



Design Brief

Submitted to:

**Development Review, Planning, Infrastructure and
Economic Development Department,
City of Ottawa**

In Consideration for the Project at:

**6622 Bank St, Ottawa
Two single-storey warehouse buildings**

Section 1

Application Submission

Type of application - Site Plan Control (Rural Standard)

Legal description - Part Lot 13, Concession 6 Osgoode, Parts 1, 2, and 3 Plan 4R-25595 except Parts 1, 2, 3 4R30781; subject to an easement over Part 2 on Plan 4R25595 as in OS17896, city of Ottawa

Municipal address - 6622 Bank St., Ottawa, ON, K0A 2P0

Purpose of the application - The purpose of this application is to permit the construction of two warehouse buildings on the property at 6622 Bank in order to expand the existing business located on site (CAMM Heavy Machinery Movers). The site already contains one warehouse building used as office space and temporary storage for machinery/equipment used and transported by the company.

Vision statement and project goals - The vision of this project is to expand the business by allowing for more space to temporarily store machinery/equipment for transportation. The proposed buildings will be designed in a similar fashion to the existing building to maintain a visual connection between the new and existing structures.

Response to City Documents - Official Plan

This property is designated as Rural Countryside in the Rural Transect as per the Official Plan and the following text are key sections of the Official Plan that relate to the proposal and our *responses*.

Section 2.2.2 discusses economic development and states that the following policies should support existing and emerging industries, businesses and services at all scales and within all geographic areas of the City, rural, suburban and urban.

- 8) Protect locations for activities related to goods movement including freight, storage and logistics. *The subject property features an existing equipment/machinery storage facility and this proposal will be adding more storage capacity to the land.*
- 9) Support rural economic development throughout all sectors. *The proposal is located in the rural area and this approval of this proposal would support the*

growth of the existing industrial business, and by consequence rural economic development.

Section 4.6 discusses Urban Design. This section aims to provide direction to areas of urban importance and encourage design excellence.

4.6.2 4) Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

- a) Protecting the opportunity to view natural and cultural heritage features; *The proposed development is setback from the street to allow for regrading of a stormwater retention pond and vegetation between the street and the proposed parking area.*
- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way; *Due to the existing roadside ditch, the location for tree planting along the road is located within the property between the property line and the parking area. The trees proposed on site are 7 large deciduous trees, 3 medium deciduous trees, and 13 large coniferous trees.*
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and *The primary building is fronting on and facing Bank St. This building is the only one in the proposal that is required to accommodate customer access. The second building located deeper into the lot requires more space for turning movements and cannot be oriented towards the street.*
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and *As mentioned above, screening is provided by way of tree planting between the proposed parking and the street.*
- e) Managing the intensity and spill-over of lighting on adjacent parcels. *New lighting proposed on site is to be located on the facades of the building only. It will be directed downwards and will not spill over onto adjacent sites.*

Section 5.5 discusses Rural and Greenbelt Transect areas which provide for a range of social and economic activity and the policies for these transect areas are intended to ensure the responsible use of resources for the protection of public health and the environment while supporting economic development for rural businesses in recognition of their valuable contributions to the regional economy.

5.5.1 1) Recognize a rural pattern of built form and site design

- b) Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; *The proposed development is setback 27.91m from the front property line which will allow for the required planting and screening elements to ensure the rural character of the area is maintained.*
- c) Outside of Villages, sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to maintain rural character. The frontage along the road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as low fences, hedges or landscape-based ornaments may be used to enhance the site frontage. *The proposed site plan illustrates that parking, loading, and the majority of the paving are located along the rear facade of the building, far from the road frontage. Additionally, it is proposed to landscape the road frontage in a way that adequately screens the building and its uses, as well as enhancing the green edge along the rural road.*
- 2) Development in the Greenbelt and Rural Transect areas shall:
 - d) Direct high-intensity rural industrial uses to locations near highway interchanges; *Although Bank St is not a highway, it is a major north-south route and the site is accessed directly off Bank St. This would indicate that the site's location is well-suited for this type of development*
 - e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area *The proposal is serviced privately and the new development will not pose additional risk to the quality and quantity of groundwater for the surrounding area. Civil engineering plans have been made available for review by City staff.*

Section 9.2 outlines policies associated with the Rural Countryside designation.

- 9.2.2 3) Where development, excluding agriculture or agriculture-related uses, is proposed within 1 kilometre of a Village or Urban boundary it will be reviewed to ensure that it shall not impede the expansion of the settlement area. *The subject property is approximately 1.5 km from the Village boundary of Greely and therefore should not be reviewed against the criteria listed in Section 9.2.2 3).*

Response to City Documents - Design guidelines

While the property is not within the Industrial and Logistics area as per the Official Plan, it is zoned RH3 - Rural Heavy Industrial Zone therefore we have highlighted key sections in the Industrial and Logistics Land Strategy for the Official Plan (2020) that apply to this proposal.

Section 3: Directions from Policy. The PPS seeks to protect employment areas for current and future needs as an economic development strategy and directs that employment areas shall be preserved and separated from sensitive land uses, with residential and other land uses prohibited within employment areas. *The zoning of the subject property is Rural Heavy Industrial (RH). The properties to the north and south are also Rural Heavy Industrial and across Bank St are properties with Rural Commercial zoning. The properties to the west are zoned Rural Countryside (RU), which permits a wide range of uses in the rural area. The RU properties are very deep lots and are separated from the subject property by a forested area and a Hydro Easement. Both of which would prevent any residential building in those areas. This land will continue to operate as an employment area as the business currently on-site is expanding.*

Employment growth within the rural area is generally directed to the villages; however, there are some sectors that occur outside of villages such as agriculture and mineral extraction. Manufacturing, assembly, and storage can also occur outside of villages due to the need for separation distances or transportation access. *This property is located approximately 1.5 km from the Village of Greely, however this type of land use is better suited outside of rural villages. This storage facility requires a large amount of land and would require large separation distances from other rural village uses. Therefore this site is an appropriate location for this business to expand its operations.*

Context Plan



Context plan of 6622 Bank St.

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The subject lands for this proposal have frontage on one street, Bank St, which is an arterial mainstreet and a scenic entry route into the City of Ottawa as per the Transportation Master Plan. Also stated in the Transportation Master Plan is that the road to the west that branches off Bank St. is Grey's Creek Rd which is a collector street and features a bike spine route.

The subject property currently houses a 2,326m² warehouse for the storage and transportation of heavy machinery and equipment. The existing building contains vehicular parking in the front of the building giving access to the associated office space, however the majority of the parking, loading, and storage happen towards the rear and south side of the property. The property directly north of the site is a rural commercial property that features a detached dwelling in accessory to a commercial use, and north of that is an organisation called Christian Horizons that works with people with disabilities. Across Bank St. from the subject property is a storage yard, a few small-scale rural commercial properties, and a motel. Directly south of the site is a vehicle recycling facility, and a scrap metal recycling centre. West of the property are a few residential lots as well as a large vacant lot which is owned by the same owner as the subject property.

There are very few areas of interest and no bus stops within the 100 m and 200 m radii of the site. Of possible interest are the forested areas to the west and northwest of the site within the 100 m and 200 m radii however the proposed development will not cause a large enough impact to affect these areas.

Site Photos



Location of site photos.



1. Existing dwelling north of subject site, accessory to a rural heavy industrial use.



2. Front view of the existing building at 6622 Bank and the associated office space.



3. Internal view of the subject site looking at the existing warehouse.



4. Existing storage yard for CAMM. Note: this area is behind the screening fence (1.8m in height)



5. Image of the subject site's frontage on Bank St. showing the planted and screened buffer zone for the industrial yard area.



6. Image from across Bank St from the subject site featuring smaller scale rural commercial properties.

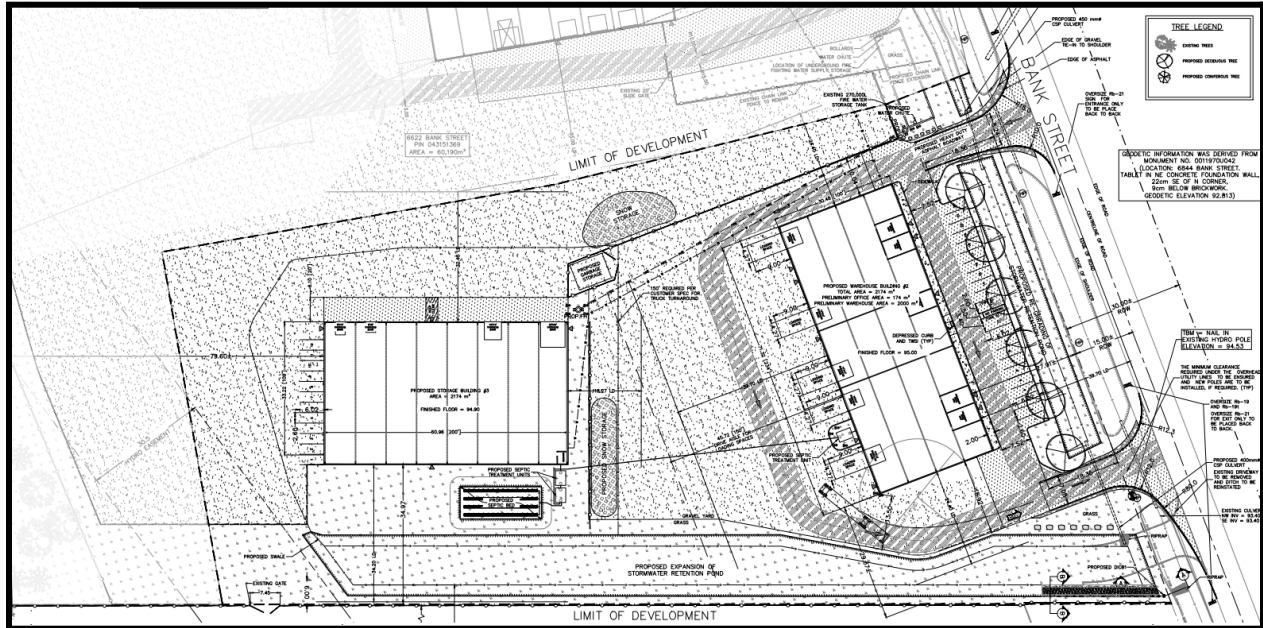


7. Image showing the motel located further south along Bank St.

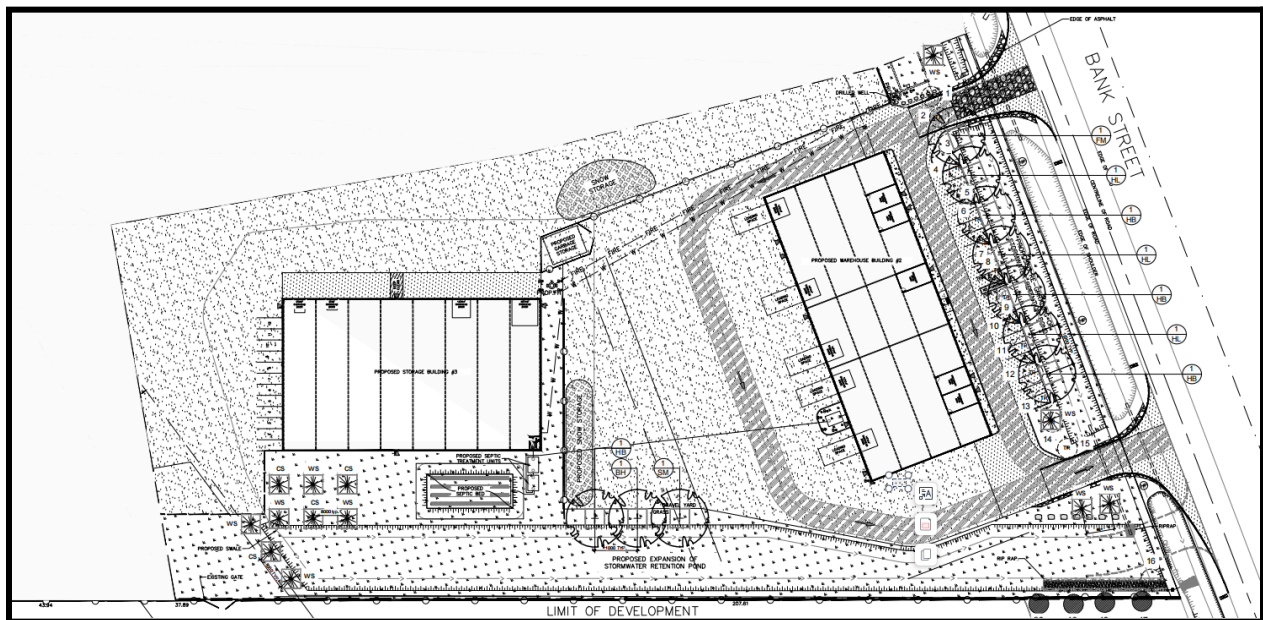


8. Image of the Kenny U-Pull and AIM recycling centre located directly south of the subject property.

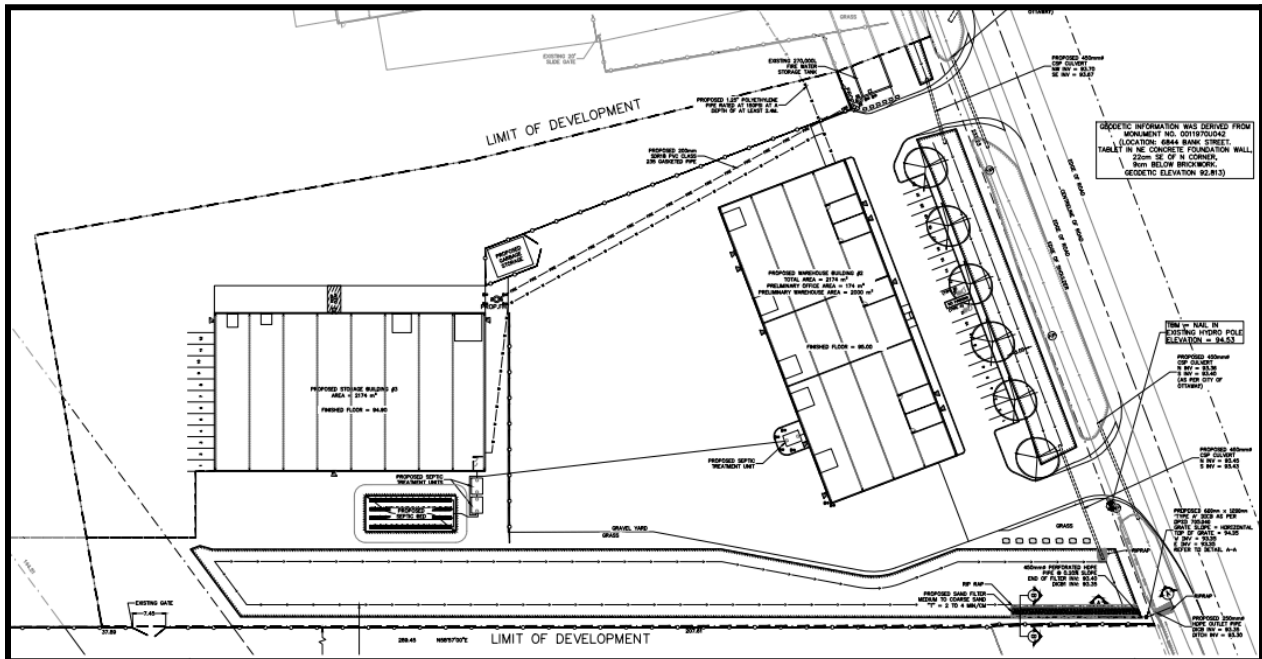
Section 2



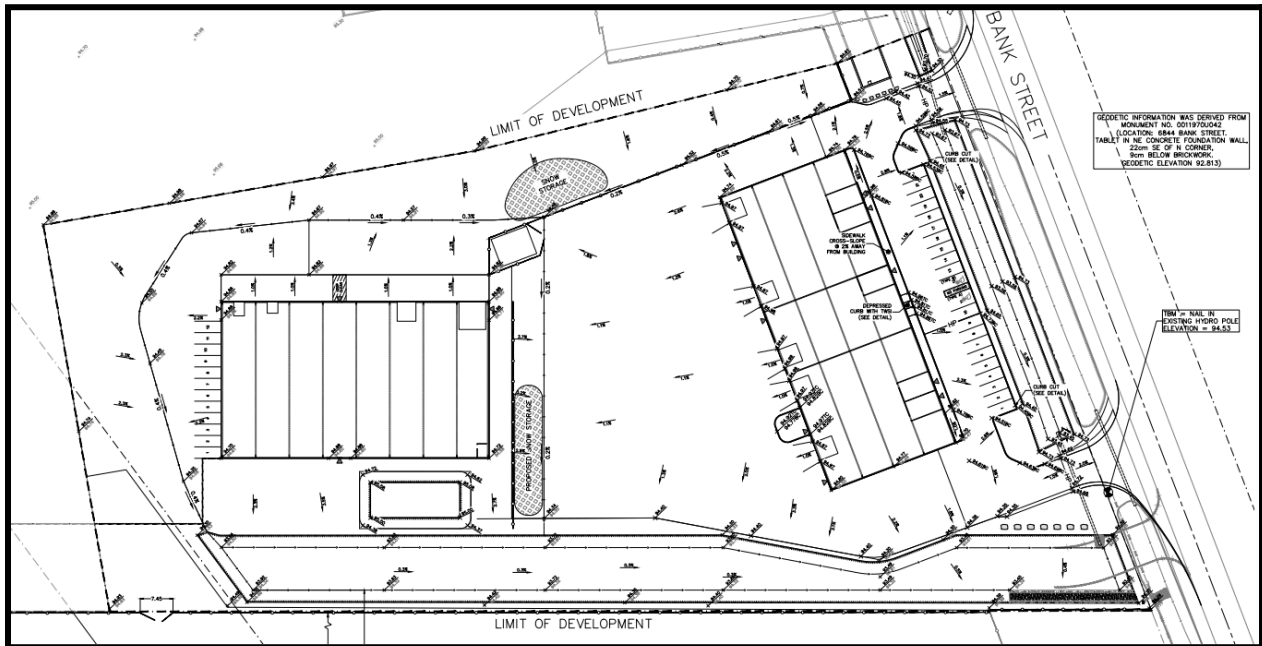
Site Plan



Landscape plan



Site Servicing



Site Grading

Relationship to the Public Realm and Sustainability

The proposed buildings will be single storey warehouses for the storage of heavy machinery and equipment. There are many similar land uses south and north on Bank St including a Kenny U-Pull, a scrap yard, autopart and autobody shops, and various storage yards. Additionally, the existing use located on the subject property is industrial, being heavy machinery storage and repair. These surrounding uses are closely related to the proposed industrial uses proposed at this site.



Context Plan showing surrounding land uses.

The property borders sites with vacant land, rural residential uses, and industrial land uses. The massing of the surrounding developments are low rise, typically containing a single storey with a two storey presence from the street. The proposed single storey, double height, building will be compatible with the surrounding context.

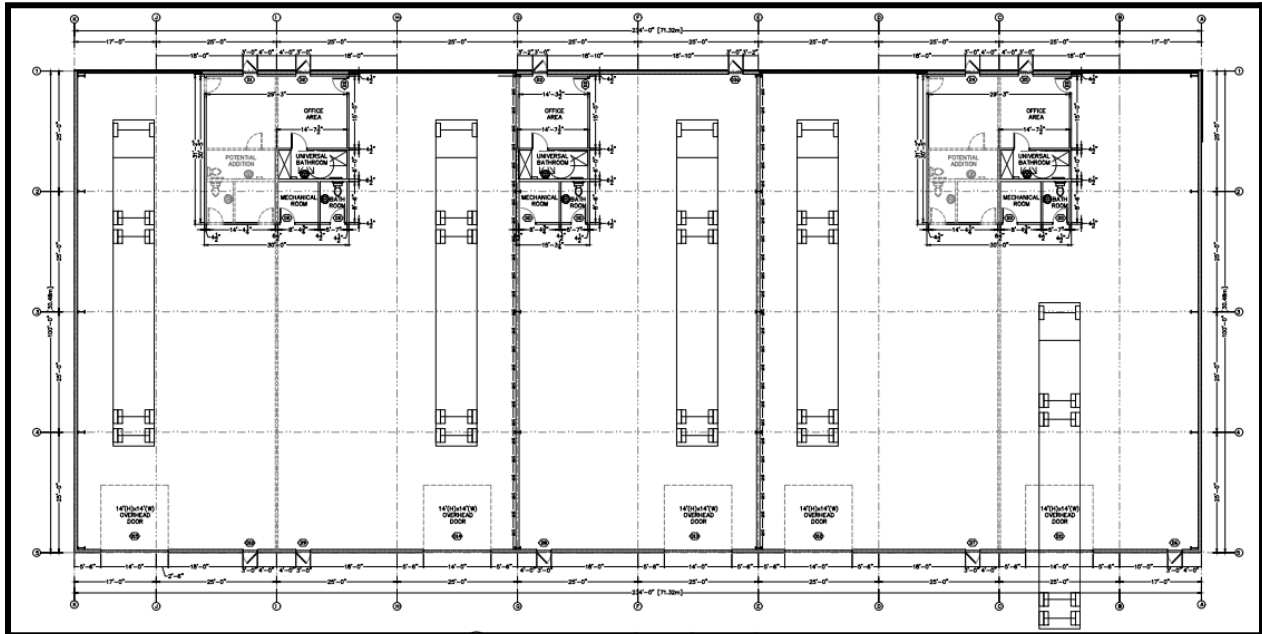
The design's expression onto the streetscape is that of an industrial building with masonry at grade to relate the large double height building to the pedestrian level. This design detail also relates to the existing building on site which features masonry on one section of the building designed to be used by customers and clients.

Building Design

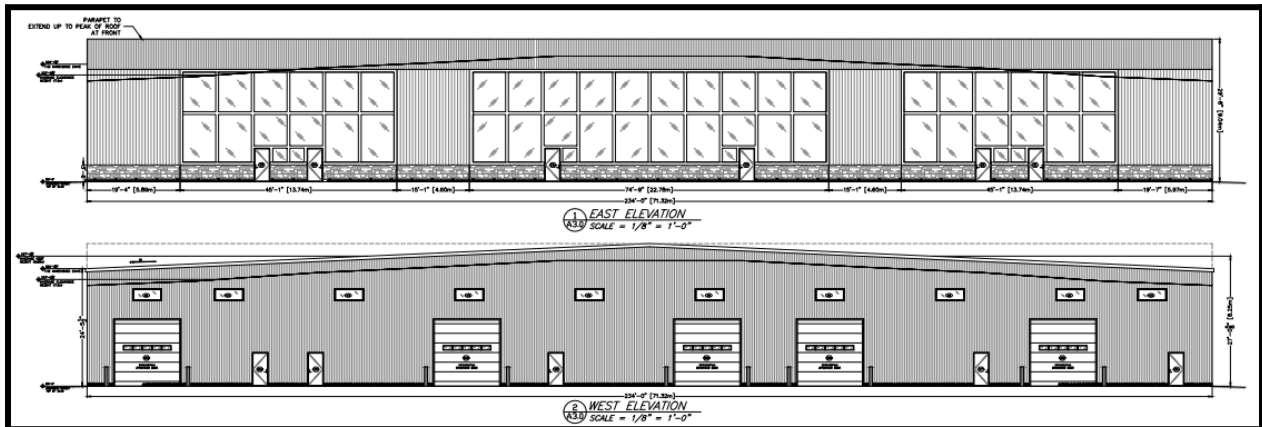
The eastern elevation of the eastern building (fronting onto Bank St) features large windows and pedestrian entrances into the various sections of the building. The masonry and window division bring the building down to the pedestrian level and helps to minimise the presence of the large building.

Similarly to the existing building, the proposed buildings will employ vertical siding and a pitched roof. Also similarly to the existing building, the proposed buildings will be light in colour and feature beige siding and brown masonry stone. This will help to create the illusion of a small, lighter building.

The building containing customer-related activities is the building fronting on and facing Bank St. This will allow for ease of access from Bank St to the parking area and from the parking area into the building. The second building does not contain any customer-related activities and therefore is set further back from the street and oriented in a way to screen the internal functions from the street.

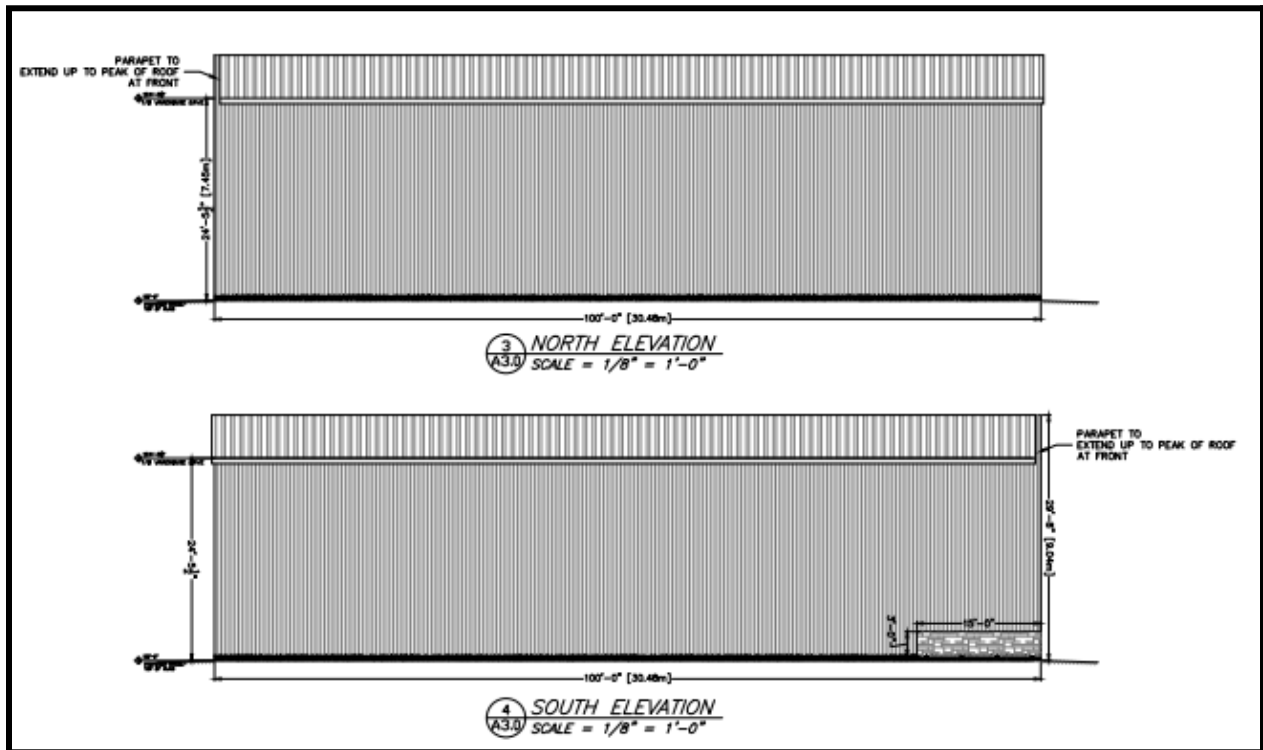


Eastern building ground floor plan.

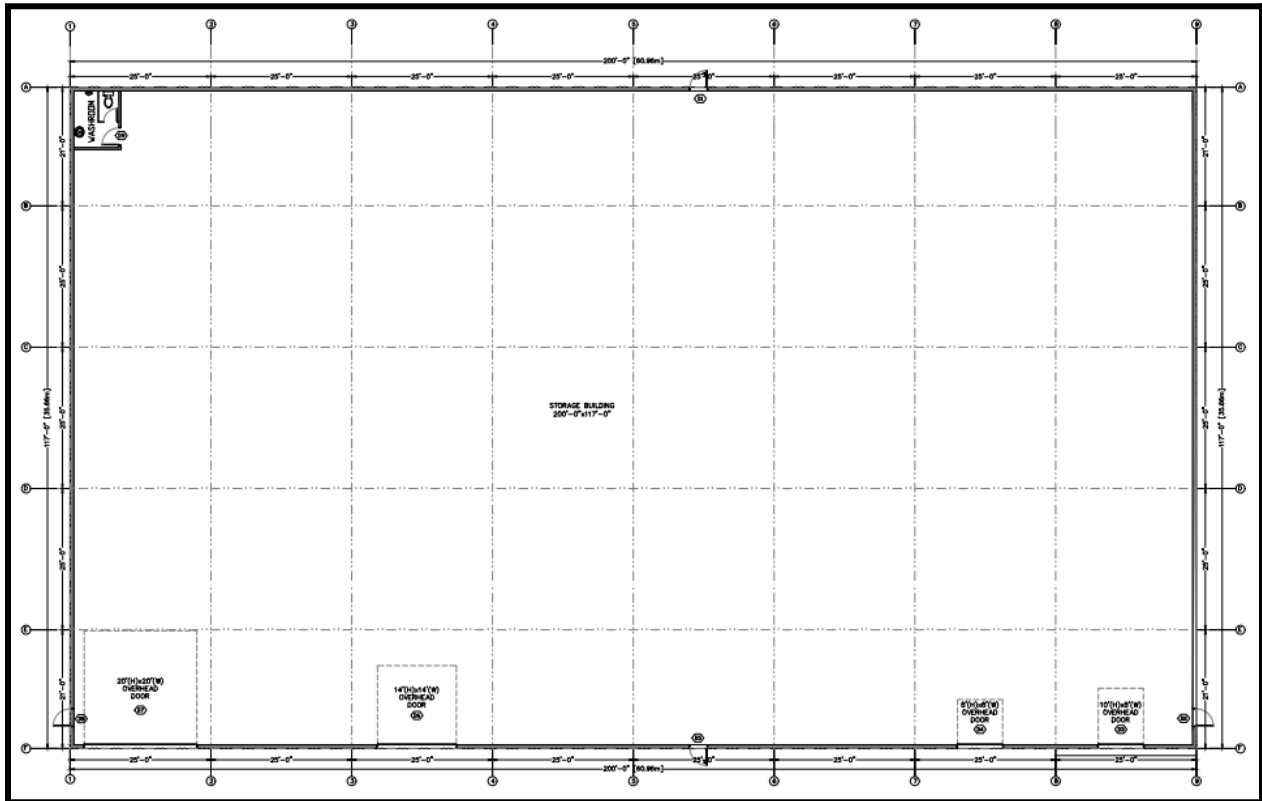


East (top) and west (bottom) elevations of the eastern building.

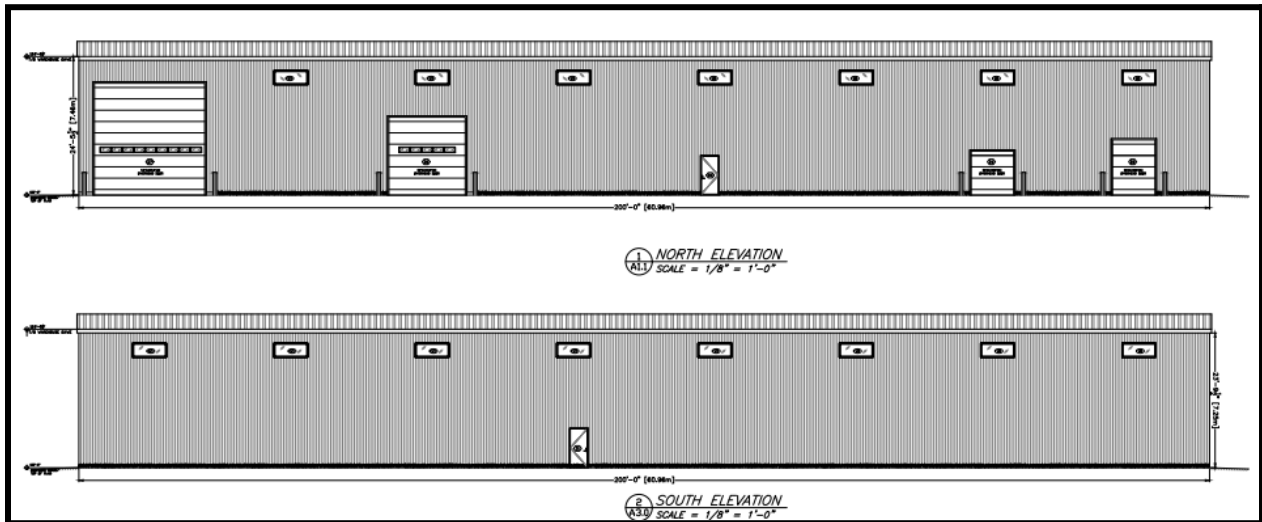
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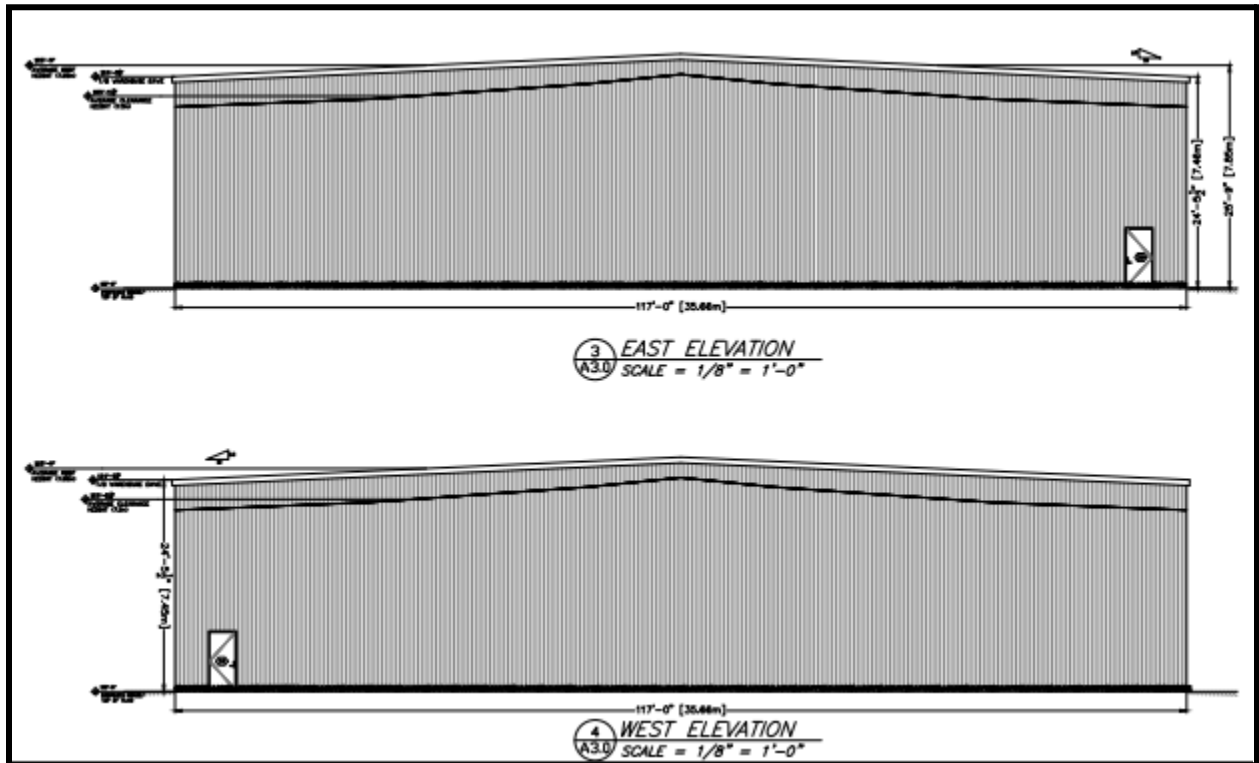
North (top) and south (bottom) elevations of the eastern building.



Western building ground floor plan.



North (top) and south (bottom) elevations of the western building.



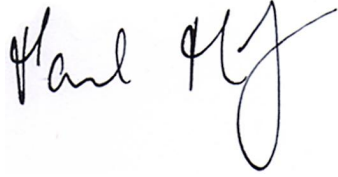
East (top) and west (bottom) elevations of the western building.

Sustainability

Two stormwater retention ponds are proposed to accommodate the new grading of the site. One is located along the southern lot line and the other is along the Bank St lot line. The southern pond and rear building are screened from uses to the south by a 1.8 m high chain link fence and four existing trees in the southeast corner of the site. The rear building itself is also screened by various proposed coniferous and deciduous trees. The front yard retention pond and front building are screened from the road by 10 proposed trees.

All proposed planting contains the necessary soil volumes for every tree species and size. There are a total of 7 large deciduous trees proposed, 3 medium deciduous trees, and 13 large coniferous trees to be planted or transplanted. The majority of the site is gravelled and is largely to remain through the proposed development. The area of soft landscaping between the front lot line and the road, and along the southern lot line are proposed to be improved through the development. Asphalt has been proposed where gravel is not sufficient. This includes the site access and the proposed parking area in front of the eastern building. This will accommodate barrier-free access into the building.

P H Robinson Consulting

A handwritten signature in black ink, appearing to read "Paul RPP", written in a cursive style.

Paul Robinson, RPP

Date: 2024-08-28