FOTENN Planning + Design

ARCHITECTURE | 49

Urban Design Brief

4101 Limebank Road

12 November 2024



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1 Project Description

Developer
Groupe Montoni

Architect
Architecture 49

Landscape Architect
Architecture 49

Planner
Fotenn Planning and Design

Project Summary

The proposed development is a Industrial and Logistics Development, that is comprised of 41 warehouse units dispersed between 5 buildings.

Parking is provided at exactly the required amount, 256 space, 116 of which are loading spaces. Bicycle parking is provided for 63.

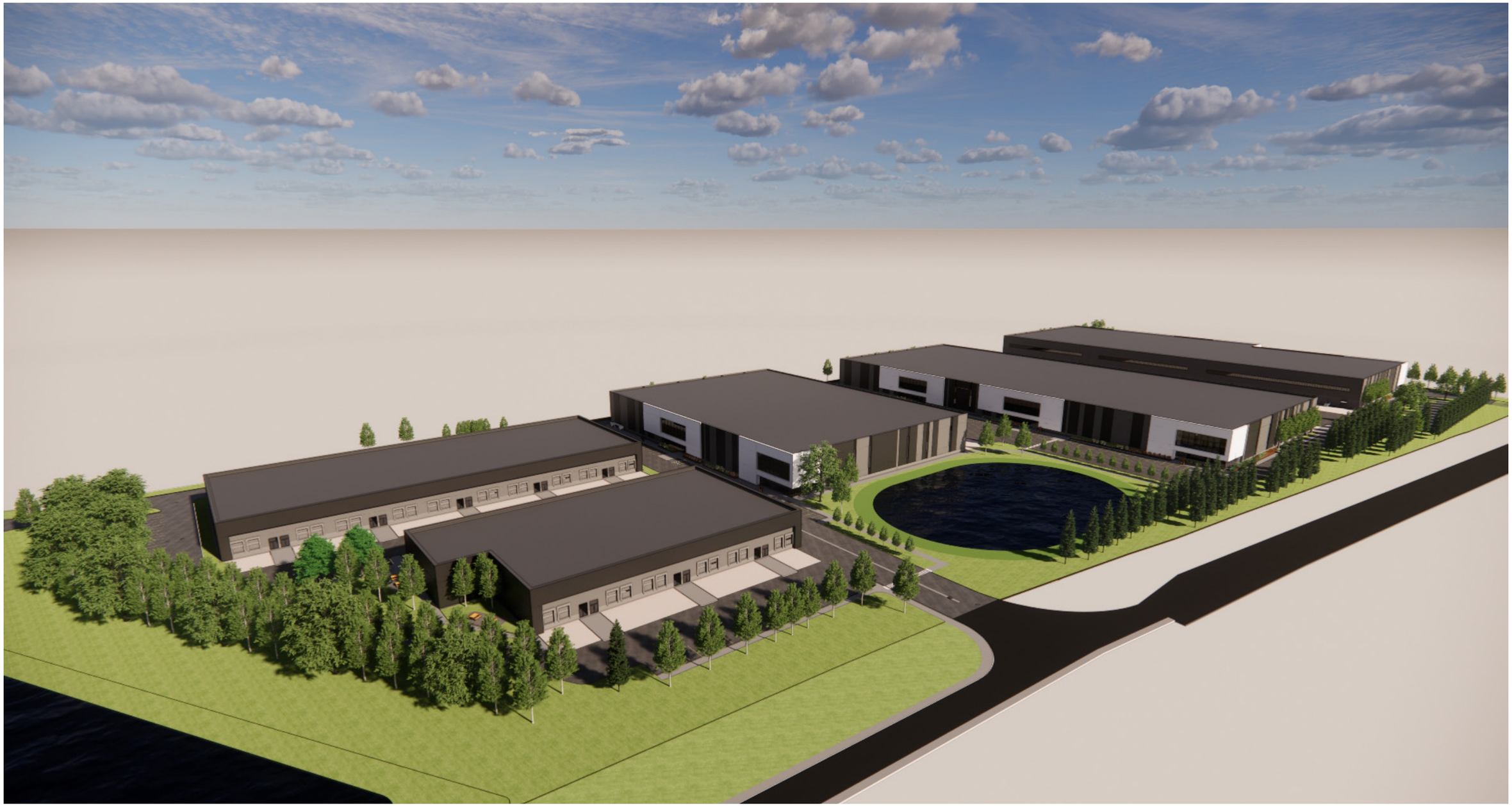
Two stormwater retention ponds have been proposed on the site to accomodate water run off as established by the accompanying Servicing Studies.

To accomodate the the future Lietrim Road allignment a roadway will be provided to reach the entrance closest to Limebank Road. Once realigment has been undertaken by the City, the second entrance will be made available.

Key Statistics

- Heights: 2-storeys (15.0 metres)
- Commercial Units: 41 units
- Use: warehouse, office (accessory)
- Vehicle Parking: 256
- Bicycle Parking: 63
- Lot Coverage: 39%
- FSI: 0.39

Proposal Rendering



Rendering of proposed development, looking south-east from Limebank Road.

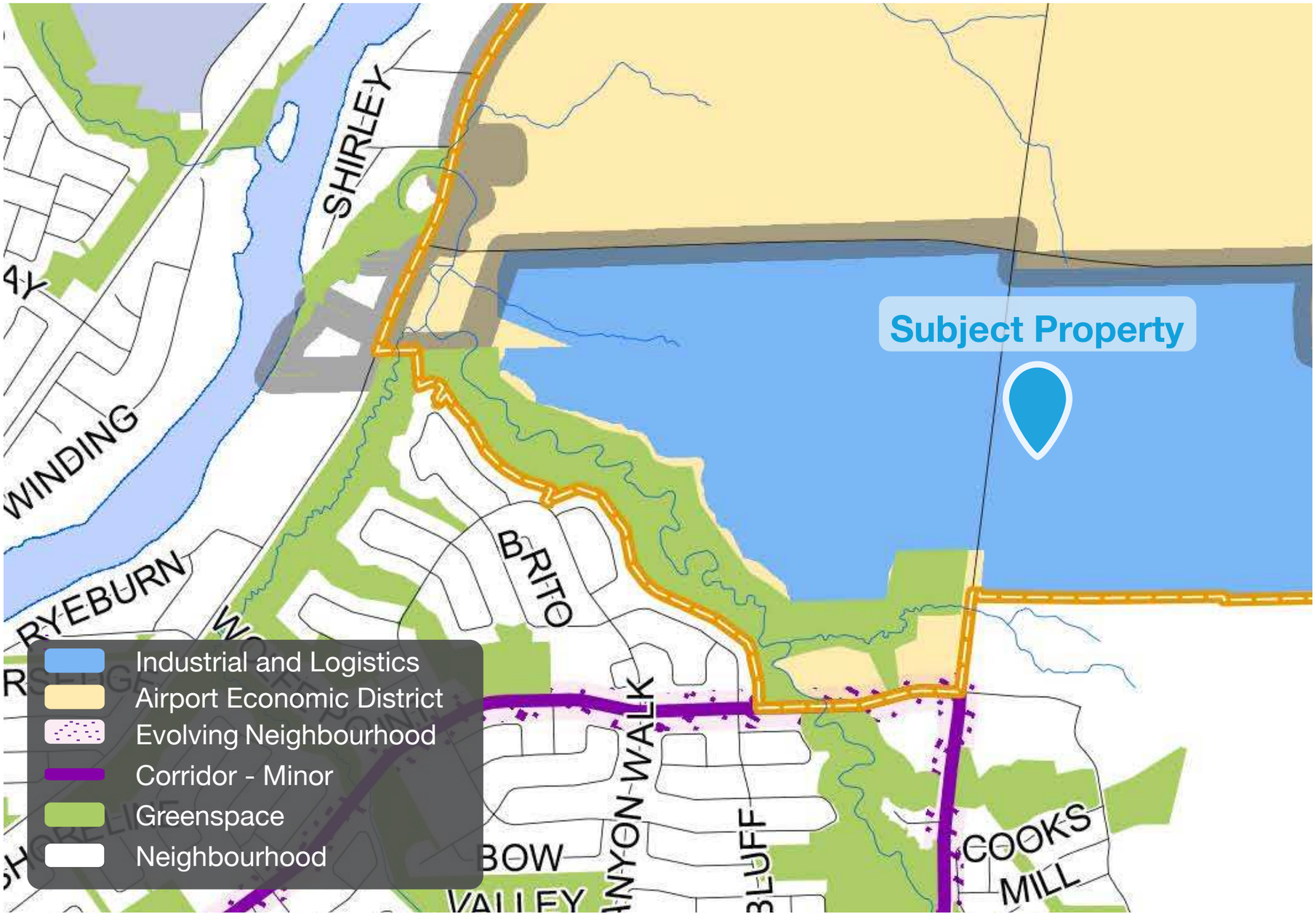
Proposal Rendering



Rendering of proposed development, looking south-east from Limebank Road

2 Design Directives

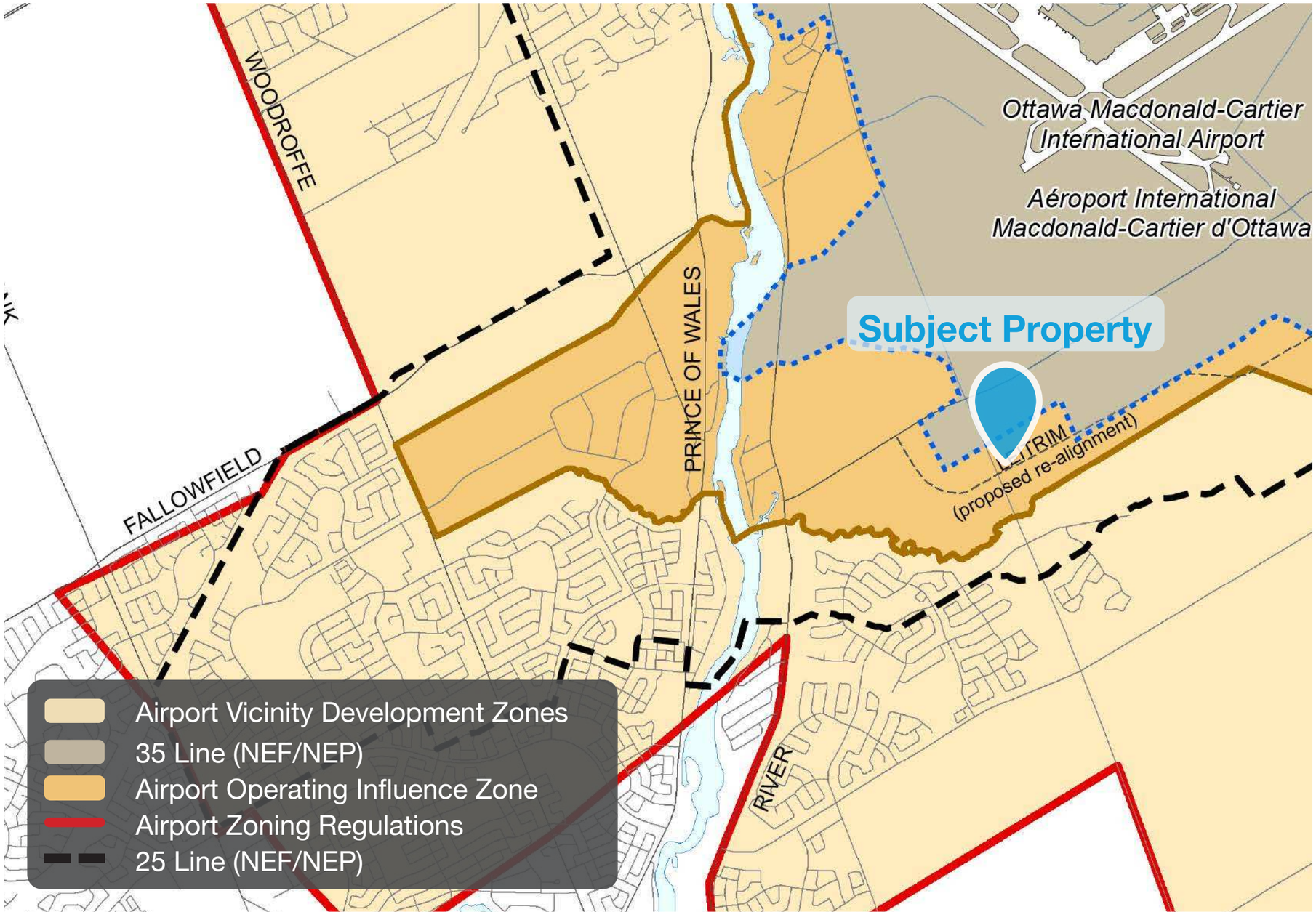
Policy Context - Official Plan



Schedule B6 — Suburban (Southwest) Transect, City of Ottawa Official Plan

As identified on Schedule B6 of the Ottawa Official Plan, the subject property is designated Industrial and Logistics. Industrial and Logistics areas are preserved to cluster economic activities relating to manufacturing, logistics, storage and other related uses. This designation corresponds to the manufacturing and warehousing activities within employment areas as defined by the Provincial Policy Statement. The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes.

Policy Context - Airport Operating Influence Zone



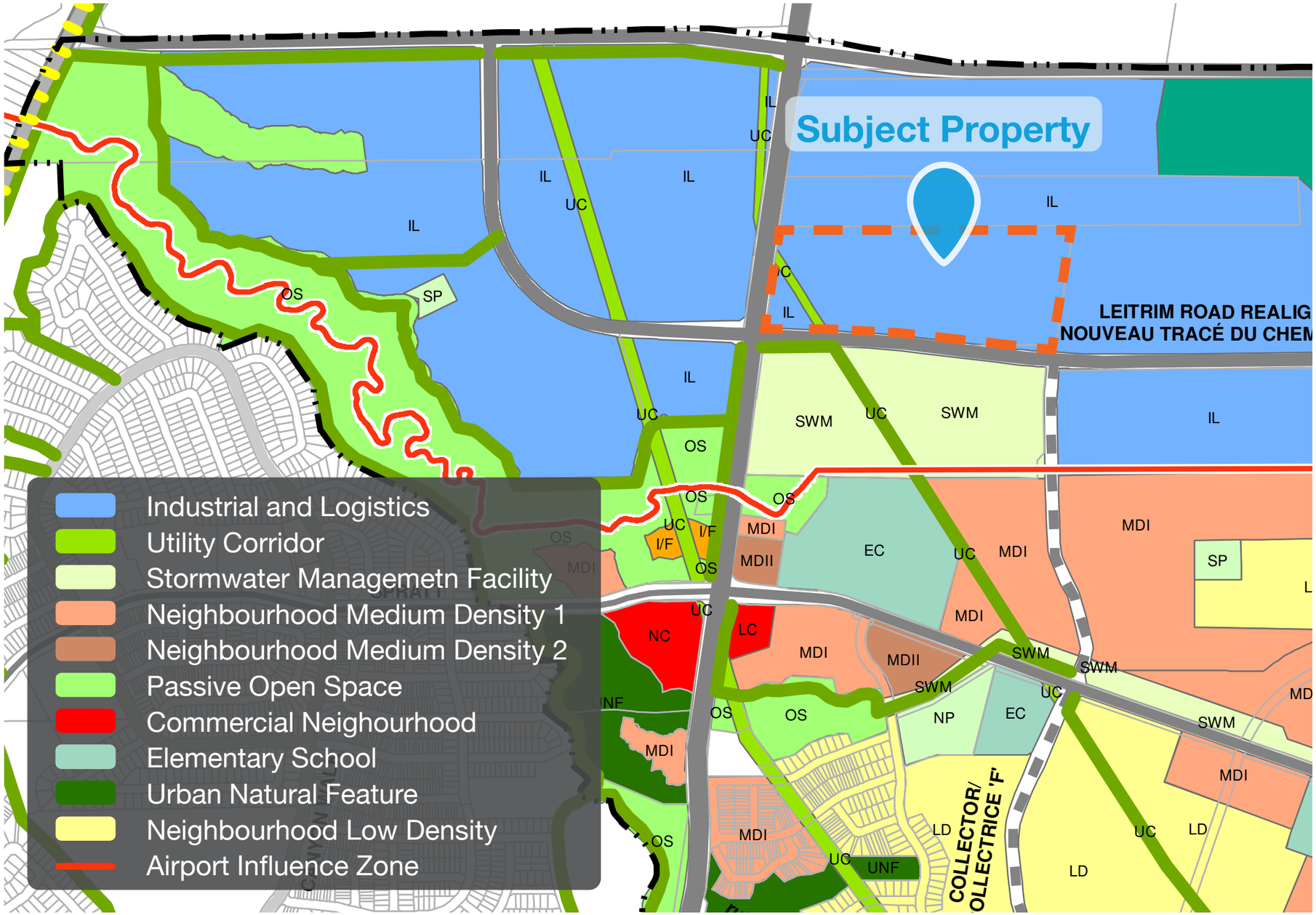
Schedule C14 — Land Use Constraints Due to Aircraft Noise.

As identified on Schedule C14 of the Ottawa Official Plan, the subject property is located within the Airport Operating Influence Zone.

The proposed development contemplates a non-noise sensitve use, warehouse, which is compatible with uses associated with the Airport and surrounding area.

Further, the proposed development is fully compliant with all relevant policies noted in the Ottawa McDonald-Cartier International Airport Regulations.

Policy Context - Riverside South Secondary Plan



Schedule A – Designation Plan, Draft Riverside South Secondary Plan

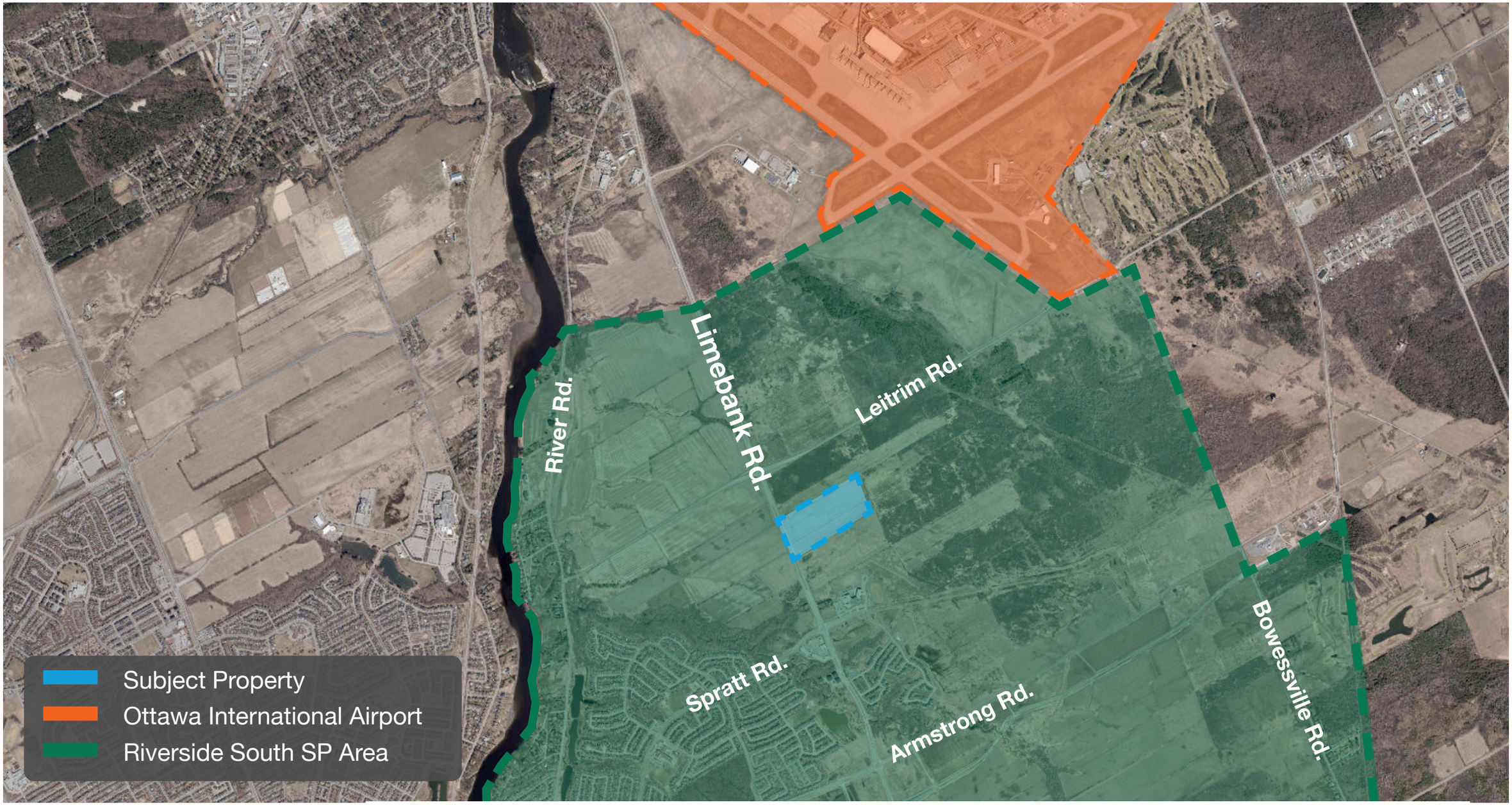
The Secondary Plan applies to the community's lands that, as of 2022, remain unbuilt and will be home to the majority of the population and employment of Riverside South. The plan directs the highest densities around transit stations with lower density located further away, a Town Centre that will function as the community's downtown, commercial areas to provide services and amenities for neighbourhoods and an employment area in the northerly portion of the community and within the Airport Operating Influence Zone for high-impact land uses.

The subject property, as identified on Schedule A is primarily designated Industrial and Logistics – IL. A narrow segment of the subject property is designated Green Transportation and Utility Corridor – UC.

The Industrial and Logistics designation is located in the northern portion of the Riverside South community, south of the Ottawa Macdonald-Cartier International Airport. This area is set aside for higher-impact and employment land uses that are not adversely affected by aircrafts or airport operations and won't pose a potential negative impact or restrict aircrafts and airport operations.

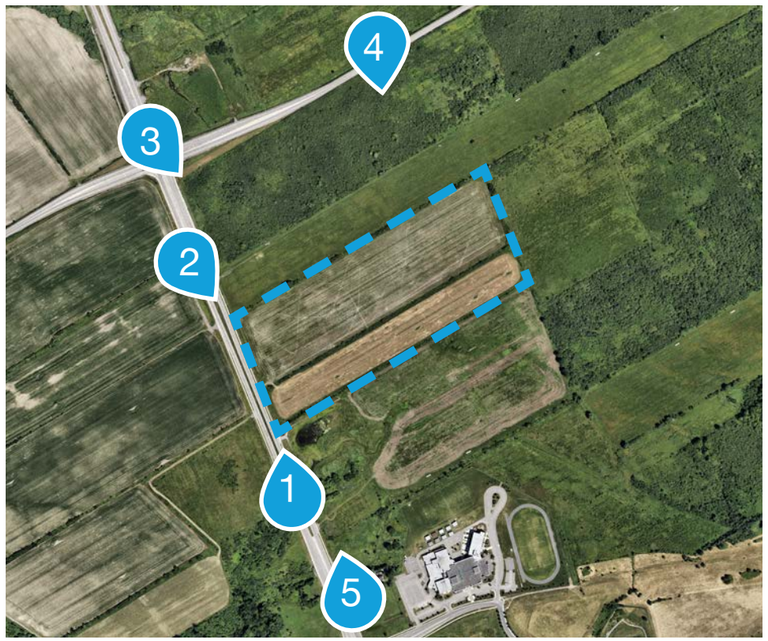
3 Site, Context, & Analysis

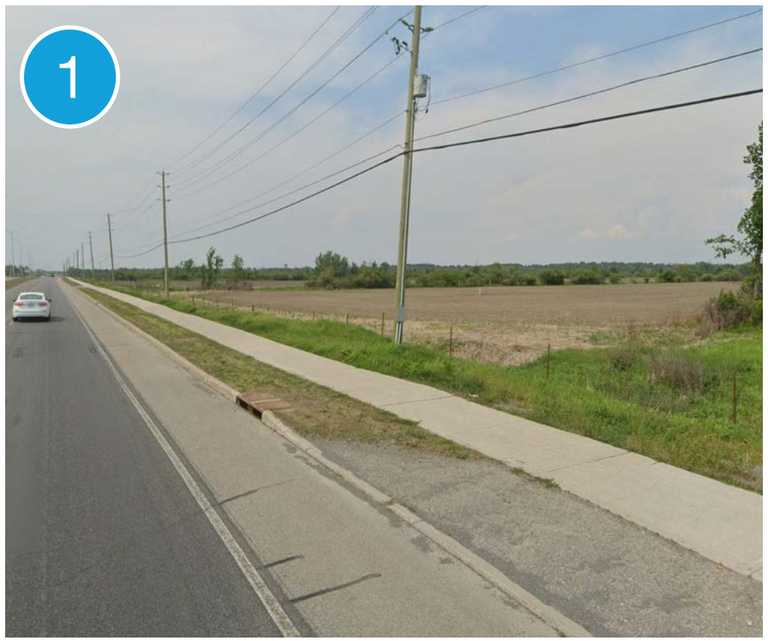
Subject Property

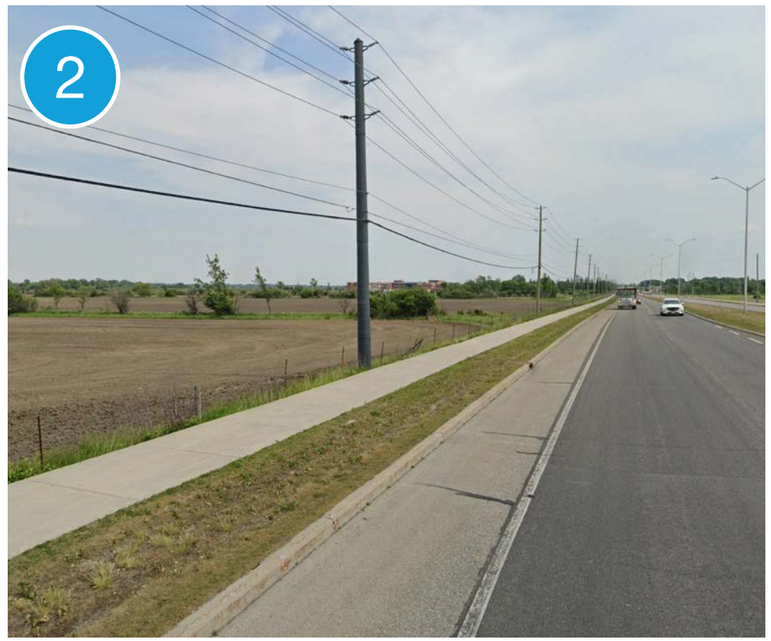


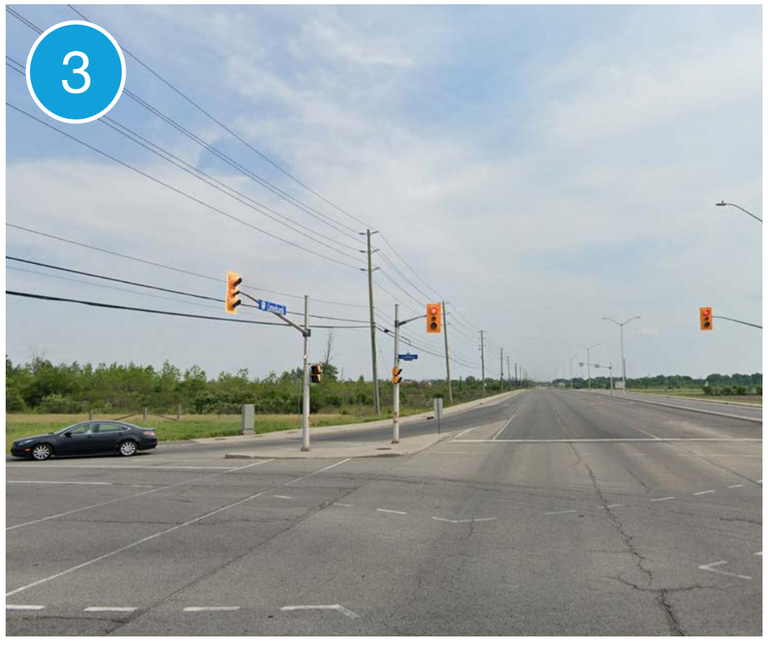
Aerial image of the subject property, the surrounding area, and proximity to future rapid transit.

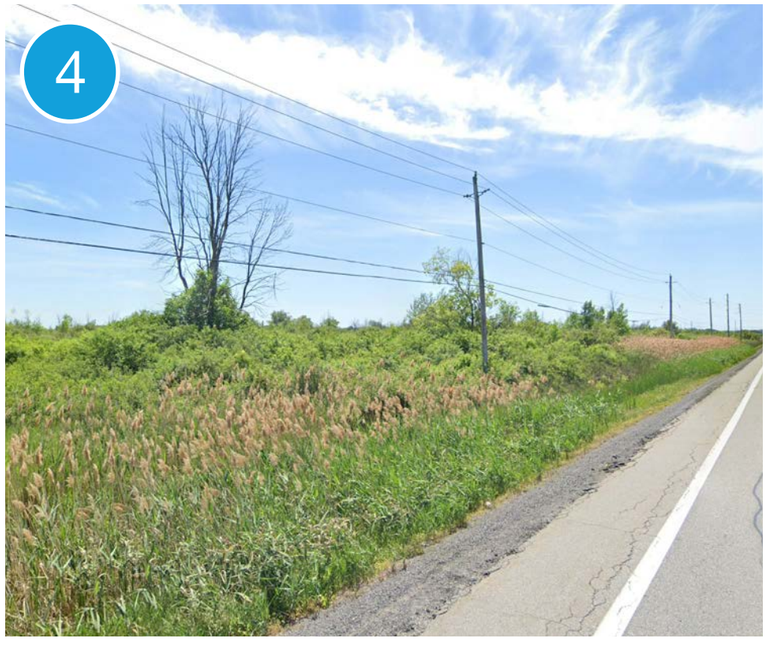
Site Photos





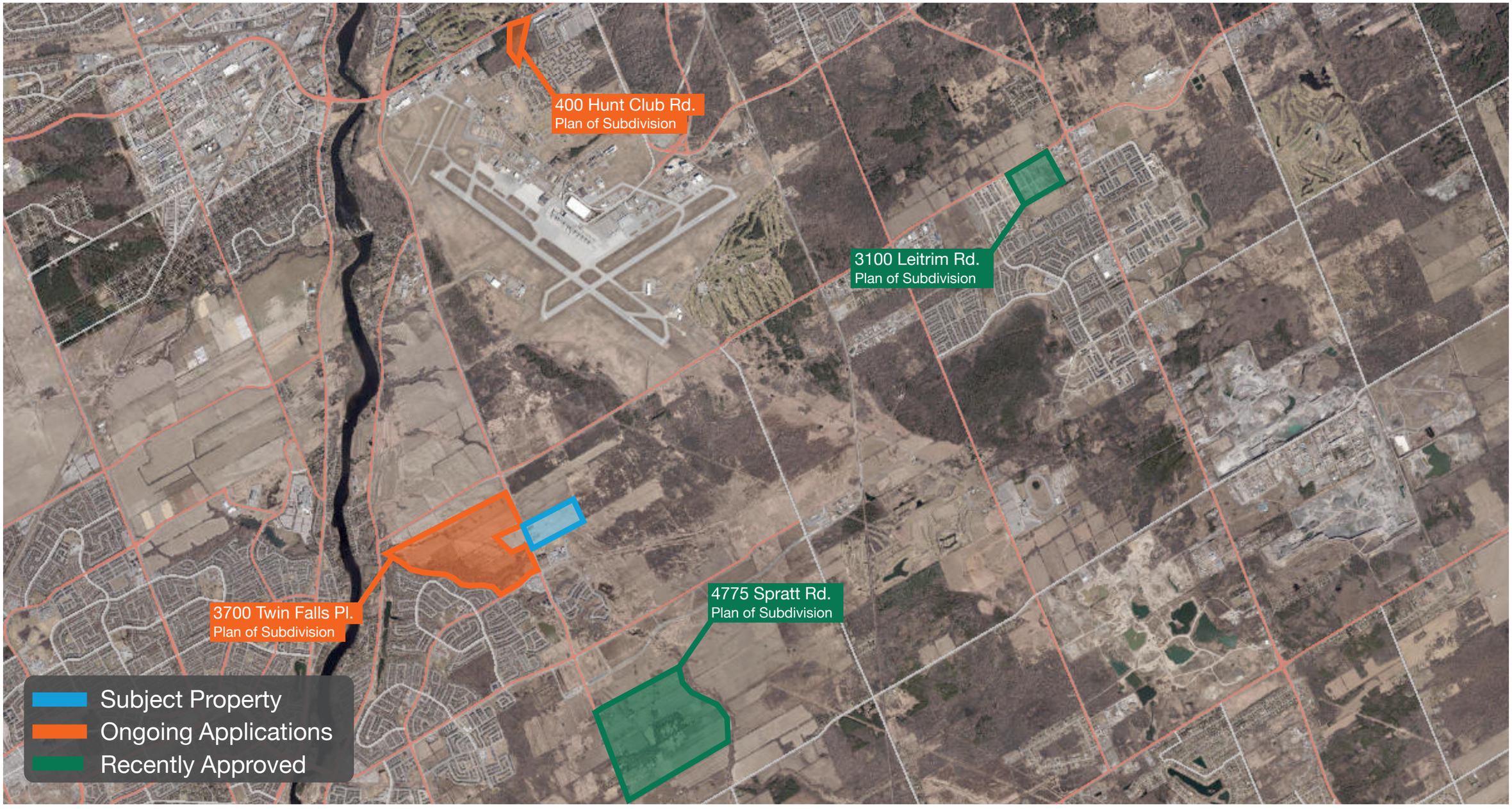






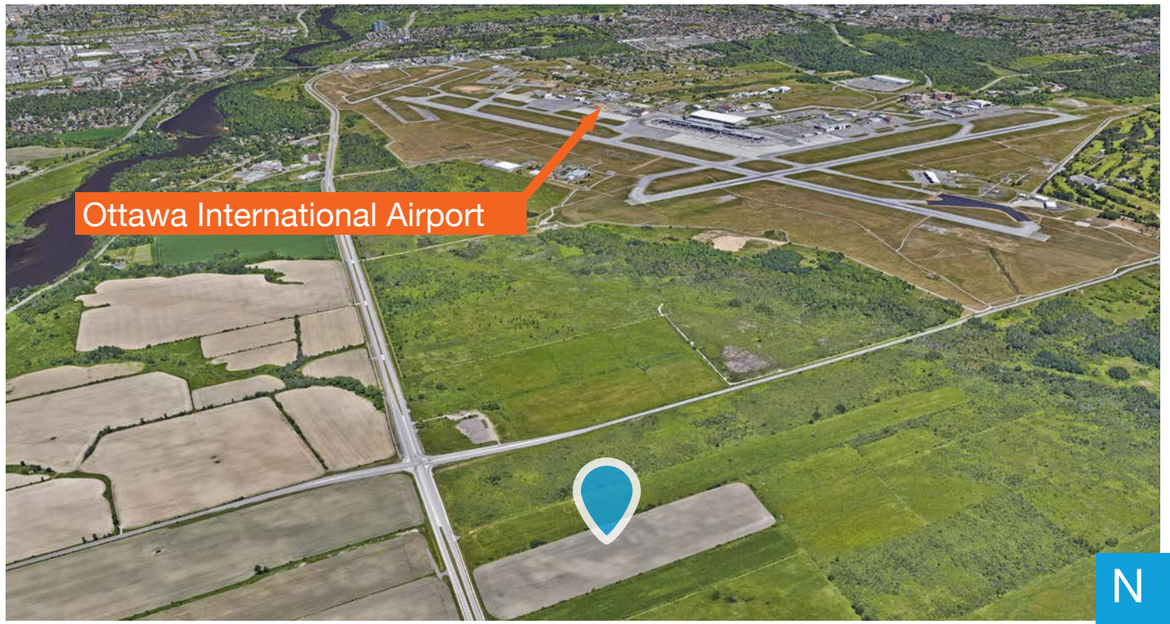


Site Analysis - Recent Development Proposals



Aerial image of the subject property and proposed development in the surrounding area.

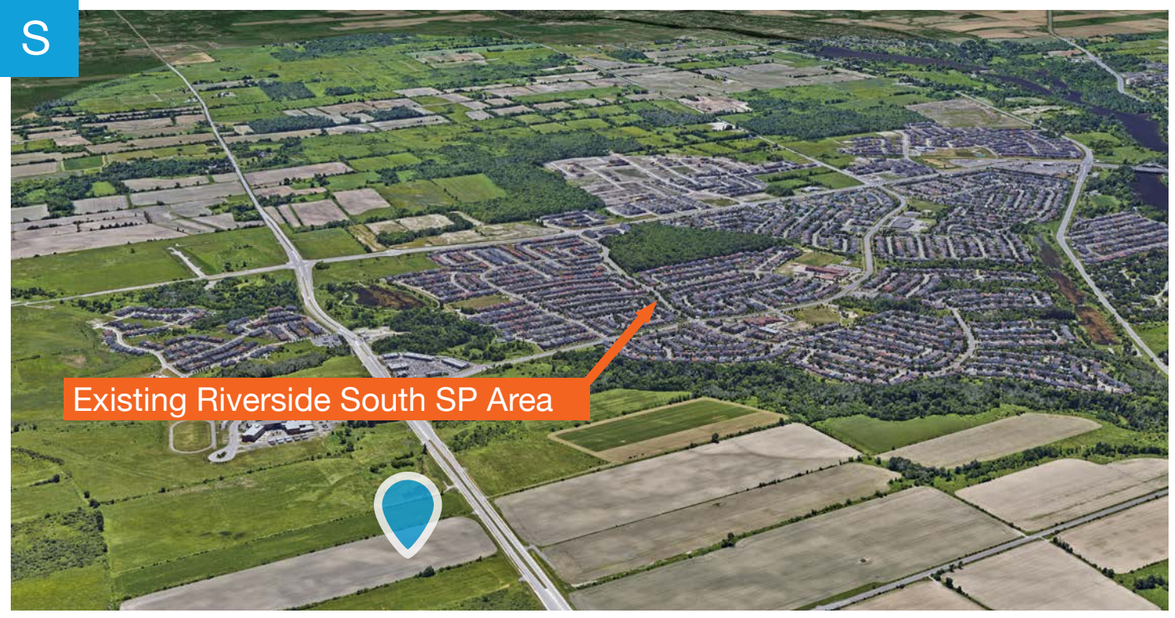
Site Analysis - Surrounding Context





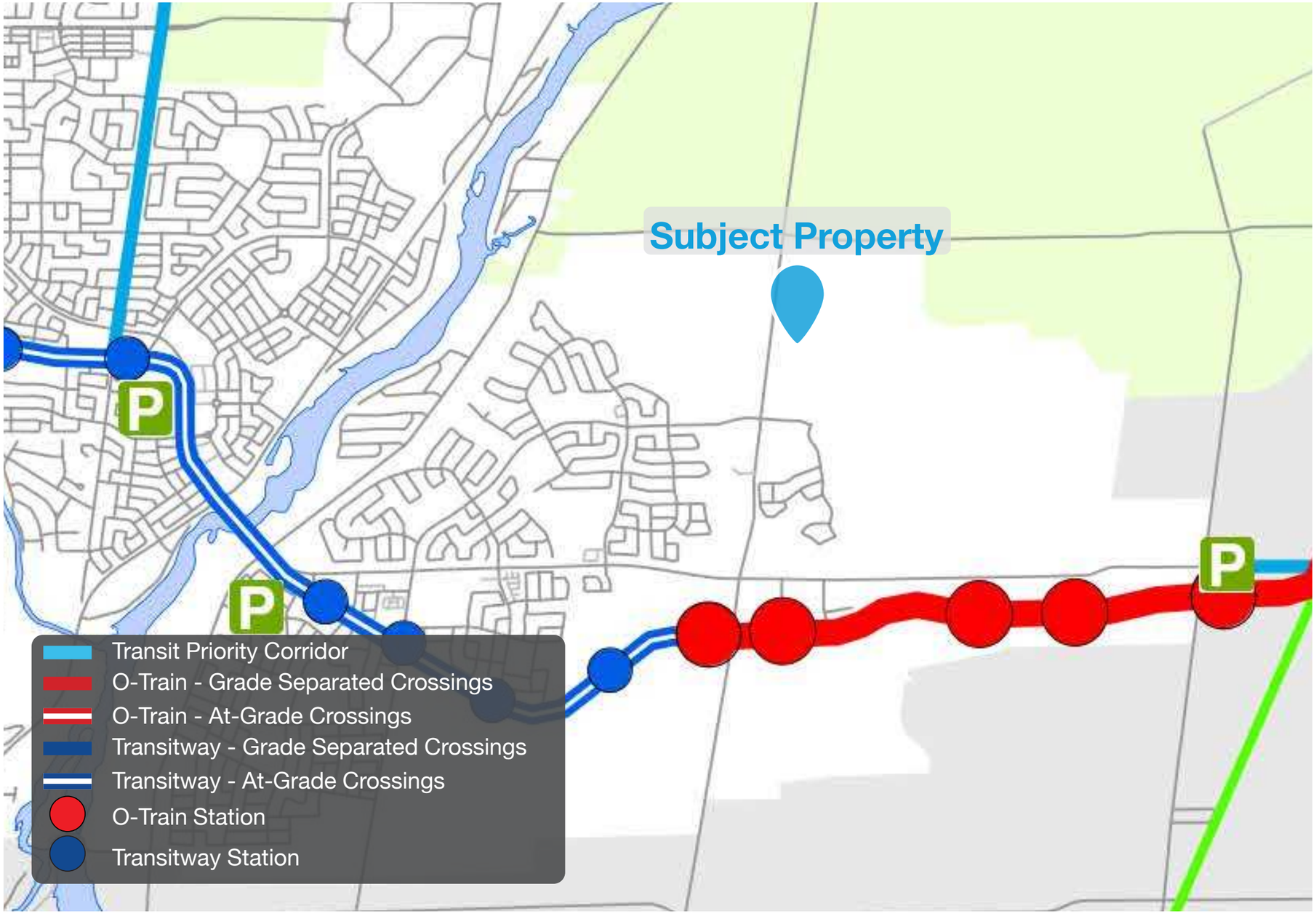
N E
W S





Aerial image of the subject property and amenities in the surrounding area.

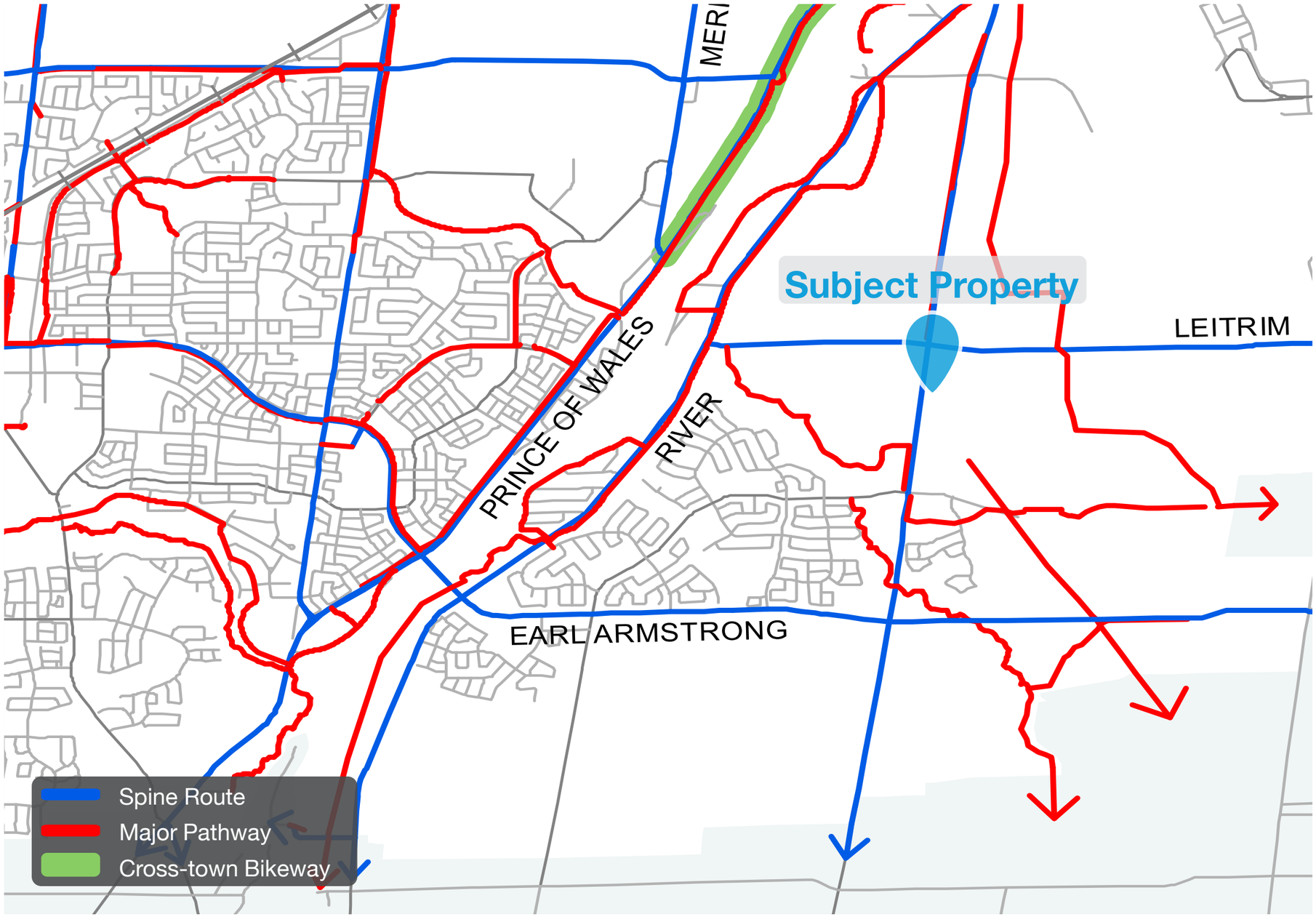
Site Analysis - Transit Network



As identified on Schedule C2 of the Ottawa Official Plan, the subject property is located approximately 2 kilometers from the closest rapid transit station. Local OC Transpo services are more readily available, having bus stops (heading both north and south) located approximately 200 metres north of the subject property. Services available include the 99, 299, 693, and 699 routes.

Schedule C2 - Transit Network, City of Ottawa Official Plan.

Site Analysis - Active Transportation Network



Map 1 - Cycling Network, City of Ottawa Transportation Masterplan

As identified in the City of Ottawa Transportation Masterplan, the subject property is located on a Spine Route, which is designated to provide efficient travel for cyclists. The subject property is also closely located to several Major Pathways which provide dedicated travel for cyclists throughout the Riverside South community.

Site Analysis - Street Network



Schedule C4 - Urban Road Network, City of Ottawa Official Plan.

As identified on Schedule C4 of the City of Ottawa Official Plan, the subject property is located on a segment of Limebank Road designated as an Arterial Roadway. Additionally, upon the realignment of Leitrim Road, the subject property will be located fronting two Arterial Roadways.

Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse.

Spratt Road, which is located approximately 500 metres south of the subject property, is designated as a Major Collector Roadway and provides efficient travel throughout the existing Riverside South community.

In general, major collectors act as a connection between arterials and other collector roads.

4 Design

Proposed Development - Site Plan

Zoning Statistics

Zoning: General Industrial (IG) - Currently Development Reserve Zone (DR)

Proposed Use:
Building Type "A" [Industrial Condo]: Group F, Division 3 Occupancy, Up to 2-Storeys
Building Type "B" [Warehouse]: Group F, Division 2 Occupancy, Up to 4-Storeys

Standard		Requirement	Provided
Lot Area (min.)		1,000 m²	151,250 m²
Lot Coverage (max.)		65%	38.9%
Gross Floor Area	Condo	N/A	9,640 m²
	Office (Warehouse)	N/A	4,800 m²
	Warehouse	N/A	44,400 m²
	Total	N/A	58,840 m²
Front Yard and Corner Side Yard (min.)		3.0 m	50.6 m

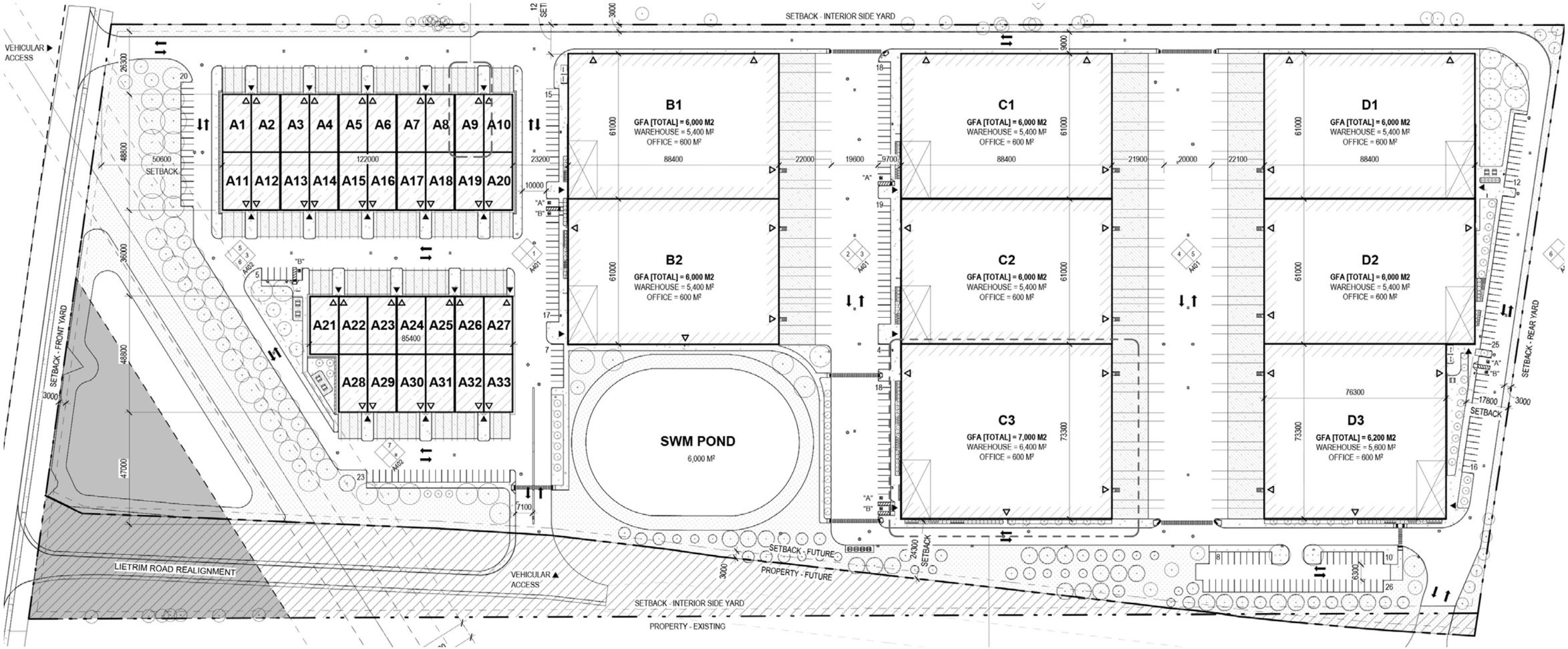
Zoning Statistics

Side Yard (min.)		
Adjoining Residential or Institutional	15.0 m	N/A
All other cases	3 m	24.3 m [South] 12.5 m [North]
Rear Yard (min.)		
Adjoining Residential or Institutional	15.0 m	N/A
All other cases	3 m	17.8 m
Maximum Floor Space Index	2.0	0.4
Maximum Building Height		
Within 20M of Adjoining Residential Zone	11.0 m	N/A
All other cases	22.0 m	± 22.0 m
Minimum Width of Landscape Area	3.0 m	3 m
Landscaped Area within Parking Lot	N/A	5-10%
Total Vegetation and Landscaped Area	N/A	18%

Parking
(4101 Limebank Road)

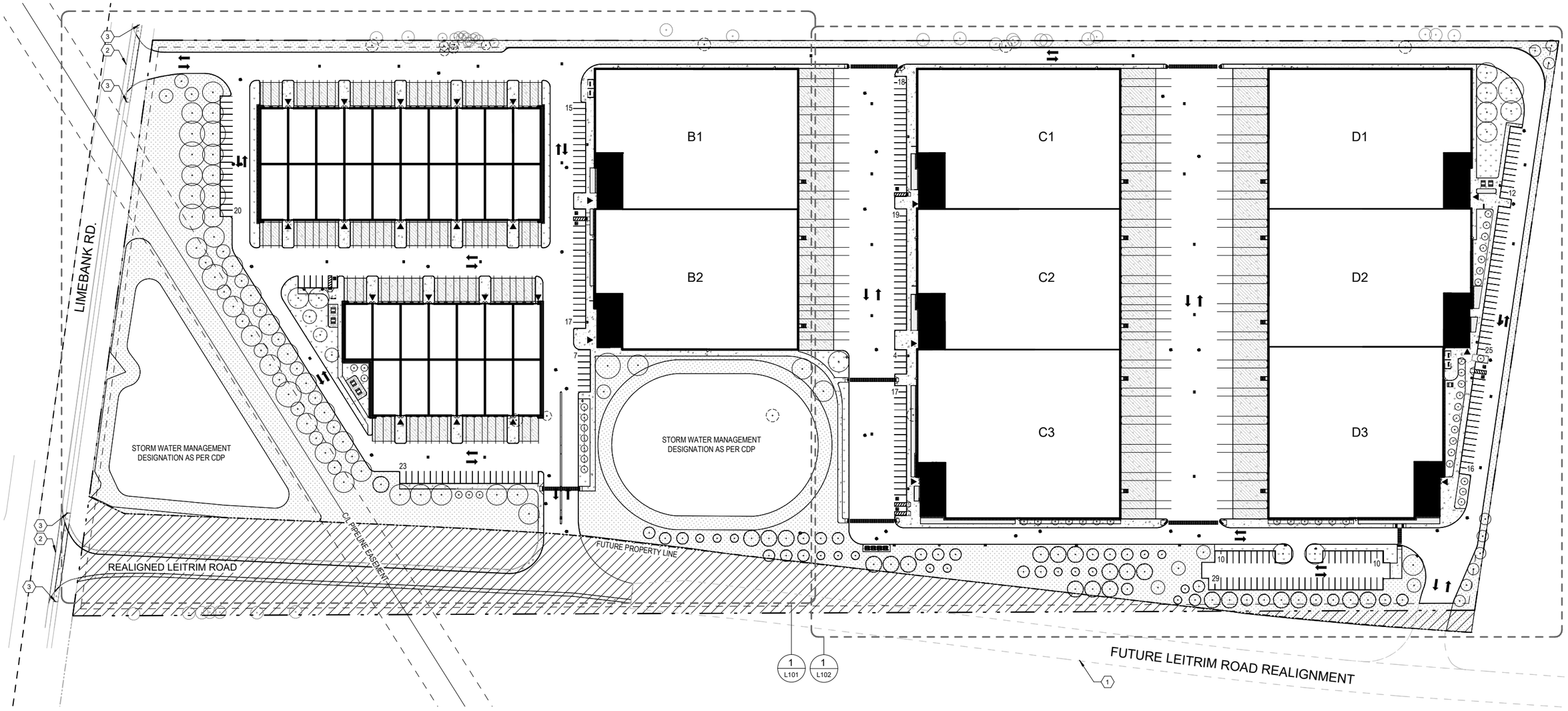
Requirement		
Light Industrial: 0.8 / 100m² for first 5,000m²; 0.4 / 100m² of remaining gross floor area.		
Proposed Buildings	256 Spaces	
Accessible Parking	4 - Type A (5200 mm x 3400 mm (MIN.)) 4 - Type B (5200 mm x 2400 mm (MIN.))	
Total Site Required	256 Spaces (Including Accessible Parking)	
Provided		
Total Site Provided	251 Spaces (Including 4 Type-A and 4 Type-B Accessible Parking)	

	Requirement	Provided
Bicycle Parking		
Light Industrial: 1 / 1000m² of gross floor area	59 Spaces	63 Spaces
Loading Spaces		116 Spaces



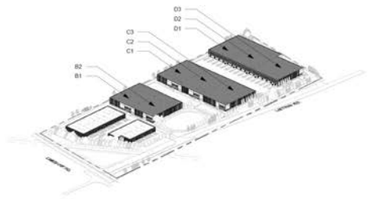
Proposed development Site Plan

Proposed Development - Landscape Plan

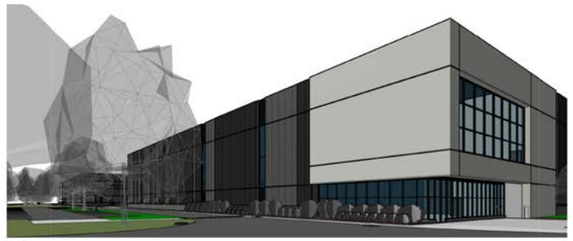


Proposed development Landscape Plan

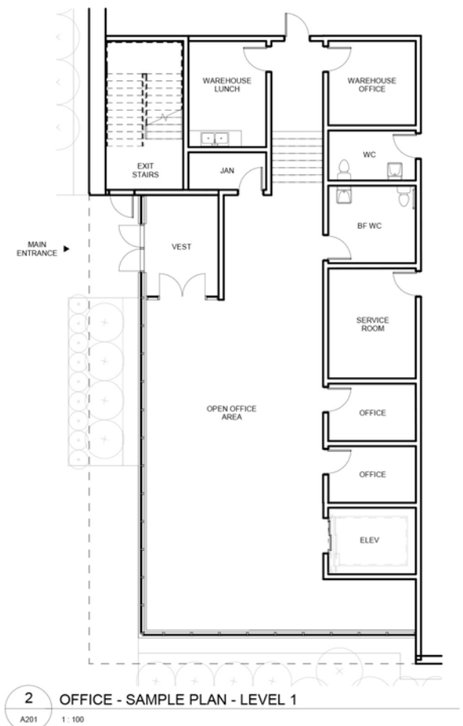
Proposed Development - Typical Floor Plan (Larger Units)



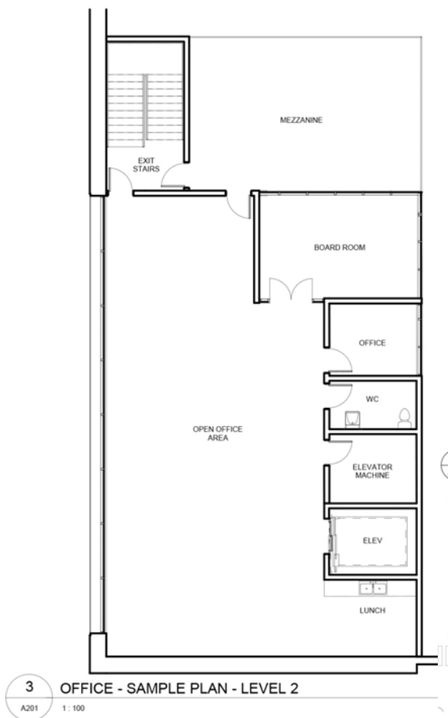
4 A201 3D VIEW - WAREHOUSE LOCATIONS



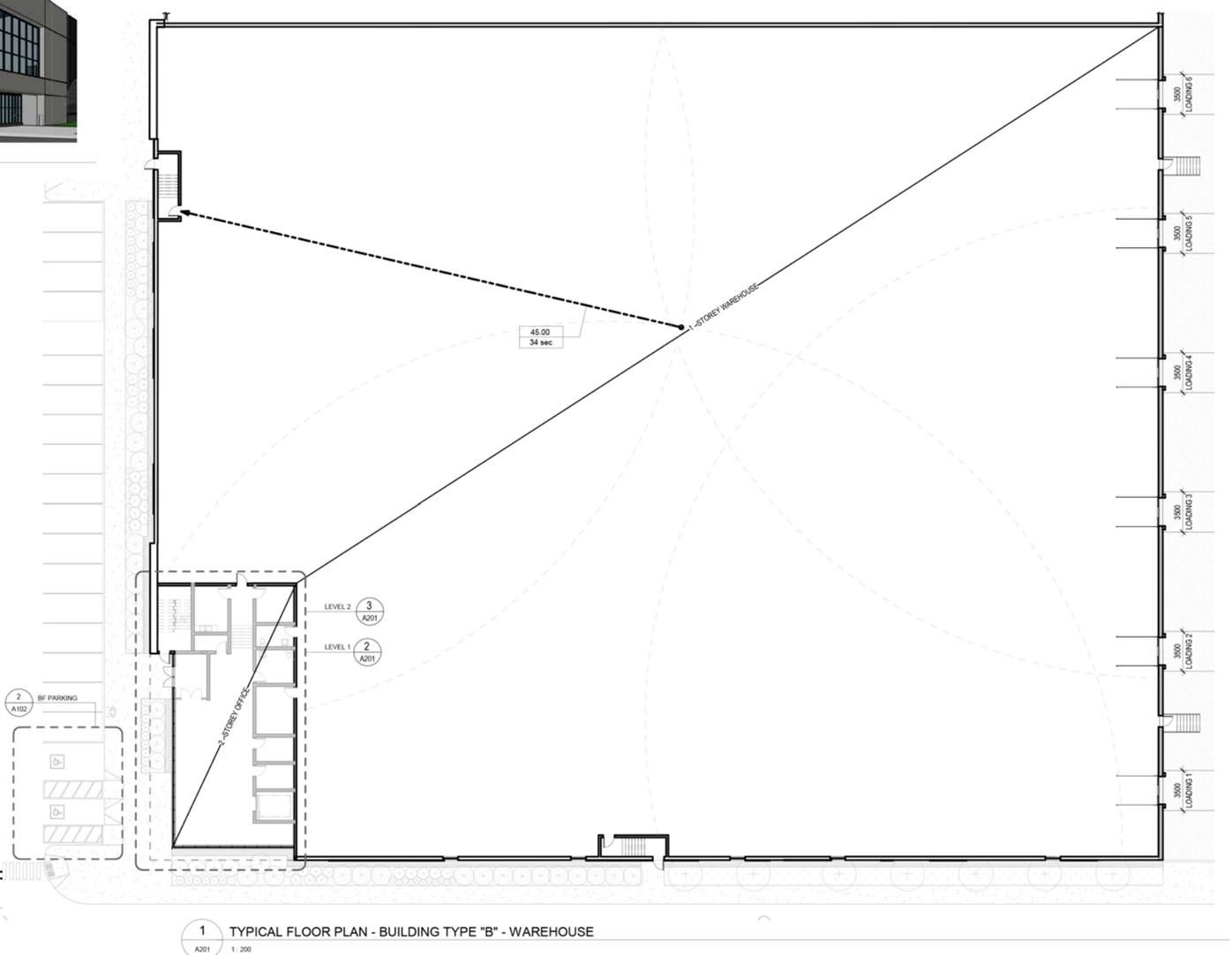
5 TYPICAL WAREHOUSE



2 A201 OFFICE - SAMPLE PLAN - LEVEL 1
1 : 100



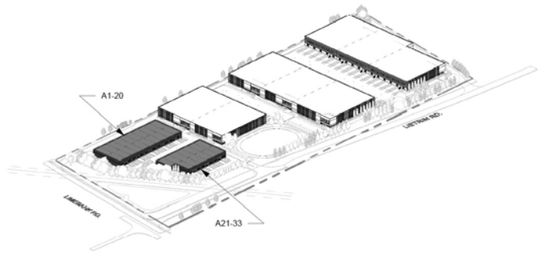
3 A201 OFFICE - SAMPLE PLAN - LEVEL 2
1 : 100



1 A201 TYPICAL FLOOR PLAN - BUILDING TYPE "B" - WAREHOUSE
1 : 200

Proposed typical floor plan for units identified as B, C, and D.

Proposed Development - Typical Floor Plan (Smaller Units)

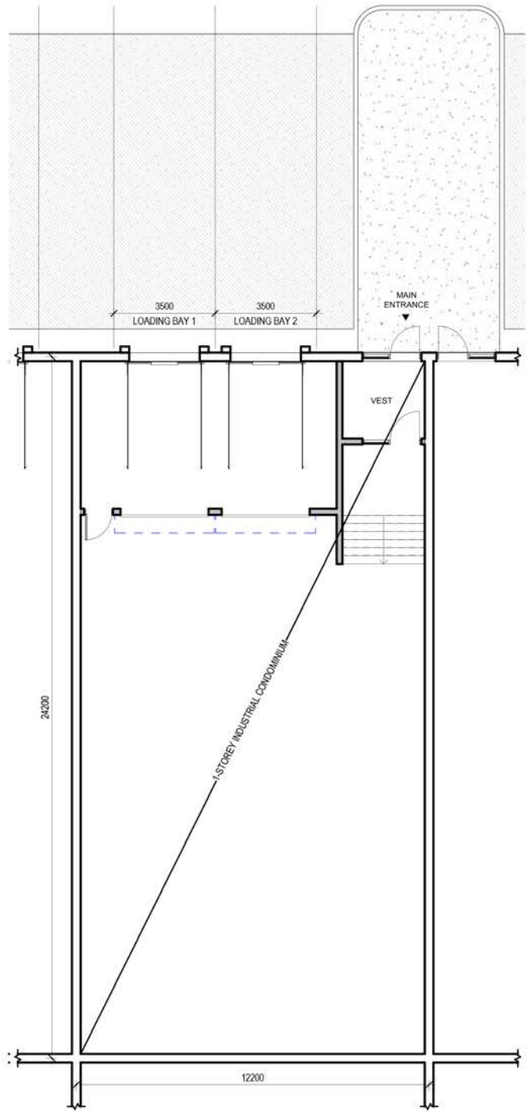




3 A202 3D VIEW - TYPICAL CONDO



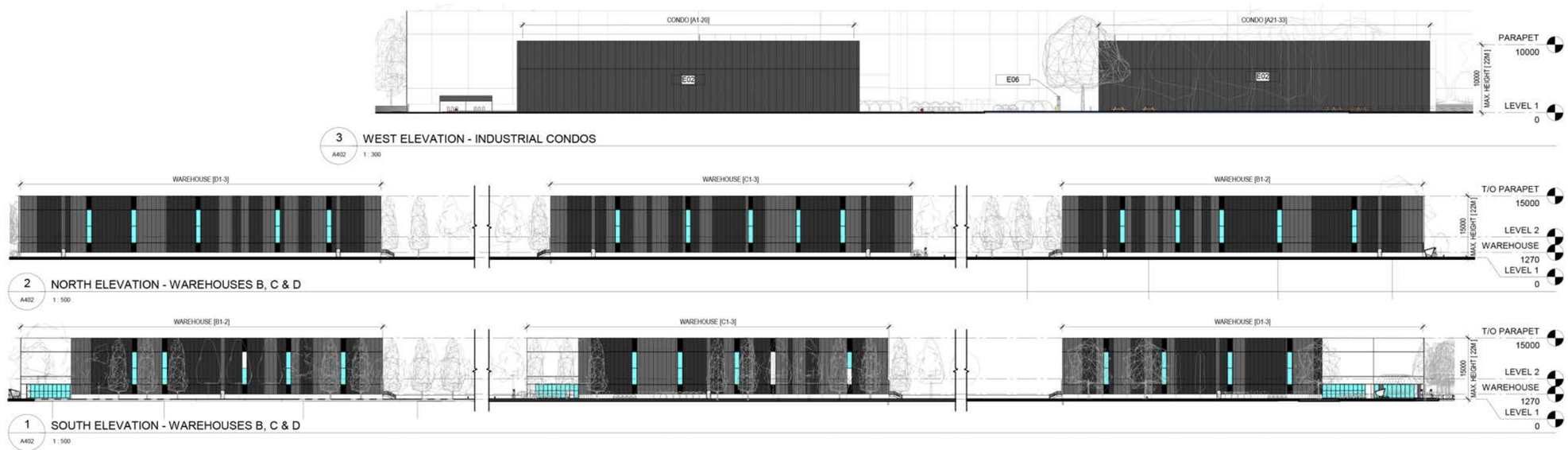
2 3D VIEW - CONDO BUILDINGS



1 A202 TYPICAL FLOOR PLAN - BUILDING TYPE "A" - CONDO
1 : 100

Proposed typical floor plan for units identified as A.

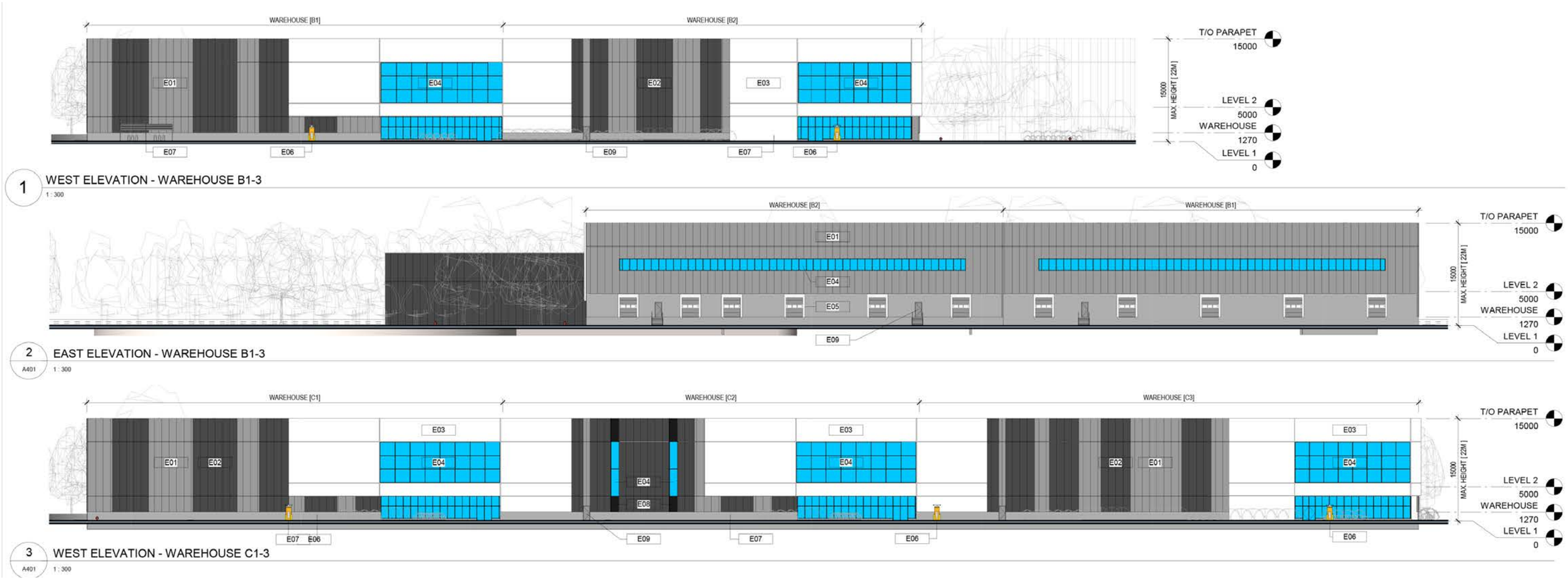
Proposed Development - Site Sections





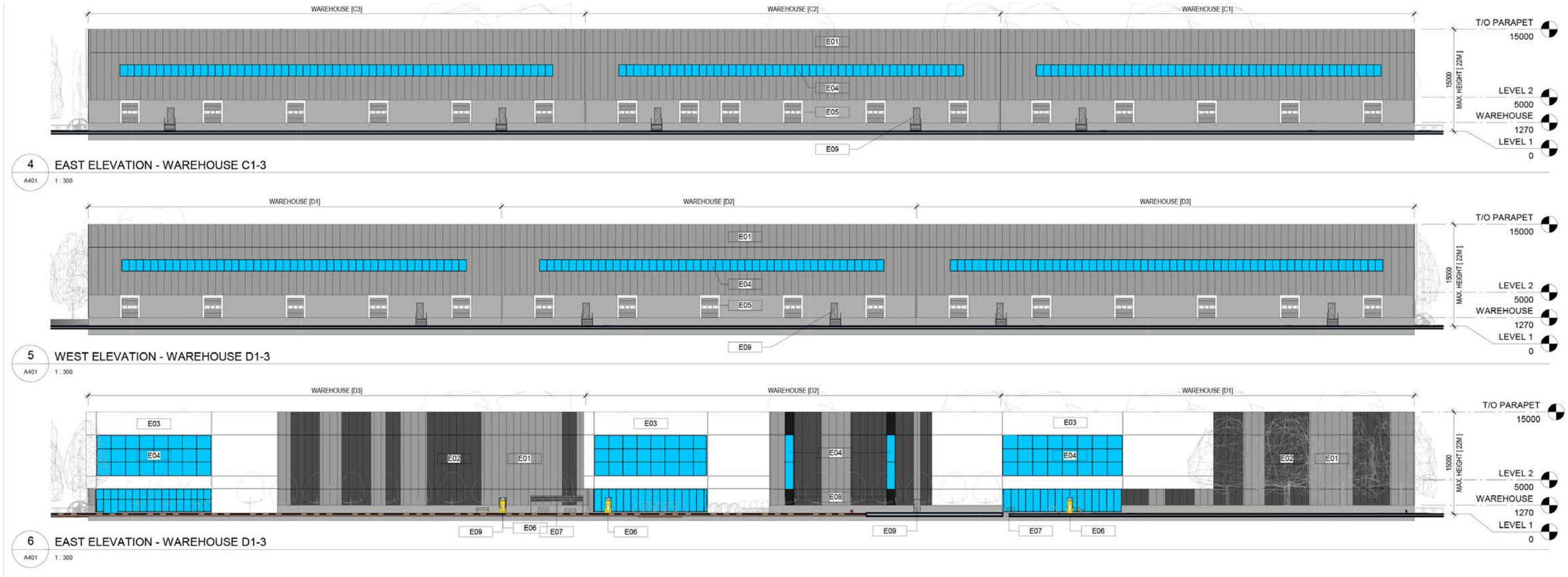
Front Elevation and materials of Building A

Proposed Development - Site Sections



Site section of warehouse units B1-3 and C1-3

Proposed Development - Site Sections



Site section of warehouse units C1-3 and D1-3

Proposed Development - Renderings



Rendering of A building, looking north-east

Proposed Development - Renderings



Rendering of A building, looking south-east

Proposed Development - Renderings



Rendering of B1 office use area

Proposed Development - Renderings



Rendering of B1 warehouse use area

Proposed Development - Renderings



Rendering of drive aisle between Building C and Building D.

Proposed Development - Renderings



Rendering of Building C3 office use area.