



November 4, 2022

Ref: 2020-20

Dymon Group of Companies

c/o James Byck, Regional Director – Construction (Toronto)
2-1830 Walkley Road
Ottawa, ON K1H 8K3
By email: JByck@Dymon.ca

Re: 6333 Hurontario Street Parking Study

Dear James:

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 20,726 square metre Dymon Self-Storage Facility (including a 1,103 square metres internal drive aisle and an 884 square metres reception/retail area), and a 6,824 square metres of third-party office space. A total of 213 parking spaces are proposed, out of which 25 are dedicated to the self-storage warehouse and retail and 188 are dedicated to the third-party office. All self-storage parking spaces are at-grade, including 7 parking spaces in the internal drive aisle. Six of the office parking spaces are at-grade while the rest 182 parking spaces are located across two underground levels. A total of 9 accessible parking spaces will be provided to all uses. The site will also include one exterior loading dock, and space in the interior loading area for additional overflow parking / unloading vehicles. Attachment 1 includes the proposed site plan.

This letter has been prepared to address the transportation requirements of the proposed Dymon Self-Storage and Work Refined 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.). In Spring 2019 Dymon 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 provide a total of 25 and 188 parking spaces for Dymon's self-storage and retail facility and third-party office, respectively. The parking provision for the self-storage and retail facility will include 18 exterior parking stalls and 7 interior parking stalls at grade. The third-party office will have 6 at-grade parking stalls and 185 underground parking stalls. 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	20,726	0.6 spaces per 100 m ² GFA – non-residential over 6 975 m ² GFA - non-residential (exclusive of storage parking)	124	25	-99
Third-Party Office	6,824	3.2 spaces per 100 m ² GFA – non-residential	218	188	-27
Total			342	213	-126

As noted above, the proposed site does not include the number of parking stalls prescribed by the zoning by-law. The proposed site includes 213 parking spaces, whereas the requirement is 342 parking spaces.

To support the proposed parking variance for the self-storage warehouse, a parking survey has been undertaken at four proxy sites operated by Dymon in Ottawa and GTA. 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 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. Attachment 2 contains the proxy parking generation counts for 323 Coventry Road and 300 Greenbank Road in Ottawa, 1460 The Queensway in Toronto, and 5 Nevets Road in Brampton.

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 four 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 (Interior)	Parking Supply (Total)	Parking Demand	Parking Supply Rate	Parking Demand Rate
323 Coventry	12,351	14	7	21	11	0.17/100m ²	0.09/100m ²
300 Greenbank	9,195	9	5	14	11	0.15/100m ²	0.12/100m ²
1460 The Queensway (Self-Storage)	28,799	233	59	292	49	1.01/100m ²	0.17/100m ²
5 Nevets	13,012	34	7	41	13	0.32/100m ²	0.10/100m ²
Average	-	-	-	-	-	0.41/100m ²	0.12/100m 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	20,726	25	0.12 spaces per 100 m ²

It has been calculated that parking is proposed to be provided at a rate of 0.12 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 around the average surveyed parking demand rate 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 two Ottawa sites where this was surveyed, 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	6,824	2.57 spaces per 100 m ² GFA	175	188	13

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 13 parking stalls. While this is less than the parking rate requested by the City of Mississauga Zoning By-law, 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	20,726	0.12 spaces per 100 m ²	25	25	0
Third-Party Office	6,824	2.57 spaces per 100 m ² GFA	175	188	13

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.

Accessible Parking

Accessible parking spaces requirements and provisions are summarized in Table 8. Since a reduction from the zoning by-law requirement is sought for both the self-storage and the third-party office components and such reduction is supported by the proxy site survey data and the ITE parking rates, the accessible parking spaces will be provided based on the number of total parking spaces proposed, instead of the total parking spaces required by the zoning by-law.

Table 8: Accessible Parking Requirement - Zoning By-Law Approach

Land Use	Total Number Of Required Non-Residential Parking Spaces	Range	Minimum Accessible Parking Rate (Required)	Minimum Accessible Parking Spaces (Required)	Parking Spaces (Provided)	Meeting the Requirement?
Self-Storage Warehouse and Retail	25	13-100	4% of the total	1 Type A	1 Type A 1 Type B	Yes
Third-Party Office	188	201-1000	2.0 spaces plus 2% of the total	3 Type A 3 Type B	3 Type A 4 Type B	Yes
Total	213			4 Type A 3 Type B	4 Type A 5 Type B	Yes

As shown above, the accessible parking provisions satisfy the zoning by-law requirements.

Bicycle Parking

Bicycle parking requirements and provisions are summarized in Table 9.

Table 9: Bicycle Parking Requirement - Zoning By-Law Approach

Land Use	Long-Term / Class A Rate (Required)	Long-Term / Class A (Required)	Long-Term (Provided)	Short-Term / Class B Rate (Required)	Short-Term / Class B (Required)	Short-Term (Provided)
Self Storage Facility	n/a	0	-	2.0 spaces	2	-
Office (6,824 m ²)	0.1 spaces per 100 m ² GFA - non-residential	6	-	0.1 spaces per 100 m ² GFA - non-residential	6	-
Total		6	10		8	8

As shown above, the site meets the zoning by-law requirements for bicycle parking.

Loading Spaces

Loading Space requirements per and provisions are summarized in Table 10.

Table 10: Loading Requirement – Zoning By-law Approach

Land Use	GFA (m ²)	Criteria	Minimum Off-Street Loading Spaces	Loading Spaces Provided	Difference
Warehouse / Distribution Facility	20,726	greater than 14 000 m ² : 3.0 spaces plus 1.0 additional space for each 9 300 m ² GFA - non-residential or portion thereof	4	-	-
Office	6,824	greater than 2 350 m ² but less than or equal to 11 600 m ² : 1.0 spaces	1	-	-
Total			5	2	-3

As shown in the table, the provided loading spaces are 3 spaces short of the required.

To support the loading variance, proxy site survey is used to determine the frequency of truck visits. Table 11 summarizes the surveyed heavy vehicle In and Out trips during the heavy truck peak hour of comparable Dymon sites at 1554 Carling Avenue, 323 Coventry Road (two survey dates), 300 Greenbank Road, 1460 The Queensway and 5 Nevets Road.

Table 11: Net Peak Hour Trucks

Site	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
	In	Out	Net	In	Out	Net	In	Out	Net
1554 Carling	1	2	-1	0	0	0	-	-	-
323 Coventry (May Counts)	0	0	0	0	0	0	-	-	-
323 Coventry (June Counts)	0	0	0	1	3	-2	1	2	-1
300 Greenbank	2	2	0	2	2	0	0	1	-1
1460 The Queensway	0	0	0	0	0	0	0	0	0
5 Nevets Road	0	0	0	0	0	0	0	0	0

As can be seen in Table 11, trucks entering the proxy Dymon sites vary between zero and two during the truck peak hour periods. The demand for loading docks is expected to be even lower, as the proxy site turning movement counts include moving trucks, as well as garbage trucks. Considering this, two loading spaces will meet the loading space demand at the subject site.

Moreover, the City’s Loading Space Regulations do not include loading space requirements for Self-Storage Warehouse. The closest land use to a Self-Storage Warehouse is Manufacturing/Warehouse, which requires a minimum of four loading spaces. Unlike a self-storage facility, where patrons may utilize personal vehicles for loading and unloading, it is expected that majority of vehicles entering a manufacturing site will be utilizing loading docks. Therefore, the Manufacturing/Warehouse loading dock requirement of four spaces is considered to be overly conservative for a self-storage facility and a provision of two loading docks is recommended. While this is less than requested by the City of Mississauga, the provision of two loading docks for both uses satisfies the expected demand based on heavy vehicle trip generation at comparable Dymon sites. On a rare occasion where an extra loading space is required, the internal parking area can accommodate a second HSU truck.

Transportation Demand Management

Dymon self-storage facilities represent a unique trip generator. As introduced in previous sections, the majority of the trips to the site are expected to be made by customers who have already moved their personal belongings into one of the Dymon self-storage units. Although these trips are primarily made by auto mode in order to transport personal or business items to or from the storage facility, the number of trips produced is expected to be significantly lower than that of comparable land uses. This statement in the parking section above, which illustrated that the Parking By-law requires 124 parking spaces to be provided for the proposed self-storage land use, however, a comparable proxy site parking survey has shown that 25 parking spaces are expected to meet the demand of inbound vehicles arriving to the proposed Dymon facility. Therefore, it can be concluded that the self-storage land use will generate 80% less traffic when compared to an alternative warehouse use.

Mr. James Byck
November 4, 2022

Restricting parking below the accepted zoning for a given land use is an accepted method of limiting the number single occupant vehicle trips to a site.

Further, Dymon self-storage business model requires for the storage facilities to be located in a close proximity to its target market. This means that although the low number of customer trips are mostly constrained to the auto mode because of the need to transport personal or business belongings, these trips will be made by local residents and business owners, producing minimal vehicle kilometers traveled. This is important to note, as short-distance trips should be treated differently in context of TDM when compared to longer trips, which result in more vehicle kilometers traveled, and oftentimes utilize already constrained inter-city roadways or highways, contributing to congestion, and impacting a larger number of road users. The proximity of Dymon self-storage facilities to the user's homes and businesses also allows for pass-by trips during the peak hours, which has an even lower impact on the overall transportation network efficiency.

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 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.

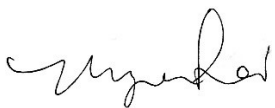
Pedestrian facilities have been proposed within the development site plan and will connect pedestrians to the visitor bike parking, surface vehicle parking, and pedestrian network on Hurontario Street.

Conclusions

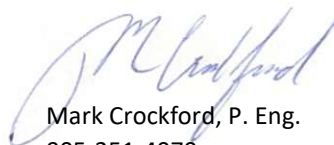
Based on the key requirements of the agreed to scope, the following conclusions are made for this site:

- 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.



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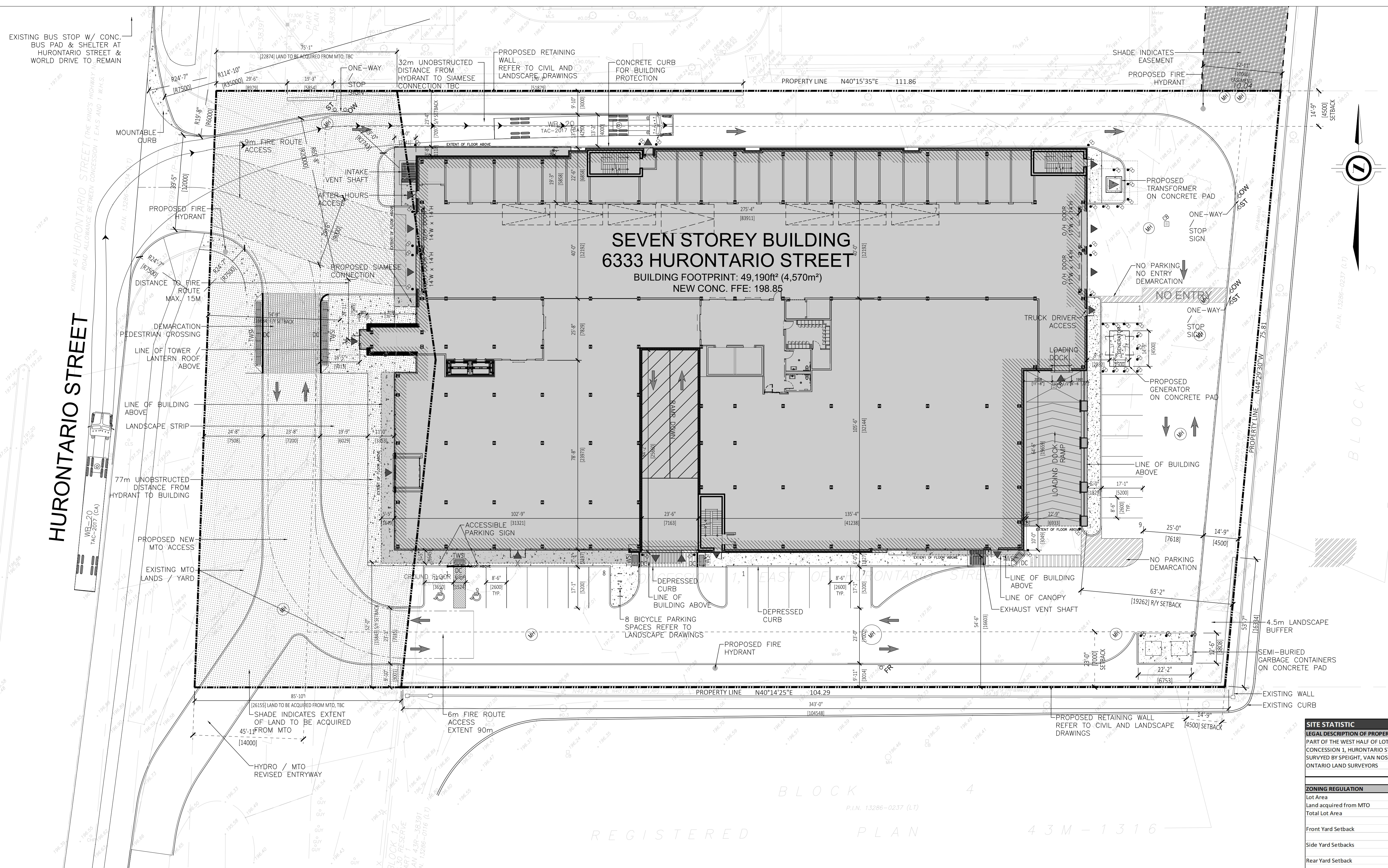
Mark Crockford, P. Eng.
905-251-4070
mark.crockford@cghtransportation.com

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



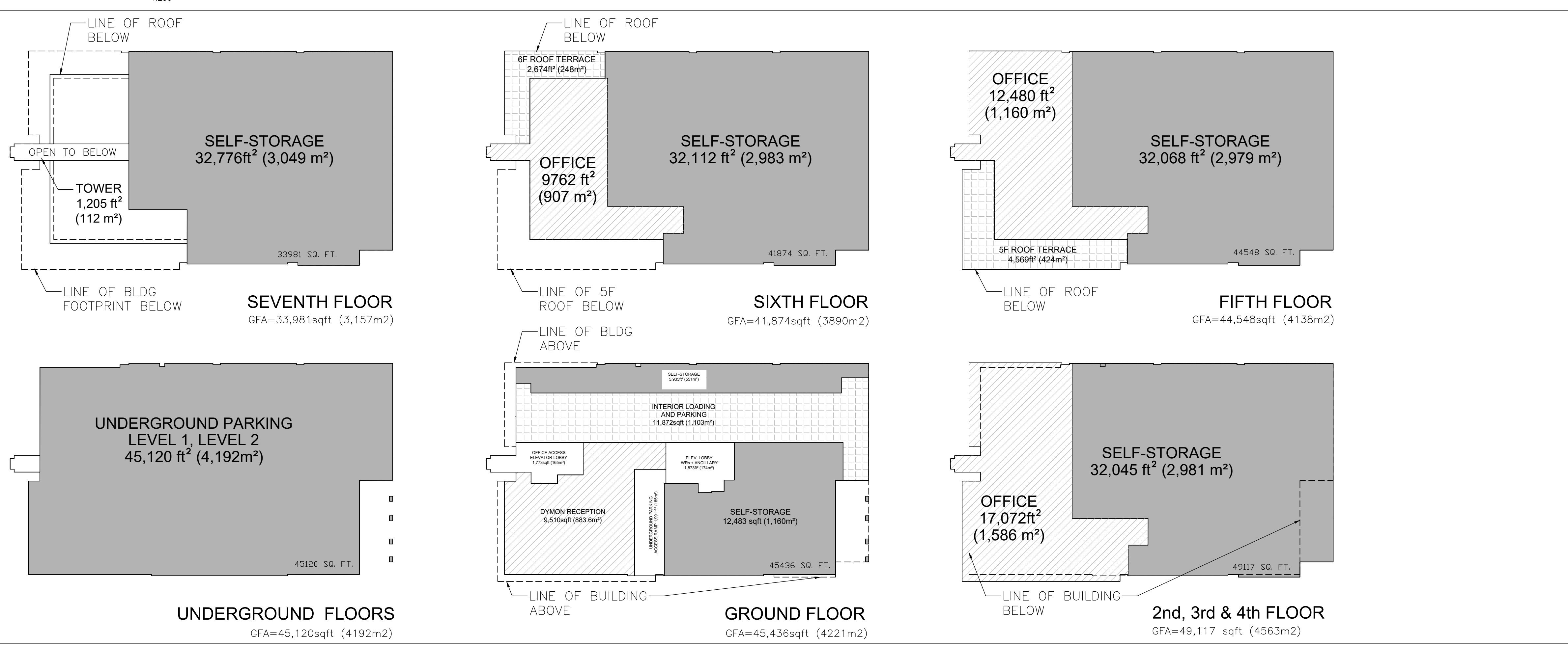
LEGEND

- PROPOSED BUILDING LOCATION
- EXISTING NEIGHBORING BUILDINGS
- LANDSCAPED AREA
- CONCRETE / SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- CURB
- DEPRESSED CURB
- TWIS
- 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
- SIAMSE CONNECTION
- ENTRANCE / EXIT LOCATION
- TRANSFORMER
- FENCE & GATE
- MAN HOLE / CATCH BASIN
- LIGHT POLE (HYDRO)
- FIRE HYDRANT
- BOLLARD
- EXISTING CONCRETE/SIDEWALK
- DENOTES PAINTED LINES
- DENOTES FIRE ROUTE ACCESS
- TACTILE WALKING SURFACE INDICATOR
- PRINCIPAL ENTRANCE
- ONE-WAY SIGN
- NO ENTRY SIGN
- FIRE ROUTE ACCESS / NO PARKING SIGN
- TRAFFIC DIRECTION

SCALE 1 : 250

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

1 SITE PLAN



2 FLOOR PLATE COMPARISON

SITE STATISTIC		
LEGAL DESCRIPTION OF PROPERTY		
PART OF THE WEST HALF OF LOT 7 CONVEYANCE 3, HURONTARIO STREET SURVEYED BY SPEIGHT, VAN NOSTRAND & GIBSON LIMITED ONTARIO LAND SURVEYORS		
ZONING REGULATION	PROPOSED	REQUIRED
Lot Area	7,983.8m	[85,937ft] N/A
Land acquired from MTO	2,027.25m	[21,821ft] N/A
Total Lot Area	10,011.05m	[107,757ft] N/A
Front Yard Setback	16.6m	14.0m
Side Yard Setbacks	7.1m	4.5m (North) 7.0m (South)
Rear Yard Setback	19.2m	4.5m
Building Height	33.3m	N/A
Self-Storage Warehouse, Reception and Retail	25 at grade	132
Third-party Office	3.2 space per 100 sm of GFA	223
Accessible Parking Space	9 included in count above (2 at grade, 1 interior loading, 6 at underground Level 1 & 2)	9
Landscaped abutting Hurontario St	7.5m (Average)	N/A
Landscaped abutting North boundary	3.0m	N/A
Landscaped abutting East boundary	4.5m	N/A
Landscaped abutting South boundary	3.0m	N/A
Bicycle Parking Space Retail	8 exterior (short term) 10 interior at underground levels	8
Loading	1 exterior 1 interior Loading and Parking	4
Drive Aisle Width	7.0m (two-way) 4.0m (one-way)	7.0m
Paved Area	3,364.0m	[36,210ft] 33.60%
Landscaped Area	2,238.0m	[24,090ft] 22.36%
Building Area	2,171.6m	[23,375ft]
Self-storage Ground to 7th Floor	19,465.0m	[211,445ft]
Office Ground to 7th Floor	6,988.6m	[75,254ft]
Parking Underground Level 1 & 2	8,383.6m	[90,240ft]
Total Building	37,208.8m	[400,512ft]
Gross Floor Area (GFA)		
Building Footprint (Includes Int. Loading & Parking and Loading Dock, and Ramp down to Underground Level 1)	4,567.1m	[49,160ft] 45.6% of lot areas
Stairs Ground floor to 7th	602.0m	[6,480ft] 1.6%
Elevators Ground floor to 7th	323.3m	[3,480ft] 0.9%
Stairs Underground Level 1 & 2	133.8m	[1,445ft] 0.36%
Elevators Lobby Underground Level 1 & 2	293.9m	[3,142ft] 0.76%
Mechanical & Electrical & Service Areas	333.0m	[3,584ft] 0.89%
Elevators Lobby/ Ancillary Space Ground floor Self-storage	342.2m	[3,683ft] 1%
Interior Loading & Parking and Loading Dock	1,102.9m	[11,872ft] 3.1%
Dymon Reception & Retail	883.5m	[9,510ft] 2%
Total Self-storage Ground to 7th (***)	18,739.6m	[202,712ft] 50%
Total Office Ground to 7th Floor (***)	6,823.7m	[73,450ft] 18%
Feature Stair/Tower 7th Floor	111.5m	[1,200ft] 0.3%
Total GFA 7-storey Building	37,208.8m	[400,512ft] 100%
Total GFA (***)	36,105.8m	[388,640ft]
(***) Excludes Elevators and Stairs (2nd to 7th floor)		
(****) Excludes Interior Loading & Parking and Loading Dock		
Total GFA Underground Level 1 & 2 (****)	7,675.5m	[82,618ft]
(****) Excludes Elevators, Stairs, Mechanical, Electrical, Service Areas		



6 Leswyn Road Toronto, Ontario, M6A 1K2 tel (416)256-4440 fax (416)256-4449

Design Architect TACT Architecture Inc 660R College Street (Rear Lane) Toronto ON, M6G 1B8 tel: (416) 516-1949

Planning, Urban Design & Landscape Architect MHBC Planning, Urban Design & Landscape Architecture 7050 Weston Road, Suite 230, Woodbridge ON, L4L 8G7 tel: (905) 761-5588

Civil Engineer C.F. Crozier & Associates Consulting Engineers 211 Yonge Street, Suite 301, Toronto ON, M5B 1M4 tel: (416) 477-3392

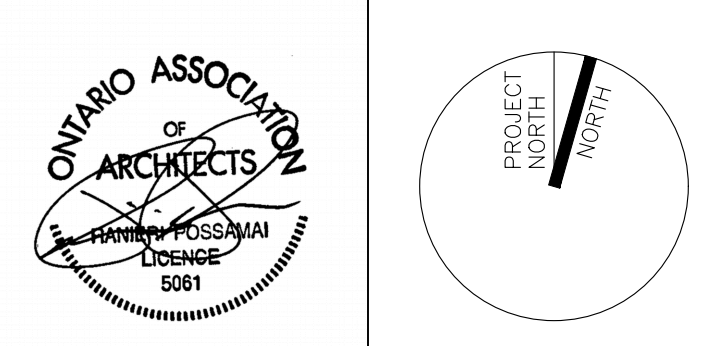
Structural Engineer Dorian Engineering Consultants Inc. 7560 Airport Road, Unit 13, Mississauga ON, L4T 4H4 tel: (905) 671-4377

Mechanical Engineer Brumar Engineering Services Ltd. 25-120 West Beaver Creek, Richmond Hill ON, L4B 1L2 tel: (905) 771-7798

Electrical Engineer Hudson Engineering Ltd. 2901 Steeles Ave W Unit 26, Toronto ON M3J 3A5 tel: (416) 663-5470

NO.	DATE	DESCRIPTION
6	NOV/03/22	SPA SUBMISSION
5	OCT 25/ 22	REVISED LOADING RAMP & STAIRS
4	OCT 21/ 22	REVISED FOR COORDINATION
3	OCT 06/ 22	ISSUED FOR REVIEW & COORDINATION
2	SEPT 12/ 22	ISSUED FOR REVIEW
1	AUG 02 2022	REVISED PER SPA COMMENTS

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME, REPORTING ANY DISCREPANCIES TO THE ARCHITECT BEFORE COMMENCING WORK. ALL DRAWINGS, PRINTS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED TO HIM ON COMPLETION OF WORK. LATEST APPROVED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION. PRINTS ARE NOT TO BE SCALED.



DYMON CAPITAL CORP. 2-1830 WALKLEY ROAD OTTAWA ON, K1H 8K3

PROJECT NAME 7 STOREY SELF STORAGE, OFFICE & RETAIL 6333 HURONTARIO STREET MISSISSAUGA ON

DRAWN BY AT

CHECKED BY R.P.

DATE November 3, 2022

SCALE AS NOTED

DRAWING TITLE

PROJECT NO. DRAWING NO.

22-08 A101

Attachment 2

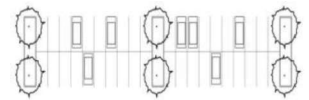
Proxy Site Parking Data and Site Plan – Dymon Self-Storage



Dymon Storage – Coventry & Lola



Off-Street Parking Usage



Dymon Storage - Off Street Parking Inventory

Dymon Storage

323 Coventry Road, Ottawa, ON K1K 3X6

Day: **MONDAY** Date: **10 June 2019** Survey Hours: **0730-2130**
 Weather: **Partly cloudy +16C/Overcast Light Rain after 1900 +23C** Surveyor (s): **Brazeau/Carmody**

Time	Number of Parked Vehicles by Area						
	Area 1 Main Entrance	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side Unsecured	Area 5 West Side Secured	Area 6 North Side Secured	Area 7 North Side Unsecured
0700							
0730	0	0	1	3	3	15	2
0800	1	0	0	3	3	15	2
0830	1	0	2	3	3	15	2
0900	1	0	2	3	3	15	2
0930	1	0	3	3	3	15	2
1000	1	0	4	3	3	15	2
1030	2	0	0	5	3	15	2
1100	2	0	5	6	3	15	2
1130	2	0	6	5	3	14	2
1200	2	0	7	6	3	14	2
1230	1	0	7	4	3	14	2
1300	1	0	1	4	4	15	2
1330	0	0	1	3	3	15	2
1400	0	0	1	5	3	15	2
1430	1	0	5	4	3	14	2
1500	3	0	3	5	3	14	2
1530	4	0	1	4	4	14	2
1600	2	0	3	4	4	14	2
1630	1	0	1	4	3	16	2
1700	1	0	0	3	3	16	2
1730	2	0	1	3	3	16	2
1800	3	0	2	3	3	16	2
1830	3	0	3	4	3	16	2
1900	3	0	0	2	3	17	2
1930	2	0	1	2	3	16	2
2000	3	0	1	2	3	16	2
2030	3	0	1	2	3	16	2
2100	3	0	0	2	3	16	2
2130	2	0	0	2	3	16	2

of Pkg Spaces → **4** **1** **N/A** **11** **4** **22** **2**

Comments

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

← Area 5 - one truck parked in middle

← Area 3 - truck in loading dock

← Area 5 - landscaping truck in middle

← Area 2 - truck parked beside accessible spot

← Area 5 - truck parked in middle of lot

← Area 3 - truck in loading dock

← Area 3 - truck in loading dock

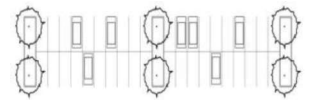
← Area 5 - pickup truck loading

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

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



Off-Street Parking Usage



Dymon Storage - Off Street Parking Inventory

Dymon Storage

323 Coventry Road, Ottawa, ON K1K 3X6

Day: SATURDAY

Date: 8 June 2019

Survey Hours:

0830 -1830

Weather:

AM Clear +10°C PM Clear +23°C

Surveyor (s):

Morgan/Carmody

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

Comments

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

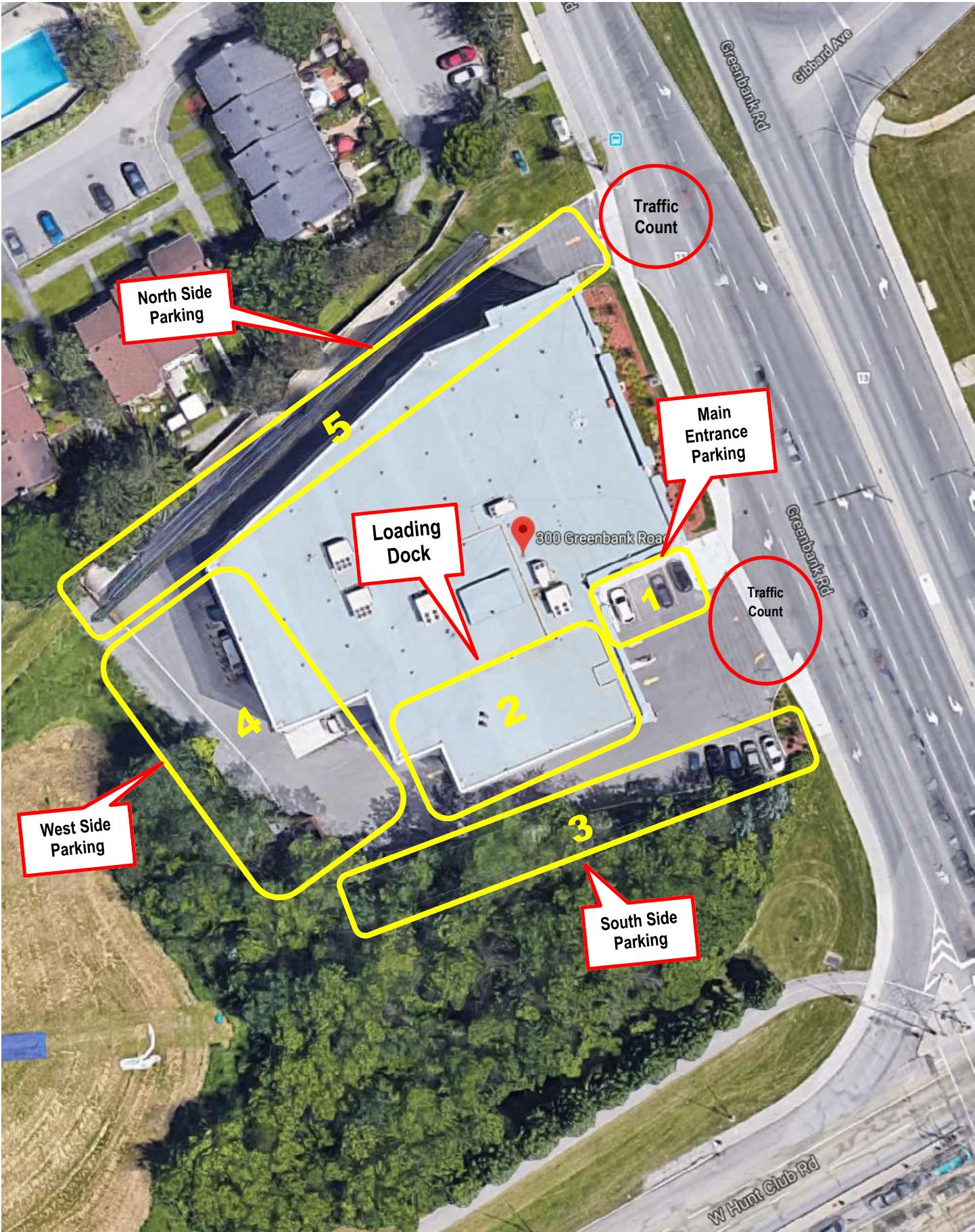
Area 5 - west side parking area at 1100 and at 1130, one of the vehicles was a tractor trailer in the loading dock.

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

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

of Pkg Spaces → 4 1 N/A 11 4 22 2

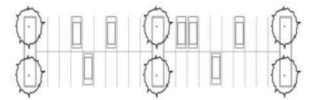
323 Coventry Saturday Stalls	Area 1 Main		Area 2 Accessible		Area 3 Loading Dock		Area 4 West Side		Area 5 West Side		Area 6 North Side		Area 7 North Side		Total (Short Term)	Total (Interior)	Total	Total (Short Term)
	Entrance	Area 1 Main	Area 2 Accessible	Area 3 Loading Dock	Area 4 West Side	Area 5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



Dymon Storage – Greenbank & West Hunt Club



Off-Street Parking Usage



Dymon Storage - Off Street Parking Inventory

Dymon Storage

300 Greenbank Road, Ottawa, ON K2H 0B6

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

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

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

Comments

1 employee parked
 1 employee Dymon van parked near gargage bin

BFG van parked next to building

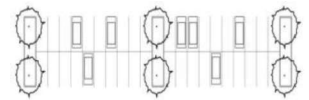
Jordash van parked in fire lane

Accessible parking area is located within the loading dock.

of Pkg Spaces → 4 N/A 5 0 0



Off-Street Parking Usage



Dymon Storage - Off Street Parking Inventory

Dymon Storage

300 Greenbank Road, Ottawa, ON K2H 0B6

Day: SATURDAY Date: 8 June 2019 Survey Hours: 1100 - 1600
 Weather: Clear +10°C Clear +23°C Surveyor (s): Mousseau

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

Comments

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

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

Accessible parking area is located within the loading dock.

of Pkg Spaces → 4 N/A 5 0 0

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



LEGAL DESCRIPTION OF PROPERTY:
 BLOCK 4
 PLAN 43M-879
 CITY OF BRAMPTON

BOUNDARY INFORMATION FROM SURVEY BY: LLOYD & PURCELL LTD.,
 ONTARIO LAND SURVEYORS, 2015.

STATISTIC	ZONING	PROPOSED
LOT AREA	2,000 m ² / 21527sf	7,972 m ² / 85,809 sf
LOT COVERAGE	NO MAX.	45%
MAX. % ACCESSORY RETAIL	15% OF TOTAL GFA	4.6%
MIN. LOADING SPACE REQUIREMENT	5 spaces	16 spaces
COMMERCIAL SELF STORAGE WAREHOUSE	109	-
RETAIL ESTABLISHMENT	41	-
TOTAL	150	41

FRONT YARD LANDSCAPE AREA	21.5%
FRONT YARD LANDSCAPE BUFFER	0 m
EXTERIOR SIDE YARD LANDSCAPE AREA	238.14m ² / 4.86%

Ground Floor Dymon Warehouse Retail	564 m ² (6,070 sf)
Ground Floor Dymon	696 m ² (7,502 sf)
Second Floor Dymon	3,508 m ² (37,759 sf)
Third Floor Dymon	3,544 m ² (38,147 sf)
Fourth Floor Dymon	3,544 m ² (38,147 sf)

PROPOSED Self-Storage Ground Floor	1,156 m ² (12,443 sf)
TOTAL SELF STORAGE	12,448 m ² (133,998 sf)
TOTAL GFA WITH 4 STOREYS	13,012 m ² (140,068 sf)

ref	description	date
1	FOR SITE PLAN APPLICATION REV01	2016/08/16
2	FOR MINOR VARIANCE SUBMISSION	2016/11/08
3	REVISED FOR SUBMISSION	2017/01/06
4	FOR CLIENT REVIEW	2017/01/23
5	REVISED FOR SUBMISSION	2017/02/1
6	FOR PERMIT APPLICATION	2017/03/03
7	FOR FINAL SITE PLAN APPLICATION	2017/04/12
11	REVISED FOR APPROVAL	2017/07/14
10	REVISED FOR APPROVAL	2017/07/10
9	ISSUED FOR APPROVAL	2017/06/28
8	FOR PERMIT APPLICATION	2017/05/10
12	REVISED FOR APPROVAL	2017/07/19
13	REVISED FOR REGION OF PEEL	2017/08/16
14	ISSUED FOR TENDER	2017/08/17
15	FOR FINAL SITE PLAN APPLICATION	2017/08/31
16	REVISED FOR REGION OF PEEL	2017/09/08
17	REVISED FOR PERMIT	2018/09/21
18	ISSUED FOR DISCUSSION	2020/06/24
19	ISSUED FOR DISCUSSION	2020/06/24

revisions		
ref	description	date
1	FOR SITE PLAN APPLICATION REV01	2016/08/16
2	FOR MINOR VARIANCE SUBMISSION	2016/11/08
3	REVISED FOR SUBMISSION	2017/01/06
4	FOR CLIENT REVIEW	2017/01/23
5	REVISED FOR SUBMISSION	2017/02/1
6	FOR PERMIT APPLICATION	2017/03/03
7	FOR FINAL SITE PLAN APPLICATION	2017/04/12
11	REVISED FOR APPROVAL	2017/07/14
10	REVISED FOR APPROVAL	2017/07/10
9	ISSUED FOR APPROVAL	2017/06/28
8	FOR PERMIT APPLICATION	2017/05/10
12	REVISED FOR APPROVAL	2017/07/19
13	REVISED FOR REGION OF PEEL	2017/08/16
14	ISSUED FOR TENDER	2017/08/17
15	FOR FINAL SITE PLAN APPLICATION	2017/08/31
16	REVISED FOR REGION OF PEEL	2017/09/08
17	REVISED FOR PERMIT	2018/09/21
18	ISSUED FOR DISCUSSION	2020/06/24
19	ISSUED FOR DISCUSSION	2020/06/24

DESIGN ARCHITECT	TACT Architecture Inc. 660R College St (Rear Lane) Toronto ON M6G 1B8 tel: (416) 516 1949 email: info@tactdesign.ca
STRUCTURAL ENGINEER	Cleland Jardine Engineering Ltd. 200-580 Terry Fox Drive, Kanata ON K2L 4B9 tel: (613) 591-1533 fax: (613) 591-1703 e-mail: mail@clelandjardine.com
MECHANICAL/ELECTRICAL	Tristar Engineering Ltd. 118-30 West Beaver Creek Rd., Richmond Hill, ON L4B 3K1 tel: (905) 882 1662 fax: (905) 882 0736
CIVIL ENGINEER	Cole Engineering Ltd 70 Valleywood Drive, Markham ON L3R 4T5 tel: (416) 987-6161 or (905) 940-6161 fax: (905) 940-2064 www.coleengineering.ca
PLANNING & URBAN DESIGN	Fotenn 223 McLeod Street, Ottawa ON K2P 0Z8 tel: (613) 730-6709 fax: (613) 730-1136 www.fotenn.com

owner:	Dymon Capital Corporation 2-1830 Walkley Road Ottawa ON K1H 8K3 tel: 613-247-0888 fax: 613-247-7730
TRUE NORTH	PROJECT NORTH
architect	nicholas caragianis architect inc. 137 Pamela Street, Ottawa, ON K1S 3K9 t: 613 937 6801 f: 613 937 8899 e: info@ncarchitect.ca www.ncarchitect.ca

project & location	DYMON SELF-STORAGE 5 NEVETS ROAD BRAMPTON, ONT.
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CITY FILE NUMBER	SP16-013.000
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title of drawing	SITE PLAN
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scale	1:250
date	JAN 2016
drawn by	KL SS DL

drawing	A1-1
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date	JAN 2016
drawn by	KL SS DL

drawing	A1-1
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scale 1:250
 date JAN 2016
 drawn by KL SS DL

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

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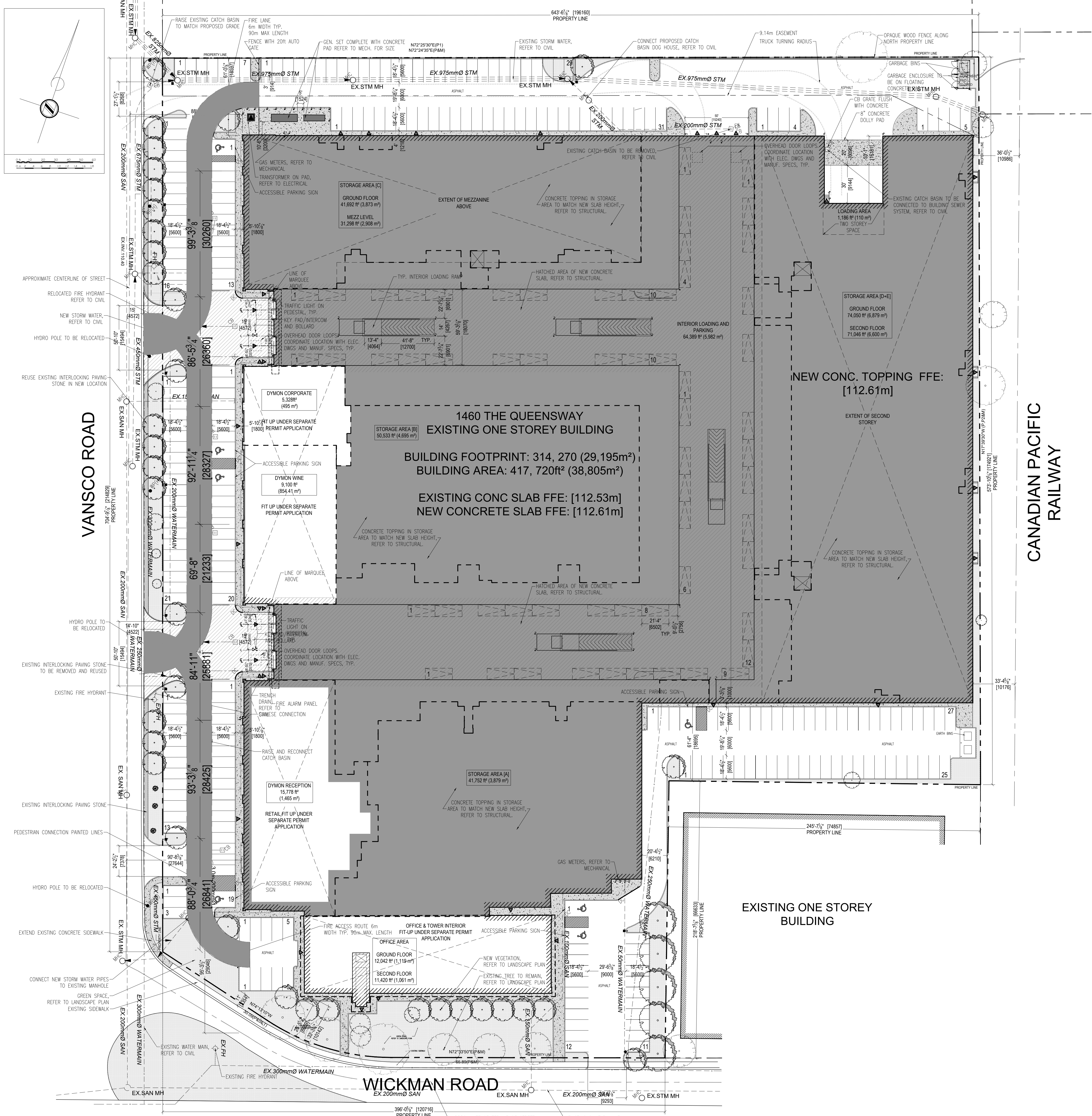
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date	JAN 2016
drawn by	KL SS DL

NOTE:
 GENERAL CONTRACTOR IS RESPONSIBLE TO USE OWNER'S LAND SURVEYOR & GEOTECH ENGINEER TO LOCATE BUILDING AND TO CONFIRM SOILS AND COMPACTION.



STATISTICS

LEGAL DESCRIPTION OF PROPERTY:
 THE 41,720m² PROPERTY KNOWN MUNICIPALLY AS 1460 THE QUEENSWAY IS LOCATED AT THE NORTHEAST CORNER OF VANSOCO ROAD AND THE QUEENSWAY IN THE CITY OF TORONTO (ETORONCA).
 BOUNDARY INFORMATION FROM SURVEY BY: DAVID B. SEARLES SURVEYING LTD.

BUILDING FOOTPRINT (INCLUDING INTERIOR LOADING): 29,210 m² (314,411 ft²)
 TOTAL SELF STORAGE: 27,588 m² (297,866 ft²)
 TOTAL RECEIPTION: 1,231 m² (13,212 ft²)
 TOTAL OFFICE: 2,192 m² (23,749 ft²)
 TOTAL GFA: 30,981 m² (337,956 ft²)

PARKING STATISTICS

REQUIRED	FORMER CITY OF TORONTO BY-LAW	PROPOSED
206 SPACES	359 SPACES	266 EXT. SPACES 59 INT. SPACES 325 TOTAL

FOR A COMPLETE LIST OF THE PERFORMANCE STANDARDS FOR BOTH ZONING CATEGORIES PLEASE REFER TO THE TABLE IN APPENDIX A OF THE ASSOCIATED PLANNING RATIONALE REPORT.

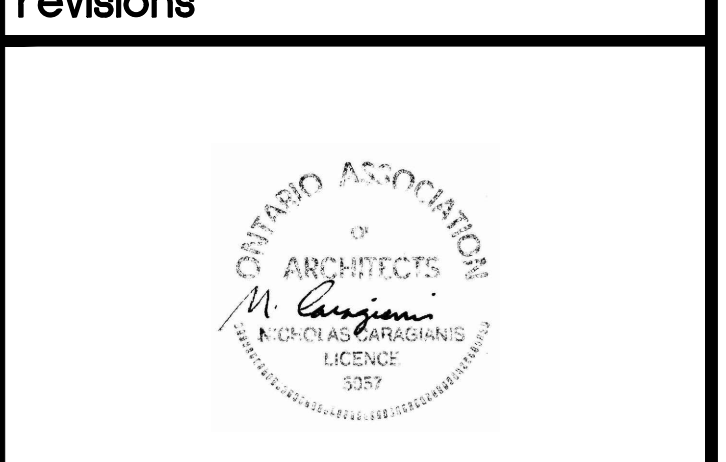
LEGEND

- PROPOSED BUILDING LOCATION
- EXISTING NEIGHBORING BUILDINGS
- LANDSCAPED AREA
- CONCRETE/ SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- INTERLOCKING PAVING STONE (EXISTING TO REMAIN OR REUSE)
- CURB
- DEPRESSED CURB
- NEW TREE/ VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)
- EXISTING TREE (LOCATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)
- BARRIER FREE PARKING
- INTERIOR PARKING
- CATCH BASIN
- SAMESE CONNECTION
- ENTRANCE/ EXIT LOCATION
- TRANSFORMER
- FENCE & GATE
- MAN HOLE COVER
- WOOD POLE (HYDRO)
- FIRE HYDRANT
- NLS NEW LIGHT STANDARD, REFER TO ELECTRICAL
- NEW BOLLARD

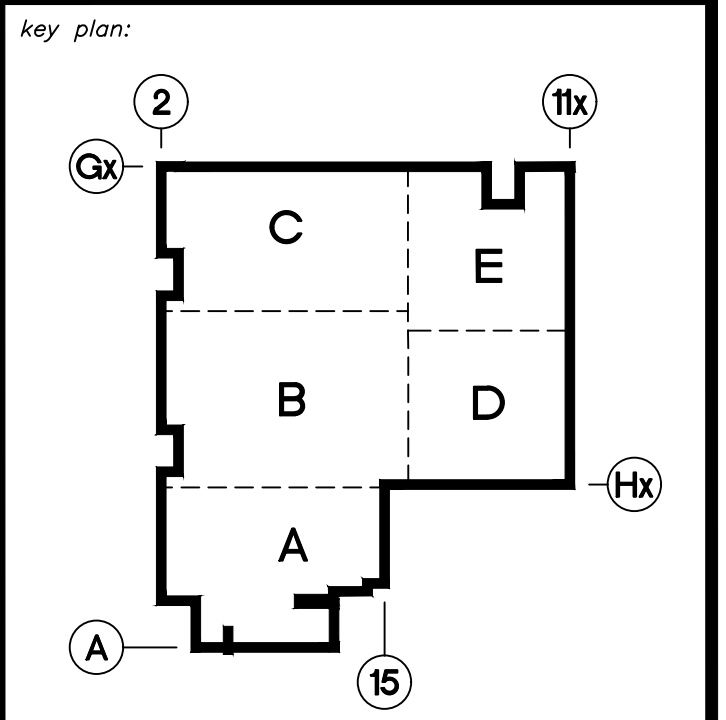
BOUNDARY INFORMATION FROM SURVEY BY: DAVID B. SEARLES SURVEYING LTD. ONTARIO LAND SURVEYORS. 04 MAY 2016

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

NO.	DESCRIPTION	DATE
16	ISSUED FOR PERMIT	2020 09 02
15	RE-ISSUED FOR CONSTRUCTION (FC5)	2018 12 03
14	ISSUED FOR ZONING	2018 04 27
13	FOR COORDINATION	2018 04 26
12	REVISED FOR PERMIT	2018 03 07
11	RE-ISSUED FOR COORDINATION (FC4)	2018 02 02
10	FOR COORDINATION	2017 01 16
9	FOR COORDINATION	2017 12 12
8	FOR COORDINATION	2017 10 11
7	FOR COORDINATION	2017 09 22
6	FOR COORDINATION	2017 08 23
5	FOR COORDINATION	2017 08 16
4	FOR COORDINATION	2017 08 08
3	FOR COORDINATION	2017 06 29
2	BLDG. STRUCT. & SHELL PERMIT	2017 06 20
1	FOR COORDINATION	2017 06 15



2020 09 02
 ISSUED FOR PERMIT



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STRUCTURAL ENGINEER: Cleland Jardine Engineering Ltd.
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MECHANICAL/ELECTRICAL: Tristar Engineering Ltd.
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CIVIL ENGINEER: Cole Engineering Ltd
 70 Valleywood Drive, Markham ON L3R 4T5
 tel: (416) 987-6161 or (905) 940-6161 fax: (905) 640-2064
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PLANNING & URBAN DESIGN: Folerni
 223 McLeod Street, Ottawa ON K2P 1Z3
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 www.folerni.com

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TRUE NORTH PROJECT NORTH

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project & location
DYMON CAPITAL CORP
 1460 THE QUEENSWAY
 TORONTO, ONTARIO

title of drawing
SITE PLAN

scale AS NOTED drawing
 date DEC 2016
 drawn by KL, DL
A1-1

Ontario Traffic Inc - Parking Counts

Time	Saturday, February 12, 2022						Tuesday, February 15, 2022					
	1460 The Queensway			5 Nevets Rd			1460 The Queensway			5 Nevets Rd		
	Legal	Illegal	Off-Site	Legal	Disabled	Off-Site	Legal	Illegal	Off-Site	Legal	Disabled	Off-Site
10:00 to 10:30	15	4	0	8	0	0	42	3	0	6	0	0
10:30 to 11:00	18	4	0	8	0	0	55	4	0	7	0	0
11:00 to 11:30	21	4	0	10	0	0	60	3	0	8	0	0
11:30 to 12:00	26	4	0	9	0	0	67	2	0	9	0	0
12:00 to 12:30	31	5	0	11	0	0	71	2	0	10	0	0
12:30 to 13:00	33	4	0	9	0	0	69	2	0	10	0	0
13:00 to 13:30	30	4	0	9	0	0	66	2	0	9	0	0
13:30 to 14:00	36	4	0	10	0	0	67	2	0	11	0	0
14:00 to 14:30	25	4	0	7	0	0	55	2	0	11	0	0
14:30 to 15:00	32	4	0	10	0	0	59	2	0	8	0	0
15:00 to 15:30	30	4	0	13	0	0	56	1	0	10	0	0
15:30 to 16:00	29	4	0	12	0	0	51	1	0	9	0	0
Available Spaces =	202			32	2		202			32	2	

Attachment 3

LUC 710 General Office Building Description

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.

Hour Beginning	Percent of Weekday Peak Parking Demand	
	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

5.12 BRITANNIA ROAD

STREETSCAPE DESIGN RECOMMENDATIONS LEGEND:

1. PPA at Britannia 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

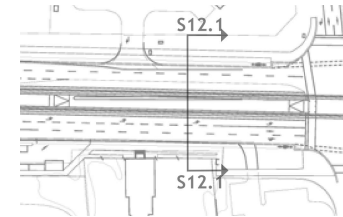
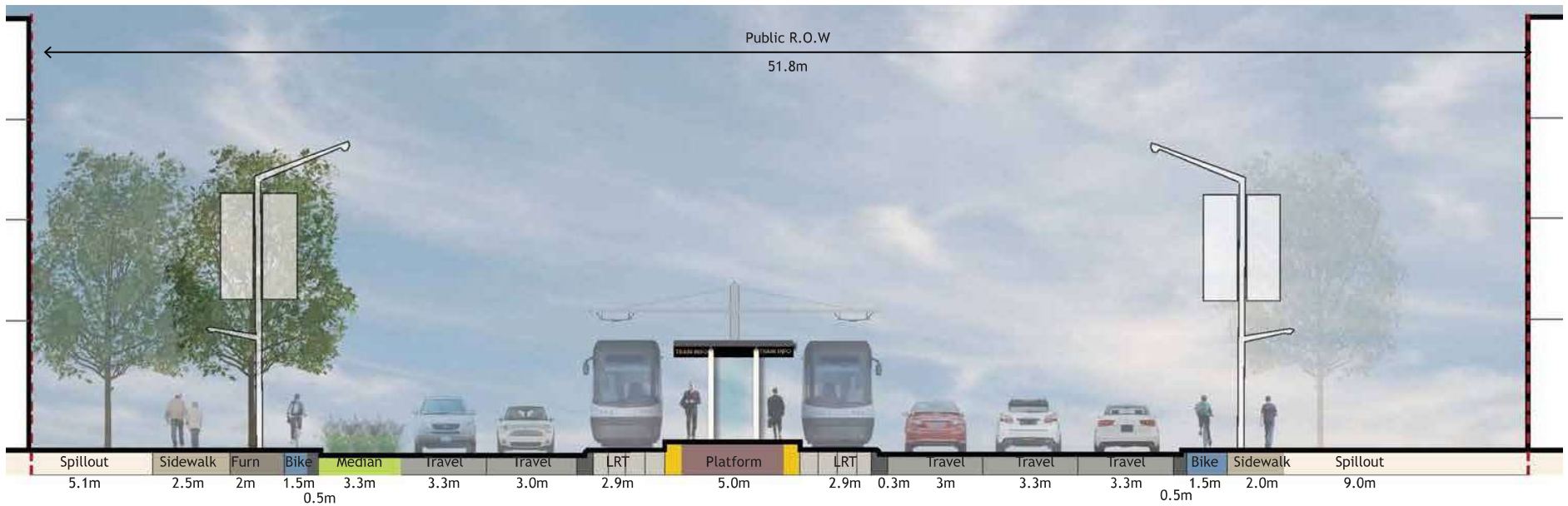


FIGURE 70: BRITANNIA ROAD - STOP CONDITION



*Section 1:150 @ 11x17