October 21, 2020 Ref: 2020-20

Dymon Group of Companies
c/o Steve Creighton, Senior Vice President
2-1830 Walkley Road
Ottawa, ON K1H 8K3
By email: screighton@dymon.ca

Re: 6333 Hurontario Street Parking Study

Dear Steve:

Dymon Group of Companies (Dymon) is proposing to develop 6333 Hurontario Street. The property has an existing detached single-family building which will be removed as part of this development. The proposed development includes a 21,895 square metre Dymon Self-Storage Facility (including drive aisle and reception/retail area), and a 7,221 square metres of office space. A total of 216 parking spaces are proposed, out of which 24 parking slots are exterior, 7 parking spaces are interior at grade, and 185 parking spaces are located underground. Attachment 1 includes the proposed site plan.

This letter has been prepared to address the transportation requirements of the proposed Dymon Storage Facility and will examine the site parking requirements.

Dymon Business Model and Site Context

Dymon offers a unique customer-centric storage solution unlike anything else in the marketplace. Unlike traditional self storage operations, Dymon facilities are located along arterial corridors, in very prominent locations within close proximity to its residential and business customers. With its high level of security, total humidity and climate control environment, and relentless focus on customer service, Dymon offers a reliable extension to people's homes and businesses. The primary access to Dymon's facilities is via an interior loading area (with secure access 24 hours a day) that protects customers from the weather while loading/unloading their possessions. By providing this interior area the reliance on surface parking is significantly reduced, as up to 75% of visitors to the site during any period use the interior loading bay, rather than the provided parking lot. In fact, any visit after the initial visit uses the interior loading area as this is the direct access to the storage lockers. Dymon sites include a reception and a retail area that is not used directly for self-storage. This space has several functions, including allowing space for new customers to come in and rent a storage locker or purchase storage supplies (boxes, tape, bubble wrap, etc.). Recently (Spring 2019) Dymon has expanded the services available in this space to include home storage solutions including closet organizers, under counter shelving, and storage bins. This service is now offered at several Ottawa Dymon locations.

Parking Generation / Requirement

The proposed development will include 24 exterior parking stalls, 7 interior parking stalls at grade, and 185 underground parking stalls. The site will also include one exterior loading dock, and space in the interior loading area for additional overflow parking / unloading vehicles. The zoning requirements and parking provisions are summarized in Table 1.

Table 1: Vehicle Parking Requirement Zoning By-Law Approach

Land Use	GFA (s.m.)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Self-Storage Warehouse, Reception, and Retail	21,895	0.6 spaces per 100 m^2 GFA – non-residential (exclusive of storage parking)	132	25	-107
Third-Party Office	7,221	3.2 spaces per 100 m^2 GFA – non-residential	232	191	-41

As noted above, the proposed site does not include the number of parking stalls prescribed by the zoning by-law. The proposed site includes 216 parking spaces, whereas the requirement is 364 parking spaces.

To support the proposed parking variance for the self-storage warehouse, a parking survey has been undertaken at two of the proxy sites used for the Trip Generation. These sites have been selected as they are similar to the proposed development and have similar features (Land Uses, Arterial Road Access). The selected sites include the new Dymon retail functions and sell the home storage solutions discussed previously. These will operate in the same manner as the proposed site plan at 6333 Hurontario Street and are appropriate proxy sites for comparison. Ottawa sites have been selected for review as no sites in the GTA have been completed and/or opened. However, the Ottawa proxy site data has been used to support several Dymon developments in GTA, which are currently underway. Attachment 2 contains the proxy parking generation counts and calculation sheets for 323 Coventry Road and 300 Greenbank Road.

323 Coventry includes parking operations that will not be present on the proposed 6333 Hurontario Street site. 323 Coventry currently has parking stalls reserved for long term parking. While these are reserved for this use it is possible for vehicles to park in these stalls throughout the day. To ensure that the daily, short-term, high turnover parking requirements are accurately captured the parking survey for this site was undertaken starting 30 minutes prior to the opening of the site and ending 30 minutes after the site closed for business. This was done for both the weekday and weekend survey periods. The minimum number of parking stalls occupied throughout the entirety of each survey period was noted. This was then subtracted from the maximum total parking demand. This represents the maximum short-term demand. Additionally, as noted on the approved site plan there are 11 parking stalls that are not in use to accommodate truck turning movements. Through the site survey it was determined that eight parking stalls are not in use in this area and are signed to prohibit parking. Table 2 below summarizes the total parking provisions for 323 Coventry Road.

Table 2: 323 Coventry Road Parking Provisions

Total Parking Stalls	Unsecured Parking Stalls	Secured Parking Stalls	Restricted to Accommodate Truck Movements
44	18	26	8

The 18 unsecured parking stalls noted above are potentially available for short-term parking (the secured parking is reserved for long-term parking). However, the survey found that four of the unsecured parking stalls were occupied at the start / end of the survey and are therefore not available for use as short-term parking stalls. The remaining 14 parking stalls were assumed to be available for short-term parking use.

300 Greenbank Road does not accommodate long term parking, as a result there was no need to account for the impact in the counts, and the peak periods were surveyed to capture a relevant data set.

Table 3 summarizes the parking supply and parking demand for the two sites as well as the calculated parking supply rate and parking demand rate. The exterior parking supply has been included. For 323 Coventry Road this supply has been calculated based on the number of parking stalls not in use for long-term parking.

As Dymon's business model makes use of an interior loading space, that can accommodate more vehicles than the defined parking stalls, the interior parking supply has been tabulated based on the maximum demand for interior parking observed at each site.

Table 3: Parking Survey Summary

Site	GFA Storage & Retail (m^2)	Parking Supply (Exterior)	Parking Supply (Max Interior Usage)	Parking Demand	Parking Demand Rate
323 Coventry	12,351	14	7	11	0.089 spaces per 100 m^2
300 Greenbank	9,195	9	5	11	0.120 spaces per 100 m^2

It was found that an increase in parking demand is not strongly correlated to an increase in gross floor area. Based on the proposed site plan for 6333 Hurontario Street, the gross floor area, and parking stall provisions, the parking rate provided for the proposed development has been calculated. Table 4 summarizes the 6333 Hurontario Street parking provisions.

Table 4: 6333 Hurontario Street Parking Provisions – Dymon

Use	GFA (m^2)	Parking Provided	Parking Rate (Provided)
Dymon Self-Storage & Retail	21,895	25	0.114 spaces per 100 m^2

It has been calculated that parking is proposed to be provided at a rate of 0.114 spaces per 100 square metres of gross floor area. While this is less than the parking rate requested by the City of Mississauga, this demand rate falls within the surveyed parking rates at comparable Dymon sites.

In addition to the above, patrons will utilize the interior loading space more efficiently than other areas of the site as they will park within the interior loading area to facilitate loading and unloading. On the surveyed sites more than 40% of all parked vehicles utilized the interior loading area for parking.

As a supplementary analysis, the number of vehicles entering the interior loading area, versus the rest of the site was counted. Table 5 summarizes the interior loading bay usage.

Table 5: Interior Loading Bay Usage

Site	Weekday		Saturday	
	Exterior%	Interior%	Exterior%	Interior%
323 Coventry	57%	43%	58%	42%
300 Greenbank	42%	58%	54%	46%

As shown above the interior loading area is of critical importance to the parking operations of the site.

To support the proposed parking variance for the third-party office use, the ITE Parking Generation Rates for ITE Land Use (LUC 710) General Office Building have been used to calculate the parking generation. Attachment 3 includes a summary of the description of LUC 710. This parking generation rate has been determined using 148 data points. All the points within this dataset followed a general trend line, with equal variance above and below the trip generation curve, and no outliers. Table 6 summarizes the parking generation for the proposed site based on the ITE LUC 710 rates and the site parking provisions.

Table 6: Vehicle Parking Requirement ITE Approach

Land Use	GFA (s.m.)	Parking Rate (ITE)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Third-Party Office	7,221	2.57 spaces per 100 m^2 GFA	186	191	5

Using the ITE parking generation rates, the parking spaces provided for office use exceed the average weekday parking demand of a General Office Building (LUC 710) by five parking stalls. While this is less than the parking rate requested by the City of Mississauga, the demand generated by the third-party office component of the proposed development is expected to be met. Table 7 summarizes the total parking demand.

Table 7: Parking Requirement – Demand Approach

Land Use	GFA (s.m.)	Parking Rate (Required)	Parking Spaces (Required)	Parking Spaces (Provided)	Difference
Self-Storage Warehouse and Retail	21,895	0.114 spaces per 100 m^2	25	25	0
Third-Party Office	7,221	2.57 spaces per 100 m^2 GFA	186	191	5

In addition to the above, the third-party office component is expected to be rented out to multiple tenants on a day-by-day basis. Given this shared-use model, it is expected that the office component of the development will not operate at a full capacity. Further, a shared office use will result in flattening of the peak hour office generated trips, as occasional and uncoordinated office users are more likely to arrive and leave the site during off-peak hours when compared to office users who work in an office building full-time and belong to a single organisation.

Further, higher order transit will be provided along Hurontario Street in future horizons. The Hurontario LRT is expected to be completed in 2024 and will increase the transit mode share in the Study Area, reducing the reliance on personal vehicles and the parking demand along Hurontario Street corridor.

Considering the proxy site and ITE parking requirements, along with the specifics of the proposed third-party office use and an expected reduction in auto trips as a result of future Hurontario LRT, the parking provisions for both the Dymon self-storage and third-party office uses are adequate.

Transportation Demand Management

The subject development fronts the future Hurontario LRT Corridor, which will enhance mobility and transit experience along Hurontario Street. The completion of the LRT is expected in fall of 2024. The closest LRT stops to the proposed development will be located at Courtneypark Drive to the north and at Britannia Road to the south. Relevant transit schedule and route maps will be displayed at office use entrance to minimize transit wait times and enhance transit user experience.

The proposed cross-section of Hurontario Street will include segregated bike lanes and can be seen in Attachment 4. Six bicycle parking spaces at grade are proposed within the development site plan, which will further encourage office users to utilize the proposed bike lanes on Hurontario street to reach the subject site. In addition to this, a permanent bike repair

station will be provided at the site. Local area maps with cycling infrastructure will also be provided at building entrances to allow cyclists to select safer routes towards their destinations.

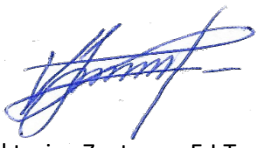
Pedestrian facilities have been proposed within the development site plan and will connect pedestrians to the visitor bike parking, surface vehicle parking, and pedestrian network on Hurontario Street.

Conclusions

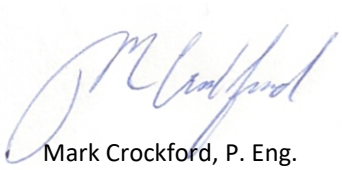
Based on the key requirements of the agreed to scope, the following conclusions are made for this site:

- Based on the proxy site parking surveys and the ITE parking generation rate the provided parking will adequately serve the proposed self-storage facility.

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



Viktoriya Zaytseva, E.I.T
437-221-1343
viktoriya.zaytseva@cghtransportation.com



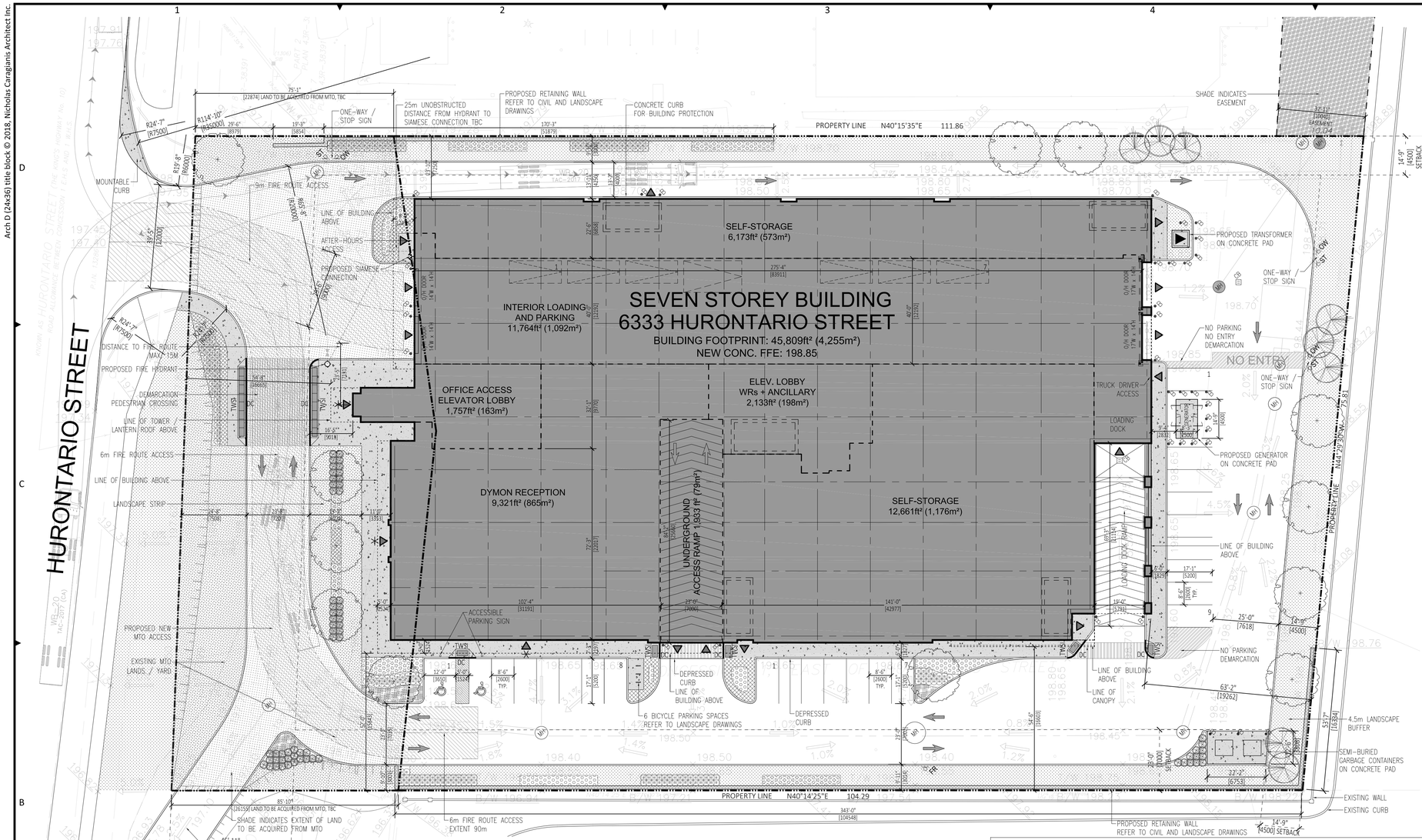
Mark Crockford, P. Eng.
905-251-4070
mark.crockford@cghtransportation.com

Attachments:
Attachment 1 – Proposed Site Plan
Attachment 2 – Proxy Site Parking Data and Site Plan – Dymon Self-Storage
Attachment 3 – LUC 710 General Office Building Description
Attachment 4 – Future Hurontario Street Cross-Section

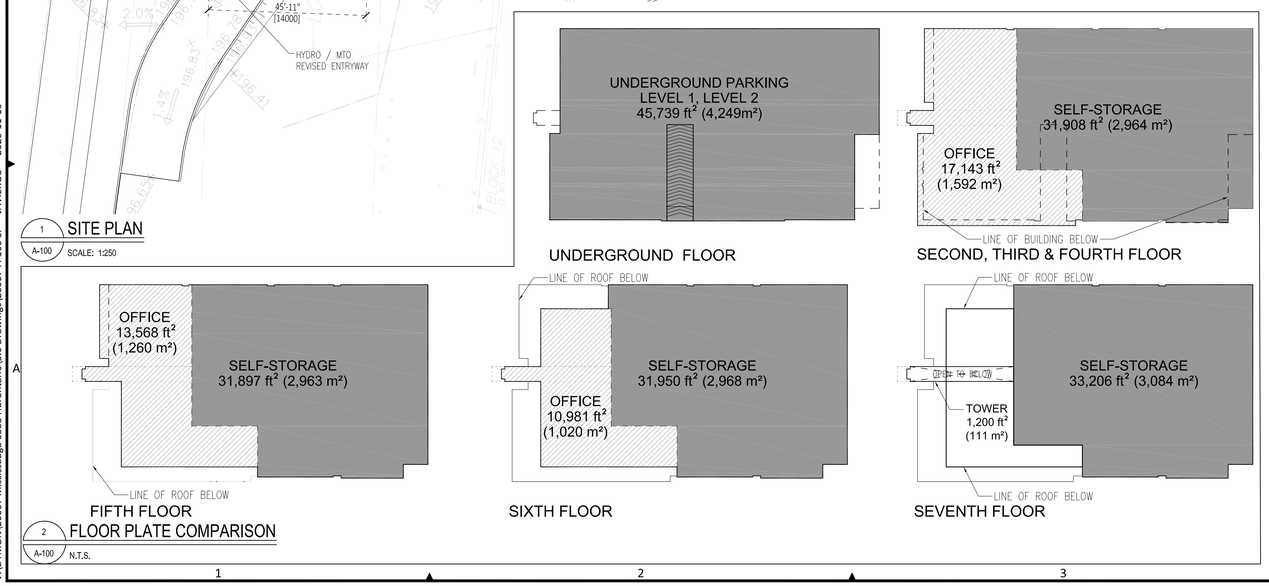
Attachment 1

Proposed Site Plan

CGH TRANSPORTATION



1 SITE PLAN
A-100 SCALE: 1:250



2 FLOOR PLATE COMPARISON
A-100 N.T.S.

LEGEND

- PROPOSED BUILDING LOCATION
- EXISTING NEIGHBORING BUILDINGS
- LANDSCAPED AREA
- CONCRETE/ SIDEWALK
- EXISTING CONCRETE/SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- CURB
- DENOTES PAINTED LINES
- DEPRESSED CURB
- DENOTES FIRE ROUTE ACCESS
- TWSI TACTILE WALKING SURFACE INDICATOR
- NEW TREE/ VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)
- EXISTING TREE (VEGETATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)
- BARRIER FREE PARKING
- INTERIOR PARKING
- CATCH BASIN
- SIAMESE CONNECTION
- PEDESTRIAN CROSSING DEMARCATION
- ENTRANCE/ EXIT LOCATION
- PRINCIPAL ENTRANCE
- TRANSFORMER
- ONE-WAY SIGN
- FENCE & GATE
- NO ENTRY SIGN
- MAN HOLE / CATCH BASIN
- FIRE ROUTE ACCESS / NO PARKING SIGN
- LIGHT POLE (HYDRO)
- TRAFFIC DIRECTION
- FIRE HYDRANT
- NLS (NEW LIGHT STANDARD, REFER TO ELECTRICAL)
- BOLLARD

SITE STATISTICS

LEGAL DESCRIPTION OF PROPERTY:

PART OF THE WEST HALF OF LOT 7
CONCESSION 1, HURONTARIO STREET
SURVEYED BY SPEIGHT, VAN NOSTRAND & GIBSON LIMITED
ONTARIO LAND SURVEYORS

ZONING REGULATION	REQUIRED	PROPOSED
Lot Area Land acquired from MTO Total Lot Area	N/A	7,983 m2 2,027 m2 10,010 m2
Front Yard Setback	14.0 m	16.6 m
Side Yard Setback	4.5 m (NORTH) 7.0 m (SOUTH)	7.2 m 15.8 m
Rear Yard Setback	4.5 m	19.2 m
Building Height	N/A	31.3 m AVG GRADING TO TOP OF ROOF
Self-Storage Warehouse, Reception and Retail 0.6 spaces per 100 m2 of GFA	132	25 at grade Including 7 Interior Parking/Loading
Third-Party Office 3.2 spaces per 100 m2 of GFA	232	191 Including 6 at grade, 89 at underground Level 1 and 96 at underground Level 2
Accessible Parking Space	9	9 included in count above (2 at grade, 1 interior loading, 6 at underground Level 1 & 2)
Landscaped abutting Hurontatio St Landscaped abutting North boundary Landscaped abutting East boundary Landscaped abutting South boundary	N/A N/A N/A N/A	7.5 m (Average) 3.0 m 4.5 m 3.0 m
Bicycle Porking Space Retail	N/A	6 exterior (short term) 10 interior at underground levels
Loading	4	1 exterior 1 Interior Loading and Parking
Drive Aisle Width	7.0m	7.0 m (two-way) 4.0 m (one-way)
PAVED AREA LANDSCAPED AREA	3,364 m² (34 %) 2,238 m² (22 % Including interior side walks)	

BUILDING AREAS

DRIVE-THRU LOADING, RECEPTION & RETAIL:	2,236 m²	(24,078 ft²)
SELF STORAGE GROUND TO 7TH FLOOR:	19,659 m²	(211,611 ft²)
OFFICE GROUND TO 7TH FLOOR:	7,221 m²	(77,735 ft²)
PARKING UNDERGROUND LEVEL 1 & 2:	8,857 m²	(95,344 ft²)
TOTAL BUILDING	37,648 m²	(408,768 ft²)

GROSS FLOOR AREA (GFA)

BUILDING FOOTPRINT (INCLUDES INT. LOADING & PARKING AND LOADING DOCK, AND RAMP DOWN TO UNDERGROUND LEVEL 1)	4,255 m²	(45,809 ft²)	14 % (42.5 % OF LOT AREA)	
STAIRS GROUND FLOOR TO 7TH	602 m²	(6,480 ft²)		
ELEVATORS GROUND FLOOR TO 7TH	322 m²	(3,480 ft²)		
STAIRS UNDERGROUND LEVEL 1 & 2	133 m²	(1,440 ft²)		
ELEVATORS LOBBY UNDERGROUND LEVEL 1 & 2	291 m²	(3,142 ft²)		
MECHANICAL & ELECTRICAL & SERVICE AREAS	332 m²	(3,584 ft²)		
ELEVATORS LOBBY / ANCILLARY SPACES GROUND FLOOR SELF-STORAGE	166 m²	(1,793 ft²)	1 %	
INTERIOR LOADING & PARKING AND LOADING DOCK	1,092 m²	(11,764 ft²)	3.7 %	
DYMON RECEPTION & RETAIL	865 m²	(9,321 ft²)	3 %	100%
TOTAL SELF STORAGE GROUND TO 7TH (***)	19,126 m²	(205,871 ft²)	68 %	
TOTAL OFFICE GROUND TO 7TH FLOOR (***)	6,798 m²	(73,175 ft²)	24 %	
FEATURE STAIR / TOWER 7TH FLOOR	111 m²	(1,200 ft²)	0.3 %	
TOTAL GFA 7-STOREY BUILDING	28,161 m²	(303,124 ft²)	100 %	
TOTAL GFA (****)	27,068 m²	(291,360 ft²)		

(***) EXCLUDES ELEVATORS AND STAIRS (2nd TO 7th FLOOR)
(****) EXCLUDES INTERIOR LOADING & PARKING AND LOADING DOCK

TOTAL GFA UNDERGROUND LEVEL 1 & 2 (*****) 7,770 m² (87,512 ft²)

(*****) EXCLUDES ELEVATORS, STAIRS, MECHANICAL, ELECTRICAL, SERVICE AREAS

SCALE 1 : 250
10 0 10 20 m

BOUNDARY INFORMATION FROM SURVEY BY:
SPEIGHT, VAN NOSTRAND & GIBSON LIMITED ONTARIO LAND SURVEYORS
COMPLETED ON FEBRUARY 4th, 2020

nicholas caragianis architect inc.
137 Pamilla Street
Ottawa ON K1S 3K9
613 237 6801 ncarchitect.ca

PROJECT NORTH:
TRUE NORTH:

ARCHITECT'S SEAL:
ONTARIO ASSOCIATION OF ARCHITECTS
NICHOLAS CARAGIANIS LICENCE 5057

Notes: Contractor must verify all drawings, dimensions, details and specifications and report any discrepancies to the architect before proceeding with work. All drawings and specifications are instruments of service and the property of the architect, and these must be returned at the completion of the project, and may not be reproduced without the architect's written permission. All drawings are to be read in conjunction with specifications and consultants' documents. Do not scale drawings. Do not use for construction unless both indicated as "For Construction" and bearing the architect's stamp and signature. All construction to meet local, provincial and federal requirements.

PLANNING & URBAN DESIGN
MHBC Planning, Urban Design & Landscape Architecture
7050 Weston Road, Suite 230, Woodbridge ON. L4L 8G7
tel: (905) 761-5588 fax: (905) 761-5589
www.mhbcplan.com

DESIGN ARCHITECT
TACT Architecture Inc
660R College Street (Rear Lane) Toronto ON. M6G 1B8
tel: (416) 516-1949
email: info@tactdesign.ca

CIVIL ENGINEER
C.F. Crozier & Associates Consulting Engineers
211 Yonge street, Suite 301, Toronto ON. M5B 1M4
tel: (416) 477-3392
cfcrozier.ca

ISSUE	YYYY/MM/DD	ISSUES DESCRIPTION
10	2020/11/13	ISSUED FOR OPA & ZBA
9	2020/10/18	ISSUED FOR COORDINATION
8	2020/10/01	ISSUED FOR COORDINATION
7	2020/09/15	ISSUED FOR COORDINATION
6	2020/08/26	ISSUED FOR COORDINATION
5	2020/07/28	ISSUED FOR COORDINATION
4	2020/07/24	ISSUED FOR DISCUSSION
3	2020/07/17	ISSUED FOR COORDINATION
2	2020/06/29	ISSUED FOR DISCUSSION
1	2018/11/27	ISSUED FOR DISCUSSION

DYMON STORAGE

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

PROJECT NAME & LOCATION:
HURONTARIO
6333 HURONTARIO STREET
MISSISSAUGA ON

NCA PROJECT NUMBER: 2020.0007
FILE NUMBER: 00-00-00
OWNER'S CONTRACT NUMBER:
OWNER'S PROJECT NUMBER:
CAD FILE NAME: 20007-A-100 SP

SHEET TITLE:
SITE PLAN

SCALE: 1:250
DRAWN BY: SG
DATE CREATED: 2018.11.15
SHEET ID: A-100

Attachment 2

Proxy Site Parking Data and Site Plan – Dymon Self-Storage

CGH TRANSPORTATION

Dymon Storage – Coventry & Lola

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

323 Coventry Road, Ottawa, ON K1K 3X6

Day: MONDAY **Date:** 10 June 2019 **Survey Hours:** 0730-2130

Weather: Partly cloudy +16C/Overcast Light Rain after 1900 +23C **Surveyor (s):** Brazeau/Carmody

Time	Number of Parked Vehicles by Area							Comments
	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured	
0700								Area 4 - west side parking area, one
0730	0	0	1	3	3	15	2	of the vehicles was a trailer parked for
0800	1	0	0	3	3	15	2	every time period.
0830	1	0	2	3	3	15	2	
0900	1	0	2	3	3	15	2	⬅ Area 5 - one truck parked in middle
0930	1	0	3	3	3	15	2	⬅ Area 3 - truck in loading dock
1000	1	0	4	3	3	15	2	
1030	2	0	0	5	3	15	2	
1100	2	0	5	6	3	15	2	⬅ Area 5 - landscaping truck in middle
1130	2	0	6	5	3	14	2	
1200	2	0	7	6	3	14	2	
1230	1	0	7	4	3	14	2	
1300	1	0	1	4	4	15	2	
1330	0	0	1	3	3	15	2	
1400	0	0	1	5	3	15	2	⬅ Area 2 - truck parked beside accessible spot
1430	1	0	5	4	3	14	2	⬅ Area 5 - truck parked in middle of lot
1500	3	0	3	5	3	14	2	
1530	4	0	1	4	4	14	2	⬅ Area 3 - truck in loading dock
1600	2	0	3	4	4	14	2	⬅ Area 3 - truck in loading dock
1630	1	0	1	4	3	16	2	
1700	1	0	0	3	3	16	2	
1730	2	0	1	3	3	16	2	
1800	3	0	2	3	3	16	2	
1830	3	0	3	4	3	16	2	
1900	3	0	0	2	3	17	2	⬅ Area 5 - pickup truck loading
1930	2	0	1	2	3	16	2	Area 6 - north side parking area. Although
2000	3	0	1	2	3	16	2	there are 30 spaces, parking is prohibited
2030	3	0	1	2	3	16	2	in 8 of them to permit tractor trailers to
2100	3	0	0	2	3	16	2	manoeuvre into the loading dock.
2130	2	0	0	2	3	16	2	Accordingly, only 22 spaces are available
# of Pkg Spaces ➡	4	1	N/A	11	4	22	2	for long term parking.

323 Coventry Weekday	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured	Total (Exterior)	Total (Short Term)	Total (Interior)	Total	Total (Short Term)
Stalls	4	1	N/A	11	4	22	2	44				
730	0	0	1	3	3	15	2	23	0	1	24	1
800	1	0	0	3	3	15	2	24	1	0	24	1
830	1	0	2	3	3	15	2	24	1	2	26	3
900	1	0	2	3	3	15	2	24	1	2	26	3
930	1	0	3	3	3	15	2	24	1	3	27	4
1000	1	0	4	3	3	15	2	24	1	4	28	5
1030	2	0	0	5	3	15	2	27	4	0	27	4
1100	2	0	5	6	3	15	2	28	5	5	33	10
1130	2	0	6	5	3	14	2	26	3	6	32	9
1200	2	0	7	6	3	14	2	27	4	7	34	11
1230	1	0	7	4	3	14	2	24	1	7	31	8
1300	1	0	1	4	4	15	2	26	3	1	27	4
1330	0	0	1	3	3	15	2	23	0	1	24	1
1400	0	0	1	5	3	15	2	25	2	1	26	3
1430	1	0	5	4	3	14	2	24	1	5	29	6
1500	3	0	3	5	3	14	2	27	4	3	30	7
1530	4	0	1	4	4	14	2	28	5	1	29	6
1600	2	0	3	4	4	14	2	26	3	3	29	6
1630	1	0	1	4	3	16	2	26	3	1	27	4
1700	1	0	0	3	3	16	2	25	2	0	25	2
1730	2	0	1	3	3	16	2	26	3	1	27	4
1800	3	0	2	3	3	16	2	27	4	2	29	6
1830	3	0	3	4	3	16	2	28	5	3	31	8
1900	3	0	0	2	3	17	2	27	4	0	27	4
1930	2	0	1	2	3	16	2	25	2	1	26	3
2000	3	0	1	2	3	16	2	26	3	1	27	4
2030	3	0	1	2	3	16	2	26	3	1	27	4
2100	3	0	0	2	3	16	2	26	3	0	26	3
2130	2	0	0	2	3	16	2	25	2	0	25	2

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

323 Coventry Road, Ottawa, ON K1K 3X6

Day: SATURDAY **Date:** 8 June 2019 **Survey Hours:** 0830 -1830

Weather: AM Clear +10ºC PM Clear +23ºC **Surveyor (s):** Morgan/Carmody

Time	Number of Parked Vehicles by Area						
	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured
0700							
0730							
0800							
0830	1	0	1	3	2	14	2
0900	2	0	4	2	3	14	2
0930	3	1	5	2	3	14	2
1000	3	0	4	2	3	14	2
1030	3	0	4	3	3	14	2
1100	3	0	2	3	4	14	2
1130	3	0	0	5	4	14	2
1200	4	0	1	5	3	14	2
1230	4	0	1	2	3	14	2
1300	3	0	2	2	3	14	2
1330	2	0	1	2	3	14	2
1400	3	0	2	2	3	13	2
1430	4	0	1	3	3	14	2
1500	3	0	6	3	3	14	2
1530	3	0	2	3	3	15	2
1600	4	0	2	3	3	15	2
1630	3	0	2	3	3	15	2
1700	3	0	1	2	3	15	2
1730	4	0	1	2	3	15	2
1800	3	0	3	2	3	15	2
1830	2	0	1	2	3	15	2
1900							
1930							
2000							
2030							
2100							
2130							
# of Pkg Spaces ➡	4	1	N/A	11	4	22	2

Comments

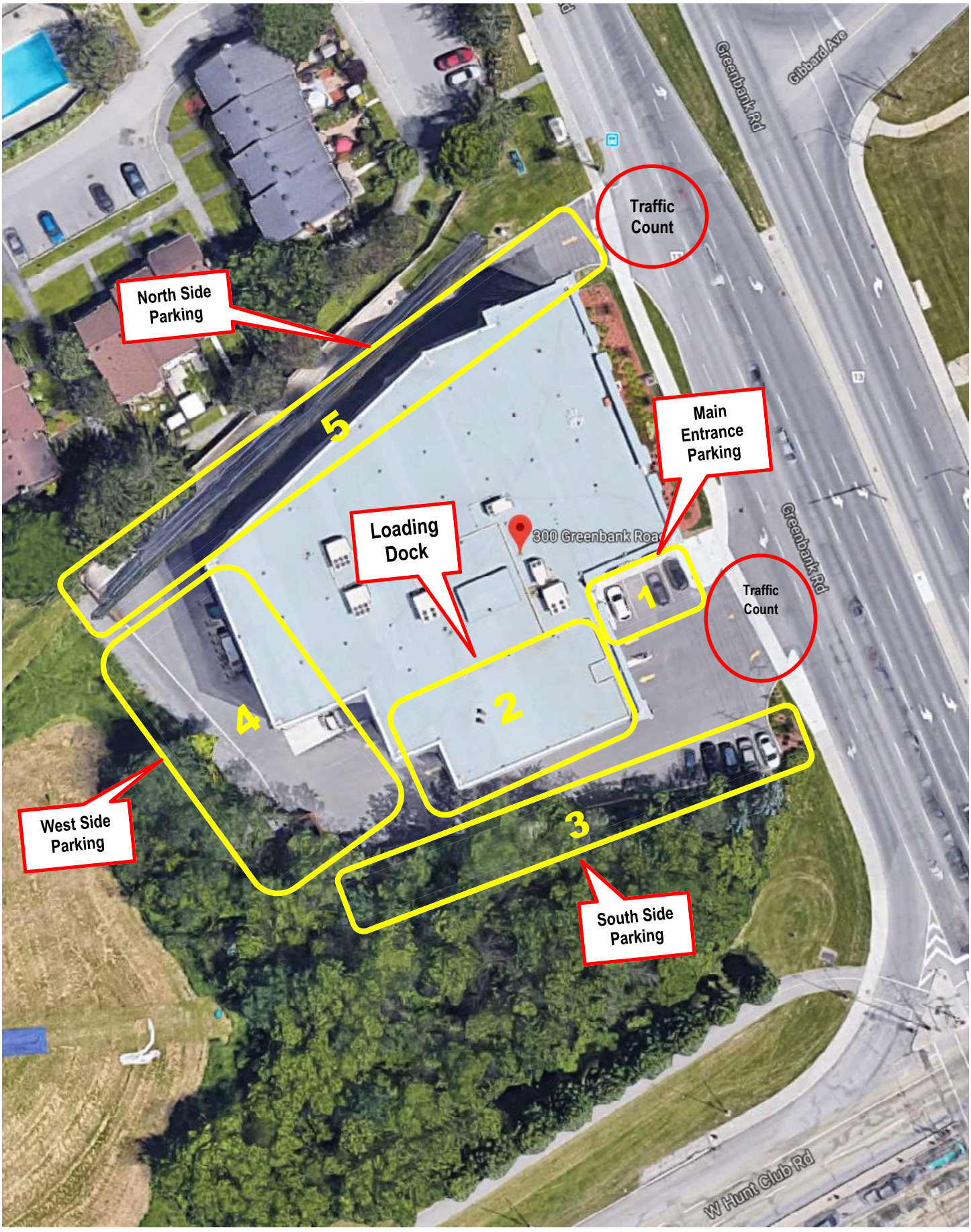
Area 4 - west side parking area one of the vehicles was a trailer parked for every time period.

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

Area 6 - north side parking area 2 vehicles were trailers from 0830-1500 and after 1500-1830 3 of the vehicles were trailers.

Area 6 - north side parking area Although there are 30 spaces, parking is prohibited in 8 of them to permit tractor trailers to manoeuvre into the loading dock. Accordingly, only 22 spaces are available for long term parking.

323 Coventry Saturday	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured	Total (Exterior)	Total (Short Term)	Total (Interior)	Total	Total (Short Term)
Stalls	4	1	N/A	11	4	22	2	44				
830	1	0	1	3	2	14	2	22	0	1	23	1
900	2	0	4	2	3	14	2	23	1	4	27	5
930	3	1	5	2	3	14	2	25	3	5	30	8
1000	3	0	4	2	3	14	2	24	2	4	28	6
1030	3	0	4	3	3	14	2	25	3	4	29	7
1100	3	0	2	3	4	14	2	26	4	2	28	6
1130	3	0	0	5	4	14	2	28	6	0	28	6
1200	4	0	1	5	3	14	2	28	6	1	29	7
1230	4	0	1	2	3	14	2	25	3	1	26	4
1300	3	0	2	2	3	14	2	24	2	2	26	4
1330	2	0	1	2	3	14	2	23	1	1	24	2
1400	3	0	2	2	3	13	2	23	1	2	25	3
1430	4	0	1	3	3	14	2	26	4	1	27	5
1500	3	0	6	3	3	14	2	25	3	6	31	9
1530	3	0	2	3	3	15	2	26	4	2	28	6
1600	4	0	2	3	3	15	2	27	5	2	29	7
1630	3	0	2	3	3	15	2	26	4	2	28	6
1700	3	0	1	2	3	15	2	25	3	1	26	4
1730	4	0	1	2	3	15	2	26	4	1	27	5
1800	3	0	3	2	3	15	2	25	3	3	28	6
1830	2	0	1	2	3	15	2	24	2	1	25	3



Dymon Storage – Greenbank & West Hunt Club

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

300 Greenbank Road, Ottawa, ON K2H 0B6

Day: MONDAY **Date:** 10 June 2019 **Survey Hours:** 0700-0900 & 1600-1800

Weather: Partly Cloudy +16C/Overcast Light Rain after 1900 +23C **Surveyor (s):** Mousseau

Time	Number of Parked Vehicles by Area							Comments
	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking			
0700	0	0	0	0	0			
0730	0	0	2	0	0			1 employee parked
0800	0	0	3	1	0			1 employee Dymon van parked
0830	0	1	3	0	0			near gargage bin
0900	0	1	3	0	0			
0930								
1000								
1030								
1100								
1130								
1200								
1230								
1300								
1330								
1400								
1430								
1500								
1530								
1600	1	2	2	0	0			BFG van parked next to building
1630	0	3	1	0	0			
1700	0	2	1	0	0			
1730	0	2	4	0	0			Jordash van parked in fire lane
1800	1	3	4	0	0			
1830								
1900								
1930								
2000								
2030								
2100								Accessible parking area is
2130								located within the loading dock.
# of Pkg Spaces ➡	4	N/A	5	0	0			

300 Greenbank Weekday	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking	Total (Exterior)	Total (Interior)	Total
Stalls	4	N/A	5	0	0	9		
700	0	0	0	0	0	0	0	0
730	0	0	2	0	0	0	2	2
800	0	0	3	1	0	1	3	4
830	0	1	3	0	0	1	3	4
900	0	1	3	0	0	1	3	4
1600	1	2	2	0	0	3	2	5
1630	0	3	1	0	0	3	1	4
1700	0	2	1	0	0	2	1	3
1730	0	2	4	0	0	2	4	6
1800	1	3	4	0	0	4	4	8

Off-Street Parking Usage

Dymon Storage - Off Street Parking Inventory

Dymon Storage

300 Greenbank Road, Ottawa, ON K2H 0B6

Day: SATURDAY **Date:** 8 June 2019 **Survey Hours:** 1100 - 1600

Weather: Clear +10ºC Clear +23ºC **Surveyor (s):** Mousseau

Time	Number of Parked Vehicles by Area						
	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking		
0700							
0730							
0800							
0830							
0900							
0930							
1000							
1030							
1100	1	4	4	0	0		
1130	2	6	3	0	0		
1200	1	4	3	0	0		
1230	1	1	3	0	1		
1300	1	2	3	0	0		
1330	1	1	4	0	0		
1400	0	2	5	0	1		
1430	0	2	3	0	0		
1500	0	7	4	0	0		
1530	1	6	4	0	0		
1600	0	2	4	0	0		
1630							
1700							
1730							
1800							
1830							
1900							
1930							
2000							
2030							
2100							
2130							
# of Pkg Spaces ➡	4	N/A	5	0	0		

Comments

At 1100 and at 1500 a van parked in the fire lane.

Employee parking takes place in Area #3 (3 vehicles)

Accessible parking area is located within the loading dock.

300 Greenbank Saturday	Area 1 Main Entrance	Area 2 Loading Dock	Area 3 South Side Parking	Area 4 West Side Parking	Area 5 North Side Parking	Total (Exterior)	Total (Interior)	Total
Stalls	4	N/A	5	0	0	9		
1100	1	4	4	0	0	5	4	9
1130	2	6	3	0	0	8	3	11
1200	1	4	3	0	0	5	3	8
1230	1	1	3	0	1	3	3	6
1300	1	2	3	0	0	3	3	6
1330	1	1	4	0	0	2	4	6
1400	0	2	5	0	1	3	5	8
1430	0	2	3	0	0	2	3	5
1500	0	7	4	0	0	7	4	11
1530	1	6	4	0	0	7	4	11
1600	0	2	4	0	0	2	4	6

Attachment 3

LUC 710 General Office Building Description

C|G|H TRANSPORTATION

Land Use: 710 General Office Building

Description

A general office building houses multiple tenants. It is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), and research and development center (Land Use 760) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating parking generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating parking generation. When the individual buildings are isolated and not related to one another, it is suggested that parking generation be calculated for each building separately and then summed.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 30 study sites in a general urban/suburban setting and two study sites in a dense multi-use urban setting.

	Percent of Weekday Peak Parking Demand	
Hour Beginning	General Urban/Suburban	Dense Multi–Use Urban
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	13	26
8:00 a.m.	48	65
9:00 a.m.	88	95
10:00 a.m.	100	100
11:00 a.m.	100	100
12:00 p.m.	85	99
1:00 p.m.	84	99
2:00 p.m.	93	97
3:00 p.m.	94	94
4:00 p.m.	85	90
5:00 p.m.	56	–
6:00 p.m.	20	–
7:00 p.m.	11	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

Additional Data

The average parking supply ratios for the study sites with parking supply information are as follows:

- 2.9 spaces per 1,000 square feet GFA in a dense multi-use urban setting that is not within ½ mile of rail transit (seven sites)
- 3.3 spaces per 1,000 square feet GFA (73 sites) and 1.2 spaces per employee (20 sites) in a general urban/suburban setting that is not within ½ mile of rail transit
- 3.0 spaces per 1,000 square feet GFA (seven sites) and 0.8 spaces per employee (two sites) in a general urban/suburban setting that is within ½ mile of rail transit

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Minnesota, Montana, New Jersey, New York, Oklahoma, Oregon, Pennsylvania, Texas, Utah, and Washington.

Source Numbers

21, 22, 47, 122, 124, 142, 172, 201, 202, 205, 211, 215, 216, 217, 227, 239, 241, 243, 276, 295, 399, 400, 425, 431, 433, 436, 438, 440, 516, 531, 540, 551, 555, 556, 557, 571, 572, 588

Attachment 4

Future Hurontario Street Cross-Section

CGH TRANSPORTATION

5.12 BRITANNIA ROAD

STREETSCAPE DESIGN RECOMMENDATIONS LEGEND:

1. PPA at Brittania Road Stop. Urban streetscaping around anticipated employment nodes, and Enhanced Urban streetscaping around the stop.
2. Special consideration will have to be given to the existing church and its access.
3. Ensure pedestrian and cyclist safety and highway ramp crossing
4. Pedestrian connectivity on both east and west side of the Highway 401 bridge.

5.12.1 BRITANNIA ROAD - STOP CONDITION

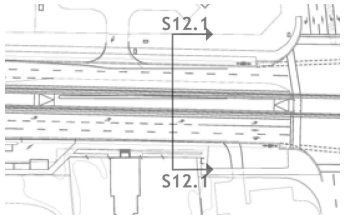
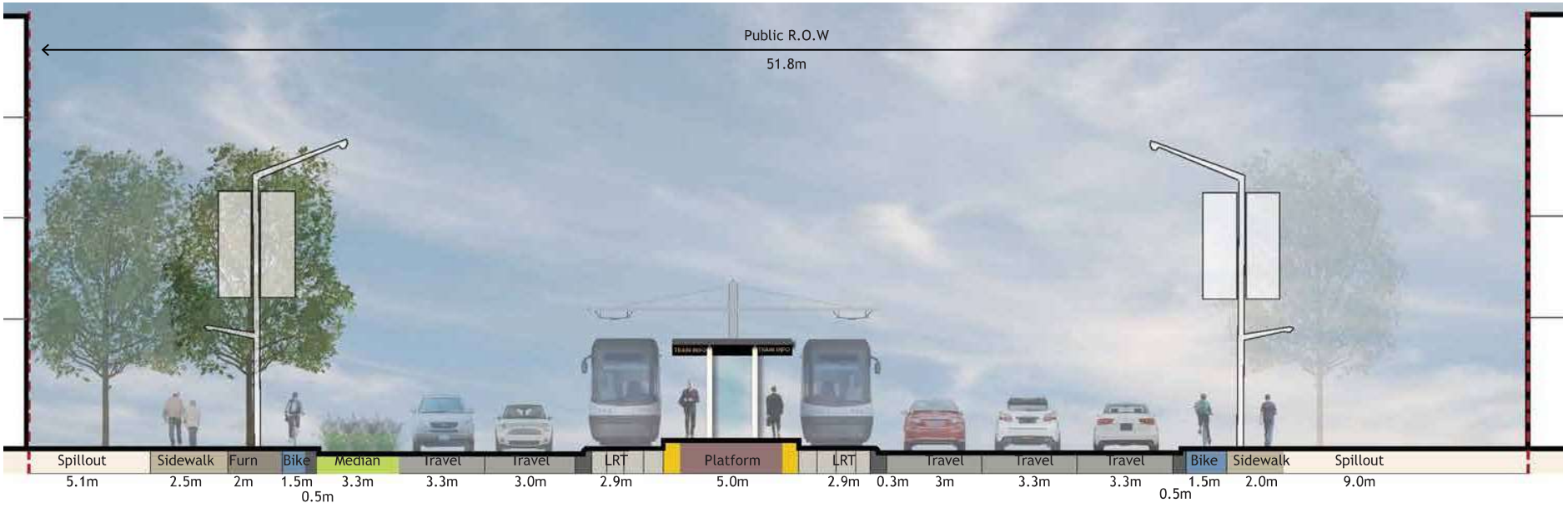


FIGURE 70: BRITTANIA ROAD - STOP CONDITION



*Section 1:150 @ 11x17