

1. **Zoning By-law Amendment – 1375 Clyde Avenue**
Modification au *Règlement de zonage* – 1375, avenue Clyde

Committee recommendations, as amended

That Council:

1. **approve an amendment to Zoning By-law 2008-250 for 1375 Clyde Avenue to permit a self-storage building and restaurant, as detailed in Document 2;**
2. **add the completion of an urban design analysis of the Merivale Triangle to the Planning, Infrastructure and Economic Development Department's multi-year workplan, and direct staff to undertake this analysis as soon as feasible;**
3. **approve that there be no further notice pursuant to Subsection 34 (17) of the *Planning Act*.**

Recommandations du Comité, telles que modifiées

Que le Conseil :

1. **approuve une modification au Règlement de zonage 2008-250 visant le 1375, avenue Clyde, afin de permettre la construction d'un entrepôt en libre-service et d'un restaurant, comme l'expose en détail le document 2;**
2. **ajoute au plan de travail pluriannuel de la Direction générale de la planification, de l'infrastructure et du développement économique la réalisation d'une analyse de l'esthétique urbaine du triangle Merivale et demande au personnel d'entreprendre cette analyse dès que possible;**
3. **approuve qu'aucun nouvel avis ne soit donné en vertu du paragraphe 34(17) de la *Loi sur l'aménagement du territoire*.**

For the Information of Council

Planning Committee provided the following Direction to staff:

That staff be directed to work with the applicant, through site plan control, to ensure the property is developed in such way as to provide connectivity to development within the Merivale Triangle.

Pour la gouverne du Conseil

Le Comité de l'urbanisme approuvé la directive au personnel suivante :

Que l'on demande au personnel de travailler avec le requérant, par l'approbation d'une demande de réglementation du plan d'implantation, pour garantir que l'aménagement du terrain offre des liens avec le triangle Merivale.

Documentation/Documentation

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 26, 2019 (ACS2019-PIE-PS-0077)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 26 novembre 2019 (ACS2019-PIE-PS-0077)
2. Extract of draft Minutes, Planning Committee, December 12, 2019

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 12 décembre 2019

Report to
Rapport au:

Planning Committee
Comité de l'urbanisme
12 December 2019 / 12 décembre 2019

and Council
et au Conseil
29 January 2020 / 29 janvier 2020

Submitted on 26 November 2019
Soumis le 26 novembre 2019

Submitted by
Soumis par:

Lee Ann Snedden
Director / Directrice

Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique

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Ward: KNOXDALE-MERIVALE (9)

File Number: ACS2019-PIE-PS-0077

SUBJECT: Zoning By-law Amendment – 1375 Clyde Avenue

OBJET: Modification au *Règlement de zonage* – 1375, avenue Clyde

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1375 Clyde Avenue to permit a self-storage building and restaurant, as detailed in Document 2.

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of January 29, 2020," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant le 1375, avenue Clyde, afin de permettre la construction d'un entrepôt en libre-service et d'un restaurant, comme l'expose en détail le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 29 janvier 2020 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

This report recommends an amendment to the Zoning By-law to add the use 'Warehouse, Limited to Self-Storage' on the subject site as well as amend several development standards. This amendment would allow for the development of the lot, which is located near the southeast corner of Baseline Road and Clyde Avenue, with a 6-storey self-storage building fronting onto Clyde Avenue, and a building intended for use as a restaurant fronting onto Baseline Road. An existing single-storey building which is being used as a sport vehicle automotive retailer and service centre is proposed to remain as part of the redevelopment plan.

The self-storage building is proposed to include an ancillary retail use on the ground floor and will also include services complimentary to the storage use, including mail boxes, shredding, boardroom space and document storage.

The applicant is requesting a significant reduction in parking from the typical warehouse rate, as the self-storage use has much lower parking demands compared to the typical warehouse use. In addition, relief from minimum building height requirements for the restaurant building, relief from minimum landscape buffers, relief from the percentage of clear glazing on the ground floor of the storage building facing Clyde Avenue, as well as relief from some loading and refuse provisions are requested.

The requested relief to the development standards does not compromise this redevelopment project from meeting urban design goals for arterial mainstreets. The self-storage use is considered to be complimentary to other uses permitted on properties designated as arterial mainstreet, and in this case, will be mixed with other uses on site. This proposal is considered appropriate in the given context.

RÉSUMÉ

Le présent rapport recommande une modification au Règlement de zonage afin d'ajouter l'utilisation d'« entrepôt limité à l'entreposage en libre-service » à l'emplacement visé et de modifier plusieurs normes d'aménagement. Cette modification permettrait d'aménager le lot, qui se trouve près de l'angle sud-est du chemin Baseline et de l'avenue Clyde, en y construisant un entrepôt en libre-service de six étages donnant sur l'avenue Clyde et un bâtiment destiné à accueillir un restaurant donnant sur le chemin Baseline. Un bâtiment de plain-pied actuellement occupé par un concessionnaire de véhicules de sport et un centre de service serait conservé dans le cadre de ce projet de réaménagement.

L'entrepôt en libre-service abriterait au rez-de-chaussée un commerce de détail accessoire ainsi que des services complémentaires à l'utilisation d'entreposage, notamment des boîtes aux lettres, des opérations de déchiquetage, une salle de réunion et un local de stockage de documents.

Le requérant demande une réduction importante du taux de stationnement par rapport à celui habituellement appliqué aux entrepôts, car l'utilisation d'entreposage en libre-service nécessite beaucoup moins de places de stationnement qu'un entrepôt classique. Il demande également une dispense des exigences de hauteur de bâtiment minimale pour le restaurant, une dispense des exigences de zone tampon paysagée

minimale, une dispense des exigences de pourcentage de vitrage transparent au rez-de-chaussée de l'entrepôt donnant sur l'avenue Clyde, ainsi qu'une dispense des exigences de certaines dispositions relatives au chargement et aux ordures.

Les dispenses demandées au regard des normes d'aménagement n'empêchent pas ce projet de réaménagement de respecter les objectifs de design urbain fixés pour les artères principales. L'utilisation d'entreposage en libre-service, qui est considérée complémentaire des autres utilisations autorisées par la désignation d'artère principale, sera intégrée aux autres utilisations de cet emplacement et est jugée appropriée dans le contexte.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1375 Clyde Avenue

Owner

Dymon Storage (Ottawa) Corporation

Applicant

Fotenn Consultants Inc., attn. Miguel Tremblay

Architect

Nicholas Caragianis Architect Inc. and TACT Architects

1375 Clyde Avenue

Description of site and surroundings

The site is located near the Clyde Avenue and Baseline Road intersection, with frontage on both streets. The property is 1.13 hectares in size and is L-shaped with a downward slope towards the south of the site. There is approximately 90 metres of frontage along Clyde Avenue and 39 metres along Baseline Road. There is an existing single-storey

commercial building at the south end of the site, which is currently operating as a sports vehicle sales and service establishment (Motor Sports World).

The site is surrounded by vacant land to the east, a gas station and commercial plaza to the north, the Laurentian Mall and an automotive service use (Mr. Lube) to the west across Clyde Avenue, and commercial uses to the south.

Summary of requested Zoning By-law amendment proposal

The applicant is seeking to add the use 'warehouse, limited to self-storage' as a permitted use to the subject site and requests relief from a number of the existing development standards in order to permit the redevelopment of the subject site. The redevelopment includes a new restaurant fronting onto Baseline Road and a new 6-storey self-storage building fronting onto Clyde Avenue. The existing retail building at the south end of the site (currently occupied by Motor Sports World) is proposed to remain (see Document 4).

The site is currently zoned arterial mainstreet, Subzone 10, Special Exception 2217 (AM10[2217]), which permits a wide range of commercial, retail, service and residential uses, permitting building heights up to nine storeys. Special Exception 2217 states that 2 per cent of the lot area for properties greater than 1250 square metres, must be provided as communal outdoor space at grade, which can also be counted towards amenity space requirements.

In addition to the recommendation to add the use 'warehouse, limited to self-storage' to the subject site, this amendment proposes changes to a number of the current development standards. These proposed amendments include relief from the current parking rate for warehouse use, relief from minimum percentage of building wall within 3 metres of the front lot line, relief from minimum building heights for the restaurant building fronting onto Baseline Road, relief from minimum glazing requirements for the self-storage building along Clyde Avenue, relief from minimum landscape buffers, relief from queuing space requirements for drive-through, and relief from aisle widths required accessing loading spaces (see Document 2). The zoning designation of AM10 is proposed to remain unchanged, with the additional use and deviations from development standards being addressed through a new exception.

DISCUSSION

Public consultation

A public information session was held on September 27, 2017 on site at 1375 Clyde Avenue.

The applicant, owner representative, city planner and Councillors Egli and Chiarelli were all in attendance at the meeting as well as approximately 35 members of the public. This included representation from the City View Community Association and the Fisher Heights and Area Community Association.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designations

The property is designated arterial mainstreet in the Official Plan. The Official Plan encourages intensification along mainstreets through the implementation of more compact forms of development, encouragement for a lively mix of uses and promotion of a pedestrian-friendly environment. These Mainstreet corridors are strategically located on the current or future Rapid Transit and Transit Priority Network. Development is intended to occur on arterial mainstreets in a way that facilitates the gradual transition to a more urban pattern of land use. This means that, over time, more residential uses will be introduced, where appropriate, and these corridors are expected to see a gradual transition to more intensive forms of development. A mix of uses, including commercial, residential and institutional, are encouraged to be located together within buildings or on the same lot. Over time, parking lots between the building and the street could be redeveloped and built upon, allowing for the pedestrian environment to be improved. A building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk is encouraged.

The subject site is also within the area covered by the Merivale Road Secondary Plan. The goal of this Plan is to maintain and build upon the current economic vitality of the commercial sector, while introducing higher densities and residential uses within the corridor. The Plan seeks to strengthen the visual character of the area and improve pedestrian connectivity.

Other applicable policies and guidelines

The City of Ottawa's Urban Design Guidelines for Development Along Arterial Mainstreets is also applicable to this project. These guidelines have been created to foster compatible development that will contribute to the current and planned character of the street, promote comfortable pedestrian environment, create attractive

streetscapes, achieve high quality-built form, accommodate a broad range of uses and establish a strong street edge along the mainstreet.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application and/or Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Zoning By-Law Amendment and Site Plan Control application was held on December 7, 2017.

The panel's recommendations from the formal review of the Zoning By-law Amendment application and Site Plan Control application are:

- Simplify the vehicular access and parking area off Clyde Avenue.
- Consideration should be given to how the surrounding properties will develop in order to integrate this site with others in the future.
- The streetscape could be improved if uses that activate the street front onto Clyde with the storage element in the rear.

The panel was successful in aiding in the implementation of the following:

- Promoting a change to the design of the vehicular circulation and parking lot layout that results in it being more functional and safer than what was originally proposed.
- A redistribution of building mass closer to Clyde Avenue and the inclusion of retail at-grade in the Dymon Storage building, which will improve the streetscape.
- Although it is unknown how the large vacant land holding to the east will be developed in the future, staff have been successful in committing the owner to keeping options open to providing connections in the future.
- While a number of positive design changes were achieved as a result of the Panel's input, some suggested changes were not achievable. For example, the applicant was not willing to combine office use within the upper levels of the building, which could have had a further positive impact on the building animation

and mix of uses. Yet through the main floor activation using glazing, active doors and implementing a retail use, this project has found other means of meeting the requirement for activation, animation and required mix of uses on site.

Planning rationale

This Zoning By-law amendment seeks to add the 'warehouse, limited to self-storage' use, and amend several development standards within the by-law. This will allow for the implementation of the subject site redevelopment proposal, which is undergoing concurrent site plan review.

Although self-storage uses have not historically been located within the City's nodes and corridors, staff are satisfied that when configured and designed appropriately, along with being paired with other active uses on the ground floor, the proposed use is compatible within the arterial mainstreet context. Council has approved the self-storage use on arterial mainstreets in the recent past, including a 2017 approval of a Dymon Storage facility on Carling Avenue in the Lincoln Fields area (2599 Carling Avenue). Self-storage, when designed appropriately and integrated with other permitted uses, is considered complimentary to other uses permitted on arterial mainstreets.

The Dymon Storage building at the subject site is a self-storage facility which includes meeting space, boardrooms, office space, safety deposit boxes, parcel pick-up, mailbox services, document storage, shredding, and accessory retail services. In addition, Dymon Storage now operates a storage and organization retail store on the main level of its facilities where customers can purchase a wide range of organizational products such as shelving, hangers, hooks, baskets and containers. The additional business functions, along with the proposed retail space located on the ground floor of this building, represent a use that is compatible and complimentary in an arterial mainstreet context. In addition, an automobile retail store specializing in smaller sport vehicles is currently located on site and is proposed to remain. As well, a restaurant is proposed as part of the redevelopment of the site. This represents a notable mix of uses that are consistent with the policies for development along arterial mainstreets and policies within the Merivale Road Secondary Plan. From an urban design standpoint, the proposed self-storage building defines the edge of Clyde Avenue, provides significant glazing of the active front façade and proposes high quality building materials, which are all design elements consistent with what is intended for arterial mainstreets and for development within the Merivale corridor.

The applicant is seeking relief from some development standards required in the AM10 subzone to allow the redevelopment of the lot to occur based on the concurrent site plan proposal. This includes relief from the minimum building height for the proposed restaurant building fronting Baseline Road. The building proposes a single storey plus mezzanine, which conforms to the two-storey requirement set out in the Zoning By-law, yet the proposed building height of 6.4 metres is less than the required 7.5-metre minimum overall building height. In addition, relief is also required from the minimum height of the ground floor of 4.5 metres, as only 3.1 metres is being achieved where the mezzanine is located overhead. The mezzanine level is solely located above the back of house operations and the washrooms on the main floor and therefore the ceiling height reduction is limited and will not have any visual impact when the building is viewed from the street. Since the applicant is achieving the two-storey minimum and given that the proposed building design includes the use of parapets to increase the visual height of the building to the required 7.5 metres, and taller where the building signage will be located, staff support the building height reduction.

This report also recommends a reduction to 41 per cent from the current required minimum 50 per cent transparent glazing of the ground floor façade of the self-storage building facing Clyde Avenue. In accordance with the elevations, almost all of the storefront portion of the building is glazed, with the unglazed portion being mainly structural elements and the overhead garage doors which lead to the interior parking area associated with the storage use. It should be noted that in addition to the 41 per cent glazing provided, the garage doors being used are also largely transparent, which will contribute to a positive interaction of the building with the public realm. The proposed building design is expected to animate the street and enhance the public realm despite the 9 per cent glazing reduction and staff are therefore supportive of the proposed reduction in glazing.

The AM10 zone requires a minimum of 50 per cent of the frontage along the arterial mainstreet to be occupied by building walls located within 3 metres of the front lot line for non-residential buildings. Baseline Road and Clyde Avenue are both arterial mainstreets and therefore are both subject to this provision. In both cases, relief is being sought from this provision. Along Clyde Avenue, a total of 28 per cent of the frontage addresses the street according to the requirement, as opposed to the required 50 per cent. This is because the existing building along Baseline Road is set back farther than the maximum 3 metres. The location of the existing building represents a legal non-complying situation which prevents the opportunity to meet this development

standard. If all building walls were counted towards this 50 per cent requirement, despite their setback, the Clyde frontage would be achieving 62 per cent, which is well in excess of the minimum. Along Baseline Road, although 41 per cent building wall is addressing the street, only 10 per cent of the building wall is within 3 metres of the front lot line. This is due both to the need to provide a vehicular access from Baseline Road, and due to the front lot line not being at a 90-degree angle. The proposed building locations along both Baseline Road and Clyde Avenue adequately define the street edge despite the proposed reduction therefore staff are supportive of the proposed reductions.

Minimum parking rate requirements for the proposed restaurant and sports vehicle sales and service use are being met in accordance with the Zoning By-law. An amendment to the minimum parking rate is required for the Dymon Storage building, which is captured in the Zoning By-law as a warehouse. This use at the size proposed currently requires 122 parking spaces (based on a required rate of 0.8 spaces per 100 square metres of gross floor area) where this report proposes to reduce the required rate to a total of 20 spaces, seven of which are located inside the interior loading and parking area. This significant parking reduction acknowledges that the proposed self-storage model functions very differently from a typical warehouse use and has significantly different and lower parking demand than a typical warehouse use. This rate is consistent with the reductions that have been provided for the other Dymon Storage facilities within the City of Ottawa, and traffic counts associated with this specific use are supportive of the proposed reduction. The proposed 20 spaces will serve the self-storage use in its entirety, including the associated storage-related retail store that will be located on the main floor of the self-storage building. Operationally, the self-storage function requires approximately five exterior parking spaces as well as the seven interior spaces to function, leaving eight remaining parking spaces that will serve the ancillary ground floor retail parking demand. It should be noted that this rate is consistent with the current stand-alone retail parking rate of a size equal to the retail space proposed within the Dymon Storage building. Staff acknowledge that the Dymon Storage buildings require a low volume of parking compared to other warehouse uses and are supportive of the proposed parking reduction.

This amendment also proposes a reduction in drive-through queuing space by one car, resulting in space for 10 cars as opposed to 11 cars. The restaurant is proposed to be a chicken restaurant, and drive-through demand is expected to be low compared to other drive-through uses, therefore the reduction is supported.

Relief has also been requested to the number and dimensions of loading spaces. These reductions will meet the needs of the uses on site and the proposed loading configurations are supported by truck turning templates. Minor changes to the development standards for refuse areas are also proposed to allow the disposal systems to be closer to the property line than typically permitted, and to make it clear that semi-underground refuse systems do not require opaque screening.

The proposed development will be exceeding the overall minimum 15 per cent soft landscaping requirements within parking lots, yet relief from landscape buffers along the east, south and west side of the property are required. This relief is not intended to result in elimination of all buffers but will provide the flexibility to reduce the buffers in accordance with the Site Plan, which shows some areas where landscape buffers are between 3 to 5 metres wide, and other areas where the buffer is less than a metre or zero (see Document 4). Landscaping has largely been focussed near and within the right of way, so to enhance the pedestrian experience.

The existing Exception 2217 which currently applies to the subject property states that 2 per cent of the lot area for properties greater than 1250 square metres must be provided as communal outdoor space at grade, which can also be counted towards amenity area requirements. This requirement is not proposed to be carried over to the new zoning, as the wording and intent is geared towards a residential use on site. In addition, the current arterial mainstreet policies seek to focus public activity within the right of way as opposed to interior to the site in order to contribute to a vibrant public realm.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications.

COMMENTS BY THE WARD COUNCILLOR

Councillor Egli provided the following comments:

“It has been clear from the beginning through feedback to my office and the one public meeting that occurred that my community is not in favour of this proposal. I will outline

the concerns as I understand them.

The community of Fisher Heights considers this a gateway property to their neighborhood and I believe that they are correct in this characterization. As such they are not in favour of a warehouse being built on this site especially when such a use is currently not allowed and requires a zoning change. There is no doubt that this is a more “modern” looking version of a warehouse, but its core use is still that of a warehouse.

I question how these recommendations take into account the Merivale Road Secondary Plan. The goal of this plan is to maintain and build upon the current economic vitality of the commercial sector, while introducing higher densities and residential uses within the corridor. The plan seeks to strengthen the visual character of the area and improve pedestrian connectivity.

It is clear that the recommendations do little if anything to introduce residential uses. If they do anything it seeks to strengthen the visual character of the area, though I am not sure they achieve this goal. Hence my comment about it being a “modern” version of a warehouse.

This property is adjacent to the “Merivale Triangle” lands. This is the last large developable space in this community. To ignore the promise of this land and allow a piecemeal approach to zoning and the application of the secondary plan will make it extremely difficult if not impossible to meet the goals of the Merivale Road Secondary Plan. As a result, the recommendations will make it very difficult to improve the overall look and feel of Merivale Road.

I reiterate the community cannot support this proposal and I stand with them in this position. I would urge the Committee to reject the staff recommendation and consider the very real concerns of the community.”

ADVISORY COMMITTEE COMMENTS

Comments were received from the Accessibility Advisory Committee, which are being addressed through the concurrent Site Plan Review Process.

LEGAL IMPLICATIONS

In the event that the recommendations in this report are adopted and the matter appealed to the Local Planning Appeal Tribunal, it is estimated that a five-day hearing

would be required. It is anticipated that such hearing could be conducted within staff resources.

If the application for a rezoning is refused, reasons must be provided. In the event of an appeal of the refusal, it would be necessary to retain an outside planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, an external planner would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

The proposed development will be required to conform to the accessibility requirements of the Ontario Building Code. In addition, the owner has been made aware of their obligations as outlined in the City's Accessibility Design Standards, which will be implemented through Site Plan Control.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Economic Prosperity; Governance, Planning and Decision-Making

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-17-0068) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to challenges with the overall site design that underwent significant change mid-way through the design process.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Site Plan

Document 5 Elevations

CONCLUSION

The department supports the application and proposed Zoning By-law amendment. The proposed development represents renewal of an underutilized site. The addition of the self-storage use at this location is considered complimentary to other permitted uses on the subject site and is consistent with the Official Plan policies for development along arterial mainstreets and with the Merivale Road Secondary Plan area policies. The proposed site design is adequately meeting the City's design goals for development along arterial mainstreets.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.



Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-17-0068	19-1236-D	1375 av. Clyde Avenue	
I:\CO\2019\Zoning\Clyde_1375		 Area A to be rezoned from AM10[2217] to AM10[XXX1] Le zonage du secteur A sera modifié de AM10[2217] à AM10[XXX1]	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			
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REVISION / RÉVISION - 2019 / 11 / 05			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1375 Clyde Avenue:

1. Rezone the lands in accordance with Document 1
2. Add a new exception [xxx1] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a) In Column II add the text:
 - AM10 [xxx1]
 - b) In Column III, add the text:
 - Warehouse, limited to Self-Storage
 - c) In Column V, add the text:
 - Despite Section 186 (10)(b):
 - 10% of the Baseline Road frontage must be occupied by buildings within 3 metres of the front lot line.
 - Where the lot contains a building existing as of the date of the passing of this by-law 28% of the Clyde Avenue frontage must be occupied by buildings within 3 metres of the front lot line.
 - Despite Section 186(10)(e), any portion of a building located within 10 metres of Baseline Road must satisfy the following minimum building heights:
 - minimum ground floor height: i) where a mezzanine is located above there is no minimum; ii) in all other cases: 4.5 metres;
 - The minimum building height is 6.4 metres and must contain at least two storeys.
 - Despite Section 186(10)(h), for a warehouse, limited to self-storage use, a minimum of 41 per cent of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing Clyde Avenue must be

comprised of transparent glazing and active customer entrance access doors.

- Despite Table 112, A drive-through restaurant requires four queuing spaces before/at the order board and a minimum total of 10 queuing spaces.
- Despite Table 113A, one loading space is required for a Warehouse use.
- Despite Table 113C, no oversized loading spaces are required for a Warehouse use.
- Despite Table 113B, the minimum width of an aisle accessing a loading space is 6.7 metres.
- Despite Section Table 113B, the minimum length of a loading space is 6.9 metres.
- Despite Table 110, the minimum landscape buffer for a parking lot containing over 10 but fewer than 100 parking spaces adjacent to a property line not abutting a street is 0 metres.
- Despite Section 110(3)(c), loading spaces are not required to be screened.
- Despite Section 110(3)(c), refuse areas which utilize a semi-underground bin system are not required to be screened.
- Despite Section 110(3)(b), refuse areas which utilize a semi-underground bin system shall be a minimum of 1.0 metres from a property line not abutting a street.
- Despite Table 101, the minimum number of parking spaces for Warehouse, Limited to Self-Storage use as well as ancillary retail use located within the same building is 20 spaces.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public meeting was also held in the community on September 27, 2017.

Below is a summary of public comments received from members of the public both at the public meeting and through written comments. Responses are provided in response to each comment.

Comment:

The traffic at Baseline and Clyde and the surrounding area is already very heavy and more development will make the situation worse.

Response

The supporting Transportation Impact Assessment acknowledges the high traffic volumes at this location. An analysis of how much additional traffic will be generated by this site was conducted as part of the transportation review, and it was determined that the additional impact from this proposed development is quite low and will have a negligible impact the existing traffic patterns in the area.

Comment:

Self-storage use is not appropriate for the City's intensification target areas, such as arterial mainstreets.

Response:

The proposed self-storage model includes functions beyond self storage, including meeting spaces, shredding, mail boxes and a full-scale retail component on the main floor of the building. In addition, the form of the building, which is proposed to be located so that it addresses Clyde Avenue, is consistent with the urban design goals for arterial mainstreets. The self-storage use occupies the subject site along with other uses that are already permitted within the arterial mainstreet designation. Self-storage, when designed sensitively, is considered to be a complimentary use within the arterial mainstreet designation.

Comment:

The proposed building will not be aesthetically pleasing.

Response:

The building cladding of Dymon Storage buildings has been evolving, and the current design proposes high quality materials including clear glazing on the ground floor facing the street, architectural masonry units and metal panels on portions of the building most visible from Clyde Avenue, and overhead doors that are partially transparent. Further refinement of the building look will occur through the ongoing site plan review process.

Comment:

Self-storage use will attract unwanted activity on the property.

Response:

Dymon Storage has a proven track record of providing secure and safe facilities. They have indicated that all their buildings are fully monitored by a Closed Circuit Television system, and staff are on-site during regular daytime and evening hours. This use is not expected to draw any unwanted activity to the area or property.

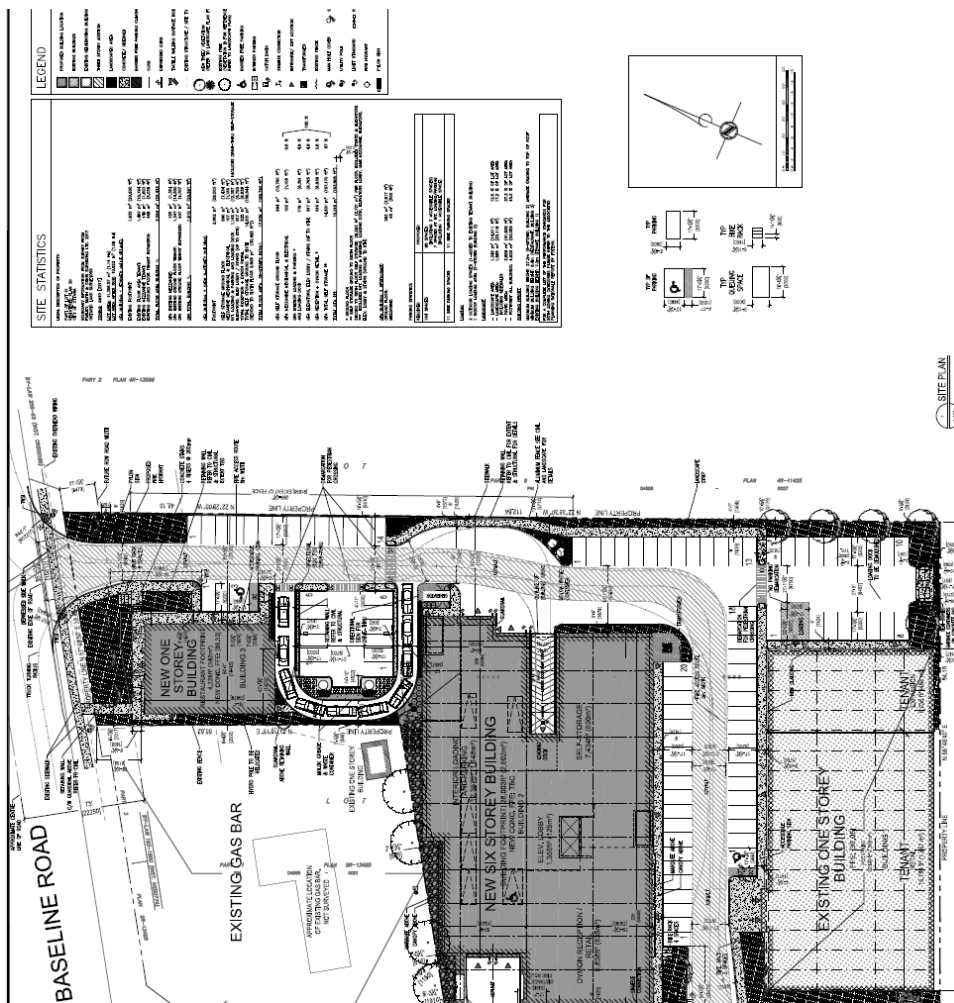
Comment:

The redevelopment of this site is premature until plans have been solidified for the larger undeveloped parcel of land immediately east of the subject site. Developing this site in advance will not allow necessarily for a cohesive development plan and connectivity of this site with the larger development parcel.

Response:

The vacant parcel of land to the east of the site is a private parcel of land and there is no clear indication if and when the owner intends to redevelop these lands. Although the City is not able to delay the development on the subject property, a fulsome discussion has been had with the Dymon Storage owners, who have indicated that they are open to making future vehicular and pedestrian connections between these lands and the lands to the east, if feasible. Staff intend to include a condition within the Site Plan Control approval which speaks to the owner's future agreement in this regard.

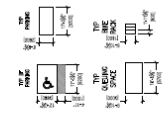
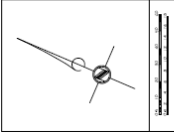
Document 4 – Site Plan



SITE STATISTICS

TOTAL AREA: 22,292.14 SQ. METERS (8,221.30 ACRES)	
TOTAL LOT AREA: 22,292.14 SQ. METERS (8,221.30 ACRES)	
TOTAL LOT AREA (EXCLUDING EXISTING GAS BAR): 21,888.14 SQ. METERS (8,451.00 ACRES)	
TOTAL LOT AREA (EXCLUDING EXISTING GAS BAR AND DRIVEWAY): 21,517.14 SQ. METERS (8,307.75 ACRES)	
TOTAL LOT AREA (EXCLUDING EXISTING GAS BAR, DRIVEWAY, AND DRIVEWAY): 21,517.14 SQ. METERS (8,307.75 ACRES)	
TOTAL LOT AREA (EXCLUDING EXISTING GAS BAR, DRIVEWAY, AND DRIVEWAY): 21,517.14 SQ. METERS (8,307.75 ACRES)	

ITEM	AREA (SQ. METERS)	AREA (ACRES)
NEW ONE STOREY BUILDING	1,000.00	0.24
NEW SIX STOREY BUILDING	12,000.00	2.94
EXISTING ONE STOREY BUILDING	5,000.00	1.23
EXISTING GAS BAR	1,000.00	0.24
EXISTING DRIVEWAY	500.00	0.12
EXISTING PARKING SPACES	1,000.00	0.24
PROPOSED PARKING SPACES	1,000.00	0.24
PROPOSED DRIVEWAY	500.00	0.12
PROPOSED LANDSCAPING	1,000.00	0.24
PROPOSED UTILITY	500.00	0.12
PROPOSED OPEN SPACE	1,000.00	0.24



SITE PLAN
PART 2 OF 3

