

FOTENN

1375 CLYDE AVENUE

**PLANNING RATIONALE
ADDENDUM**



October 09, 2019

Planning Rationale
Addendum

Zoning By-law
Amendment and Site
Plan Control



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CONTENTS

- 1.0 Introduction1
- 1.1 Application History1
- 2.0 Summary of Design Changes3
- 3.0 Provincial Policy Statement (2014)5
- 4.0 Discussion of Uses6
- 4.1 City of Ottawa Official Plan (2003)6
- 4.2 City of Ottawa Comprehensive Zoning By-law (2008-250).....7
- 5.0 Comprehensive Zoning Review8
- 5.1 Zoning Discussion 12
- 5.2 Summary of Requested Amendments 16
- 6.0 Conclusion 17

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

1.1 Application History

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

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

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

An addendum to the original Planning Rationales was also prepared and submitted by Fotenn as part of a resubmission to the City in May 2018. The purpose was to respond to the first rounds of technical circulation comments provided by the City and outside agencies in October 2017 and January 2018; and to provide an inventory of revisions to the Site Plan. Another, more recent addendum was prepared and submitted in February 2019 as part of an additional resubmission.

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

- / One (1) storey restaurant building with frontage on Baseline Road and a drive-through at the rear of the building;
- / Six (6) storey self-storage building with frontage on Clyde Avenue;
- / General preservation of the existing one (1) storey building and provision of loading and parking areas at the rear of the building.

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

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

In addition to this Addendum to the Planning Rationale, please find enclosed a coordinated response to the technical circulation comments relating to zoning provided by the City to Fotenn on April 8, 2019. The following materials are also being submitted for the City’s review and approval:

- / **Revised Site Plan**, prepared by Nicholas Caragianis Architect Inc., dated October 4, 2019.
- / **Revised Elevation Drawings**, prepared by TACT Architecture Inc., dated September 10, 2019.
- / **Revised Landscape Plan and Landscape Details**, prepared by Fotenn Planning + Design, dated October 8, 2019.

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- / **Revised Softscape & Hardscape Diagram**, prepared by Fotenn Planning + Design, dated September 4, 2019.
 - / **Floor Plans of Buildings 1 and 2**, prepared by Nicholas Caragianis Architect Inc., dated September 26, 2019 (Building 1) and September 16, 2019 (Building 2).

The intent of this submission is to obtain Zoning By-law Amendment approval. A later submission will be coordinated to resolve any remaining Site Plan Control issues.

2.0 SUMMARY OF DESIGN CHANGES

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

- / The existing building (Building 1) on the subject property will remain largely intact, and a proposed five (5) storey addition (Building 1B) to the rear of the building is no longer proposed. A dedicated loading space for Building 1 and additional parking for the proposed development will be located at the rear of Building 1.
- / A single six (6) storey self-storage building (Building 2) is proposed, whereas previous plans proposed two (2) separate self-storage buildings. The footprint and layout of Building 2 has been expanded and slightly reconfigured to make up for the elimination of Building 1B; the building frontage along Clyde Avenue has been increased as a result.
- / The Dymon retail component has been relocated to the ground floor of Building 2, whereas it was previously proposed to occupy the ground floor of Building 1B. The retail area will front onto Clyde Avenue, thus enhancing the streetscape by providing an active street frontage.
- / The throat length of the access off Baseline Road to the north has been significantly increased, allowing for more landscaping and safer onsite vehicle circulation. Whereas the previous iteration of the Site Plan proposed a distance of 6.2 metres between the right-of-way and the nearest parking space (taking into account the road widening), that distance is now proposed to be 15.2 metres.

An excerpt of the revised Site Plan is provided below (Figure 1).

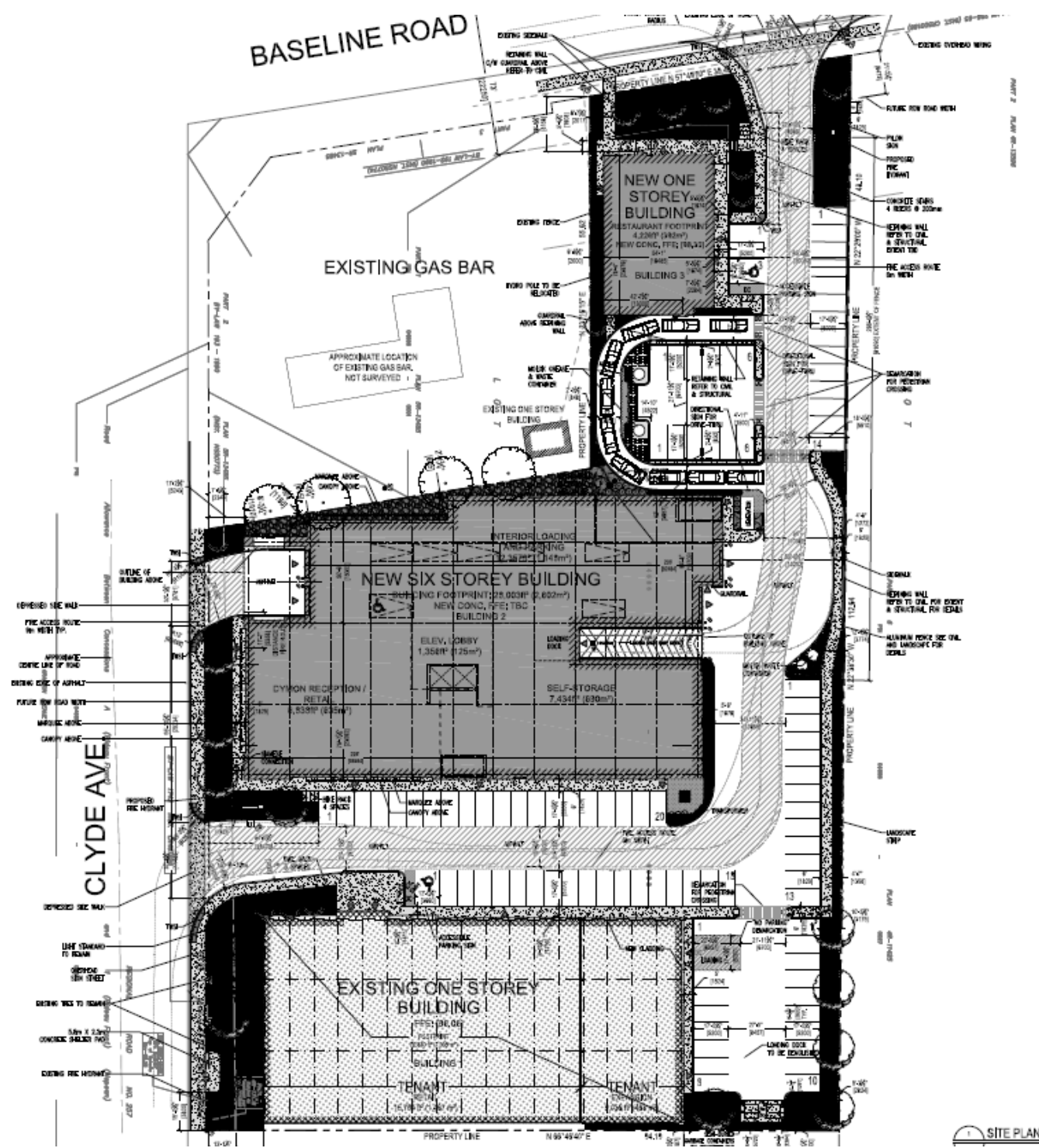


Figure 1: Excerpt from the revised Site Plan

3.0 PROVINCIAL POLICY STATEMENT (2014)

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

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

- / Province and municipalities over the long term [1.1.1(a)];
- / Promotes cost-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)].

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

4.0 DISCUSSION OF USES

4.1 City of Ottawa Official Plan (2003)

Arterial Mainstreet designation

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

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

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

Urban Design

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

The proposed development will be a maximum of six (6) storeys in height and falls within the permitted height limit of the Arterial Mainstreet designation. The proposed development is designed in accordance with the vision for Arterial Mainstreets as it provides buildings with active frontages and that are closer to the street, and removes to a large extent the front yard parking, which is an existing condition.

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

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

Compatibility of Proposed Uses

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

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

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

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

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

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

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

The purpose of the AM zone is to:

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

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

It is our opinion that the requested addition of warehouse (limited to self-storage) as a permitted use on the subject property is consistent with the intent of the AM zone. It is important to understand that the nature of the self-storage industry is changing and evolving. Previously isolated in heavy industrial areas, new, modern facilities require good commercial frontage and exposure, high traffic volume arterial and collector roadways, and function as complementary and accessory uses to large format retail uses and shopping nodes and employment uses, including business parks. Self-storage facilities also now require greater proximity and links to established residential areas. Typically, municipal by-laws isolated these uses, but new by-laws should acknowledge the needs of the industry and the contributions that self-storage can make to commercial nodes and existing residential areas. This service commercial type use is especially necessary in an era of declining unit sizes, increasing urban liveability and intensification, particularly along an Arterial Mainstreet corridor.

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

5.0 COMPREHENSIVE ZONING REVIEW

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

Zoning Mechanism	Performance Standard	Provided	Conformity
Zoning Exception 2217	For lots greater in area than 1250 m ² , 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements	More than 2% of the total lot area is provided as at-grade landscaped area	✓
Minimum Lot Area	No Minimum	11,366.57 m ²	✓
Minimum Lot Width	No Minimum	39.4 m	✓
Minimum Front and Corner Side Yard Setback	Minimum – 0 metres	Clyde Avenue: 4.9 m (1.6m post-widening) Baseline Road: 8.1 m (1.6 m post-widening)	✓
	50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 3.0 metres of the frontage for a non-residential building.	Frontage within 3m (post-widening): Clyde Ave: 28.3% (40.1% with garage doors) Baseline Rd: 10.1% General Frontage (no 3m minimum): Clyde Ave: 62.5% (74.3% with garage doors) Baseline Road: 41.7%	✗
Minimum Rear Yard Setback	For any building wall within 20 metres of a lot line abutting a public street – 3 metres	East rear lot line: 18.29 m	✓
	All other cases – 7.5 metres	South rear lot line: 1.187 m (existing condition)	✗
Minimum Interior Side Yard Setback	Not abutting a residential zone: No Minimum	0.615 m	✓

Zoning Mechanism	Performance Standard		Provided	Conformity
Maximum Building Height	30 metres		27.3 m (Building 2)	✓
Minimum Building Height	Any portion of a building located within 10 metres of a front lot line:	Minimum ground floor height of 4.5 metres	Building 1: 7.2 m, interrupted by mezzanine Building 2: 6.1 m Building 3: 6.4m, 3.1 m with mezzanine	✗ ✓ ✗
		Minimum building height of 7.5 metres and 2 storeys	Building 1: 7.2 m, 1 to 2 storeys (with mezzanine) Building 2: 27.3 m, 6 storeys Building 3: 6.4 m, 1 to 2 storeys (with mezzanine)	✗ ✓ ✗
Building Façade	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses.		Building 1: No active entrance located immediately adjacent to the lot line along Clyde Avenue (only an exit door), but this is an existing condition and the building is set back more than 4.5 metres from the front lot line (pre-widening) Building 2: Active entrance located immediately adjacent to the lot line along Clyde Avenue Building 3: Active entrance located adjacent to Baseline Road	✓ ✓ ✓
	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.		Along Clyde Ave: Building 2 = 41% Building 1 = 40% (existing condition) Along Baseline Rd Building 3 = 51%	✗ ✗ ✓

Zoning Mechanism	Performance Standard		Provided	Conformity
Minimum Required Parking Spaces	Building 1 (automobile dealership)	- Sales/showroom area (751.68 m ² , 2 per 100 m ² of GFA) = 15 - Service area (2 per service bay; 6 tech benches) = 12 - Other areas (1,158.5 m ² , 1 per 100 m ² of GFA) = 12 Total: 39	39	✓
	Building 2 (Dymon self-storage and associated retail)	0.8 per 100 m ² of GFA (15,218 m ² of warehouse use) = 122	Outdoor: 26 Interior loading/parking spaces: 7 Total: 33	✗
	Building 3 (restaurant)	10 per 100 m ² of GFA (409 m ² of restaurant use, -20% with drive-through facility) = 33	33	✓
	Total	194	98 exterior spaces 7 interior spaces Total: 105	✗
Parking Space Provisions	Minimum width of 2.6 metres Minimum length of 5.2 metres		Typical parking spaces are 2.6 m in width and 5.2 m in length.	✓
Minimum Required Loading Spaces	Building 1 (1,910.2 m ² automobile dealership): 1 Building 2 (15,218 m ² warehouse): 2 Building 3 (409 m ² restaurant): 0 Total: 3		Total: 2	✗
Oversized Loading Spaces	Building 2 (1 space for first 5,000 m ² plus all required spaces for GFA exceeding 5,000 square metres): 3		0	✗
Aisle and Driveway Provisions	Driveways Minimum width of a driveway providing access to a parking lot is 6.7 metres for a double traffic lane		Driveways Baseline Rd = 6.9 m Clyde Ave: 6.7 m	✓ ✓
	Aisles Minimum width of aisles providing access to parking spaces in a parking lot is 6.7 metres for parking oriented at 90° .		Aisles Proposed aisle widths are at least 6.7 m (6.5m to access garbage near south lot line)	✓ ✗

Zoning Mechanism	Performance Standard	Provided	Conformity
Location of Parking	Parking is not permitted in a required front yard, corner side yard or in the extension of a required corner side yard into a rear yard.	No parking within required front or corner side yards for this property.	✓
Landscaping Provisions for Parking Lots	A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area.	> 15%	✓
	Minimum landscaped buffer width between the perimeter of the parking lot and lot lines abutting streets: 3 m	Proposed landscaped buffer width between the parking lot and the front lot line abutting Baseline Road (north): > 3 m	✓
		Proposed landscaped buffer width between the parking lot and the front lot line abutting Clyde Avenue (west): > 3 m	✓
	Minimum landscaped buffer width between the perimeter of the parking lot and lot lines not abutting streets: 1.5 m	Minimum landscaped buffer width along east rear lot line: 0 m	✗
Minimum landscaped buffer width along south rear lot line is 0.8 m		✗	
Minimum landscaped buffer width along west interior side lot line: 0.8 m		✗	
Outdoor Loading and Refuse	Minimum distance from a lot line abutting a public street: 9 m	Outdoor loading areas and refuse areas are located more than 9 m from nearest public streets.	✓
	Minimum distance from any other lot line: 3 m	- Loading areas are more than 3 m from any lot line	✓
		- Restaurant refuse containers are more than 3 m from any lot line	✓
- East refuse containers: 3.7 m from east lot line		✓	
- South refuse area: 1.05 m from south lot line		✗	
Screened from view by an opaque screen with a minimum height of 2 metres	Opaque screens are not provided for loading areas or semi-buried waste containers	✗	

Zoning Mechanism	Performance Standard	Provided	Conformity
Bicycle Parking	Self-storage (1 per 2,000m ²): 8 Restaurant (1 per 250m ²): 2 Automobile dealership (1 per 1,500m ²): 1 Total: 11	11	✓
Provisions for Bicycle Parking Spaces	Located to provide convenient access to main entrances or well-used areas.	All bicycle parking spaces are located near main entrances of all three (3) buildings	✓
Provisions for Drive-Through Operations	A drive-through restaurant requires 7 queuing spaces before/at the order board and a minimum total of 11 queuing spaces	Total of 10 queuing spaces (4 before/at the order board)	✗
Provisions for Drive-Through Queuing Space Size	All queuing spaces must be 3 m wide and 5.7 m long	Typical queuing space is 3 m wide and 5.7 m long	✓
Provisions for Loading Spaces	Minimum width of aisle accessing loading space: 5 m (45° or less) 6.3 m (45°-60°) 9 m (60°-90°)	Building 2 loading space: - aisle width (60-90° or less): 6.8 m - space width: 4.7 m - space length: 18.4 m	✗
	Minimum width of loading space: 3.5 m Minimum length of loading space: 7 m	Building 1 loading space: - aisle width (60-90°): 6.7 m - space width: 5.2 m - space length: 6.9 m	✗

5.1 Zoning Discussion

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

- / **Section 186(10)(b)(i):** The AM10 Subzone requires that 50% of the frontage along the front and corner lot lines be occupied by building walls located within three (3) metres of the property line for non-residential buildings.

28.3% of the frontage along Clyde Avenue will be occupied by a building wall located within 3 metres of the lot line after the widening of the right-of-way. When including Building 2's garage doors, which provide access to the interior loading area for the self-storage use, the frontage percentage along Clyde Avenue increases to 40.1%. The Clyde Avenue frontage is also already characterized by an existing commercial building, recessed from the property line.

Meanwhile, 10.1% of the subject property's frontage along Baseline Road will be occupied by a building wall located within 3m of the lot line after the right-of-way is widened. The proposed development nonetheless represents a significant massing improvement over the existing situation and will provide an active street presence in front of Baseline Road. Further, the subject property's frontage along Baseline Road presents grading challenges and does not lend itself well to a simple, rectangular building

footprint. The reduced building frontage along Baseline Road will allow for a more normal and economical building footprint.

Despite not meeting the frontage percentage provision on either frontage, the proposed development nonetheless represents a significant massing improvement over the existing situation and will provide an active street presence in front of Baseline Road and Clyde Avenue.

- / **Section 186(10)(d):** The minimum rear yard setback for any building within 20 metres of a lot line abutting a public street is 3 metres, and in all other cases is 7.5 metres. The proposed rear yard setback of Building 1 from the south rear lot line is 1.18 metres. This is an existing condition that will not be made worse by the proposed development.
- / **Section 186(10)(e)(i):** The AM10 subzone states that for any portion of a building located within 10 metres of a front or corner lot line, the ground floor requires a minimum height of 4.5 metres. Both the Motor Sports World (Building 1) and the restaurant (Building 3) feature small second-storey mezzanines which affect the ability of the ground floor to achieve a consistent minimum ground floor height of 4.5 metres. The exterior elevations for both buildings are well designed and contribute to the appearance of tall ground floors.
- / **Section 186(10)(e)(ii):** The AM10 Subzone specifies a minimum building height of 7.5 metres and two (2) storeys for buildings located within 10 metres of the front lot line. Building 3 will have a building height of 6.4 metres and Building 1 has an existing building height of 7.2 metres. Further, both buildings will feature a small second storey mezzanine, but the second storey will not occupy the entirety of the building areas within 10 metres of the front or corner lot line. From an urban design perspective, parapets are incorporated into the exterior design of both Buildings 1 and 3 to increase the visual height of the buildings above 7.5 metres.
- / **Section 186(10)(h):** The Zoning By-law requires that a minimum of 50% of the surface area of the ground floor façade facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors; whereas Building 1 features 40% glazing and the proposed Building 2 features 41% glazing.

The noncompliant glazing on Building 1 is an existing condition. Despite not meeting the 50% minimum, Building 2 will meet the intent of the provision by sufficiently enhancing the streetscape with an active, at-grade, commercial use. Further glazing is difficult given the location of garage doors along the Clyde frontage, which will provide access to the Dymon facility's interior drive-through loading area. The garage doors themselves are largely glazed; including them into the glazing calculation of Building 2's façade along Clyde Avenue would increase the glazing percentage to 56%.

- / **Table 107:** The required minimum aisle width for aisles providing access to 90-degree parking spaces is 6.7 metres. One aisle to the east of Building 1, which provides access to a refuse collection area, is 6.5 metres wide; the reduced aisle does not provide direct access to any parking spaces.
- / **Section 110(1)(a):** Table 110 of the Zoning By-law requires a 1.5-metre landscaped buffer for a parking lot containing over 10 but fewer than 100 parking spaces from property lines not abutting a street.

The proposed parking spaces near the restaurant along the east lot line are not separated from the adjacent lot with a landscaped buffer; landscaped buffer reductions along the east lot line are also present further south of the restaurant. The proposed reduction and elimination of landscaped buffers in select areas along the east lot line are essential to provide adequate onsite vehicle turning and circulation. There is presently no development adjacent to this lot line that would be impacted by the

reduced and eliminated landscape buffer areas, and any future development on the adjacent lot to the east will not be overly constrained, given its large area. A proposed retaining wall and fence will also help demarcate the parking lot from the adjacent property to the east.

The landscaped buffer between the proposed drive-through lane and the interior side lot line to the west also does not meet the 1.5-metre landscaped buffer requirement, as it is only 0.8 metres wide at its narrowest point. Given that the current use on the abutting property to the west is a gas bar, the impact of the proposed landscaped buffer width reduction at this location will be negligible.

In addition to the above, the landscaped buffer width between the parking lot and the south rear lot line is currently reduced to approximately 0.897 metres. Out of an abundance of caution due to possible grading-related revisions, a reduced landscaped buffer width of 0.6 metres is requested at this location. The reduced landscaped buffer is located to the east of Building 1A, which features an existing reduced setback from the south rear lot line. The reduced buffer will permit more effective circulation for vehicles in the adjacent parking lot. Further, the reduced landscaped buffer abuts a non-sensitive land use to the south and as such will have no undue adverse impacts.

- / **Section 110(3):** Section 110(3)(b) of the Zoning By-law requires that outdoor loading and refuse collection areas contained within a parking lot be located at least three (3) metres from adjacent lot lines not abutting a public street. An outdoor refuse area near the southeast corner of the subject property is proposed to be set back approximately 1 metres from the south lot line. The reduced setback from the rear lot line will have no undue adverse impact on the abutting property to the south, given the existing reduced setback of Building 1, the proposed exterior storage, and the absence of sensitive uses on the abutting property.

Section 110(3)(c) of the Zoning By-law states that loading spaces and outdoor refuse areas must be screened from view by an opaque screen with a minimum height of two (2) metres. The proposed development's three (3) outdoor refuse areas all consist of partially submerged waste containers. As these bins are partially submerged, they do not require to be screened in the same manner as that of a traditional refuse area. As such, it is anticipated that the absence of opaque screens will have no adverse impact.

No opaque screens are proposed to be provided to screen the loading areas for Buildings 1 and 2, both of which are to be accessed from the east. Loading for Building 1 is not expected to be performed by overly large trucks. Further, the loading area is located over 15 metres from abutting lot line to the east, providing a significant buffer between the loading area and the abutting property, which continues to be vacant. A retaining wall and fence will offer some separation between the subject property and the abutting property to the east. It should also be noted that there is no two (2) metre opaque fence screening the existing loading dock (which will be demolished) from view. With respect to Building 2, most of the loading will take place through its interior loading and parking area, thus limiting the actual use of the dedicated outdoor loading space; further, the proposed loading space is surrounded on three (3) sides by building walls.

- / **Table 112(c):** The Zoning By-law requires that a drive-through restaurant provide seven (7) queuing spaces before/at the order board and a minimum total of eleven (11) queuing spaces. The drive-through queuing needs of the proposed restaurant tenant are less than what is typically required by other restaurants. A total of ten (10) queuing spaces are proposed, four (4) of which are before/at the order board. The number of queuing spaces and the drive-through have been reviewed in the Transportation Study and are deemed to be sufficient.

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- / **Section 101:** The Zoning By-law requirements for parking are not in keeping with the actual demands for contemporary self-storage facilities. A total of 194 parking spaces are required for the proposed development, which proposes 105 spaces (98 outdoor spaces, and 7 indoor spaces located inside Building 2). The restaurant and automobile dealership uses would require a total of 72 parking spaces, while more than half of the total requirement – 122 spaces – is for the warehouse use, for a total of 194.

In the past, similar developments have received approval for less required parking as a result of how the self-storage facility operates in terms of parking. All previous Dymon self-storage facilities proposed an interior parking facility for weather protection of self-storage patrons. It is typically these spaces that are used by patrons and outdoor surface parking is often only needed for staff (approximately five (5) surface parking spaces are generally required). The low parking demand of the Dymon Self-Storage model represents an opportunity to further intensify the site as a relatively minor number of parking spaces are required to support the use, creating space for additional commercial development on the site. Overall, the number of parking spaces (105) 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 ten (10) outdoor parking spaces.

- / **Table 113A:** The Zoning By-law requirements for loading spaces are also significant relative to industry standards for the types of uses proposed. The total required number of loading spaces is three (3), whereas the proposed development would provide two (2) loading spaces, one (1) for Building 1 and one (1) for Building 2. The warehouse use requires two (2) loading spaces (two (2)); however, the typical self-storage user would be accessing the facility with a regular vehicle via the internal parking area. The loading dock would be used on rarer occasions for larger storage needs.
- / **Table 113B:** Table 113B of the Zoning By-law outlines regulations for vehicle loading spaces. The aisles accessing both proposed loading spaces fall short of the nine (9) metre minimum width required by Table 113B (6.7 metres wide for the aisle accessing Building 1, and 6.8 metres wide for the aisle accessing Building 2). The 6.9-metre length of the loading space for Building 1 is also noncompliant, as a minimum length of 7 metres is required. The loading space and aisle dimensions have been confirmed from an operational and truck turning perspective and are therefore deemed to be acceptable.
- / **Table 113C:** Table 113C of the Zoning By-law requires the provision of three (3) oversized loading spaces for Building 2; whereas no oversized loading spaces are proposed. This reflects the primary tenant's loading needs, which will mostly take place in the internal parking area.

5.2 Summary of Requested Amendments

Based on the above discussion, the proposed amendments to the Zoning By-law are as follows:

- / Warehouse limited to self-storage added as a permitted use.
- / Reduced minimum frontage occupied by building walls within 3.0 metres of the west (Clyde Avenue) front lot line for non-residential buildings reduced from 50% to 28.3%.
- / Reduced minimum frontage occupied by building walls within 3.0 metres of the north (Baseline Road) front lot line for non-residential buildings reduced from 50% to 10.1%.
- / Reduced minimum south rear yard setback from 7.5 metres to 1.1 metres.
- / Mezzanines are not considered to interrupt the ground floor height of a building.
- / Reduced minimum building height from 7.5 metres and two (2) storeys to 6.4 metres and one (1) storey for any portion of a building located within 10 metres of a front lot line.
- / Reduced parking rate for self-storage warehouse use to 10 spaces.
- / Reduced loading space requirement for the warehouse use from 2 to 1.
- / Reduced width of aisle accessing a loading space from 9 metres to 6.7 metres.
- / No oversized loading spaces are required.
- / Reduced minimum drive aisle width from 6.7 metres to 6.5 metres.
- / Reduced minimum landscaped buffer width along east rear lot line from 1.5 metres to 0 metres.
- / Reduced minimum landscaped buffer width along west interior side lot line from 1.5 metres to 0.8 metres.
- / Reduced minimum landscaped buffer width along south rear lot line from 1.5 metres to 0.6 metres.
- / 2-metre-high opaque screens for outdoor loading and refuse collection areas are not required.
- / Reduced minimum distance of a refuse collection area from the south rear lot line from 3 metres to 1 metre.
- / Reduced minimum number of queuing spaces for a drive-through facility of a restaurant from 7 queuing spaces before/at the order board and 11 total queuing spaces to 4 spaces before/at the order board and 10 total queuing spaces.

6.0 CONCLUSION

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

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

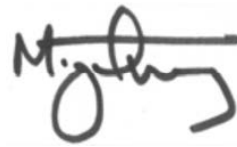
The Site Plan is well designed and satisfies municipal intent and requirements. The requested changes to the zoning, including parking, landscaping and other provisions, are reasonable and will contribute to good development.

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

Sincerely,



Nico Church, M.P.I.
Planner



Miguel Tremblay, MCIP RPP
Partner