

# 3455 Hawthorne Road

## Scoped Transportation Impact Assessment

Prepared for:

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

Prepared by:



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December 2020

PN: 2020-53

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Appendix B – Proxy Site Trip Generation Data and Site Plans

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Appendix D – Turning Template Drawings

Appendix E – Proxy Site Parking Data

DRAFT

## 1 Screening

This scoped TIA has been prepared to support the proposed development at 3455 Hawthorne 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

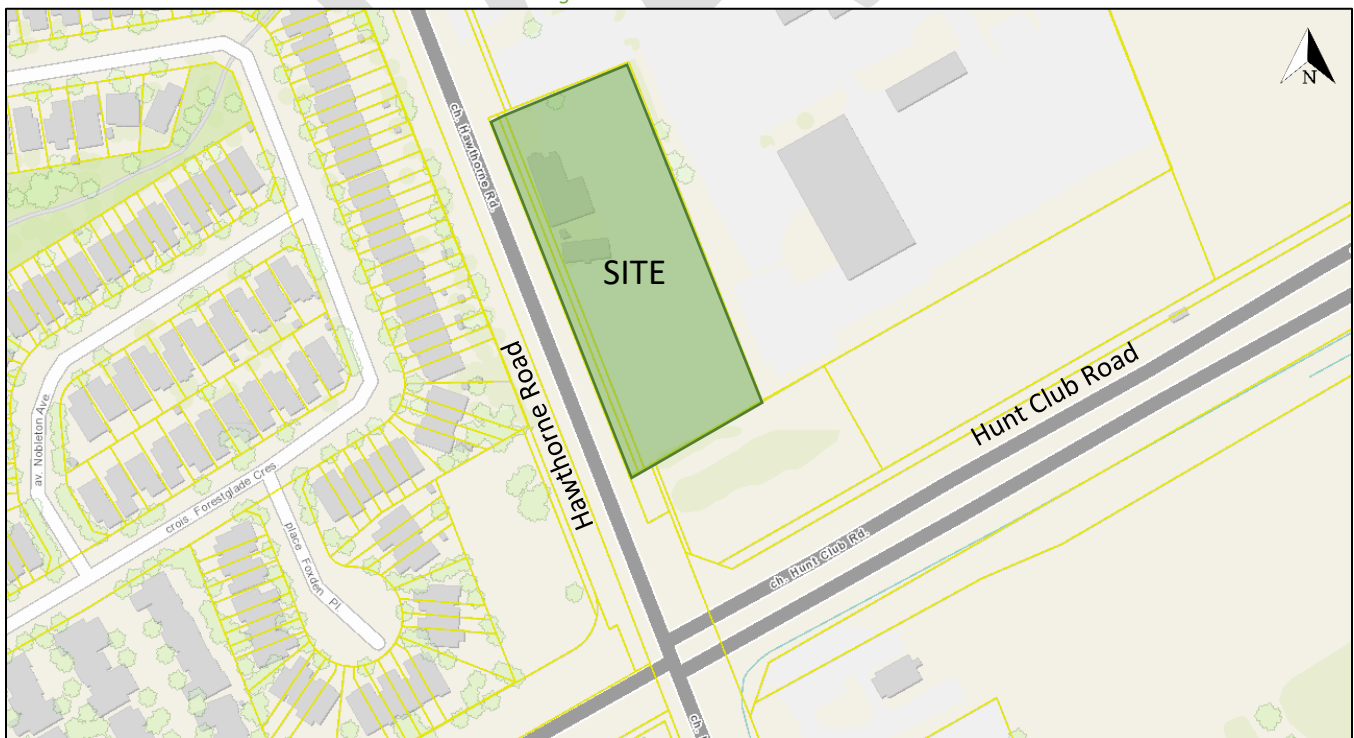
### 2.1 Proposed Development

The subject property, located at 3455 Hawthorne Road, is zoned as Light Industrial Zone (IL). The property currently serves as an industrial storage site and is currently occupied by a small commercial building, which will be removed as part of this development. The proposed Dymon self-storage facility is 13,217 square metres, including an interior loading and parking area, and a reception area. According to the site plan, total of 22 parking spaces are proposed, out of which 17 parking slots are exterior, and five parking stalls are located in the interior loading / parking area. The site will also include two exterior loading docks.

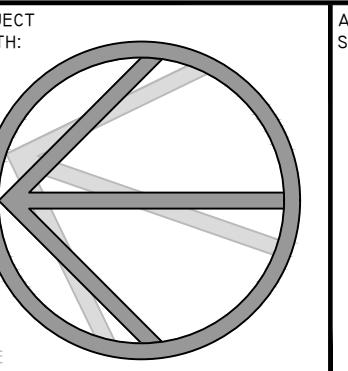
Access to the site will be accommodated via Hawthorne Road, approximately 80 metres (Site Access #1) and 220 metres (Site Access #2) north of Hawthorne Road and Hunt Club Road intersection, measured from centreline to centreline. Site Access #1 will be restricted to right-in / right-out only due to a centreline median along Hawthorne Road and Site Access #2 will serve as a full-movement access. 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.

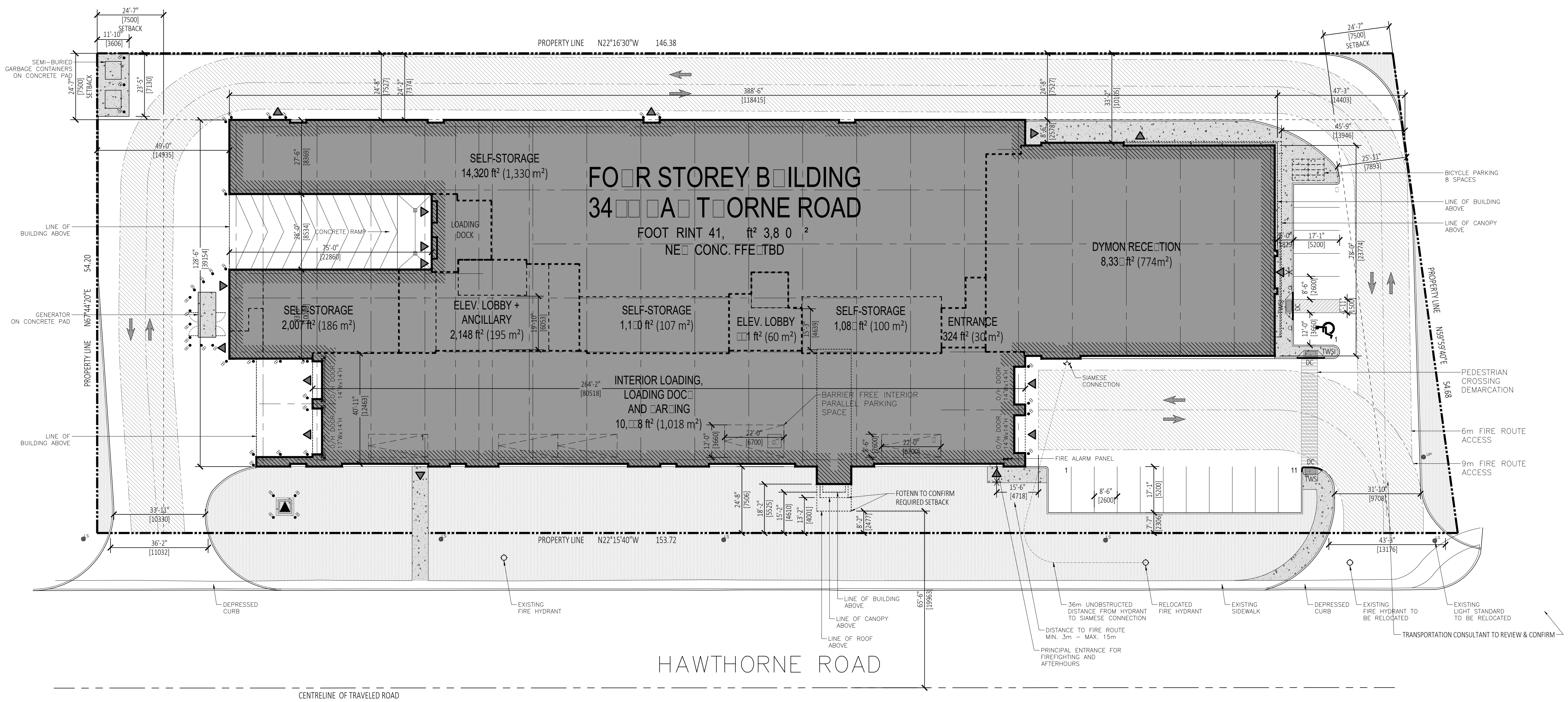
Figure 1: Area Context Plan



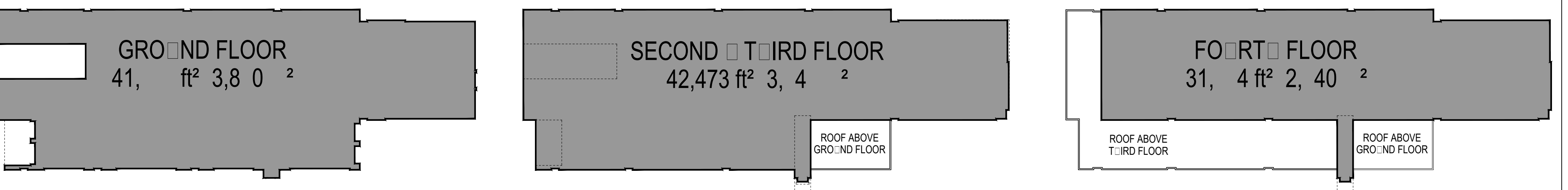
Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 2, 2020



PROJECT NORTH:  
ARCHITECT'S SEAL:  
© Copyright 2018, Nicholas Caragianis Architect Inc. All Rights Reserved.  
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TACT Architecture Inc  
660R College Street (Rear Lane) Toronto ON, M6G 1B8  
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email: info@tactdesign.ca



1 SITE PLAN  
A-100 SCALE: 1:250



2 FLOOR PLATES  
A-100 N.T.S.

**LEGEND**

	PROPOSED BUILDING LOCATION		CATCH BASIN
	EXISTING NEIGHBORING BUILDINGS		AREA DRAIN
	LANDSCAPED AREA		SIAMESE CONNECTION
	CONCRETE/SIDEWALK		ENTRANCE/EXIT LOCATION
	BARRIER FREE PARKING CLEARANCE		PRINCIPAL ENTRANCE
	CURB		TRANSFORMER
	DEPRESSED CURB		FENCE & GATE
	NEW TREE/VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)		MAN HOLE COVER
	EXISTING TREE (VEGETATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)		UTILITY POLE
	BARRIER FREE PARKING		FIRE HYDRANT
	INTERIOR PARKING		NLS (NEW LIGHT STANDARD, REFER TO ELECTRICAL)
	EXISTING PAVERS		BOLLARD
	EXISTING CONCRETE/SIDEWALK		FIRE ROUTE ACCESS / NO PARKING SIGN SEE DRAWING 2/A-101
	TACTILE WALKING SURFACE INDICATOR		STOP SIGN SEE DRAWING 1/A-101
			VEHICULAR TRAFFIC DIRECTION

**SITE STATISTICS**

LEGAL DESCRIPTION OF PROPERTY:  
PART OF LOT 5  
CONCESSION 6 (RIDEAU FRONT)  
GEOGRAPHIC TOWNSHIP OF GLOUCESTER  
CITY OF OTTAWA  
SURVEYED BY STANTEC GEOMATICS LIMITED  
ONTARIO LAND SURVEYORS ON 2019-11-27

IL ZONE - ZONING PROVISIONS	REQUIRED	PROPOSED
Minimum Lot Area	2,000m <sup>2</sup>	8,132.5m <sup>2</sup>
Minimum Lot Frontage	No minimum	153.7m
Maximum Lot Coverage	65%	50%
Minimum Front and Corner Yard Setback:	7.5m	4.6m (marquee to property line) 4.0m (canopy to property line)
Minimum Interior Side Yard Setback:	7.5m	North: 14.9m South: 14.4m (marquee to property line) South: 13.9m (canopy to property line)
Minimum Rear Yard Setback:	7.5m	7.5m
Maximum Building Height:	18.0m	17.9m (Ave. grading to high point of roof)
Minimum Width of Landscape Area:	3m	Front Yard 7.5m
Maximum Floor Space Index:	2	1.72
Minimum Vehicle Parking for Warehouse (storage facility)	0.8 per 100m <sup>2</sup> of GFA	95
Minimum Vehicle Parking for Retail	5.4 per 100m <sup>2</sup> of GFA	27

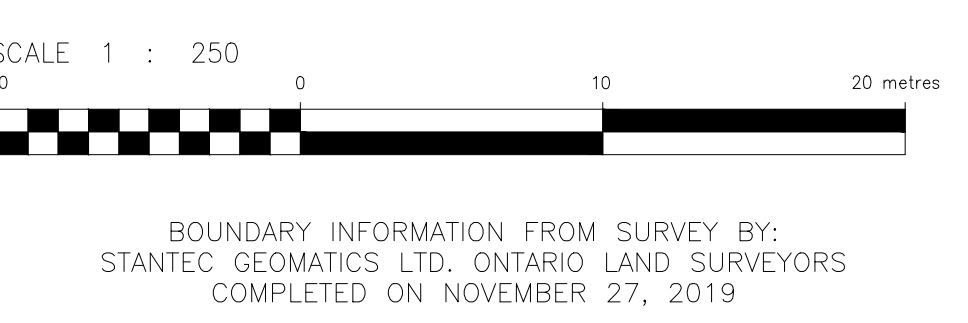
IL ZONE - ZONING PROVISIONS	REQUIRED	PROPOSED
Minimum Drive Aisle Width	6.7m	7.3m
Minimum Bicycle Parking for Warehouse (storage facility)	1 per 200m <sup>2</sup> of GFA	7 spaces
Retail	1 per 250m <sup>2</sup> of GFA	3 spaces
Minimum Vehicle Parking for Warehouse (storage facility)	0.8 per 100m <sup>2</sup> of GFA	95
Minimum Vehicle Parking for Retail	5.4 per 100m <sup>2</sup> of GFA	27

**SITE AREAS**

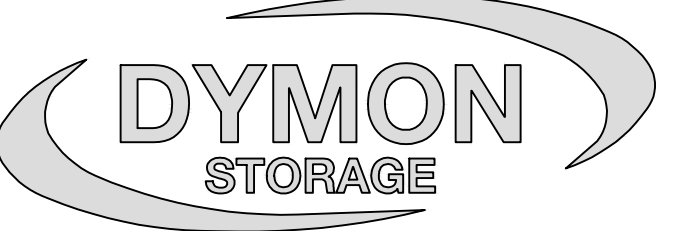
LOT AREA	8,132.5 m <sup>2</sup> (100%)
PAVED AREA	3,126 m <sup>2</sup> (38.4%)
LANDSCAPED AREA	1,144 m <sup>2</sup> (14.1%) INCLUDES CONC. SIDEWALKS
BUILDING FOOTPRINT	3,860 m <sup>2</sup> (47.5%)

**BUILDING AREAS**

AREA	AREA (m <sup>2</sup> )	AREA (ft <sup>2</sup> )	PERCENTAGE (%)
GROUND FLOOR	3,860 m <sup>2</sup>	(41,555 ft <sup>2</sup> )	26 %
MECHANICAL & ELECTRICAL MEZZANINE	106 m <sup>2</sup>	(1,141 ft <sup>2</sup> )	1 %
SECOND TO FOURTH FLOOR	10,832 m <sup>2</sup>	(116,600 ft <sup>2</sup> )	73 %
TOTAL GROUND TO FOURTH FLOOR (**)	14,799 m <sup>2</sup>	(159,296 ft <sup>2</sup> )	100 %
(**) SECOND & THIRD FLOOR: 42,473 ft <sup>2</sup> (3,945 m <sup>2</sup> ) PER FLOOR			
FOURTH FLOOR: 31,654 ft <sup>2</sup> (2,940 m <sup>2</sup> )			
<b>GROSS FLOOR AREA (GFA)</b>			
BUILDING FOOTPRINT (INCLUDES INT. LOADING & PARKING AND LOADING DOCK)	3,860 m <sup>2</sup>	(41,555 ft <sup>2</sup> )	27.1 %
MECHANICAL & ELECTRICAL SERVICE MEZZANINE	106 m <sup>2</sup>	(1,141 ft <sup>2</sup> )	1 %
ELEVATOR SHAFT AND STAIRS (GROUND TO 4TH FLOOR)	457 m <sup>2</sup>	(4,924 ft <sup>2</sup> )	3 %
ELEVATOR LOBBY 1 & 2 + ANCILLARY SPACES GROUND FLOOR	212 m <sup>2</sup>	(2,280 ft <sup>2</sup> )	1.6 %
INTERIOR LOADING & PARKING AND LOADING DOCK (***)	1,019 m <sup>2</sup>	(10,968 ft <sup>2</sup> )	7.2 %
RECEPTION + DYMON RETAIL (***)	805 m <sup>2</sup>	(8,660 ft <sup>2</sup> )	5.7 %
TOTAL SELF STORAGE GROUND TO 4TH (***)	12,101 m <sup>2</sup>	(130,249 ft <sup>2</sup> )	85 %
TOTAL GFA - 4-STORY BLDG. (****)	14,236 m <sup>2</sup>	(153,231 ft <sup>2</sup> )	
TOTAL GFA	13,217 m <sup>2</sup>	(142,263 ft <sup>2</sup> )	
(***) EXCLUDES STAIR AND MECHANICAL & ELECTRICAL MEZZANINE			
(***) EXCLUDES ELEVATORS AND STAIRS (2nd to 4th FLOOR)			
WITHOUT INTERIOR LOADING & PARKING AND LOADING DOCK			



ISSUE	DATE	ISSUES DESCRIPTION
5	2020/11/23	FOR COORDINATION
4	2020/11/10	FOR COORDINATION
3	2020/06/02	FOR REVIEW
2	2020/05/26	FOR REVIEW
1	2020/05/20	FOR REVIEW
ISSUE	YYYY/MM/DD	ISSUES DESCRIPTION



CLIENT NAME AND ADDRESS:  
**DYM. CAPITAL CORP.**  
2-1830 WALKLEY ROAD  
OTTAWA ON. K1H 8K3

PROJECT NAME & LOCATION:  
**HAWTHORNE**  
3455 HAWTHORNE ROAD  
OTTAWA ON

NCA PROJECT NUMBER: **2019.0109** FILE NUMBER:  
OWNER'S CONTRACT NUMBER: OWNER'S PROJECT NUMBER:

CAD FILE NAME: **19109-A-100-SP**

SHEET TITLE:  
**SITE PLAN**

SCALE: **1:250** SHEET ID:  
DRAWN BY: **KLK**  
DATE CREATED: **2020.05.14**  
**A-100**

## 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.). Recently (Spring 2019) Dymon has 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

#### *Hawthorne Road:*

Hawthorne Road is a City of Ottawa arterial road with a four-lane cross-section including a sidewalk on the west side, curbside bike lane, centreline medians, and auxiliary lanes at major intersections. The posted speed limit is 70km/h and the City of Ottawa reserves a 44.5 metre right of way north of Hunt Club.

### 2.3.2 Intersections

#### *Hawthorne Road at Hunt Club Road*

The intersection of Hawthorne Road at Hunt Club Road is a signalized intersection with auxiliary left turn lanes and right turn channels on each approach. 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.

Sidewalk is provided along the west side of Hawthorne Road. On the east side of Hawthorne Road, a sidewalk is extended north of Hunt Club Road intersection to the southern edge of the subject property line. Cycling facilities include curbside bike lanes along both sides of Hawthorne Road.

Figure 3: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 2, 2020

Figure 4: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: December 2, 2020

### 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 3455 Hawthorne 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 <sup>2</sup> )	Self-Storage GFA (m <sup>2</sup> )	Total GFA (m <sup>2</sup> )	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 <sup>1</sup>
300 Greenbank Road	~700	8,495	9,195	9 Exterior (4 Loading Area)
3455 Hawthorne Road	805	12,412	13,217	17 Exterior (5 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.

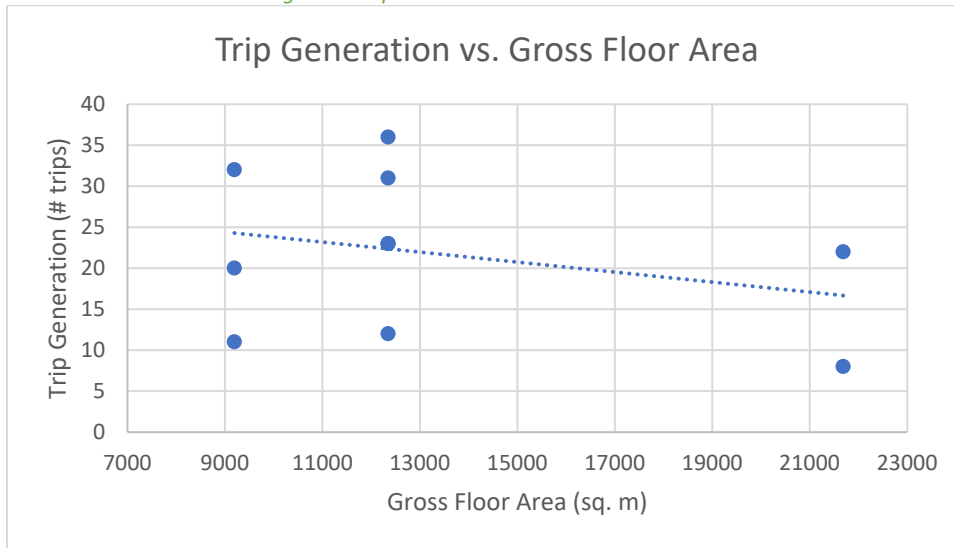
*Table 3: Proxy Site Trip Generation Rates*

Site	GFA (m <sup>2</sup> )	AM Peak Hour Rate (/1000 sm gfa)	PM Peak Hour Rate (/1000 sm gfa)	Sat Peak Hour Rate (/1000 sm gfa)
1554 Carling	21,685	0.37	1.01	N/A
323 Coventry (May)	12,351	1.86	2.91	N/A
323 Coventry (June)	12,351	0.97	2.11	2.11
300 Greenbank	9,195	1.20	2.18	3.48
Average Rate	-	1.10	2.05	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 3455 Hawthorne Road.

Table 4: Projected 3455 Hawthorne Site Trip Generation

Site	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Average Rate</b>	10	5	15	13	14	27	16	21	37

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 10<sup>th</sup> 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*
<b>Average Rate (/1000 sf gfa)</b>	0.10	0.17	0.31*
<b>In/Out</b>	60%/40%	47%/53%	59%/41%*

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

Table 6: ITE LUC 151 Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>LUC 151 Trip Gen</b>	8	6	14	12	12	24	26	18	44

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 10<sup>th</sup> 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 Circulation and Access

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.

## 6 Parking

### 6.1 Parking Generation / Supply

The proposed development will include 17 exterior parking stalls, five defined interior parking stalls, two exterior loading docks, and space in the interior loading area for additional overflow parking / unloading vehicles. The zoning requirements and parking provisions are summarized in Table 7.

Table 7: 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	12,412	N95: 0.8 per 100 square metres of gross floor area; 10% reduction (table 101)	89	22	-94
Reception & Retail	805	N79: 3.4 per 100 square metres of gross floor area	27		

As noted above the proposed site does not include the number of parking stalls prescribed by the zoning by-law. The proposed site includes 22 parking spaces, where as the requirement is 116 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 1370 Neilson 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 8 below summarizes the total parking provisions for 323 Coventry Road.

*Table 8: 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 9 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 9: Parking Survey Summary*

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

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 3455 Hawthorne Road the gross floor area, and parking stall provisions, the parking rate provided for the proposed development has been calculated. Table 10 summarizes the 3455 Hawthorne Road parking provisions.

*Table 10: 3455 Hawthorne Road Parking Provisions – Dymon*

Use	GFA (m <sup>2</sup> )	Parking Provided	Parking Rate (Provided)
Self-Storage Warehouse, Reception & Retail	13,217	22	0.165/ 100 m <sup>2</sup>

It has been calculated that parking is proposed to be provided at a rate of 0.165 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 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 11 summarizes the interior loading bay usage.

Table 11: 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 12 summarizes the total parking demand based on the proxy site surveys.

Table 12: Parking Requirement – Demand Approach

Land Use	GFA (s.m.)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Self-Storage Warehouse, Reception & Retail	13,217	0.165/100 s.m.	22	22	0

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.

## 6.2 Bicycle Parking

Bicycle parking requirements and provisions are summarized in Table 13.

Table 13: Bicycle Parking Requirement - Zoning By-Law Approach

Land Use	GFA (s.m.)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)
Self-Storage Warehouse	12,412	1 per 2000 square metres of gross floor area	6	8
Reception & Retail	805	1 per 250 square metres of gross floor area	3	

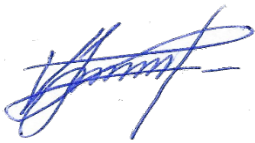
As shown above, the zoning by-law requirements for bicycle parking are 9 spaces, where the bicycle parking provisions are 8 spaces. This marginal difference is considered acceptable as it is unlikely that a patron will travel to a self-storage unit using this mode of travel, and the provision of eight bicycle spaces are expected to meet the needs of the few staff members commuting to the site.

## 7 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.

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



Viktoriya Zaytseva, E.I.T  
437-221-1343  
[viktoriya.zaytseva@cghtransportation.com](mailto:viktoriya.zaytseva@cghtransportation.com)



Mark Crockford, P. Eng.  
905-251-4070  
[mark.crockford@cghtransportation.com](mailto:mark.crockford@cghtransportation.com)

DRAFT

# Appendix A

TIA Screening Form and PM Certification Form

DRAFT

City of Ottawa 2017 TIA Guidelines  
Step 1 - Screening Form

Date: 23-Nov-20  
Project Number: 2020-53  
Project Reference: Dymon 3455 Hawthorne

1.1 Description of Proposed Development	
Municipal Address	3455 Hawthorne Road
Description of Location	Located along Hawthorne Rd. approximately 70 metres north of Hawthorne Rd. at Hunt Club Rd.
Land Use Classification	IL
Development Size	16,000 Square Metres
Accesses	Two accesses on Hawthorne Rd.
Phase of Development	Assumed 1 Phase for TIA
Buildout Year	2023
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger	
Land Use Type	Industrial
Development Size	16,000.00 G.F.A
Trip Generation Trigger	Yes

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?	No
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<sup>1</sup> or registered<sup>2</sup> 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

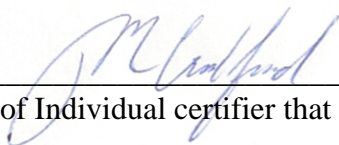
Ville d'Ottawa  
Services d'infrastructure et Viabilité des  
collectivités  
Urbanisme et Gestion de la croissance  
110, avenue Laurier Ouest  
Ottawa (Ontario) K1P 1J1  
Tél. : 613-580-2424  
Télécopieur: 613-560-6006



Dated at Newmarket this 14th day of July, 2020.  
(City)

Name: Mark Crockford  
(Please Print)

Professional Title: Professional Engineer

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

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

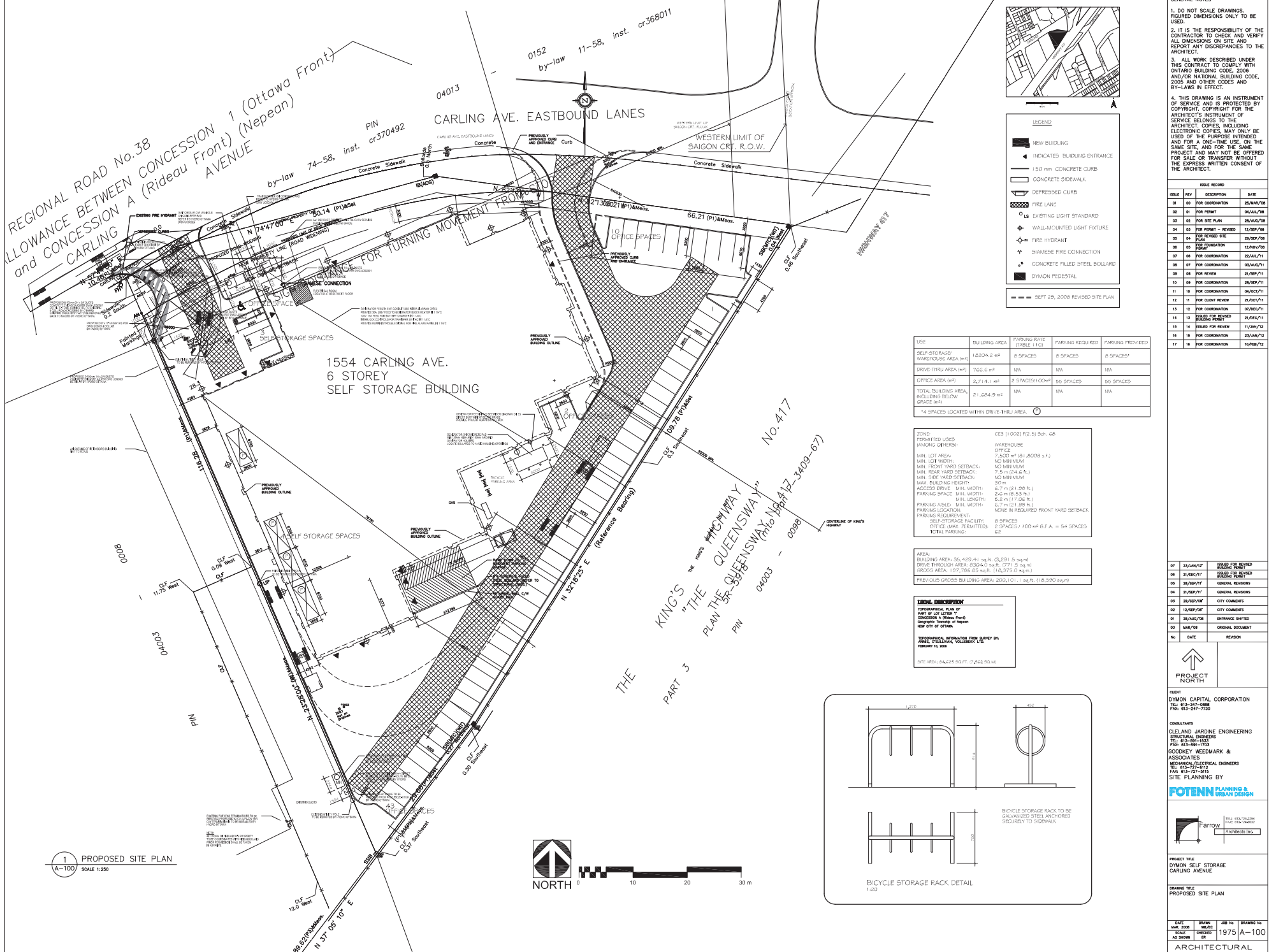


# Appendix B

Proxy Site Trip Generation Data and Site Plans

DRAFT

REGIONAL ROAD No.38  
 ALLOWANCE BETWEEN CONCESSION 1 (Ottawa Front)  
 and CONCESSION A (Rideau Front) (Nepean)  
 CARLING AVE. EASTBOUND LANES



**LEGEND**

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

USE	BUILDING AREA	PARKING RATE (TABLE 11.0)	PARKING REQUIRED	PARKING PROVIDED
SELF-STORAGE/ WAREHOUSE AREA (sq ft)	1,020,362 sq ft	0 SPACES	0 SPACES	0 SPACES*
DRIVE-THRU AREA (sq ft)	766.6 sq ft	N/A	N/A	N/A
OFFICE AREA (sq ft)	2,714.4 sq ft	2 SPACES/1000 sq ft	55 SPACES	55 SPACES
TOTAL BUILDING AREA INCLUDING BELOW GRADE (sq ft)	21,054.9 sq ft	N/A	N/A	N/A

\*4 SPACES LOCATED WITHIN DRIVE-THRU AREA.

**ZONE**  
 PERMITTED USES: CEE (1-000) FIB 50 Sch. 68  
 PROPOSED USES: WAREHOUSE, OFFICE

**MIN. LOT AREA:** 7,500 sq ft (6,300 sq ft)  
**MIN. LOT WIDTH:** NO MINIMUM  
**MIN. FRONT YARD SETBACK:** NO MINIMUM  
**MIN. REAR YARD SETBACK:** 7.5 m (24 ft 6 in.)  
**MIN. SIDE YARD SETBACK:** NO MINIMUM  
**MAX. BUILDING HEIGHT:** 30 m  
**ACCESS DRIVE:** MIN. WIDTH: 6.7 m (22 ft 0 in.)  
**PARKING SPACE:** MIN. WIDTH: 2.6 m (8 ft 6 in.)  
**PARKING SPACE:** MIN. LENGTH: 5.2 m (17 ft 0 in.)  
**PARKING SPACE:** MIN. WIDTH: 6.7 m (22 ft 0 in.)  
**PARKING LOCATION:** NONE IN REQUIRED FRONT YARD SETBACK  
**PARKING REQUIREMENT:** 0 SPACES  
**SELF-STORAGE FACILITY:** 2 SPACES / 100 sq ft (6 ft x 6 ft) = 54 SPACES  
**OFFICE (MAX. PERMITTED):** 0 SPACES  
**TOTAL PARKING:** 54

**AREA**

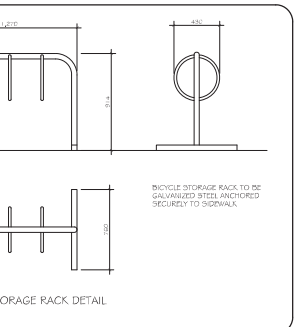
BUILDING AREA:	35,429.44 sq ft (3,291.5 sq m)
DRIVE THROUGH AREA:	1,020.36 sq ft (94.2 sq m)
GROSS AREA:	197,786.85 sq ft (18,375.0 sq m)
TOTAL GROSS BUILDING AREA:	201,101.1 sq ft (18,650 sq m)

**LEGEND**

**CONCEPTUAL PLAN OF PART OF LOT LETTER Y**  
 CONCEPTUAL - (Refer to) Diagrams, Schedule of Notes and CITY OF OTTAWA

**CONCEPTUAL APPROVAL FROM CITY BY NAME: STEVENA VOLLEBERG L.D.**  
 REVISION: 10-09-08

SITE AREA: 84,428 SQ FT (7,762 SQ M)



- GENERAL NOTES**
- DO NOT SCALE DRAWINGS. DIMENSIONED DIMENSIONS ONLY TO BE USED.
  - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT.
  - 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.
  - THIS DRAWING IS AN INSTRUMENT OF SERVICE AND IS PROTECTED BY COPYRIGHT, COPYRIGHT FOR THE ARCHITECT'S INSTRUMENT OF SERVICE BELONGS TO THE ARCHITECT. COPIES, INCLUDING ELECTRONIC COPIES, MAY ONLY BE USED FOR THE PURPOSES INTENDED AND FOR A ONE-TIME USE, ON THE SAME SITE AND FOR THE SAME PROJECT AND MAY NOT BE OFFERED FOR SALE OR TRANSFER WITHOUT THE EXPRESS WRITTEN CONSENT OF THE ARCHITECT.

**ISSUE RECORD**

ISSUE NO.	REV	DESCRIPTION	DATE
01	00	FOR COORDINATION	26/04/08
01	01	FOR PERMIT	04/04/08
03	02	FOR SITE PLAN	26/04/08
03	03	FOR REVIEW - REVISED	10/05/08
05	04	FOR REVISED SITE	20/05/08
06	05	FOR DEDICATION	12/06/08
07	06	FOR COORDINATION	22/06/08
08	07	FOR COORDINATION	03/06/11
09	08	FOR REVIEW	21/09/11
09	09	FOR COORDINATION	26/09/11
10	10	FOR COORDINATION	04/10/11
11	11	FOR CLERK REVIEW	01/05/12
12	12	FOR COORDINATION	07/05/12
13	13	ISSUES FOR REVIEW	07/05/12
14	14	ISSUES FOR REVIEW	07/05/12
15	15	FOR COORDINATION	11/06/12
16	16	FOR COORDINATION	23/06/12
17	17	FOR COORDINATION	10/07/12

NO.	DATE	REVISION
01	26/04/08	ISSUES FOR REVIEW
02	04/04/08	ISSUES FOR REVIEW
03	26/04/08	GENERAL REVISIONS
04	01/05/08	GENERAL REVISIONS
05	10/05/08	CITY COMMENTS
06	20/05/08	CITY COMMENTS
07	26/05/08	ENTRANCE SHIFTS
08	03/06/08	GENERAL REVISIONS

**PROJECT NORTH**

**CLIENT**  
 D'YMON CAPITAL CORPORATION  
 TEL: 613-241-0586  
 FAX: 613-241-7750

**CONSULTANTS**  
 CLELAND JARDINE ENGINEERING  
 STRUCTURAL ENGINEERS  
 TEL: 613-591-1533  
 FAX: 613-591-1704  
 GOODKEY NEEDMARK & ASSOCIATES  
 MECHANICAL/ELECTRICAL ENGINEERS  
 TEL: 613-727-8112  
 FAX: 613-727-3115  
 SITE PLANNING BY  
**FOTENN PLANNING & URBAN DESIGN**

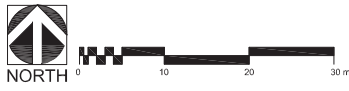
**PROJECT TITLE**  
 D'YMON SELF STORAGE  
 CARLING AVENUE

**DRAWING TITLE**  
 PROPOSED SITE PLAN

DATE: MAR 2008	DRAWN: M.W.C.	CHECKED BY: AS SHOWN	DATE: 1975	DRAWING NO: A-100
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**ARCHITECTURAL**

1 PROPOSED SITE PLAN  
 A-100 SCALE 1:250



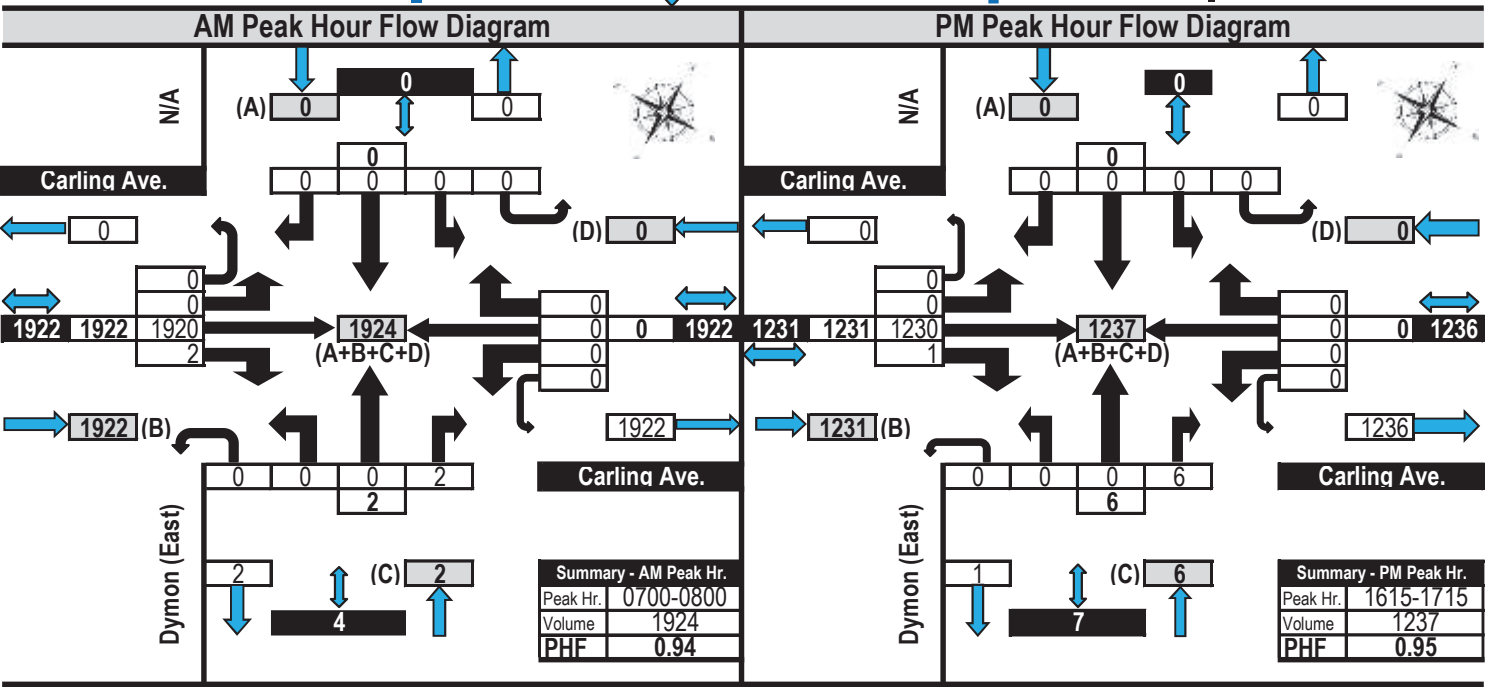
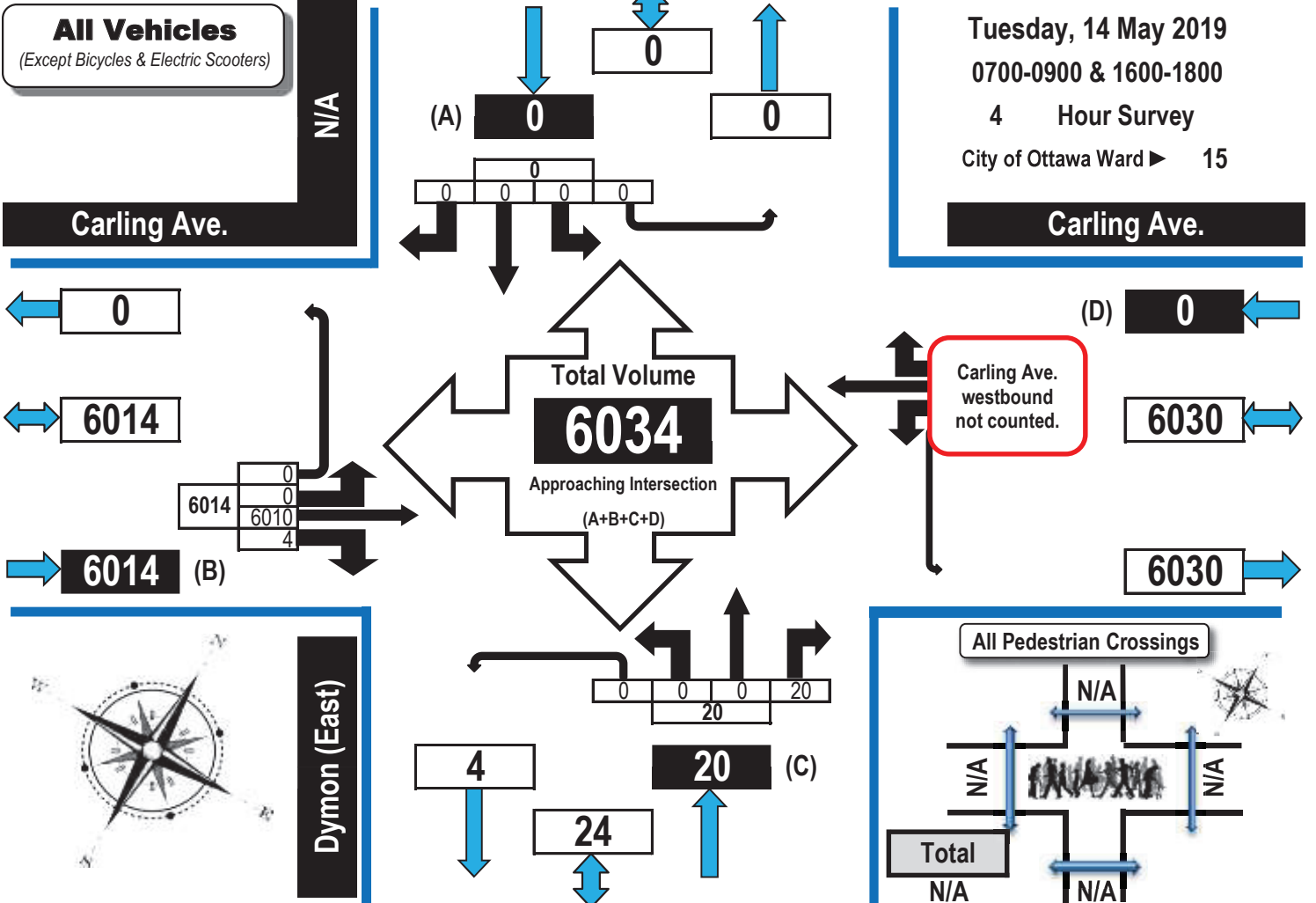


# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

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

Carling Avenue & Dymon (1554 Carling Ave.) EAST Access

Ottawa, ON



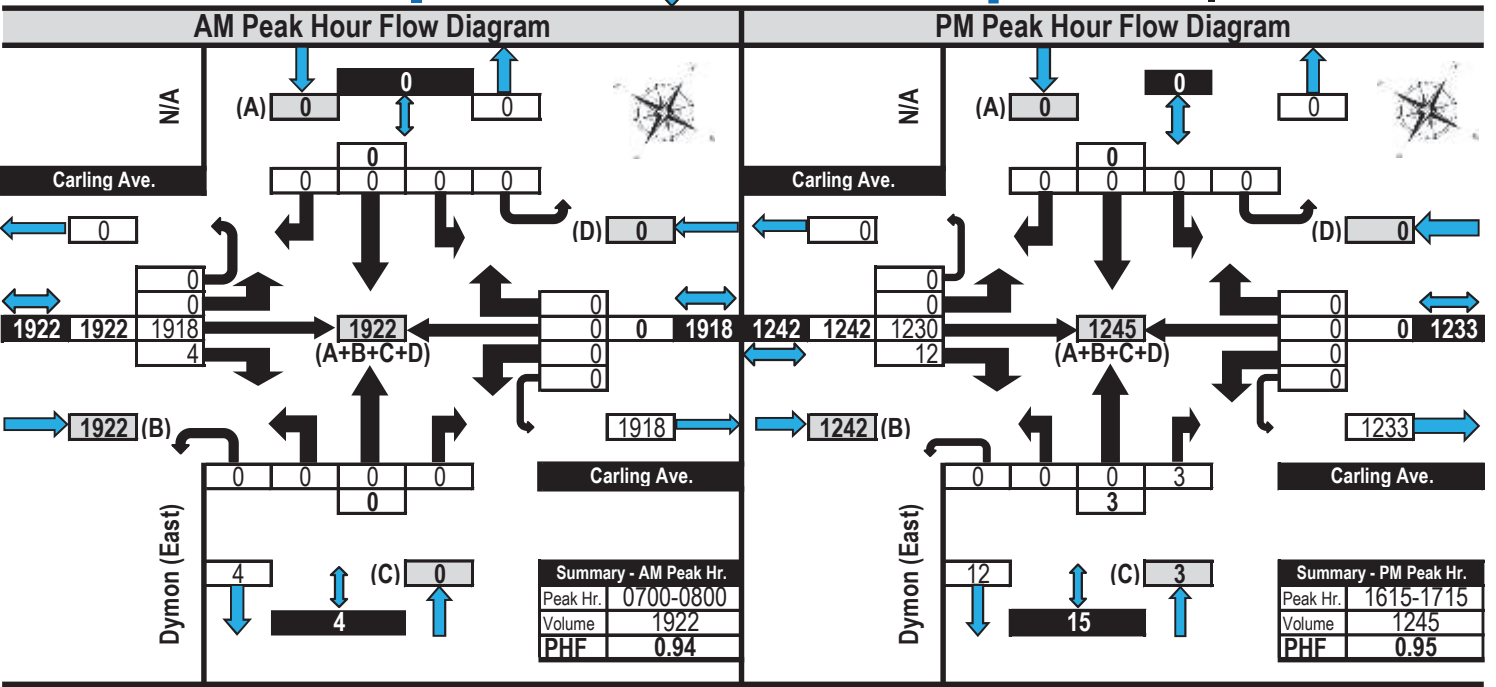
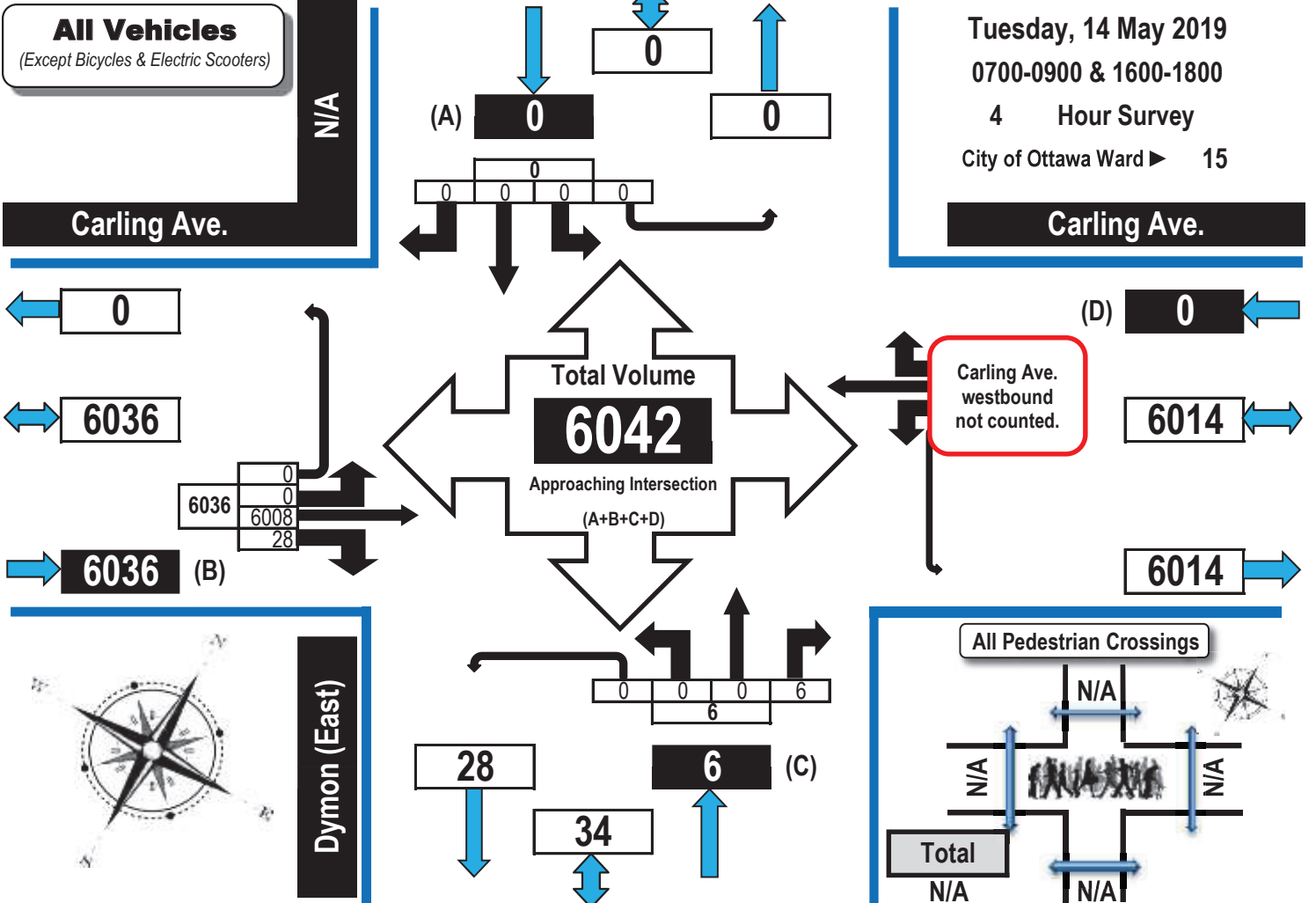


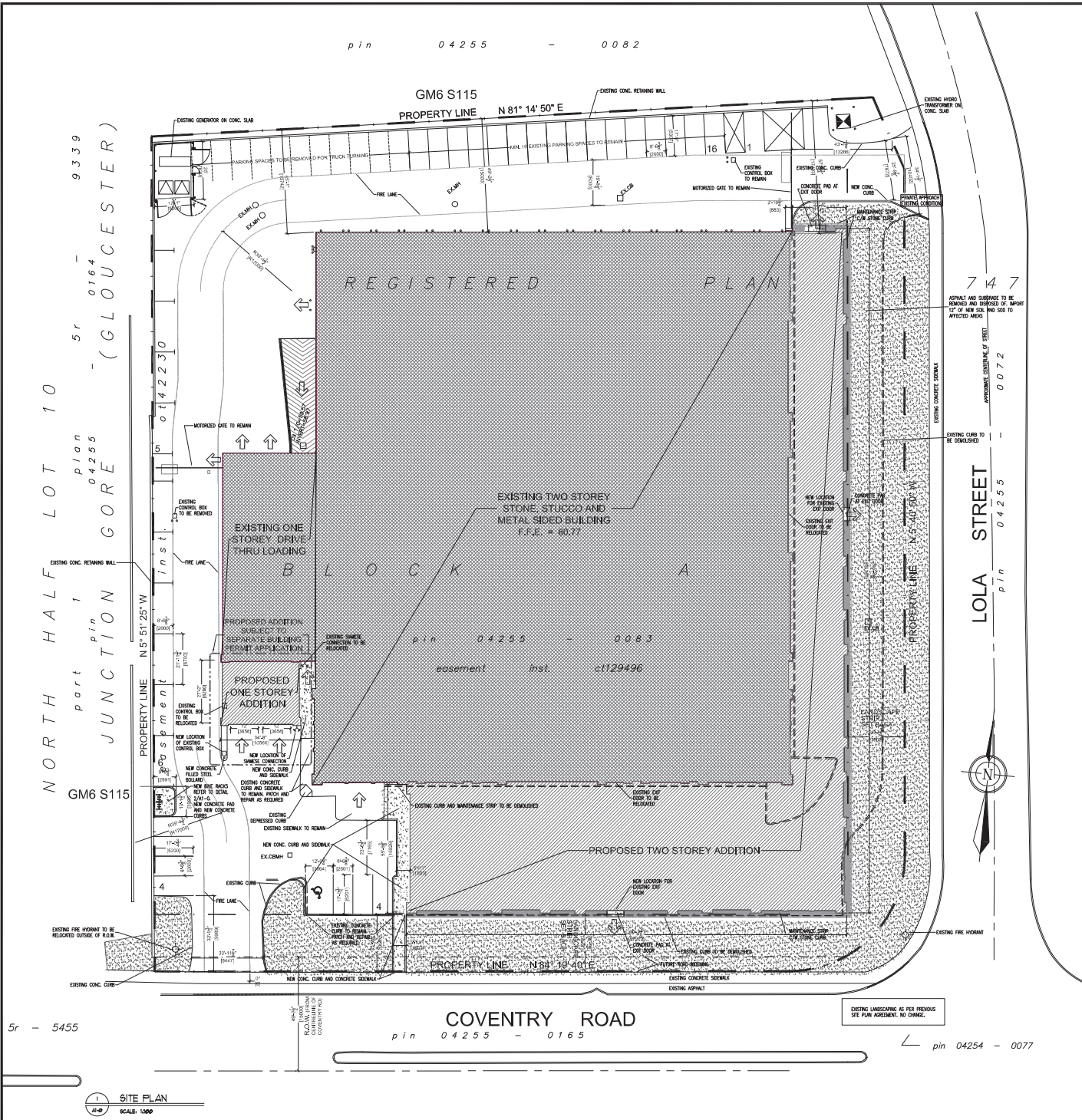
# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

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

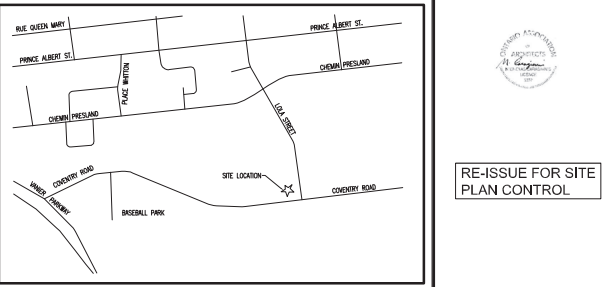
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Ottawa, ON

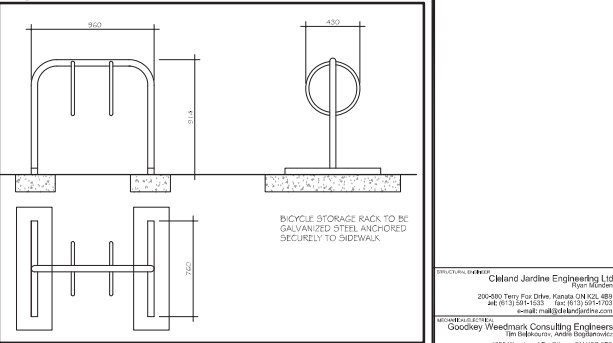




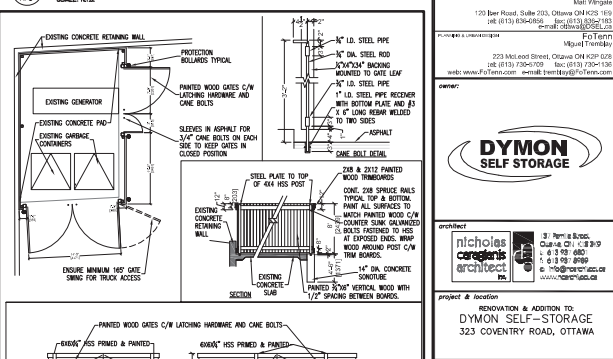
LEGAL DESCRIPTION OF PROPERTY:		BUILDING AREA	
PART OF BLOCK A REGISTERED PLAN 147		EXISTING GROUND FLOOR 5238.5 SQ.FT. (486.3 SQ.M.)	
CITY OF OTTAWA		EXISTING SECOND FLOOR 4678.1 SQ.FT. (432.5 SQ.M.)	
		TOTAL EXISTING GROSS FLOOR AREA 10316.6 SQ.FT. (958.4 SQ.M.)	
<b>SITE STATISTICS</b>		<b>PROPOSED GROUND FLOOR 1960.9 SQ.FT. (181.0 SQ.M.)</b>	
LOT AREA 11941.47 SQ.FT. (1107.34 SQ.M.)		PROPOSED SECOND FLOOR 1989.2 SQ.FT. (183.4 SQ.M.)	
EXISTING LOT COVERAGE 43.5%		TOTAL GROUND FLOOR AREA 4832.4 SQ.FT. (448.3 SQ.M.)	
PROPOSED LOT COVERAGE 34.8% (INCLUDING GARAGE ADDITION SUBJECT TO SEPARATE BUILDING PERMIT APPLICATION)		TOTAL SECOND FLOOR AREA 4467.3 SQ.FT. (412.5 SQ.M.)	
		TOTAL GROSS FLOOR AREA 13542.2 SQ.FT. (1254.3 SQ.M.)	
EXISTING BUILDING HEIGHT: 22'-4" (6.81M) TOP OF STEEL		GROSS FLOOR AREA OF PROPOSED GARAGE ADDITION (SUBJECT TO SEPARATE BUILDING PERMIT APPLICATION): 808.4 SQ.FT. (74.8 SQ.M.)	
22'-0" (6.71M) TOP OF HIGHEST PAVEMENT		TOTAL GROSS FLOOR AREA (INCLUDING GFA OF GARAGE ADDITION): 13852.2 SQ.FT. (1283.3 SQ.M.)	
7.5M LANDSCAPED STRIP ALONG COVENTRY ROAD AND LOLA STREET		<b>GROSS LEASABLE AREA</b>	
36 PARKING SPACES PROVIDED		PROPOSED GROUND FLOOR 1582.8 SQ.FT. (147.2 SQ.M.)	
		PROPOSED SECOND FLOOR 1385.2 SQ.FT. (127.8 SQ.M.)	
BOUNDARY INFORMATION FROM SURVEY BY: ANNEC'S SURVEILLING, VOLVOLEX LTD. JUNE 24, 2008.		TOTAL PROPOSED GROSS LEASABLE AREA: 3170.2 SQ.M. (7045.5 SQ.FT.)	



2 SITE KEY PLAN  
SCALE: NTA



2 BICYCLE STORAGE RACK DETAIL  
SCALE: NTA



4 GARBAGE ENCLOSURE DETAIL  
SCALE: NTA

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

Rev.	Description	Date
1	Issue for Review	20/12/2012
2	Revised Site Plan	24/01/2013
3	Revised Site Plan, Walkway & Bicycle	12/02/2013
4	Revised Floor Plan & Section	17/03/2013
5	Revised Site Plan, General Application	12/04/2013
6	Final Drawing Permit Application	17/06/2013
7	Final Review	20/07/2013
8	Final Description	08/08/2013

RE-ISSUE FOR SITE PLAN CONTROL

Clientland Jardine Engineering Ltd.  
290-800 Terry Fox Drive, Kanata ON K2L 4B9  
Tel: (416) 584-4233 Fax: (416) 597-7033  
www.clientland.com email: info@clientland.com

Weedmark Consulting Engineers  
1688 Woodbine Ave., Aurora ON M4C 1P9  
Tel: (416) 721-1111 Fax: (416) 725-1010  
www.weedmark.com email: info@weedmark.com

David Schaeffer Engineering Ltd.  
120 Bar Road, Suite 703, Ottawa ON K2C 1S3  
Tel: (416) 634-6569 Fax: (416) 621-1815  
www.dse.ca email: info@dse.ca



nicholas carter architects inc.

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

SITE PLAN & WIDENING ROAD

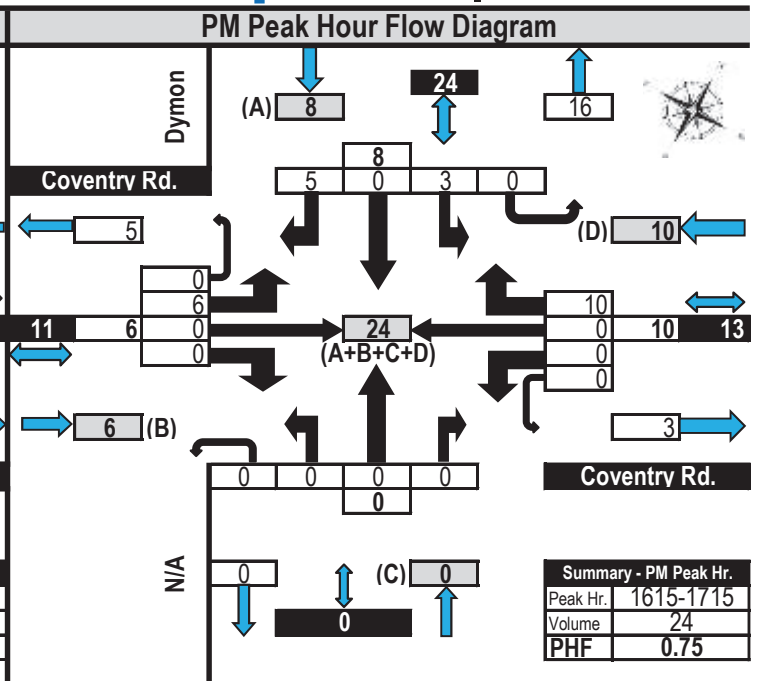
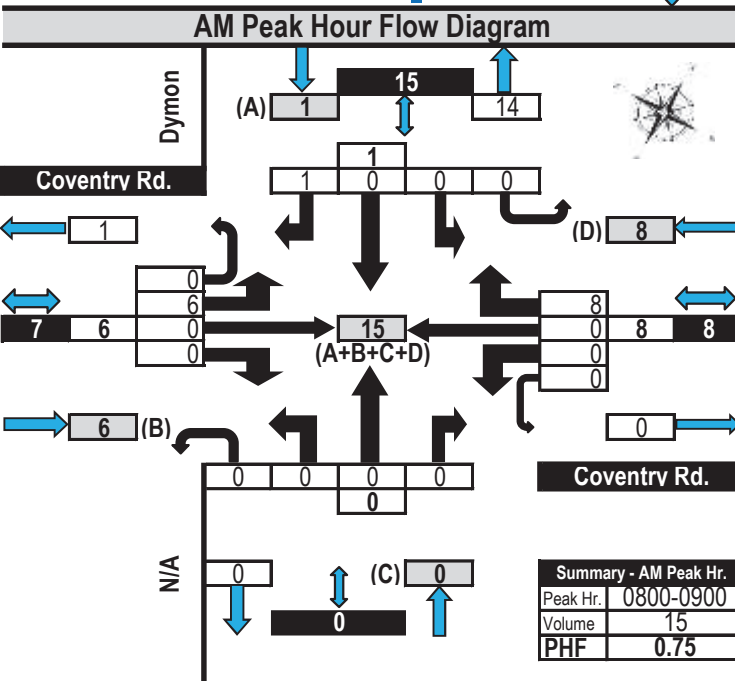
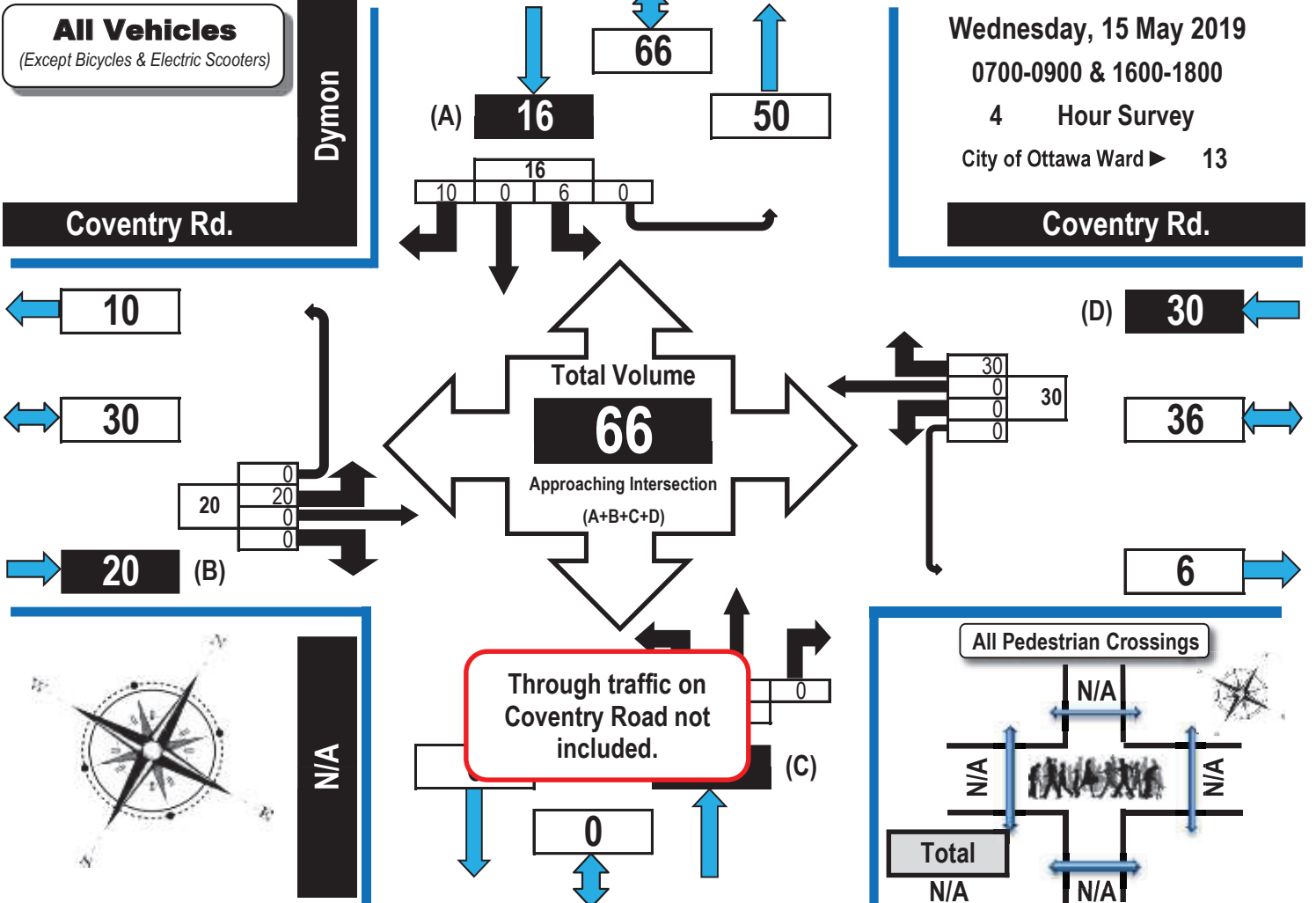
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date: 20/12/2012  
drawn by: ML 01



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

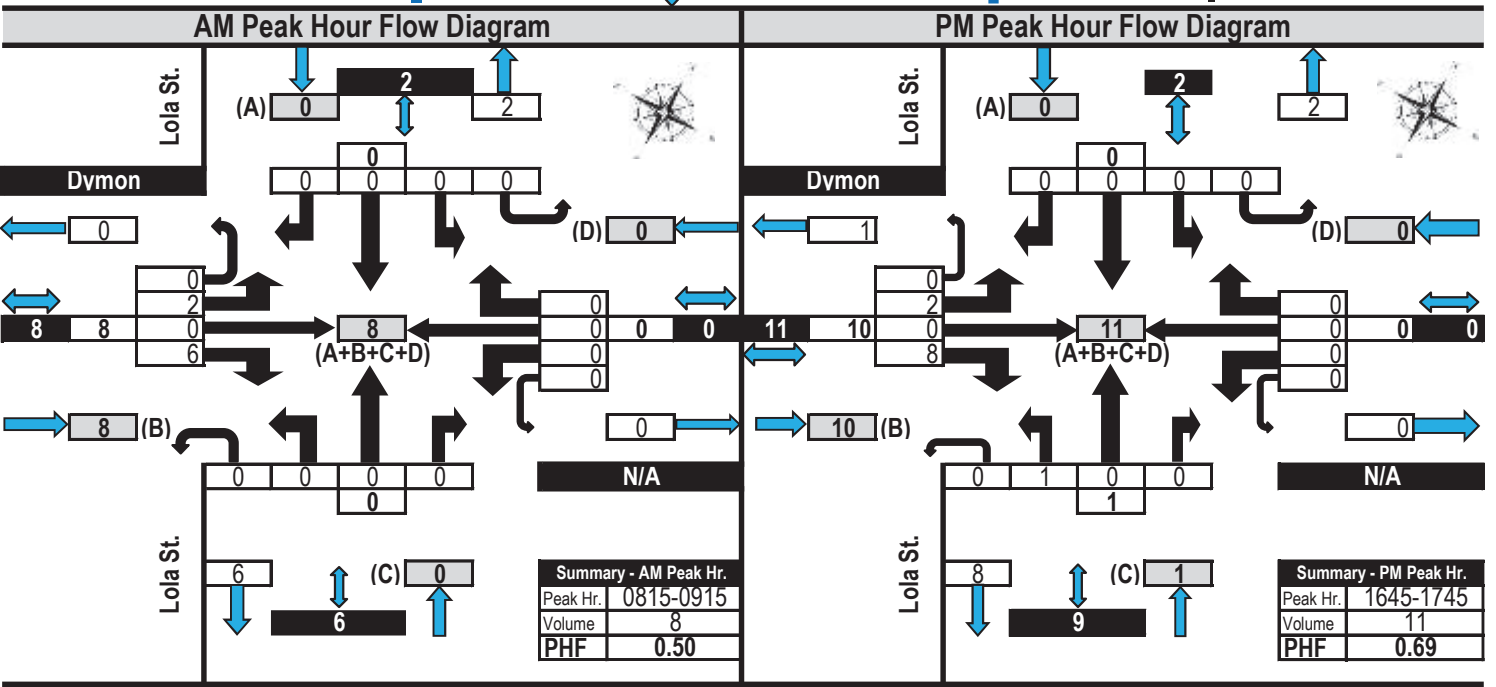
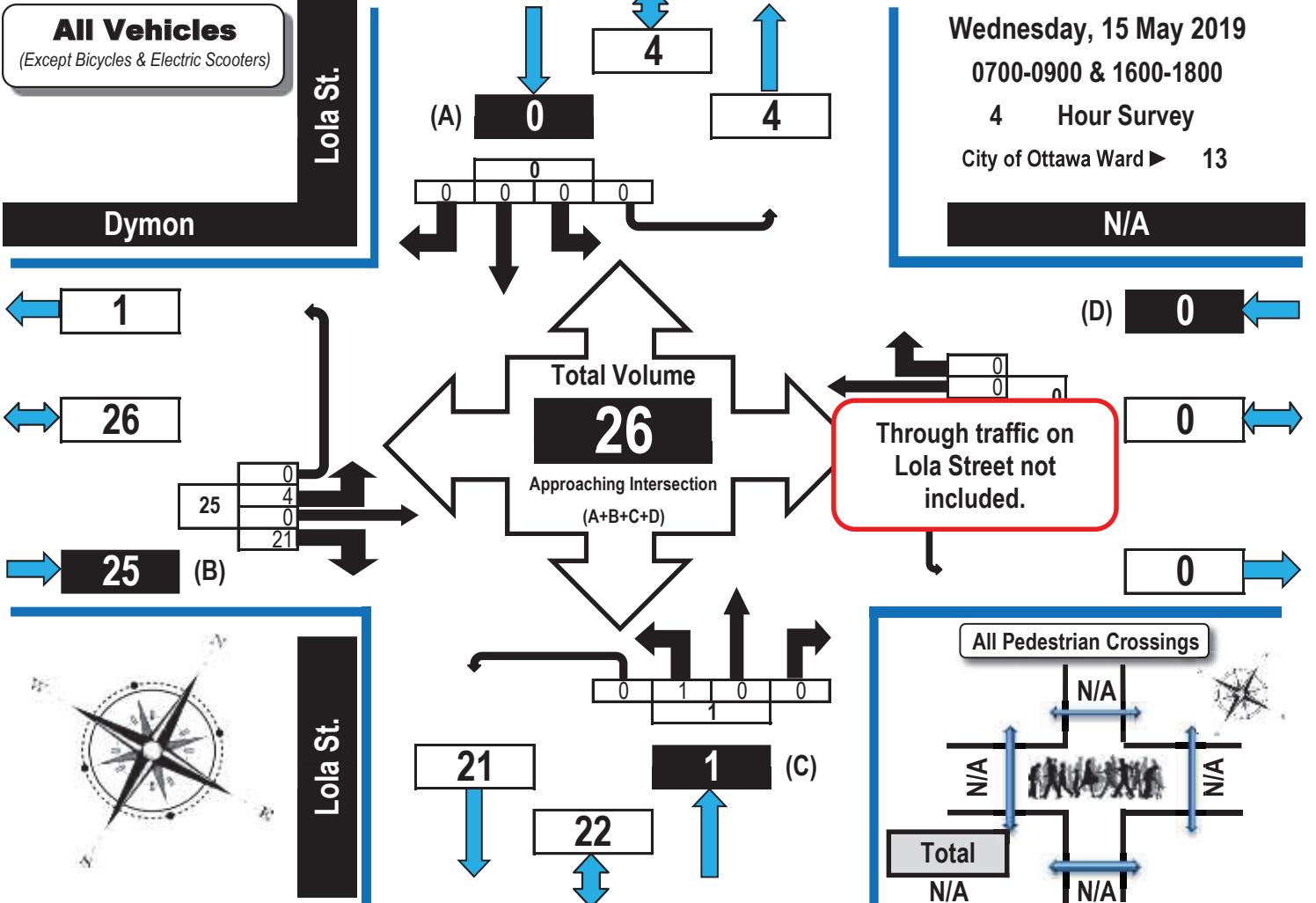




# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

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

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



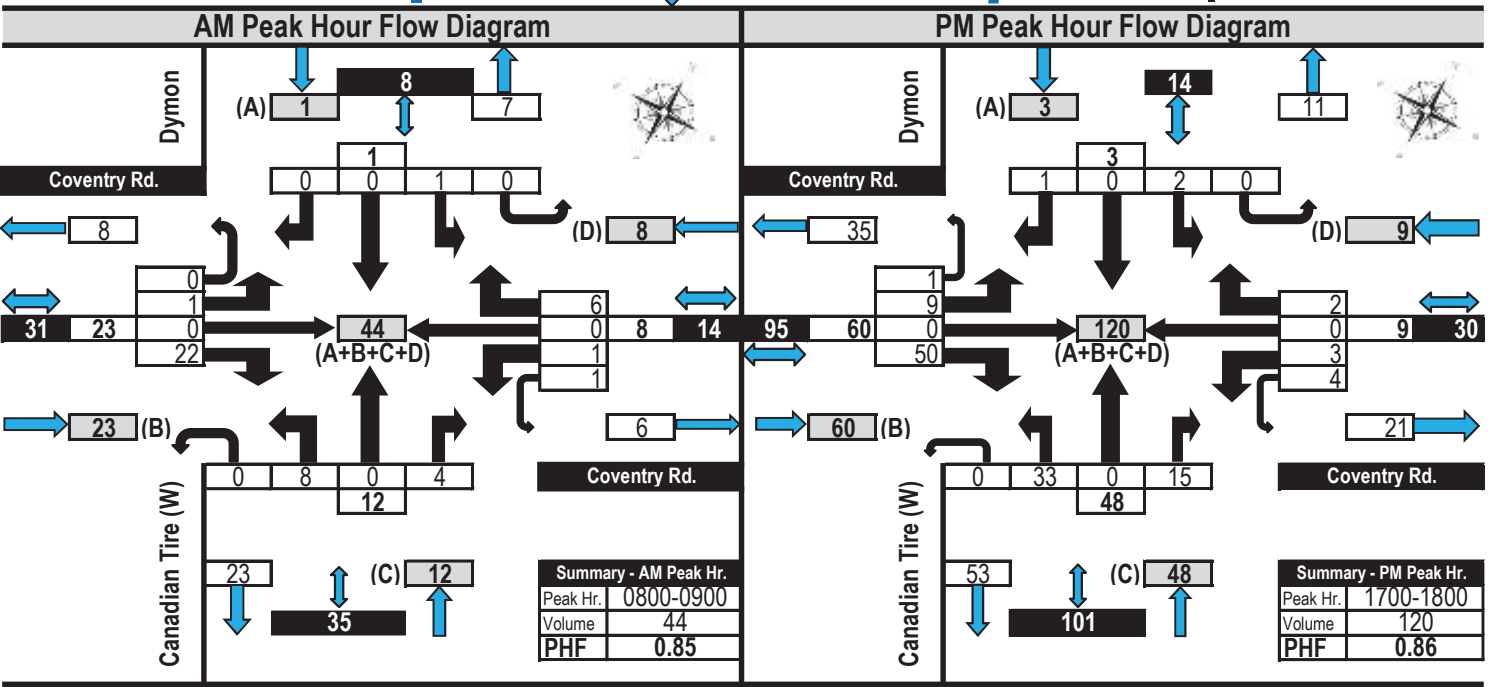
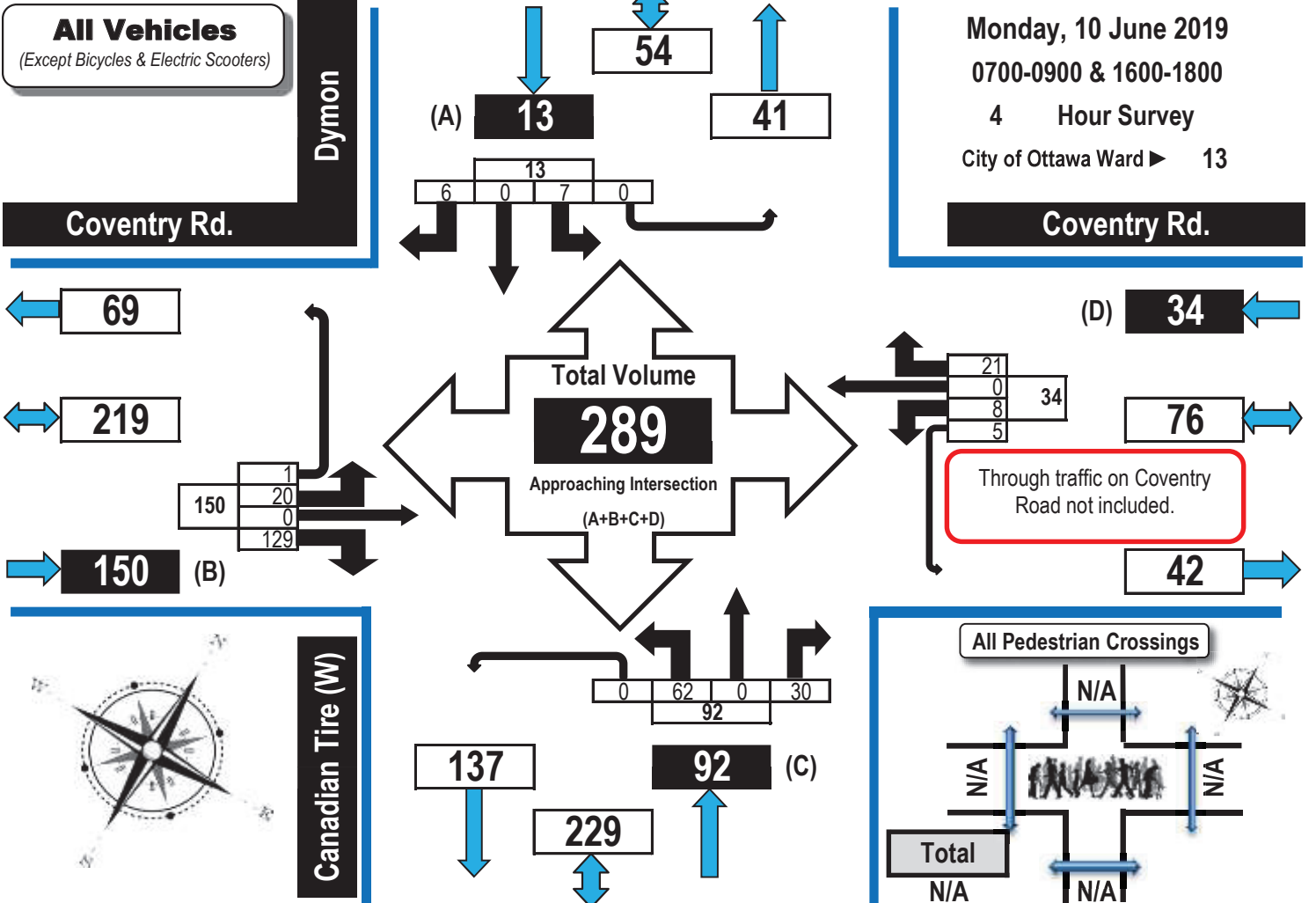




# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

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

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

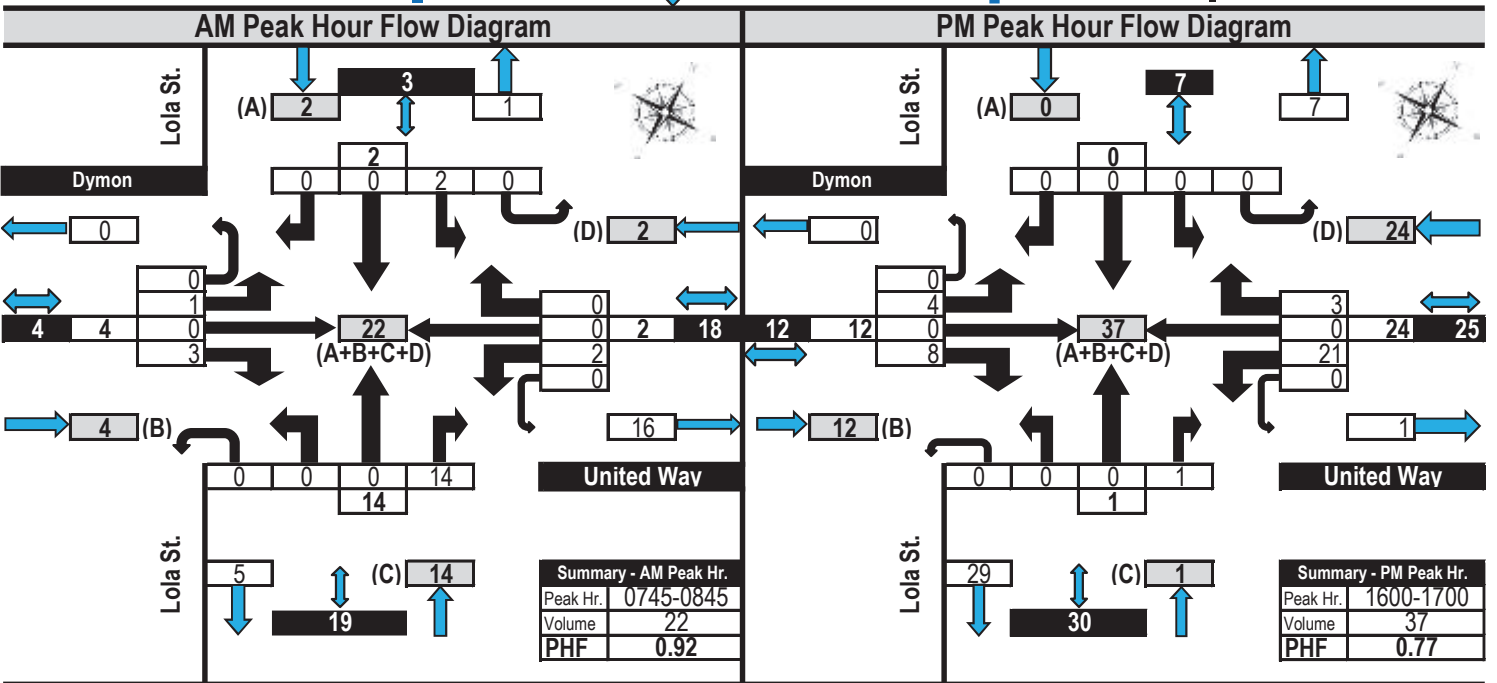
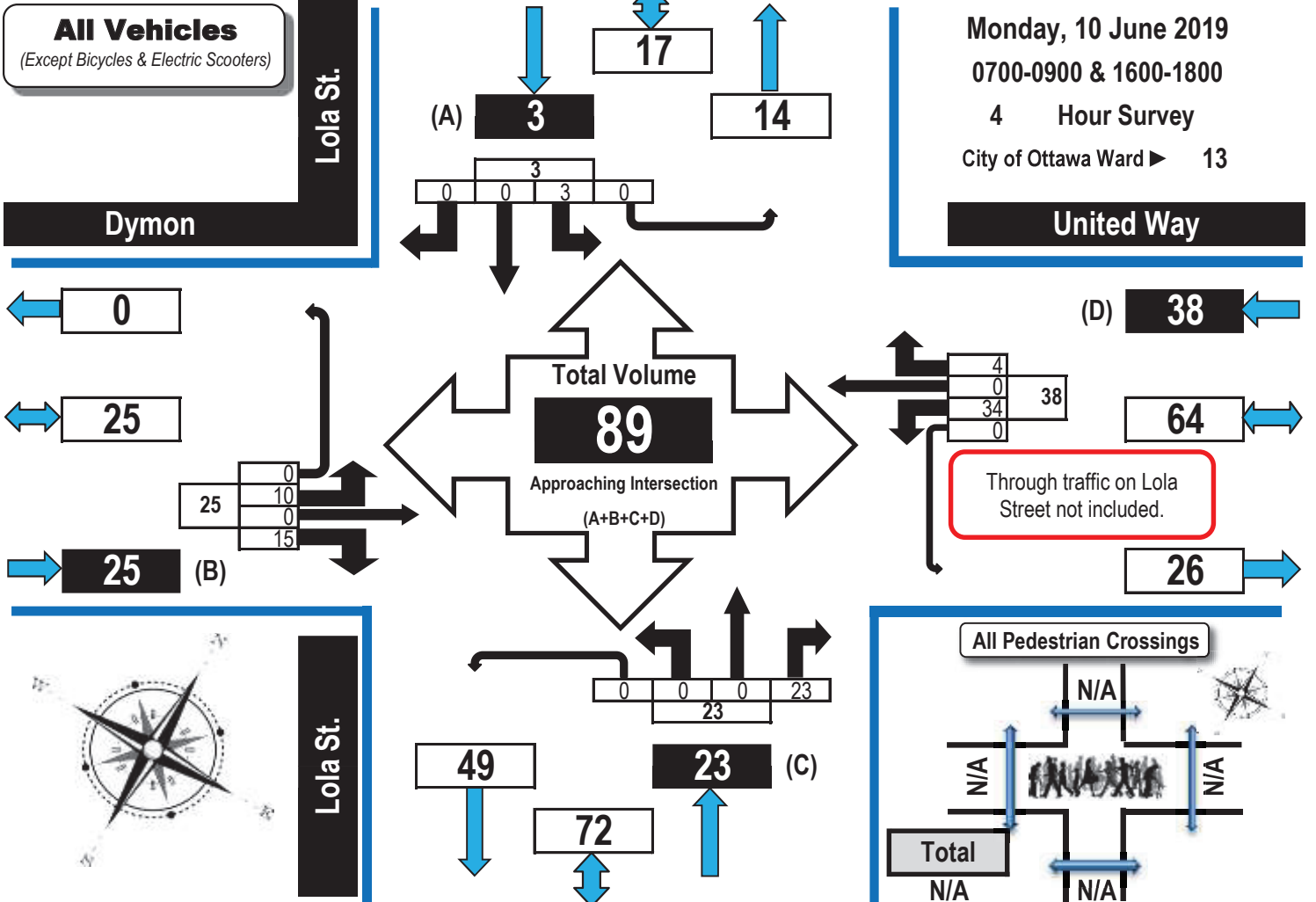




# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

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

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

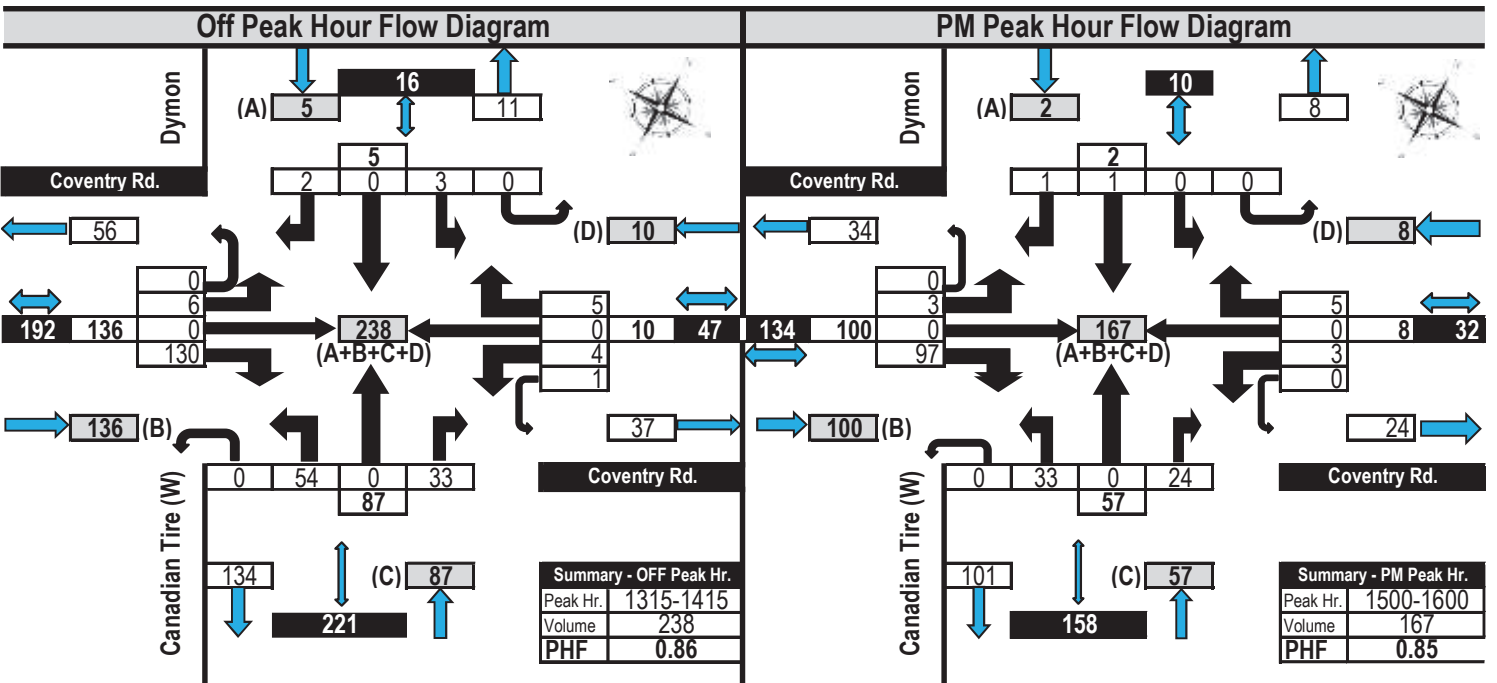
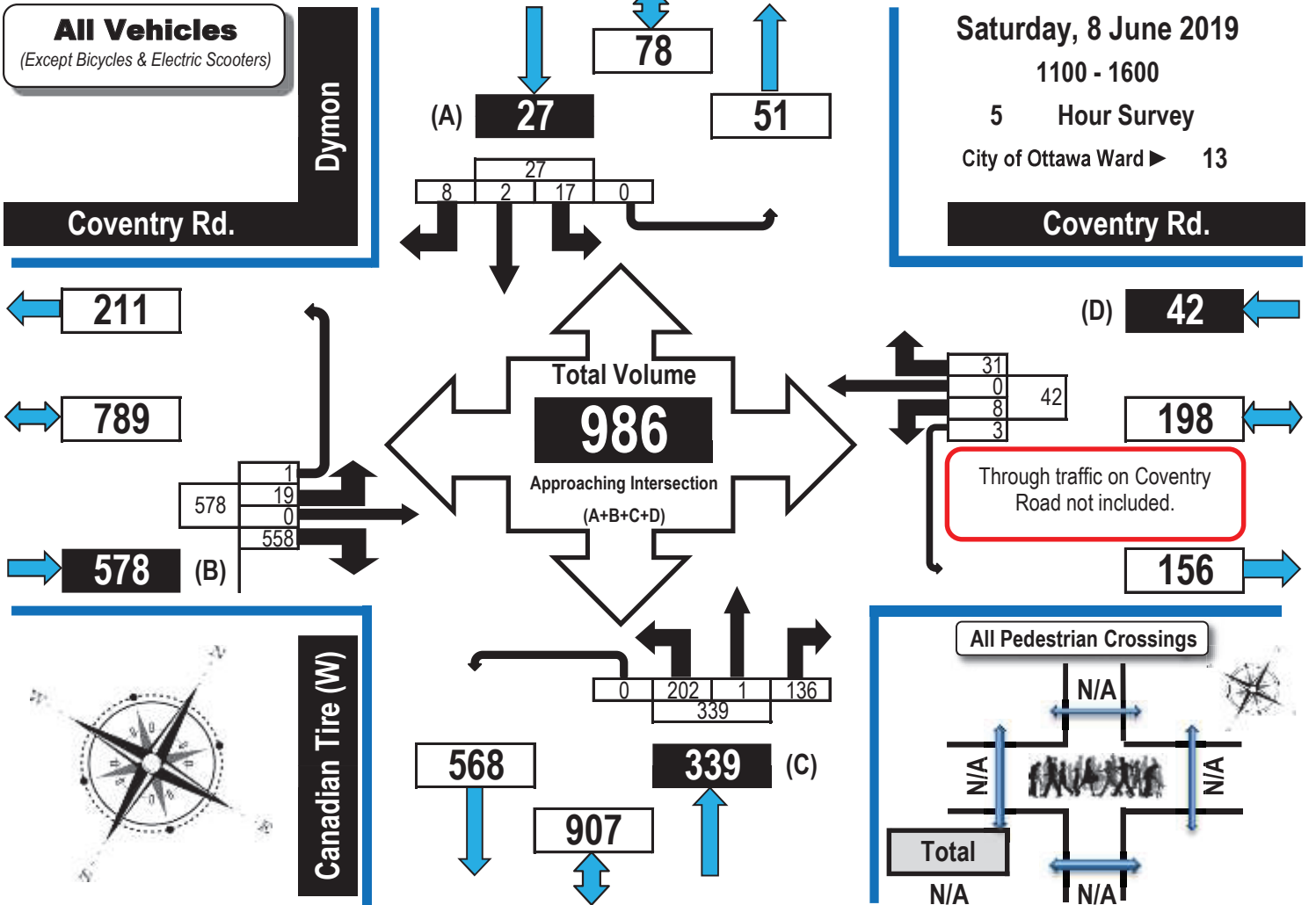




# Turning Movement Count Summary, OFF and PM Peak Hour Flow Diagrams

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

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

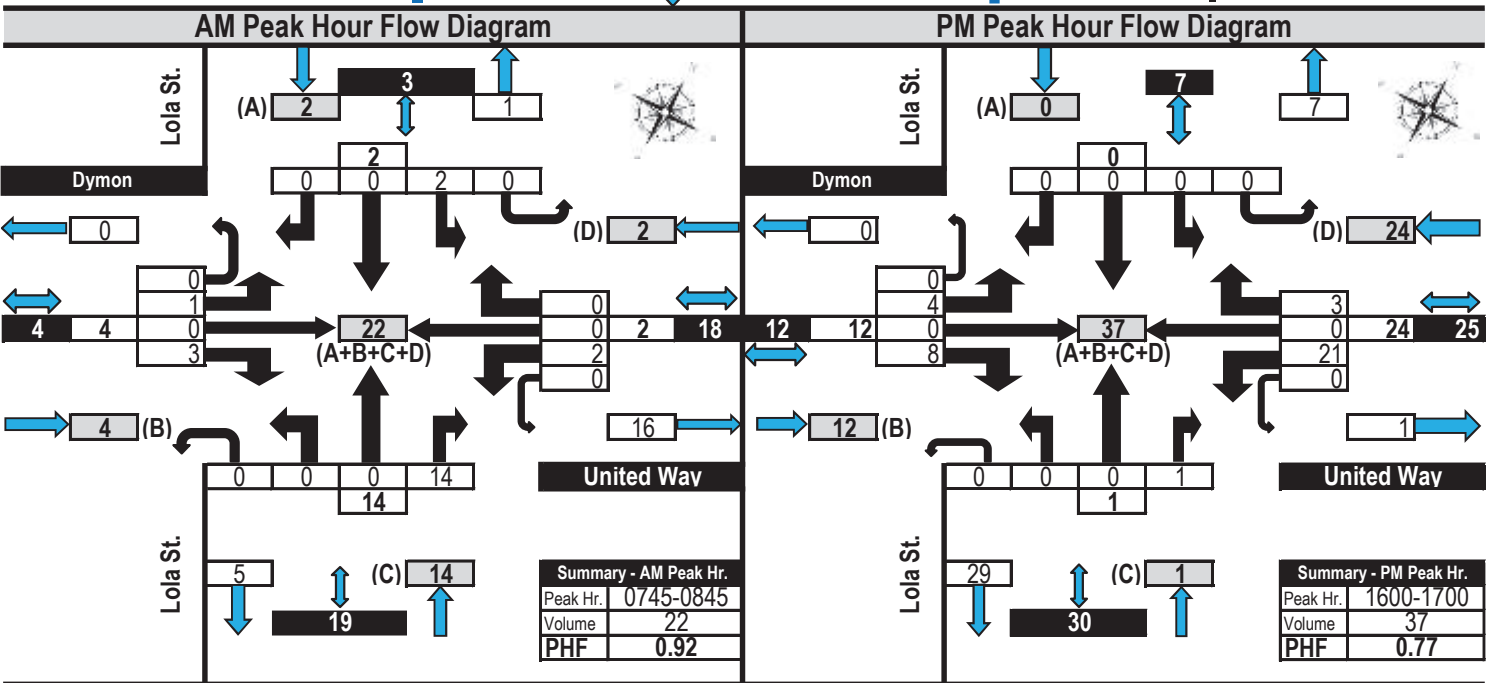
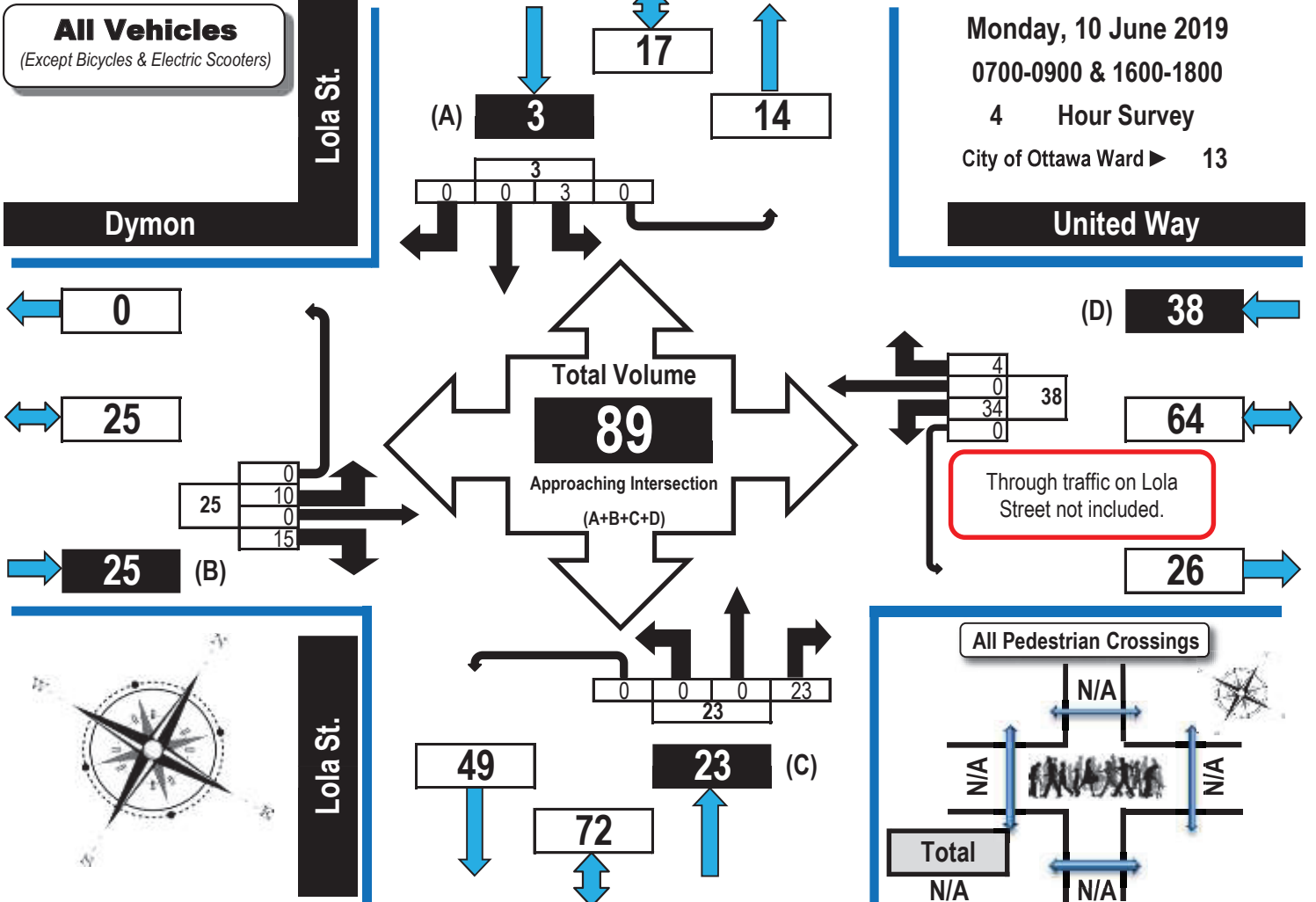


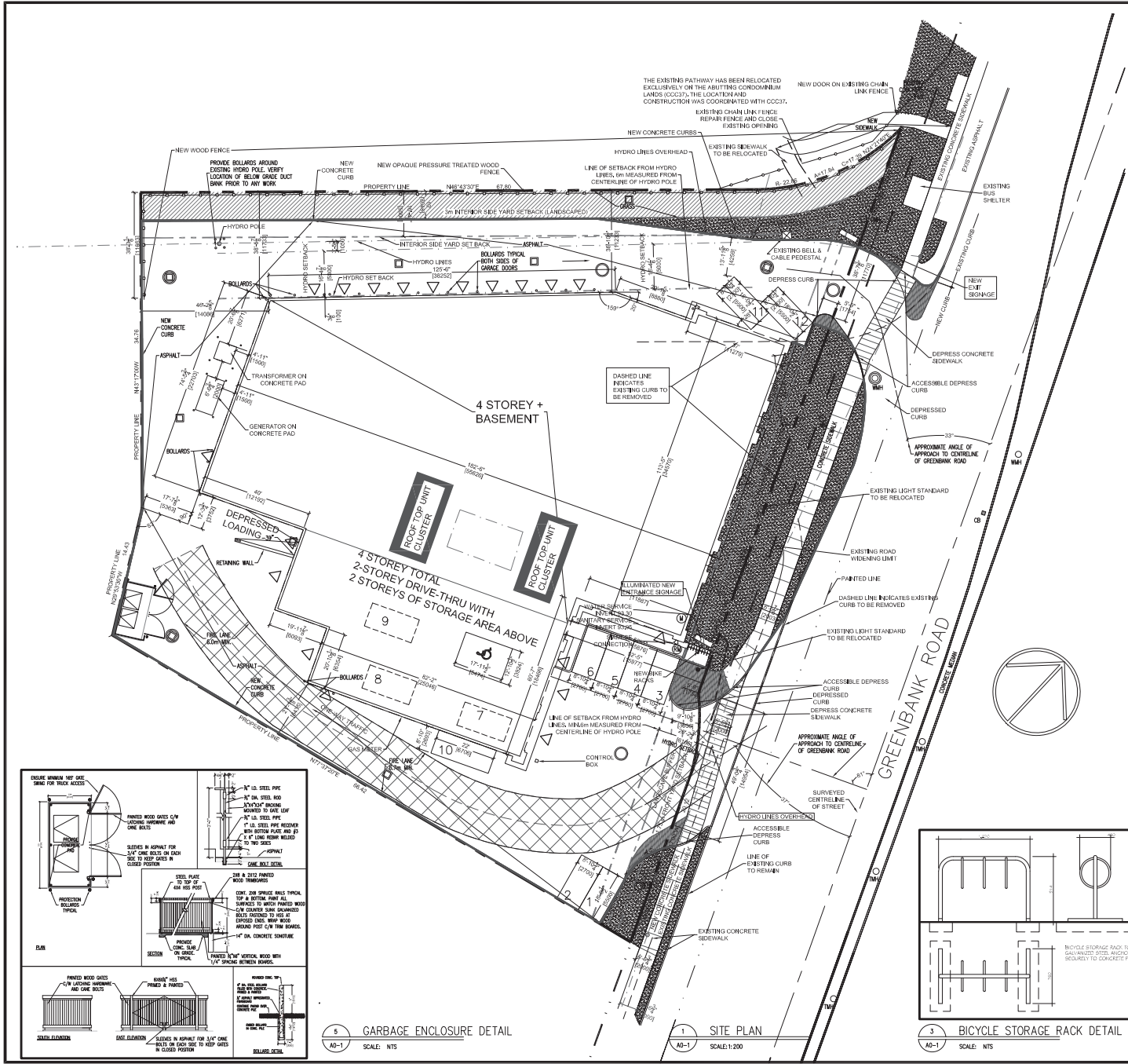


# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

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

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





**LEGAL DESCRIPTION OF PROPERTY:**  
 PART OF BLOCKS 70 & 70\*  
 REGISTERED PLAN 62762  
 AND PART OF THE ROAD ALLOWANCE BETWEEN LOTS 30 & 31 (AS CLOSED)  
 CONCESSION 3 (REAR) FRONT  
 GEOGRAPHIC TOWNSHIP OF NEPEAN  
 NOW CITY OF OTTAWA

**SITE STATISTICS**  
 LOT AREA 4,738.5m<sup>2</sup>  
 LOT WIDTH 84.1m (506'-10")  
 PARKING REQUIRED 9 SPACES  
 4 PARKING SPACES + 5 IN DRIVE-THRU PROVIDED

**ZONING INFORMATION**  
 ZONE GM19(1672)(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	5.0 m	11.0m
ABUTTING A RESIDENTIAL ZONE	5.0 m	3.0m
OTHER CASES	NO MIN.	
MIN. REAR YARD SETBACK	7.5 m	N/A
ABUTTING A RESIDENTIAL ZONE	NO MIN.	6.15m
OTHER CASES	NO MIN.	6.15m
MAX. BUILDING HEIGHT	17.5 m	12.3m (66'-10") TO HIGH PARAPET
UPDATE ELEV. & FLOOR PLANS	15.0m (49'-2")	1.0. STEEL
UPDATE ELEV. TOP PARAPET		2012 08 24
UPDATE ELEV. & FLOOR PLANS		2012 07 26
UPDATE ELEVATIONS		2012 07 28
UPDATE GROUND FLOOR		2012 07 16
SEND TO CLIENT		2012 06 11
EXTENDED LOADING DOCK		2012 07 06
SEND FOR APPROVAL		2012 06 27
SEND TO CLIENT		2012 06 11
SITE PLAN CONTROL		2012 02 13

**BOUNDARY INFORMATION FROM SURVEY BY: FARHALL, WOFFAT & WOODLAND LIMITED, ONTARIO LAND SURVEYORS. 26 NOVEMBER 2009.**

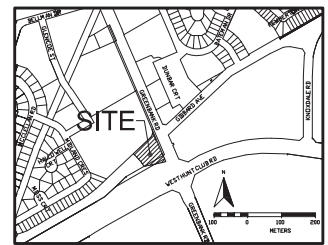
**BUILDING AREA (FOOTPRINT)**  
 2,211.7 m<sup>2</sup> (23,908.97 SQF)  
**GROSS FLOOR AREA AS PER CITY OF OTTAWA REGULATION**  
 BASEMENT 1 633.2 m<sup>2</sup> (17,280 sqf)  
 GROUND 1 221 m<sup>2</sup> (13,531 sqft) OFFICE 415m<sup>2</sup> (4,466.7 sqf) TOTAL 1 672 m<sup>2</sup> (17,997.7 SQF)  
 SECOND 1 731.6 m<sup>2</sup> (18,638.7 sqf)  
 THIRD 2 078 m<sup>2</sup> (22,379 sqf)  
 FOURTH 2 029 m<sup>2</sup> (22,075 sqf)  
 TOTAL GFA 9 194.8 m<sup>2</sup> (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 architect which must be returned at the completion of the work, and may not be reproduced without their written permission.

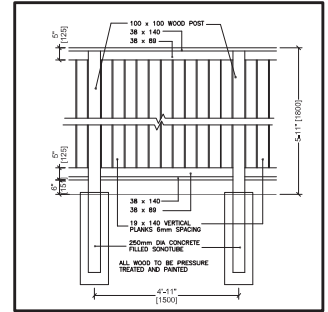
**Revisions**

NO.	DESCRIPTION	DATE
2/5	FOR TENDER	2015 07 03
2/4	BUILDING PERMIT	2015 05 12
2/3	ELEVATIONS	2015 03 25
2/2	FOR COORDINATION	2015 03 20
2/1	NEW LAYOUT	2015 03 06
20	CHANGED AREAS	2014 04 17
19	CHANGED AREAS	2014 01 15
18	REVISED FOR BUILDING PERMIT	2013 09 02
17	FINAL SITE PLAN CONTROL	2013 03 14
16	FOR FINAL COORDINATION	2013 02 20
15	BUILDING PERMIT	2013 01 18
14	REVISED FOR SITE PLAN CONTROL	2013 01 07
13	PLANS FOR JANUS LAYOUT	2012 11 28
12	PLANS FOR COORDINATION	2012 11 27
11	COORDINATION TYP	2012 10 02
10	SENT TO CLIENT	2012 09 12
9	UPDATE ELEV. & FLOOR PLANS	2012 08 24
8	UPDATE ELEV. & FLOOR PLANS	2012 07 26
7	UPDATE ELEVATIONS	2012 07 28
6	UPDATE GROUND FLOOR	2012 07 16
5	SEND TO CLIENT	2012 06 11
4	EXTENDED LOADING DOCK	2012 07 06
3	SEND FOR APPROVAL	2012 06 27
2	SEND TO CLIENT	2012 06 11
1	SITE PLAN CONTROL	2012 02 13

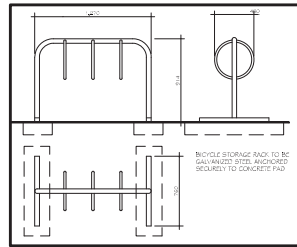
**2015 08 06**  
 - SHOWING EXTERIOR DOORS ON NORTH ELEVATION  
**ISSUED FOR REVIEW**



2 SITE KEY PLAN  
 AD-1 SCALE: NTS

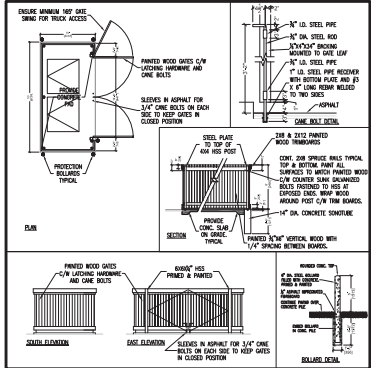


4 WOOD FENCE DETAIL  
 AD-01 SCALE: NTS



3 BICYCLE STORAGE RACK DETAIL  
 AD-1 SCALE: NTS

5 GARBAGE ENCLOSURE DETAIL  
 AD-1 SCALE: NTS



**PROFESSIONAL ENGINEER:**  
 Cleland Jardine Engineering Ltd.  
 Ryan Munden  
 200-580 Terry Fox Drive, Kanata ON K2C 4B0  
 tel: (613) 591-1533 fax: (613) 591-1703  
 email: rtm@cljardine.com

**PROFESSIONAL ARCHITECT:**  
 Goodkey Weedmark Consulting Engineers  
 1688 Woodward Dr, Ottawa ON K2C 0P9  
 tel: (613) 727-5111 fax: (613) 727-5115  
 www.goodkey.com email: info@goodkey.com

**PROFESSIONAL ENGINEER:**  
 David Schaeffer Engineering Ltd.  
 120 Heron, Suite 203, Ottawa ON K2H 1E9  
 tel: (613) 836-0206 fax: (613) 836-7103  
 email: david@dsengr.com

**PROFESSIONAL ENGINEER:**  
 Fo-Terrn  
 Miguel Tremblay  
 223 McLeod Street, Ottawa ON K2P 0Z6  
 tel: (613) 730-5709 fax: (613) 730-1136  
 www.fo-terrn.com email: tremblay@fo-terrn.com

**OWNER:**  
 Dymon Capital Corporation  
 2-1830 Walkley Road  
 Ottawa ON K1H 8K3  
 tel: 613-247-0388 fax: 613-247-7730

**ARCHITECT:**  
 nicholas carter architects inc.  
 377 Mill St. Suite 200  
 Ottawa, ON K1S 8P9  
 t: 613 971 8801  
 f: 613 971 8899  
 e: info@nicholasca.com  
 www.nicholasca.com

**Project & location:**  
**DYMON SELF-STORAGE**  
 300 GREENBANK ROAD  
 OTTAWA, ONT.

**Title of drawing:**  
**SITE PLAN**

**scale:**  
 AS NOTED

**date:**  
 2015/07/29

**drawn by:**  
 KS CT

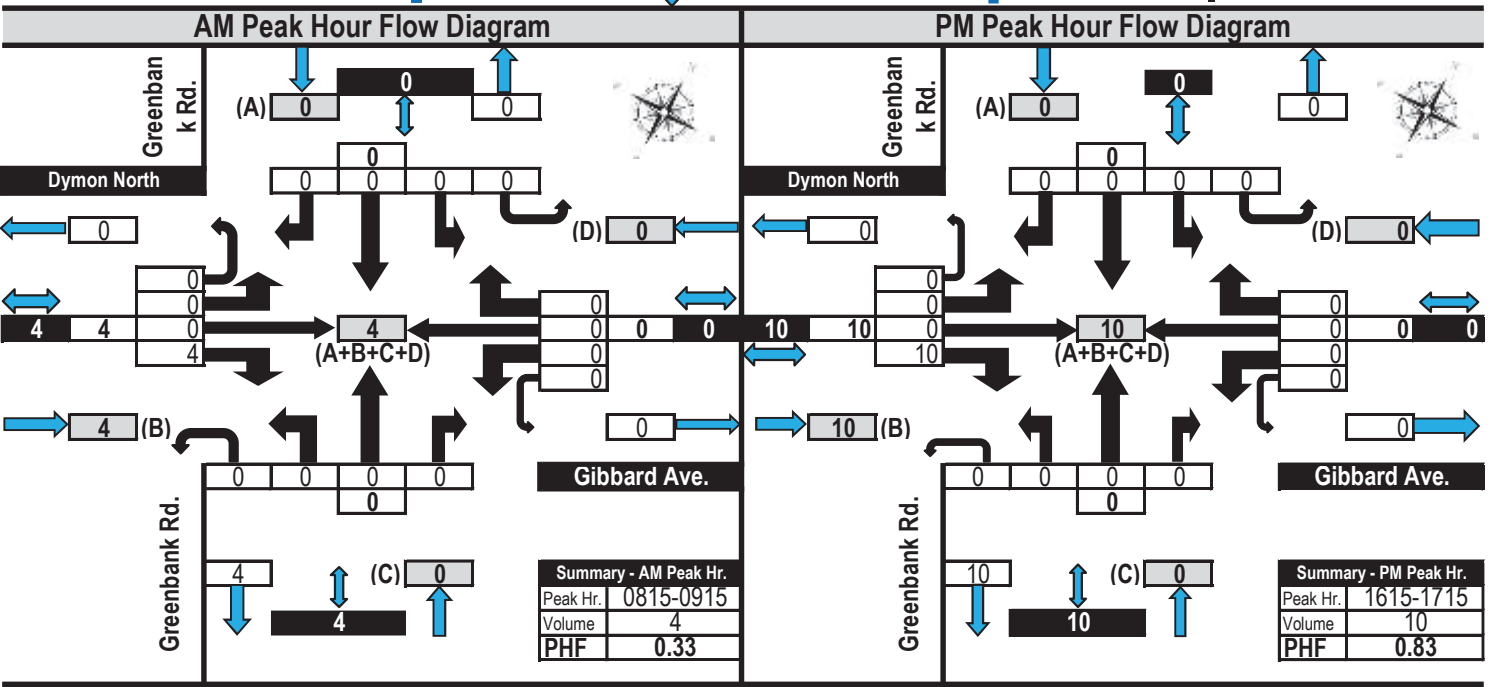
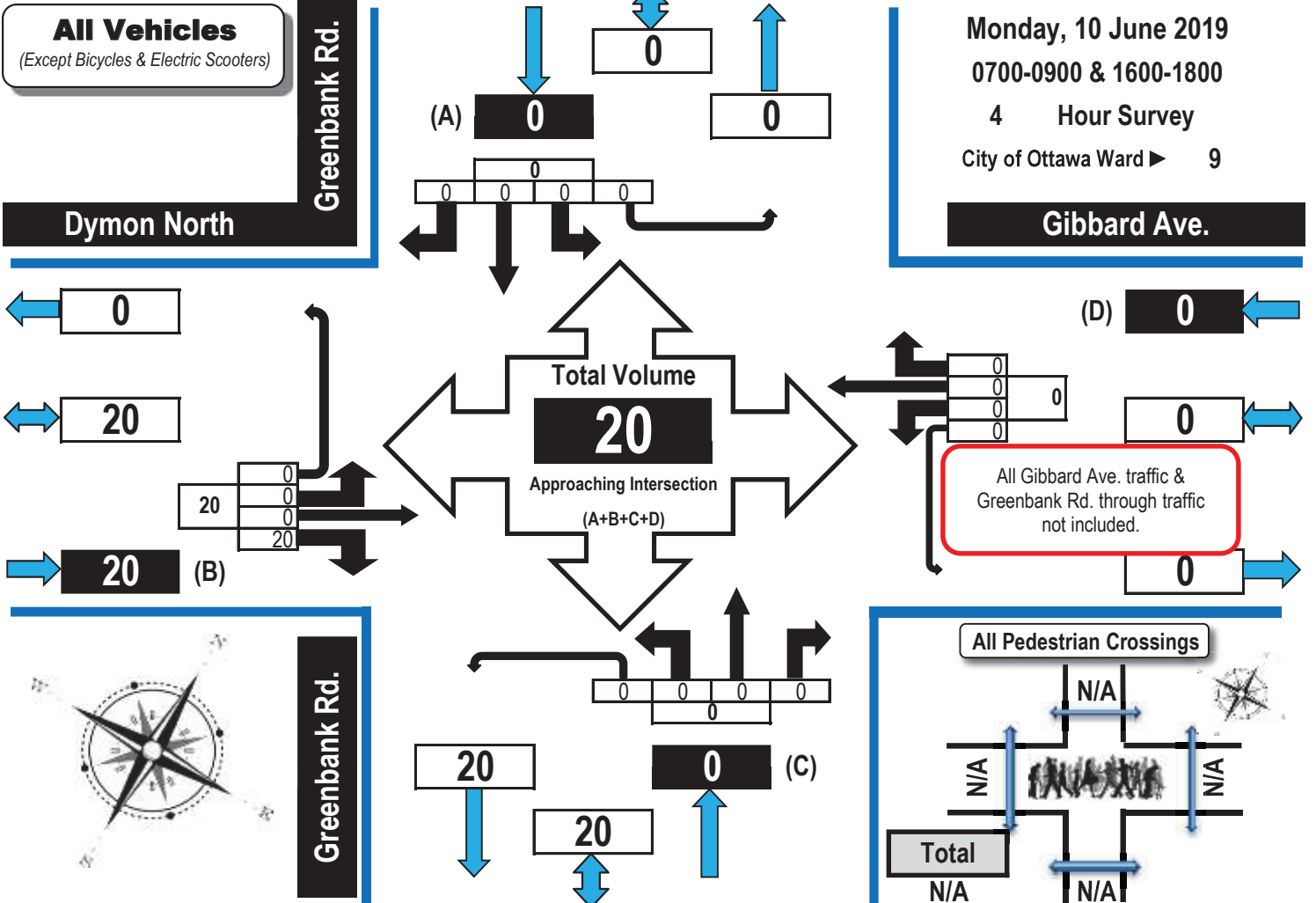
**A0-1**



# 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





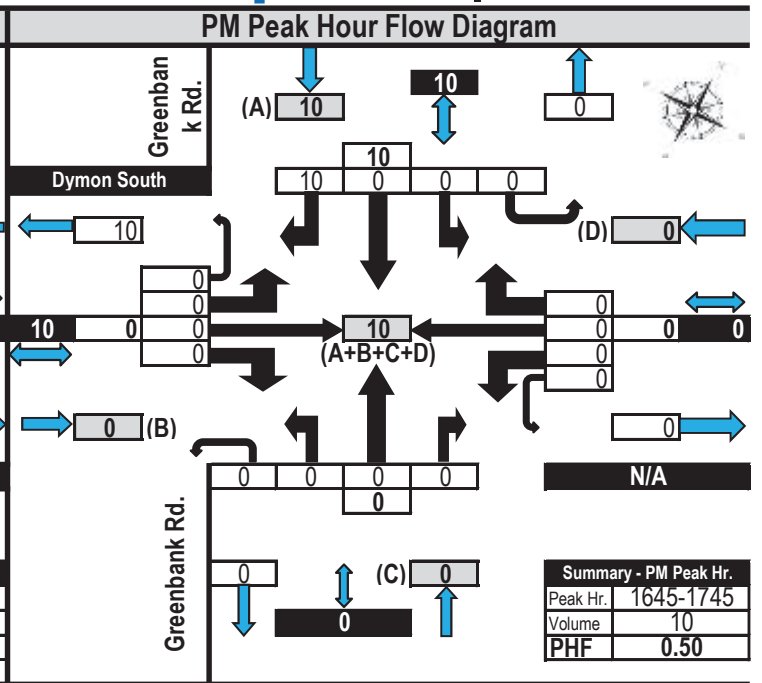
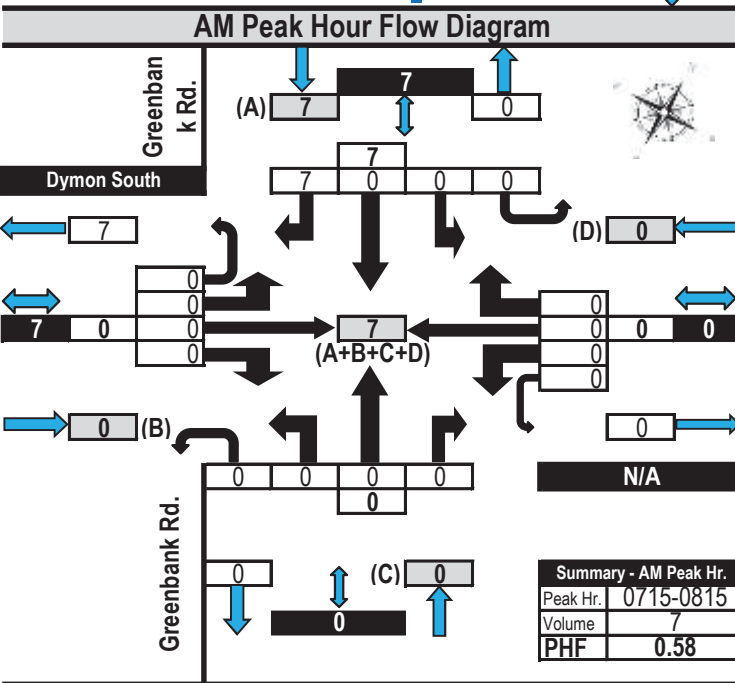
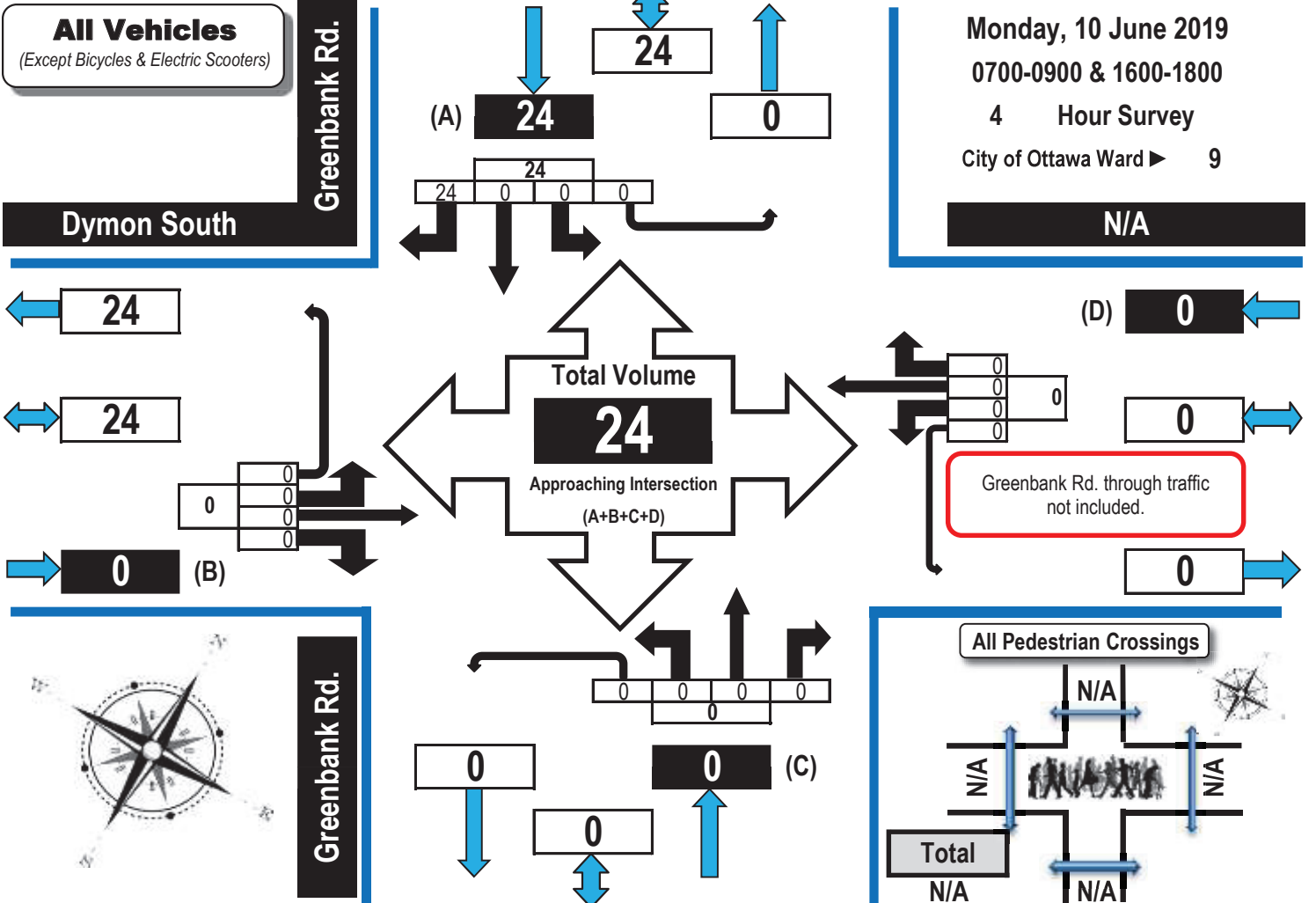
# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

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



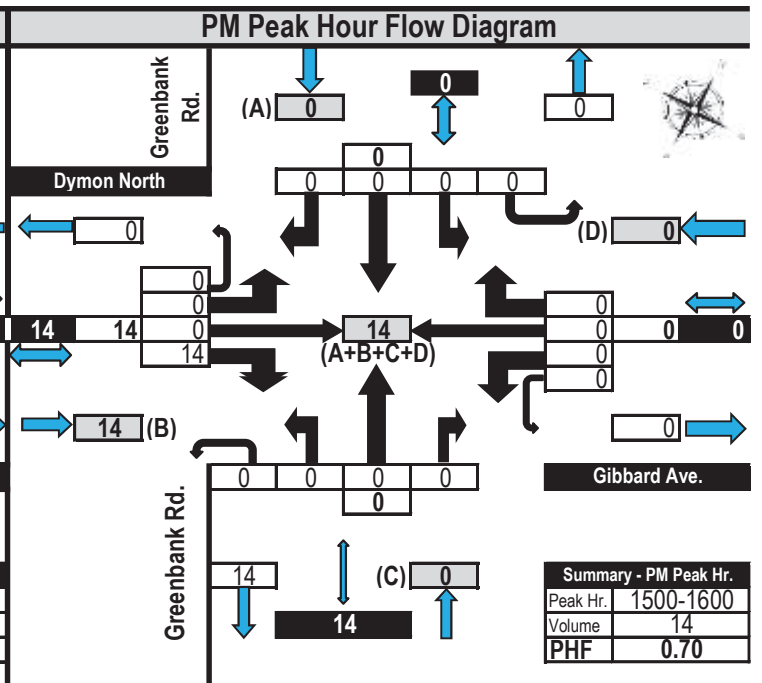
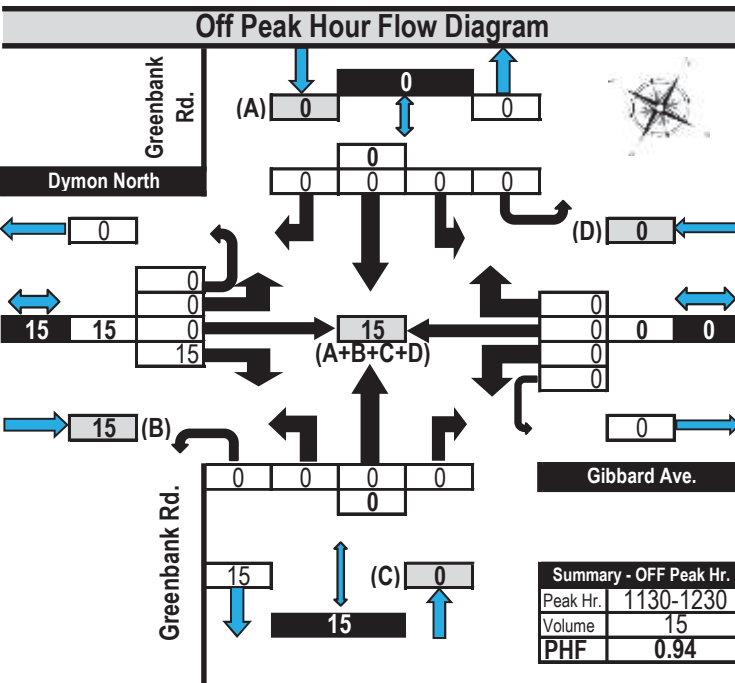
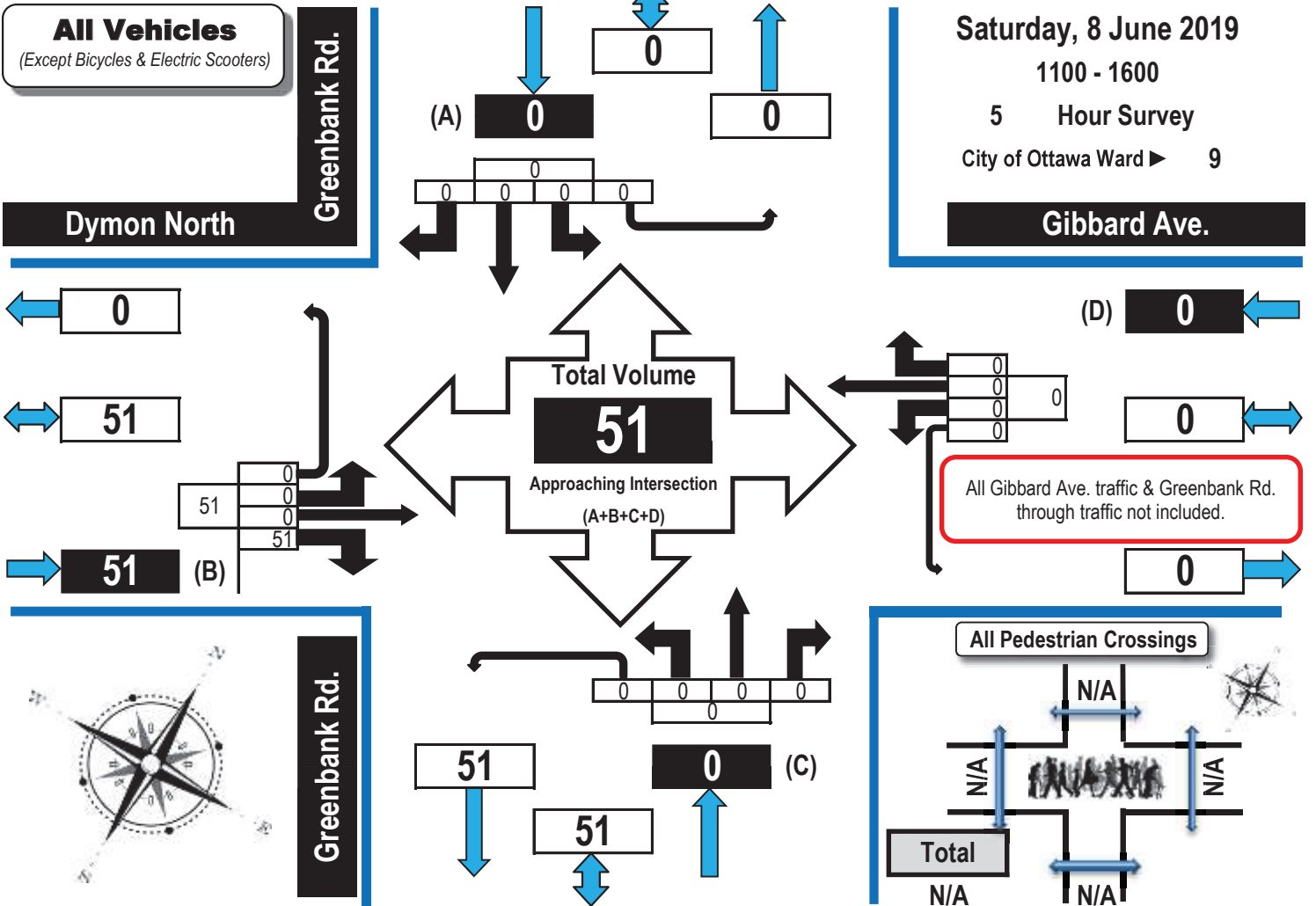


# Turning Movement Count Summary, OFF and PM Peak Hour Flow Diagrams

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

Greenbank Road & Dymon Storage NORTH (300 Greenbank Road)

Nepean, ON





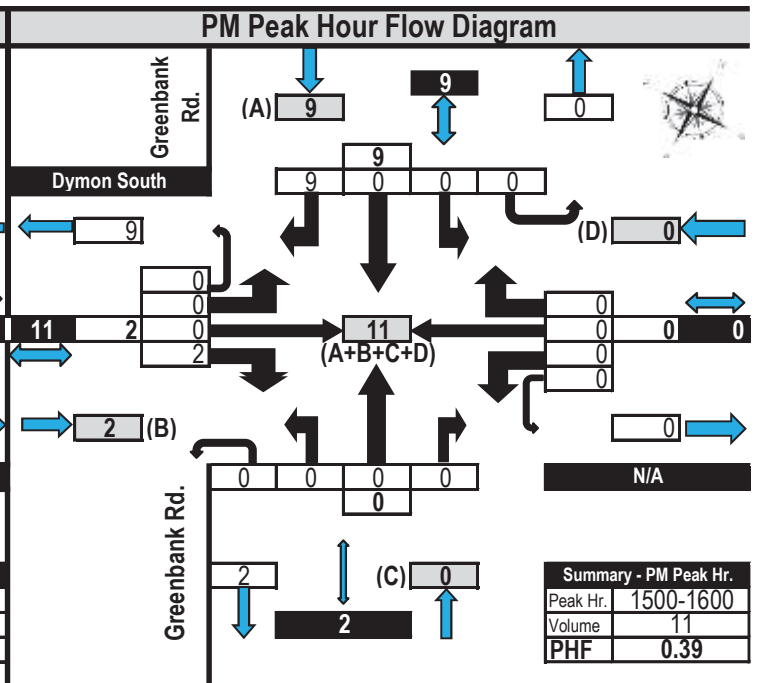
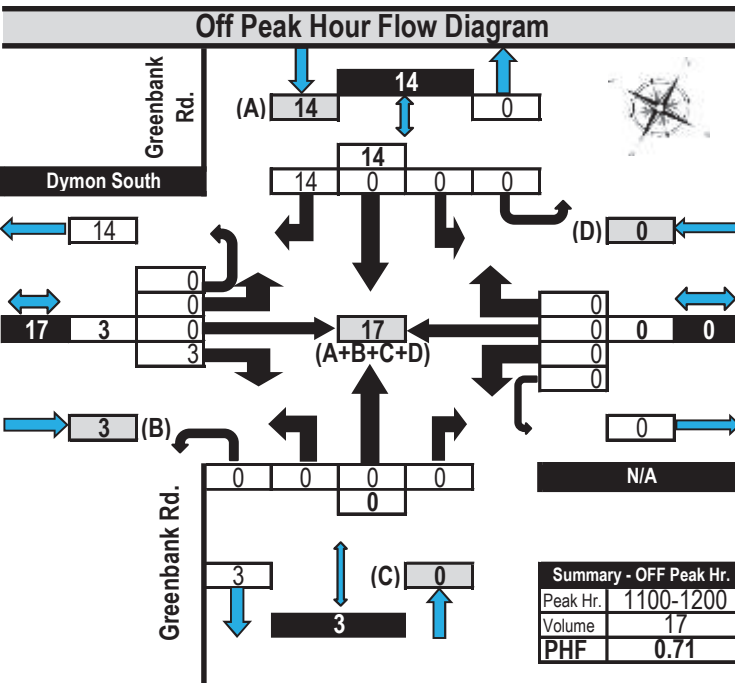
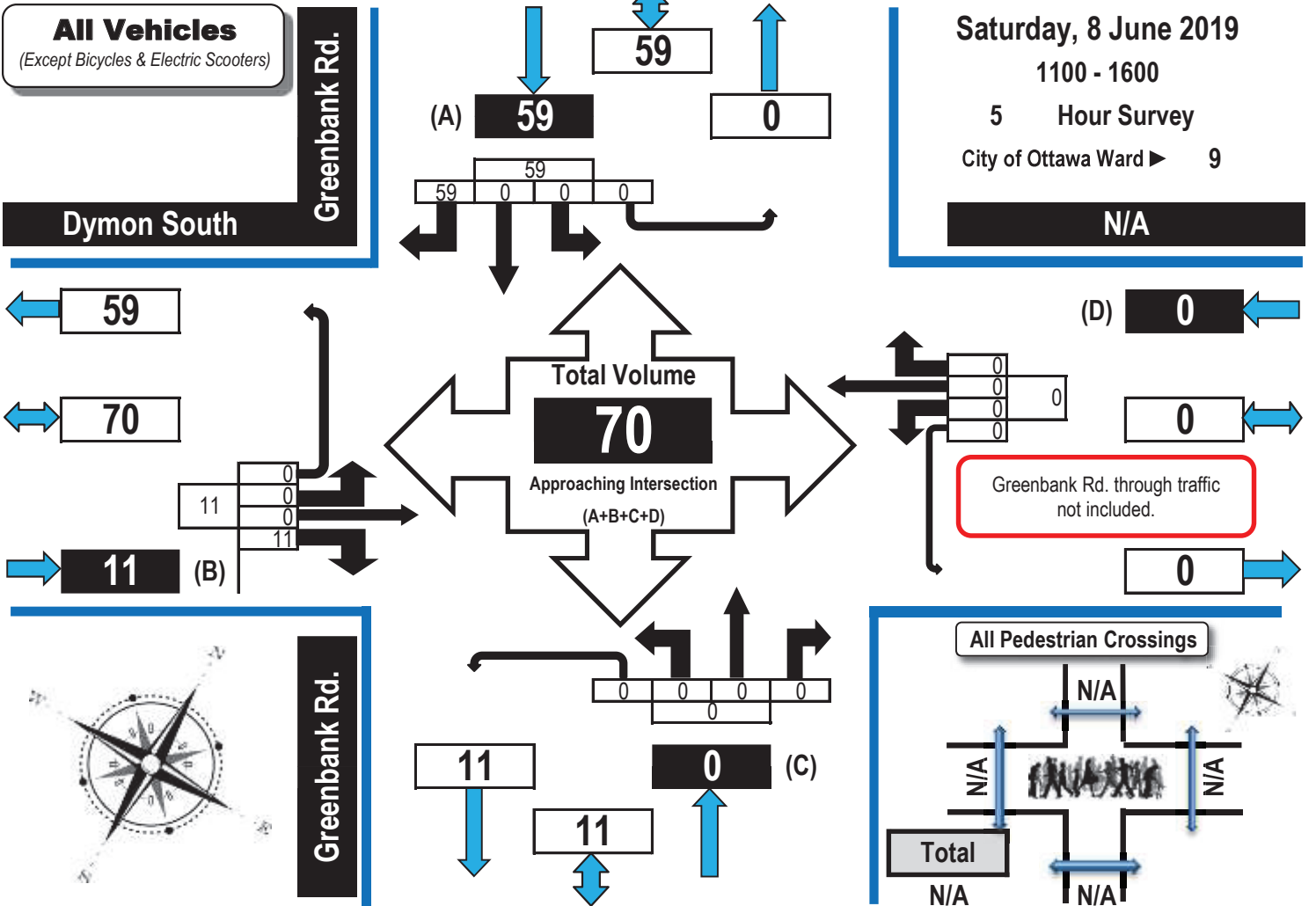


# Turning Movement Count Summary, OFF and PM Peak Hour Flow Diagrams

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

Greenbank Road & Dymon Storage SOUTH (300 Greenbank Road)

Nepean, ON



# Appendix C

ITE LUC 151 Mini Warehouse Description

DRAFT

# 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

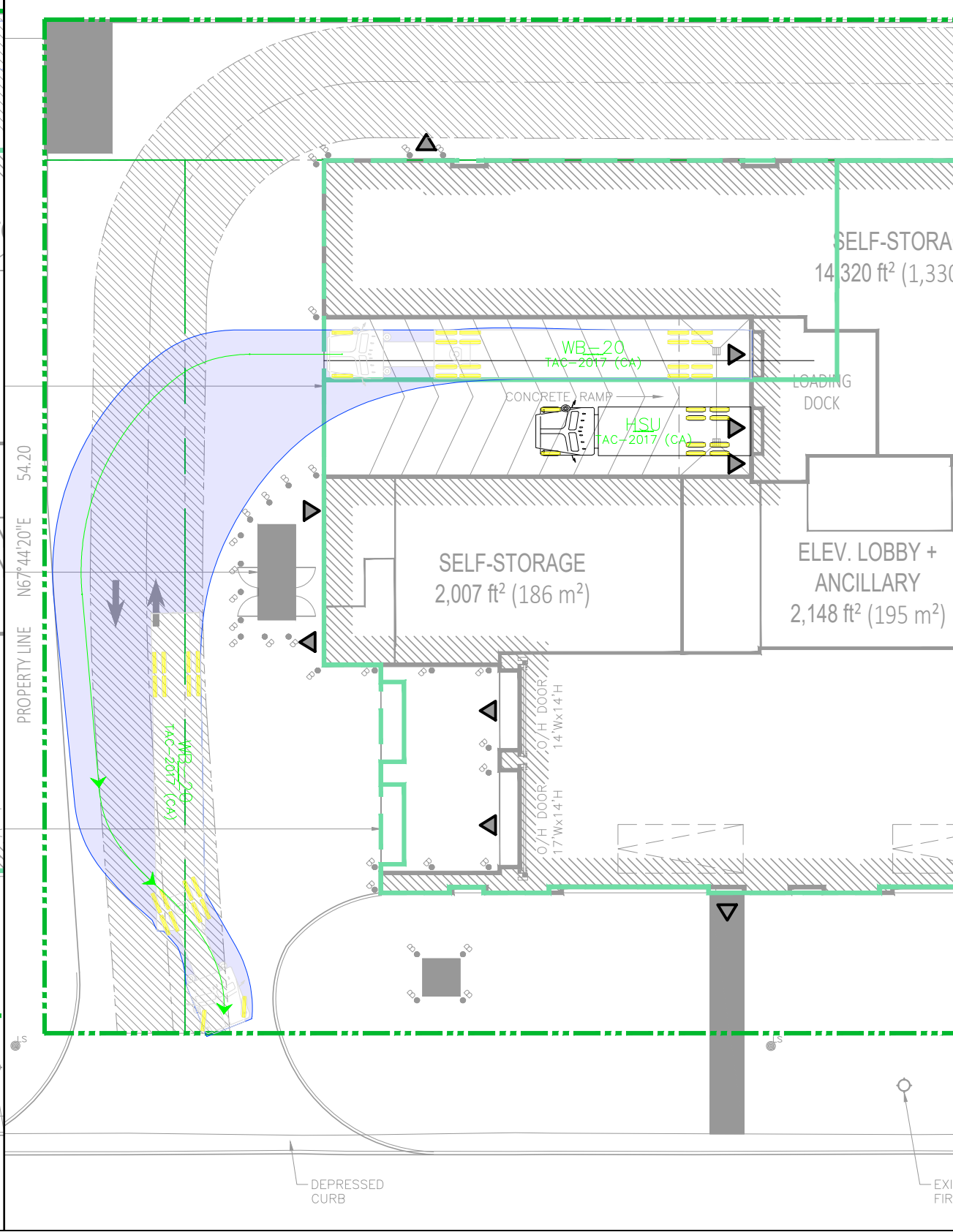
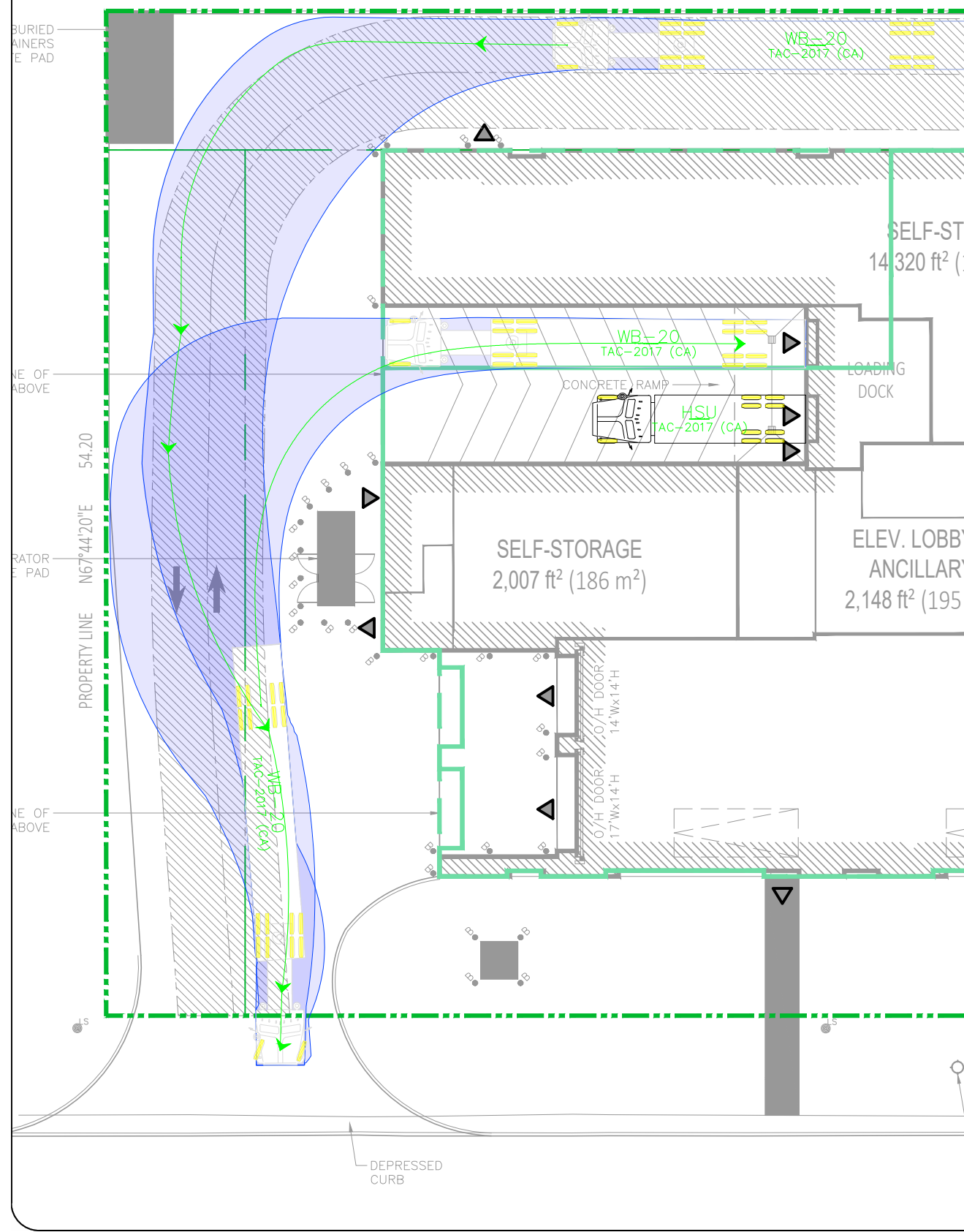
# Appendix D

Turning Template Drawings

DRAFT



Notes:



01	Revised Turning Templates	AL	20/12/04
00	Draft Turning Templates	JK	20/05/29
REV: DESCRIPTION:		BY:	DATE:
STATUS:			

 **CGH Transportation**  
 13 Markham Ave  
 Ottawa, ON  
 K2G 3Z1  
 (343) 999-9117

CLIENT: Dymon Capital Corporation

ARCHITECT: NCA Inc.

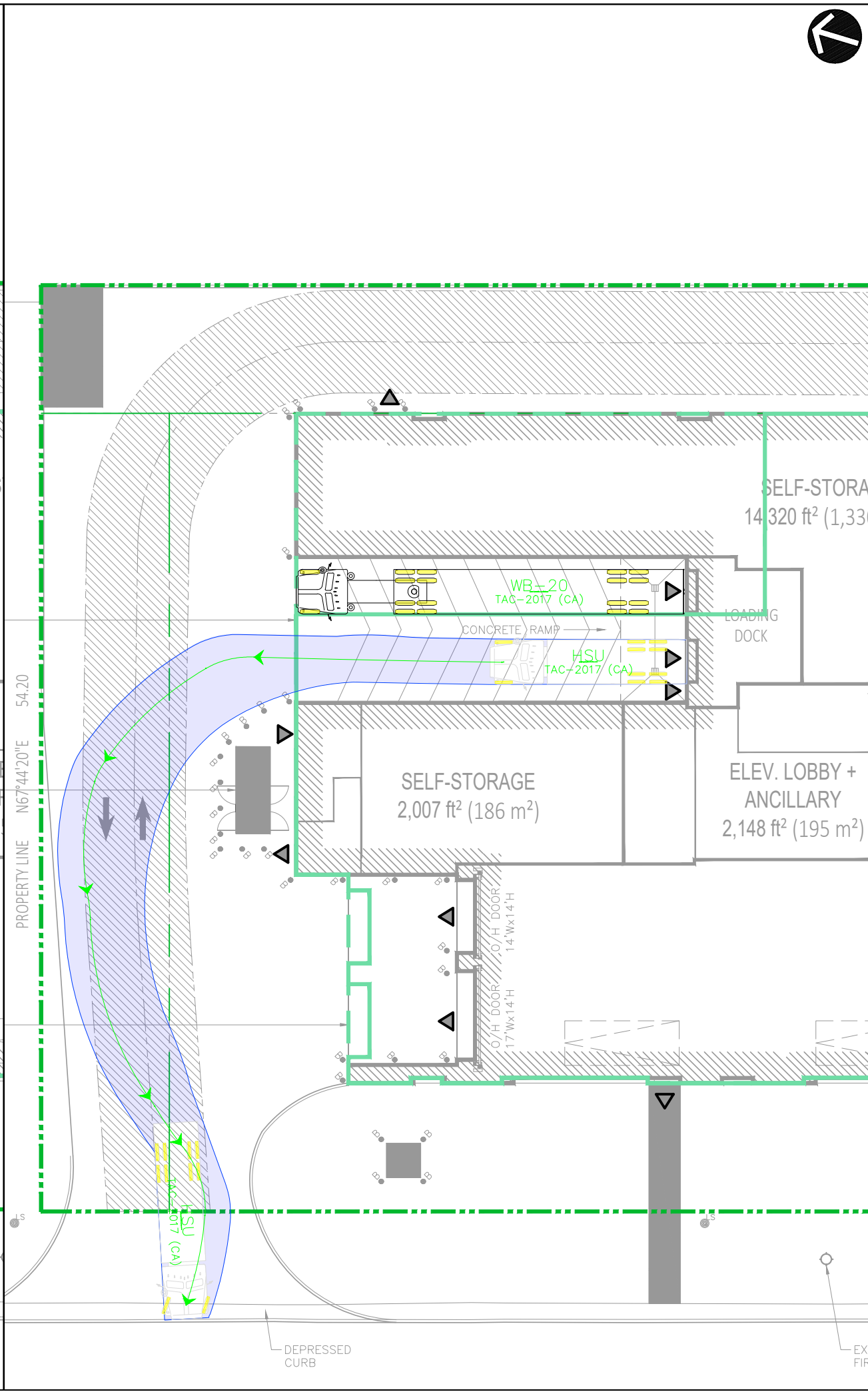
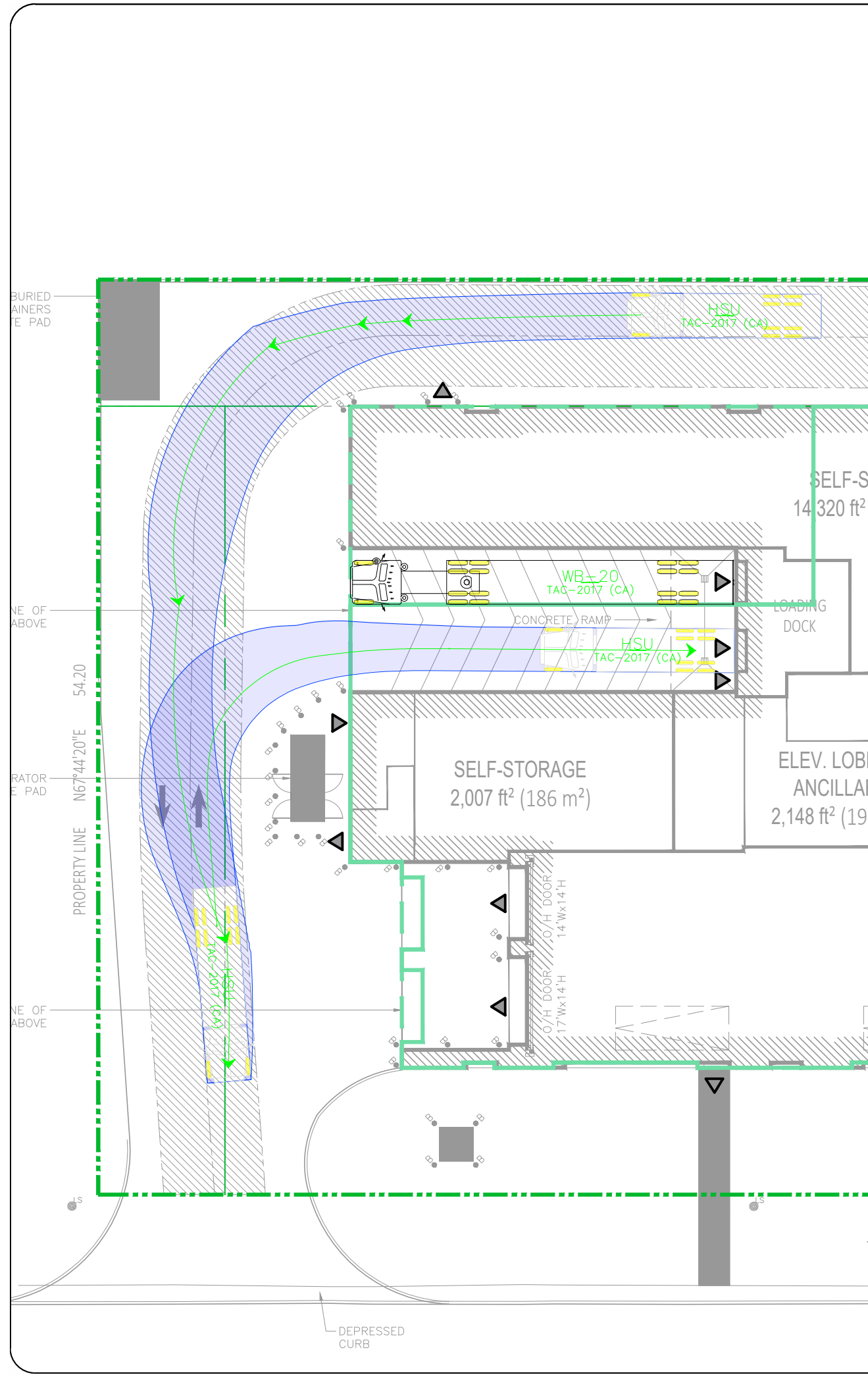
SITE: 3455 Hawthorne

TITLE: East Loading Bay  
WB-20 Turning Templates

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2020/12/04	AL	MC
PROJECT NO:	DRAWING NO:	REVISION:	
2020-53	001	01	



Notes:



01	Revised Turning Templates	AL	20/12/04
00	Draft Turning Templates	JK	20/05/29
REV: DESCRIPTION:		BY:	DATE:
STATUS:			

**CGH Transportation**  
 13 Markham Ave  
 Ottawa, ON  
 K2G 3Z1  
 (343) 999-9117

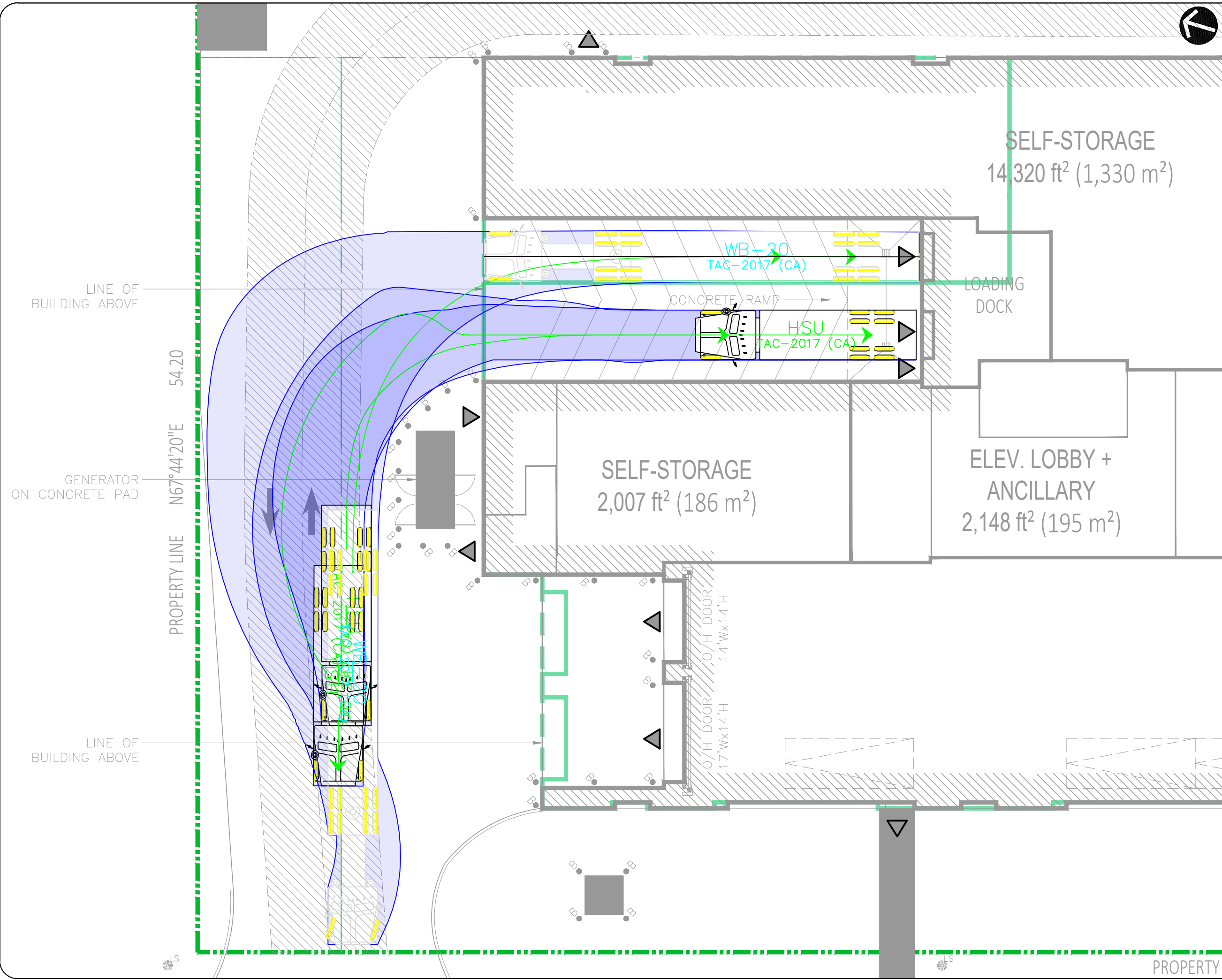
CLIENT: Dymon Capital Corporation

ARCHITECT: NCA Inc.

SITE:  
**3455 Hawthorne**

TITLE:  
**West Loading Bay  
 HSU Turning Templates**

SCALE AT A3: NTS	DATE: 2020/12/04	DRAWN: AL	CHECKED: MC
PROJECT NO: 2020-53	DRAWING NO: 002	REVISION: 01	



Notes:

01	Revised Turning Templates	AL	20/12/04
00	Draft Turning Templates	JK	20/05/29
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

**CGH Transportation**  
 13 Markham Ave  
 Ottawa, ON  
 K2G 3Z1  
 (343) 999-9117

CLIENT: Dymon Capital Corporation

ARCHITECT: NCA Inc.

SITE:  
 3455 Hawthorne

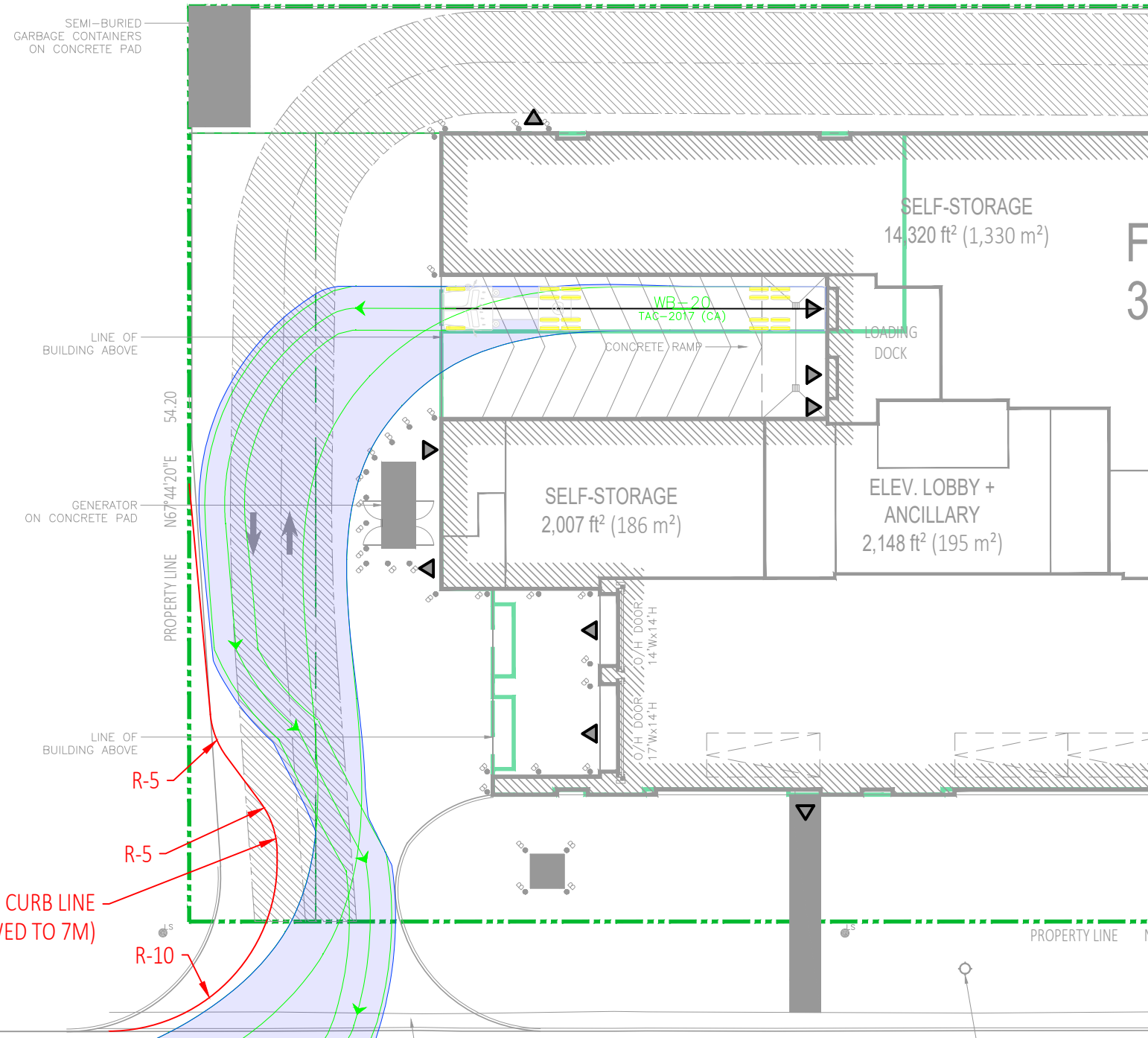
TITLE:  
 West Loading Bay  
 Alternate Location

SCALE AT A3: NTS	DATE: 2020/12/04	DRAWN: AL	CHECKED: MC
PROJECT NO: 2020-53	DRAWING NO: 003	REVISION: 01	

PROPERTY LINE



Notes:



MODIFIED CURB LINE  
(ACCESS NARROWED TO 7M)

R-5  
R-5  
R-10



# HAWTHORNE ROAD

CENTRELINE OF TRAVELED ROAD

01	Revised Turning Templates	AL	20/12/04
REV:	DESCRIPTION:	BY:	DATE:
STATUS: Draft			



**CGH Transportation**  
13 Markham Ave  
Ottawa, ON  
K2G 3Z1  
(343) 999-9117

CLIENT: Dymon Capital Corporation

ARCHITECT: NCA Inc.

SITE:  
**3455 Hawthorne**

TITLE:  
North Site Access  
Wb 20 Movements

SCALE AT A3: NTS	DATE: 2020/12/04	DRAWN: AL	CHECKED: MC
PROJECT NO: 2020-53	DRAWING NO: 004	REVISION: 01	





Notes:

BUILDING  
E ROAD

60 m<sup>2</sup>)  
D

BBY  
m<sup>2</sup>)

SELF-STORAGE  
1,085 ft<sup>2</sup> (100 m<sup>2</sup>)

ENTRANCE  
324 ft<sup>2</sup> (30 m<sup>2</sup>)

DYMON RECEPTION  
8,336 ft<sup>2</sup> (774m<sup>2</sup>)

BICYCLE PARKING  
8 SPACES

LINE OF BUILDING  
ABOVE

LINE OF CANOPY  
ABOVE

PROPERTY LINE  
N59°59'40"E  
54.68

PEDESTRIAN  
CROSSING  
DEMARICATION

6m FIRE ROUTE  
ACCESS

9m FIRE ROUTE  
ACCESS

REALIGNED SIDEWALK

FULL HEIGHT CURB

R-0.5

R-4

R-2

DEPRESSED CURB

HAWTHORNE ROAD

E ROAD

LINE OF BUILDING  
ABOVE  
LINE OF CANOPY  
ABOVE  
LINE OF ROOF  
ABOVE

36m UNOBSTRUCTED  
DISTANCE FROM HYDRANT  
TO SIAMESE CONNECTION  
WB-20  
TAC-2017 (CA)

DISTANCE TO FIRE ROUTE  
MIN. 3m MAX. 15m

RELOCATED  
FIRE HYDRANT  
WB-20  
TAC-2017 (CA)

EXISTING  
SIDEWALK

DEPRESSED  
CURB

EXISTING  
FIRE HYDRANT TO  
BE RELOCATED

EXISTING  
LIGHT STANDARD  
TO BE RELOCATED

WB-20  
TAC-2017 (CA)

PRINCIPAL ENTRANCE FOR  
FIREFIGHTING AND  
AFTERHOURS

01	Revised Turning Templates	AL	20/12/04
REV:	DESCRIPTION:	BY:	DATE:
STATUS: Draft			



**CGH Transportation**  
13 Markham Ave  
Ottawa, ON  
K2G 3Z1  
(343) 999-9117

CLIENT: Dymon Capital Corporation

ARCHITECT: NCA Inc.

SITE:  
3455 Hawthorne

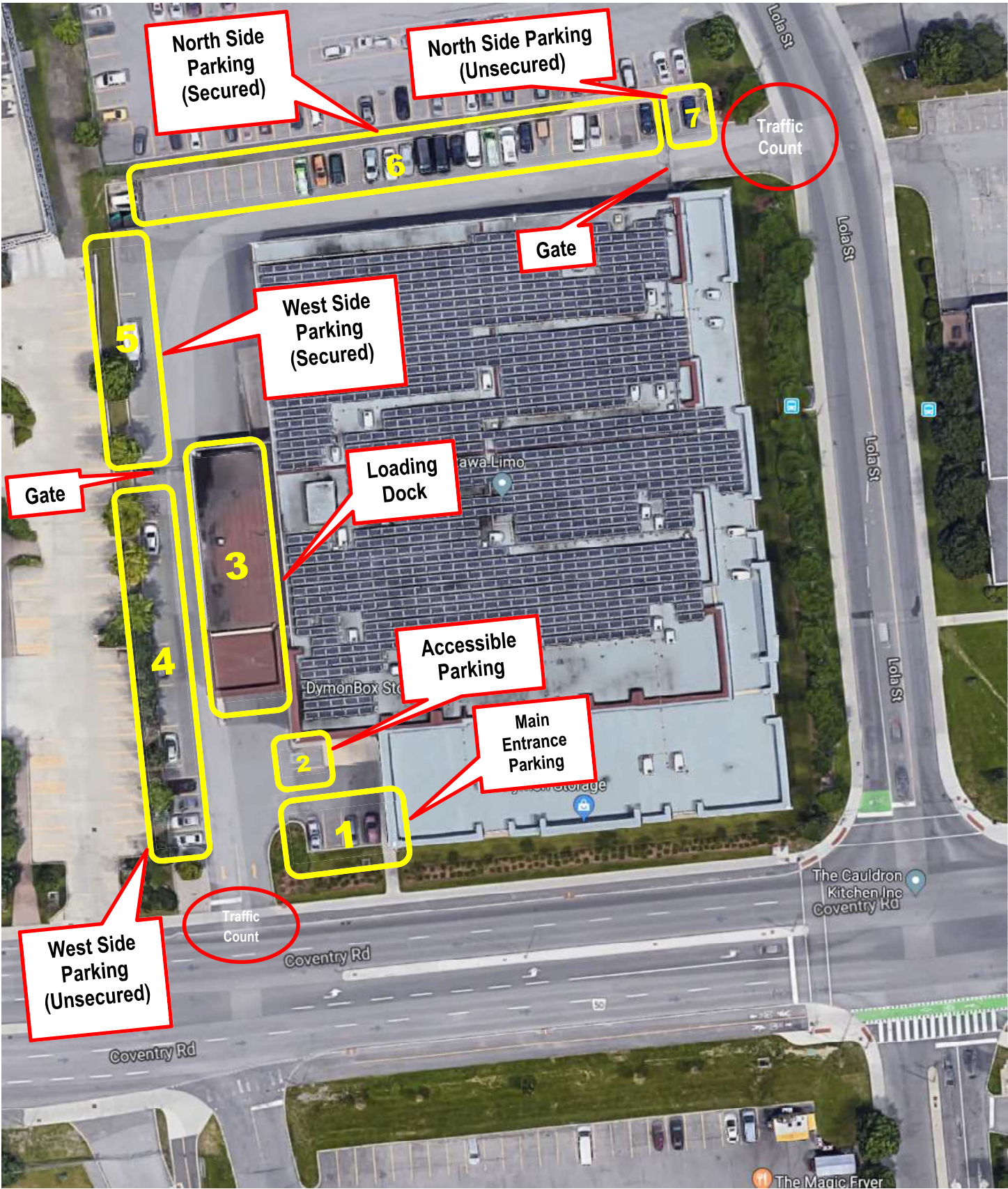
TITLE:  
South Site Access  
Wb 20 Movements

SCALE AT A3: NTS	DATE: 2020/12/04	DRAWN: AL	CHECKED: MC
PROJECT NO: 2020-53	DRAWING NO: 005	REVISION: 01	

# Appendix E

Proxy Site Parking Data

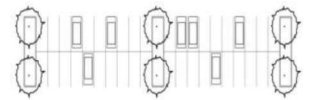
DRAFT



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						
	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	0	0	1	3	3	15	2
0800	1	0	0	3	3	15	2
0830	1	0	2	3	3	15	2
0900	1	0	2	3	3	15	2
0930	1	0	3	3	3	15	2
1000	1	0	4	3	3	15	2
1030	2	0	0	5	3	15	2
1100	2	0	5	6	3	15	2
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
1430	1	0	5	4	3	14	2
1500	3	0	3	5	3	14	2
1530	4	0	1	4	4	14	2
1600	2	0	3	4	4	14	2
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
1930	2	0	1	2	3	16	2
2000	3	0	1	2	3	16	2
2030	3	0	1	2	3	16	2
2100	3	0	0	2	3	16	2
2130	2	0	0	2	3	16	2

# 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 - one truck parked in middle

← Area 3 - truck in loading dock

← Area 5 - landscaping truck in middle

← Area 2 - truck parked beside accessible spot

← Area 5 - truck parked in middle of lot

← Area 3 - truck in loading dock

← Area 3 - truck in loading dock

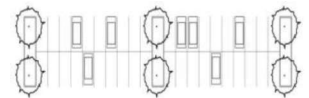
← Area 5 - pickup truck loading

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 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 +10°C PM Clear +23°C

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							

### Comments

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

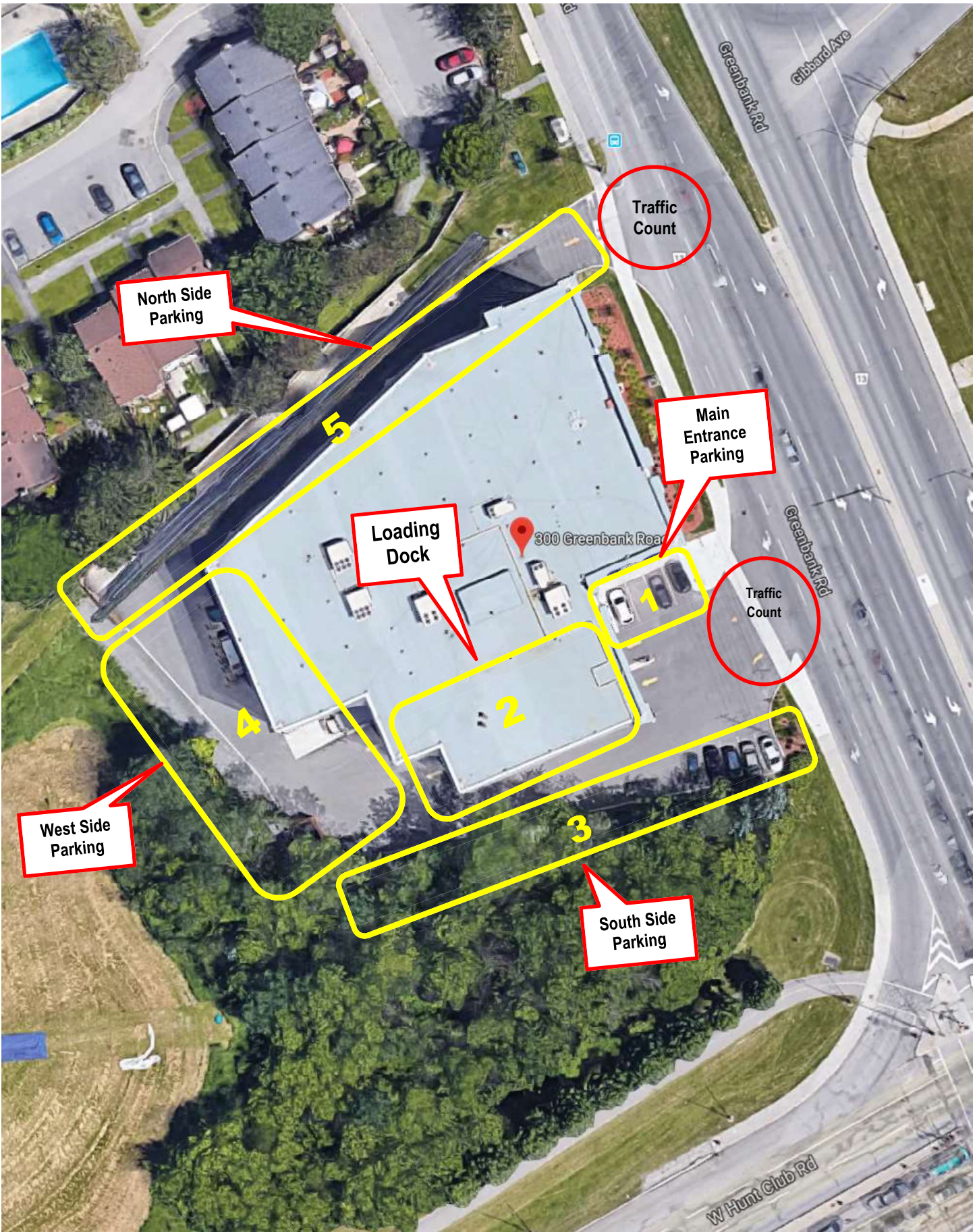
Area 5 - west side parking area at 1100 and at 1130, one of the vehicles was a tractor trailer in the loading dock.

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.

# of Pkg Spaces → 4 1 N/A 11 4 22 2

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

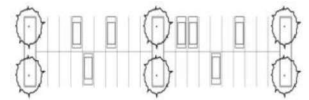


Dymon Storage – Greenbank & West Hunt Club





# 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							
	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			
0800	0	0	3	1	0			
0830	0	1	3	0	0			
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			
1630	0	3	1	0	0			
1700	0	2	1	0	0			
1730	0	2	4	0	0			
1800	1	3	4	0	0			
1830								
1900								
1930								
2000								
2030								
2100								
2130								

### Comments

1 employee parked  
 1 employee Dymon van parked near gargage bin

BFG van parked next to building

Jordash van parked in fire lane

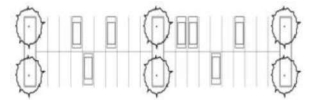
Accessible parking area is located within the loading dock.

# of Pkg Spaces → **4**    **N/A**    **5**    **0**    **0**

300 Greenbank Weekday	Area 2		Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking	Total (Exterior)	Total (Interior)	Total
	Area 1 Main Entrance	Loading Dock						
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 +10°C Clear +23°C 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								

### 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.

# of Pkg Spaces → 4 N/A 5 0 0

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