



3455 Hawthorne Road

Planning Rationale
Zoning By-law Amendment + Site Plan Control
December 22, 2020



Prepared for Dymon Storage

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1.0 Introduction

Fotenn Consultants Inc., acting as agents for Dymon Storage, is pleased to submit Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 3455 Hawthorne Road in the City of Ottawa.

1.1 Subject Lands

The site is legally described as GLOUCESTER CON 6 RF PT LOT 5;RP 5R8761 PT PART 1 and is known municipally as 3455 Hawthorne Road (“subject lands”). The subject lands have approximately 153.77 metres of frontage along Hawthorne Road, with a total area of 8,132.5 square metres. The rectangular property is currently occupied by a light industrial, outdoor storage use (Figure 1).



Figure 1. Subject lands, being 3455 Hawthorne Road, outlined in red.

1.2 Site Location

The subject lands are located along Hawthorne Road, approximately 70 metres from the intersection of Hawthorne Road and Hunt Club Road. The east side of Hawthorne Road is characterized by large industrial properties accommodating a range of intensive outdoor storage, excavation, and distribution type uses. Most of the uses generate high volumes of truck traffic and contribute to frictions with nearby residential uses. Hawthorne Road is a four-lane arterial road with a middle, bi-directional turn lane and approximately 37 metres wide. The intersection of Hawthorne Road and Hunt Club Road is a fully signalized, full movement, four way intersection with dedicated turn lanes.

North of the subject lands the area also includes some offices and commercial facilities. Located west of the subject lands, across from Hawthorne Road, are low-rise residential dwellings. South of the subject lands is an Ultramar gas station and a vacant parcel.



Figure 2. View of subject lands from west side of Hawthorne Road.

1.3 Area Context

North

The area north of the subject lands is generally characterized by heavy industrial uses including machine shops, heavy equipment rentals, automobile related uses, office uses, and some commercial uses.

West

Located west of the subject lands, across Hawthorne Road, is a low-rise residential area known as the Hunt Club neighborhood. Within the neighborhood are the St. Thomas More School and Robert Bateman Public School, in addition to the Calzavara Family Park and Elizabeth Manley Park. Townhouse dwellings along Forestglade Crescent back onto the abutting segment of Hawthorne Road. The lots measure approximately 39 metres in depth and include a rear yard wood privacy fence for screening.

South

The area south of the subject lands is mostly used for agricultural uses, including the Kiwan Farm which grows and sells produce on their land south of Hunt Club Road. Other lands are vacant or wooded areas.

East

East of the subject lands are some light industrial uses and vacant lands zones for industrial uses in addition to agricultural lands. Past these lands, Hunt Club Road connects to Highway 417 via an interchange.



Figure 3. View looking west at low-rise residential dwellings across Hawthorne Road.



Figure 4. View looking south west from the subject lands with gas station and low-rise residential dwellings in background.



Figure 5. View of intersection of Hawthorne Road and Hunt Club Road with gas station and Kiwanis Farm in background.



Figure 6. View looking north along Hawthorne Road from the subject lands.

1.4 Road Network

The subject lands are accessed via Hawthorne Road, which is identified as an arterial road in Schedule E – Urban Road Network of the City of Ottawa’s Official Plan (Figure 7). Arterial roads are the major roads that carry large volumes of traffic over the longest distance. Hunt Club Road, located approximately 70 metres south of the subject lands, is another arterial road which intersects Hawthorne Road and provides direct access to Highway 417, east of the property. Hawthorne Road is a four-lane arterial road with a middle, bi-directional turn lane and approximately 37 metres wide. The intersection of Hawthorne Road and Hunt Club Road is a fully signalized, full movement, four way intersection with dedicated turn lanes.

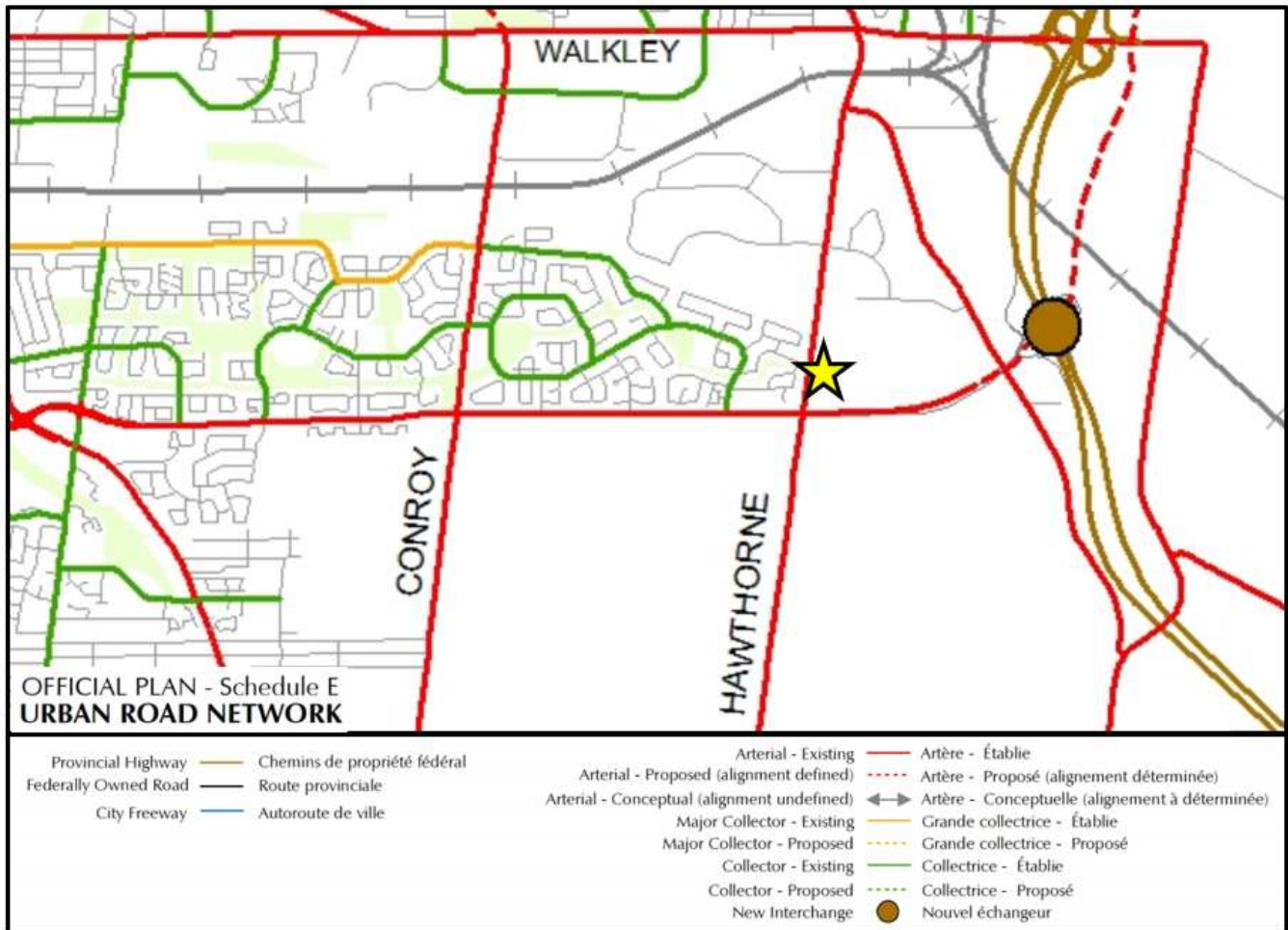


Figure 7. City of Ottawa Official Plan - Schedule E Urban Road Network.

1.5 Transit Network

A Bus Rapid Transit Station is proposed for the intersection of Hawthorne Road and Walkley Road, which is located approximately 2 kilometres away from the subject lands (Figure 8). Local bus routes servicing the area include Route 98, which has a bus stop approximately 150 metres from the subject lands.

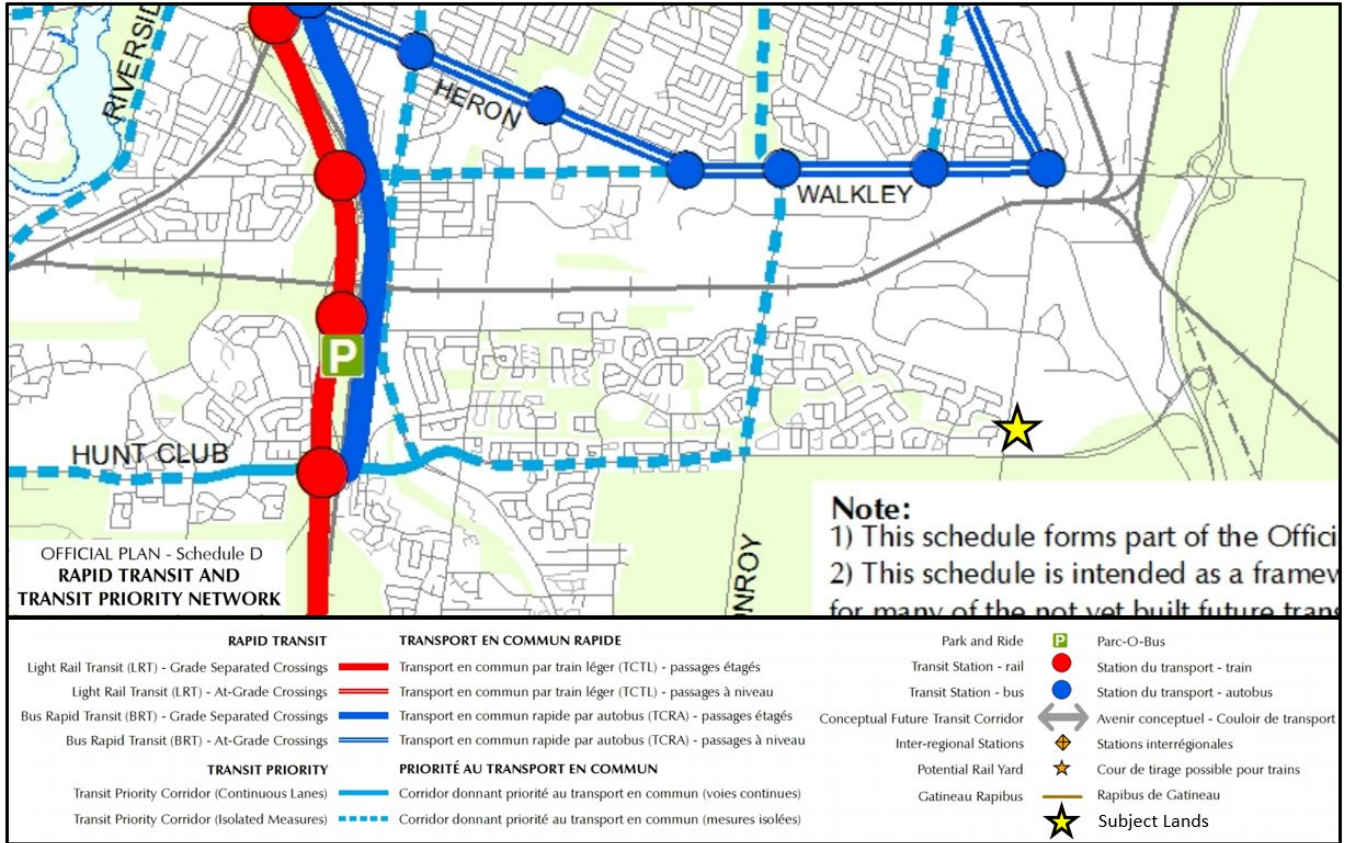


Figure 8. City of Ottawa Official Plan - Schedule D Rapid Transit Network and Transit Priority Corridor.

1.6 Cycling Network

The subject lands are well served by the urban cycling network as both Hawthorne Road and Hunt Club Road are recognized as spine routes for cycling (Figure 9). Additionally, a multi use pathway connection is located just north of the subject lands off Hawthorne Road which connects to Forestglade Crescent and continues west. The cycling routes and multi use pathway both converge to Conroy Road where they connect to the Cross-Town Bikeway.

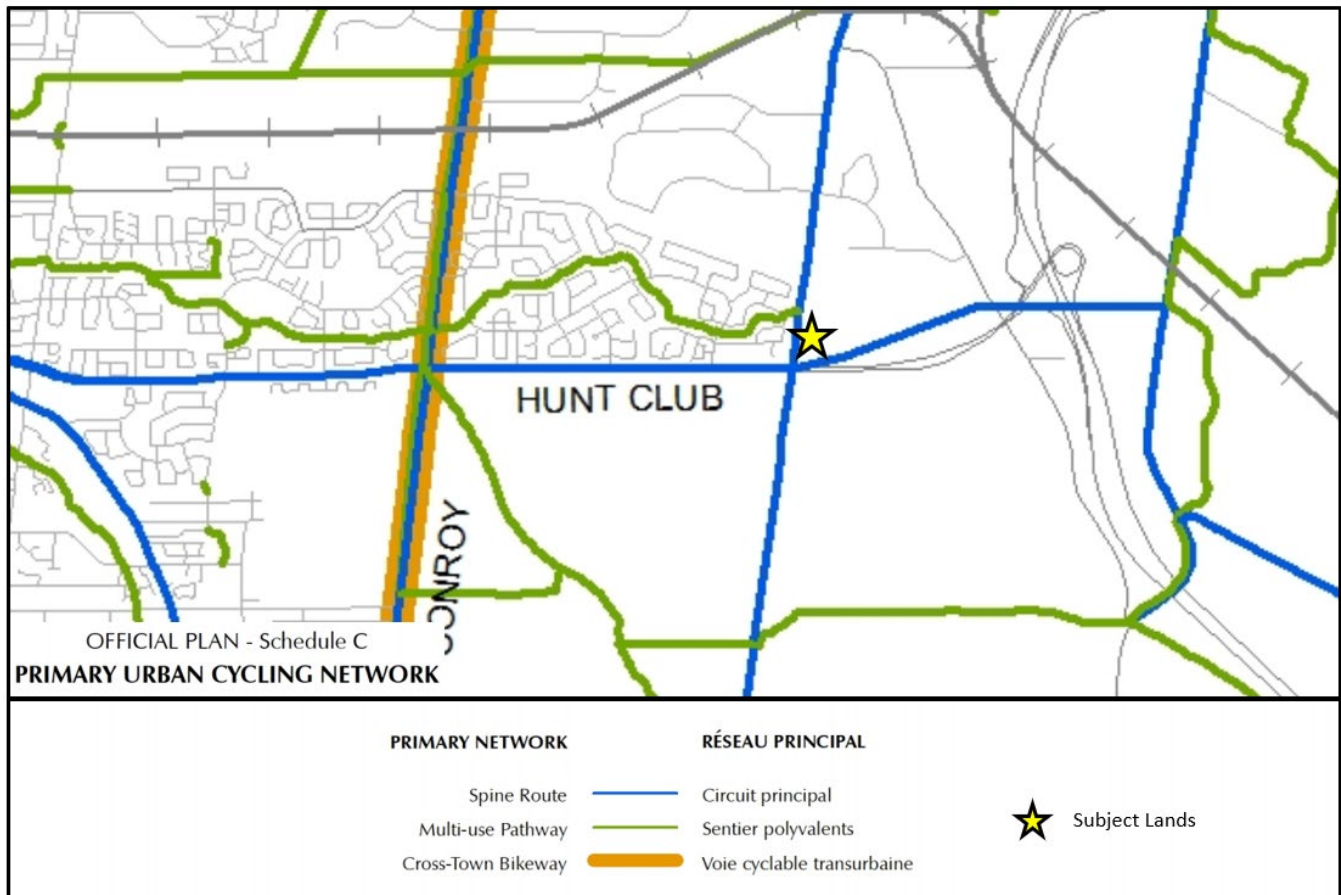


Figure 9. City of Ottawa Official Plan - Schedule C Primary Urban Cycling Network.

Proposed Development

The lands are currently developed with a cluster of small commercial business providing mobile office space and the stockpiling of various materials. A one-storey mobile office and a storage yard are located on site in addition to other small structures such as sheds and shipping containers. The structures and materials will be demolished or removed to make way for the proposed Dymon Self Storage facility. There are no existing trees on the site (all located on abutting lands) and the majority of the lands are currently fenced in and fully paved or covered with outdoor storage areas.

The site plan, prepared by Nicholas Caragianis Architect Inc., depicts site boundaries, building area, parking and loading areas, and landscape buffers.

Dymon proposes to develop a four (4) storey self-storage facility, including a covered, drive-thru parking and loading area and an ancillary retail component that is secondary and supportive to the self storage use. The self-storage portion of the building has an approximate Gross Floor Area (GFA) of 12,414 square metres whereas the retail component of the development has an approximate GFA of 805 square metres, for a total GFA of 13,219 square metres.

The self-storage facility will consist of individual storage units of varying size. The units would be accessible via internal elevators and vehicle loading areas, climate controlled, and in a clean and secure building. The interior drive-thru parking and loading space is located along Hawthorne Road. The area is the portion of the building where patrons will be able to drive into the building, deposit and store their items, or retrieve their items all within a weather protected space.

A total of 18 exterior surface parking spaces are proposed for vehicles and five (5) interior parking spaces are provided within the drive through area as parallel spaces. The amount of parking reflects current industry standards for a modern self-storage facility. The majority of vehicle trips are accommodated within the drive-thru portion of the building. There are 8, exterior bicycle parking spaces proposed in closest proximity to the Dymon retail area and the main entrance of the facility.



Figure 10. Rendering of the proposed development viewed from Hawthorne Road.

Access to the site is provided from Hawthorne Road via two (2) access points at the north and south of the property. This allows patrons of the facility to easily enter the drive through area at the south entrance, drive into the interior space, and then exit via the north access back onto Hawthorne Road. Truck movements for

deliveries are to be accommodated at the rear of the site and behind the building. These movements into the loading spaces located on the north side of the building, all located exclusively on the site.

Tree plantings are proposed along the Hawthorne Road frontage within the City's right-of-way plus a variety of shrubs and vegetation are proposed along the edge of the building. Additionally, trees are proposed along the south property line where there is some space for grass and soil. Areas not required for the building, parking areas, or aisles for circulation will be grassed.

As noted in the supporting noise study, loading door mechanisms are designed to function rapidly and quietly at low noise levels. The truck loading areas are recessed into the building to mitigate any noise from loading areas.

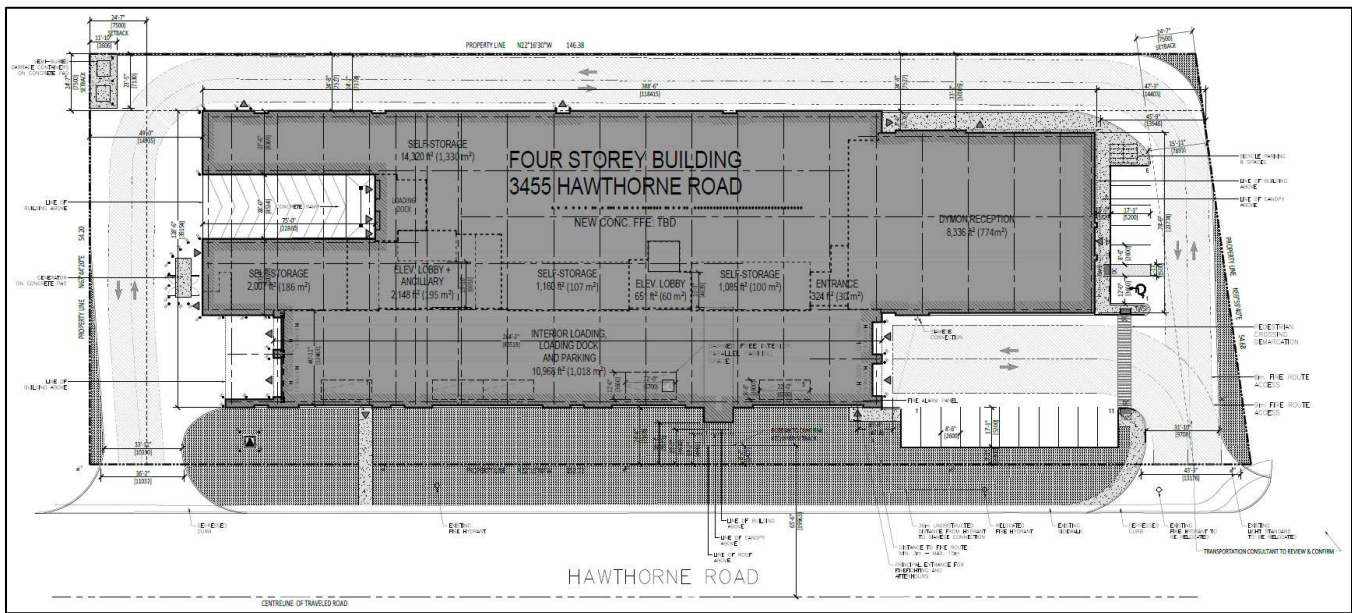


Figure 11. Site plan of the proposed development.



Figure 12. Nighttime rendering of the proposed development viewed from Hawthorne Road.

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2020)

The Province of Ontario recently released a revised Provincial Policy Statement, which came into effect on May 1, 2020. The policies of the new PPS are generally similar to the 2014 policies. New or revised policies that influence the proposed development include:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.3.2 a) b) Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- 1.3.1 a) b) d) e) Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
 - e) ensuring the necessary infrastructure is provided to support current and projected needs.
- 1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.
- 1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

The proposed development is consistent with the policy direction of the new Provincial Policy Statement (2020).

3.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides a vision of Ottawa's future growth and a policy framework to guide its physical development to the year 2031. Additionally, the Official Plan addresses matters of provincial interest as defined by the Provincial Policy Statement and serves as a basis for a wide range of municipal activities.

3.2.1 Land Use Designation

The subject lands are designated ‘Urban Employment Area’ per Schedule B Urban Policy Plan of the City of Ottawa’s Official Plan (Figure 13). Lands under the Urban Employment Area designation are intended to be reserved over the long term for places of business and economic activity. Uses that support this function includes offices, manufacturing, *warehousing*, distribution, research, and development facilities and utilities. Lot sizes in these areas are generally larger and reflect user needs for things such as storage, parking, and large building floor plates. Urban Employment Areas are generally well located with respect to major roads and have proximity to highways and/or transit, depending on the nature of their operations.

It is important to note that the Ottawa Zoning By-law defines the self storage use as “warehouse”, however, given new trends in the industry, the term “self storage” is more contemporary and consistent with the type of development proposed at this location. For the purpose of the Official Plan, self storage is defined as Warehousing, and is consistent with the policy direction for Employment Areas.

Urban Employment Areas are generally isolated or separated from residential areas or more traditional commercial areas as they require large parcels to accommodate uses that require a buffer from sensitive uses. Incidental activity associated with a main use such as showroom space associated with warehousing and storage is expected in Urban Employment Areas.

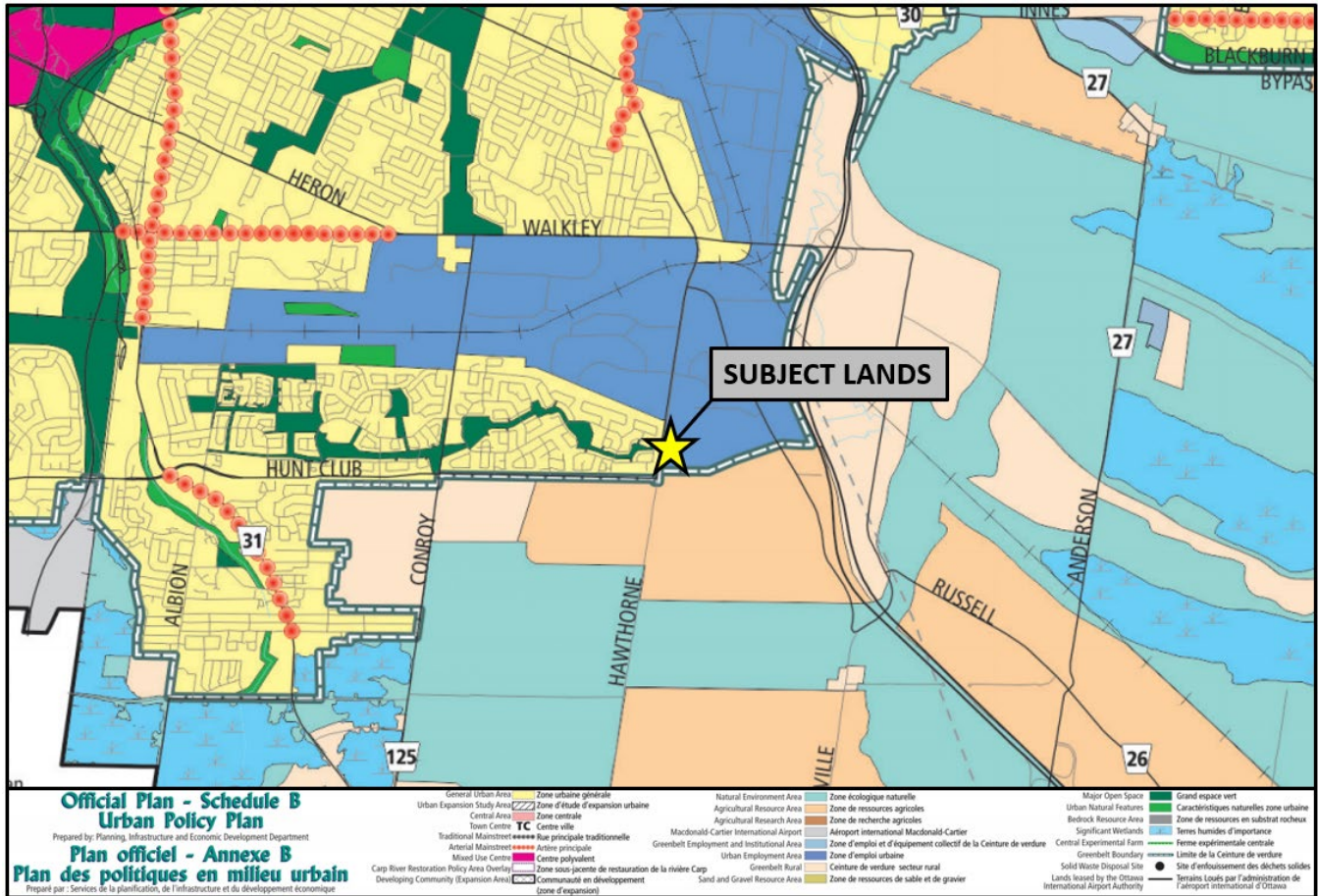


Figure 13. City of Ottawa Official Plan - Schedule B Urban Policy Plan.

Section 3.6.5 – Urban Employment Area details the following policies that are applicable to this application:

Policy 2 - In Urban Employment Areas, the Zoning By-law will:

- / Permit traditional industrial uses such as manufacturing, *warehousing*, distribution, storage, communications, construction;
- / Permit sample and showroom uses, meaning that portion of a building operating only in association with a warehouse or other permitted use in the same building, primarily used for the display of samples, patterns or other goods and wherein orders are taken for merchandise which is stored in bulk in a warehouse in part of the same building for future delivery to its customers, and where the proportion of the gross leasable area of a building devoted to sample and showroom use is limited in the Zoning By-law so that sample and showroom space is secondary and subordinate to the primary use of the building for warehouse storage;

The proposed development is a self storage use with an ancillary retail component which displays and sells merchandise directly related to storage such as boxes, packing materials, closet and kitchen household products. The site is easily accessible from two arterials roads (Hawthorne Road and Hunt Club Road) and is located less than 1.5 kilometres from the Hunt Club Road/Highway 417 interchange.

3.2.2 Managing Intensification Within the Urban Area

Section 2.2.2. of the Official Plan outlines policies for intensification in the urban area where there are opportunities for to accommodate more jobs and housing. Policy 2 defines employment intensification as the development of a property or area that results in a net increase in jobs and/or gross floor area and may occur through:

- / Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
- / Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
- / Infilling of vacant or underutilized land within Urban employment lands as identified in Policy 1 Section 2.2.3;
- / Replacing uses with a low number of employees with uses having a higher number of employees.

The subject lands are currently developed with a mobile office and outdoor storage of materials, in addition to a small office space located in a portable trailer. Redevelopment of the lands with a contemporary Dymon Storage facility with internal loading will contribute to commercial /employment infill on an underutilized parcel of land within the City's urban employment lands.

3.2.3 City-wide Employment Area Policies

Section 2.2.3. details policies related to employment lands and management of economic growth in the City of Ottawa. The following policies are applicable in the context of this application:

Policy 5 states that 'the City encourages intensification and renewal of employment uses within the Urban Employment Areas located inside the Greenbelt. Because of their central location these Employment Areas provide access to goods movement corridors and major transportation routes for workforce access. These locations also create stable operating environments for a wide variety of traditional industrial uses, which helps to diversify the local economy.'

The proposed development is an example of intensification and renewal of an employment use in an area that is well connected to the major transportation network and located within an Urban Employment Area.

3.2.4 Urban Design and Compatibility

Section 2.5.1. notes that the introduction of new development into an existing urban fabric requires a sensitive approach and respect for the community's established characteristics. The Official Plan seeks to mitigate conflicts between existing and new development to ensure proposals are compatible with their surroundings, while allowing for sufficient flexibility and variation in building form and architectural design.

The Official Plan defines compatible development as development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It is development that fits well and works well with its surroundings and tries to incorporate common characteristics of its setting. New development can achieve compatibility with its surroundings without necessarily being the same as existing development.

Section 2.5.1. establishes design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

1) To enhance the sense of community by creating and maintaining places with their own distinct identity

- / The proposed development will introduce a 4-storey building to the lot, which is considered a low-rise building. The height is compatible with both the industrial lands to the east and north and is appropriately designed to transition and mitigate any impacts of the massing on low-rise residential neighborhoods west of the subject lands. The building has enhanced architectural features, lighting and high-quality materials and architectural treatments.
- / No permanent structure currently exists on the lot. The replacement of the temporary portable office and storage yard with a well-designed permanent structure creates an aesthetically pleasing frontage and significantly improves the streetscape through the introduction of grass, landscaping, and improved pedestrian connections.

2) To define quality public and private spaces through development

- / The existing frontage along Hawthorne Road is unkempt and not landscaped. Additionally, the existing driveway entrance leading into the site as well as the surface of the site itself consist of gravel and dirt with no pavement. The addition of paving to the site and driveway as well as trees and landscaping will significantly improve the appearance of both private and public spaces.
- / The frontage along Hawthorne Road is the most visible to the public and the surrounding area and therefore has been designed with high quality architectural elements, a variety of materials and finishes, and a much improved and more accessible main entrance area.
- / The required 7.5m wide landscape buffer along Hawthorne Road will provided for an enhanced streetscape, more pedestrian-friendly and appropriate than existing conditions, given abutting residential lots to the west.

3) To create places that are safe, accessible and are easy to get to, and move through

- / The re-configuration of the entryway to include two (2) access points at the north and south ends of the site will improve circulation and access.
- / Pedestrian access is improved with the addition of concrete walkways within the site and around the building as well as along Hawthorne Road.
- / Paved and graded entrances will make for a more easily accessible site.
- / Clearly demarcated pedestrian pathways and connections to the entrances are provided.

4) To ensure that new development respects the character of existing areas

- / The lands north and east of Hawthorne Road are characterized by large industrial and commercial uses and the proposed development presents an attractive design for a self storage facility, comparable to other modern additions to the area such as the Hydro Ottawa building at 2711 Hunt Club Road.

- / Low-rise residential dwellings are present west of the subject lands across Hawthorne Road, approximately 60 metres away on Forestglade Crescent. Though these residences back onto Hawthorne Road and do have fencing and trees to provide screening as well as a change in grade, the proposed design includes a stepping down of the massing towards Hawthorne Road to reduce potential impacts towards this neighborhood.
- / The proposed building height is consistent with building heights anticipated and often found along Arterial roadways, and will have minimal impacts on abutting lands. The self-storage use and building has no inconvenience onto abutting lands typical of residential development (balconies overlooking, etc.) or commercial developments (traffic, odours from restaurants and dumpsters, noise from patios and patrons, etc.)
- / The proposed design of the building reflects a more thoughtful approach to light industrial and commercial buildings typical of Dymon Storage. As well, other new developments in the area, such as the Ottawa Hydro building, incorporate similar modern designs and a more sensitive approach to the interface with the public realm.

5) To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

- / The proposed development offers a contemporary and well-designed approach to personal self-storage. The building design and function is unique to Dymon Storage by providing a drive through interior loading space where patrons can easily drop off their items discreetly and without being exposed to the elements.

6) To understand and respect natural processes and features in development design

- / The proposed development is within the urban area and will redevelop a site that is already serviced rather than a greenfield site.

7) To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

- / Appropriate stormwater management and infrastructure are proposed to ensure runoff quantity and quality are to the required standards.

The policies of Section 4.11 contain criteria intended to provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the proposal against the established criteria:

Views

- / The maximum height of the building is proposed at 4-storeys. No impacts to protected views are anticipated.

Building Design

- / The proposed design of the building is typical of other Dymon storage facilities in that it reflects a high quality of materials and attractive aesthetics.
- / The existing character of the area is generally industrial and reflective of the types of uses that are located in industrial zones. The proposed development will introduce a permanent structure with a number of architectural elements such as windows at the ground floor along the length of the drive through and varying materiality. The projecting lantern feature at the front of the building acts as an attractive design feature in addition to a sign for Dymon.

- / The principal entrance of the building is oriented to Hawthorne Road and access for vehicles and trucks will be from Hawthorne Road. Signage and lighting is proposed to accentuate the front entrance area.
- / Appropriate sidewalks and landscaping are proposed along the Hawthorne Road frontage.
- / Outdoor utility and mechanical equipment are located at the north east corner of the building, tucked behind the interior loading zone. Garbage containers are proposed at the south east corner of the lot, away from the main entrance and screened from the road.

Massing and Scale

- / The massing, scale, and setbacks of the proposed development are compatible with those of adjacent properties and meet the general intent of the Zoning By-law.
- / Existing low-rise residential dwellings across Hawthorne Road will experience little to no impacts from the proposed development. The existing dwellings, which do not front onto Hawthorne Road, are setback more than 60 metres from the proposed development and are separated by fencing and trees.

High-Rise Buildings

- / The proposed development is not considered a high-rise building.

Outdoor Amenity Areas

- / There are no adjacent amenity areas or adjacent lots zoned for residential uses.
- / No amenity area is required to be provided as part of this development.

Public Art

- / No public art is proposed as part of this development.

Design Priority Areas

- / The subject lands are not identified as a Design Priority Area, per the City of Ottawa's Official Plan Policy 2 of Section 2.5.1.

The proposed development meets the urban design and compatibility objectives of Sections 2.5.1 and 4.11.

3.3 Urban Design Guidelines for Drive Through Facilities

The City of Ottawa has prepared a set of guidelines for achieving appropriate development of drive through facilities which were approved in 2006. The following recommendations of the guidelines are applicable to the proposed development and discussed in greater detail below:

- / Respond to the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles.
- / Locate buildings close to the street to help define the street edge.
- / Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street is unavoidable.
- / Locate interior uses such as seating areas, employee rooms, offices, waiting areas and lobbies, which have the potential for clear windows, along street-facing walls.
- / Make the majority of the pedestrian level façade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building.

- / Landscape the area in front of blank walls that face public streets and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.
- / Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways. Ensure little or no change in elevation.
- / Provide customer entrance doors that are close to parking areas.

The proposed development incorporates the above noted design recommendations, among others, and conforms the Urban Design Guidelines for Drive Through Facilities.

3.4 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is zoned IL – Light Industrial. Light Industrial zones are intended to accommodate a wide range of low impact light industrial uses, as well as office type uses. Some complementary uses are also permitted in Light Industrial zones to serve employees of the employment areas. Retail uses are prohibited except for those retail uses that are secondary and subordinate to the primary use of the building.

The proposed development's use as a storage facility falls under the 'warehouse' definition in the Zoning By-law, which is a permitted use in the Light Industrial zone. The associated retail portion is secondary to the primary warehouse or storage use of the building and therefore is also permitted in this zone.

The provisions of the Light Industrial zone applicable to the proposed development are listed in the table below for compliance:

Zoning Mechanism	Required: IL	Proposed	Compliance
Minimum Lot Area	2000 m ²	8,132.5 m ²	✓
Minimum Lot Width	No minimum	153.72 m	✓
Maximum Lot Coverage	65%	50%	✓
Minimum Front and Corner Yard Setback	7.5 m	4.6 m	✗
Minimum Interior Side Yard Setbacks	7.5 m	North Lot Line: 14.9 m	✓
		South Lot Line: 14.4 m	✓
Minimum Rear Yard Setback	7.5 m	7.5 m	✓
Maximum Building Height	18 m	17.9 m	✓
Minimum Width of Landscaped Area	3 m	Front yard: 7.5 m	✓
Maximum Floor Space Index	2	1.72	✓

Zoning Mechanism	Required: IL	Proposed	Compliance
Minimum Required Parking	<p>Warehouse (self storage facility) 0.8 per 100 m² of gross floor area = (13,219 m² / 100 m²) x 0.8 = 106 parking spaces</p> <p>(b) in the case of a drive-through facility: (ii) where any use other than a restaurant operates in combination with a drive-through facility, the parking required by Table 101 for that land use may be reduced by 10 per cent.</p> <p>104 – 10% = 96 parking spaces</p> <p>Retail 3.4 per 100 m² of gross floor area = (805 m² / 100 m²) x 3.4 = 27 parking spaces</p> <p>Total = 123 parking spaces</p>	<p>18 exterior spaces 5 interior spaces</p> <p>Total: 22 spaces</p>	✗
Minimum Parking Space Dimensions	<p>2.6 m x 5.2 m</p> <p>Interior Parallel Spaces: 2.6 m x 6.7 m</p>	<p>2.6 m x 5.2 m</p> <p>2.6 m x 6.7 m</p>	<p>✓</p> <p>✓</p>
Minimum Drive Aisle Width	6.7 m	7.3 m	✓
Minimum Number of Bicycle Parking Spaces	<p>Warehouse (storage facility) 1 per 2000 m² of gross floor area = (13,219 m² / 2,000 m²) x 1 = 7 bicycle parking spaces</p> <p>Retail 1 per 250 m² of gross floor area = (805 m² / 250 m²) x 1 = 3 bicycle parking spaces</p> <p>Total = 10 bicycle parking spaces</p>	8 spaces	✗

3.5 Relief Required

As summarized in Table 1, relief is required for the following zoning provisions to permit the proposed development:

- / **To permit a reduced front yard setback of 4.6 metres when 7.5 metres is required.**

A 7.5 metre front yard setback is maintained for the entirety of the building's frontage except for the area of the projection of the lantern feature into the front yard (Figure 14). As one of the main architectural features of the building's design, this projection into the front yard adds an attractive element to an industrial site and improves the overall aesthetic of the building while ensuring minimal impacts to the roadway and the residential dwellings across Hawthorne Road.

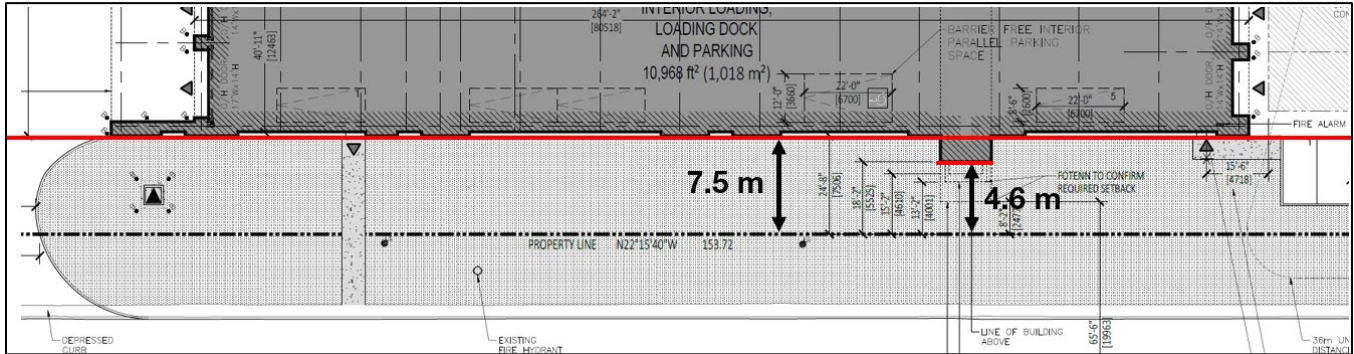


Figure 14. Front yard setback conditions.

- / **To permit a reduction in the number of bicycle parking spaces for 8 spaces when 10 spaces are required.**

Given the nature of a self storage use and the fact that it is used for storing large items or large volumes of items and generally requires at minimum a car to deliver items for storage, the bicycle parking spaces are of less importance for a site such as this one. It is anticipated that the 8 bicycle parking spaces provided will meet the needs of the site and will mostly be used by employees and very minimally by patrons of Dymon Storage.

- / **To permit a reduction in the number of vehicle parking spaces provided whereas 23 parking spaces are provided, and 123 spaces are required.**

A reduced rate of required parking for the warehouse or storage facility use is proposed as part of this development. Recently, several similar Dymon Self-Storage facilities have proposed, rationalized and been approved for reduced or altered parking rates by the City of Ottawa. Examples include 1375 Clyde Avenue, 851 Industrial Avenue, 300 Greenbank Road, 110 Didsbury Road, and 323 Coventry Road. The table below compares the required parking per the applicable zoning provisions and what was ultimately approved and provided for these sites. The self-storage facility at 3455 Hawthorne Road proposes an interior parking facility for weather protection and ease of access for self-storage patrons. It is typically these spaces that are used by patrons and outdoor surface parking is used by minimal staff for the use (approximately five (5) surface parking spaces are generally required for staff). Where the provision of surface parking on site has been limited, City staff have accepted the interior, non-delineated parking spaces located within the drive through area as meeting the requirements of the zoning provisions.

Dymon Property Address	Required Parking	Provided Parking
1375 Clyde Avenue	118 parking spaces required for warehouse/storage use	10 parking spaces, in addition to 7 parking spaces within the interior drop off/loading area
851 Industrial Avenue	148 parking spaces required for warehouse/storage	5 parking spaces

300 Greenbank Road	9 parking spaces required for warehouse/storage	4 parking spaces, in addition to 5 parking spaces within the interior drop off/loading area
323 Coventry Road	52 parking spaces required for warehouse/storage use	32 parking spaces

The proposed development would provide 18 exterior surface parking spaces to the site. As discussed above and demonstrated at other Dymon facilities in Ottawa, typically five (5) parking spaces are required to address the needs of employees, with the remainder accessible to patrons of the self-storage facility. However, the interior loading area will be the most commonly used parking space for patrons as it is set up to receive vehicles and unload items directly to the storage facility in a covered structure for their convenience. This interior loading area can accommodate more than 5 average sized vehicles within the drive through area.

4.0 Conclusion

It is our professional opinion that the proposed Minor Zoning By-law Amendment and Site Plan Control application is appropriate, represents good planning, and is in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an accessible employment area which does not negatively impact nearby residential dwellings.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for Urban Employment Areas. The proposal responds to its context by continuing the existing and planned built form along Hawthorne Road. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets several of the applicable requirements in Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Nick Sutherland, MCIP RPP, LEED GA
Planner



Miguel Tremblay, MCIP RPP
Partner