

August 22nd, 2024

Mr. Andrew Charron
Senior Project Manager
CAMM Machinery Movers
6622 Bank St.
Ottawa, ON
K0A 2P0

[Phone: +1 (613)-822-2073/ E-Mail: andrew@cammm.net]

Re: Proposed Industrial Warehouse Expansion: 6622 Bank Street
CAMM Machinery Movers
Technical Memorandum (Our Project 7329)

CAMM Heavy Machinery Movers is proposing to add on to their existing site located at 6622 Bank Street which is designated by the City of Ottawa as a rural arterial roadway. It is proposed that two additional buildings which would be used for storage and warehouse purposes be added to the site. The site plan indicates that the new buildings comprise a total of 4,348m² of Gross Floor Area.

A pre-consultation meeting with City of Ottawa staff was held on May 23rd, 2023, where a technical memorandum was requested to address transportation issues. The purpose of this letter report is to address the transportation issues raised by City staff.

A. Scope of Technical Memorandum

The scope of work for this technical memorandum was discussed with City Staff and it was clarified that the scope was to address the following:

1. The design must:
 - provide for the future ROW protection (as per Official Plan Schedule C16),
 - provide for a clear throat length of 15m as measured from the future Bank Street right-of-way,
 - illustrate the parking stall arrangement, sidewalks around the buildings on the site plan,
 - comply with the City of Ottawa's Private Approach By-law.
 - indicate the presence and detail of all roadways abutting the site; including such items as pavement markings, accesses and/or sidewalks, and
 - indicate dimensions for the site elements (i.e. lane/aisle widths, access width and throat length, parking stalls, sidewalks, pedestrian pathways, etc.).
2. Accessibility for Ontarians with Disabilities Act (AODA) legislation applies. The design must assure that:
 - crosswalks internal to the site provide TWSI's at the depressed curbs, as per the Integrated Accessibility Standards Regulation under the AODA; and
 - accessible parking stalls are clearly defined and they meet AODA standards (including an access aisle next to the parking stall and a pedestrian curb ramp at the end of the access aisle, as required).

3. Turning movement diagrams are to be provided:
- that represent the largest design vehicle required to access/egress the site,
 - that indicate the curb radii measurements at the site accesses and ensure that they are reduced as much as possible and fall within TAC guidelines (Figure 8.5.1), and
 - that indicate the movements of vehicles (loading areas, garbage) internal to the site.

For ease of reference, each of the above elements are addressed under the following headings within this technical memorandum along with the relevant attachments.

B. Resolution of Transportation Related Issues

A) Site Plan Design

Attachment “A” provides a concept site plan of the redevelopment. It features the existing warehouse building to the north, a new proposed warehouse building to south-east and a new proposed storage building to the south-west. The site plan clearly illustrates the parking stalls, sidewalks around the buildings, and roadway details and provides various site element dimensions. As well:

- The proposed warehouse building to the south-east is separated from the existing building by perimeter fencing.
- Access to the back of the existing building and the new storage building to the south-west requires entry through gated fencing.

B) Access Arrangement

Base mapping used in the access design was obtained from the City of Ottawa to ensure the site plan provides for future designated right-of-way in accordance/compliance with the City’s official plan¹. The review indicated that a 30m ROW width is required and already exists along the Bank Street frontage.

The private approaches were then aligned and measured from the 30m right-of-way. The CAMM Machinery Movers property provides for the following three (3) private approaches:

- an existing two-way private approach to the north; and
- two (2) new proposed one-way private approaches to the south.

This access strategy fully complies with the City of Ottawa’s Private Approach By-law² given that the site provides for over 200 meters of frontage and the bylaw requires 46-to-150 meters of frontage to comply with this access arrangement.

C) Clear Throat Length Requirement

At the May 23rd, 2023, pre-consultation meeting with City Staff, it was suggested that a clear throat length of 15m, as measured from the ROW, would be required. This requirement was referenced from TAC³ recognizing the proposed new industrial land use would be less than

¹ Official Plan Schedule C16 – Table 1 lists arterial in rural area as shown on Schedule C-9 and C-10 must have 30m ROW unless otherwise indicated in Table 1.

² City of Ottawa’s Private Approach By-law (No. 2003-447) Section 25 1.a.iv

³ “Geometric Design Guide for Canadian Roads”, Transportation Association of Canada (TAC) Chapter 8 – Access, Figure 8.5.2. Auxiliary Lane Mid-Block Access for Major Developments.

10,000 m². Unfortunately, a 15m “clear throat length could not be provided within the site plan, due to the location of the parking lot fronting the proposed new warehouse building. However, discussion with City of Ottawa staff (correspondence sent to Ms. Neeti Paudel February 21, 2024 and received from Ms. Josiane Gervais on March 5th, 2024) concluded that since the south accesses are one-way only, and the larger (WB-20) vehicles would not be turning into the parking lot that fronts the warehouse building, but rather proceeding directly to the back of the warehouse, the provided throat length would be adequate (see Attachment “B” for detailed turning movement plan and Attachment “C” for correspondence with Ms. Paudel and Ms. Gervais).

D) AODA Legislation

As seen on the site plan in attachment “A”, the proposed warehouse building provides a pedestrian sidewalk along the east frontage. Three TWSI’s are provided at depressed curbs, as per the Integrated Accessibility Standards Regulation under the AODA.

As per City of Ottawa Traffic and Parking By-law Part C, Section 111, a minimum of 1 parking space is to be reserved for persons with disabilities for a parking area which provides 20-99 parking stalls. (The site plan provides for 22 parking stalls.) One “Type B” accessible parking stall is clearly defined on the site plan and it includes an access aisle next to the parking stall.

E) Turning Movements

Attachment “B” provides detailed drawings of vehicle turning movements for the largest vehicles entering, exiting and using the site internally. The accesses were designed to adhere to TAC guidelines, reducing the curb radii as much as possible, while allowing a WB-20 truck to safely maneuver. Internal movements were shown for a WB-20 using the loading/unloading bay and the circulation of a garbage truck.

E1. Site Access Turning Movements:

The one-way couplet access/egress arrangement into/out of the new Warehouse facility was designed according to TAC guidelines. Appropriate radii, access widths and throat lengths were provided and have been illustrated on the site plan as required.

The aisle that would provide access to the parking area in front of the new warehouse building would not be used by heavy vehicles (WB-20’s) and access would be restricted to passenger vehicles. A WB-20 vehicle can easily circulate through the entrance and exit while approaching the site from the north or the south along Bank Street without encroaching into the opposing lane of traffic. Details are illustrated on Drawing 1 and 2 of Attachment “B”.

E2. Internal Site Turning Movements:

Internal Site movements show a WB-20 circulating the site with ease, while all the loading bays are full. A heavy vehicle (WB-20) can safely maneuver into, and out of, the loading bays and then exit the site. A garbage truck can access the proposed garbage storage area, pick up the garbage and leave, without impeding any other movements internal to the site.

C. Conclusion

The document concludes the following:

- The site plan provides for the required 30m ROW along Bank Street and complies with City of Ottawa By-law Private Approach Bylaw access requirements,
- All the necessary design elements are clearly shown on the site plan,
- The site plan is compliant with all AODA legislation, and
- The site has adequate circulation, and vehicle accessibility and maneuverability to accommodate garbage, loading/unloading, delivery and emergency vehicle access.

It is recommended that the City of Ottawa staff, from a traffic and transportation design perspective, permit the addition of the two proposed storage and warehouse buildings at 6622 Bank Street to proceed.

Respectfully



Mr. Arthur Gordon B.A. P.Eng
Principal Engineer
Castleglenn Consultants Inc.



Mr. Konstantin Joulanov BAsc
Transportation Planner
Castleglenn Consultants Inc



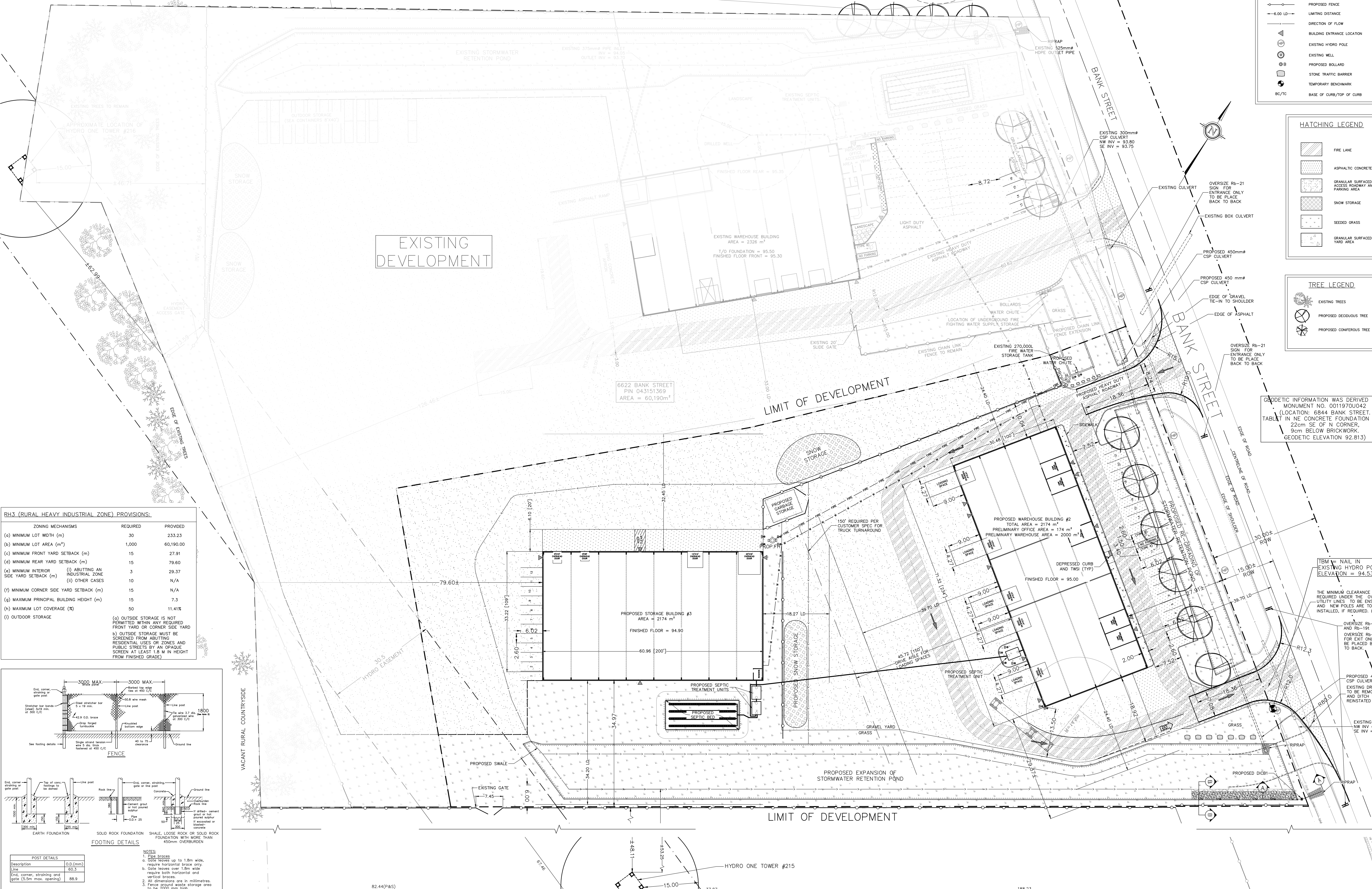
**Castleglenn
Consultants**

Engineers, Project Managers & Planners

Attachment A: Site Plan Concept

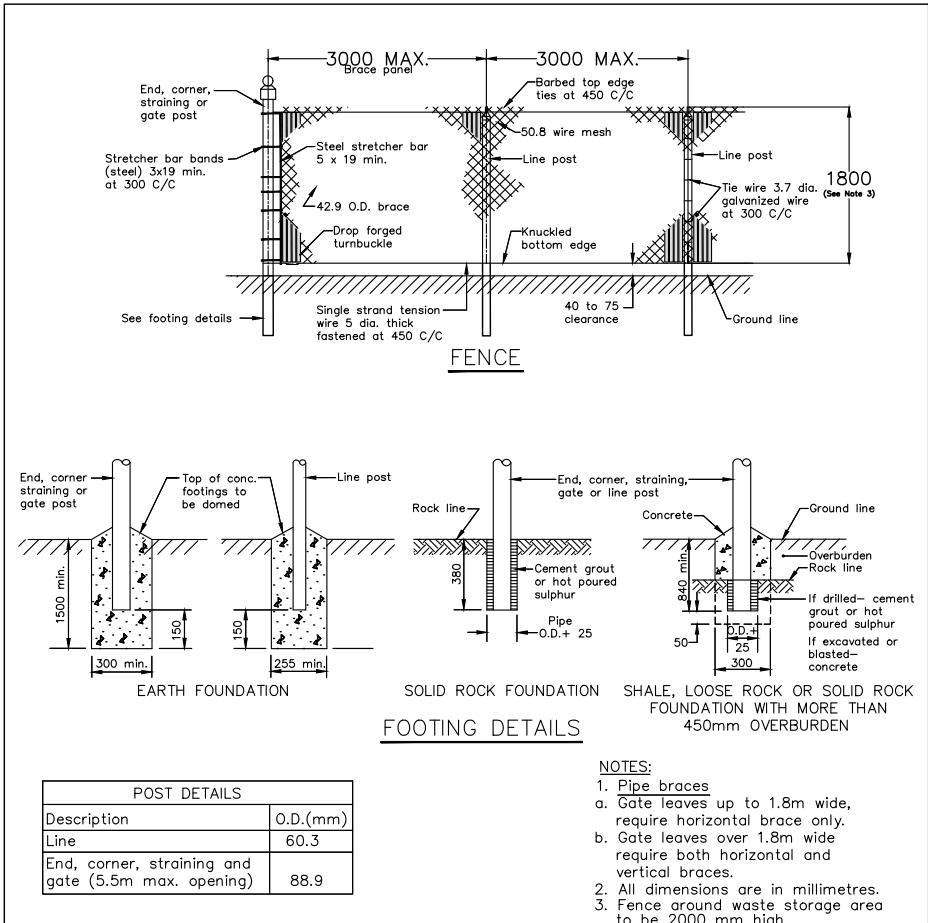
SITE STATISTICS:		
TOTAL AREA	60190	m ²
AREA OF NEW DEVELOPMENT	22423	m ²
EXISTING BUILDING FOOTPRINT	2517	m ²
NEW BUILDING FOOTPRINT	4348	m ²
GROSS FLOOR AREA (TOTAL)		
WAREHOUSE	4094	m ²
ACCESSORY OFFICE	174	m ²

PARKING REQUIREMENTS			
VEHICULAR PARKING	REQUIRED	PROVIDED	
WAREHOUSE (0.8 per 100m ² OF GFA)	33	35	
ACCESSORY OFFICE (2.4 per 100m ² OF GFA)	4	4	
	TOTAL	37	39
ACCESSIBLE PARKING TYPE A	1	1	
ACCESSIBLE PARKING TYPE B	1	1	
	TOTAL	2	2
LOADING SPACE	1	5	

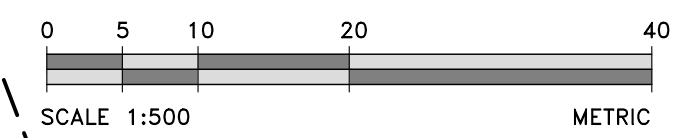


RH3 (RURAL HEAVY INDUSTRIAL ZONE) PROVISIONS:		
ZONING MECHANISMS	REQUIRED	PROVIDED
(a) MINIMUM LOT WIDTH (m)	30	233.23
(b) MINIMUM LOT AREA (m ²)	1,000	60,190.00
(c) MINIMUM FRONT YARD SETBACK (m)	15	27.91
(d) MINIMUM REAR YARD SETBACK (m)	15	29.60
(e) MINIMUM INTERIOR SIDE YARD SETBACK (m)	3	29.37
(f) MINIMUM CORNER SIDE YARD SETBACK (m)	10	N/A
(g) MAXIMUM PRINCIPAL BUILDING HEIGHT (m)	15	7.3
(h) MAXIMUM LOT COVERAGE (%)	50	11.41%
(i) OUTDOOR STORAGE		

(c) OUTSIDE STORAGE IS NOT PERMITTED WITHIN ANY REQUIRED FRONT YARD OR CORNER SIDE YARD
 b) OUTSIDE STORAGE MUST BE SCREENED FROM ADJACENT RESIDENTIAL USES OF ZONES AND PUBLIC STREETS BY AN OPAQUE SCREEN AT LEAST 1.8 M IN HEIGHT FROM FINISHED GRADE



ELEVATION ~ CHAIN-LINK FENCE WITH PRIVACY SLATS (NOT TO SCALE)



GENERAL LEGEND

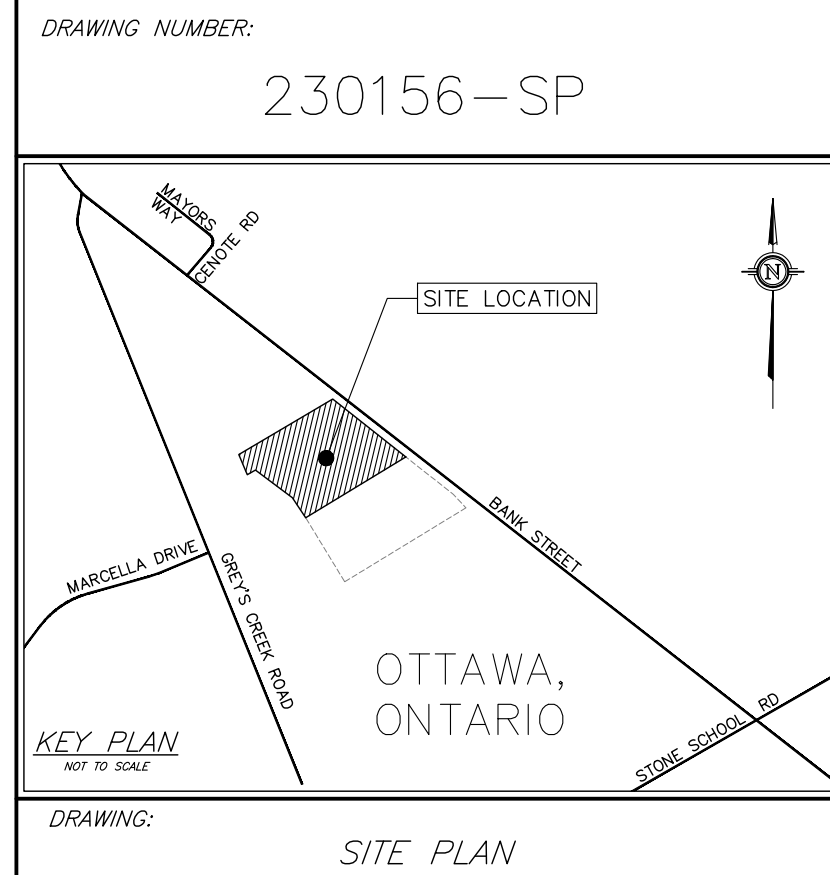
- EXISTING ELEVATION
- PROPOSED/EXISTING ELEVATIONS
- DRAINAGE SLOPE
- CENTRELINE OF ROAD
- EDGE OF ROAD
- TOP OF SLOPE
- PROPERTY LINE
- OVERHEAD WIRE
- EDGE OF TREES
- PROPOSED FENCE
- LIMITING DISTANCE
- DIRECTION OF FLOW
- BUILDING ENTRANCE LOCATION
- EXISTING HYDRO POLE
- EXISTING WELL
- PROPOSED BOLLARD
- STONE TRAFFIC BARRIER
- TEMPORARY BENCHMARK
- BASE OF CURB/TOP OF CURB

HATCHING LEGEND

- FIRE LANE
- ASPHALTIC CONCRETE
- GRANULAR SURFACED ACCESS ROADWAY AND PARKING AREA
- SNOW STORAGE
- SEEDED GRASS
- GRANULAR SURFACED YARD AREA

TREE LEGEND

- EXISTING TREES
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE



- DRAWING: SITE PLAN
- GENERAL NOTES:
- ALL DIMENSIONS ARE IN METRES, UNLESS OTHERWISE SPECIFIED; ALL ELEVATIONS ARE IN METRES AND ARE GEODETIC.
 - GEODETIC INFORMATION WAS DERIVED FROM MONUMENT NO. 0011970U042.
 - TBM = NAIL IN EXISTING HYDRO POLE. ELEVATION = 94.53
 - THIS IS NOT A LEGAL SURVEY. BOUNDARY INFORMATION WAS DERIVED FROM PLAN 4R-25595.
 - CLIENT IS RESPONSIBLE FOR ACQUIRING ALL NECESSARY PERMITS.
 - CONTRACTOR TO VERIFY THAT APPROPRIATE PERMITS HAVE BEEN ACQUIRED PRIOR TO ANY CONSTRUCTION.
 - CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF UTILITIES.
 - ALL DIMENSIONS TO BE VERIFIED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
 - THIS DRAWING IS NOT FOR CONSTRUCTION UNTIL ALL APPROVALS HAVE BEEN GRANTED.
 - HYDRO SERVICE TO BE INSTALLED ACCORDING TO THE SPECIFICATIONS OF SERVICE PROVIDER AND THE MECHANICAL ENGINEER.
 - ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH CITY OF OTTAWA STANDARDS AND ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS.
 - ANY CHANGES MADE TO THIS PLAN MUST BE VERIFIED AND APPROVED BY KOLLAARD ASSOCIATES, INC.
 - THIS DRAWING IS PART OF KOLLAARD ASSOCIATES DESIGN REPORTS #230156.

REV	BY	DATE	DESCRIPTION
0	ARK	JULY 31, 2024	SUBMITTED FOR SITE PLAN CONTROL

Kollaard Associates Engineers

P.O. BOX 189, 210 PRESCOTT ST. (613) 860-0923
 KEMPTVILLE, ONTARIO
 K0G 1J0 FAX (613) 258-0475
 http://www.kollaard.ca

CONSULTANTS:

- HAKEN SHIPMAN SURVEYING LTD.
- JAMES B. LENNOX & ASSOCIATES INC. ARCHITECTS
- Castleglen Consultants

CLIENT: CAMM WAREHOUSING AND RENTALS INC.

PROJECT: PROPOSED WAREHOUSE WITH OFFICE

LOCATION: 6622 BANK STREET, OTTAWA, ON

DESIGNED BY: ARK
 CHECKED BY: SD
 DRAWN BY: ARK
 APPROVED BY: SD
 DATE: JULY 31, 2024
 SCALE: AS NOTED
 PROJECT NUMBER: 230156

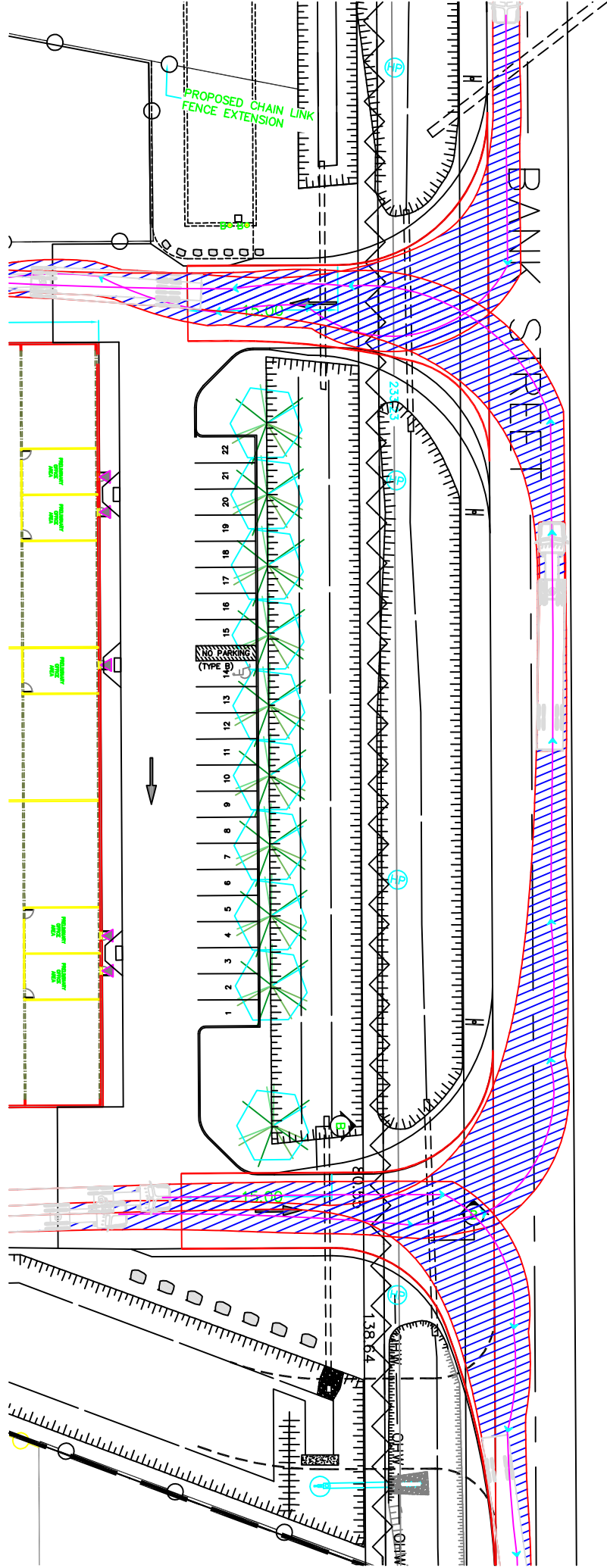
PROFESSIONAL ENGINEER
 JULY 31, 2024
 S.E. deWit
 100079612
 PROVINCE OF ONTARIO



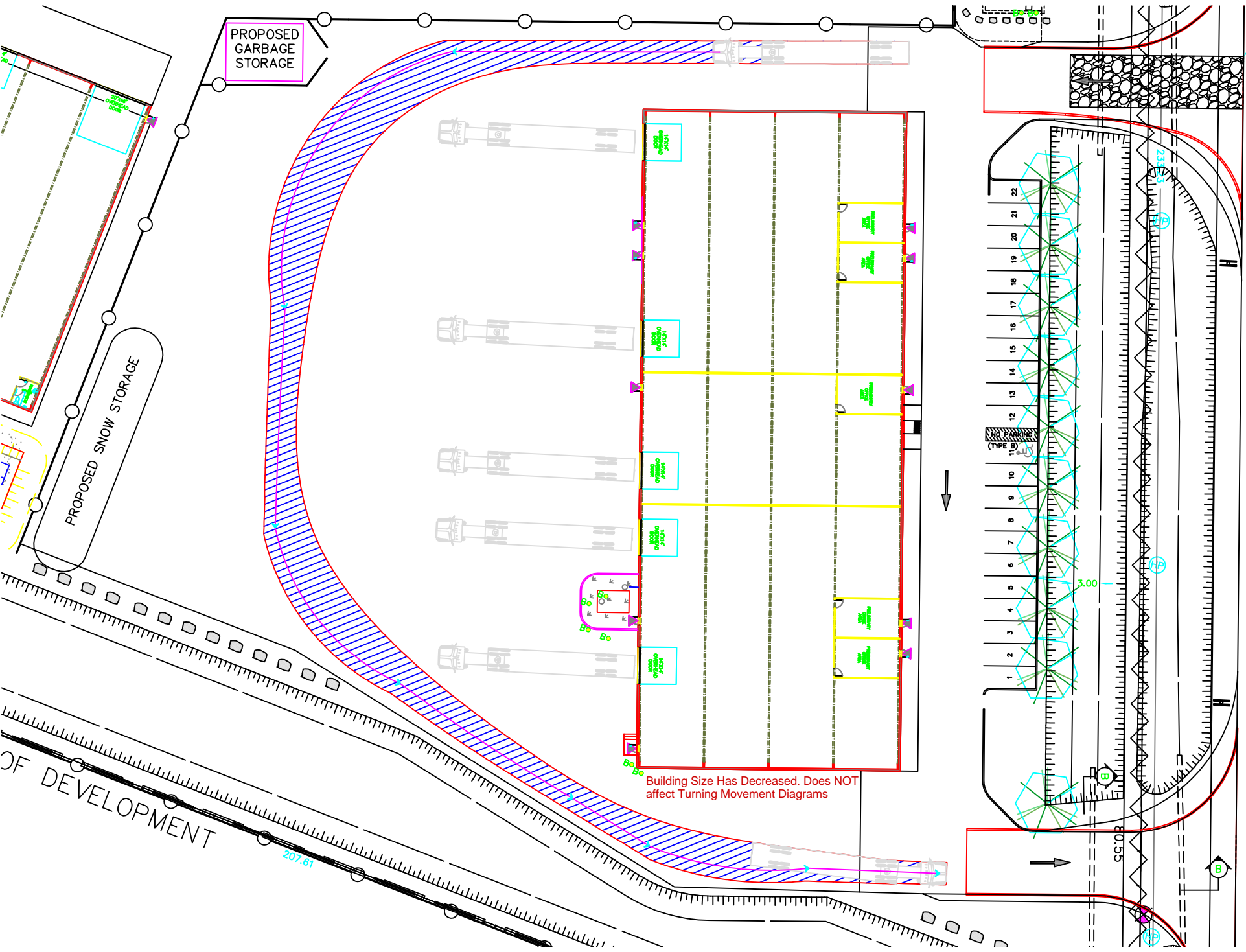
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Consultants**

Engineers, Project Managers & Planners

Attachment B: Turning Movement Diagrams



NK STREET



PROPOSED GARBAGE STORAGE

PROPOSED SNOW STORAGE

Building Size Has Decreased. Does NOT affect Turning Movement Diagrams

OF DEVELOPMENT

207.61

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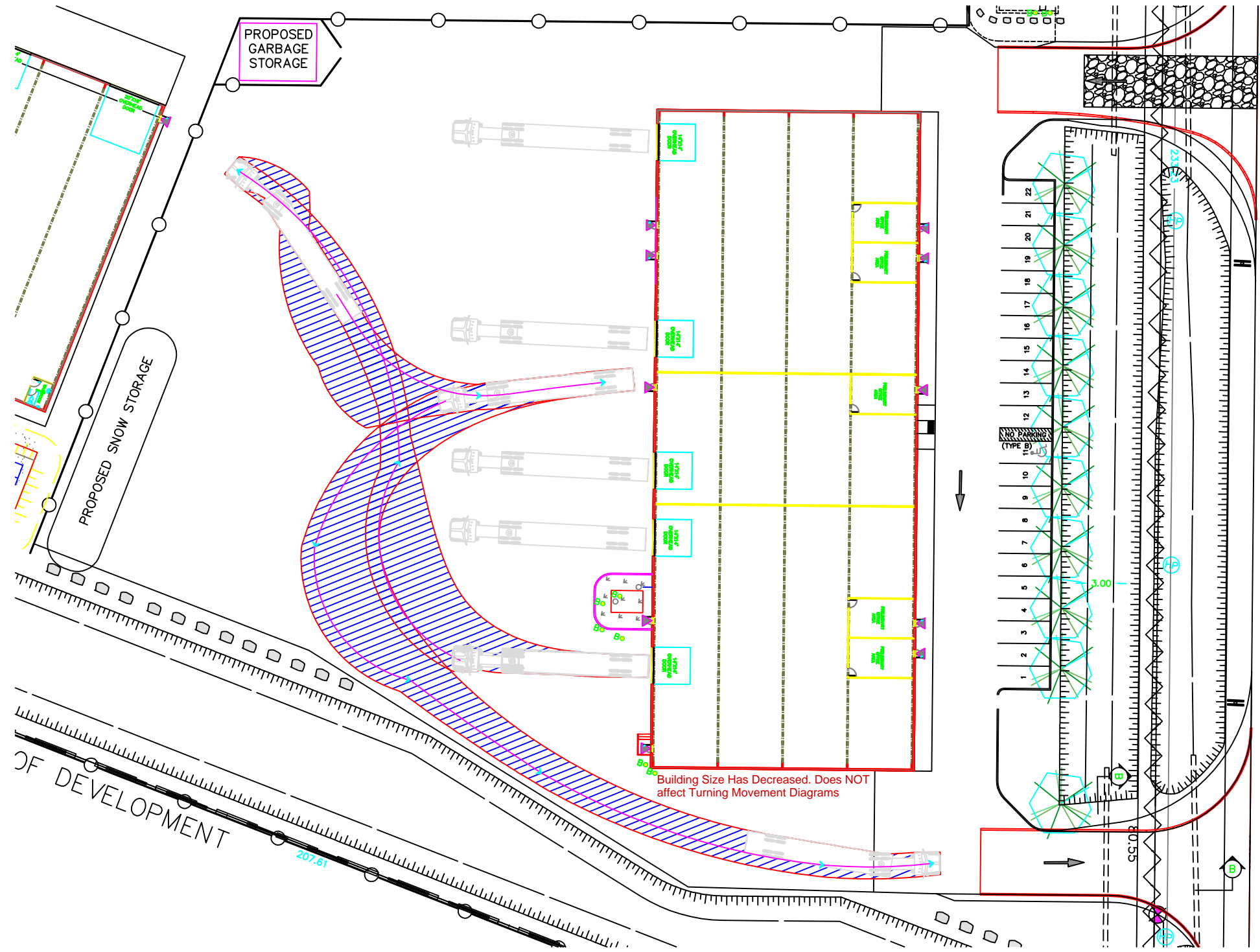
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23.53

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23.53

NK STREET



PROPOSED GARBAGE STORAGE

PROPOSED SNOW STORAGE

Building Size Has Decreased. Does NOT affect Turning Movement Diagrams

OF DEVELOPMENT

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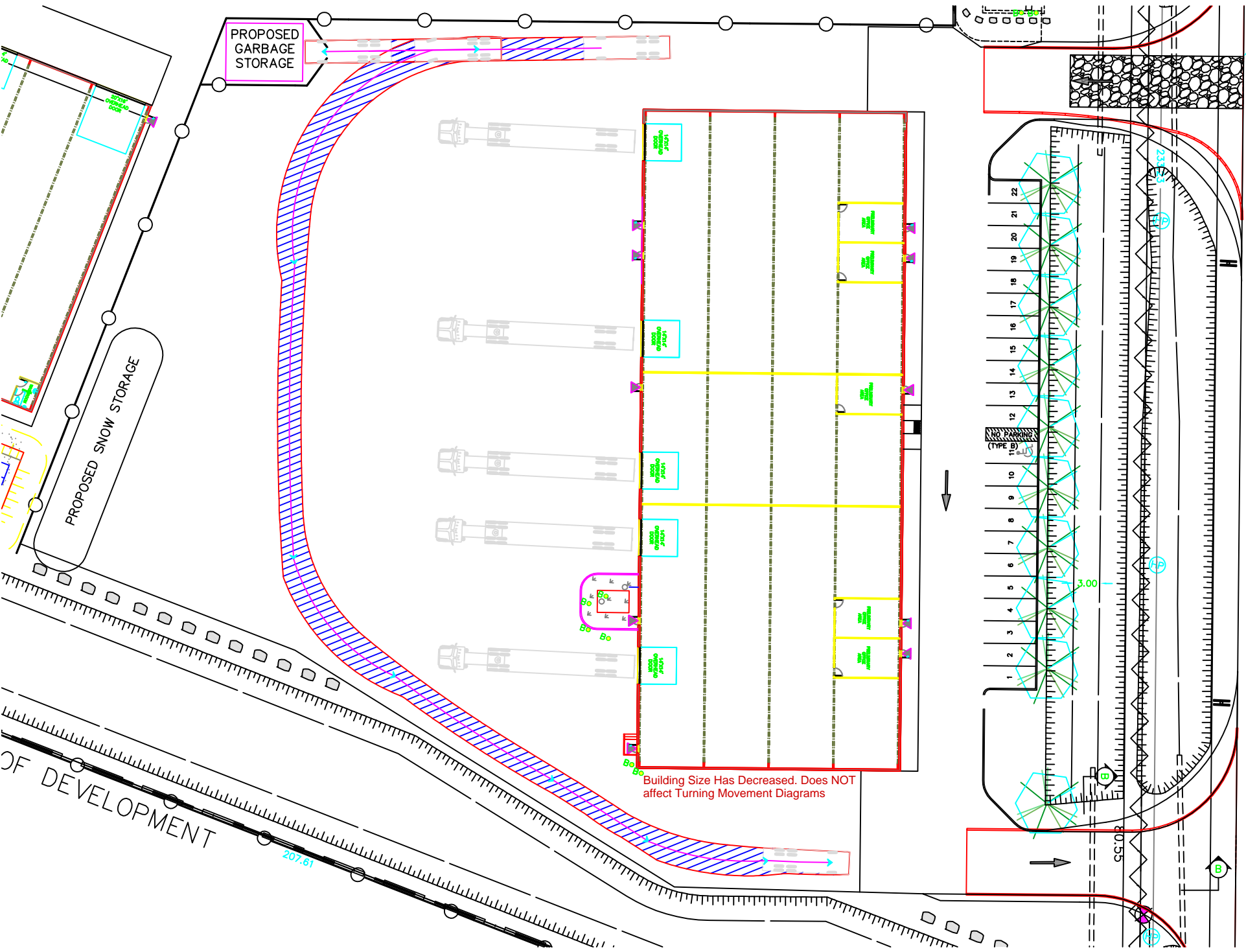
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NK STREET



PROPOSED GARBAGE STORAGE

PROPOSED SNOW STORAGE

OF DEVELOPMENT

207.61

Building Size Has Decreased. Does NOT affect Turning Movement Diagrams

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23333

3.00

80.55

EB

EB

EA

EA





**Castleglenn
Consultants**

Engineers, Project Managers & Planners

Attachment C: City Staff Correspondence



From: Gervais, Josiane <josiane.gervais@ottawa.ca>
Sent: Tuesday, March 5, 2024 3:09 PM
To: Konstantin Joulanov <kjoulanov@castleglenn.ca>
Cc: Arthur Gordon <agordon@castleglenn.ca>
Subject: RE: 6622 Bank Street Development

Hi Konstantin,

I'm the TPM on this file.

The throat length provided is adequate.

Regards,

Josiane Gervais, P.Eng.

Project Manager, Infrastructure Approvals | GPRJ Approbation des demandes d'infrastructure
City of Ottawa | Ville d'Ottawa
Tel | Tél. : 613-580- 2424 ext. | poste 21765
web | Site Web : www.ottawa.ca

From: Konstantin Joulanov <kjoulanov@castleglenn.ca>
Sent: February 21, 2024 4:29 PM
To: Paudel, Neeti <neeti.paudel@ottawa.ca>
Cc: Arthur Gordon <agordon@castleglenn.ca>
Subject: 6622 Bank Street Development

Good Afternoon Neeti,

We are working on providing to you a technical memorandum document for the proposed development warehouse development located at 6622 Bank Street.

In the interim, we would really appreciate your input on the proposed assesses into the site. Please find attached a pdf of proposed site access plan which illustrates the operations.

- The site plan calls for two one-way accesses that connect to the site.
- The more northerly access is one-way inbound to the site; and
- the southerly access is actually an egress out of the site.
- Heavy vehicles are all directed straight through to the back of the building, so there is no delay to any vehicle following a heavy vehicle.
- The frontage of the building is a one-way SB aisle leading to the South Egress.
- Heavy vehicle traffic leaving the site all originate from the back of the building.

- If there is a delay caused by heavy vehicles leaving the site as it waits to complete its turn onto Bank Street, passenger vehicle that were parked in the front of the building would have to queue on the site and would not effect the flow on Bank Street.

Our issue is compliance with TAC Geometric Design Guideline regarding the required “throat length”.

- This development falls within a light industrial land use which is under 10,000 m² abutting an arterial road.
- As such, the minimum required clear throat length would be 15 meters (Pls see attached Figure 8.5.2, TAC Geometric Design Guide).
- The 15m storage distance is illustrated on the plan in cyan.
- We tightened up the radii of the access designs as much as possible to assure the entry of WB-20 vehicles
- When the access designs were overlaid onto the site plan, the required 15 meters throat length could **not** provided.

However, there are several factors which should be considered before we discount the design as currently presented:

1. The accesses are both one-way operation only. Normally, throat length requirements are based upon 2-way operation and the required storage distance to accommodate a heavy truck (WB-20s) is detailed to assure that there would be no spillover onto the major roadway. We believe that the access into the site provides more than sufficient storage length to queue behind a passenger vehicle entering the front parking lot.
2. Since all of the heavy trucks (WB-20s) will be proceeding straight to the back of the building, and not turning into or using the parking lot located at the front of the building. This means there would be a very low probability of queueing caused by consecutive heavy vehicles arriving at the same time.
3. The development is expected to generate “very” low traffic volumes, so we believe there will be no issues with regard to queuing or blocking traffic on the Bank Street corridor; and
4. Traffic leaving the site by way of the one-way south egress that turn right or left onto Bank Street have more than enough storage space.

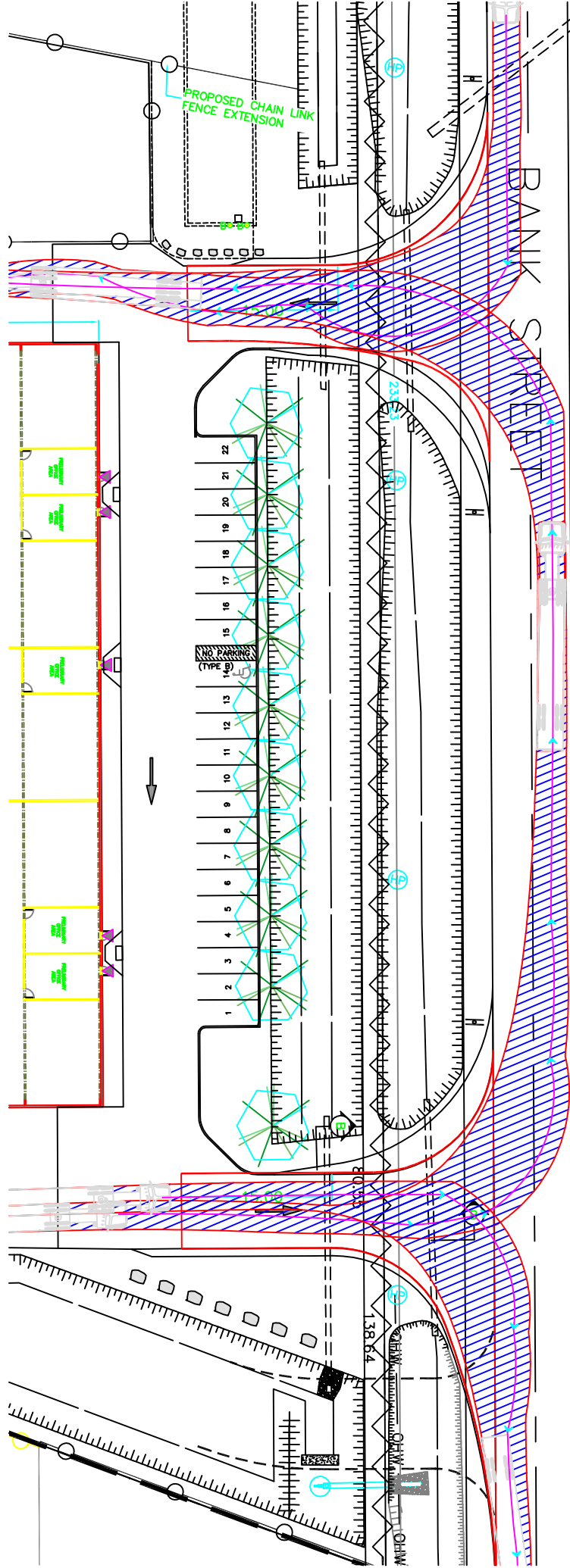
In short, we would appreciate your comments on the access design as presented.

With your concurrence, we will then proceed with completing the turning movement analysis internal to the site and insure that the site plan complies with the AODA legislation.

Regards,

Konstantin Joulanov

Castleglenn Consultants Inc.
2460 Lancaster Road
Ottawa, Ontario
K1B 4S5

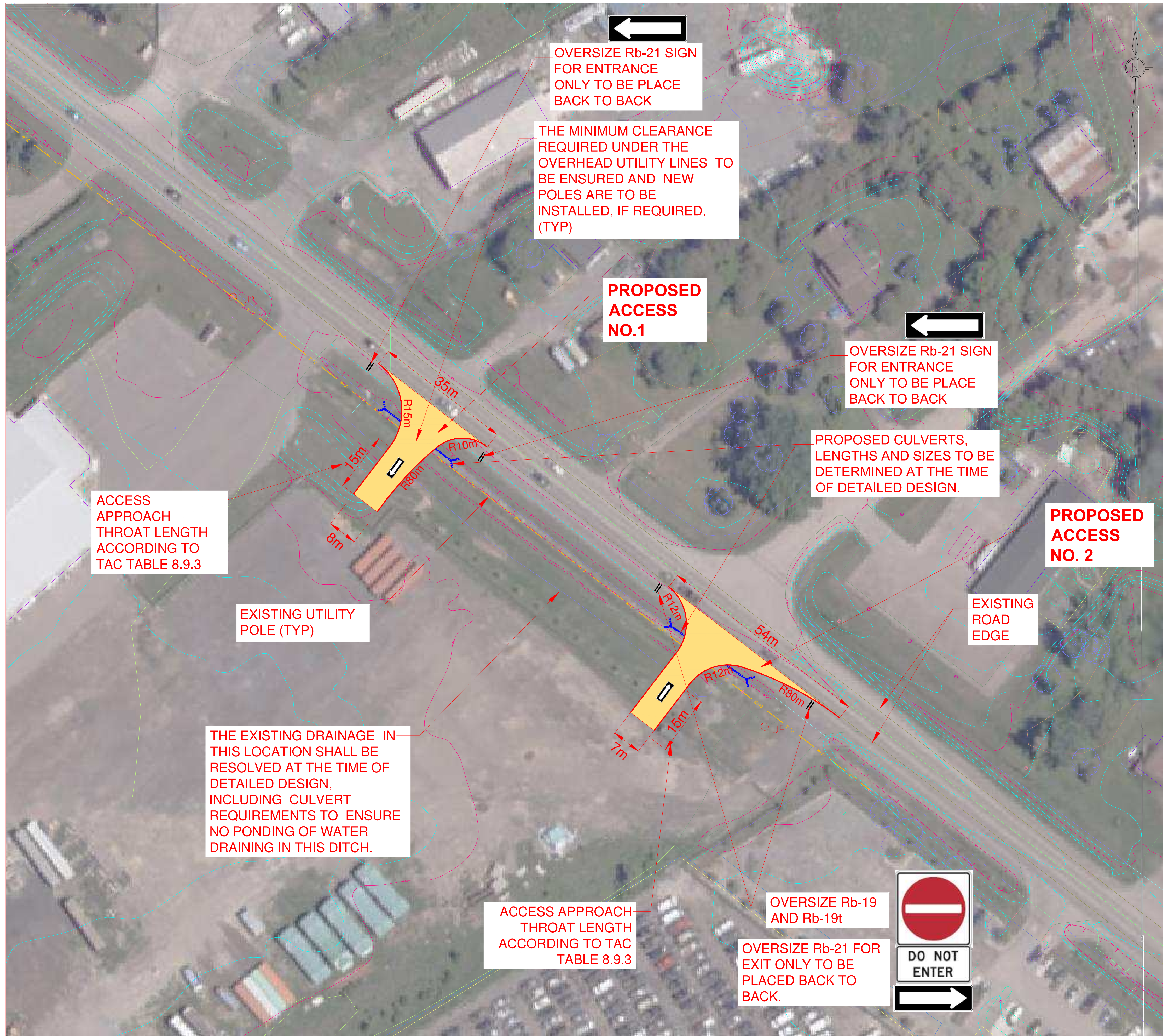


BANK STREET

1.38.64

PROPOSED CHAIN LINK FENCE EXTENSION





CITY OF OTTAWA
FUNCTIONAL PLANNING DESIGN
 6622 BANK STREET

LAYOUT PLAN

Castleglenn Consultants
 Engineers, Project Managers & Planners

PROJECT REF. NUMBER: 7329

Contract No. 7329	Dwg. No. 02
Sheet 2 of 3	
Asset Group ISD	
Des. RM	Chk'd. AEG
Dwn. RM	Chk'd. AK
Utility Circ. No.	Index No.
Cost. Inspector	
Scale: 10m 0 10m HORIZ 1:500	

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

No.	Description	By	Date (dd/mm/yy)
1	AS PER CITY COMMENTS	RM	02/10/23
2	AS PER CITY COMMENTS	RM	16/11/23

- NOTES:**
- THIS PLAN IS CONCEPTUAL AND NOT INTENDED FOR CONSTRUCTION.
 - THE UTILITY PROVIDERS MUST BE CONTACTED TO DETERMINE THE EXISTENCE OF UNDERGROUND AND THE ACTUAL LOCATION OF OVERHEAD LINES.

PROPOSED

SYMBOL	DESCRIPTION
■	ACCESS ROAD SURFACE
—●—●—●—	CULVERT

EXISTING

SYMBOL	DESCRIPTION
—	ROAD CENTRELINE
—	ROAD EDGE OF PAVEMENT
—	EDGE OF SHOULDER
- - - - -	CULVERT
—	DITCH
—●—	OVERHEAD UTILITY LINE
●	UTILITY POLE