

February 29, 2024 – Revision 1

URBAN DESIGN BRIEF FOR:

Canadian North – New Cargo Facility and Office

145 Thad Johnson Private, Ottawa

IDEA PROJECT NO.: 23566

IDEa

INTEGRATED DESIGN
ENGINEERING + ARCHITECTURE

DESIGN BRIEF FOR:
2-STOREY CARGO FACILITY & OFFICE
145 THAD JOHNSON PRIVATE

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1.0 OVERALL VISION STATEMENT AND GOALS FOR PROPOSAL

The site located at 145 Thad Johnson Private will propose a 2-storey cargo facility and office. The warehouse will have six dock level doors and two grade level doors. The property is accessed at the end of Thad Johnson Private.

The overall goal of the development is:

- to provide an upgraded, expanded 4100m² office & warehouse space for the business which currently has an office in Kanata and existing warehouse at 100 & 140 Thad Johnson;
- to address the need for additional cargo space to supply the remote communities of Northern Canada;
- to provide the control center and other departments with office space closer to the airport and existing facilities.

The new office portion of the building will serve as the new headquarters for Canadian North. The warehouse will offer more space for storage to service Northern Canada and centralize in-bound and out-bound cargo.

The proposed building will seek to complement and support its neighbouring context in both function and aesthetic, in line with the intent of the Official Plan.

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1.1 Application Submission

This Application is for Site Plan Control submission for a commercial development.

Site Address: 145 Thad Johnson Private, Ottawa Ontario K1V 1A2

Legal Description: *Part of Lot 11, Gore between Concessions 2 & 3 (Rideau Front) being of PIN 04055 – 0156, in the City of Ottawa*

Documents submitted with this application include:

1. Phase 1 Environmental Site Assessment dated 2023-08-16 by Patterson Group
2. Phase 2 Environmental Site Assessment dated 2023-09-29 by Patterson Group
3. Geotechnical Engineering Report dated 2023-09-26 by Patterson Group
4. Property Survey dated 2023-11-24 by Fairhall, Moffatt & Woodland
5. City of Ottawa Accessible Design Standard Checklist dated 2024-01-11 by IDEA Inc.
6. Cover Letter Response to Phase 1 Comments dated 2024-01-11 by IDEA Inc.
7. Cover Letter Response to Phase 3 Comments dated 2024-02-29 by IDEA Inc.
8. City of Ottawa Phase 3 Pre-Consultation Application Form dated 2024-01-11 by IDEA Inc.
9. Servicing and Stormwater Management Report dated 2024-02 by Robinson Land Development
10. City of Ottawa Zoning Confirmation Report Checklist dated 2024-01-11 by IDEA Inc.
11. This Urban Design Brief dated 2024-02-29 by IDEA Inc.

Drawings submitted with this application include:

Architecture

1. A101 – Site Plan dated 2024-02-29 by IDEA Inc.
2. DD4.31 - Building Elevations – East West
3. DD4.32 - Building Elevations – North South

Civil Engineering

4. R1 – Existing Conditions & Removals Plan dated 2024-02-26 by Robinson Land Development
5. GR1 – Grading Plan dated 2024-02-26 by Robinson Land Development
6. S1 – Servicing Plan dated 2024-02-26 by Robinson Land Development
7. N1 – Notes & Details Plan dated 2024-02-26 by Robinson Land Development
8. ESC1 – Erosion & Sediment Control Plan dated 2024-02-26 by Robinson Land Development
9. STM1 – Storm Area Drainage Plan dated 2024-02-26 by Robinson Land Development

Landscape

10. L1 – Tree Conservation Report and Landscape Concept dated 2024-02-28 by James B. Lennox & Associates Inc.

2.0 PLANNING AND POLICY OVERVIEW

2.1 Ontario Provincial Policy Statement

The Ontario Land Use Planning Policy is directed towards planning for strong, sustainable, and resilient communities for people of all ages, a clean and healthy environment, and a strong competitive economy.

The policy promotes healthy livable and safe communities through promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

This new development supports this policy through a number of features:

- Focuses intensification within the outer urban area
- Uses existing services and infrastructure,
- Is close to existing transit infrastructure,
- encourage economic growth and local community development.
- Planning for development in the vicinity of the airport so that it's long-term operation and economic role is protected
- discouraging land uses which may cause a potential aviation safety hazard

2.2 City of Ottawa Official Plan

The new official plan outlines a number of strategic directions that harmonize with the provincial policy. These include but are not limited to:

- Economic Development
 - Enhance Ottawa's high quality of life to attract a skilled workforce and business
 - Direct major employment to Hubs, Corridors and Special Districts
 - Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land use
 - Protect locations for activities related to goods movement including freight, storage and logistics
- Healthy and Inclusive Communities
 - Build accessible inclusive communities.
- Energy and Climate Change
 - Plan a compact and connected City,
 - Prioritize a shift to energy efficient transportation modes,

2.3 Urban Designation – Industrial and Logistics

The New Ottawa Official Plan (OP) designates this property for Industrial and Logistical uses under the Urban Designations section.

Goals of the Outer Urban Transect include:

- Preserve land in strategic locations for goods movement and logistics uses
- Ensure adverse impacts on sensitive uses are minimized
- Limit ancillary uses to avoid conflict with industrial uses and minimize absorption of land for non-industrial uses.

2.4 Scenic Capital Entry Route

Schedule I of the New Official Plan designates the Airport Parkway as part of the Urban Scenic Entry Routes. The policy associated with Scenic Entry Routes falls within Section 4 – City wide policies. Within section 4.6 Urban Design the intention of providing this designation is to protect views and enhance Scenic Routes including those associated with national symbols. For all development abutting roads identified as scenic routes it is expected that development shall contribute to conserving or creating a desirable context by means such as:

- Protecting the opportunity to view natural and cultural heritage features
- Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
- Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- Managing the intensity and spill-over of lighting on adjacent parcels.
- Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital
- Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

2.5 Community Improvement Plan – Ottawa Airport

The City of Ottawa Official Plan identifies a special economic zone around the airport property which the subject site is contained within. The COVID-19 pandemic highlighted the importance of the Airport zones to economic development and job creation. Highlighted by the downturn in passenger travel and development applications the City of Ottawa created the Airport Economic Community Improvement Area for with the purpose of providing financial incentive to developments falling within the Economic Improvement area. The types of projects that are encouraged as part of this program include *Projects on both terminal or airside and include direct aviation-related activities such as expanding and developing new hangars for passengers aircraft and cargo facilities as well as non-aviation uses.*

2.6 City of Ottawa Zoning By-Law

This development has been designed to conform to the current zoning requirements which consist of the following:

Zoning: T1A

Primary Zone: Air Transportation Facility Zone

- Minimum Lot Area: no minimum
- Minimum Lot Width: no minimum
- Minimum Front Yard Setback: 7.5m, all of which to be landscaped area.
- Minimum Interior Rear Yard Setback: 7.5m, all of which to be landscaped area.
- Minimum Interior Side Yard Setback: 7.5m, all of which to be landscaped area.
- Minimum Corner Yard Setback: 7.5m, all of which to be landscaped area.
- Maximum Floor Space Index: 1.0

T1 Permitted Uses Include:

- airport and related facilities
- light industrial uses
- parking garage
- parking lot
- truck transport terminal
- warehouse

In the T1A Subzone, the following uses are also permitted:

- automobile service station
- automobile rental establishment
- bank
- bank machine
- bar
- convenience store
- drive-through facility
- emergency service

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- gas bar
- hotel
- office
- museum
- municipal service centre
- park
- payday loan establishment (By-law 2017-302)
- place of worship limited to a prayer room
- personal service business
- post office
- research and development centre
- restaurant
- service and repair shop
- technology industry
- training centre

The T1(A) designation is intended to encourage air transportation, aviation-related uses, and permit various employment uses and airport-airport commercial and industrial uses at the Ottawa Macdonald-Cartier International Airport.

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3.0 SITE CONTEXT

The site at 145 Thad Johnson Private is a large lot at the end of the cul-de-sac. To west of the chain link fence is Taxiway Golf and to the north of the chain link fence is an access road to the taxiway. North of the access road is Airport Parkway Private. Immediately adjacent to the east is Gate Gourmet – an airline catering and provisions service. Further east, north of Thad Johnson Private are two hotels. South of Thad Johnson Private are other cargo and shipping centres along with Canadian North’s existing facilities and hanger. Refer to Appendix A for a Site Context Map and Contextual Photographs.

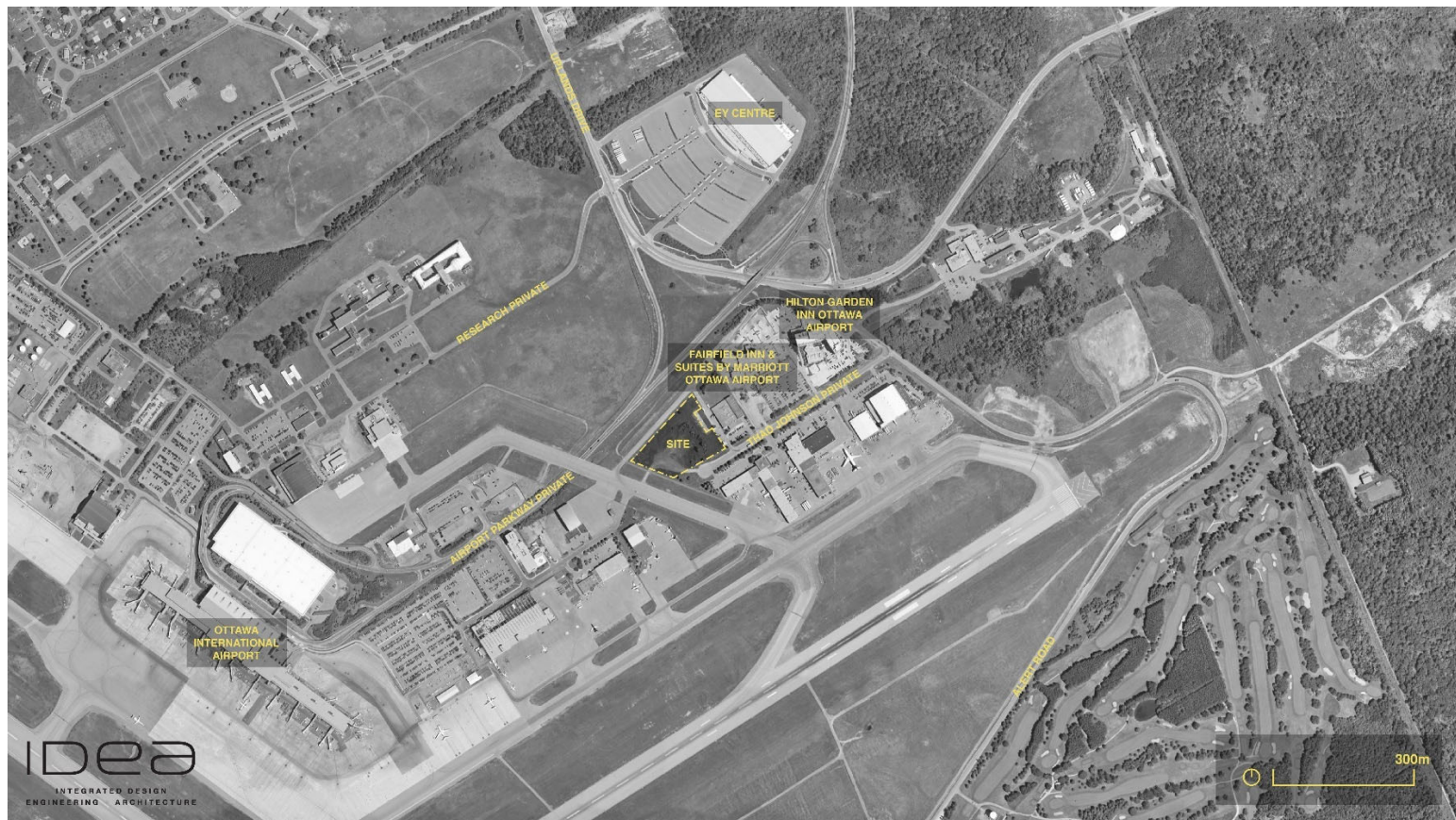


Figure 1- Site Location – 145 Thad Johnson Private

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Development Proposal

3.1 Building Massing

The site is relatively flat with berm near the north end of the lot.

The proposed building will be 2-storeys high and designed with a flat roof for storm water management. The provision of a 2-storey building was required to suit the client's program for the provision of 2 levels of office and +/-26' clear warehouse height. The building is situated on the site to maximize parking, provide adequate space for transport trucks, and to avoid back sloping for the dock doors. The site will slope from the north down to south. Sufficient space is left for a landscape buffer around the perimeter.

Levels 1 and 2 of the building are allocated for office space while the warehouse is only 1 level with +/- 26' ceilings. This arrangement maximizes office and warehouse space.

3.2 Views & Building Transition

The proposed building will have views of the Airport Parkway Private to the north, the Taxiway Golf to the west, and their existing hanger and facilities to the south of Thad Johnson Private. The building will be sited on the north of the lot for appropriate room for transport trucks and parking.

The proposed building can be seen from Airport Parkway Private, yet the operation (tugs, forklifts) is hidden by a berm (see figure 20 & 21)

3.3 Alternative Massing

Several massing arrangements were explored for optimal use of the site relative to the requirements of the Zoning By-Law, building program requirements and overall financial viability. The proposed arrangement fully satisfies the project's functional program requirements in conjunction with the City's zoning by-law requirements for parking and amenity spaces, along with the project's financial constraints.

3.4 Public Realm

3.4.1 Streetscape

The proposed building can be seen from Airport Parkway Private, yet the operation (tugs, forklifts) is hidden by a berm (see figure 20 & 21)

The façade of the building along Thad Johnson Private addresses the public realm with the glazed curtain wall and eyebrow that distinguishes office from cargo warehouse.

3.4.2 Vehicles and Parking

Access to the site is provided via two new lanes (one for staff, another for transport) which conform to the City's Private Approach By-Law as the previous access exceeds the allowable width. Fire truck access is provided via a 6m wide laneway immediately adjacent to the building's transport main entrance. Garbage trucks will also utilize this laneway for refuse collection.

The site provides a total of 122 parking spaces including 3 accessible parking spaces and 9 spaces on the transport side. Parking is located along the west and north areas of the site.

3.5 Building Design

The 2-storey building has two separate entrances, one dedicated for staff the other for pick/drop off and cargo shipments. The proposed building's exterior walls will be designed as a thermally robust envelope and as two masses to distinguish office from warehouse. The office is to be clad using insulated metal panels with strips of curtain wall and spandrel glass. The warehouse will be a mix of precast concrete panels and insulated metal panels. Precast concrete panels are implemented at the base of the warehouse to protect against forks from the forklifts. The colours selected for the insulated metals panels have been taken from the clients corporate colours. An eyebrow and spandrel glass with Canadian North's accent colours is used to provide visual interest along the facade.

The colours and materials selected for the building blend within the larger context of the community, which mainly consists of a mixture insulated metal panels and brick. A range of other colours were found to be used, presumed to be corporate colour schemes. Refer to Appendix B for building elevations.

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4.0 LIST OF PROJECT CONSULTANTS

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APPENDIX A: CONTEXTUAL PHOTOGRAPHS

The map below indicates location and orientation to the photographs that follow.

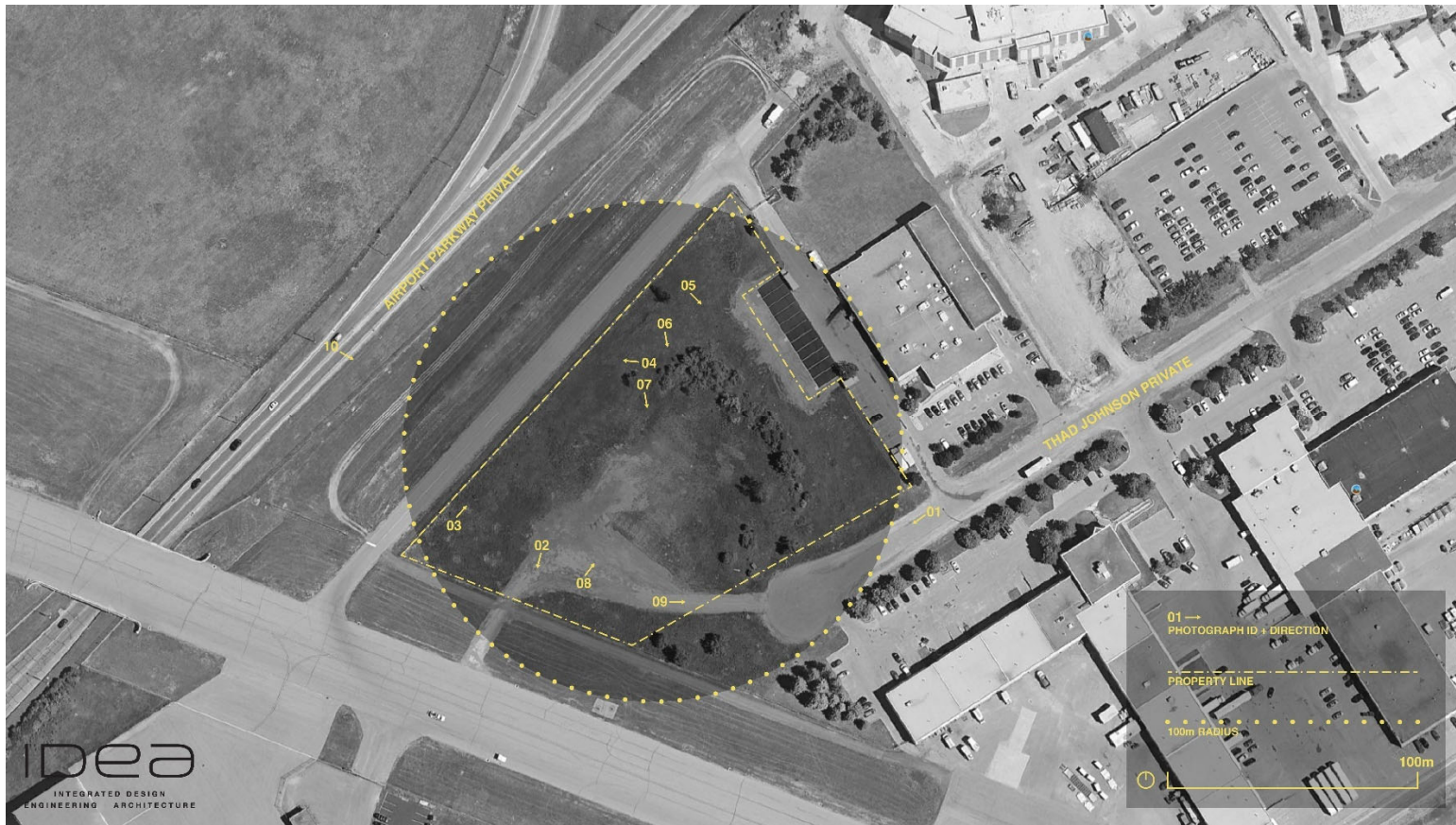


Figure 2 - Photo Context Map

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Figure 3 – 01 view looking toward site on Thad Johnson Private

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Figure 4 – 02 view looking West toward Taxiway Golf

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Figure 5 – 03 view by North chain link fence looking East



Figure 6 – 04 view on top of berm looking North toward access road

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Figure 7 – 05 view East of site at bottom of berm looking South



Figure 8 – 06 view looking South on top of berm

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Figure 9 – 07 view looking South on top of berm



Figure 10 – 08 view from West of site looking East

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Figure 11 – 09 view leaving site looking South



Figure 12 – 10 view looking South from Airport Parkway Private

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APPENDIX B: BUILDING MASSING & FAÇADE DESIGN

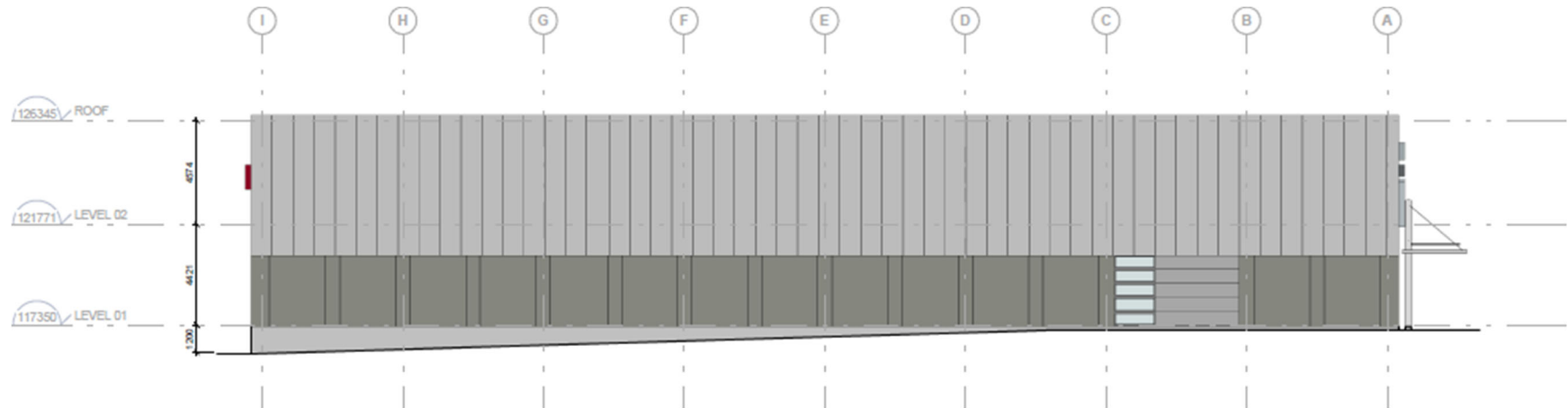


Figure 13 - East elevation

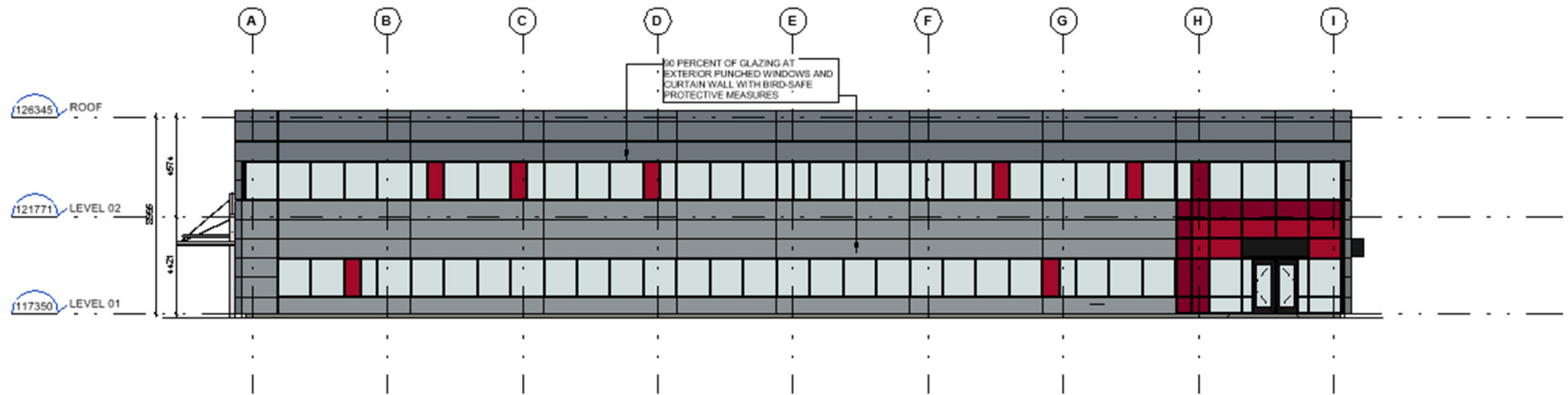


Figure 14 - West elevation

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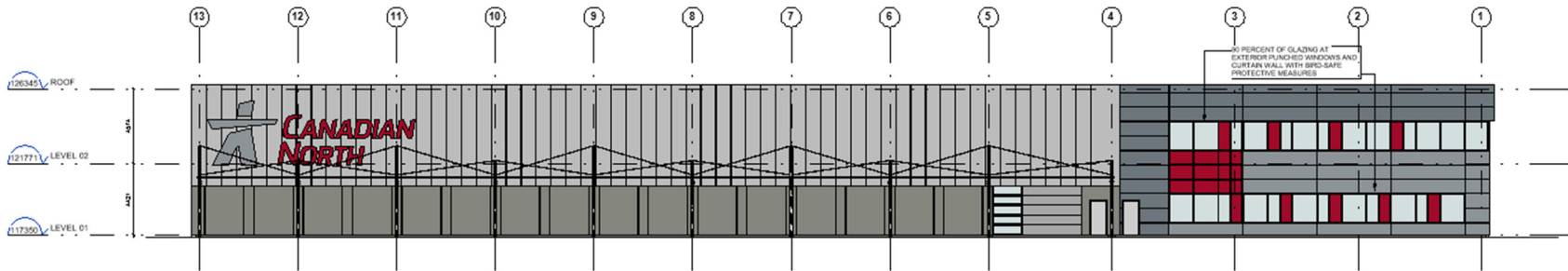


Figure 15 - North elevation

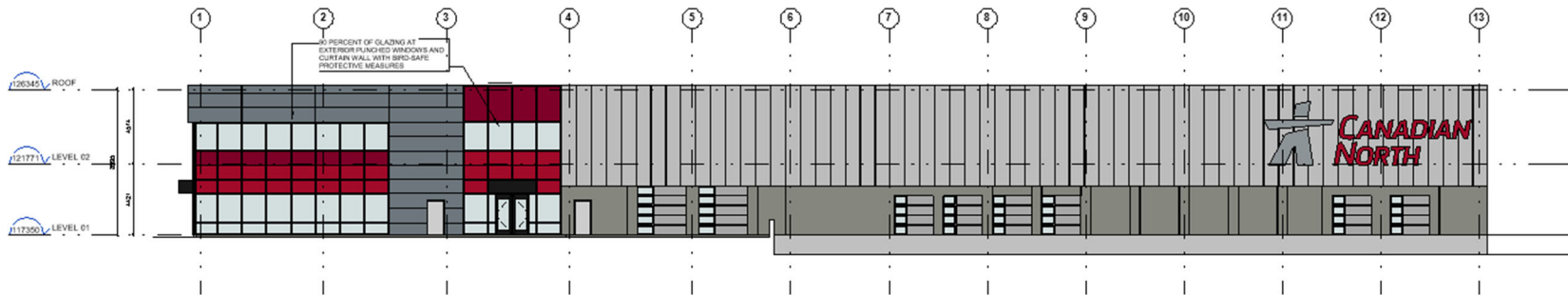


Figure 16 - South elevation

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APPENDIX C: VIEWS: BUILDING PERSPECTIVES



Figure 17 - View looking South East

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Figure 18 - View looking North East

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Figure 19 - View looking North East 2

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Figure 20 - To Airport Parkway Private looking South

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Figure 21 - Airport Parkway Private looking East