1195

NEWMARKET ST

GUPTA ARCHITECTURE INC.

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PAGE TO BE PRINTED ON 11X17 SHEET

DESIGN BRIEF

1195 NEWMARKET STREET

OTTAWA, ONTARIO

K1B 1A6

ONTARIO ASSOCIATION OF ARCHITECTS
VINOD GUPTA
LICENCE
7552

GA PROJECT NO.18630

2021.10.27

1

ISSUED FOR SITE PLAN APPLICATION - REVISION 1

FILE NUMBER D07-12-21-0114 PLAN #18551

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 11,148 square metre warehouse building with the potential for 20 loading bays, 82 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

ZONING MATRIX		
PROPERTY DESCRIPTION		
CITY OF OTTAWA PIN NUMBER		04263-0267 (LT)
MUNICIPAL ADDRESS		1195 Newmarkt St
LOT AREA		25,922m²
BUILDING INFORMATION		
BUILDING AREA:		11,148m²
PROPOSED USE:		WAREHOUSE
No. STOREYS:		1.000000
ZONING TABLE		
CITY OF OTTAWA ZONING BY-LAW No. 2008-250		
IL - LIGHT INDUSTRIAL ZONE	**REQUIRED**	**PROPOSED**
MIN. LOT AREA	2,000 m²	25,922m²
MIN. LOT WIDTH	No minimum	n/a
MAX. LOT COVERAGE	65%	43%
MIN.FRONT YARD SETBACK	7.5m	Building setback = 7.5m
MIN. SIDE YARD SETBACK	7.5m	Building setback = 20m
MIN. REAR SETBACK	3.5m	Building setback = 8.4m
MIN. SETBACK WATERCOURSE	30m	Building setback = 30m
MAX. BUILDING HEIGHT	18m	11m
MIN. WIDTH LANDSCAPE	STREET: 3m	Varies, more than 3m
	OTHER CASES: N/A	n/a
VEHICLE PARKING SPACES (AREA C, SCHEDULE 1A) Table 101 - N95 warehouse	0.8 per 100m² for the first 5000m² of gross floor area (0.8x5000/100= 40)	82
	0.4 per 100m² above 5000m² of gross floor area (0.4x[11148-5000]/100=25)	
	total: 40+25= 65	
RESERVED PARKING SPACES (ACCESIBLE DESIGN GUIDELINES)	4	4 (2 type A, 2 type B)
BIKE PARKING SPACES (AREA C, SCHEDULE 1A) Table 111A	1 per 1000m² of gross floor area (11148/1000 = 11.148)	11

NOTE: PROPERTY INFORMATION WAS DERIVED FROM THE SITE SURVEY PREPARED BY J.D.BARNES LIMITED, DATED 2020-12-17.

0 5 10 25

LEGEND:

- PROPERTY LINE
- MINIMUM BUILDING SETBACK
- SOFT LANDSCAPING
- CONCRETE SIDEWALK, WIDTH AS NOTED
- PAVED SURFACE
- EXTERIOR LAMP POST
- EXTERIOR WALL MOUNTED LIGHT FIXTURE
- EXISTING TREE TO REMAIN, REFER TO LANDSCAPE PLAN AND TCR
- EXISTING TREE TO BE REMOVED, REFER TO LANDSCAPE PLAN AND TCR
- POTENTIAL ENTRANCE
- ACCESSIBLE PARKING TYPE A: 3.4m x 5.2m TYPE B: 2.4m x 5.2m AISLE: 1.5m WIDE
- TWO WAY VEHICLE CIRCULATION, 6.7m MINIMUM

SITE NOTES:

- S1 STANDARD PARKING SPACE 2.6m X 5.2m
- S2 ASPHALT SURFACE
- S3 EXISTING FIRE HYDRANT
- S4 DEPRESSED CURB FOR BARRIER FREE ACCESS
- S5 SIAMESE CONNECTION
- S6 RELOCATED FIRE HYDRANT, MINIMUM 3m FROM THE CURB, MAX 45m TO THE SIAMESE CONNECTION
- S7 DASHED LINE: FIRE ROUTE AS PER CODE REQUIREMENTS
- S8 SNOW STORAGE AREA, DOES NOT OCCUPY DRIVEWAY, AISLES, PARKING OR ROAD ALLOWANCE, MINIMUM 1.5m SETBACK
- S9 CONCRETE PAD NEXT TO EXISTING BUS STOP 2.2m x 3.5m, 0.5m BACK FROM THE SIDEWALK
- S10 REFUSE AREA
- S11 42" HIGH GUARDRAIL
- S12 EXISTING FIRE HYDRANT TO BE RELOCATED
- S13 TRANSFORMER
- S14 BICYCLE PARKING SPACE, 0.6m x 1.8m WITH SECURE RACK, SEE LANDSCAPE PLAN
- S15 EXISTING HYDRO POLE
- S16 GROUND LEVEL LOADING DOOR
- S17 TYPICAL LOADING BAY
- S18 BACKLIT PYLON SIGN
- S19 1.83m HIGH CHAIN LINK FENCE ALONG ENTIRE PROPERTY LINE PARALLEL TO RAILWAY. VINE TO GROW ALONG THE FENCE.
- S20 MASONRY SCREEN WALL, ±10'-2" HIGH, TOP OF SCREEN WALL TO ALIGN WITH UNDERSIDE OF CANOPY AND TOP OF ADJACENT MASONRY BAND.
- S21 EXISTING LID TO BE RELOCATED
- S22 PICNIC AREA
- S23 INCREASE CURB RADIUS FOR ENTRY AND EXIT OF TRUCKS. TRUCK TURN SHOWING TRUCK WITH 53' TRAILER EXITING SITE.
- S24 CORNER OF BUILDING AT FRONT YARD SETBACK. CANOPY OVERHANGS SETBACK BY LESS THAN 3.75m.
- S25 BUILDING SETBACK 30m FROM CLOSEST POINT OF WATERCOURSE
- S26 REMOVE EXISTING CAR ENTRY AND REPAIR SIDEWALK
- S27 EXISTING STOP SIGN
- S28 HIGH WATER MARK COINCIDES WITH TOP OF DITCH
- S29 HATCHED AREA: DEPRESSED CURB AT SIDEWALK AS PER CITY CURB RETURN ENTRANCES DOCUMENT SC7.1

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HP URBAN
2405 ST. LAURENT BLVD, UNIT P
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PETER.HUME@HPURBAN.CA

L'ENTREPRENEUR DEVRA VÉRIFIER TOUTES DIMENSIONS ET CONDITIONS AU CHANTIER AVANT DE COMMENCER TOUT TRAVAIL. LES DIMENSIONS NE DOIVENT PAS ÊTRE MESURÉES DIRECTEMENT SUR CE DESSIN. CE PLAN DOIT ÊTRE IMPRIMÉ SUR UNE FEUILLE 24x36.

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO STARTING ANY WORK. DIMENSIONS ON THIS DRAWING ARE NOT TO BE SCALED. THIS PLAN MUST BE PRINTED ON A 24x36 SHEET.

PAS POUR CONSTRUCTION
NOT FOR CONSTRUCTION

ISSUED/REMIS	
SITE PLAN APPLICATION - REV 1	00 2021-10-27

1199 NEWMARKET HOLDINGS LTD
A-3488 CHEMIN COTE-DES-NEIGES
MONTREAL, QC
H3H 2M6

NEW LIGHT INDUSTRIAL BUILDING
1195 NEWMARKET STREET
OTTAWA, ONTARIO
K1B 1A6

SITE PLAN

2021-10-05
1:400
18630 DESSINÉ PAR/ DRAWN BY: ADC
VÉRIFIÉ PAR/ VERIFIED BY: VG

A000

PLAN # 18551 FILE #D07-12-21-0114

4.1 Proposed site plan

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. A new vehicular entrance was created East of Bantree and the existing truck entrance at the opposite side was modified to allow trucks to enter and exit safely. 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. This screen wall will be a concrete and masonry wall, 10’-2” high. The top will align with the adjacent masonry wall of the building. 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

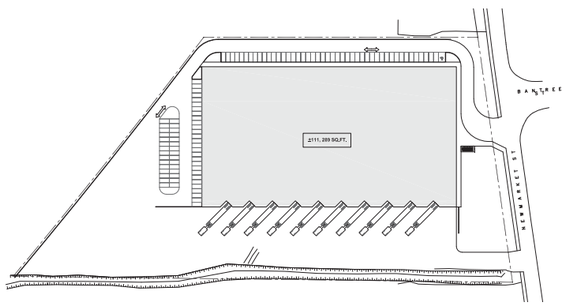
3. SITE INTEGRATION (continued)

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 facade that train passengers will see as they pass the building.

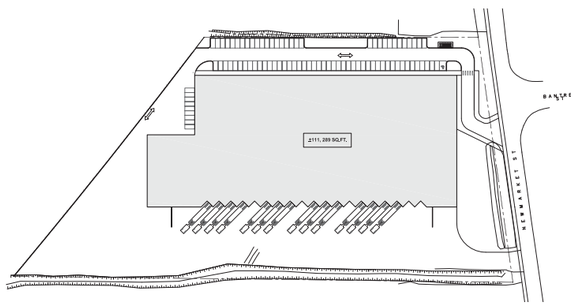
The topography of the site was modified to accommodate the requirements of the loading docks. To optimize the loading and unloading of the cargo trucks, the loading docks must be 1.2m (48 inches) from the exterior grade. This allows the truck bed to be level with the interior finished floor and increases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

Alternative building forms were studied but were not retained for various reasons (see images 6.2 to 6.4 below). Different building footprints were looked at but they did not offer as much flexibility within the building space to attract potential tenants. The option of having straight loading docks was also studied, but this required a greater apron space for trucks to maneuver and therefore greatly reduced the building square footage.

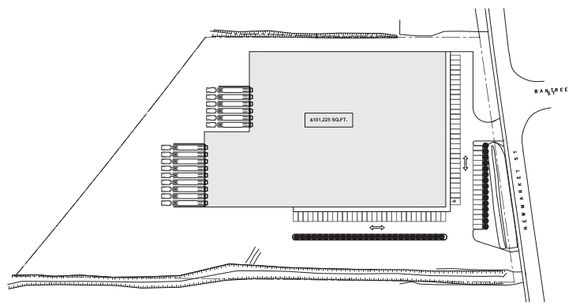
6.1 View of the main entrances on the Eastern facade as seen from the railway corridor.



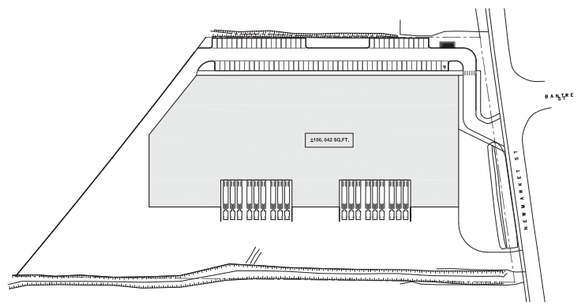
6.2 Alternative built form 1



6.3 Alternative built form 2



6.4 Alternative built form 3



6.5 Alternative built form 4

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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 frim 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.

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

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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 element of interest when travelling along the railway corridor.

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

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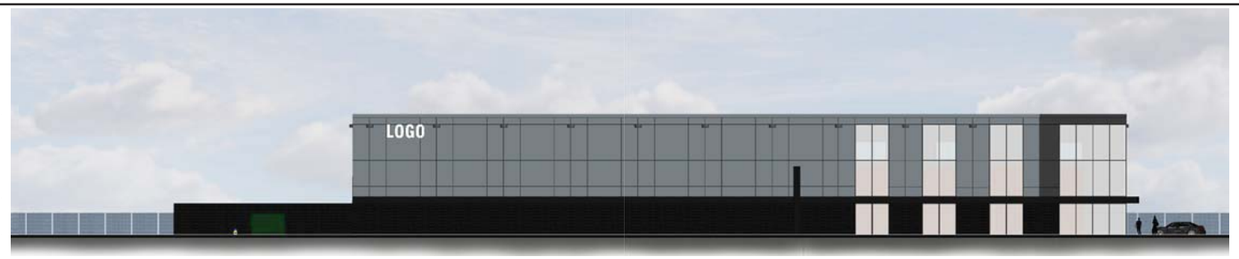
5. BUILDING DESIGN (continued)

The rest of the building will receive a metal cladding that ties into the rest of the building. Clear storey windows along the back elevation will provide natural light to the warehouse space and will create a more interesting view of the building from the railway. A vine will be added along the fence seperating the rail corridor to screen the lower portion 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)



SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

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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.