

# 1195

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## NEWMARKET ST



### DESIGN BRIEF

1195 NEWMARKET STREET  
OTTAWA, ONTARIO  
K1B 1A6



GA PROJECT NO.18630

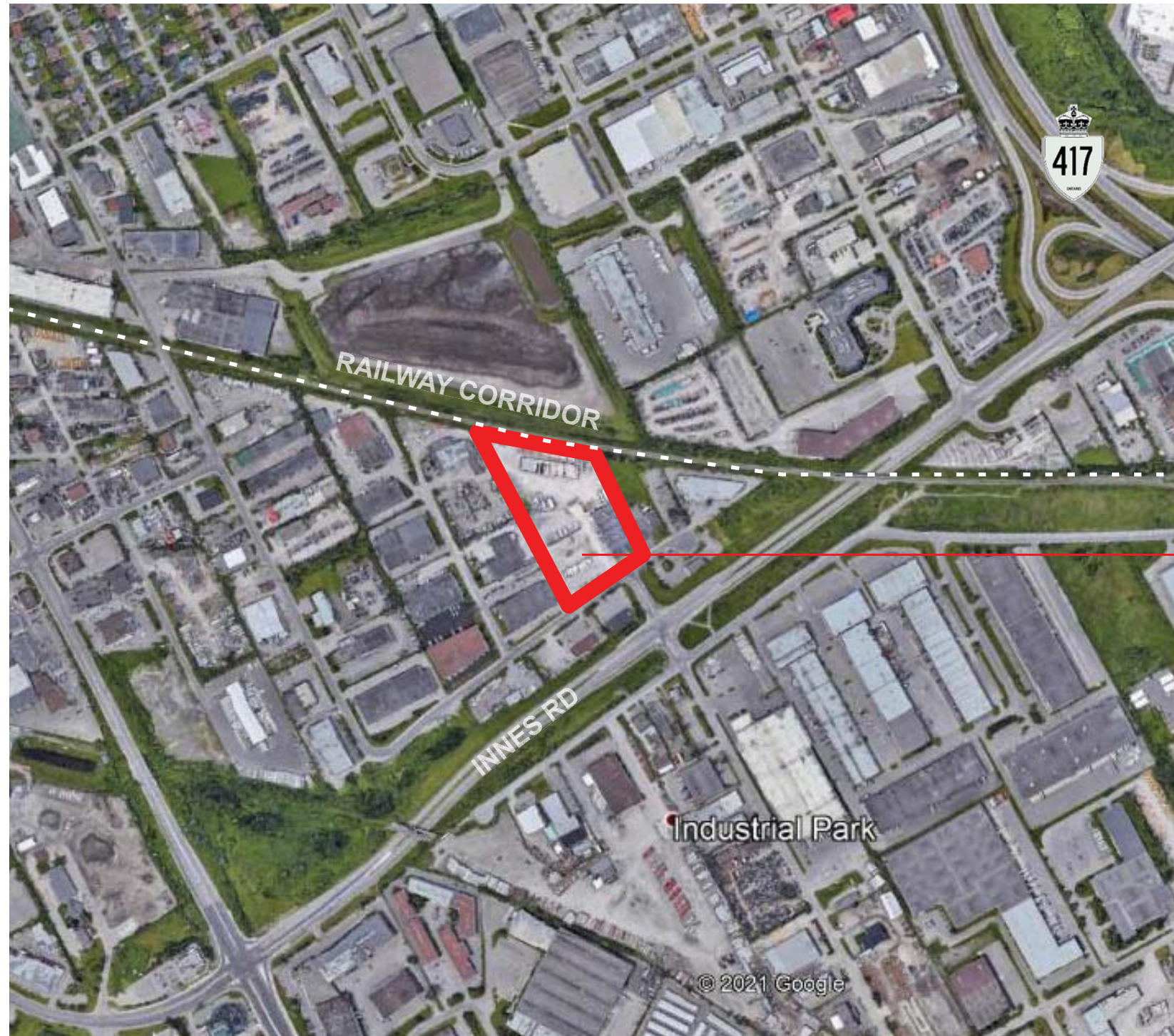
2021.07.16

ISSUED FOR SITE PLAN APPLICATION

# 1. APPLICATION SUBMISSION AND RESPONSE TO CITY DOCUMENTS

This Design Brief supports a Site Plan Control Application for the property known municipally as 1195 Newmarket Street with the legal description of PT LT 26, CON 2OF, AS IN NS110679 ; OTTAWA/GLOUCESTER. The applicant wishes to construct a one storey 10,735 square metre warehouse building with the potential for 19 loading bays, 79 auto and 11 bicycle parking spaces. The proposal provides warehouse and distribution space to support the Ottawa economy.

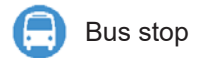
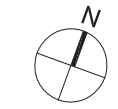
1195 Newmarket Street is currently designated as an Urban Employment Area on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. It is proposed to be designated Traditional Industrial, Freight and Storage on Schedule B3 - Outer Urban Transect on the 2021 draft City of Ottawa Official Plan. The property is not subject to any design guidelines and the proposal complies with the City of Ottawa zoning bylaw.



2.1 Google Earth image

## 2. CONTEXT PLAN

The proposed warehouse building is in Ottawa's industrial park at the intersection of Newmarket Street and Bantree Street. Its proximity to the offramp for highway 417 by way of Innes Road make it an excellent location for potential tenants seeking to optimize their transit times. Surrounding land uses are also zoned as IL - light industrial. Existing buildings in the vicinity are 1 or 2 storey buildings clad in masonry, metal siding or a combination of the two. A railway used by freight and passenger trains runs along the back of the site, while a small watercourse runs along the western limit. The site can also be accessed via public transportation by using the bus stop located just in front of the property or the bus stop on nearby Innes Road. Existing sidewalks allow pedestrians to safely access the site from the bus stops. The site is currently vacant as demolition of the previous building has already been completed.



3.1 Aerial view of the proposed building (300m radius)

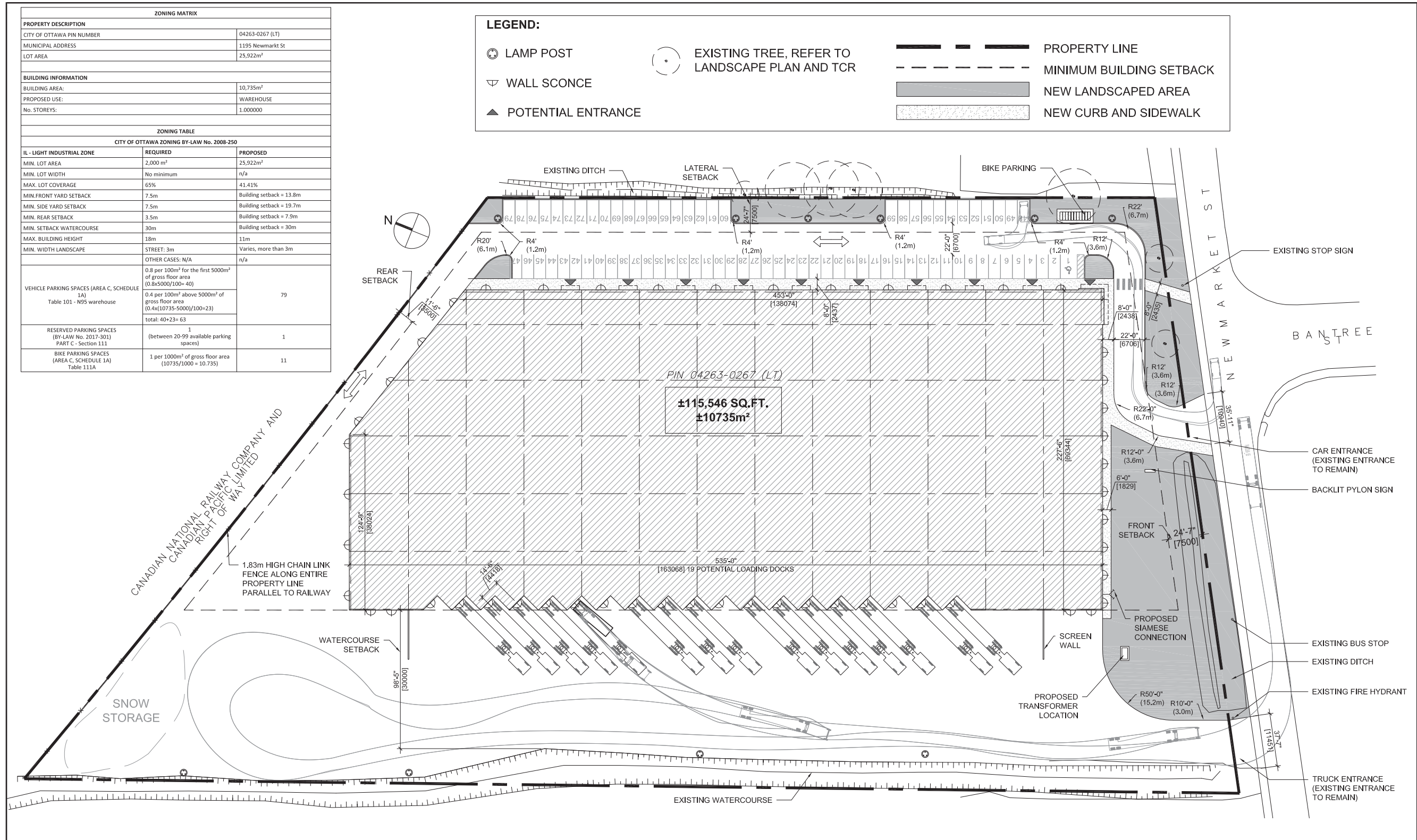


3.2 Two storey neighbouring building on the West



3.3 One storey neighbouring building on the East

# 3. SITE INTEGRATION



4.1 Proposed site plan

**GUPTA ARCHITECTURE INC.**

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PAGE TO BE PRINTED ON 11X17 SHEET

**ONTARIO ASSOCIATION OF ARCHITECTS**  
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### 3. SITE INTEGRATION (continued)

The proposed building will be positioned perpendicular to Newmarket Street with the main entrances to the building being on the East side and the loading docks on the West side, further away from Bantree Street. Existing vehicular entrances will be maintained to preserve the circulation flow already established in the area. The loading docks were designed in a saw-tooth configuration as this requires less space for trucks to manoeuvre in and out of the dock area. A screen wall will conceal the view of the loading docks from the street. Cars will use the entrance closest to Bantree Street to reach the parking area. The proposed curbs in the parking area were designed to also protect the neighbouring trees.

The building is offset towards the eastern property line to allow enough space behind the loading docks for trucks to manoeuvre and to respect the required setback from the existing watercourse. This offset of the building, with the vehicular traffic on either side, as well as the additional landscaping along Newmarket Street creates a favourable perspective of the building as one approaches the site from Bantree street.



5.1 View of the facade along Newmarket Street, as seen when approaching from Bantree street

### 3. SITE INTEGRATION (continued)

The back of the building follows the angle of the property line and adjacent railway. This creates additional square footage for potential tenants and creates a clean and uniform façade that train passengers will see as they pass the building.

The topography of the site was modified to accommodate the requirements of the loading docks. To optimize the loading and unloading of the cargo trucks, the loading docks must be 1.2m (48 inches) from the exterior grade. This allows the truck bed to be level with the interior finished floor and increases the productivity of the warehouse.

Alternative building forms were studied but were not retained because they either did not preserve the existing vehicular entrances or the existing trees, or they did not offer as much flexibility within the building space to attract potential tenants.



6.1 View of the main entrances on the Eastern facade as seen from the railway corridor.

## 4. PUBLIC REALM

The building integrates itself into the existing public realm by being similar in height to neighbouring buildings and by using similar materials. The building is one storey high with an overall height of approximately 11m (36 ft). The exterior cladding will be a combination of masonry and metal siding for the façade along Newmarket street and the Eastern façade where the main entrances are. The loading docks and the back of the building will be clad in metal siding that will tie into the rest of the building.

A generous amount of landscaping will be added along Newmarket Street to create a visually attractive street scape. The building setback from Newmarket Street along with the proposed landscaping creates a pleasant view along Newmarket Street. The sidewalk will be continued onto the site to safely direct pedestrians coming from nearby bus stops to the building. Bike racks are included in the parking lot design, in proximity to the street and the building main entrances.

A community pylon will be installed perpendicular to Newmarket Street to allow passersby to easily identify the building address and the various tenant logos. Tenants will also have the possibility to install their logo on the eastern façade, closer to their main entrance.



7.1 The building and site are designed at a human scale.

## 5. BUILDING DESIGN

The building was designed to be visually attractive and functional. It uses different materials such as glazing, metal paneling, masonry, and corrugated metal to create elevations with different textures and tones. The Southern elevation along Newmarket Street is broken up using different materials so that it will not be one blank façade. A band of dark masonry creates a solid base on which sits a dark metal spandrel. This dark band continues to the East to become the canopies for the main entrances. The top portion of the façade

is then clad in light grey metal panels, which also wrap around the two sides of the building. The panels are divided into a grid pattern, dictated by the window spacing on the Eastern façade. The façade along Newmarket Street is not symmetrical, with large windows on the Eastern side only, distinguishing which side of the building is dedicated to the warehouse and which side has the main entrances.



8.1 Facade along Newmarket Street as seen from Bantree Street.



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## 5. BUILDING DESIGN (continued)

The Eastern elevation, which has the main entrances to the building was designed to be flexible to accommodate one or multiple tenants. The windows and canopies are spaced evenly following the structural grid. Any of the canopies can become the main entrance for a tenant. This repetition is functional but also creates a pleasant rhythm to the façade.



9.1 East facade of building where the car parking and the tenants' main entrances will be.



10.1 View of the main entrances. The repetitive pattern of the windows and canopies makes it very easy to subdivide the interior space.

## 5. BUILDING DESIGN (continued)

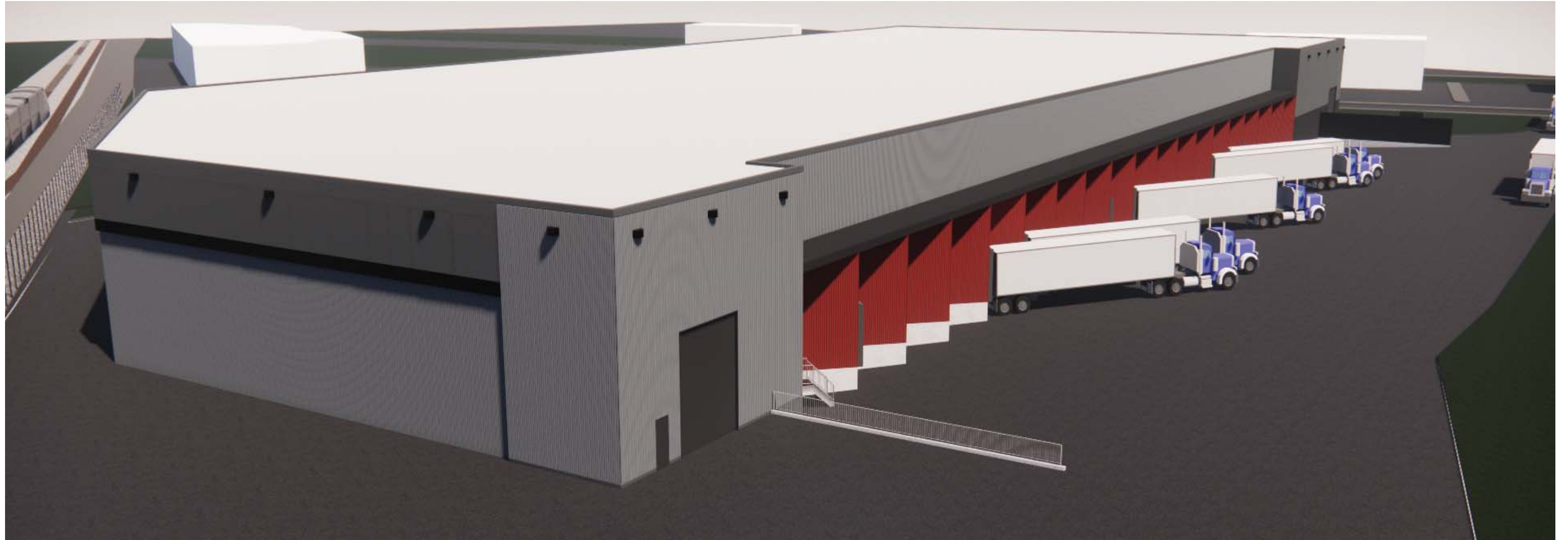
The Western elevation where the loading docks are was also designed to be flexible to meet the requirements of various tenants. The saw-tooth bays are spaced evenly and can each accommodate a loading dock or a man door if desired. An accent colour was chosen for the metal siding to distinguish this part of the building from the rest. This creates an interesting element of interest when travelling along the railway corridor.



11.1 View of the loading docks as seen from Newmarket Street.

## 5. BUILDING DESIGN (continued)

The rest of the building will receive a metal cladding that ties into the rest of the building. The building is lit by wall sconces all around the building and some parking bollards ensure that the loading docks and parking area have enough light, without overwhelming the neighbouring sites. The proposed building will incorporate several sustainability features to reduce its impact on the environment such as a reflective roofing membrane to reflect the sun's rays and therefore reduce the heat island effect, the use of LED lighting to reduce energy consumption and the use of low-E glass for windows to improve the energy efficiency of the building.



12.1 View of the loading docks as seen from the railway corridor.

# 5. BUILDING DESIGN (continued)

TOP PARAPET  
79.47m

TOP OF CANOPY  
72.06m

TOP OF NEW CURB  
68.50m



13.1 South Elevation

TOP PARAPET  
79.47m

TOP OF CANOPY  
72.06m

TOP OF NEW CURB  
68.50m

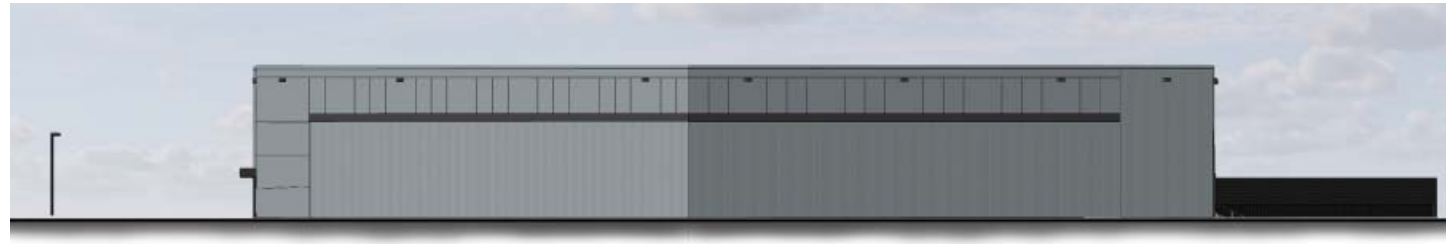


13.2 East Elevation

TOP PARAPET  
79.47m

TOP OF CANOPY  
72.06m

TOP OF NEW CURB  
68.50m



13.3 North Elevation

TOP PARAPET  
79.47m

TOP OF CANOPY  
72.06m

TOP OF NEW CURB  
68.50m



13.4 West Elevation



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## 6. RESPONSE TO CITY COMMENTS (Received following the Pre-Application Consultation Meeting held on August 13, 2020)

### Planning

1. There are two city-owned trees in the location of the new proposed east entrance, we would like to see this entrance shifted so that this tree could be retained. *Design no longer proposing a new East entrance, refer to TCR regarding the trees.*
2. There are nearby bus stops and cycle tracks on Innes Road – Please provide more opportunity for pedestrian movement and active transportation to the site, such as providing walkway links to Newmarket Street. *New sidewalks on the site create a continuation from the city sidewalk and safely bring pedestrians taking public transportation to the building. Bicycle parking is also included.*
3. The site backs on to a rail corridor: The site backs on to a rail corridor, owned and operated by CP and CN rail. The city's requirements for setbacks on properties backing onto rail corridors are a 30-metre setback from the property line to the face of the building, combined with an earthen berm 2 meters above grade (see page 27 & 38 here). – uses such as landscaping, private roads, landscaping, storage sheds can be located in these areas. Consideration to reducing the setback may be possible, subject to engineered mitigation measures (larger berm, crash wall, etc.) *CN Proximity was contacted and a senior planner by the name of Ashkan Matlabi confirmed that there is no specific minimum setback from a railway right-of-way and a warehouse building. The required rear setback for the city is 3.5m and this is being respected. Refer to email received 2021-05-04 in the Annex.*

### Site plan submission:

1. Include a zoning matrix on the site plan showing all required and provided provisions *The zoning matrix is included.*
2. Breakdown required parking calculations by office and warehouse uses. *Calculations for parking have been made with warehouse use only. No office use is being proposed.*
3. Show location of snow storage on the site. *Snow storage is shown in the North West corner on the site plan*
4. Address of the site is 1195 Newmarket. *Documents have been modified to show the correct address*

### Engineering *See documents prepared by Ortam Group*

1. Please find comments attached to this email.

### Urban Design

1. A Design Brief is required for the site plan control application. The Terms of Reference for the Design Brief is attached for convenience. *A design brief is being submitted with this application.*
2. Please study the views along Bantree towards the site, and the views along VIA rail, in addition to considerations of the experience along New Market. *These views were studied and are in the design brief.*
3. Landscaping along Newmarket, and VIA rail corridor, and screening of the loading docks from public views are important. Considerations should be given to opportunities for large trees. *A screen wall is planned to block the view of the loading docks from Newmarket. Also see landscape plan for strategies regarding screening.*
4. Subject to clarifications on building setback requirements from VIA rail, considerations may be given to flip the warehouse building. *Not applicable.*
5. The applicant is strongly encouraged to incorporate sustainable design measures in both the site plan and building design. *Some sustainable design measures were incorporated into the building design such as a reflective roof membrane and energy efficient lighting.*

### Environmental

1. Please add more landscaping to the site and retain existing trees where feasible. We would like to see the existing trees by the proposed eastern entrance retained if possible. *Tree conservation strategy is shown on landscape plan and in the Tree Conservation Report.*

2. GeoOttawa maps show that there is a watercourse on the western edge of the property, and our OP requires a 30-metre setback from watercourses. This will need to be addressed with the CA and the city. *The watercourse is indicated on the site plan and the 30m setback is respected.*

### Transportation *See documents prepared by Ortam Group*

1. Follow Traffic Impact Assessment Guidelines, TIA is required.

### Additional comments

1. Ensure that the accessibility requirements are implemented (checklist attached). *Accessibility parking was calculated according to Part C Section 111.*
2. On site plan it is recommended that the proposed access (east of Bantree) be located across Bantree Street. The proposed location creates an undesirable offset. *This comment no longer applies as existing accesses are being maintained.*
3. Show all details of the roads abutting the site up to and including the opposite curb; include such items as pavement markings, accesses and/or sidewalks. *Curbs and sidewalks are shown around the site plan to give a better understanding of the surroundings.*
4. Turning templates will be required for all accesses showing the largest vehicle to access the site; required for internal movements, at loading areas and at all access (entering and exiting and going in both directions). *Truck and car templates are shown on the site plan.*
5. Ensure the accesses are built as per City standards (with curbs) and show all curb radii measurements. Ensure that all curb radii are reduced as much as possible *Accesses are existing and are not being changed. Curb radii have been indicated on the site plan.*
6. Show lane/aisle widths. *Dimensions are indicated on the site plan.*
7. Sidewalk is to be continuous and depressed across access as per City Specification 7.1. City *sidewalks are not being changed.*

### Planning Forestry *See Tree Conservation report and Landscape plan.*

1. A Tree Conservation Report (TCR) must be supplied for review along with the suite of other plans/reports required by the City; an approved TCR is a requirement of Site Plan or Plan of Subdivision approval.
2. any removal of privately-owned trees 10cm or larger in diameter requires a tree permit issued under the Urban Tree Conservation Bylaw; the permit is based on the approved TCR
3. any removal of City-owned trees will require the permission of Forestry Services who will also review the submitted TCR
4. the TCR must list all trees on site by species, diameter and health condition
5. (important) the TCR must list all trees on adjacent sites if they have a critical root zone that extends onto the development site
6. If trees are to be removed, the TCR must clearly show where they are, and document the reason they cannot be retained – please provide a plan showing retained and removed treed areas
7. All retained trees must be shown and all retained trees within the area impacted by the development process must be protected as per City guidelines listed on Ottawa.ca
8. if excavation will occur within the critical root zone, please show the limits of excavation and calculate the percentage of the area that will be disturbed
9. the City encourages the retention of healthy trees; if possible, please seek opportunities for retention of trees that will contribute to the design/function of the site. No trees are being removed.
10. Please ensure newly planted trees have an adequate soil volume for their size at maturity.



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## 7. ANNEX

### Adriana Del Chiappa

**From:** Ashkan Matlabi <Ashkan.Matlabi@cn.ca> on behalf of Proximity <proximity@cn.ca>  
**Sent:** May 4, 2021 3:36 PM  
**To:** Adriana Del Chiappa  
**Subject:** 2021-05-04\_CN\_RES\_1199 Newmarket - CN setbacks

Hello Adriana,

Thank you for consulting CN. No specific minimum setback, from the railway right-of-way, is recommended for warehouse use, if the office spaces are located on the opposite side of the building away from CN right of way. This must be illustrated in the architectural floor plans. There will not be any required safety berm if the building is used for ware housing proposes and no office space will be located at the rear section of the building. There cannot be any outdoor amenities for employees within the 60m of CN right of way if no safety berm is integrated in the site design.

Thank you and don't hesitate to contact me for any questions.

Regards

**Ashkan Matlabi**, Urb. OUQ.

Urbaniste sénior / Senior Planner (CN Proximity)  
Planning, Landscape Architecture and Urban Design  
Urbanisme, architecture de paysage et design urbain



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15.1 Email received regarding required building setback along the railway corridor.



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