

Friday, September 24, 2021

City of Ottawa
110 Laurier Avenue West,
Ottawa, Ontario
K1P 1J1

Planning Rationale, Public Consultation Strategy & Urban Design Brief

Re	Application for a Site Plan Approval 3149 Hawthorne Road Part of Lot 2, Concession 6 (Rideau Front) City of Ottawa Storage Vault Canada Inc. (Owner)
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Introduction

Corbett Land Strategies Inc. (CLS), has been retained by Storage Vault Canada Inc. (the “Owner”) with respect to the development of their lands legally described as Part of Lot 2, Concession 6 (Rideau Front), municipally known as 3149 and 3169 Hawthorne Road, City of Ottawa (the “Subject Lands”). As part of the development application review process, this Planning Rationale Report has been prepared to provide planning analysis and justification in support of the proposed Site Plan Approval. The required elements of a design brief have been integrated into this planning rationale.

Subject Property

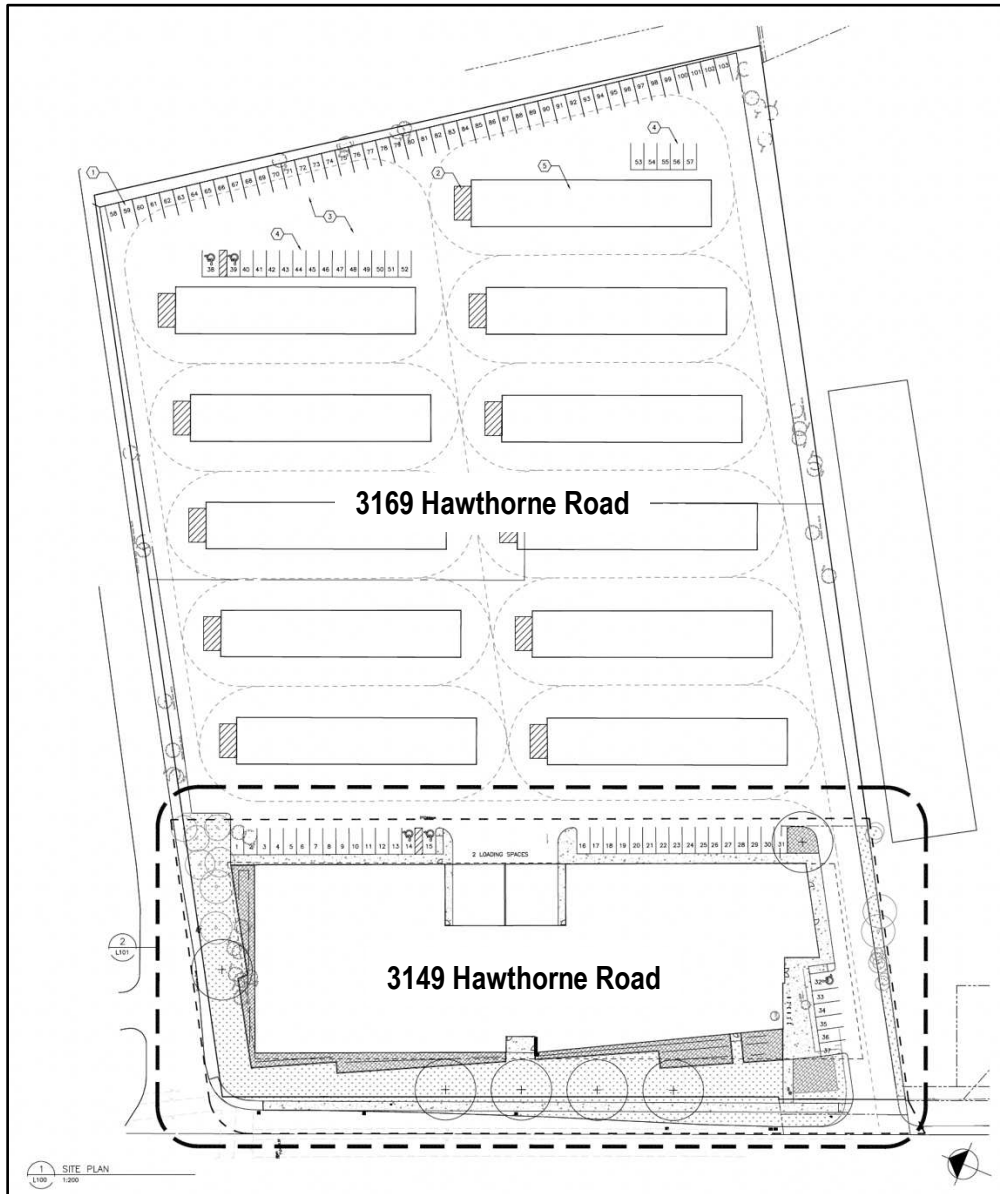
The Subject Lands are located at the southeast corner of the intersection of Hawthorne Road and Ages Drive. The lands are comprised of two municipal addresses, 3149 Hawthorne Road has a site area of approximately 0.618 hectares (1.52 acres) and with a street frontage of approximately 119.88m onto Hawthorne Road. The site is currently vacant and contains some mature vegetation. The abutting lands to the east municipally known as 3169 Hawthorne Road are owned by the same Owner, Storage Vault Canada Inc., and is currently undergoing various building permit and demolition applications to improve the site operations. The property 3169 Hawthorne Road is occupied by eleven (11) existing storage buildings. The two properties are surrounded by light industrial and commercial uses.

Proposed Development

The proposed development is to be primarily on 3149 Hawthorne Road. It will comprise of a four (4) storey self-storage facility building with a gross floor area of approximately 10,854 sq.m. The self-storage facility will be accessed via private driveway off of Hawthorne Road. The proposed self-storage building will consist of an

office, storage units and loading areas and 37 parking spaces. The proposed storage facility will have a maximum floor space index of 1.39, building height of 15.48 metres, two (2) loading spaces.

The proposed development intends to utilize both properties, 3149 Hawthorne Road and 3169 Hawthorne Road, to function as a one large self-storage site by sharing parking spaces, private driveway, utilities, and servicing. The proposed development on 3149 Hawthorne Road will require a total of 60 parking spaces. As mentioned, only 37 parking spaces can fit within the site (3149). Therefore, to meet the requirements in the zoning by-law both sites will share parking. This is permitted in accordance with Sec. 93 of the zoning by-law, as both properties share ownership and site services. An overall total of 83 parking spaces are required to service both 3149 Hawthorne Road and 3169 Hawthorne Road, whereas 103 parking spaces including two (2) barrier free parking spaces are proposed. This exceeds the minimum parking requirement for the site.



Planning Policy and Rationale

The proposed development of a storage facility building is consistent with Provincial Policy Statement (PPS 2020), maintains the intent and purpose of the City of Ottawa Official Plan 2003 and conforms to the standards of the Zoning By-law 2008-250.

Provincial Policy Statement (2020)

The Provincial Policy Statement, under Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning. As such, decisions affecting planning matters shall be consistent with policy statements issued under the act.

Relevant policies in the PPS 2020 includes:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

1.3.2 Employment Areas

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.

1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

The proposed development is consistent with the Provincial Policy Statement 2020 as it is located within the settlement area, specifically within the employment areas planned for light industrial uses. The Subject Lands are located in an area surrounded by light industrial uses, therefore, the proposed development maintains land use compatibility. The proposed self-storage use maintains the intent of the PPS in protecting and preserving employment areas in the province.

Ottawa's Official Plan 2003 – In Effect

The Subject Lands are located within the “Urban Employment Area” land use designation as shown on Schedule B – Urban Policy Area within Ottawa’s Official Plan 2003. One of the key objectives of the plan is to ensure that there are sufficient areas of lands that are reserved for places of business and economic activity. Uses that support this objective primarily includes offices, manufacturing, warehousing, distribution, research and development facilities and utilities. Typically, Urban Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floorplate, and they are usually well situated with respect to major roads.

The Official Plan describes that Urban Employment Areas are designated to enable a variety of functions:

- Noxious industrial uses that impose constraints on other uses locating nearby and require a buffer between these and other uses;

- Uses that, while not noxious, are incompatible with other uses because of noise, lights and around the clock operation, etc.;
- Prestigious uses (usually office or combinations of office/clean industrial) with a signature address and a desire to locate among other similar uses.

Policies

1. *Urban Employment Areas are designated on Schedule B and are intended to be established clusters of business and economic activity capable of accommodating more than 2,000 jobs and with a board spectrum of job densities....*
2. *In Urban Employment Areas, the Zoning By-law will:*
 - a. *Permit traditional industrial uses such as manufacturing, warehousing, distribution, storage, communications, construction;*
 - b. *Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;..*

The proposed development maintains the purpose and intent of the City of Ottawa Official Plan (2003). The proposed four (4)-storey self-storage building use is within the “warehouse” definition which states:

*“Warehouse means a **building** used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses and may include one accessory dwelling unit for a facility manager.”*

The proposed development supports the objective of the plan as it proposes a use that maintains and supports economic activity in the City of Ottawa. Furthermore, the Subject Lands are located in an area where uses are mainly industrial uses including manufacturing, warehousing, distribution, storage, communications, construction. The proposed development will assist the city in achieving its employment target of accommodating a minimum of 2,000 jobs based upon a diversified cluster of business types and economic activity and employment densities.

The Subject Lands are located within a well established light industrial area with good access to highways, rail and/or arterial roads. Specifically, the lands are in proximity to Trans Canada Highway located on the east side and Hawthorne Road is a designated arterial road. The nearest highway interchange is located at the southeast side of the Subject Lands. The location of the proposed development further supports the objectives of the plan as the proposed use conforms to the permitted use identified in the plan, which contribute in protecting and diversifying local economy of the City of Ottawa.

Official Plan Section 4.11 Urban Design and Compatibility

The proposed development meets the compatibility objectives of the Official Plan (as they relate to the design) in the following ways:

Table 1. Demonstrating compliance with Section 4.11

Views

The proposed storage building will be four (4)-storeys in height (15.48 metres) and it is consistent with the required minimum height provisioned in the zoning by-law. The provided front yard setback as shown on the site plan is 8.7 metres, which exceeds the minimum requirement in the zoning by-law of 7.5 metres. Therefore, the proposed building will not impact visible views from public view points such as landforms, civic spaces and other valued spaces.

Building Design



The proposed storage building is designed to contribute to the sense of community feel, function, and define the edges of the pedestrian environment. The design of the building does not constitute a traditional storage building. For instance, the proposed materials consists of a corrugated perf metal sheet veil that will act as an architectural feature to mask the traditional storage building design. The doors are proposed to be bright red feature which peaks through the corrugated metal sheet and adds to the overall design of the building. The overall design of the building will be supplemented by lighting to highlight the building both day and night which is also intended to accentuate the building facade.

The architect has recognized the unique opportunity afforded to capitalize on the views and vistas. Therefore, as part of the overall design of the building, a well design logo with an red color is strategically place at the corner of building fronting Hawthorne Road and Ages Drive which can act as both as an art feature and landmark for the proposed storage building.

The building façade includes glazing and an offset window design where the office spaces will be located. The entrance to the parking garage is located behind the building which is in the least prominent location to minimize visual and physical interruptions to the street. This also ensures that parking is directed to the rear of the building, which is intended to encourage pedestrian accessibility. Significant landscaping is also proposed along the building façades in order to enhance the streetscape. These features include trees and planters to enhance the entrances.

Overall, the building design of the storage building will contribute to a positive experience for residents and visitors.

Massing and Scale

As mentioned, the proposed storage building is 4 storeys in height. The proposed lot coverage of the site is 54 per cent which is below the maximum requirement of the 65 per cent prescribed in the zoning by-law. The proposed storage building is located at the southeast corner of the intersection of Hawthorne Road and Ages Drive and it is setback 8.7 metres from the property line. It is our opinion that that massing and scale of the building is compatible with surrounding land uses in the area.

Transition

The proposed storage building are surrounded by low-rise light industrial uses. The proposed 4-storey building height is compatible with the surrounding uses as it does not impact the surrounding existing buildings in the area.

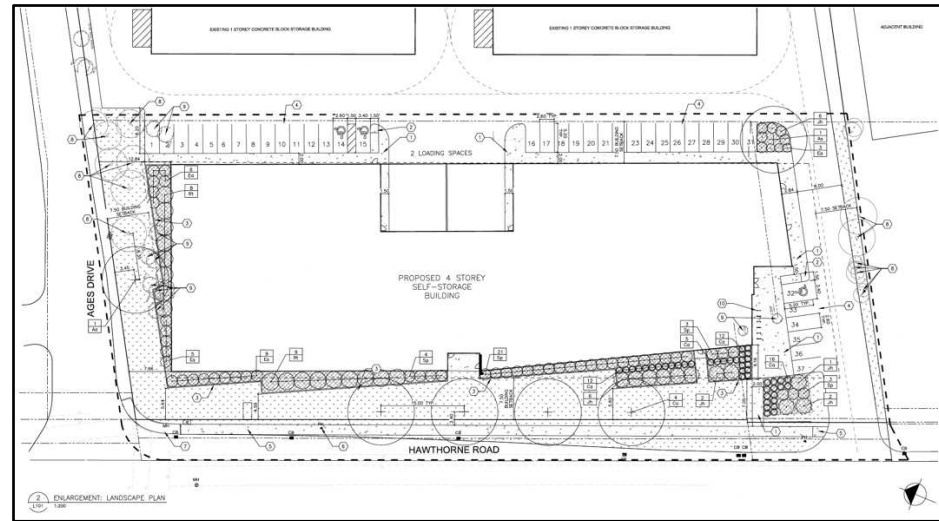
Sunlight

The proposed storage building is 4 storeys in height, therefore, sun shadow will not have significant impacts on adjacent properties.

Vehicular Access

Vehicular access to parking spaces is provided via private driveway accessed off of Hawthorne Road. The abutting property (3169) to the east is proposed to share parking spaces with the proposed storage building. The parking spaces are located away from the street to improve the overall public realm and encourage pedestrian accessibility.

Outdoor Amenity Areas



As mentioned, significant landscaping is provided along the building façade fronting Hawthorne Road and Ages Drive in order to enhance the streetscape. These features include trees and planters to enhance the entrances.

Design Priority Areas

- a) The design of the first storey portion of the building will be made of glazed glass. This will create activity on the ground floor area visible to the public realm.
- b) The proposed is storage building is located parallel to Hawthorne Road supplemented by landscaping features.
- c) As mentioned, the first floor of the building will be glazed windows that will provide views to the outside realm providing and enhancin naural surveillance.

- d) Architectural treatments to the façade will include a corrugated per metal sheet veil. This shows the transition between floors and interior spaces to provide visual interest.
- e) Lighting will be designed to minimize glare and reduce spill-over onto adjacent properties. Further, Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, and public spaces.
- f) Signage will be provided to provide direction and control traffic within the site and to enhance safety.

Public Realm

Public realm enhancements will be provided through landscaping features fronting Hawthorne Road and Ages Drive.

New Official Plan Draft August 2021

In 2019, the City of Ottawa began a multi-year process to develop a new Official Plan to provide a vision for the future growth of the city and a policy framework to guide the city's physical development. It is anticipated that the Council will vote on the new Official Plan this Fall, 2021 and the adoption of the new plan is expected by late 2021.

In reviewing the new schedules, the Subject Lands are located within the “Outer Urban Transect Policy Areas” and will be designated as “Traditional Industrial Freight and Storage”

The new Official Plan describes that the Outer Urban Transect comprises communities inside the Greenbelt built in the last third of the twentieth century. It is characterized by the separation of land-uses, stand-alone buildings, generous setbacks, and low-rise building forms.

As shown on Schedule B3 - Outer Urban Transect, the Subject Lands are designated Traditional Industrial Freight and Storage. Section 6.4 of the new plan states that Traditional Industrial, Freight and Storage areas are preserved to cluster economic activities relating to manufacturing, logistics, storage, and other related uses. Permitted Uses within this designation includes (Section 6.4.1(2)):

- a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;
- b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;
- c) Auto service and body shops, heavy equipment and vehicle sales and service;
- d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation, and air conditioning (HVAC);
- e) Major office only in accordance with Section 3.5, Policy 12; and
- f) Offices that are accessory to a primary use.

The proposed storage building maintains the intent and purpose of the new Official Plan draft as it is located in an area planned for light industrial uses and the proposed use is within the permitted uses in the new Official Plan.

Zoning By-law 2008-250

According to Zoning By-law 2008-250, the Subject Lands are zoned “IL – Light Industrial Zone”. The zone permits a wide range of low impact light industrial uses, as well as office-type uses in a campus-like industrial

park setting in accordance with the Official Plan. As previously mentioned, self-storage use is within the definition of “warehouse” which states:

“Warehouse means a **building** used for the storage and distribution of goods and equipment including self-storage units and mini-warehouses and may include one accessory dwelling unit for a facility manager.

Zone Provisions

Standards	Minimum Requirement	Proposed	Compliance
a) Minimum lot area	2,000 sq.m	7,273.78 sq.m	✓
b) Minimum lot width	No minimum	N/A	✓
c) Maximum lot coverage	65%	54%	✓
d) Minimum front yard	7.5 m	8.7 m	✓
e) Minimum side yard setback ((ii) all other cases)	7.0 m	7.8 m	✓
f) Minimum rear yard setback ((ii) all other cases)	7.0 m	7.5 m	✓
g) Maximum floor space index ((ii) in all other cases)	2.0	1.39	✓
h) Maximum Building Height	18.0 m	15.84 m	✓
i) Minimum width of landscaped area ((ii) abutting a street)	3.0 m	8.29 m	✓
j) Parking Spaces	83 spaces	103 spaces	✓
k) Barrier Free Parking Spaces	1 spaces	2 spaces	✓
l) Loading Spaces	2 spaces	2 spaces	✓

As shown on Table 1, the proposed development fully conforms to the “IL – Light Industrial Zone” zoning provision standards in the Zoning By-law 2008-250.

The proposed combined utilization of two sites, 3149 Hawthorne Road and 3169 Hawthorne Road, to function as a one large self-storage site by sharing parking spaces conforms to Section 93 – One Lot for Zoning Purposes within the Zoning By-law 2008-250, which states:

1. A group of occupancies located in an AM – Arterial Mainstreet Zone, GM – General Mixed-Use Zone, LC – Local Commercial Zone, MC – Mixed-Use Centre Zone, MD – Mixed-Use Downtown Centre Zone, IG – General Industrial Zone, IH – Heavy Industrial Zone, IL – Light Industrial Zone, or IP – Business Park Industrial Zone, or RC - Rural Commercial Zone that: (By-law 2013-58)
 1. are designed, developed and managed, including site access and infrastructure servicing, as a unit whether by a single owner or a group of owners or tenants acting in collaboration;
 2. are made up entirely of uses permitted or lawfully non-conforming on the site, and has either:
 1. a common parking lot or parking garage or a combination thereof; or
 2. a group of parking lots or parking garages or a combination thereof which are managed as a unit by the same owner, owners or tenants of the occupancies required in clause (a) above, and are on the same lot or lots as the occupancies

required in clause (a) above; shall be considered as one lot for the purposes of applying zoning provisions and regulations. (OMB Order, File #PL080959 issued June 1, 2010)

The Subject Lands share the same ownership and are designed, developed and managed, including site access and infrastructure servicing, by a single owner, Storage Vault Canada Inc. For this reason, the proposed development conforms to the Zoning By-law 2008-250.

Public Consultation Strategy

In accordance with the requirements in the Planning Act, a Public Engagement is required for the applications undertaken as part a public process. Once the application has been deemed complete and the date is identified, the following actions will commence:

- A notice of application will be posted on the property;
- Notices for the public meeting will be mailed out to property owners within a 240 metres radius of the subject lands;
- A public open house will be held prior to the statutory public meeting; and,
- A Statutory public meeting will be held in accordance with the Planning Act requirements.

For the purpose of this application, the first public engagement consultation will be held after the first submission is completed. Due to Covid-19, CLS will hold a public engagement via virtual meetings and encourage the public to participate remotely to enforce safety measures.

Conclusion

The proposed Site Plan Approval application is consistent with Provincial Policy Statement (PPS 2020), maintains the general intent and prupose of the City of Ottawa Official Plan 2003 and is consistent to the "IL – Light Industrial Zone" zoning provision standards in the Zoning By-law 2008-250. The proposed development supports the objective of the plan as it proposes a use that maintains and supports economic activity in the City of Ottawa. Furthermore, it is located inside the Greenbelt, well established, and have good access to highways, rail and/or arterial roads, which contributes to protecting and diversifying local economy of the City of Ottawa.

Given all of the above, the proposed Site Plan Approval application facilitate the appropriate development of the Subject Lands and represents good land use planning.

Prepared by:



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Appendix A
Location Map



Subject Lands

prom. Ages Dr.

ch. Hawthorne Rd.

ch. Russell Rd.

prom. Glenfield Dr.

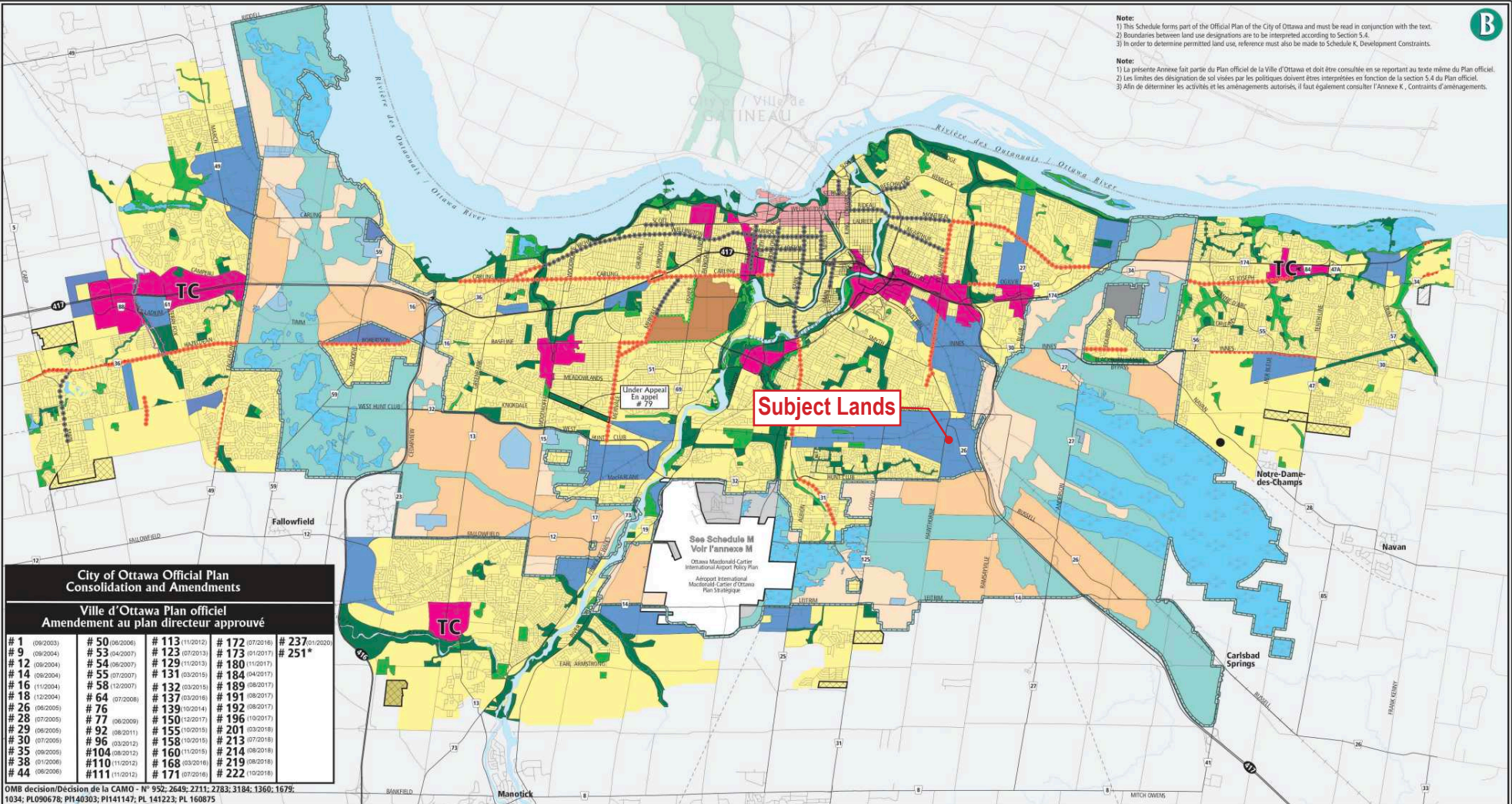
prom. Overton Dr.

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Appendix B
Ottawa's Official Plan 2003 – In Effect
Schedule B

Note:
 1) This Schedule forms part of the Official Plan of the City of Ottawa and must be read in conjunction with the text.
 2) Boundaries between land use designations are to be interpreted according to Section 5.4.
 3) In order to determine permitted land use, reference must also be made to Schedule K, Development Constraints.

Note:
 1) La présente Annexe fait partie du Plan officiel de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
 2) Les limites des désignation de sol visées par les politiques doivent être interprétées en fonction de la section 5.4 du Plan officiel.
 3) Afin de déterminer les activités et les aménagements autorisés, il faut également consulter l'Annexe K, Contraintes d'aménagements.



City of Ottawa Official Plan Consolidation and Amendments
Ville d'Ottawa Plan officiel Amendement au plan directeur approuvé

# 1 (09/2003)	# 50 (09/2006)	# 113 (11/2012)	# 172 (07/2016)	# 237 (01/2020)
# 9 (09/2004)	# 53 (04/2007)	# 123 (07/2013)	# 173 (01/2017)	# 251*
# 12 (09/2004)	# 54 (09/2007)	# 129 (11/2013)	# 180 (11/2017)	
# 14 (09/2004)	# 55 (07/2007)	# 131 (03/2015)	# 184 (04/2017)	
# 16 (11/2004)	# 58 (10/2007)	# 132 (03/2015)	# 189 (08/2017)	
# 18 (12/2004)	# 64 (07/2008)	# 137 (03/2016)	# 191 (08/2017)	
# 26 (06/2005)	# 76 (08/2009)	# 139 (10/2014)	# 192 (08/2017)	
# 28 (07/2005)	# 77 (08/2009)	# 150 (12/2017)	# 196 (10/2017)	
# 29 (06/2005)	# 92 (08/2011)	# 155 (10/2015)	# 201 (03/2018)	
# 30 (07/2005)	# 96 (03/2012)	# 158 (10/2015)	# 213 (07/2018)	
# 35 (09/2005)	# 104 (08/2012)	# 160 (11/2015)	# 214 (08/2018)	
# 38 (01/2006)	# 110 (11/2012)	# 168 (03/2016)	# 219 (08/2018)	
# 44 (09/2006)	# 111 (11/2012)	# 171 (07/2016)	# 222 (10/2018)	

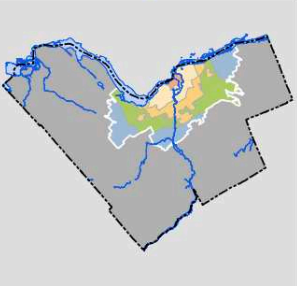
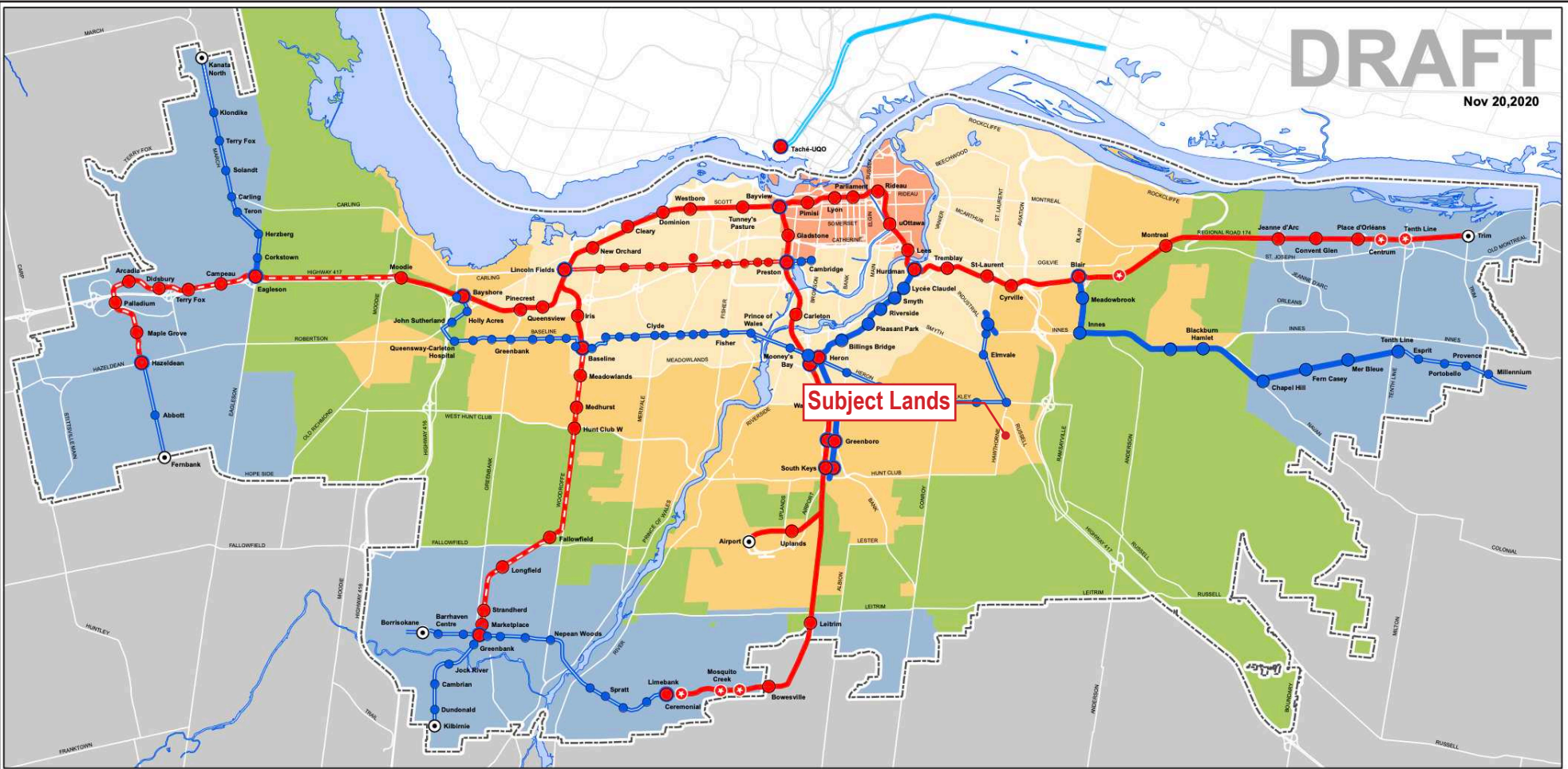
OMB decision/Décision de la CAMO - N° 952; 2649; 2711; 2783; 3184; 1360; 1679; 1034; PL090678; PI140303; PI141147; PL 141223; PL 160875

Official Plan - Schedule B Urban Policy Plan
Plan officiel - Annexe B Plan des politiques en milieu urbain
 Prepared by: Planning, Infrastructure and Economic Development Department
 Préparé par: Services de la planification, de l'infrastructure et du développement économique

General Urban Area	Zone urbaine générale	Natural Environment Area	Zone écologique naturelle	Major Open Space	Grand espace vert
Urban Expansion Study Area	Zone d'étude d'expansion urbaine	Agricultural Resource Area	Zone de ressources agricoles	Urban Natural Features	Caractéristiques naturelles zone urbaine
Central Area	Zone centrale	Agricultural Research Area	Zone de recherche agricoles	Bedrock Resource Area	Zone de ressources en substrat rocheux
Town Centre	TC Centre ville	Macdonald-Carter International Airport	Aéroport international Macdonald-Carter	Significant Wetlands	Terres humides d'importance
Traditional Mainstreet	Rue principale traditionnelle	Greenbelt Employment and Institutional Area	Zone d'emploi et d'équipement collectif de la Ceinture de verdure	Central Experimental Farm	Ferme expérimentale centrale
Arterial Mainstreet	Artère principale	Urban Employment Area	Zone d'emploi urbaine	Greenbelt Boundary	Limite de la Ceinture de verdure
Mixed Use Centre	Centre polyvalent	Greenbelt Rural	Ceinture de verdure secteur rural	Solid Waste Disposal Site	Site d'enfouissement des déchets solides
Carp River Restoration Policy Area Overlay	Zone sous-jacente de restauration de la rivière Carp	Sand and Gravel Resource Area	Zone de ressources de sable et de gravier	Lands leased by the Ottawa International Airport Authority	Terrains loués par l'administration de l'aéroport international d'Ottawa
Developing Community (Expansion Area)	Communauté en développement (zone d'expansion)				

Ottawa (03/2021)
 Scale / Echelle: 0 1 2 3 4 km

Appendix C
Ottawa's New Official Plan Draft – August 2021
Schedule A and Schedule B-3



TRANSECT POLICY AREAS / SECTEURS STRATÉGIQUES DU TRANSECT

- Downtown Core / Centre-ville
- Inner Urban / Urbain intérieur
- Outer Urban / Urbain extérieur
- Greenbelt / Ceinture de verdure
- Suburban / Suburbain
- Rural / Rural

TRANSIT

- O-Train and Station / O-Train et station
- Future O-Train / O-Train et station (futur)
- Transitway – grade separated / Transitway en site propre
- Transitway – at grade / Transitway – Voie à niveau
- Transfer Station / Station de correspondance
- Terminus Station / Station terminus

- Gatineau RapiBus - at grade / RapiBus de Gatineau à niveau
- Gatineau RapiBus - grade-separated / RapiBus de Gatineau en site propre
- Urban Boundary / Périmètre d'urbanisation

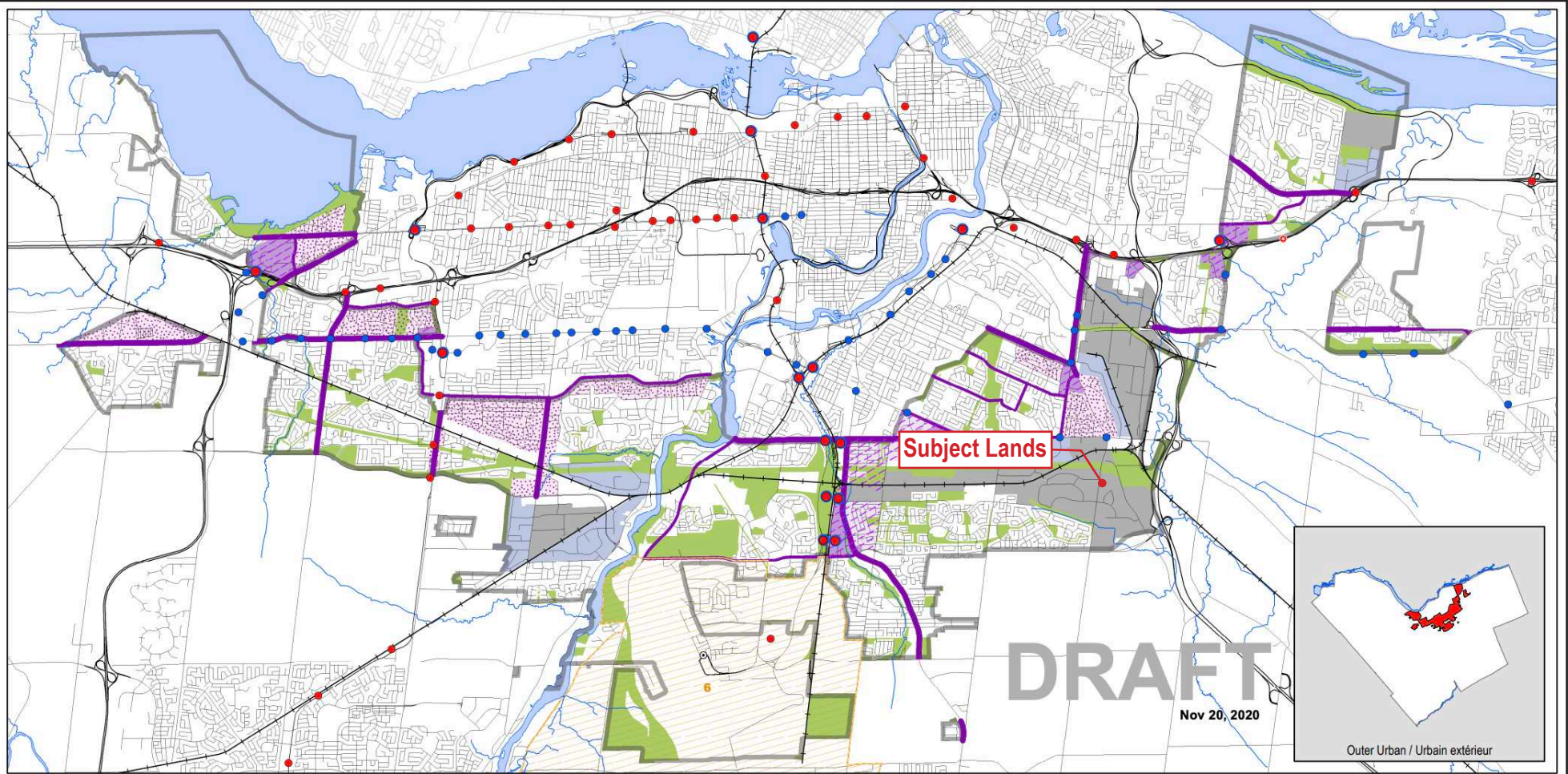


Official Plan / Plan officiel
 Schedule A - Transect Policy Areas
 Annexe A Secteurs stratégiques du transect

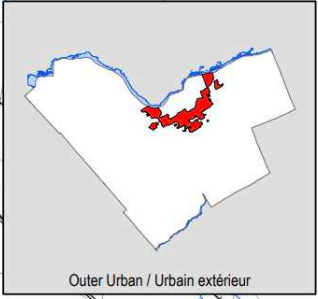
Consolidation and Amendments / Amendement au plan directeur approuvé



Planning, Infrastructure and Economic Development Department, Geospatial Analysis, Technology and Solutions
 Services de la planification, de l'infrastructure et du développement économique, Analyse géospatiale, technologie et solutions



DRAFT
Nov 20, 2020



**TRANSECT POLICY AREA /
SECTEUR STRATÉGIQUE DU TRANSECT**

Outer Urban / Urbain extérieur

OVERLAYS / AFFECTATION SUPPLÉMENTAIRE

Transforming Neighbourhood /
Quartier en transformation
Evolving Neighbourhood /
Quartier en évolution

DESIGNATIONS / DÉSIGNATIONS

Hub /
Carrefour
Corridor - Mainstreet /
Coulloir - Rue principale
Corridor - Minor /
Coulloir - Rue principale mineure
Non-Traditional Industrial Mixed /
Secteur industriel polyvalent non traditionnel
Traditional Industrial Freight and Storage /
Secteurs industriels traditionnels, du transport des marchandises
et de l'entreposage
Greenspace /
Espace vert
Neighbourhood /
Quartier

**SPECIAL DISTRICT /
DISTRICT PARTICULIER**

Ottawa International Airport Economic District /
District économique de l'Aéroport international d'Ottawa

TRANSIT

O-Train Station /
Station de l'O-Train
Future O-Train Station /
Station de l'O-Train (futur)
Transfer Station /
Station de correspondance
Transitway Station /
Station de la Transitway



Official Plan / Plan officiel

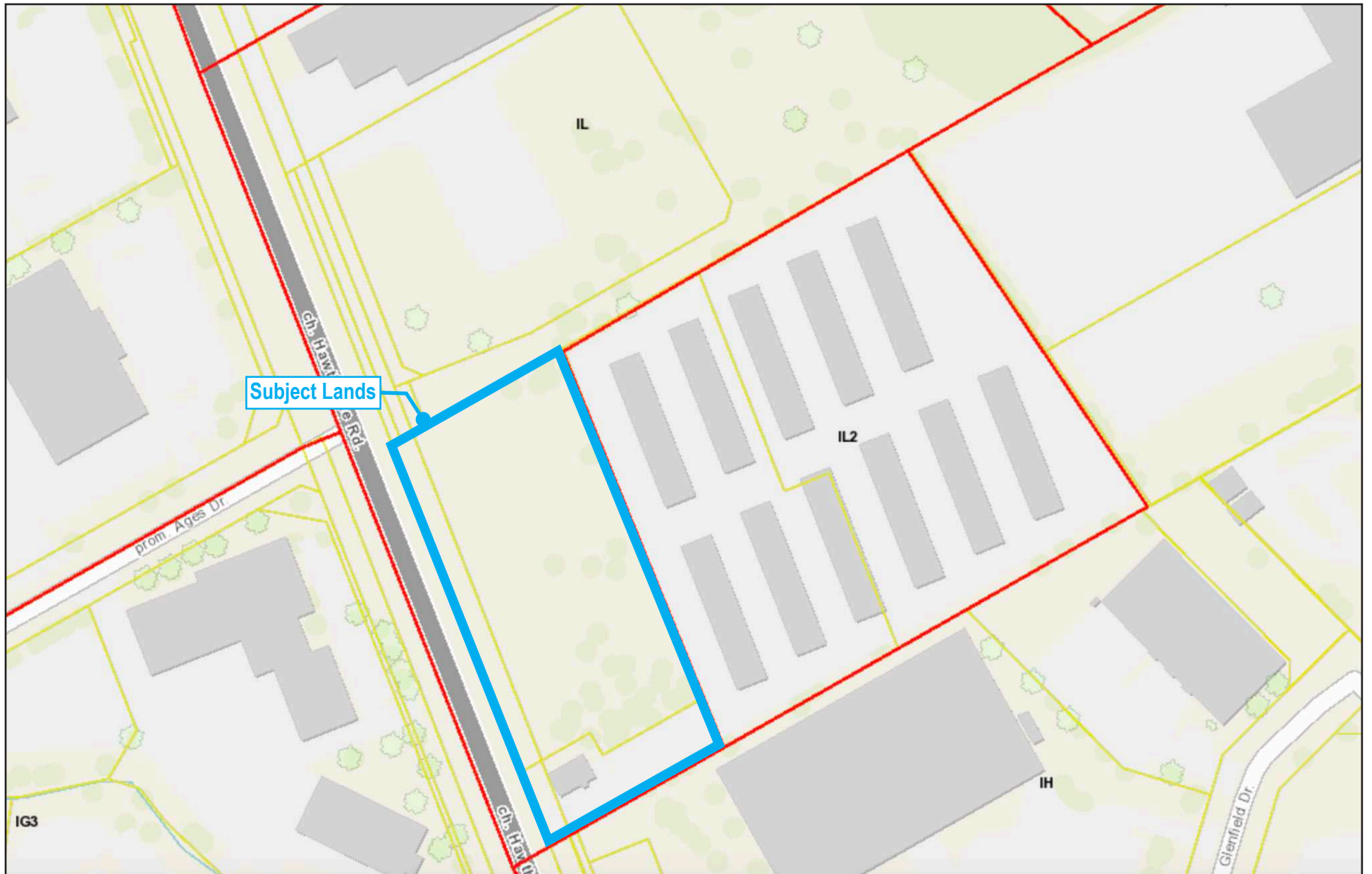
Schedule B3 - Outer Urban Transect
Annexe B3 - Transect Secteur urbain extérieur

Consolidation and Amendments / Amendement au plan directeur approuvé



Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique, Analyse géospatiale, technologie et solutions

Appendix D
Ottawa's New Official Plan Draft – August 2021
Schedule A and Schedule B-3



Subject Lands

IL

IL2

IH

IG3

Prom. Ages Dr.

Glenfield Rd.

Glenfield Dr.