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Planning Rationale and Design Brief

DYT3 – 2625 Sheffield Road

Prepared by:

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Date: October, 2022

Project #: 60648725

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Revision History

Rev #	Date	Revised By:	Revision Description

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October 13, 2022

Project #
60648725

Dear Mr. Unseth:

Subject: Planning Rationale and Design Brief
DYT3 – 2625 Sheffield Road

Please find our Planning Rationale and Design Brief for the above noted project in support of Site Plan Approval.

Our report summarizes the planning and urban design requirements provided in the terms of reference from the Pre-Consultation process for this site. The components of the proposed development of the site satisfies the Official Plan, and Zoning By-Law requirements. The report incorporates the finalized Site Plan, architectural, and landscape drawings to show the plan is complete and constructible.

Should you have any questions, comments, or concerns, please do not hesitate to contact the undersigned.

Sincerely,
AECOM Canada Ltd.

Milan Kuljanin, P.Eng
Project Manager
Milan.kuljanin@aecom.com

Statement of Qualifications and Limitations

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- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports.
- may be based on information provided to AECOM which has not been independently verified.
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made, or issued.
- must be read as a whole and sections thereof should not be read out of such context.
- was prepared for the specific purposes described in the Report and the Agreement; and
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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13

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1. Introduction

AECOM Canada Ltd. Has been retained to file an application for Site Plan Approval (the 'Applicant') for the proposed re-development of an existing warehouse and distribution facility at 2625 Sheffield Road (the 'Site') in the City of Ottawa (the 'City'). The subject property is legally described as ***Lot 24, CON 3 on Ottawa River, City of Ottawa***. The purpose of the Planning Rationale and Design Brief is to provide planning justification in support of the site plan control application for the site.

2. Project Background and Overview

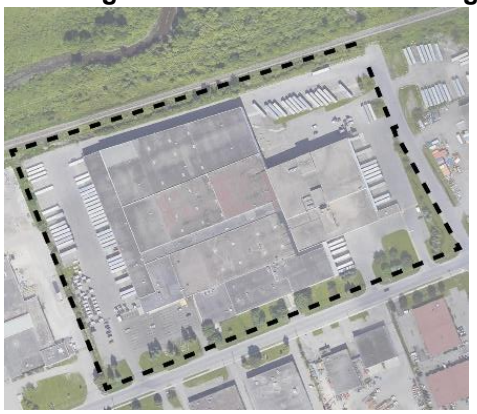
The existing site is located at 2625 Sheffield Road, which is located in the south-east corner of the City of Ottawa. The site is bound by Humber Place to the south, Sheffield Road to the west, VIA rail lines to the east and adjacent property to the north. Access to the site is by five driveway entrances from Sheffield Road, and three driveway entrances from Humber Place. Entrances along Sheffield Road will remain unchanged and entrances along Humber Place will be reduced to one entrance. The 7.06 ha site currently contains a one-storey industrial building currently used for industrial (heavy) zoning for warehousing and distribution. The existing site is fully serviced with an existing water, sanitary and storm connection to municipal infrastructure on Sheffield Road and Humber Place.

A pre-consultation meeting was held in August 2022 with city staff to review submission requirements for a Site Plan Control application, for which AECOM has received the meeting minutes, notes, and submission requirements for the site.

The proposed redevelopment of the site involves a complete demolition of all existing site work and the existing building to prepare the site for a new Logistics Delivery Station Facility complete with new parking, loading docks, storm water management system and a robust landscaping design in compliance with applicable zoning by-law and local regulations.

The subject property location is shown in **Figure 1**.

Figure 1: Existing Site Location and Bounding Streets



2.1 Proposed Use

The proposed use for the site is a new logistics Delivery Station which fulfills customer orders. The tenant specializes in “last mile” delivery of customer orders. Packages are shipped to the Delivery Station from large distribution centers. Packages arrive from line haul trucks, are sorted based on postal codes, and loaded into delivery vans operated by delivery service providers or personal vehicle operators.

Delivery stations operate 24/7, with sortation activity done early in the morning when the line haul trucks arrive with customer packages. At this proposed facility, the tenant anticipates approximately five lane haul trucks delivering packages to the Delivery Station between approximately 8pm and 7am. Packages are sorted by routes and placed onto movable racks. Sorting occurs in primarily two shifts, with the first occurring between 8:00 PM and 5:00 AM and second occurring between 6:30 AM to 12:30 PM with approximately 150 associates entering and departing between those times depending on the time of year.

The design for the building consists of four interior components, an office, a receiving and sorting area, a delivery van staging, and a delivery van loading area. The first shift of delivery drivers arrives at the delivery station at approximately 6:30 AM. Delivery vans will queue in the interior van staging area until they are ready to be loaded. Once they reach the loading area, delivery drivers load their delivery van and depart to deliver packages directly to customers. Each delivery wave takes about 30 minutes to load and depart. As a wave of vans prepare to depart, a new wave of vans queue and prepare for loading. The last wave of delivery drivers departs the site around 1:00PM.

2.2 Project Description

The subject property is zoned industrial (heavy) which the stated purpose is to:

> *“permit a wide range of industrial uses, including those which, by their nature, generate noise, fumes, odours, and are hazardous or obnoxious, in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable;”*

The following uses are permitted in the IH zone:

- Warehouse
- Light Industrial Uses
- Parking Lot
- Drive-through facility
- Truck Transport Terminal

The Official Plan land use designation for this property is to remain the same for the site, as an Official Plan Amendment is not being pursued.

The site is not proposed to be re-zoned or require amendments to the existing zoning bylaws. Table 1, below, illustrates the required and provided performance provisions under the IG3 zoning designation.

Table 1: Site Zoning Requirements

Site			
Lot Area	70,635 m2		
Lot Frontage	Existing to Remain		
Minimum Lot Area	4000m^2		
Minimum Lot Width	N/A		
Maximum Lot Coverage	N/A		
Maximum Floor Space Index	2, unless otherwise shown on zoning maps		
Building Setbacks (min)	**Required (minimum)**	**Proposed**	
Front & Corner Yard	7.5m	10.3m	
Side Yard	7.5m	51.4m	
Easements and Usage			
Zoning	**Existing**	**Proposed**	
	IH, Warehousing/Distribution	Existing to Remain	
Building			
Building Coverage	35%		
Building Height	Required	Proposed	
	Max 22m	13.64m	
Number of Units incl. floor area of each unit	Required	Proposed	
	1	1	
Gross Floor Area (GFA)	Existing	Proposed	
	33,472m^2	24,484m^2	
Parking			
Notes	Areas for Minimum Parking Space Reqs = Area C		
Parking Rate (Light Industrial Use)	0.8 / 100m^2 for first 5000m^2 GFA 0.4 / 100m^2 above 5000m^2 GFA		
Total Parking Spaces Required	154 spaces		
Total Parking Spaces Provided	884 spaces		
Total Accessible Parking Space Required	Type A	Type B	Total
	3 spaces	4 spaces	7 spaces
Total Accessible Parking Space Provided	Type A	Type B	Total
	3 spaces	4 spaces	7 spaces
Bicycle Parking Rate	1 / 2000m^2 GFA = 12.22 total		
Bicycle Parking Provided	17 spaces		
Bicycle Parking Dimensions	Horizontal Orientation = 0.6m x 1.8m Vertical Orientation = 0.5m x 1.5m		
Loading			
Total Number of Loading Spaces Required	25000m2 and over = 3 spaces (heavy industrial/warehouse)		
Total Number of Loading Spaces Provided	10 loading doors		
Exterior Site			
Landscape Buffer Strip (min)		Required	Provided
	Abutting a residential or institutional zone	7.5m	N/A
	Measured from any other lot line	3m	3m
Landscape Percentage	10.8%		
Asphalt/Hard Surface Area	54.5%		

2.3 Supporting Studies Summary

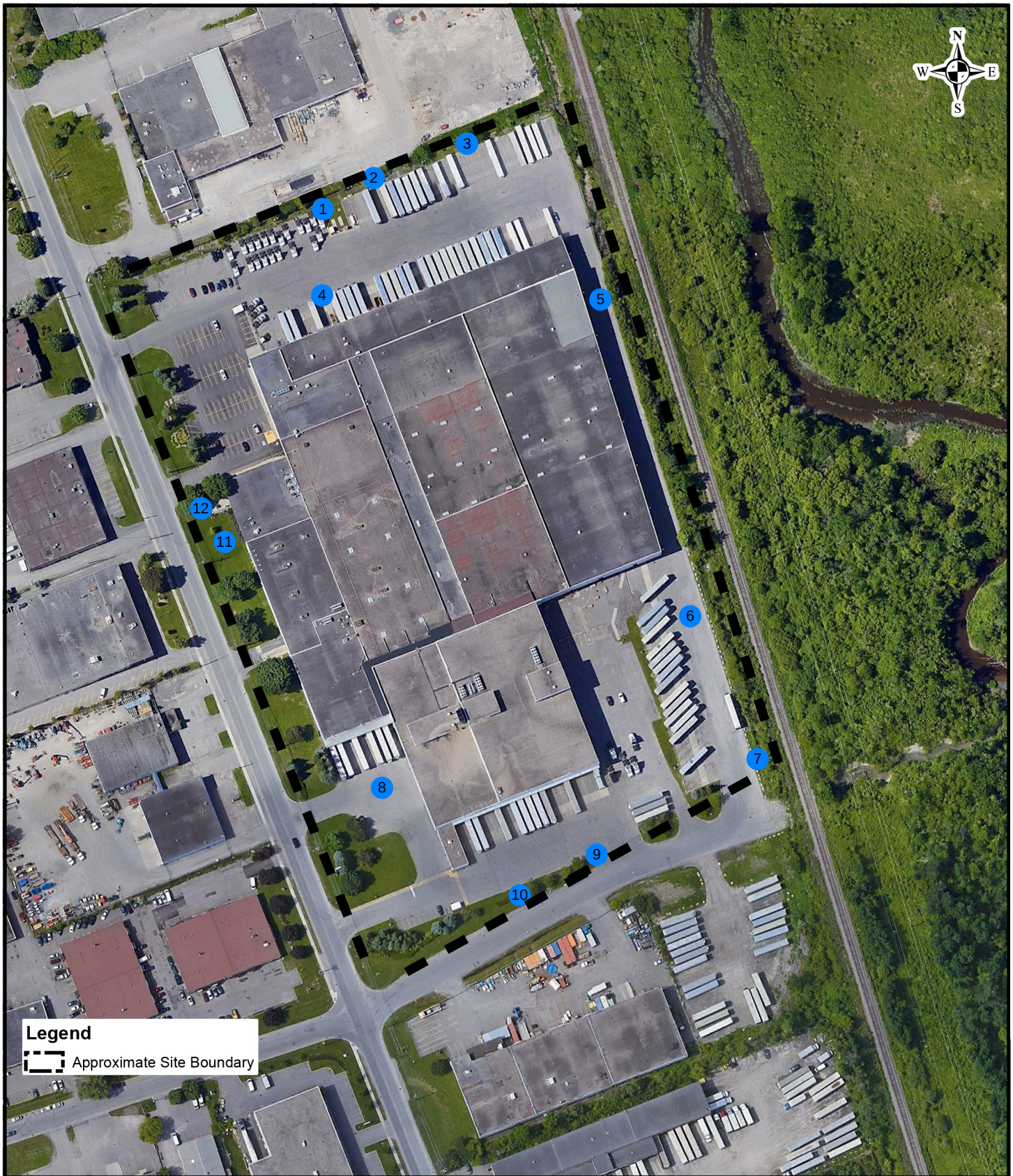
As per the study and plan identification list, please find the following enclosed in support of the Design Brief and this application:

- Site Plan Control Application Form
- Site Plan, prepared by AECOM Canada Ltd.
- Architectural Plans, prepared by AECOM Canada Ltd.
- Geotechnical Investigation Study, prepared by AECOM Canada Ltd.
- Landscape Plan, prepared by AECOM Canada Ltd.
- Grading Plan & Erosion Sediment Control Plan, prepared by AECOM Canada Ltd.
- Site Servicing Plan, prepared by AECOM Canada Ltd.
- Site Servicing Report, prepared by AECOM Canada Ltd.
- Tree Conservation Report, prepared by AECOM Canada Ltd.
- Site Lighting Plan and Certification Letter, prepared by AECOM Canada Ltd.
- Legal Survey by Fairhall and Moffatt Limited
- Transportation Impact Assessment prepared by AECOM Canada Ltd.
- Phase 1 and 2 Environmental Site Assessment (ESA) prepared by Geosyntec Consultants

It was confirmed via pre-consultation comments received on September 7, 2022 that the City of Ottawa does not require a Noise Study to be done.

3. Design Brief

Context Analysis
Key destinations and linkages within a 100m radius of the site located at 2625 Sheffield Road include bus stops along Sheffield Road and a bus stop near the intersection of Sheffield Road and Humber Place. The surrounding area contains various buildings and industrial zoning. Existing site conditions and surrounding context is illustrated below on the Context Plan and on the existing conditions and removals plan (sheet C101).



	Project 2625 SHEFFIELD ROAD OTTAWA ONTARIO, CANADA	Figure Title FIGURE 2 CONTEXT PLAN	Project No. 60634622 Date February 2021 Scale N.T.S.	Appendix

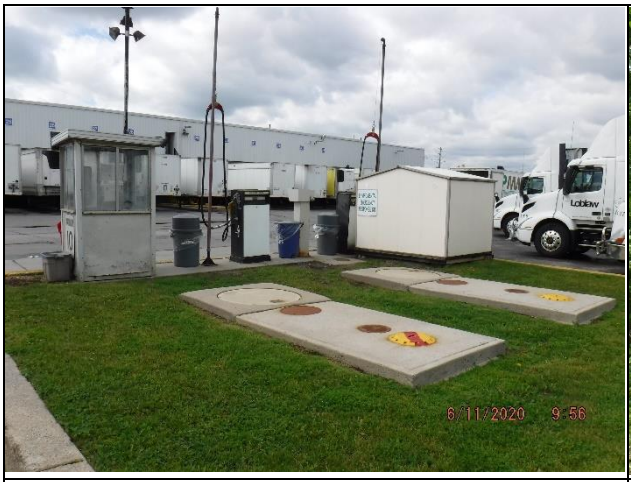


Photo 1: Existing Fuel Station

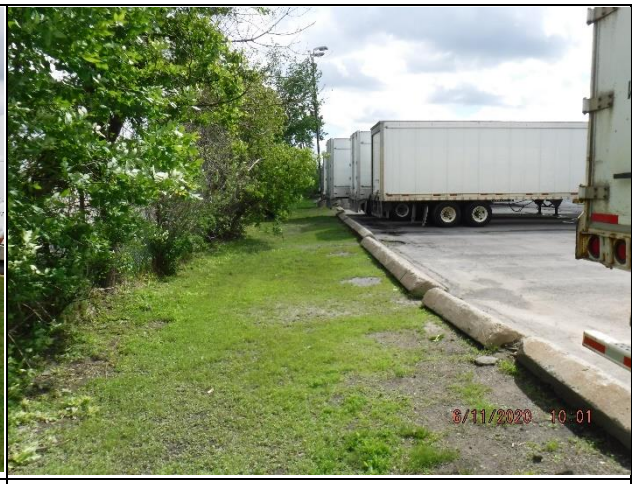


Photo 2: Existing Truck Parking along Fence line

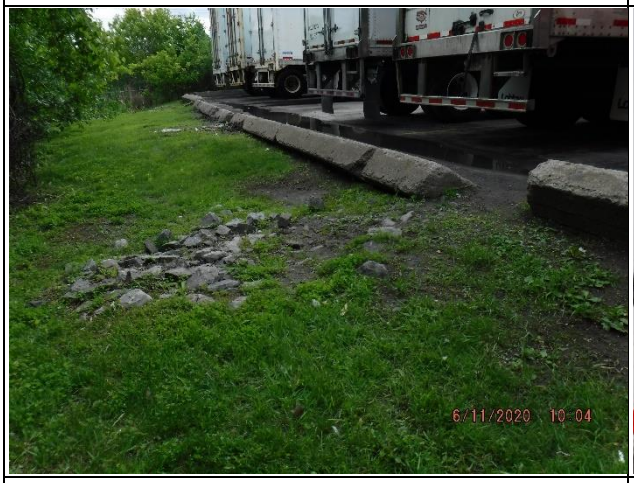


Photo 3: Existing Landscape

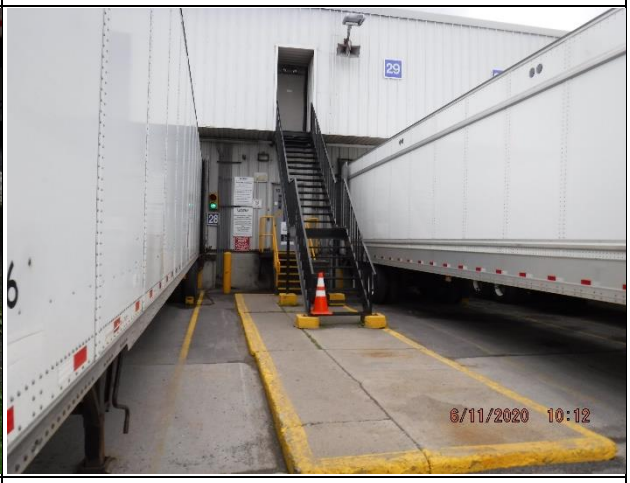


Photo 4: Existing Building Entrance

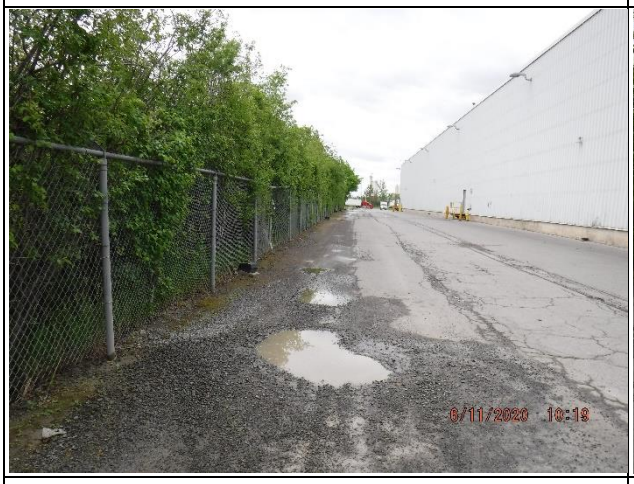


Photo 5: Existing Site Perimeter Fence

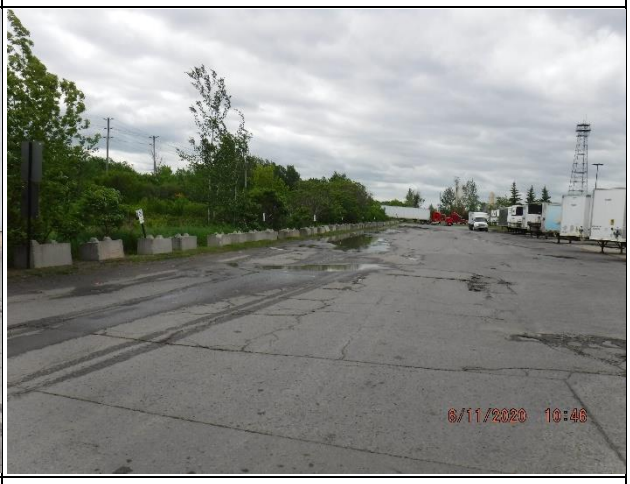


Photo 6: Existing Parking Lot

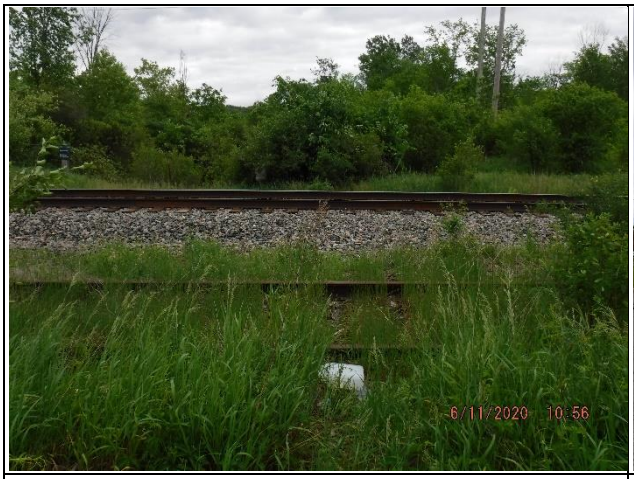


Photo 7: Existing Train tracks behind Site

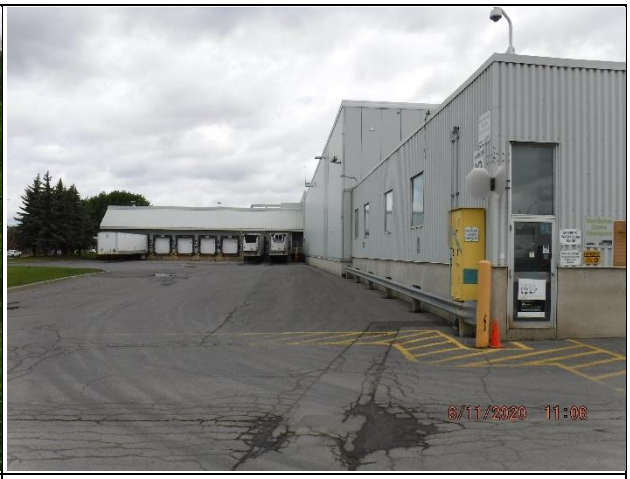


Photo 8: Existing Parking Lot

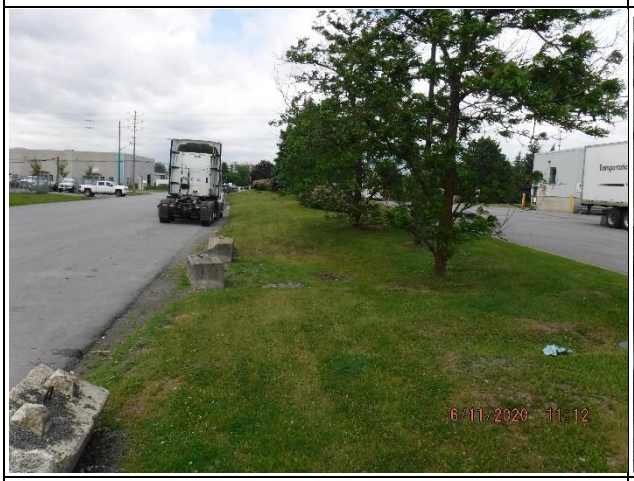


Photo 9: Existing Landscape along Humber Place

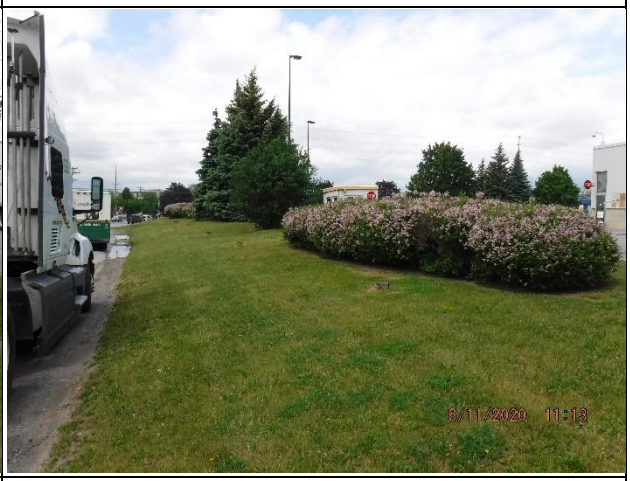


Photo 10: Existing Landscape along Humber Place

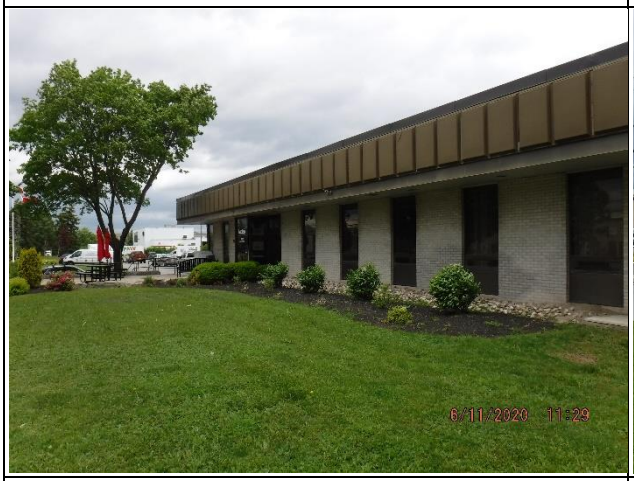


Photo 11: Existing Landscape at Front Entrance to Office

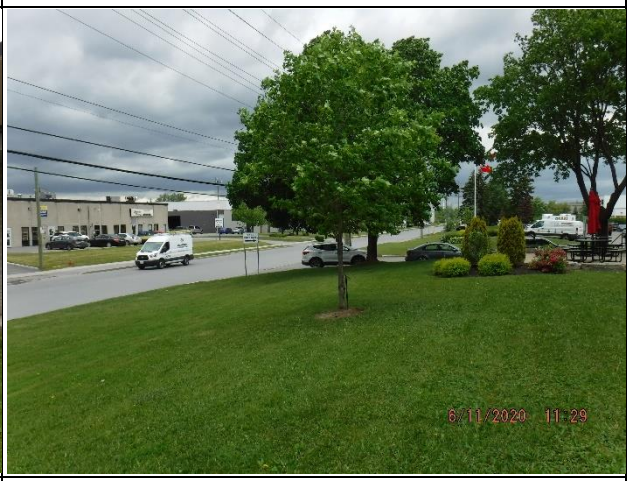


Photo 12: Existing Landscape at Front Entrance

Massing and Scale
For modification to grading please refer to the grading plan on C102.

Public Realm
The existing streetscape along Humber Place will be modified to reduce the access and egress points to the site from three to two and the access and egress points along Sheffield Road will be reduced from five to four. Many existing trees are to be removed along the property line due to construction and grading.

The portion of the site visible to the public along Sheffield Road and Humber Place will be heavily landscaped with new shade trees, perennials and ornamental grasses providing shade and a welcoming addition to the parking lot and building.

The addition of a new bicycle rack and bench will be installed near the entrance to the office portion of the building, providing storage and options for alternative transportation to the site. The proposed courtyard at the front of the building provides seating options, including an accessible table and vegetation that provides screening between the seating area and the smoker shelter.

Building Design
The proposed exterior architectural details and design are shown on the architectural elevation drawings. The proposed facility is clad in a robust and attractive pre-cast concrete façade with appropriate branding to align with the new tenant's international design standards. The proposed regrading of the site is extremely minor and has been tailored to suit optimum safety and dividing traffic flow between tractor trailers, associate vehicle and van traffic. The facility has been designed to allow delivery vans to enter the building for a complete interior queuing and loading solution, limiting disturbance to neighbours and providing a safe interior loading area for associates year-round. Ample interior and exterior amenities have been provided for associates, including a main and remote breakroom, ablution rooms, wellness rooms, outdoor amenity area and bench seating, exterior smoke shelter and exterior ride share shelter to promote carpooling and ride share programs. Direct access to the re-establish bus stop has also been provided for associate convenience and to promote the use of public transit.

Sustainability
The inclusion of native species within the landscape planning includes plant selections that support wildlife and birds, contributing to the reduction of invasive and non-native species within the community. The building roof has been designed to accommodate future PV systems and a robust infrastructure design has been provided to accommodate potential for future EV charging on site for the entire van fleet.

The proposed stormwater management facilities will consist of oil/grit separators and an underground chamber storage systems (StormTech MC-3500 systems or approved equivalent) with the capacity to accept surface runoff up to and including the 100-year storm event for the proposed parking lot area and provide water quality treatment prior to discharging downstream. The chamber storage systems will consist of storage chambers with clear stone granular material bedding, surrounded by an impermeable liner to discourage infiltration of runoff from the parking lot area. The proposed underground chamber storage systems will then ultimately discharge to the municipal infrastructure on Leeds Road. Runoff from the roof area will be collected and discharges into a proposed infiltration basin to store up to 10mm depth of runoff. The proposed infiltration basins will consist of 50mm diameter clear stone, with an overflow outlet to the proposed on-Site storm sewer system.

4. Conclusions

This Planning Rationale and Design Brief has been prepared in support the site plan control application for the parking lot reconfiguration of the existing site located at 2625 Sheffield Road in the City of Ottawa. Based on the

information received from the pre-consultation comments, and discussions with City staff, it is our understanding that the proposed development is compliant with the planning policies and zoning requirements of the City's Official Plan, Zoning By-Law and that the project represents an appropriate land use and scale on the subject property.

Contact

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