

# WARE MALCOMB

ARCHITECTURE  
PLANNING  
INTERIORS

CIVIL ENGINEERING  
BRANDING  
BUILDING MEASUREMENT

## 575 DEALERSHIP DRIVE DESIGN BRIEF

## Section 1

Type of application – Site plan application and minor rezoning application

Legal Description – Part of Lot 17, Concession 4 (Rideau Front) in the Geographic Township of Nepean

Municipal Address – 575 Dealership Dr.

Purpose of the Application – To facilitate the redevelopment of the property for two shell warehouse structures which will be subdivided for light industrial uses. The property fronts Citigate Drive with Dealership Drive dead ending on the southeastern corner of the property. Currently, Citigate Drive ends at the northern side of the property, however it is anticipated that with the development of the properties to the north, that Citigate Drive will connect through.

The property's western side fronts on the 416. The planning of the site has taken into account the required 14 meter setback from the 416. The site slopes up from Citigate Drive 13+- meters with the 416 higher than the building site.

Vision Statement and Goals of the Project – With the construction of the Amazon facility to the North, this area, originally zoned for Prestige Office has quickly become a new location for warehousing and logistics with up to date, light industrial structures with clear interior heights meant to accommodate modern enterprises. The siting of the buildings reflects the geometry of the site to maximize building area and to optimize the views of visitors and passers-by on the highway: the fronts of the buildings face Citigate and the 416 respectively, while the truck courts for both buildings are located on the interior of the site, not visible from either Citigate or the 416.

In response to the severe change in grade, the two buildings (referred to on drawings and in the submission as A and B) are set at different elevations, A (along Citigate) being lower and B (facing the 416) being set higher.

## Response to City Documents

Official Plan – As discussed in the Preconsultation meeting held Tuesday, July 12, 2022:

*The City's new Official Plan permits 'warehousing' on the subject property in its land-use policies, however the new OP has yet to be approved by the Ministry and thus is not in full force and effect. An application to rezone the property to permit warehousing can be circulated, with comments provided to the applicant, but will be put on hold until such time as the new OP is in full force and effect, thus allowing the rezoning application to advance to the City's Planning Committee.*

*South Nepean Secondary Plan (Area 10) will likely not be in effect when the new Official Plan is adopted, however the plan does outline Principles for Design and Development for properties in proximity to Highway 416 to enhance buildings that are visible from the highway (Section 3.0): <https://ottawa.ca/en/planning-development-and-construction/official-plan-and-master-plans/official-plan/volume-2a-secondary-plans/former-nepean/south-nepean-urban-area/areas-9-and-10#section-3-0-urban-design-policies>*

*There also appears to be a reserve along the eastern boundary of the property adjacent to Citigate Drive which would need to be removed with a Lifting of 30cm Reserve application with an associated Site Plan Control application prior to site plan registration.*

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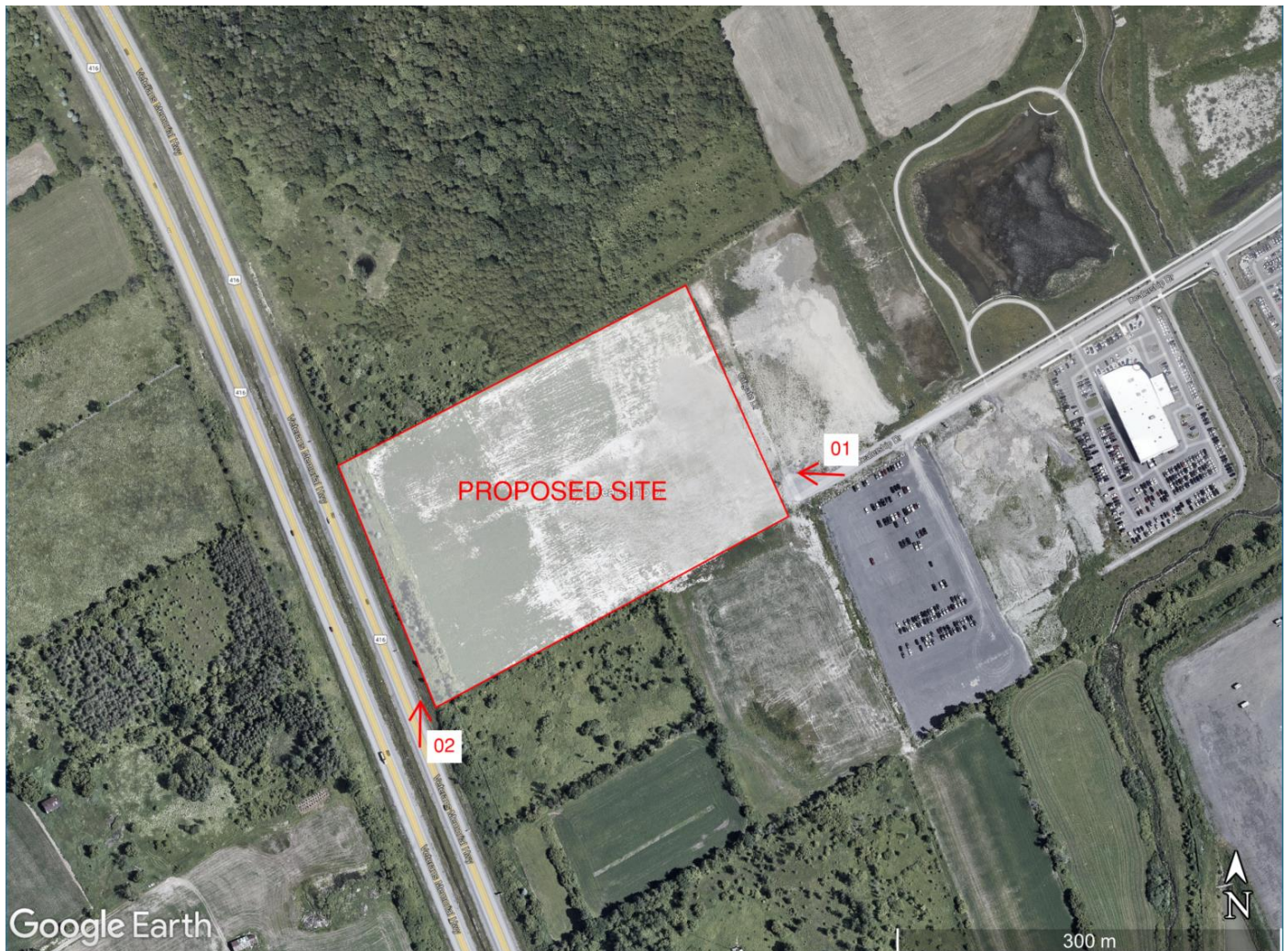
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It should be noted that the decision was made to approve the new Official Plan on November 4<sup>th</sup>, 2022. As also stated above, the South Nepean Secondary Plan (Area 10) is not in effect as of the date of this report. Nonetheless, this project is aligned with the goals of the Official plan, and is exactly the type of desired development described under the Economic goals of the Strategic Directions Section (2.2.2):

*8) Protect locations for activities related to goods movement including freight, storage and logistics Major goods movement facilities and corridors that support strategic freight, storage and logistics locations shall be protected for the long term. Land in strategic locations with proximity and access to provincial 400 series highways is required in both the urban and rural areas to accommodate industrial, warehousing and logistic type uses. These types of uses need larger separation distances from residential uses and require access to a highway interchange. Likewise, new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be supportive of, and not conflict with, the long-term purposes of the corridor by mitigating or minimizing negative impacts. These sites should be protected for this use provided they are not on lands designated Agricultural Resource Area.*

## Context Plan:





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The site is adjacent to the 416 corridor and is surrounded on all sides by sites either undeveloped or under-development. There are no residential properties in the vicinity. The most notable development in the area is the Amazon facility several hundred meters to the north.



You can see from **View 01** (above) that Citigate Drive itself is under development. The steep slope of the site up towards the highway beyond is also apparent in this image.



**View 02** (above) shows the visibility of the site from the northbound side of the 416. The earthen berm and existing vegetation block direct views of the site. Because the site slopes down beyond the berm, even in the winter (with the vegetation reduced) views of the site will be minimal, and it is likely only the topmost portion of Building B will be visible at all.



## Section 2 – Design Proposal

Massing and Scale – The two shell industrial buildings, totaling approximately 322,700 SF of space, have been designed and positioned to maximize their area and to take full advantage of the difficult site on which they are to be built – refer to the overall site plan and grading plans (Appendix A, pages 3; 6-7). These buildings are to scale with other industrial developments of this type constructed throughout the city of Ottawa, and make use of similar materials (primarily insulated metal panels). The site itself is remote from residential developments and is naturally obscured from view by the topography. Surrounding buildings will be of a similar type and scale when the Citigate business park is fully constructed and developed.

Building Design – The two shell industrial buildings have been designed in accordance with Rosefellow’s sleek minimalist aesthetic, which utilizes dark and neutral colours and subtle detailing to give the buildings gravitas. The long façade facing the street will be broken up at the office areas with a change in colour and the introduction of large areas of glass – please refer to the conceptual renderings (Appendix A, pages 1-2). This helps to communicate to visitors where the main entrances are. The walls are primarily designed to be built from insulated metal panels with clerestory windows high up to allow natural light deep into the industrial spaces (see the elevations – Appendix A pages 4-5). A road runs around the site with two entrances for truck traffic (one per building). Automobile traffic can be accommodated at either entrance.

Sustainability – The building designs meet current energy codes and green initiatives with the following sustainable design strategies:

- 1) Light coloured roof to reduce the heat island effect.
- 2) High R-Value walls and roof.
- 3) Tree plantings to create shade in the parking lots.
- 4) Bicycle storage.
- 5) Outdoor amenity areas.
- 6) Full accessibility per code.
- 7) Roof storm water control.

## Signatures

Architect:

Date:

Owner:

Date:

## Appendix A

### Contents:

1. Overall conceptual rendering
2. Conceptual rendering
3. Overall Architectural Site Plan
4. Building A Elevations
5. Building B Elevations
6. Civil Grading Plan GR1
7. Civil Grading Plan GR2

# OVERVIEW CONCEPTUAL RENDERING

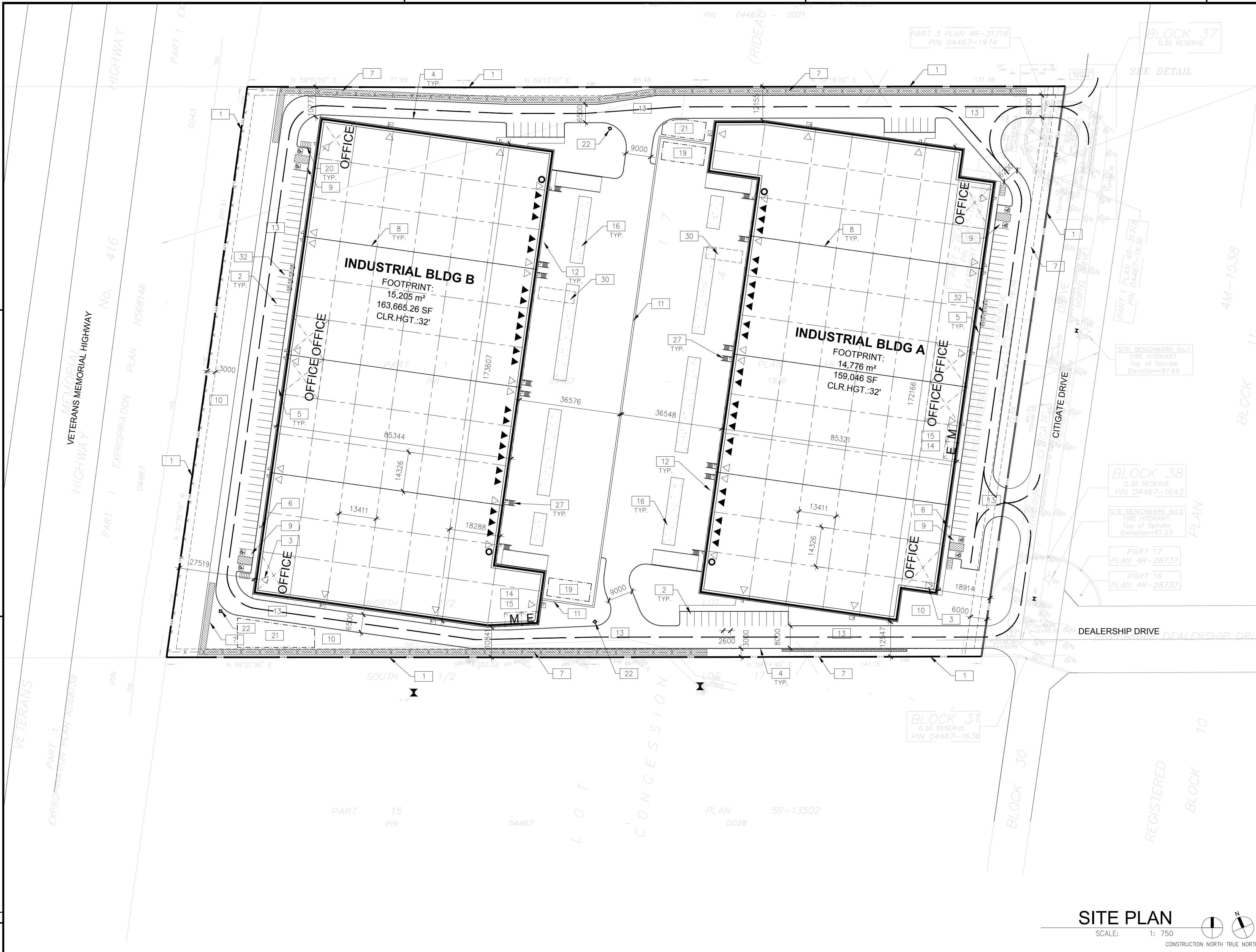




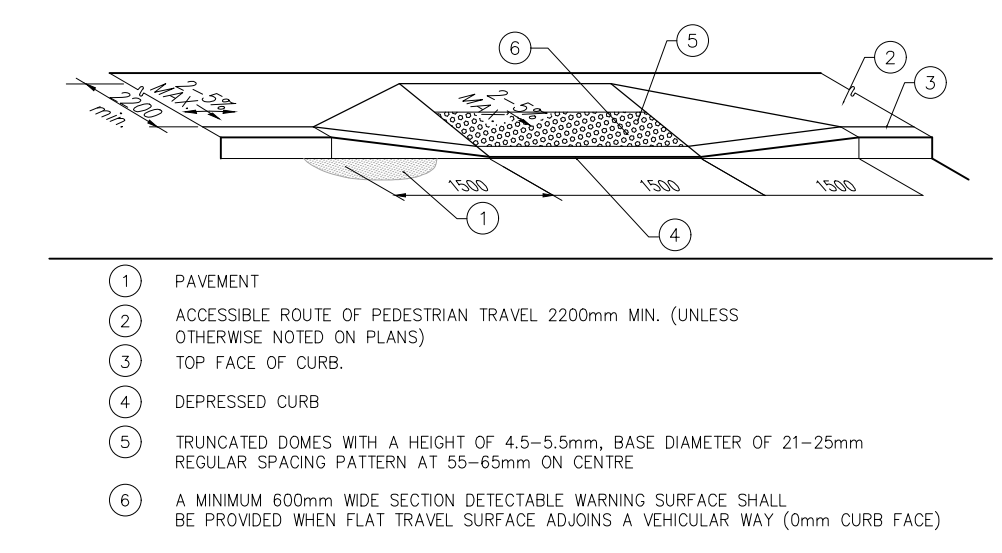
# CONCEPTUAL RENDERING







OTW22-0010-00 ROSEFELLOW INDUSTRIAL BLDG		
SITE STATISTICS		
ZONING	IH	
GROSS SITE AREA	60,449.59m <sup>2</sup>	
Zone Permitted Use (OTTAWA ZONING BY-LAW NO. 2008-250)		
Proposed Use	Warehouse	
Regulations (Part 11: Industrial Zones)		
	Proposed	Required
Min. Front Yard Building Setback (m)	18.9 m	7.5 m
Min. Interior Side Yard Building Set back (m)	12.1 m	7.5 m
Min.Rear Yard Building Setback (m)	27.5 m	7.5 m
Min.Landscape Front Yard Setback (m)	> 3 m	3 m
Min.Landscape Side Yard Setback (m) (Abuts an E Zone)	3 m	3 m
Min.Landscape Rear Yard Setback (m) (Abuts an E Zone)	> 3 m	3 m
Max. Floor Space Index	0.49	2
Max. Building Height	11.4 m	22 m
BUILDING FLOOR AREA		
INDUSTRIAL BLDG A		
Warehouse Area	13,913.00m <sup>2</sup>	
Office Area	863.00m <sup>2</sup>	
Total Building A	14,776.00m <sup>2</sup>	
INDUSTRIAL BLDG B		
Warehouse Area	14,414.00m <sup>2</sup>	
Office Area	791.00m <sup>2</sup>	
Total Building B	15,205.00m <sup>2</sup>	
<b>TOTAL BUILDING GFA</b>	<b>29,981.00m<sup>2</sup></b>	
PARKING REQUIREMENT		
	PROPOSED	REQUIRED
Warehouse GFA @ 0.8 Spaces per 100m <sup>2</sup> , first 5000m <sup>2</sup>		
Warehouse GFA @ 0.4 Spaces per 100m <sup>2</sup> , above 5000m <sup>2</sup>		
Parking Spaces Building A	69	79
Parking Spaces Building B	65	81
<b>Total No. of Parking Spaces</b>	<b>134</b>	<b>160</b>
Barrier Free Parking Spaces	6	6
Parking Stall Dimensions	2.6 m X 5.2 m	
Barrier Free Parking Stall Type A	3.4m X 5.2m	
Barrier Free Parking Stall Type B	2.4m X 5.2m	
Bicycle Parking Space Dimensions	1.8m X 0.6m	
No. Of Bicycle Parking (Warehouse: 1 per 2000m <sup>2</sup> , Office 1 per 250m <sup>2</sup> )	22	24
Loading Space Dimensions	3.5m X 9.0m	
Oversized Loading Space Dimensions	4.3m X 13.0m	
No. Of Loading Spaces	44	2
No. Of Oversized Loading Spaces	2	2
Trailer Parking	0	
<b>DOCK STATISTICS</b>	Proposed	
DOCK-HIGH DOORS	22	
OVER-HEAD DOORS	4	



**ACCESSIBLE CURB RAMP**  
SCALE: N.T.S.



**KEY PLAN**  
SCALE: N.T.S.

**SITE PLAN NOTES**

- 1 PROPERTY LINE
- 2 2600x5200mm PARKING STALL, PAINTED PARKING STRIPING PER CITY OF OTTAWA ZONING BY-LAW NO. 2008-250
- 3 PRINCIPLE ENTRY - TENANT FIT-UP SUBJECT TO INTERIOR ALTERATION PERMIT
- 4 150mm WIDE CURB TYPICAL
- 5 SIDEWALK - SEE LANDSCAPE DWGS FOR CONSTRUCTION DETAILS
- 6 FIRE DEPARTMENT/SIAMESE CONNECTION
- 7 PROPOSED RETAINING WALL - REFER TO CIVIL DRAWINGS
- 8 FUTURE TENANT DEMISING WALL, SUBJECT TO TENANT FIT UP
- 9 TYPICAL ACCESSIBLE PARKING STALLS, PAINTED PARKING STRIPING PER BY-LAW OTTAWA ZONING BY-LAW NO. 2008-250, EACH PAIR OF SHARED STALLS TO HAVE TYPE A: 3.4m X 5.2m AND TYPE B: 2.4m X 5.2m WITH 1.5m WIDE PAINTED BARRIER FREE AISLE AND SIGNAGE REFER TO ONTARIO INTEGRATED ACCESSIBILITY STANDARDS.
- 10 LANDSCAPE AREA - SEE LANDSCAPE DRAWINGS
- 11 GUARDRAIL SET INTO RETAINING WALL, REFER TO CIVIL DRAWINGS FOR EXTENT AND DETAILS.
- 12 12.0mx3.5m TRUCK LOADING SPACE (TYP.)
- 13 FIRE ACCESS ROUTE W/ 12.0M TURNING RADIUS ( )
- 14 PROPOSED LOCATION OF ELECTRICAL RM
- 15 PROPOSED LOCATION OF MECHANICAL RM
- 16 CONCRETE DOLLY PAD
- 17 SHADED AREA DENOTES HEAVY DUTY ASPHALT, TYPICAL FOR ALL AREAS REQUIRING FIRE OR TRACTOR TRUCK ACCESS.
- 18 STEEL BOLLARD
- 19 GARBAGE COLLECTION AREA
- 20 GALV. BICYCLE RACKS - SEE LANDSCAPE DRAWINGS
- 21 SNOW STORAGE AREA
- 22 PROPOSED FIRE HYDRANT
- 23 PROPOSED LIGHT POLE, REFER TO ELECTRICAL DRAWINGS
- 24 FIRE ROUTE SIGNAGE PER CITY OF OTTAWA STANDARDS, REFER TO FIRE ROUTE BY-LAW NO. 2003-499 FOR SIGN REQUIREMENTS, SIGNS TO BE SPACED NO MORE THAN 25m APART
- 25 TACTILE WALKING SURFACE INDICATOR STRIP
- 26 CONCRETE PENINSULA - REFER TO CIVIL DRAWINGS
- 27 EXTERIOR GALV. STEEL STAIRS W/ TUBE STEEL GUARDRAIL, ON CONC. PAD, TYP.
- 28 EMPLOYMENT AMENITY SPACE - REFER TO LANDSCAPE DRAWINGS
- 29 DIMENSION FROM FIRE DEPARTMENT CONNECTION TO HYDRANT.
- 30 13mx4.3m OVERSIZED TRUCK LOADING SPACE

- 31 PYLON SIGNAGE
- 32 EV PARKING STALLS (8 PROPOSED)
- 33 PAINTED LINES PEDESTRIAN CROSSING
- 34 ASPHALT RAMP BOUNDED BY RETAINING WALLS WITH GUARDRAILS WHERE GARAGE CHANGE IS MORE THAN 600mm - REFER TO CIVIL DWGS

**SITE LEGEND**

- NEW HEAVY DUTY PAVEMENT (HATCHED)
- NEW LANDSCAPED AREA (HATCHED)
- NEW RIVER STONE AREA (HATCHED)
- PAINTED DIAGONAL LINES WHERE INDICATED
- FUTURE EV PARKING STALLS
- PROPERTY LINE
- SITE BOUNDARY LINE
- GAS METER LOCATION.
- FIRE DEPT CONNECTION (VERIFY LOCATION WITH CIVIL DRAWINGS)
- EXISTING FIRE HYDRANT (VERIFY LOCATION WITH CIVIL DRAWINGS)
- PROPOSED FIRE HYDRANT
- LIGHT POLE
- WALL MOUNTED LIGHT
- MH DENOTES MANHOLE
- PROPOSED CATCHBASIN
- TACTILE INDICATORS AT DEPRESSED CURB
- BICYCLE RACK (1800 x 600 PER BIKE)
- MAN DOOR
- DOCK HIGH TRUCK DOOR
- GRADE LEVEL TRUCK DOOR
- FIRE ROUTE SIGNS
- PYLON SIGNAGE
- CONCRETE SIDEWALK
- ASPHALT PATHWAY
- STONE DUST PATHWAY

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ONTARIO ASSOCIATION OF ARCHITECTS  
JOHN P. HOLLAND LICENCE 8649

**RF.**

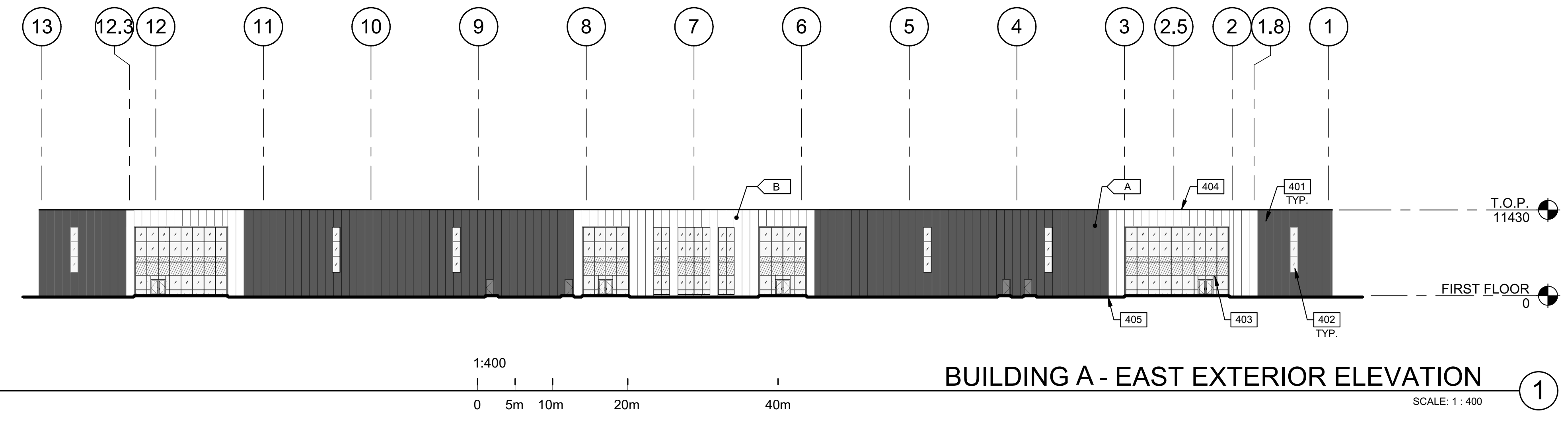
**ROSEFELLOW 575**  
**DEALERSHIP**  
**575 DEALERSHIP DR.**  
**NEPEAN, ONTARIO K2J 6H8**

SITE PLAN		REMARKS
DATE	2023-05-03	ISSUED FOR SPA
PA/PM:		H. WERNER
DRAWN BY.:		
JOB NO.:		OTW22-0010-00

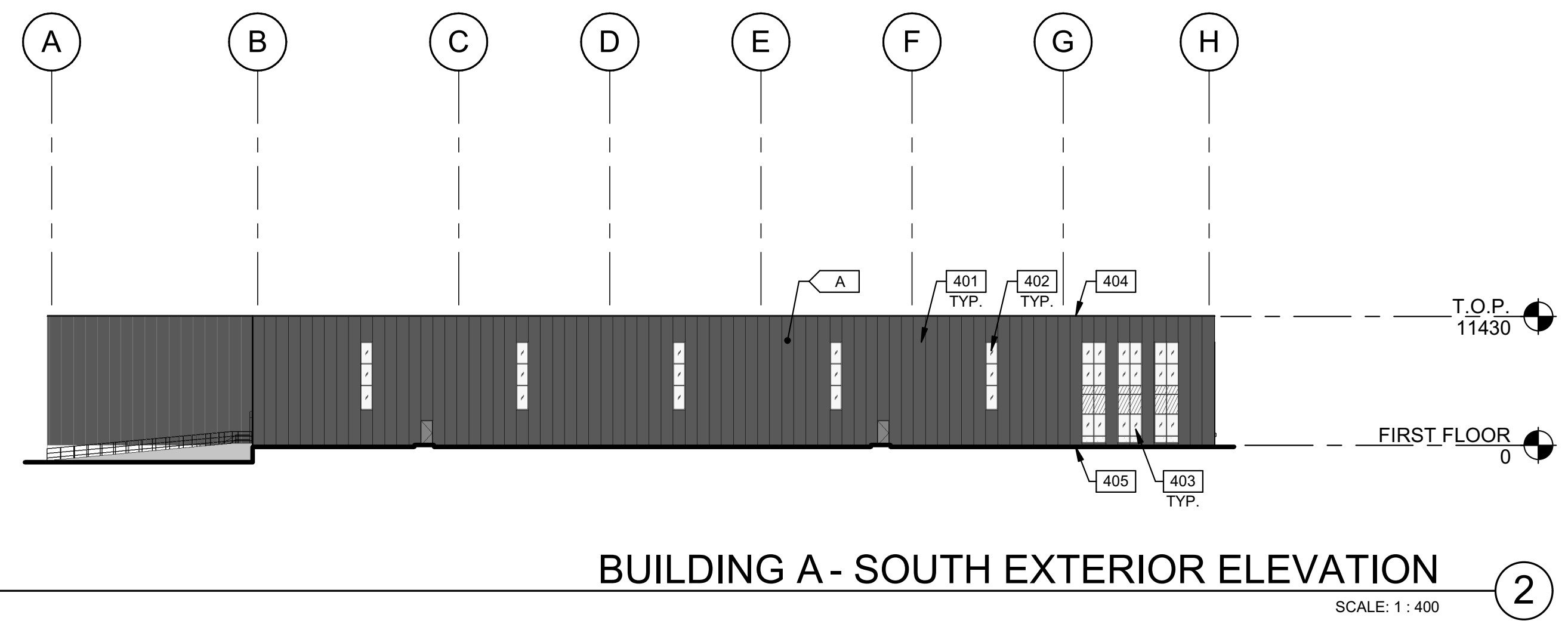
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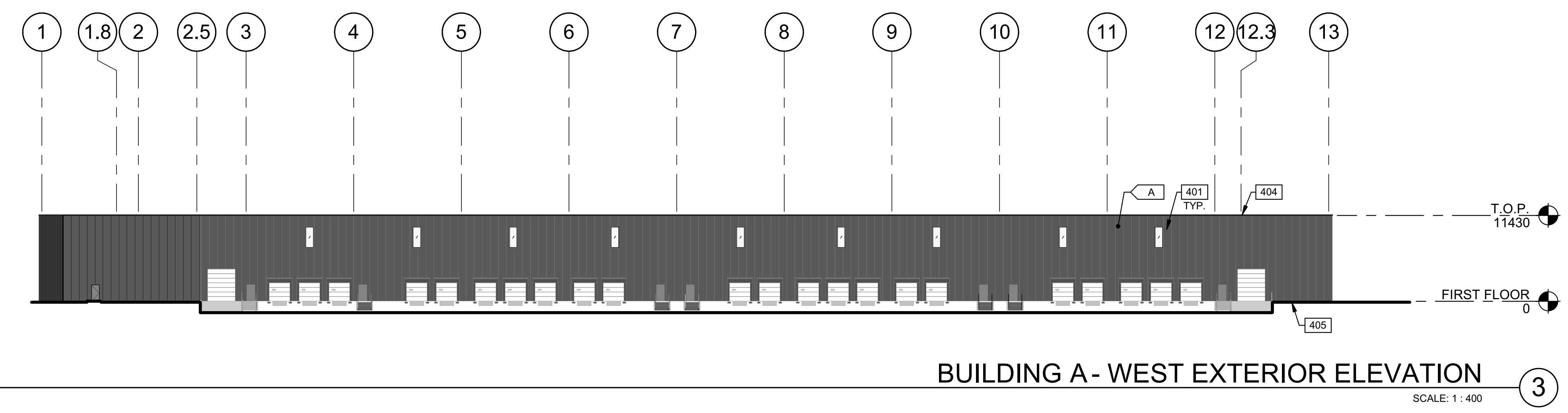




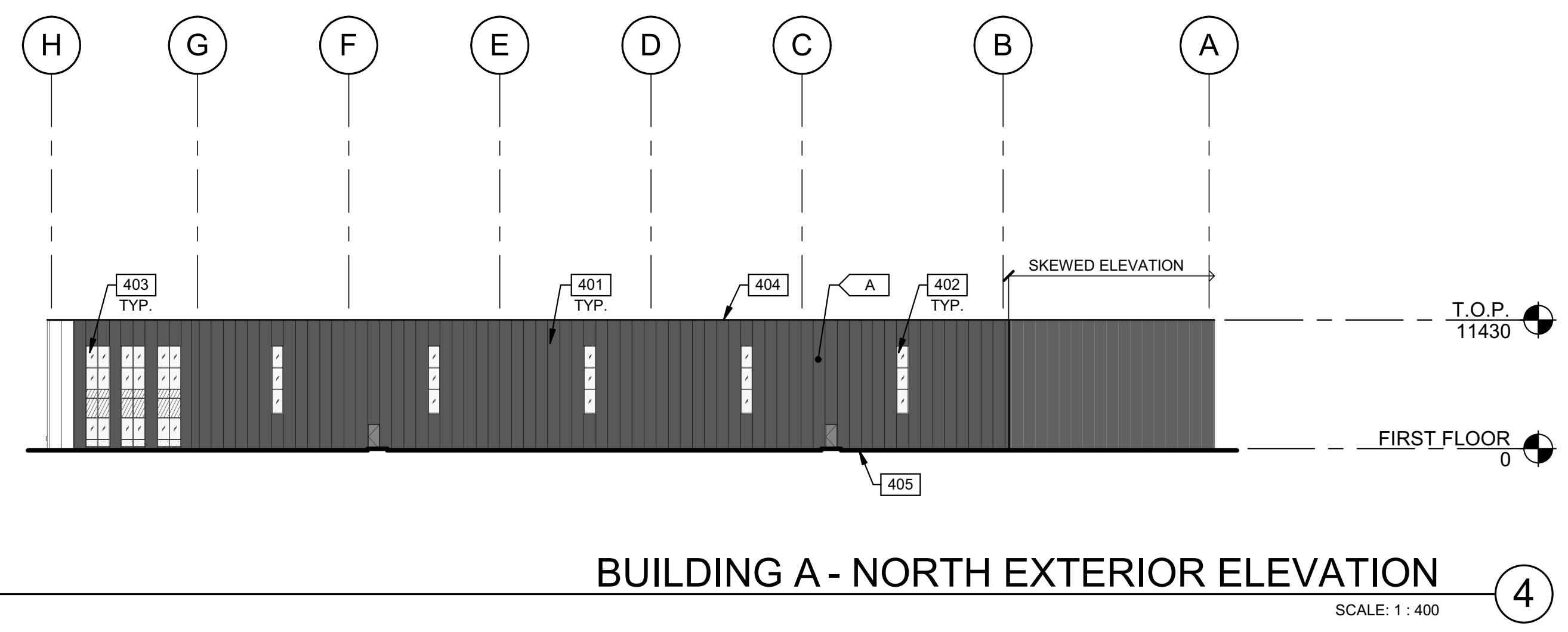
BUILDING A - EAST EXTERIOR ELEVATION ①



BUILDING A - SOUTH EXTERIOR ELEVATION ②



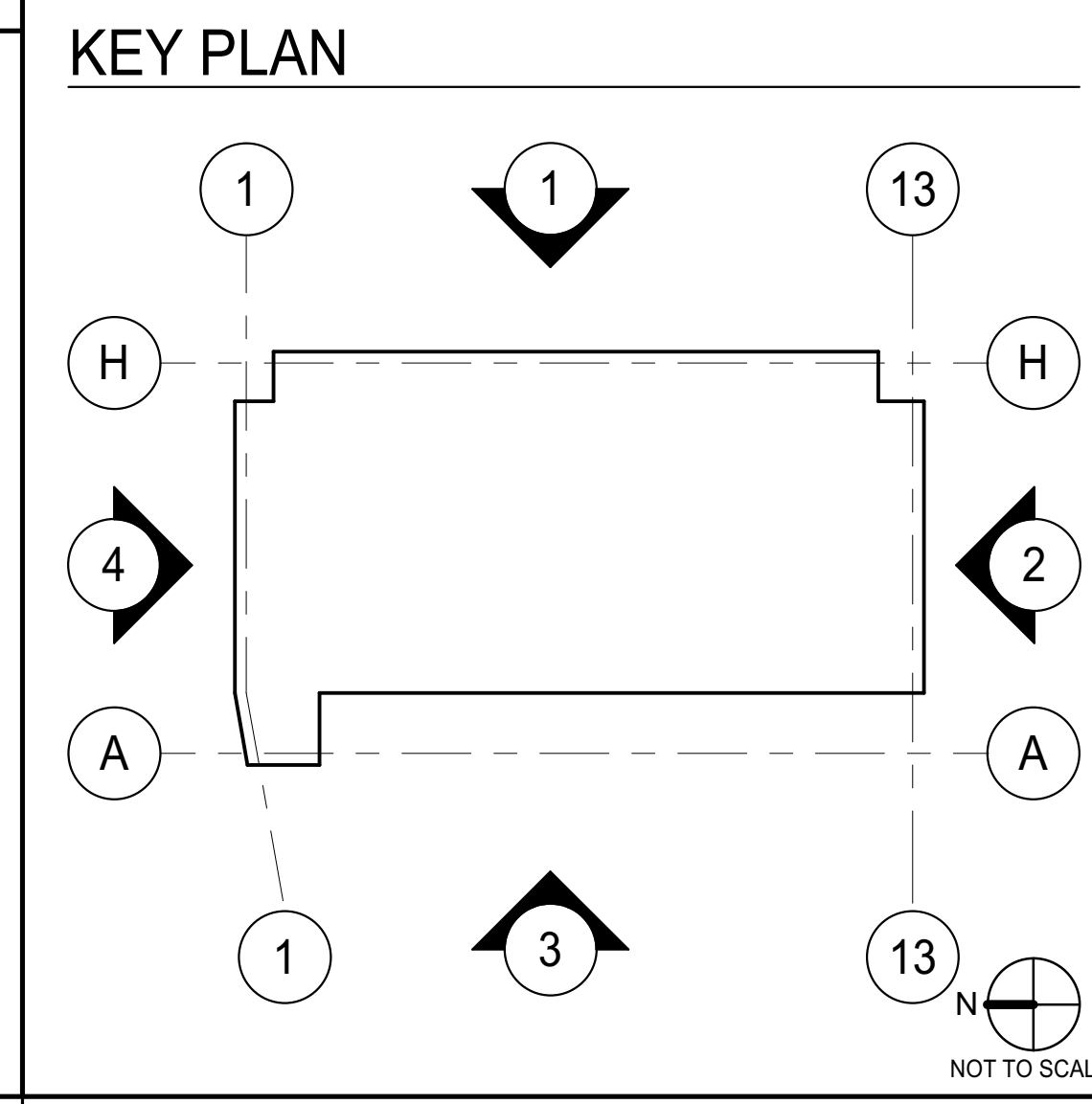
BUILDING A - WEST EXTERIOR ELEVATION ③



BUILDING A - NORTH EXTERIOR ELEVATION ④

- KEYNOTES:**
- 401 1067mm WIDE INSULATED METAL PANEL SYSTEM.
  - 402 CLERESTORY WINDOW.
  - 403 CURTAIN WALL GLAZING SYSTEM.
  - 404 CONTINUOUS METAL CAP FLASHING, PAINTED TO MATCH ADJACENT WALL.
  - 405 GRADE LINE VARIES - REFER TO CIVIL GRADING PLAN.

- LEGENDS**
- GLASS:**
- VISION GLASS
  - SPANDREL GLASS
  - TEMPERED GLASS
- COLOURS:**
- BASE COLOUR: DARK GREY IMP
  - SECONDARY COLOUR: WHITE IMP



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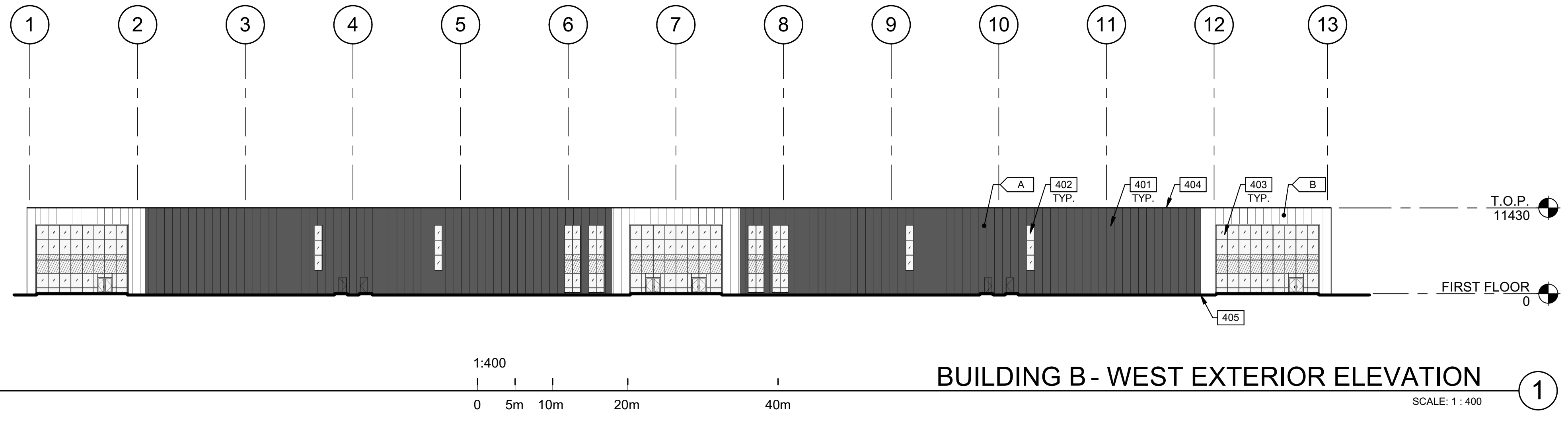
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PA/PM:	H. WERNER
DRAWN BY.:	D.P./E.C.
JOB NO.:	OTW22-0010-00

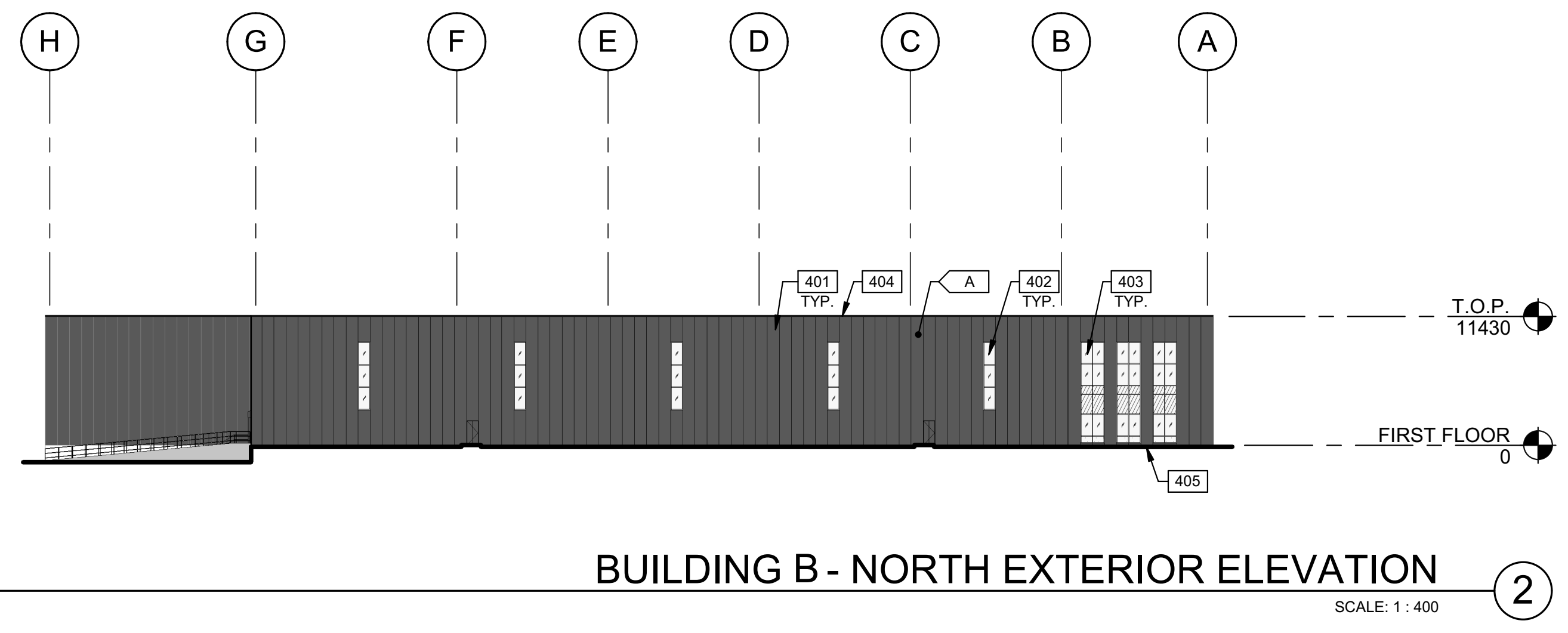
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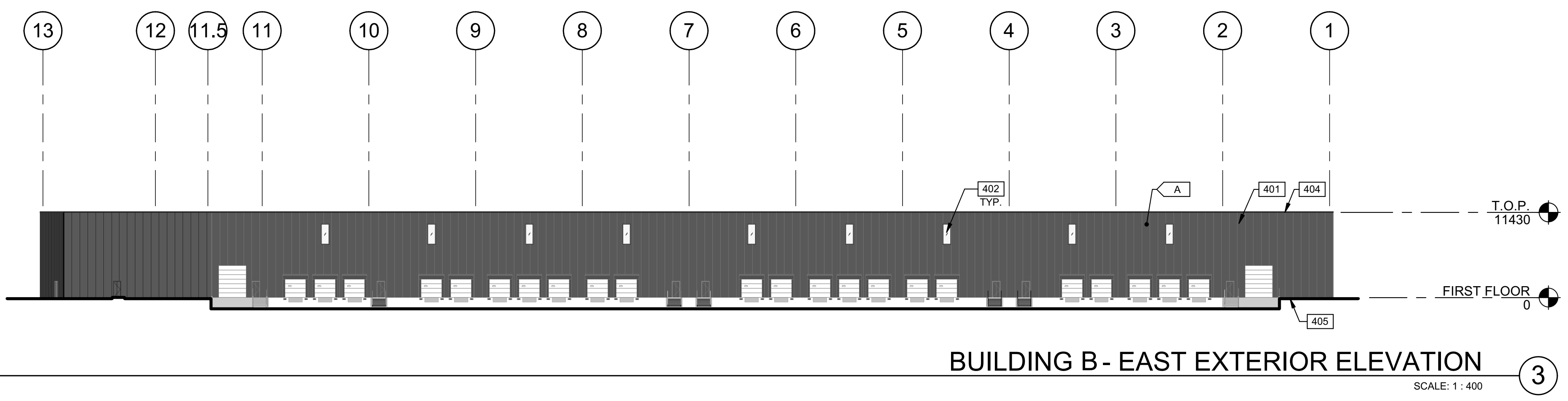




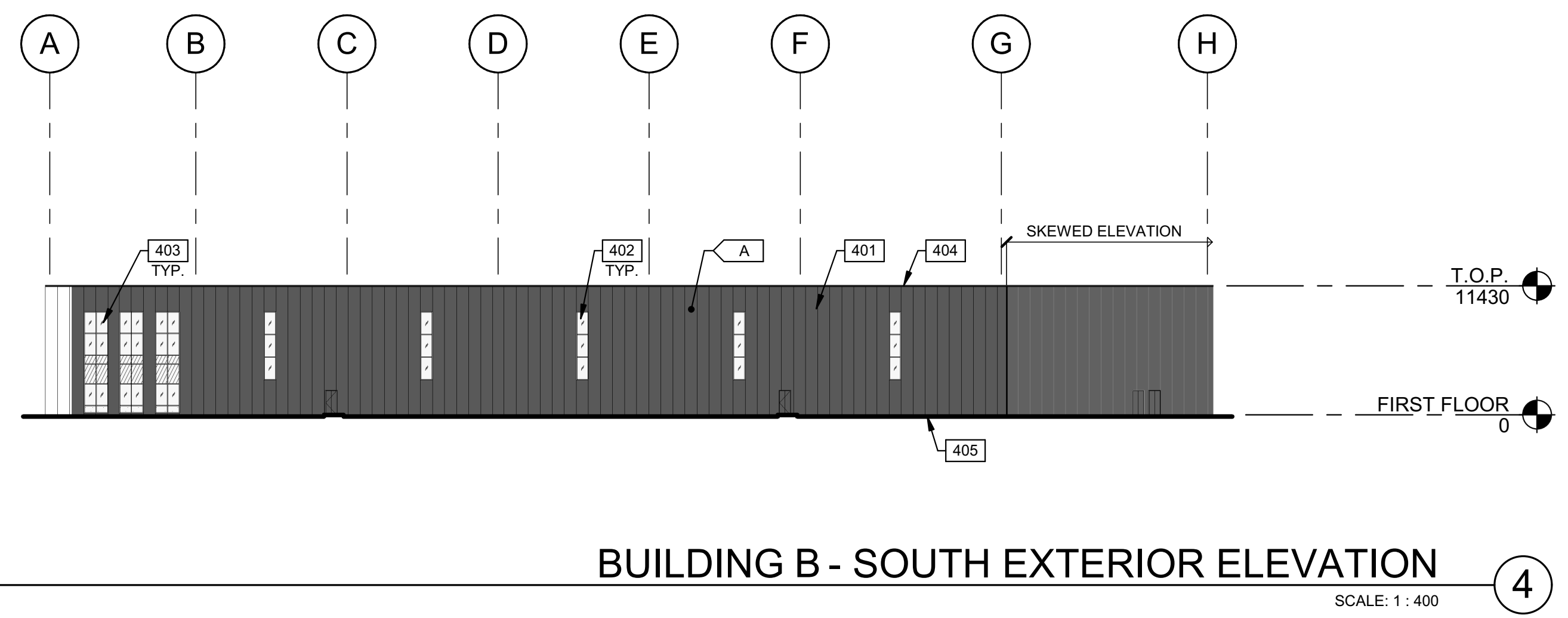
BUILDING B - WEST EXTERIOR ELEVATION



BUILDING B - NORTH EXTERIOR ELEVATION



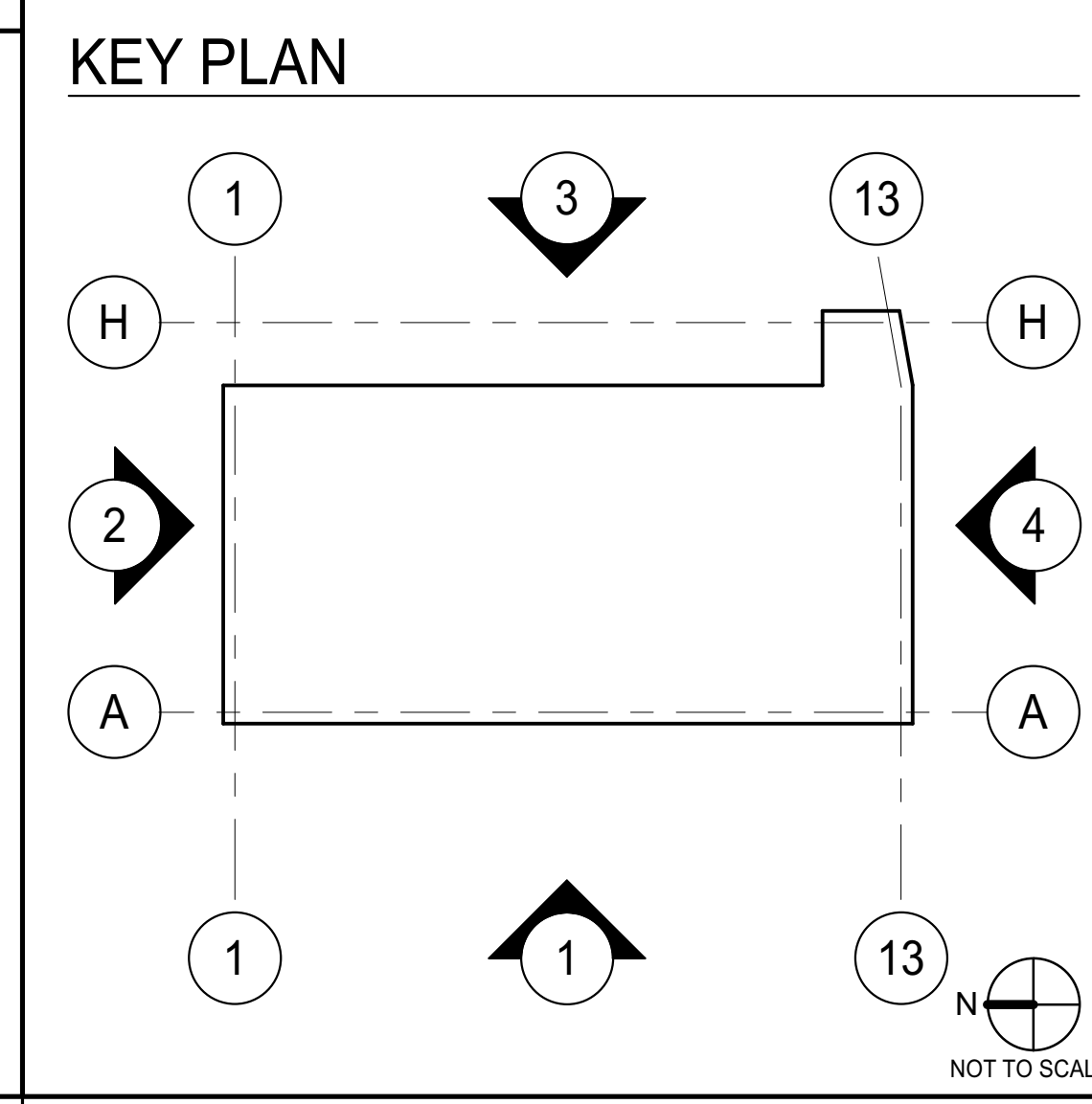
BUILDING B - EAST EXTERIOR ELEVATION



BUILDING B - SOUTH EXTERIOR ELEVATION

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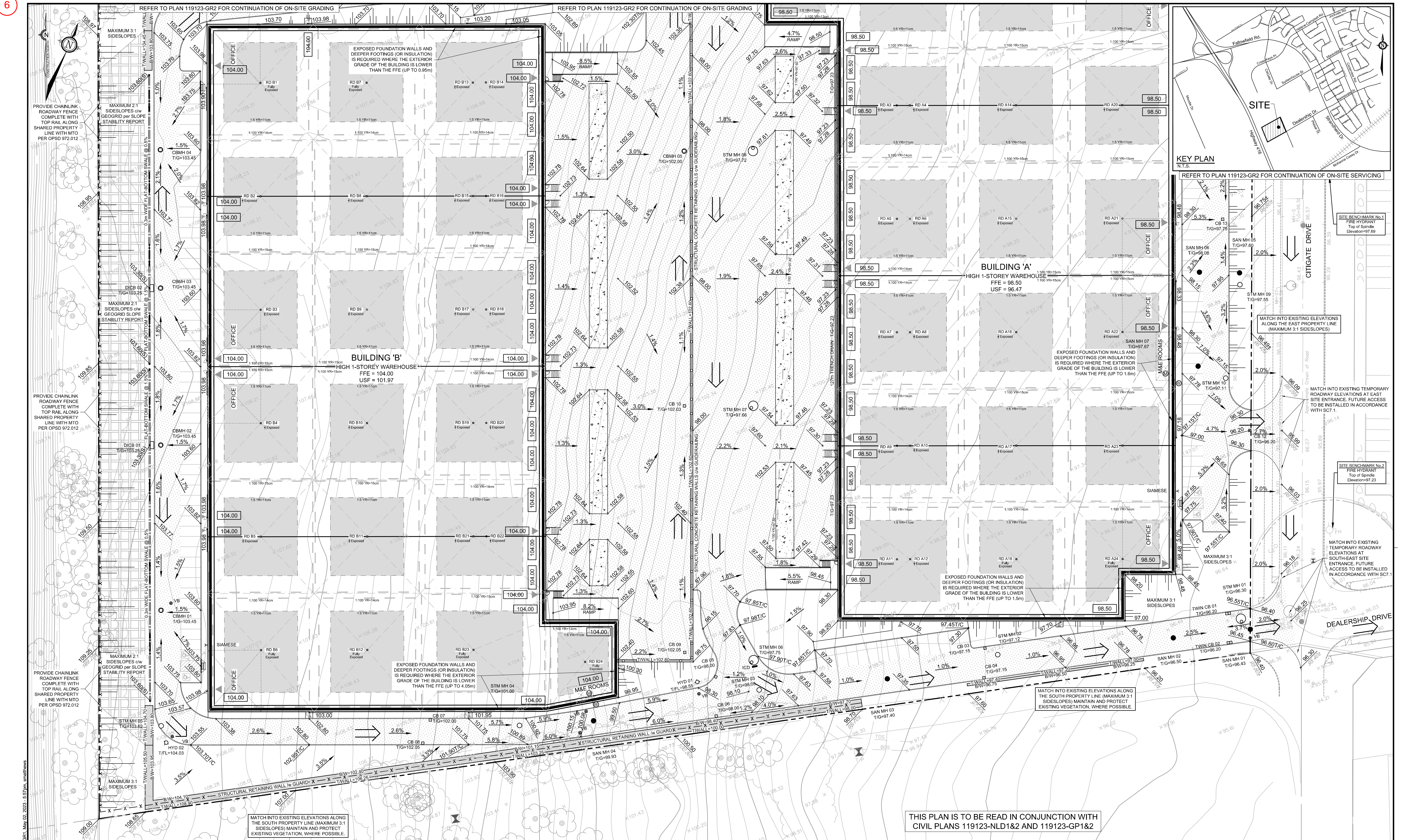
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DATE	2023-05-03	ISSUED FOR SPA
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PA/PM:	H. WERNER
DRAWN BY.:	D.P./E.C.
JOB NO.:	OTW22-0010-00

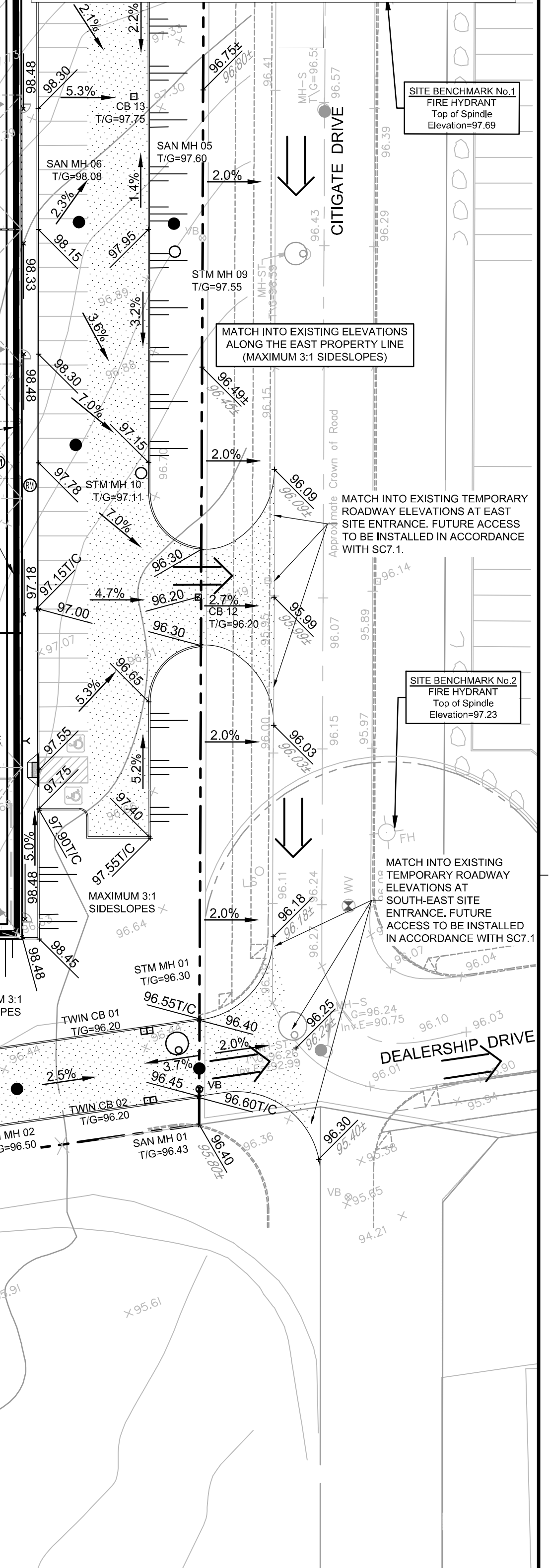
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**KEY PLAN**  
N.T.S.



NOTE:  
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

MATCH INTO EXISTING ELEVATIONS ALONG THE SOUTH PROPERTY LINE (MAXIMUM 3:1 SIDESLOPES) MAINTAIN AND PROTECT EXISTING VEGETATION, WHERE POSSIBLE.

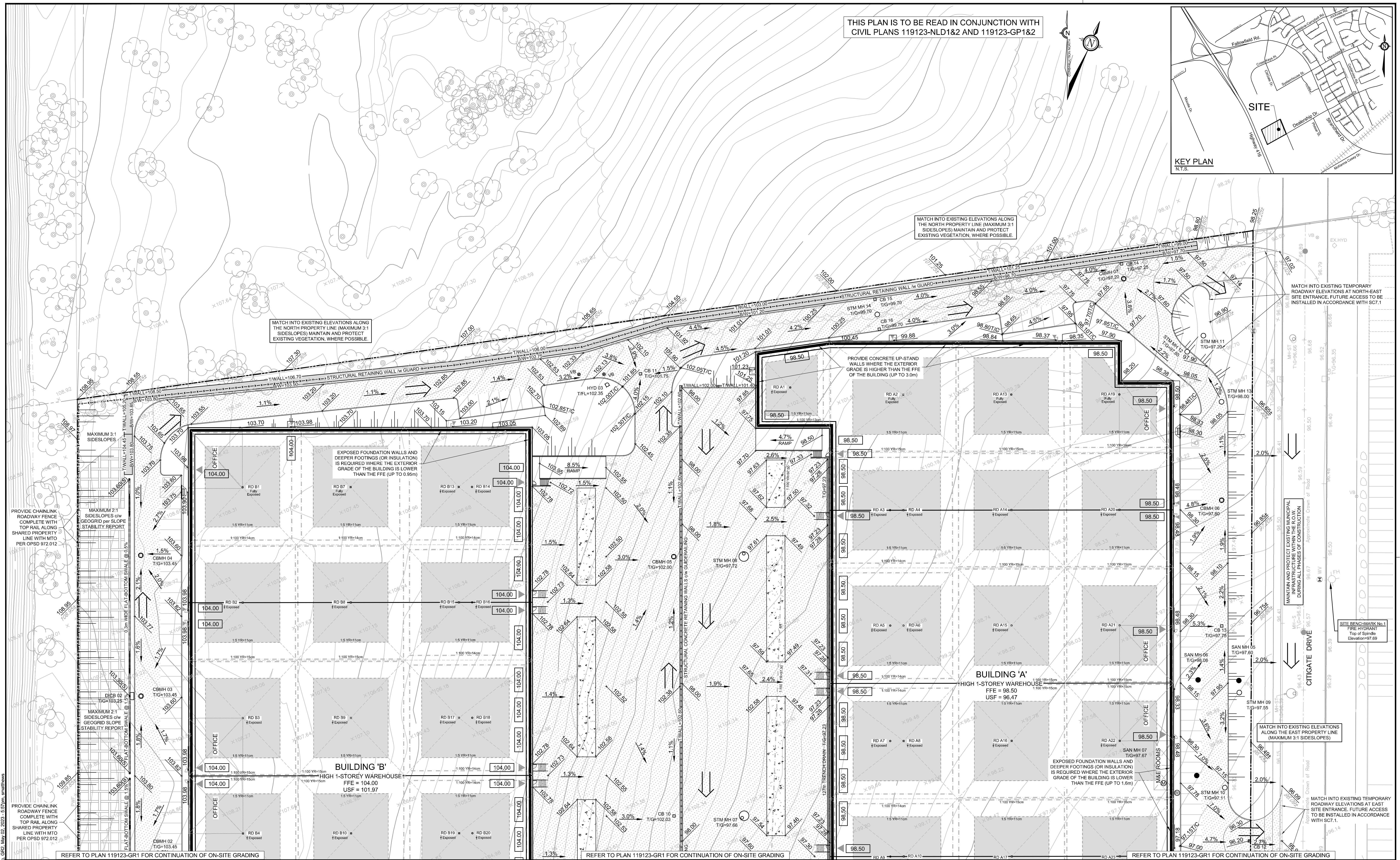
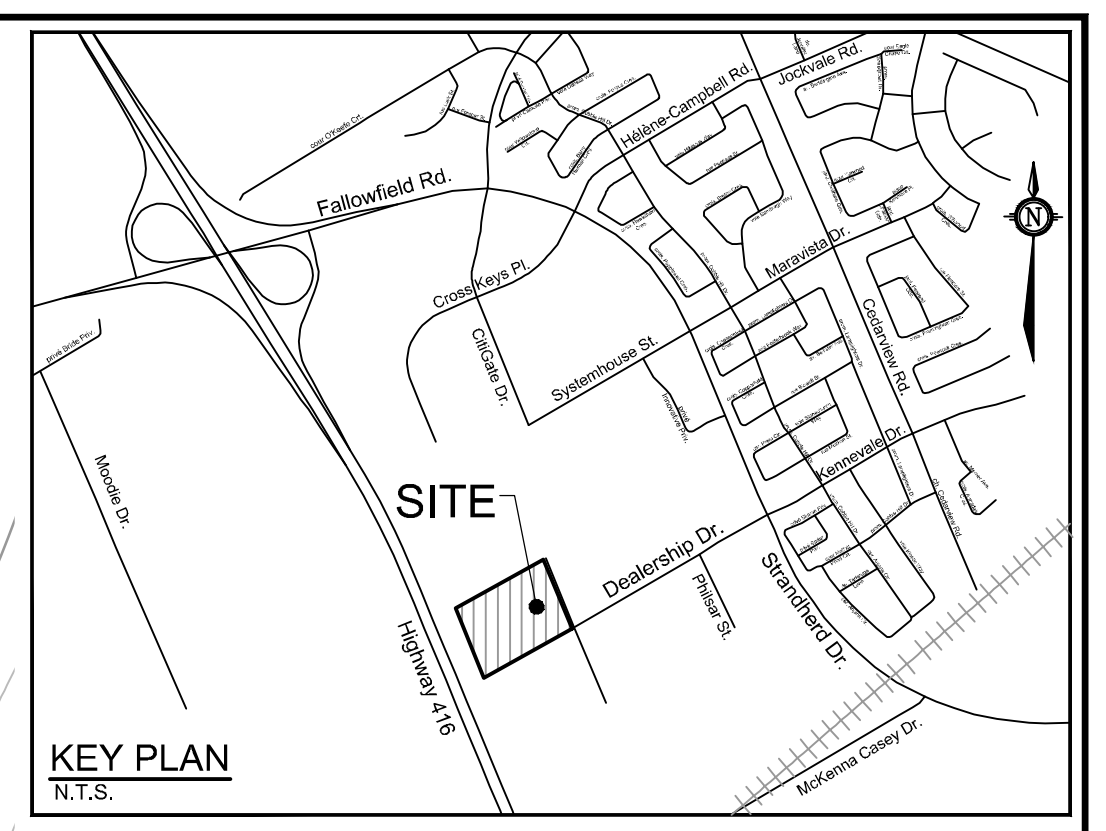
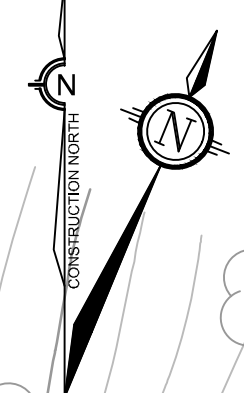
THIS PLAN IS TO BE READ IN CONJUNCTION WITH CIVIL PLANS 119123-NLD1&2 AND 119123-GP1&2

No.	REVISION		DATE	BY	SCALE 1:400 0 4 8 12 16	DESIGN	FOR REVIEW ONLY				<b>NOVATECH</b> Engineers, Planners & Landscape Architects Suite 200, 240 Michael Cowpland Drive Ottawa, Ontario, Canada K2M 1P6 Telephone: (613) 254-9643 Facsimile: (613) 254-5867 Website: www.novatech-eng.com	LOCATION	CITY OF OTTAWA 575 DEALERSHIP DRIVE - PROPOSED WAREHOUSES	
	1	ISSUED FOR CITY OF OTTAWA REVIEW				MAY 3/23	DDB	SM / BM / DDB	SM			DRAWING NAME		PROJECT NO.
								BM / DDB	SM			119123		REV #1
								DDB	DDB			GRADING PLAN		DRAWING NO.

M:\2023\119123-GR1\119123-GR1.dwg, GR1, May 02, 2023, 5:57pm, mathews



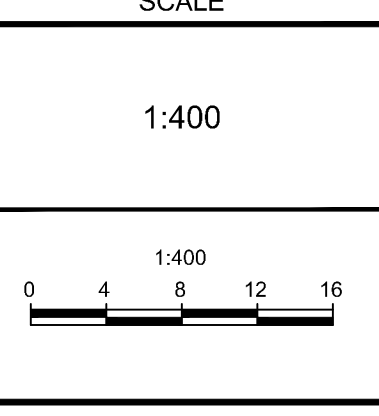
THIS PLAN IS TO BE READ IN CONJUNCTION WITH CIVIL PLANS 119123-NLD1&2 AND 119123-GP1&2



NOTE:  
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No.	REVISION	DATE	BY
1	ISSUED FOR CITY OF OTTAWA REVIEW	MAY 3/23	DDB

DESIGN	SM / BM / DDB
CHECKED	DDB
DRAWN	SM
CHECKED	BM / DDB
APPROVED	DDB



FOR REVIEW ONLY

D.D. BLAIR  
100122737  
PROVINCE OF ONTARIO

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Ottawa, Ontario, Canada K2M 1P6  
Telephone: (613) 254-6643  
Facsimile: (613) 254-5867  
Website: www.novatech-eng.com

LOCATION CITY OF OTTAWA 575 DEALERSHIP DRIVE - PROPOSED WAREHOUSES	PROJECT NO. 119123
DRAWING NAME GRADING PLAN	REV REV #1
	DRAWING NO. 119123-GR2