guidelines .....	15
3.5.1 Urban Design Guidelines for Development along Arterial Mainstreets .....	15
3.5.2 Urban Design Guidelines for Drive-Through Facilities .....	15
3.6 City of Ottawa Zoning By-law 2008-250 .....	16
3.7 Summary of Requested Amendments.....	20
4.0 Conclusion.....	23
Figure 1: Proposed Aerial View .....	2
Figure 2: Building Rendering (looking south-east) .....	3
Figure 3: Existing and Potential Streetscapes.....	4
Figure 4: Rendering (looking south-west).....	5
Figure 5: Aerial Photo .....	6
Figure 6: Site Photos .....	7
Figure 7: Amenities Map.....	8
Figure 8: City of Ottawa Official Plan – Schedule B (Urban Policy Plan) .....	10
Figure 9: Extract from Schedule 1 of the Merivale Road Secondary Plan – Land Use .....	14
Figure 10: Zoning Map (GeoOttawa) .....	16



# 1.0 INTRODUCTION

2

Fotenn Consultants Inc. has been retained by Dymon Storage Ottawa to prepare a combined Planning Rationale in support of a Zoning By-law Amendment for the lands municipally known as 1375 Clyde Avenue. The Planning Rationale will assess the appropriateness of the proposed retail and self-storage facility in the context of the surrounding community and the applicable policy and regulatory framework. The proposed Zoning By-law Amendment seeks to add warehouse (limited to self-storage) as a permitted use and revise site-specific performance standards within the Zoning By-law.

## 1.1 Development Overview



Figure 1: Proposed Aerial View

Dymon Storage Ottawa is proposing to construct a five (5) storey Dymon Storage facility along Clyde Avenue and a single-storey, 383 square metre restaurant with drive-through along Baseline Road. The existing commercial building at the south end of the site is proposed to be renovated and expanded. A total of 137 outdoor, surface parking spaces have been provided. Landscaped areas are provided along major roadway frontages and within the internal parking areas.

The sit-down, full service restaurant will be oriented to the Baseline Road frontage with one-way access directly from Baseline Road. The drive-through associated with the restaurant has been located on the south side of the building, away from the street.

The self-storage building will have a reception area fronting on the street. Access to the interior parking area will occur via a one-way access from Clyde Avenue. The self-storage building and the existing retail building will be separated by surface parking. In addition to storage units, the Dymon reception area will include a mix of other uses, including meeting space, boardrooms, office space, safety deposit boxes, 24/7 parcel pickup, mailbox services, document storage, shredding services, moving services, 24/7 access and retail with extended hours.

The existing single-storey retail building will be expanded eastward into the current 'Value Village' loading area. Loading to service the expanded retail building will be located north of the north-east corner of the building's north façade, oriented internal to the parking lot and drive aisles. The portion of the existing building fronting on Clyde Avenue will be maintained in terms of location, but enhanced with streetscaping improvements. A two-way access will be maintained for the parking area adjacent to the retail building.



Figure 2: Building Rendering (looking south-east)

The massing and design of the self-storage building has been broken up with the use of varied materiality. The façade includes glazing on the ground floor and the front of the building is oriented with direct pedestrian access to the street.





Figure 3: Existing and Potential Streetscapes

The existing 'Value Village' building is located approximately 8 metres from the street (Clyde Avenue). As shown in Figure 3 above, the western building façade adjacent to the street already incorporates pedestrian-level glazing as well as landscaping. The bottom images shown above are potential streetscape improvements that could be incorporated within the space to provide a more animated public realm along Clyde Avenue.



Figure 4: Rendering (looking south-west)

Finally, the retail building on Baseline Road is also oriented to the street with a pedestrian pathway connecting to the public sidewalk and wrap-around glazing.

## 2.0 SURROUNDING AREA AND SITE CONTEXT

### 2.1 Subject Property



Figure 5: Aerial Photo

The site is located in Nepean, approximately 2 kilometres east of Algonquin College, and is legally described as Part of Lot 21, Registered Plan 30 in the City of Ottawa. The subject property is approximately 1.13 hectares in size and is located on the south side of Baseline Road, directly opposite the Laurentian Place Mall. The site is L-shaped and slopes downward from north to south. It has approximately 90 metres of frontage on Clyde Avenue and approximately 39 metres of frontage on Baseline Road. Both roads are classified as Arterial Roads in the Official Plan and are characterized as vehicle-oriented, low-profile, large-format retail corridors with significant surface parking areas





Figure 6: Site Photos

The property is currently underdeveloped, and is occupied by surface parking and a one-storey 'Value Village' store located along the southern lot line. There is also a small snack bar building located at the northern lot line, servicing passing traffic along Baseline Road. A Petro Canada gas station occupies the corner lot at the intersection of Baseline and Clyde Avenues, outside of the Dymon ownership.

## 2.2 Surrounding Area

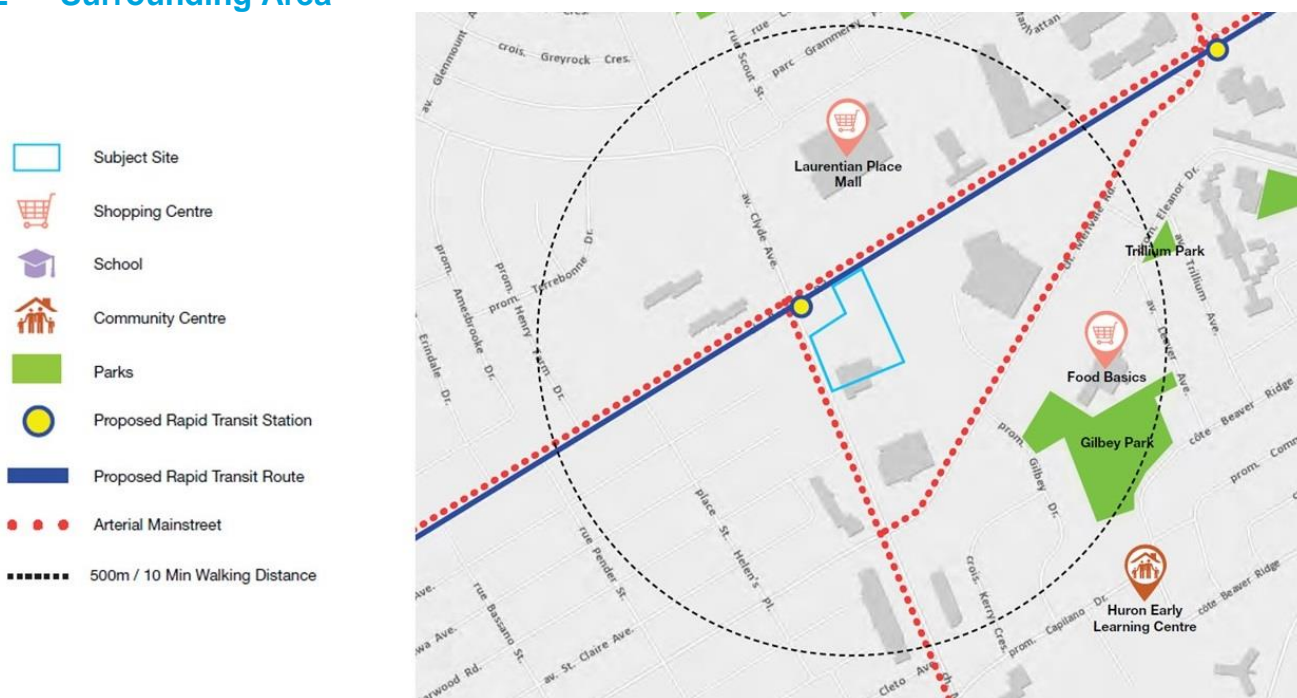


Figure 7: Amenities Map

The surrounding area can be described as follows:

- / NORTH: Immediately north of the site across Baseline Road is the Laurentian Shopping Centre, anchored by a Walmart Superstore and supplemented by various free-standing retail and restaurant uses and buildings. The regional shopping centre also includes a vacant lot and the six (6) storey Stantec office building. Beyond these large-format, commercial uses is a residential area established over the past fifteen years that is comprised of a mix of single-detached and townhouse dwellings.
- / EAST: Immediately east of the site is a large, triangular-shaped, vacant parcel. The vacant parcel is a future development block. The parcel has fragmented frontage onto both Baseline Road and Clyde Avenue. East of the site toward the intersection of Baseline and Merivale is a mix of large and small commercial uses within a shopping centre. Behind these is an established residential area comprised of a mix of single-detached and medium-density dwellings.
- / SOUTH: South of the site along Clyde Avenue to Merivale is a combination of large-format retail and strip commercial uses.
- / WEST: Opposite the site to the West across Clyde Avenue is a strip retail development. Beyond this is an established neighbourhood of single detached dwellings. To the northwest, diagonally across the intersection of Clyde and Baseline, is a tower residential development.

## 2.3 Transportation Network

As shown in Figure 3, the property has vehicular access to two (2) arterial roads. The property is also within walking distance of a proposed bus rapid transit station along Baseline Road, which will replace existing bus service on Baseline Road. An existing bus stop is located at the south end of the site.

## 3.0 POLICY AND REGULATORY FRAMEWORK

---

### 3.1 Provincial Policy Statement

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

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

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Promotes cost-effect development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs [1.1.1 (g)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)];
- / Identifies and promotes and opportunity for intensification and redevelopment [1.1.3.3];

*The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development while capitalizing on an intensification opportunity within the City. This site is located in an area with infrastructure and public service facilities are available with sufficient capacity to accommodate the proposal.*

### 3.2 City of Ottawa Official Plan (2003)

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official plan Amendment (OPA) 150 to implement the changes in December 2013 and was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals. For the purposes of this Planning Rationale, the policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) have been reviewed and analyzed for the proposed development. In addition, the new policies of OPA 150 which are relevant to the proposed development have been taken into consideration.



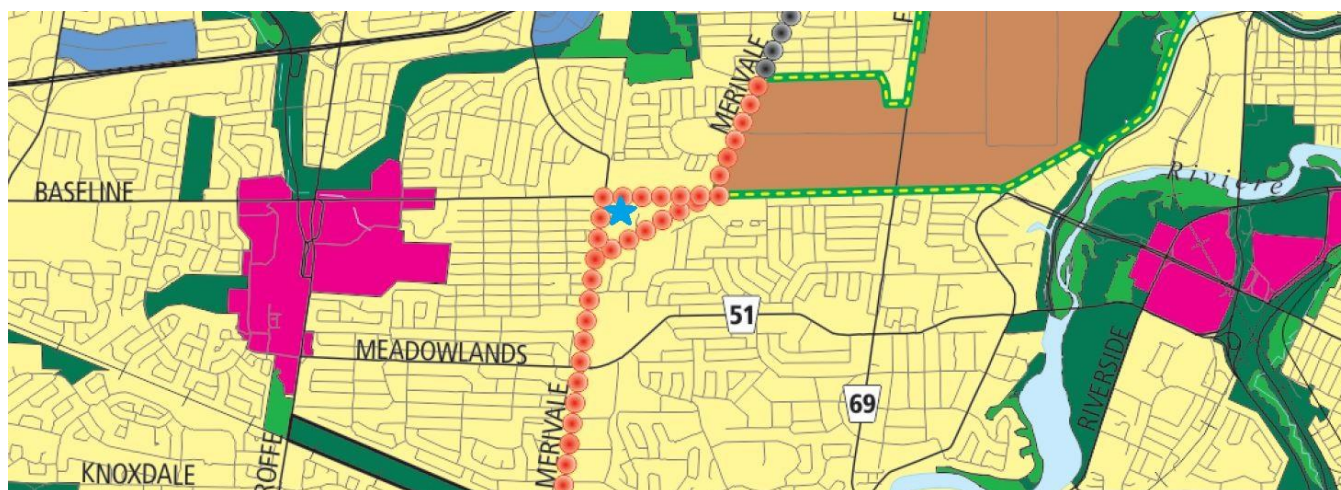


Figure 8: City of Ottawa Official Plan – Schedule B (Urban Policy Plan)

### Section 3.6.3 – Mainstreets

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

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

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

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

*The Official Plan policies recognize that the common feature of all Arterial Mainstreets is their function as mixed-use corridors with the ability to provide a wide range of goods and services for neighbouring communities and beyond. As such, the OP permits a broad range of uses, including retail, service commercial uses, residential and institutional uses. The self-storage, restaurant and retail uses are permitted within the Arterial Mainstreet designation. The Dymon Self-Storage model falls within the definition of a service commercial use. As such, there is no accompanying Official Plan Amendment application required to permit the self-storage use within the Arterial Mainstreet designation.*

*The City of Ottawa currently has a number of Dymon self-storage facilities along Arterial Mainstreets in Ottawa. This is a reflection of the high degree of synergy between self-storage uses and local commercial uses that would typically be found within an Arterial Mainstreet designation. A typical Dymon Self-Storage facility will lease nearly 40% of its units to local commercial tenants. Further, as Arterial Mainstreets develop with a broader mix of uses,*

*including residential intensification, the location of self-storage facilities becomes increasingly important. With smaller living spaces found along these corridors, self-storage facilities are becoming an essential service to support more compact lifestyles. Locating these uses in proximity to complementary uses will reduce the vehicle kilometres travelled for the self-storage use. In order to adapt the self-storage model to the urban design needs of locations like Arterial Mainstreets, the self-storage facilities have adapted to an urban format that is complimentary to an Arterial Mainstreet location.*

### **Section 2.5.1 – Urban Design and Compatibility**

In support of active and complete mixed-use communities, the City's growth management strategy includes intensification of development in the urban area. The Official Plan recognizes that introducing new development in existing established areas requires a sensitive approach and respect for the community's established character. Compatible development is development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances the established character of a community and coexists with the existing development without causing undue adverse impact to surrounding properties.

The Official Plan proposes to influence the built environment through the use of design objectives set out in Section 2.5.1 that are broadly stated and intended to apply to new development. The development proposed meets the following applicable objectives of Section 2.5.1:

- / *Enhances the sense of community and creates a sense of identity:*  
The five (5) storey building is appropriate for a location on an Arterial Mainstreet, where building heights of up to nine (9) storeys are generally permitted. The proposed development will set the parameters for future developments in the area, as it intensifies, by providing an appropriate height, mass and volume. The building facades will enhance the Baseline and Clyde street frontages and improve the pedestrian experience.
- / *It defines quality public and private spaces:*  
The development uses architectural elements like building massing, setbacks, signage and awnings to accentuate main building entrances and enhance the public street. Building entrances will have active elements to the street and the impact of surface parking will be minimized by locating parking spaces and drive-through elements away from the street. Further, the indoor parking spaces to service the self-storage use will be enclosed within the building.
- / *It creates places that are safe, accessible and are easy to get to and move through:*  
The buildings have been designed to be universally accessible. The street entrances will be well-lit and well-defined for safe and easy movement into and out of the site. Pedestrian connectivity to the site will be improved through the redevelopment.
- / *It respects the character of existing areas:*  
The building locations and orientations are well-integrated with the street and complement existing and planned built form patterns.
- / *It considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by a variety of choice:*  
The development will achieve a compact form of development on an underutilized property with frontage on two (2) arterial mainstreets. The development will accommodate the needs of a range of people in a form that is appropriately scaled and improves the existing built context.

### **Section 4.11 Urban Design and Compatibility**

To arrive at a compatibility of scale and use, a careful design response is required to appropriately address impacts generated by infill or intensification. Policy 2 of Section 4.11 establishes criteria to evaluate the compatibility of new development applications. The proposed development meets the criteria as follows:

- / Traffic: 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. The drive-through restaurant is best suited on arterial roadways and will benefit from passing traffic.
- / Vehicular Access: The property is presently serviced with vehicular accesses from Baseline Road and Clyde Avenue. The accesses will be improved to serve the proposed development.
- / Parking Requirements: The number of parking spaces provided is appropriate given the typical parking needs for the self-storage development. The self-storage building provides interior parking for customers of the self-storage facility. Parking for the restaurant and retail buildings is located in proximity to the uses. The sit-down restaurant with a complimentary drive-through typically requires less drive-through queuing spaces than what is required by the Zoning By-law and will be well served by the number of queuing spaces proposed.
- / Outdoor Amenity Areas: The development is not located in proximity to residential uses and will not impact the privacy of outdoor amenity areas.
- / Loading, Service Areas and Outdoor Storage: Loading and service areas have been located to the rear of buildings, away from the street.
- / Lighting: 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.
- / Noise and Air Quality: The development is not expected to generate significant noise and air quality impacts.
- / Sunlight: 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.
- / Microclimate: No significant microclimate impacts are anticipated as a result of the proposed development.
- / Supporting Neighbourhood Services: The proposed development will provide a complimentary service to the surrounding neighbourhood.

### 3.3 City of Ottawa Official Plan Amendment 150 (OPA 150)

As previously discussed, the City of Ottawa reviewed the Official Plan in 2013. Although the plan is under appeal, the relevant policies of OPA 150 have been considered below as a reflection of Council's direction.

#### Section 3.6.3 – Mainstreets

The policies for Arterial Mainstreets have been updated with regards to building height. While policies limit building heights to a maximum of nine (9) storeys as-of-right, OPA 150 also stipulates that buildings of up to twelve (12) storeys can be considered under a number of circumstances. There are no other relevant revisions to the Arterial Mainstreet designation that affect the site or proposed development. The building height proposed complies with the new provisions regarding building height.

#### Section 2.2.2 – Managing Intensification Within the Urban Area

Areas designated as Mainstreets are considered to be Target Areas for Intensification. OPA 150 specifies minimum density requirements expressed in jobs and people per gross hectare. The Merivale Road Arterial Mainstreet (including Clyde Avenue and Baseline Road) has a minimum density requirement of 120 jobs and people per gross hectare. The intent of OPA 150 is that the density requirements will be converted from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area in the Zoning By-law. This amendment has not yet occurred and there are no minimum density requirements in the Zoning By-law. The minimum density requirement is therefore applied to the entirety of the area specified in the Official Plan. The proposed development constitutes intensification of an underutilized property within a target area for intensification. The self-storage use will be complimentary to intensification of the area and will not preclude the area from intensifying further in the future.



---

### **Sections 2.5.1 and 4.11 - Urban Design and Compatibility**

While Section 2.5.1 analyzed above remains relatively unchanged, Section 4.11 has been significantly modified.

#### *Building Design*

OPA 150 stipulates that good building design contributes to successful neighbourhood integration. Arterial Mainstreets are considered Design Priority Areas and require additional review for urban design by the Urban Design Review Panel.

The proposed development fits with the planned function of the surrounding area. The buildings frame the mainstreets and provide pedestrian entrances to and from Baseline and Clyde. Loading facilities, service areas and the drive-through have been located away from the mainstreets.

#### *Massing and Scale*

Successful integration of new buildings also relies on appropriate massing and scale. The development will enhance the street wall condition with buildings oriented to the street with limited setbacks and landscaping. The mid-rise building profile for the self-storage facility fulfills the planned function as outlined in the Official Plan. The self-storage building location makes efficient use of the depth of the lot. The restaurant and retail building (existing) will also help to fill in the street wall condition along Clyde Avenue and Baseline Road.

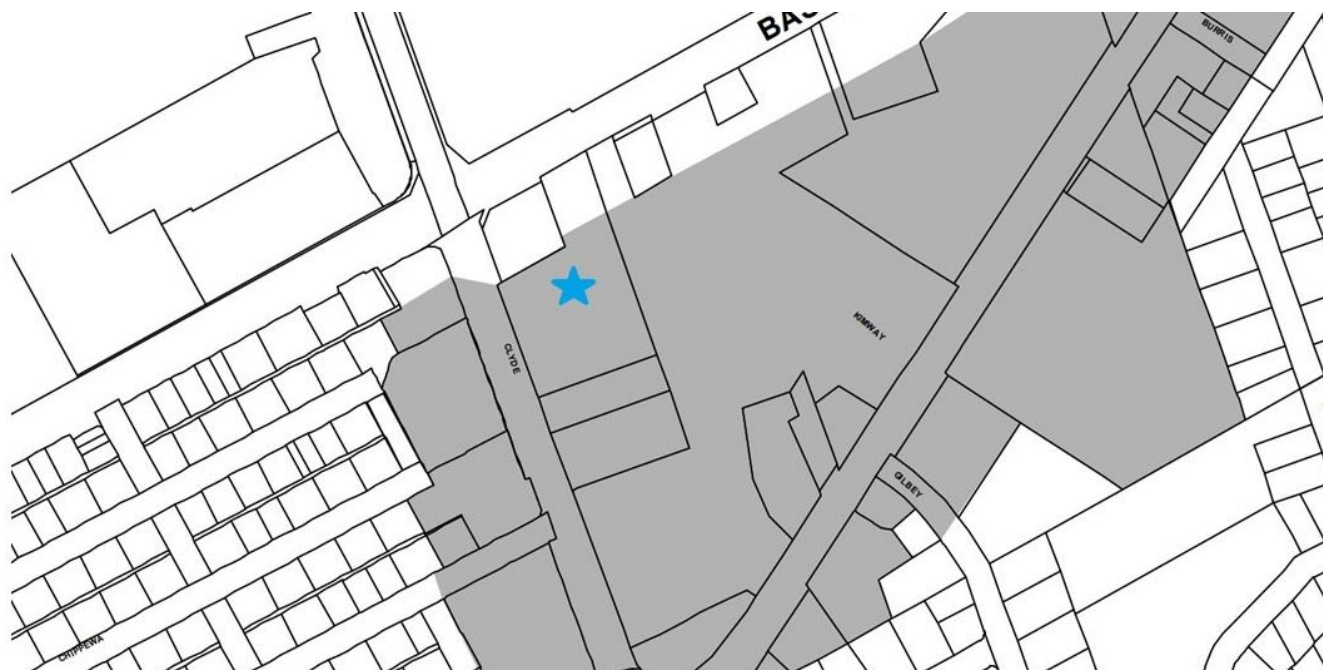
#### *Views*

The building profiles proposed will no impact any protected views.

#### *Design Priority Areas*

As the development is designated Arterial Mainstreet, it will be subject to enhanced review by the Urban Design Review Panel, as previously mentioned. The development improves the public realm by framing the street front, introducing landscaping, reducing surface parking, and providing glazing, active entrances and sidewalk connections.

### 3.4 Merivale Road Secondary Plan



## Merivale Secondary Plan

## Schedule 1 - Land Use

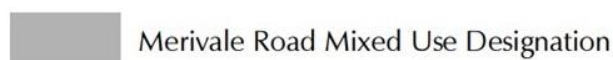


Figure 9: Extract from Schedule 1 of the Merivale Road Secondary Plan – Land Use

The Merivale Road Secondary Plan Area is intended to continue as an established mixed-use area with a retail corridor along Merivale Road. The Plan strives to improve the area as a place to live, work and shop by creating a more pleasant environment by strengthening the visual character of the area, improving the quality of pedestrian amenities, maintaining current economic vitality, providing opportunities for residential uses and intensification, and creating a safe and efficient environment for multiple modes of transportation.

The built form objectives of the Secondary Plan are to encourage building forms that:

- / Are flexible and adaptable to a variety of uses to support growth and change
- / Are multiple rather than single storeys
- / Are directly connected to the perimeter of blocks
- / Vary in style, architectural character and materials while reflecting design sensitivity to adjacent development

These objectives are reflected in Policy 3.1.1.2 which states that development should frame the street edge, locate surface parking to the interior of properties, contain active entrances and glazing facing the street, and have landscaped areas, organized signage and co-ordinated access. Policy 3.1.2.1 also requires that all public sidewalks be connected to sidewalks on private retail and commercial properties.

The addition of the restaurant and self-storage uses within previously unoccupied areas of the site will enable a more street-oriented built form that is sensitive to alternative and active modes of transportation as the area evolves and intensifies over time. Although it would not be practical for a drive-through restaurant, which is a permitted use, to have multiple storeys, the building's style and orientation will enhance the Baseline Road corridor, particularly with the incorporation of landscaping, glazing and active entrances to the street with a direct pedestrian connection to the sidewalk on Baseline Road. The self-storage building will have multiple storeys and the existing retail building will be expanded and improved.

In addition to the built form objectives, the plan seeks to improve pedestrian and cycling linkages and develop a land use pattern that will support multiple modes of transportation. By improving the street wall condition along both street frontages and connecting internal pedestrian walkways to the sidewalks, this portion of the Merivale Road Mixed Use Area will become more pleasant and accommodating for pedestrians and cyclists.

Policy 3.1.2.2 (ii) requires a minimum of 25 percent of the length of any frontage to include significant landscape features and public area. All of the areas along the frontages that is not occupied by a vehicular access is proposed to be landscaped.

As shown above, the property is designated Merivale Road Mixed Use. Pursuant to Policy 3.2.1.1, the designation permits a broad range of commercial uses. The proposed uses are permitted by the Secondary Plan.

## 3.5 Urban Design Guidelines

The development is subject to the Urban Design Guidelines for Development along Arterial Mainstreets and the Urban Design Guidelines for Drive-Through Facilities.

### 3.5.1 Urban Design Guidelines for Development along Arterial Mainstreets

The design guidelines were developed to provide guidance for development design in areas along Arterial Mainstreets. The proposed development meets several of these guidelines, including:

- / Locates new buildings along the public street edge.
- / The building facades incorporate clear windows and doors at the pedestrian level.
- / The guidelines encourage active uses to be located along the street and at-grade. Although the self-storage use is typically not characterized as an active land use, the active components of the self-storage use (reception and sales area) have been located along the street.
- / Pedestrian walkways will provide connections to the street to facilitate pedestrian circulation.
- / The surface parking spaces and drive-through facility are located in the interior portions of the site and are buffered from the street with landscaping.

### 3.5.2 Urban Design Guidelines for Drive-Through Facilities

The design guidelines were developed to provide design guidance for drive-throughs. The drive-through area meets several of the guidelines as follows:

- / A pedestrian entrance has been located along the street frontage, which is directly accessible from the street.
- / The drive-through has been buffered from the street by the building.
- / Landscaping has been provided around the drive-through to separate stacking lanes from parking areas and driveways.
- / Pedestrian level glazing has been provided in all appropriate locations.



- / The vehicular access point to the drive-through has been located away from street intersections.
- / Pavement markings and directional signs will be provided to enhance clarity of movement.

### 3.6 City of Ottawa Zoning By-law 2008-250



Figure 10: Zoning Map (GeoOttawa)

The site is currently zoned AM10 with a zoning exception (2217) within the City of Ottawa Comprehensive Zoning By-law. The proposed development requires a Zoning By-law Amendment from AM10 to AM10[xxx] with site-specific exceptions to permit a warehouse use (limited to self-storage) and to provide relief from the zoning provisions detailed in this section. The retail, restaurant, and drive-through uses proposed on the remainder of the property are permitted uses in the AM10 zone.

The purpose of the AM zone is to:

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

The Dymon Self-Storage use has previously been permitted, through appropriate approvals, on other Arterial Mainstreets in the City of Ottawa. The Dymon warehouse use is appropriate for the location and meets the City's design objectives for Arterial Mainstreets. The AM10 zone permits a number of automobile-oriented uses including automobile dealership, automobile rental establishment, automobile service station, car wash and gas

bar. These uses are also exempt from the active street and built form provisions of the AM10 zone, such as, requirements to provide a two (2) storey building format and 50% frontage to be occupied by building walls. The self-storage use is far less automobile-oriented than the above noted uses and will help to achieve the built form and active street objectives of the AM10 zone.

The Zoning By-law specifies that the lot line abutting the designated Arterial Mainstreet is the front lot line. In this case, both Baseline Road and Clyde Avenue are designated Arterial Mainstreets; therefore, all zoning provisions applying to the front lot line apply to both Baseline Road and Clyde Avenue. It must be noted that there are Rights-of-Way Protection Requirements for both Baseline Road and Clyde Avenue. The southerly lot line is deemed to be the rear lot line and all remaining lot lines are considered interior side lot lines.

The following table summarizes the proposal's compliance with the existing AM10 zoning. Areas of non-compliance are noted with an 'x'.

Zoning Mechanism	Zoning Provision	Zoning Conformity
Zoning Exception 2217	For lots greater in area than 1250 m <sup>2</sup> , 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements	x
Minimum Lot Area	No Minimum	✓
Minimum Lot Width	No Minimum	✓
Front and Corner Side Yard	Minimum – 0 metres  50% of the front along the front lot line must be occupied by building walls located within 3.0 metres of the frontage for a non-residential building.	✓  x
Interior Side Yard	No Minimum	✓
Rear Yard Setback	For any building wall within 20 metres of a lot line abutting a public street – 3 metres  All other cases – 7.5 metres	x
Maximum Building Height	30 metres	✓
Minimum Building Height	Any portion of a building located within 10 metres of a front lot line: - Minimum ground floor height of 4.5 metres	✓  x

	- Minimum building height of 7.5 metres and 2 storeys	
Maximum Floor Space Index	None	✓
Building Façade	<p>The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line in the case of non-residential uses.</p> <p>A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.</p>	<p>✓</p> <p>✓</p>
Parking Space Provisions	<p>Minimum width of 2.6 metres</p> <p>Minimum length of 5.2 metres</p>	✓
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>✗</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.	✓
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>✗</p> <p>✗</p>



Outdoor Loading and Refuse	<p>All outdoor loading and refuse collection areas within a parking lot must be:</p> <ul style="list-style-type: none"> <li>9 metres from a lot line abutting a public street</li> <li>3 metres from any other lot line</li> <li>Screened from view by an opaque screen with a minimum height of 2 metres</li> </ul>	<p>✓</p> <p>✗</p> <p>✓</p> <p>Please note that refuse locations will be determined through Site Plan Control, in accordance with the requirements of the Zoning By-law.</p>
Provisions for Bicycle Parking Spaces	Located to provide convenient access to main entrances or well-used areas.	✓
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	<p>✗</p> <p>Please note that the location of the order board will be determined through Site Plan Control, in accordance with the requirements of the Zoning By-law.</p>
Provisions for Drive-Through Queuing Space Size	All queuing spaces must be 3 m wide and 5.7 m long	✓
Provisions for Loading Spaces	<p>Minimum width in metres of aisle accessing loading space is 9 metres.</p> <p>Minimum width of loading space is 3.5 metres.</p> <p>Minimum length of loading space is 7 metres.</p>	<p>✓</p> <p>✓</p> <p>✓</p>

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

	Required	Provided
Vehicle Parking Spaces	<p>Restaurant: 11 (includes drive-through reduction)</p> <p>Retail: 94</p>	137

	Warehouse: 281	
Disabled Parking Spaces	2	2 (location to be determined through Site Plan Control)
Bicycle Parking Spaces	17	17 (location to be determined through Site Plan Control)
Loading Spaces	4	2
Oversized Loading Spaces	Retail – ½ of the required spaces (1)  Warehouse – 1 for first 5,000 m2, plus all required spaces for gross floor area exceeding 5,000 m2 (2)	0

### 3.7 Summary of Requested Amendments

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

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

- / Zoning Exception 2217: The zoning exception requires the provision of outdoor communal space located at grade. It is presumed that the provision is required for residential uses; however, out of an abundance of caution, relief from this provision is requested.
- / Section 186(10)(b)(i): The AM10 Subzone requires that 50% of the frontage along the front lot line be occupied by building walls located within three (3) metres of the frontage for a non-residential building. The retail building is already setback 8.2 metres from the street. With the required road widening, the building will be setback 4.5 m from the street. This is an existing situation; however, the building will be expanded. The self-storage building is located three (3) metres from the street and will be have no setback if and when the road widening is taken. The percentage of building frontage along Clyde Avenue is 61% and the percentage of building frontage along Clyde Avenue is 42%. The restaurant building is minimally setback from the required road widening along Baseline Road. The restaurant requires vehicular access from Baseline Road, which inhibits the ability to achieve the 50% building frontage requirement. Nonetheless, the building is oriented to the street and a significant percentage, excluding parking and access, is occupied by building wall.
- / Section 186(d): The site and zoning is unique in that the property has two (2) front lot lines. For the purposes of determining the rear lot line, the Baseline Avenue frontage, being the narrowest frontage, is considered the front lot line. As such, the southerly lot line is the rear lot line and all other lot lines are

interior lot lines. The AM10 zone requires a rear yard setback of three (3) metres for any building wall within twenty (2) metres of a lot line abutting a public street, and 7.5 metres in all other cases. The existing retail building is already located immediately adjacent to the southerly lot line. The expansion proposes to expand the building's existing footprint eastward. As such, the building, as existing and proposed, will not meet the AM10 zone rear yard setback requirements. The current and proposed orientation will ensure less interruption of the Clyde Avenue streetscape as it develops over time.

- / Section 186(10)(e)(ii): The AM10 Subzone specifies a minimum building height of 7.5 metres and two (2) storeys for buildings located within 10 metres of the front lot line. The proposed restaurant building will have a building height of 9.22 metres and the retail building will have a building height of 9.20 metres; however, neither building proposes multiple storeys. The building height of both buildings will achieve the type of minimum building height envisioned by the AM10 zone without providing an additional storey. It would be impractical to provide a second storey for a drive-through restaurant with a relatively small footprint, as the second floor would warrant elevators and staircases. For the retail building, the existing building is proposed to be expanded towards the eastern lot line and the building height is an existing situation. The development and improvement of the site in these two (2) locations will help to incrementally achieve the design objectives of the AM10 Subzone, such as locating the building close to the street with active pedestrian entrances. The five (5) storey self-storage building will further enhance the street-wall condition.
  
- / Section 107(1)(a): The By-law requires that driveways providing access to parking have a minimum width of 6.7 metres for a double traffic lane. The driveway from Baseline Road has a width of 6.3 metres. The width has been confirmed from a truck movement and fire route perspective and the site maintains functionality despite the decreased width in this location.
  
- / Table 107: The required minimum aisle width for aisles providing access to 90 degree parking spaces is 6.7 metres. The aisle widths proposed vary depending on location, with the narrowest aisle width located in between the northerly strip of parking for the parking area in between the self-storage and the retail building. The proposed aisle widths vary from 5.5 metres to 6.3 metres. The widths have been analyzed for truck and fire route movements and the site maintains functionality in movement of larger vehicles.
  
- / Section 110(1): The By-law requires that a minimum of 15% of the area of any parking lot be provided as perimeter or interior landscaped area. The parking areas proposed demonstrate a total landscaped percentage of 7%. This is an improvement to the existing parking area where very minimal landscaping has been provided within the parking area. It is proposed that all available islands be landscaped.
  
- / Table 110: Table 110 requires a 3 metre landscaped buffer for parking areas abutting the street and a 1.5 metres landscaped buffer for parking areas not abutting the street. The concept plan proposes some parking abutting the Baseline Road frontage, for which a landscaped buffer will be provided until such time as the required road widening is taken. The strip of parking spaces adjacent to the restaurant and along the western lot line are not separated from the adjacent lot with a 1.5 metre landscaped buffer. There is presently no development adjacent to this lot line that would be impacted by the reduced landscape buffer.
  
- / Section 110(3): This section requires that outdoor loading areas be located three (3) metres from adjacent lot lines. The loading servicing the retail building is not setback three (3) metres from the adjacent lot line; however, it will be screened appropriately with a screen of two (2) metres or more.
  
- / Table 113C: Table 113C requires the provision of oversized loading spaces; whereas, no oversized loading spaces are proposed. This is a reflection of the tenant loading needs.



- 
- / Table 112(c): The Zoning By-law requires that a drive-through restaurant have seven (7) queuing spaces before/at the order board and a minimum total of eleven (11) queuing spaces. The drive-through queuing needs of the proposed restaurant tenant are less than what is typically required by other restaurants. A total of ten (10) queuing spaces are proposed. The number of queuing spaces and the drive-through have been reviewed in the Transportation Study and are deemed to be sufficient.
  - / Minimum Number of Parking Spaces: The Zoning By-law requirements for parking are significant for the uses proposed. A significant proportion of the required parking is related to the warehouse use. In the past, similar developments have received approval for less required parking as a result of how the self-storage facility operates in terms of parking. The self-storage facility proposes an interior parking facility for weather protection of self-storage patrons. It is typically these spaces that are used by patrons and outdoor surface parking is used by minimal staff for the use (approximately five (5) surface parking spaces are generally required). The low parking demand of the Dymon Self-Storage model represents an opportunity to further intensify the site as a relatively minor number of parking spaces are required to support the use, creating space for additional commercial development on the site. The restaurant use also has a lower parking requirement, particularly as the presence of the drive-through reduces the number of spaces that would be required by the use. The restaurant and retail buildings would require approximately 105 parking spaces. Overall, the number of parking spaces (137) 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.
  - / Minimum Number of Loading Spaces: The Zoning By-law requirements for loading spaces are also significant relative to industry standards for the type of uses proposed. The warehouse requires two (2) loading spaces; however, the typical self-storage user would be accessing the facility with a regular vehicle via the internal parking area. The larger loading dock would be used on rarer occasions for larger storage needs. As for the retail loading, the expansion of the retail building into the existing loading area will reduce the amount of space allocated to loading on-site. As actual tenants are confirmed, the loading needs will be reviewed; however, the amount of retail provided is relatively minor and shipments could be spaced out as there will be only two tenants sharing the loading space.

## 4.0 CONCLUSION

---

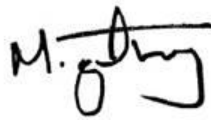
In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The proposed development conforms to the policies of the Arterial Mainstreet designation of the Official Plan as well as the design and compatibility criteria.
- / The development is consistent with the built form and land use policies of the Merivale Road Secondary Plan.
- / The development maintains the general spirit and intent of the Urban Design Guidelines for Development along Arterial Mainstreets and for Drive-Through Restaurants.
- / The development will intensify an underutilized property at a key corner of two Arterial Mainstreets. The development will incorporate the active street frontage provisions of the By-law where possible.
- / The uses proposed are a good fit within the existing context of the Merivale Road Mixed Use Area.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Stephanie Morris, MCIP RPP  
Planner  
FOTENN Consultants Inc.



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