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## 5592, 5606, 5630 Boundary Road 9460 Mitch Owens Road Planning Rationale

Engineering excellence. Planning precision. Inspired landscapes.

**5592, 5606, 5630 Boundary Road and  
9460 Mitch Owens Road  
Ottawa, Ontario**

**Planning Rationale  
in support of a  
Site Plan Control Application**

Prepared By:

**NOVATECH**  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

December / 20 / 2018

Novatech File: 110213  
Ref: R-2018-175

December 20, 2018

City of Ottawa  
Planning Infrastructure and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON  
K1P 1J1

**Attention: Cheryl McWilliams, Planner III, Planning Services**

Dear Ms. McWilliams:

**Reference: Site Plan Control Application  
5592, 5606, & 5630 Boundary Road, and 9460 Mitch Owens Road  
Our File No.: 110213**

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The following Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of the properties at 5592, 5606, & 5630 Boundary Road, and 9460 Mitch Owens Road, and an existing road allowance (the "Subject Property"). The Subject Property is legally described as Part of Lot 1 Concession 11, Osgoode.

The Subject Property is designated General Rural Area on Schedule A of the City of Ottawa Official Plan. The property is zoned Rural General Industrial zone, Rural Exception 784 (RG[784r]) in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale examines the location and context of the Subject Property, details the proposed development, provides the planning policy and regulatory framework of the property, and makes a recommendation on the proposed Site Plan Control Application.

Should you have any questions regarding any aspect of this Planning Rationale, please feel free to contact either Adam Thompson or the undersigned.

Yours truly,

**NOVATECH**

*Ryan Poulton*  
Ryan Poulton, M.PL.  
Planner

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## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Site Plan Control application for the properties at 5592, 5606, & 5630 Boundary Road, 9460 Mitch Owens Road, and an existing road allowance (the "Subject Property"). The Subject Property is designated General Rural Area on Schedule A (Rural Policy Plan) of the City of Ottawa Official Plan (OP). The property is zoned Rural General Industrial, Rural Exception 784 (RG[784r]) in the City of Ottawa Zoning By-law 2008-250. The Site Plan Control application will facilitate the development of a truck transport terminal on the Subject Property.

This Planning Rationale will demonstrate that the proposed development:

- conforms to the policies of the City of Ottawa Official Plan (up to and including Official Plan Amendment 224);
- is consistent with the purpose of the Rural General Industrial Zone;
- is compatible with surrounding uses.

### 1.1 Description of Subject Property

5592, 5606, & 5630 Boundary Road, and 9460 Mitch Owens Road are located in the northeast corner of Osgoode Ward of the City of Ottawa (see Figure 1). The property has an approximate area of 4.21 ha (10.4 acres), with approximately 265 metres of frontage along Boundary Road and 152 metres of frontage along Mitch Owens Road. The Subject Property is currently vacant. The Subject Property was previously subdivided into four separate land parcels through a series of severance applications. The previous severances also created a parcel to be developed as a public road. The ownership over the road allowance was transferred to City of Ottawa in 1992. A Road Closing Application was passed by City Council in December 2018 to allow the applicant to reacquire the road allowance from the City.

**Figure 1. Aerial Photo of Subject Property**





A Zoning By-law Amendment application was approved by Council in 2014 to rezone the Subject Property to the Rural General Industrial zone with a site-specific exception to retain the Rural Commercial Subzone 2 performance standards.

The legal descriptions for the four properties and the road allowance are as follows:

- 5592 Boundary Road, Part 1 on Plan 4R-8132, Part of Lot 1, Concession 11, former Township of Osgoode (PIN 043230075);
- 5606 Boundary Road, Part 2 on Plan 4R-8132, Part of Lot 1, Concession 11, former Township of Osgoode (PIN 043230076);
- 5630 Boundary Road, Part 1 on Plan 4R-8158, Part of Lot 1, Concession 11, former Township of Osgoode (PIN 043230077);
- 9460 Mitch Owens Road, being Part 2 on Plan 5R-13558, less Parts 1 through 3 on Plan 4R-8132 and less Part 1 on Plan 4R-8158, Part of Lot 1, Concession 11, former Township of Osgoode (PIN 043230074); and
- Road Allowance, Parts 3 and 4 on Plan 4R-8132, Part of Lot 1, Concession 11, former Township of Osgoode (PIN 043230078).

## 1.2 Site Location and Community Context

The Subject Property is located east of the hamlet of Edwards, in the former Township of Osgoode, now the City of Ottawa. The site is located on the south-west corner of the intersection of Boundary Road (Ottawa Regional Road 41) and Mitch Owens Road (Ottawa Regional Road 8). Boundary Road is a rural arterial road that provides direct access to Highway 417, located approximately 1.8 kilometres from the Subject Property.

**North:** To the north of the Subject Property along both sides of Boundary Road are rural industrial land uses such as automotive repair and recycling, heavy construction equipment storage, and repair and landscaping contractors. Closer to the interchange with Highway 417 is a rural commercial use (gas station).

**Figure 2. Rural Industrial Uses along Boundary Road**



**South:** To the south of the Subject property is a mix of rural uses including large areas of forested lands and lands used for agriculture. Most of these lands are vacant. A Heavy Equipment and Vehicle Service Centre with an accessory a residential dwelling is located south of the Subject Property along Boundary Road.

**Figure 3. Heavy Equipment and Vehicle Service Centre along Boundary Road**



**East:** To the east of the Subject Property are rural industrial uses, such as the now closed 417 Auto Parts building and a single detached residential dwelling, which is permitted by an exception to the Rural Heavy Industrial zone on the property.

**Figure 4. Closed 417 Auto Parts Building**



**West:** To the west of the Subject Property are vacant forest/brush lands and agricultural pasture lands. Further west is a single detached dwelling and a working farm. Mitch Owens Road is a rural arterial road that provides a direct connection west to the southern sections of the City of Ottawa and industrial areas located along Bank Street.

**Figure 5. Agricultural and Brush Lands Along Mitch Owens Road**



### 1.3 Transportation

Both Boundary Road and Mitch Owens Road are identified as “Existing Arterial Roads” on Schedule “G” in the City of Ottawa Official Plan. Land use and transportation are closely related. In assessing new development applications, the adequacy of the transportation network is essential.

Boundary Road is a north-south two-lane, paved, arterial road providing direct access to Highway 417. Mitch Owens Road is an east-west two-lane, paved, arterial road that connects Boundary Road to major north/south arterial roads including Anderson Road, 8th Line Road, and Bank Street. Both Boundary Road and Mitch Owens Road are former Ottawa-Carleton Regional Roads and have retained their respective Regional Road numbers.

Exhibit 7.1 of the City of Ottawa Transportation Master Plan states the primary function of arterial roads is to “*serve travel through the city in conjunction with other roads*”. Access to adjacent lands is permitted from arterial roads. Section 7.5 of the Transportation Master Plan identifies that the efficient movement of goods via intercity freight by truck “*helps support the city’s economic livelihood and competitiveness*”. Ottawa’s truck routes generally follow the City’s arterial roads. Boundary Road and Mitch Owens Road are both identified by the City of Ottawa as ‘full load’ truck routes.



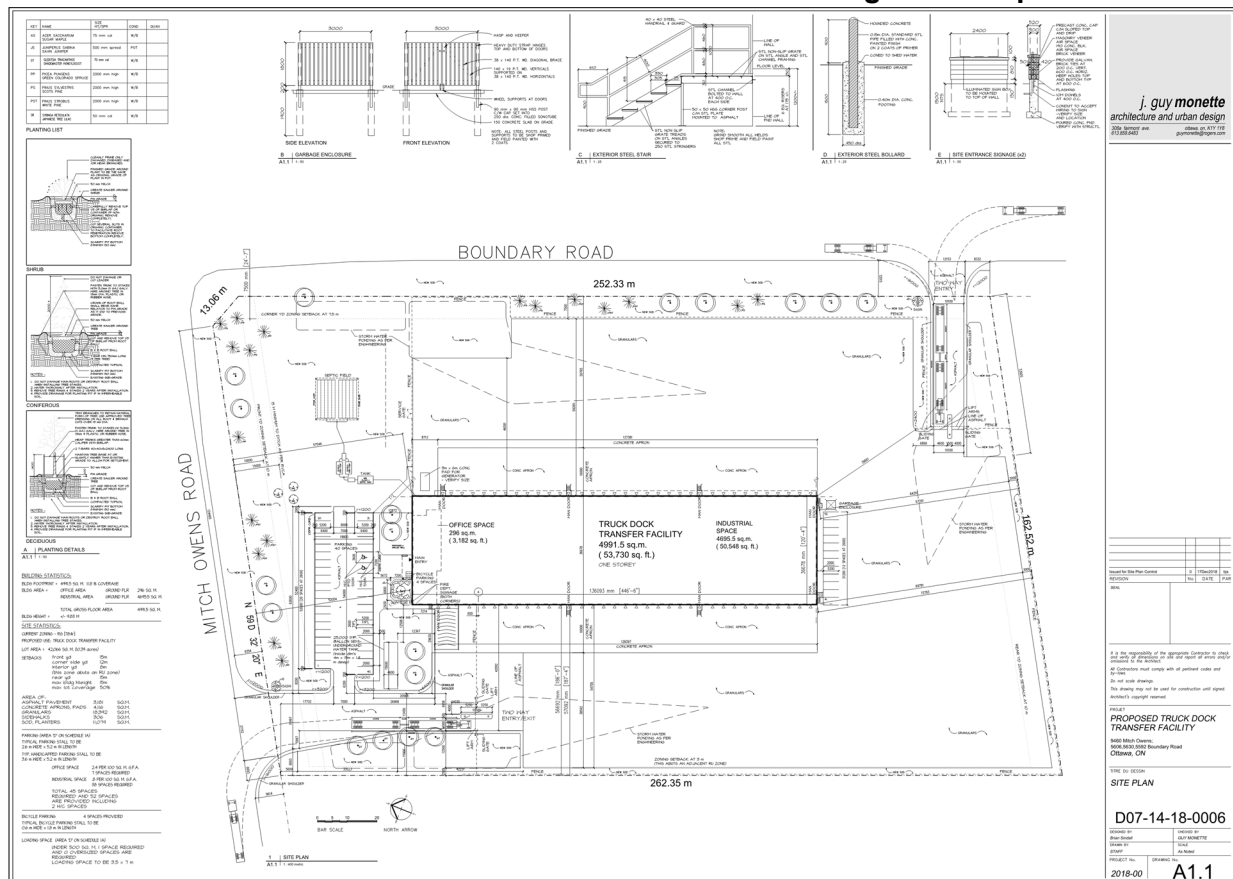
## 2.0 PROPOSED DEVELOPMENT

The Subject Property is currently vacant. The property is proposed to be developed to accommodate a “Trucking Cross-dock Facility” (defined in the Zoning By-law as a ‘truck transport terminal’) as shown on the Site Plan (see Figure 6). A reduced-size version of the Site Plan is included as Appendix A. The primary function of a ‘cross-dock facility’ is to allow goods to be moved from one truck trailer to another through an open warehouse space. Logistics companies use this method to transfer freight between intra-city routes and local trucking routes.

The proposed building will be located generally in the centre of the Subject Property. This building will consist of primarily warehouse space and include accessory office space. Vehicle accesses are proposed off Boundary Road and Mitch Owens Road. Lift arms and a sliding gate will be located at both entrances to the trucking terminal. The stacking area before the sliding gate for both driveways includes adequate space to accommodate a double-tractor trailer within the limits of the Subject Property and outside of the City road allowance.

Fencing is proposed to secure the Trucking Cross-dock Building and surrounding gravel area. A parking lot for 38 parking spaces and plus two accessible parking spaces is proposed adjacent to Mitch Owens Road. All required yards will be fully landscaped except for driveways providing access to the property. A mix of coniferous and deciduous trees are proposed in the yards along Boundary Road and Mitch Owens Road.

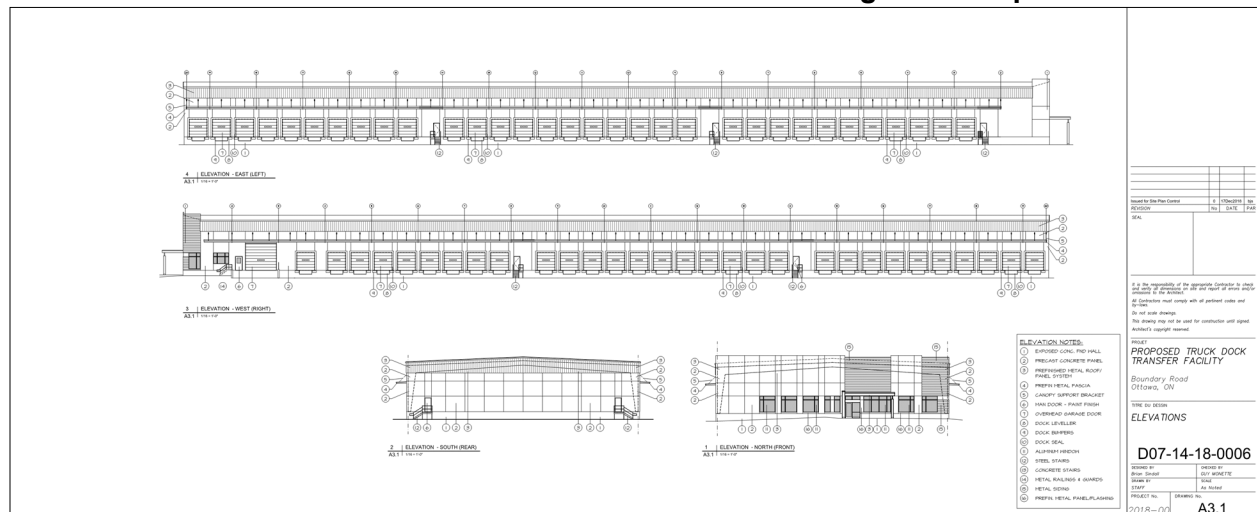
### Figure 6. Proposed Site Plan



Overhead garage doors are located along the east and west elevations of the Trucking Cross-dock Building (see Figure 7). A reduced-size version of the Elevations is included as Appendix B.

The design of the building will include a prefinished metal roof and precast concrete panels. Three access doors will be provided on both the west and east elevations of the building. Two access doors are included on the south elevation. The main entrance, windows, and metal siding is included on the north elevation of the building.

**Figure 7. Proposed Elevations**



### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 224 (the “Official Plan”) was used for reference.

##### 3.1.1 General Rural Area

The Subject Property is located within the rural area of the City of Ottawa. The Subject Property is designated General Rural Area on Schedule A of the Official Plan (see Figure 6). Section 3.7.2 of the OP sets out policies for properties designated General Urban Area.

Policy 1 in Section 3.7.2 of the OP states:

*“General Rural Areas are designated on Schedule A with the intent to provide:*

- 1. A location for agriculture and for those non-agriculture uses that, due to their land requirements or nature of their operation, would not be more appropriately located within urban or Village locations;*

2. For limited amount of residential development by severance and other rural and tourist service uses that do not conflict with a) above."

Figure 8. OP Schedule A Excerpt



The proposed truck transport terminal is a non-agricultural use that may generate a moderate amount of noise, dust, and emissions from vehicles. Due to the nature of the required operations, the proposed truck transport terminal is not more appropriately located within urban or village locations. The proposed development conforms to the intent of the General Rural Area designation.

Policy 2 of Section 3.7.2 prohibits development and site alteration within a natural heritage feature or within 120 metres of a natural heritage feature in the General Rural Area *"unless an Environmental Impact Statement demonstrates that there will be no negative impacts as defined in Section 4.7.8 on the natural feature within the area or their ecological function."* An Environmental Impact Statement was prepared by Kilgour & Associated Limited in support of the Site Plan Control application that demonstrates there are no significant woodlots or significant wildlife habitat for any birds, frogs and/or bats. No negative impacts are anticipated to Species-at-Risk or other natural heritage features as a result of the proposed development.

Section 3.7.2, Policy 5 identifies that a zoning by-law amendment is required where certain uses are proposed in the General Rural Area. Policy 5 states:

*"A zoning by-law amendment will be required where any of the following uses are proposed in General Rural Areas:*

- d) Other new non-residential uses that would not be better located within a Village or Rural Employment Area and which are in keeping with the rural character or those uses that meet the needs of the travelling public, such as a restaurant, gas station, motel, retail of up to 300 square metres of cumulative total gross leasable floor area on a lot; or, similar use;"*

The proposed truck transport terminal is a non-residential use that would not be better located within a designated Village. The proposed development may result in a moderate level of noise, dust or emissions due to the movement of vehicles where granular surface parking areas are proposed. The proposed development would likely not be better located in a Village area due to the incompatibility with primarily residential areas. The location of the Subject Property, having access to two arterial roads as well as Highway 417, makes it a more suitable location than in a Village.

In accordance with Policy 5 of Section 3.7.2, a Zoning By-law Amendment was applied for and approved by City Council in 2014 to rezone the Subject Property to the Rural General Industrial (RG) zone. The RG zone permits a variety of rural industrial uses including a truck transport terminal. The proposed use is permitted within the RG zone and is permitted for the Subject Property.

Official Plan Amendment 180 introduced Rural Employment Areas as a land designation into the City of Ottawa Official Plan in 2017. Policy 5 d) of Section 3.7.2 has been updated to reflect within new designation. A truck transport terminal may be an appropriate use on lands designated Rural Employment Area. Policy 5 d) does not preclude a truck transport terminal being build on lands designated General Rural Area. Being that the Subject Property is zoned to permit the use and is ideally located at the intersection of two rural arterial roads, the proposed development conforms to the policies of the General Rural Area.

### **3.1.2 Review of Development Applications**

Section 4 of the City of Ottawa Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained within the Official Plan. The appropriate policies and related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

Required studies and plans were identified and have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.1 (Site-specific Policies and Secondary Plans), the Subject Property is not located in an area where such plans exist.

Relating to Section 4.2 (Adjacent Land Use Designations), the Subject Property is not adjacent to a significant wetland or habitat, urban area or village, mineral aggregate deposit or agricultural operation.



Relating to Section 4.3 (Walking, Cycling, Transit, Roads and Parking Lots), land use and transportation are closely interrelated. When reviewing development applications, the City will assess the adequacy of the transportation network to meet the needs of the proposed development. A Transportation Impact Assessment (TIA) has been prepared by D. J. Halpenny & Associates Limited, dated December 19, 2018, in support of the proposed development. The TIA states:

*“The TIA Screening Form (Exhibit 1) determined that the site generated trips from the proposed transportation facility did not trigger the requirement for the preparation of a Transportation Impact Assessment (TIA) report. The Screening Form showed that the Safety Trigger was satisfied due to the adjacent roads to the site having a posted speed limit of 80 km./h.”*

The TIA also states: *“Figure 4.1 presents truck turning templates which show the turning movements of transport trucks within the site and at the site accesses.”*

Relating to Section 4.4 (Water and Wastewater Servicing), the Subject Property will be developed on private services.

Relating to Section 4.7 (Environmental Protection), a Phase I Environmental Site Assessment has been prepared by Pinchin dated December 17, 2018. The Phase I Environmental Site Assessment recommends:

*“Based on the results of the Phase I ESA completed by Pinchin, nothing was identified that is likely to result in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.”*

An Environmental Impact Statement was also prepared in support of the proposed Site Plan Control application. The Environmental Impact Statement was prepared by Kilgour & Associated Ltd, dated December 11, 2018. The EIS concludes that: *“no negative impacts are anticipated to listed SAR or other natural heritage features under the proposed property development.”*

Relating to Section 4.8 (Protection of Health and Safety), a Geotechnical Investigation has been prepared by Gemtec, dated December 18, 2018, in support of the Site Plan Control application for the Subject Property.

Relating to Section 4.9 (Energy Conservation Through Design), the proposed truck transport terminal is ideally located with close proximity and access to Highway 417 to provide the efficient inter-city transportation of commercial and retail goods.

Relating to Section 4.10 (Greenspace Requirements), the required front and corner side yards along Mitch Owens Road and Boundary Road respectively will be fully landscaped with soft landscaping including a mix of trees except for required driveways. The Subject Property will provide landscaping in a manner that considers the similar nature of adjacent uses, which are primarily agricultural and industrial.

The proposed development conforms the policies for the review of development applications.

**The proposed development conforms to the policies of the City of Ottawa’s Official Plan.**

### 3.2 City of Ottawa Zoning By-law 2008-250

The Subject Property is currently zoned Rural General Industrial, Rural Exception 784 (RG[784r]) in the City of Ottawa Zoning By-law 2008-250 (see Figure 9).

**Figure 9. Zoning Map**



Sections 219 & 220 of the Zoning By-law set out provisions for the Rural General Industrial zone. The purpose of the RG zone is to:

- “(1) permit the development of light industrial uses in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment in the Official Plan;*
- (2) accommodate a range of light industrial uses and limited service commercial uses for the travelling public; and,*
- (3) regulate development in a manner that respects adjacent land uses and will have a minimal impact on the surrounding rural area.”*

The Site Plan Control application proposes a truck transport terminal on the Subject Property. The proposed truck transport terminal will function to allow goods to be moved from one truck trailer to another through an open warehouse space. Logistics companies use this method to transfer freight between intra-city routes and local trucking routes.

The Subject Property benefits from being located in close proximity to Highway 417 and a large area of rural industrial uses to the north. Development of a truck transport terminal on the Subject Property will provide a light industrial use that serves the need of Ottawa's logistics industry. There are no large residential areas near the Subject Property. Development of a truck transport

terminal on the Subject Property will have minimal impact on the surrounding area as the majority of traffic accessing the facility will be travelling to and from the north via a rural arterial road through a rural industrial area. The proposed development is consistent with the purpose of the Rural General Industrial Zone.

Provision (1) of Section 219 lists the permitted uses in the RG zone. 'truck transport terminal' is listed as a permitted use in the RG zone. The proposed truck transport terminal is a permitted use on the Subject Property.

Rural Exception 784 was added to the zoning of the Subject Property by Zoning By-law Amendment 2014-252. The staff report (dated May 22, 2014) to the Agriculture and Rural Affairs Committee and Council recommending approval of the Zoning By-law Amendment states:

*"As noted early in this report, there exist four parcels that were created by consent. The current RC2 zone provides for provisions specific to the lot areas and yards. The RG provisions do not conform to what exists and, therefore, the provisions of the RC2 zone will be carried over to the new RG zone as an exemption to the Zoning By-law."*

The staff report recommended rezoning the Subject Property to maintain the provisions of the RC2 zone while rezoning the property to the RG zone. Council carried the recommendations of the staff report. The Subject Property was subsequently rezoned with Rural Exception 784. This rural exception includes the zoning provisions for the RC2 zone. Column V – 'Provisions' of Rural Exception 784 lists site-specific zoning provisions applicable to the Subject Property. Column V of Rural Exception 784 states:

- "-minimum lot area: 2000m<sup>2</sup>*
- minimum lot width: 30m*
- minimum front yard setback: 10m*
- minimum interior side yard setback:*
  - i) abutting a residential use or zone: 4.5m*
  - ii) all other cases: 3m*
- minimum rear yard setback: 10m*
- minimum corner side yard setback: 7.5m*
- maximum building height: 11m*
- maximum lot coverage: 30%*
- Landscaping of yards:*
  - required front and corner side yards to be landscaped, except for driveways crossing the front or corner side yard leading to a parking area*
- outdoor storage permitted in interior side and rear yard only; must be screened and concealed from view from abutting streets and from abutting non-commercial or non-industrial zones"*

The proposed development as shown on the Site Plan has been designed to be consistent with the zoning provisions of Rural Exception 784. **The Site Plan Control application is consistent with the provisions of the RG[784r] zone, and will permit development that is compatible with surrounding uses.**

#### **4.0 CONCLUSION**

This Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of the properties at 5592, 5606, & 5630 Boundary Road, 9460 Mitch Owens Road, and an existing road allowance. The Subject Property is proposed to be developed to accommodate a truck transport terminal.

The Site Plan Control application is consistent with the policies of the City of Ottawa Official Plan. The proposed development is compatible with surrounding uses, and consistent with the provisions of the City of Ottawa Zoning By-law. The Site Plan Control application is appropriate and desirable for the development of the Subject Property and represents good land use planning.

#### **NOVATECH**

Prepared by:

  
**Ryan Poulton, M.P.L.**  
**Planner**

Reviewed by:

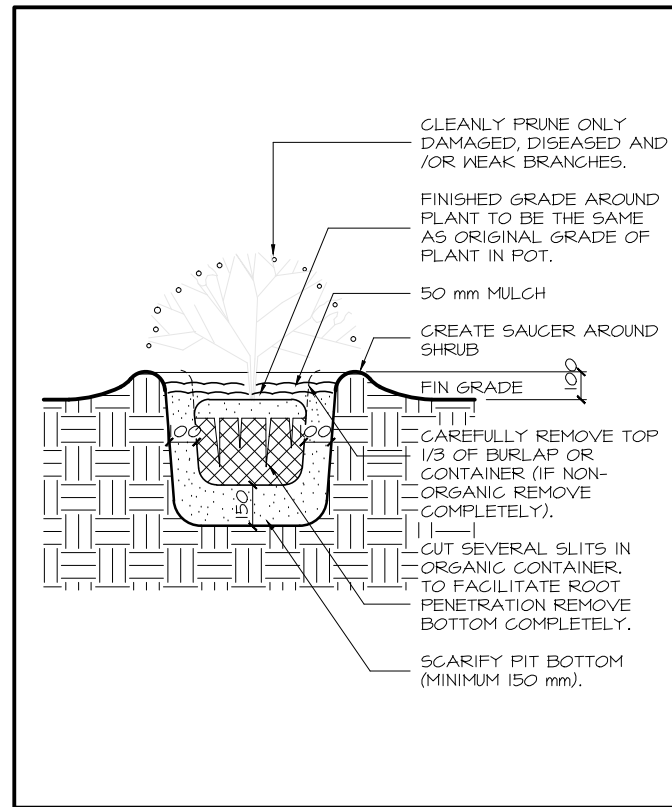
  
**Adam Thompson, MCIP, RPP**  
**Senior Project Manager**



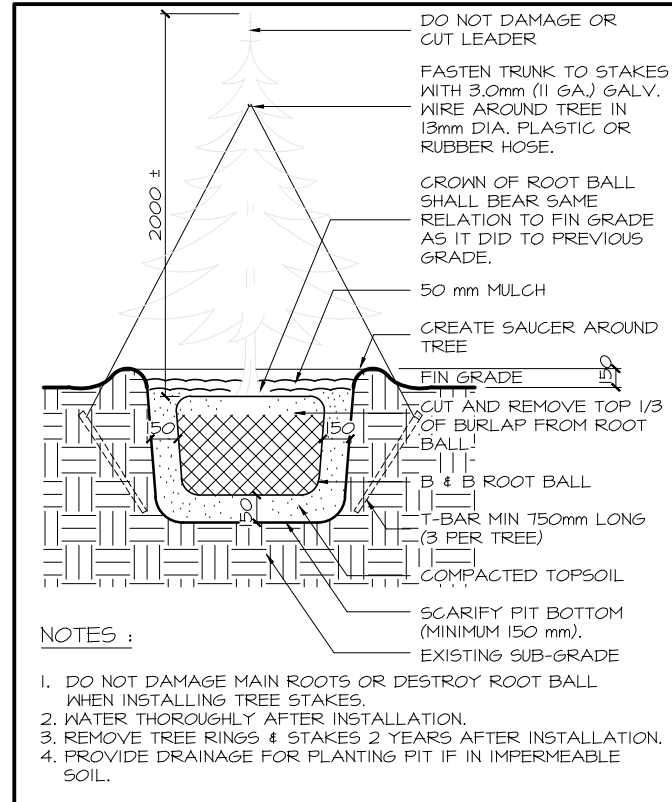
Appendix A:  
Proposed Site Plan

KEY	NAME	SIZE HT/SPR	COND	QUAN
AS	ACER SACCHARUM SUGAR MAPLE	75 mm cal	W/B	
JS	JUNPERUS SABINA SAVIN JUNIPER	500 mm spread	POT	
GT	QUERTUS TRACANTUS SHAGBARK HORNWOOD	70 mm cal	W/B	
PP	PICEA PUNGENS GREEN COLORADO SPRUCE	2000 mm high	W/B	
PS	PINUS SYLVESTRIS SCOTTS PINE	2000 mm high	W/B	
PST	PINUS STROBUS WHITE PINE	2000 mm high	W/B	
SR	SYRINGA RETICULATA JAPANESE TREE LILAC	50 mm cal	W/B	

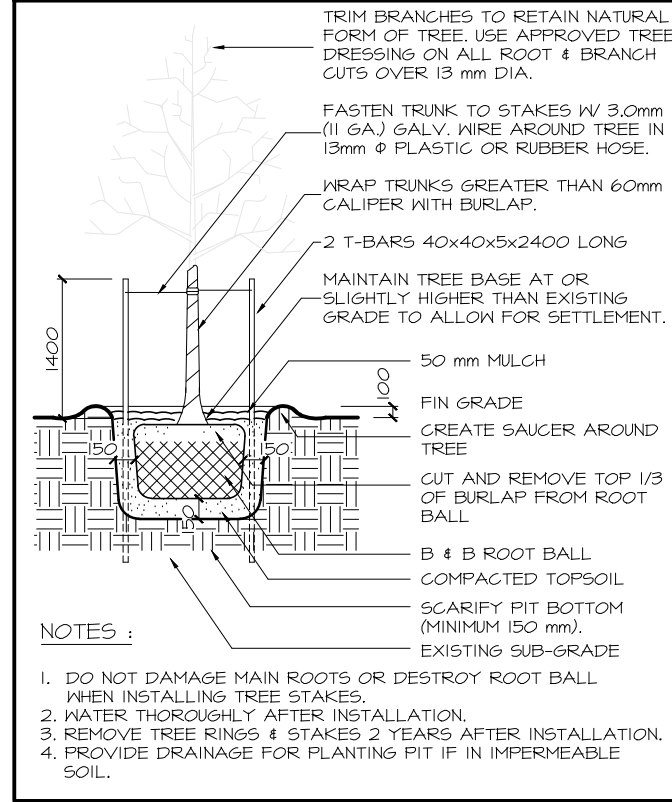
#### PLANTING LIST



#### SHRUB



#### CONIFEROUS



#### DECIDUOUS

#### A | PLANTING DETAILS

A1.1 | 1:50

#### BUILDING STATISTICS:

BLDG FOOTPRINT =	4491.5 SQ. M. 11.8 % COVERAGE	
BLDG AREA =	OFFICE AREA	GROUND FLR 246 SQ. M.
	INDUSTRIAL AREA	GROUND FLR 4645.5 SQ. M.
	TOTAL GROSS FLOOR AREA	4491.5 SQ. M.
BLDG HEIGHT =	±/ 4.83 M	

#### SITE STATISTICS:

CURRENT ZONING - R6 [104']

PROPOSED USE: TRUCK DOCK TRANSFER FACILITY

LOT AREA = 42,066 SQ. M. (10.34 acres)

SETBACKS	front yd	15m
	corner slide yd	12m
	interior yd	8m
	(this zone abuts an RU zone)	
	rear yd	15m
	max bldg ht/ght	15m
	max lot coverage	50%

AREA OF:		
ASPHALT PAVEMENT	3,181	SQ.M.
CONCRETE APRONS, PADS	4,116	SQ.M.
GRANULARS	10,542	SQ.M.
SIDWALKS	304	SQ.M.
SOD, PLANTERS	11,074	SQ.M.

#### PARKING (AREA D' ON SCHEDULE (A))

TYPICAL PARKING STALL TO BE 2.6 m WIDE x 5.2 m IN LENGTH

TYP. HANDICAPPED PARKING STALL TO BE 3.6 m WIDE x 5.2 m IN LENGTH

OFFICE SPACE	24 PER 100 SQ. M. 6 F.A. 1 SPACES REQUIRED
INDUSTRIAL SPACE	3 PER 100 SQ. M. 6 F.A. 30 SPACES REQUIRED
TOTAL 45 SPACES REQUIRED AND 52 SPACES ARE PROVIDED INCLUDING 2 H/V SPACES	

#### BICYCLE PARKING

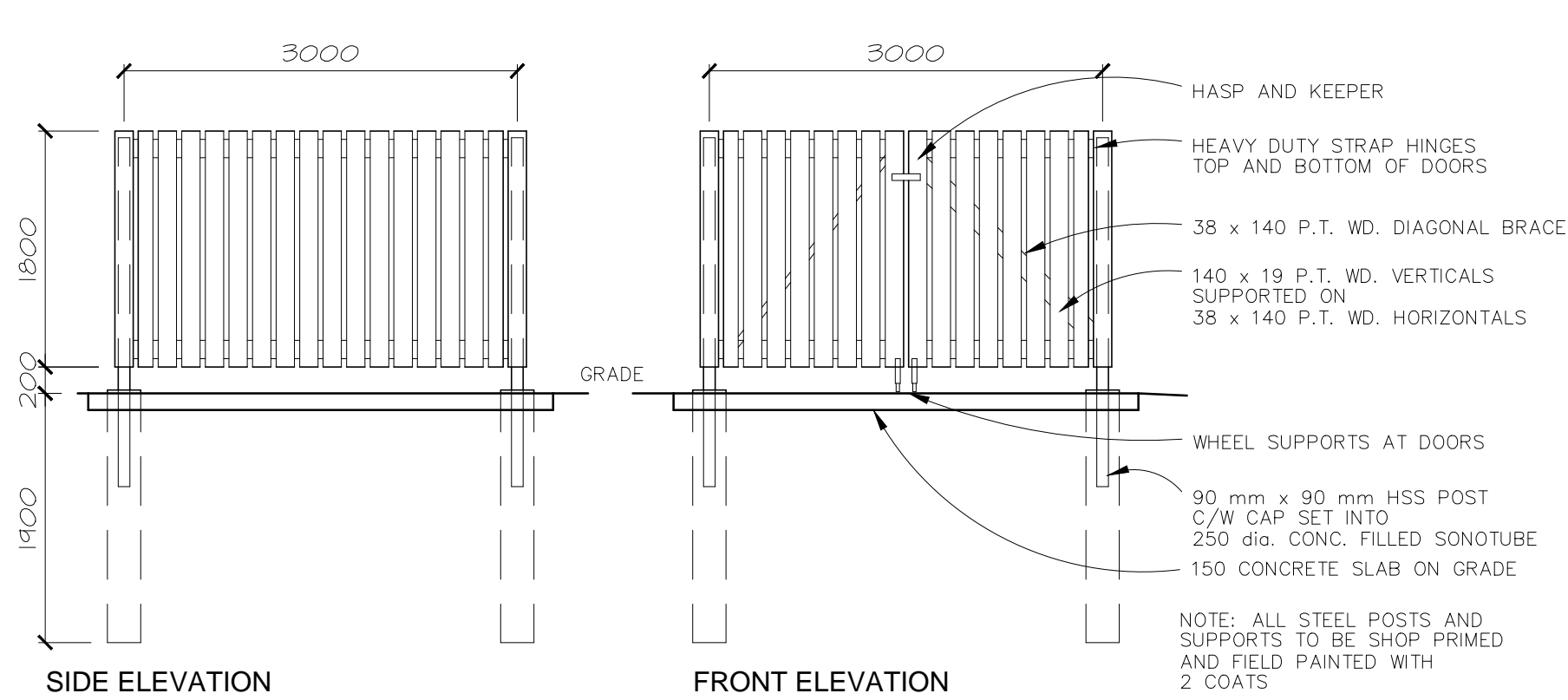
4 SPACES PROVIDED

TYPICAL BICYCLE PARKING STALL TO BE 0.6 m WIDE x 1.8 m IN LENGTH

#### LOADING SPACE (AREA D' ON SCHEDULE (A))

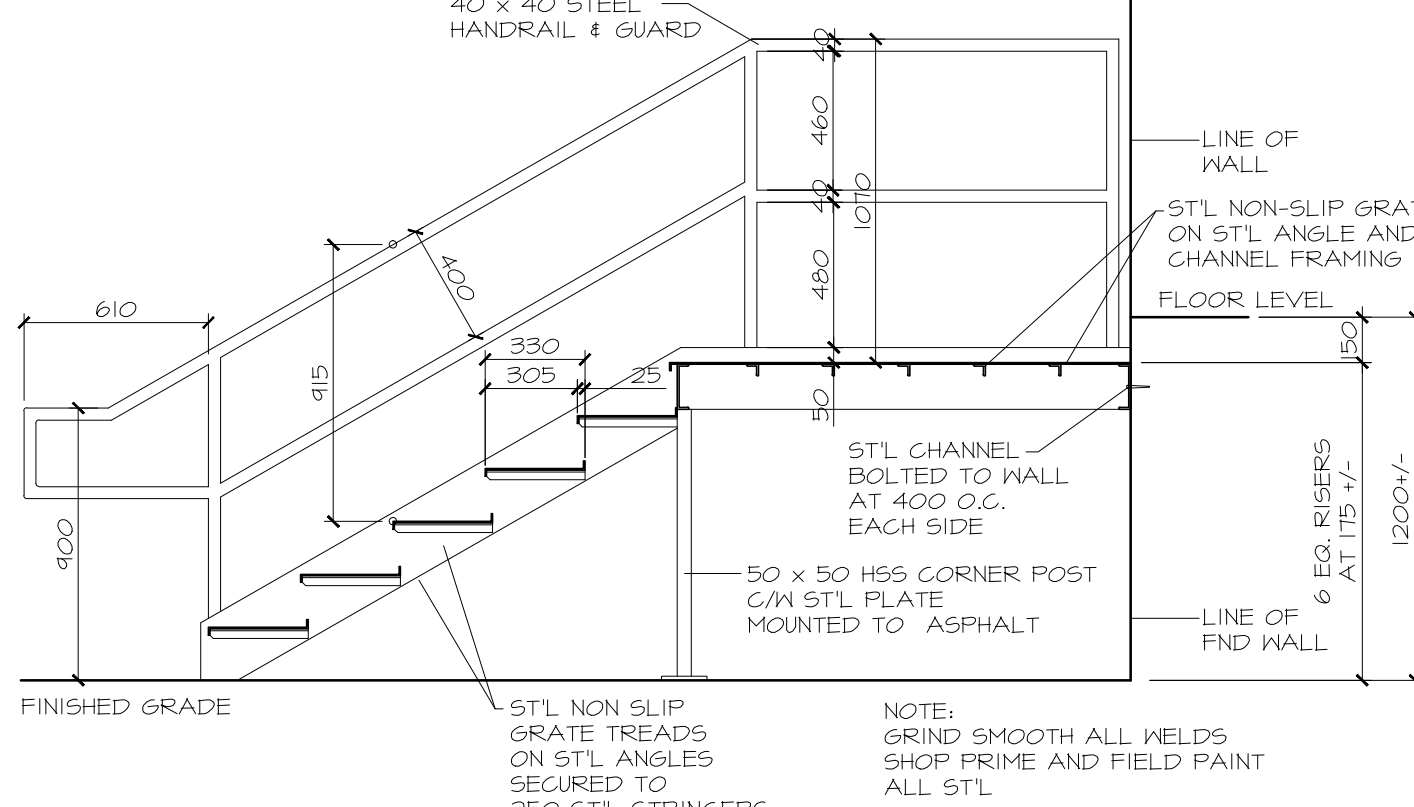
UNDER 500 SQ. M, 1 SPACE REQUIRED AND 0 OVERSIZED SPACES ARE REQUIRED

LOADING SPACE TO BE 3.5 x 7 m



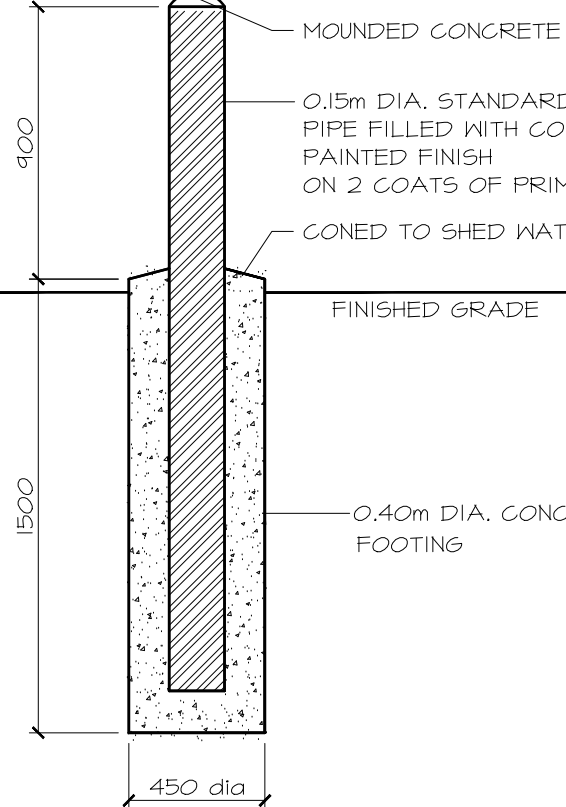
#### B | GARBAGE ENCLOSURE

A1.1 | 1:50



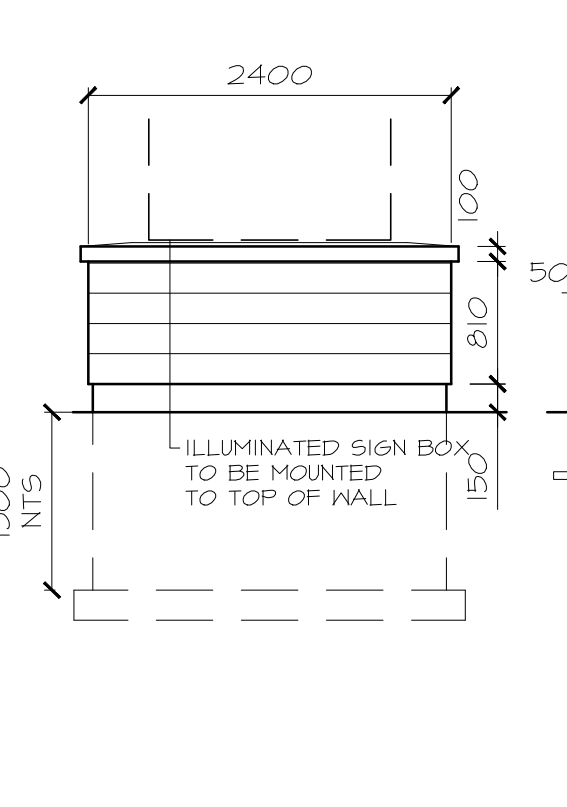
#### C | EXTERIOR STEEL STAIR

A1.1 | 1:25



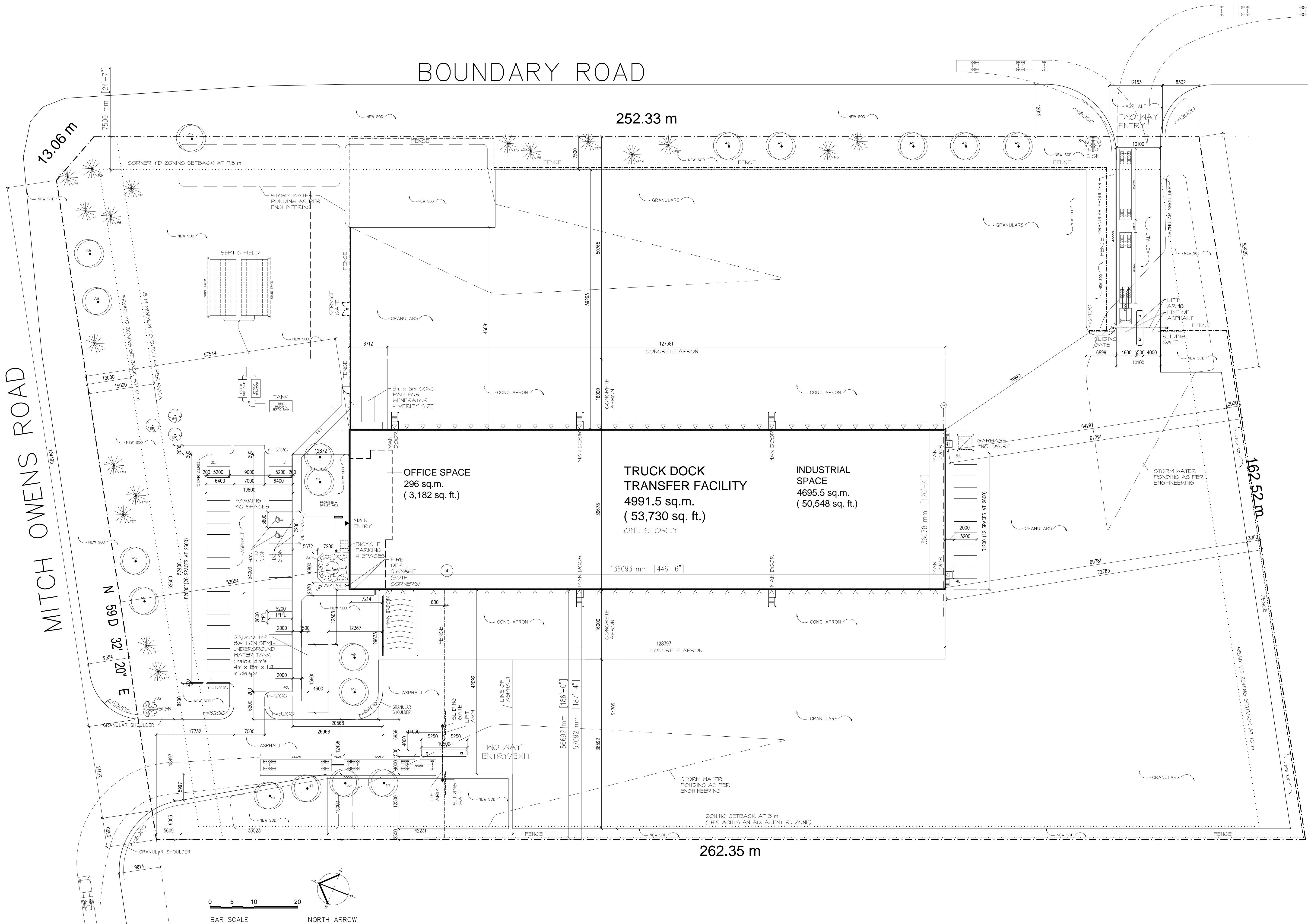
#### D | EXTERIOR STEEL BOLLARD

A1.1 | 1:25

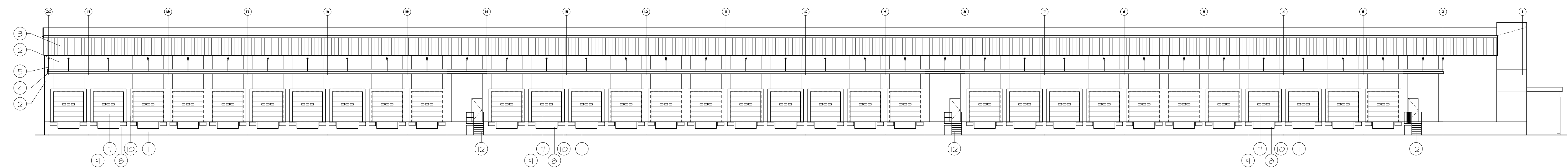


#### E | SITE ENTRANCE SIGNAGE (x2)

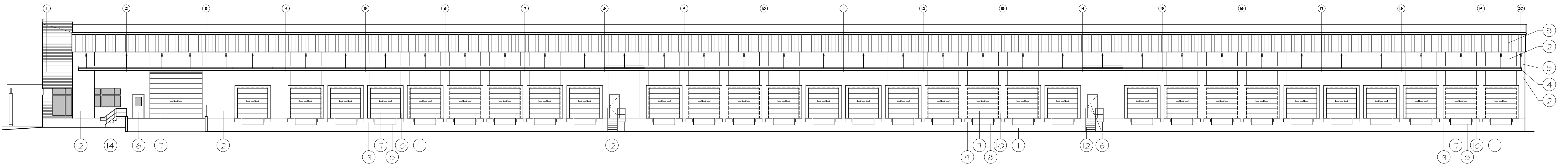
A1.1 | 1:50



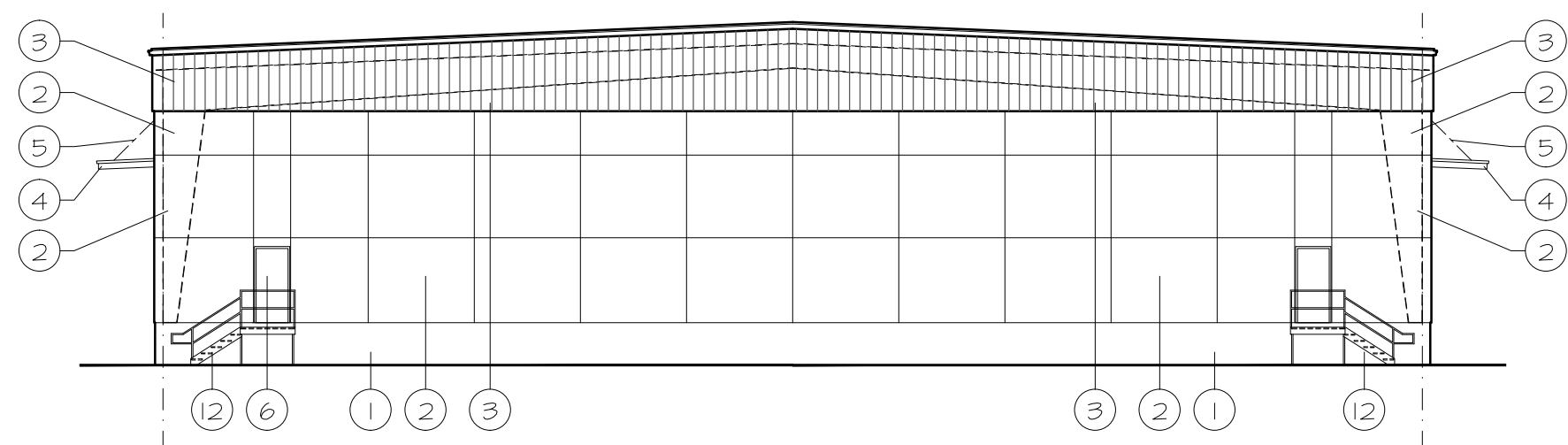
Appendix B:  
Proposed Elevations



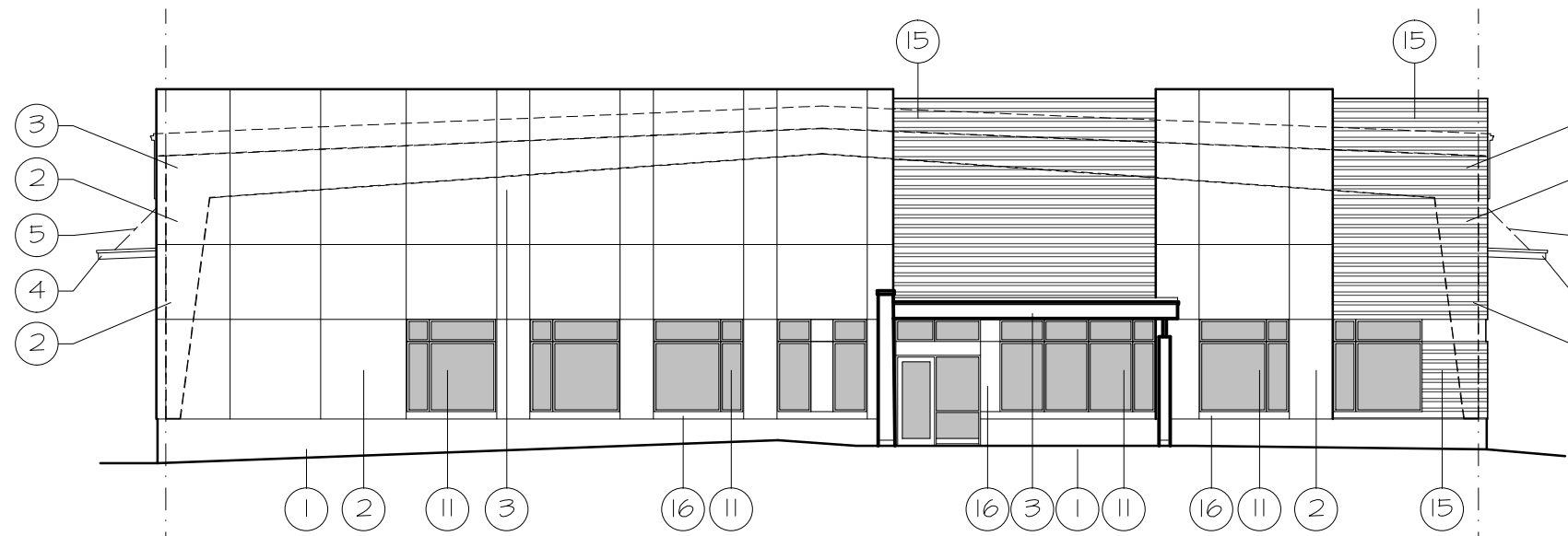
4 | ELEVATION - EAST (LEFT)  
A3.1 | 1/16" = 1'-0"



3 | ELEVATION - WEST (RIGHT)  
A3.1 | 1/16" = 1'-0"



2 | ELEVATION - SOUTH (REAR)  
A3.1 | 1/16" = 1'-0"



1 | ELEVATION - NORTH (FRONT)  
A3.1 | 1/16" = 1'-0"

ELEVATION NOTES:

- 1 EXPOSED CONG. FND WALL
- 2 PRECAST CONCRETE PANEL
- 3 PREFINISHED METAL ROOF/  
PANEL SYSTEM
- 4 PREFIN METAL FASCIA
- 5 CANOPY SUPPORT BRACKET
- 6 MAN DOOR - PAINT FINISH
- 7 OVERHEAD GARAGE DOOR
- 8 DOCK LEVELLER
- 9 DOCK BUMPERS
- 10 DOCK SEAL
- 11 ALUMINUM WINDOW
- 12 STEEL STAIRS
- 13 CONCRETE STAIRS
- 14 METAL RAILINGS 4 GUARDS
- 15 METAL SIDING
- 16 PREFIN. METAL PANEL/FLASHING

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REVISION No DATE PAR

SEAL

It is the responsibility of the appropriate Contractor to check and verify all dimensions on site and report all errors and/or omissions to the Architect.

All Contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

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PROJET  
PROPOSED TRUCK DOCK  
TRANSFER FACILITY

Boundary Road  
Ottawa, ON

TITRE DU DESSIN  
ELEVATIONS

D07-14-18-0006

DESIGNED BY  
Brian Sindall  
DRAWN BY  
STAFF  
PROJECT No.  
2018-00

CHECKED BY  
GUY MONETTE  
SCALE  
As Noted  
DRAWING No.  
A3.1