

Urban Design Brief
Proposed Self-Storage Facilities
1015 Dairy Drive Ottawa, Ontario.

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Table of Contents

1.0 Project Description

2.0 Design Intent

3.0 Project Statistics

4.0 Massing and Scale

5.0 Building Design

6.0 Sustainability

7.0 Response to Pre-consultation Comments

1.0 Project Description

The proposed self-storage development is located at 1015 Dairy Dr. Ottawa, Ontario. It can be found at the intersection of Dairy Dr and Old Montreal Rd and is currently situated in the IL-4 H21 general industrial zone. This 4 building, self storage and industrial rental development will maximize its coverage of the site while fitting into the neighborhood through the use of material, scale, landscaping, and urban planning. This development will maintain a high level of commitment and design excellence to satisfy the City of Ottawa and their comments through the pre-consultation process.

2.0 Design Intent

1015 Dairy Drive was designed with the close consideration of the building's use and its location. The organization of the site focuses on maximizing the building area while providing adequate space for parking, truck/ fire routes and landscaping between the property line and the drive aisles. As a self-storage building located in the general industrial zone but adjacent to a residential zone, the building has to address this and other circumstances. Across Old Montreal Road, there is a residential development which overlooks the site, it was important for the portion of the facade adjacent to the residential units to be designed in a way that would be aesthetic to the neighborhood, as commented on during the pre-consultation process. As seen on elevation 1/A400 of Building A (figure 11), the east facade presents itself as an intentionally designed building entrance through the use of signage, glazing, and materiality, specifically ACM, stucco, horizontal and vertical siding.

Further west down Old Montreal Road, buildings found in the general industrial zone are seen between 1 and 2 storeys (figure 1), this scale was taken into consideration for the buildings on site. The design of Building A utilizes the site's natural topography by appearing as a 1 storey building at the highest point along Old Montreal Road measuring at 5.25m, and

gradually exposing the secondary level when moving north-west down Dairy Dr resulting at an overall building height of 8.75m at the lowest point. Due to the natural downward slope of the site, the rear portion is much lower than along the main road, this results in Building B being taller and revealing more building face (figure 7). The 2 industrial buildings on site are a similar height compared to Building A, this assists in the transition between the street, the site and surrounding sites (figure 5).



Figure 1: 1-2 storey buildings further west down Old Montreal Rd

3.0 Project Statistics

SITE STATISTICS:			
	REQUIREMENTS	PROPOSED (based on single proposed property line)	CONFORMS TO SECTION 570.007
ZONING DESIGNATION	IL-4 H21*	*IL-4 H21*	Y
MIN LOT AREA	2,000m ²	25,476 m ²	Y
MIN LOT WIDTH	N/A	N/A	Y
MAX LOT COVERAGE	60%	45%	Y
BUILDING AREA (BLDG FOOTPRINT)	N/A	11,522 m ²	Y
GROSS FLOOR AREA	N/A	WAREHOUSE BLDG A= 12,878 m ² BLDG B= 14,436 m ² TOTAL = 27,314 m ²	Y
BUILDING USES	AS PERMITTED BY IL-4 H21	LIGHT INDUSTRIAL BLDG C= 564 m ² BLDG D= 910 m ² TOTAL = 1,474 m ²	Y
BUILDING USES		SELF STORAGE FACILITY	Y
MINIMUM YARD REQUIREMENTS	FRONT YARD = 7.5 m; CORNER SIDE YARD = 7.5 m INTERIOR SIDE YARD = 7.5 m REAR YARD = 7.5 m	FRONT YARD (S) = 7.5m INTERIOR SIDE YARD (W) = 7.5m CORNER SIDE YARD (E) = 10.2m REAR YARD (N) = 7.5m	Y
MAXIMUM BUILDING HEIGHT	WITHIN 20m OF A RESIDENTIAL ZONE= 11m IN ALL OTHER CASES = 18m	4 STOREYS (REFER TO ELEVATIONS)	Y

LANDSCAPING	PROPERTY LINE ABUTTING A RESIDENTIAL OR INSTITUTIONAL ZONE, 3m; MAY BE REDUCED TO ONE METRE IF A 1.4 METRE HIGH OPAQUE SCREEN IS PROVIDED ABUTTING A STREET, 3m IN ALL OTHER CASES, NO MINIMUM	MINIMUM 3m LANDSCAPING BUFFER ALONG DAIRY DRIVE AND OLD MONTREAL ROAD	Y
PARKING	WAREHOUSE BLDG A & B 0.8 SPACES PER 100 SQUARE METRES FOR THE FIRST 5,000 SQUARE METRES OF GROSS FLOOR AREA. 0.4 SPACES PER 100 SQUARE METRES ABOVE 5,000 SQUARE METRES OF GROSS FLOOR AREA. LIGHT INDUSTRIAL BLDG C & D 0.8 SPACES PER 100 SQUARE METRES FOR THE FIRST 5,000 SQUARE METRES OF GROSS FLOOR AREA.	BLDG A & B REQUIRED: (5,000m ² /100m ²) * 0.8 = 40 ((27,314m ² -5000m ²)/100m ²)*0.4 = 89 Total = 129 BLDG C & D REQUIRED: (1,474m ² /100m ²) * 0.8 = 14 Total = 14 TOTAL: 143 PARKING SPACES REQUIRED PROPOSED: 89 PARKING SPACES	N
BARRIER FREE PARKING	100-199 PARKING SPACES 2 SPACES REQUIRED	3 BF SPACE PROVIDED	Y
BICYCLE PARKING	1 PER 2000 m ² 28,788/2000 = 14 REQUIRED	26 PROVIDED	Y

Figure 2: Site statistics, also found on site plan PDF.

4.0 Massing and Scale

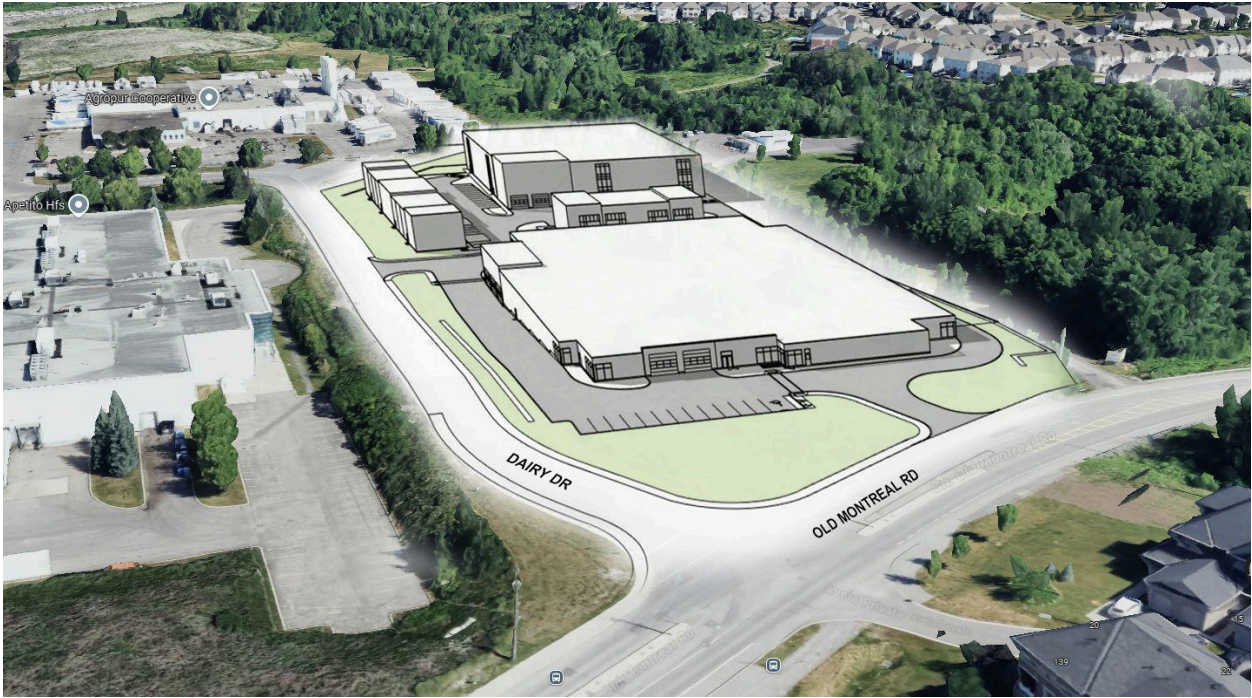


Figure 3: Aerial view of massing in context

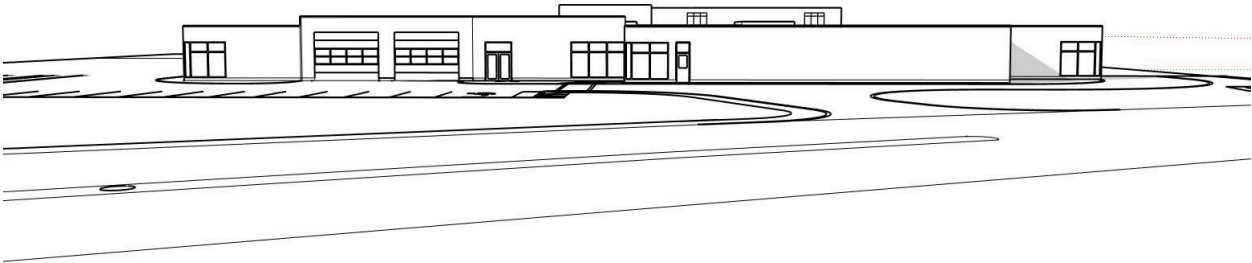


Figure 4: Building A Massing - Massing of East elevation facing Old Montreal Road. Building B can be seen peeking above from behind Building A

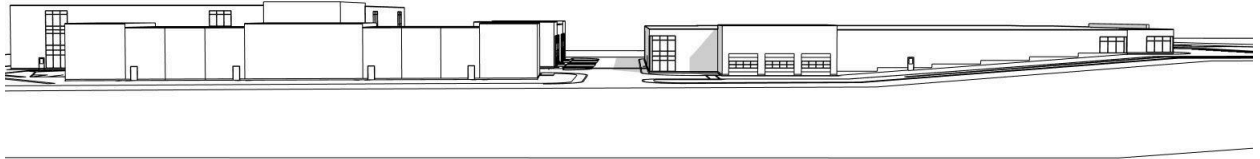


Figure 5: Building Massing - Massing of all buildings south elevation down Dairy Drive. Buildings A and D are along Dairy Drive while B and C are behind.

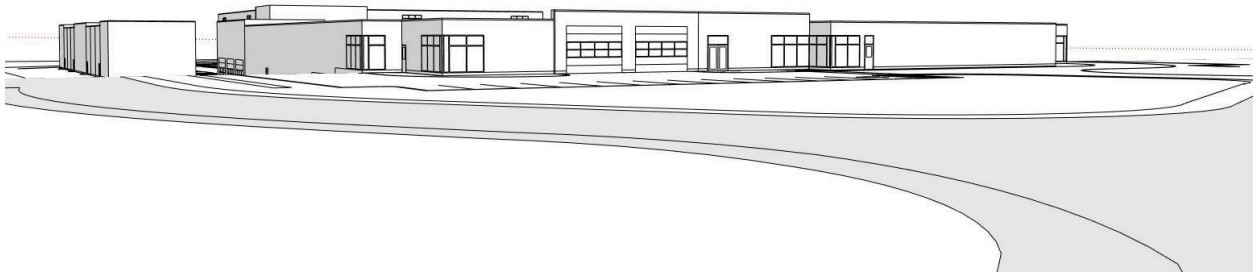


Figure 6: View 1 - Approach from Old Montreal Rd (south-east corner).

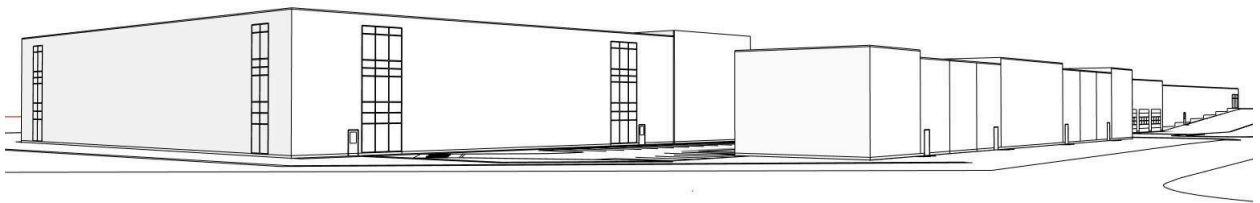


Figure 7: View 2 - Building B and D approach from Dairy Drive (south-west corner).

The site initially had 2 large self storage facilities and a potential car wash (figure 8), this had gone through some reworking (figure 9) before it was decided that the best option for the site was to provide some variety in building type and size. This resulted in a large self storage facility near the main intersection, a smaller self storage towards the rear and 2 industrial buildings with rentable units. The site plan went through multiple iterations and the most recent is the best option to ensure parking, landscaping, loading, fire/truck routes and points of access (figure 10).

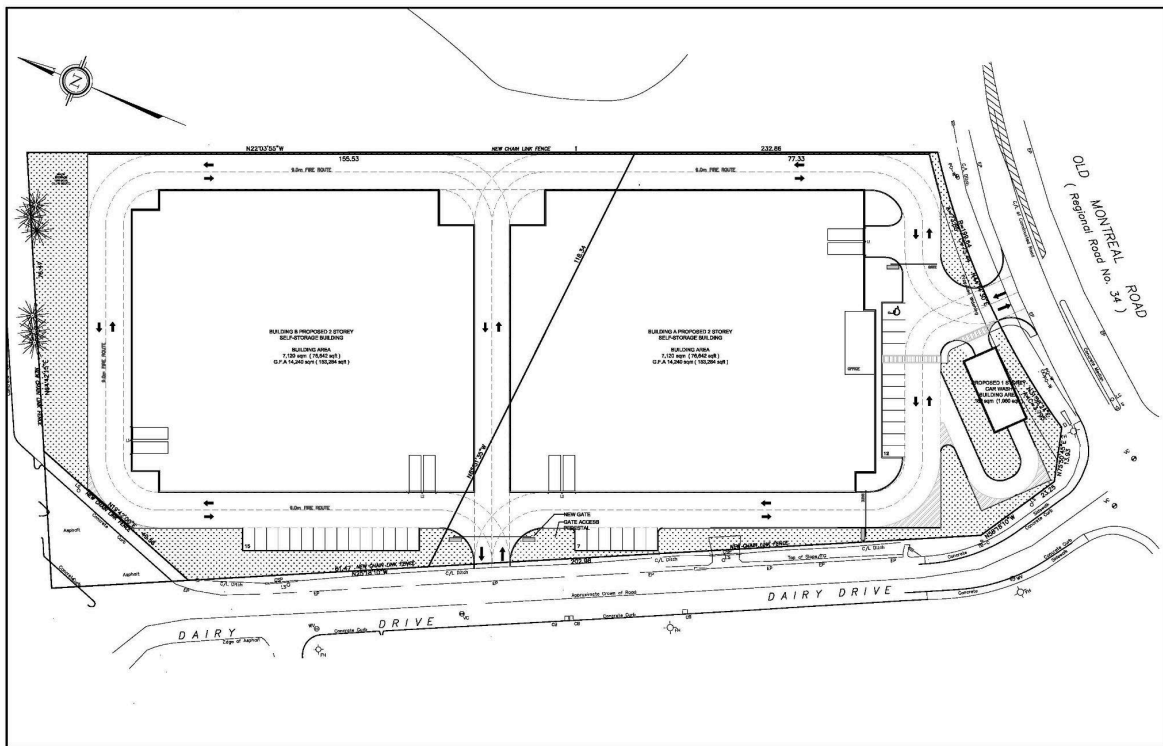


Figure 8: Site plan iteration with slightly different building footprint/ floor plan and a carwash.

The plan and elevations (figures 10/11/12/13) of the proposed buildings on 1015 Dairy Dr were designed with the Official Plan section 5.2.1 in mind. The built form takes into consideration suburban characteristics from chart 6 from section 5 of the Ottawa Official Plan, in particular, moderate setbacks that focus on landscaping and separation from the right-of-way, principal entrances oriented to the public realm, and automobile parking visible from the street. The landscape design for the site will ensure the interior of the site is appropriately screened with a mixture of plants along the street edge to achieve a naturalized screen including an architecturally enhanced fence along the perimeter that will complement the streetscape and create an attractive pedestrian environment.

6.0 Sustainability

The design of the site plan and buildings strategically use the site's natural topography to optimize functionality and minimize the reliance on hardscaping. It also minimizes parking and paved areas with landscaped areas that will encourage groundwater infiltration and reduce heat island effect. The site is transit supportive and supports alternative transportation including the provision of cycling infrastructure. This approach shows a conscious effort to harmonize with the environment, showcasing a commitment to resource efficiency and a thoughtful site design.

7.0 Response to Pre-consultation Comments

- Visibility to public realm: We recommend the portions of the site that are visible from the City's public realm are well considered for quality of materials, facade treatments, and generally being a positive contribution to the surrounding community.
- This comment has been taken into consideration and portions of the building that are visible to the public realm have been designed to contribute positively to the community. Along Old Montreal Rd, the entrance of the building has a variety of materials as well as significant design elements which allow it to stand out. Along

Dairy Dr the buildings follow the topography while having a variety of materials from vertical and horizontal siding to brick around the loading spaces.

- Reduction in hard surfaces: We recommend the hard surfacing on the site be reduced as much as possible to reduce heat island effect.

- This comment has been taken into consideration and the site has efficiently been designed to maximize the building footprint while having adequate space for drive aisles, parking, and snow storage, while creating a landscape buffer between the curbs and the fenced property line.

- Urban Design appreciates the updated design submitted for discussion and commend the approach to the Montreal Road frontage. We have the following comments/questions regarding the new design proposal:

a) Landscaping: We recommend the landscaping approach provide a naturalized screen between the street and the facility. See the property to the west for example.

- This comment has been taken into consideration and the landscape architect has designed the site landscaping to provide additional landscape screening to improve the image of the fence surrounding the site through the use of trees and natural features (figure 14).

b) Pedestrian access/safety: We recommend the parking area on Dairy Drive provide clear pedestrian marking through the drive aisles to any provided building access to ensure safety of pedestrians when in conflict with vehicles on the site.

- As seen on the site plan, the pedestrian walkways from internal sidewalks and parking areas have been identified through painted lines on the pavement. This provides clarity on where pedestrians can walk and ensures their safety.

c) We recommend the submission provide additional information regarding expected pedestrian movement on the site to ensure a safe environment and avoid conflicts.

- An Urban Design Brief is a required submittal for all Site Plan/ Re-zoning applications.
Please see the Terms of Reference provided.

- Noted

- a) Note: The Design Brief submittal should have a section which addresses these pre-consultation comments.

- Noted