

**3500 Hawthorne Road -**

**Planning Rationale**



Prepared for:  
2520333 Ontario Inc.

Prepared by:  
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April 13, 2017

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## **PLANNING RATIONALE**

Introduction  
April 13, 2017

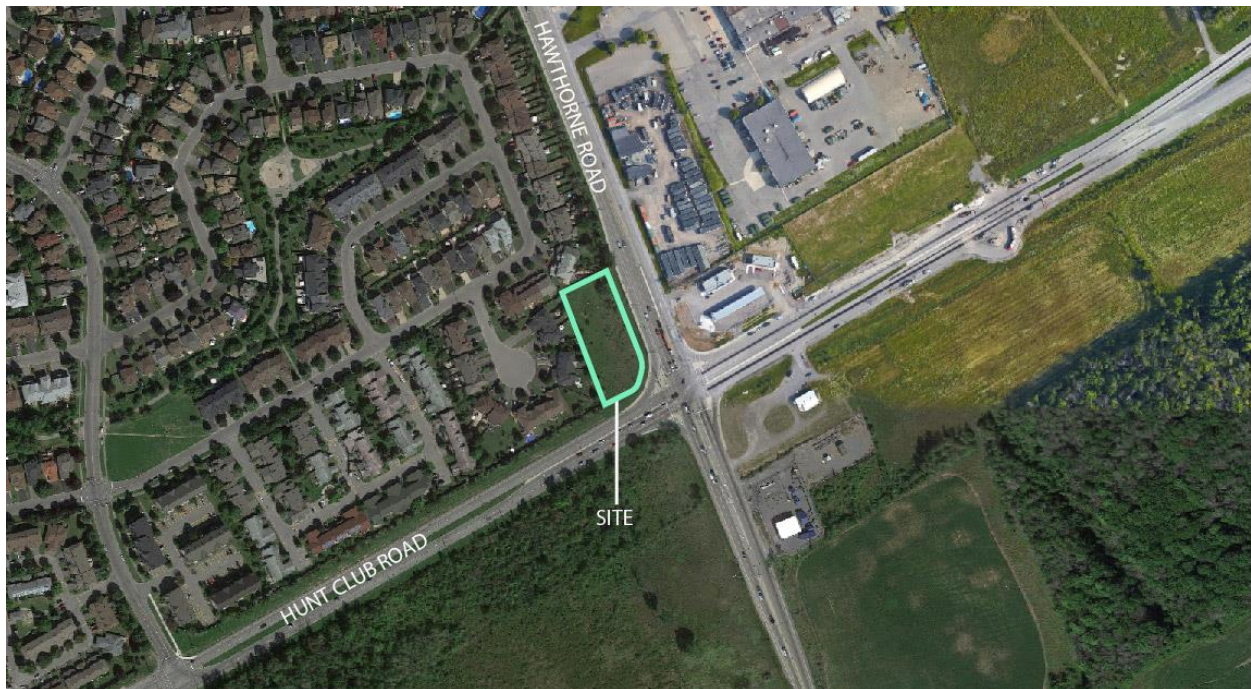
### **1.0 INTRODUCTION**

This report has been prepared to support applications for Zoning Amendment and Site Plan approval for a property at 3500 Hawthorne Road. The proposed development would permit a gas bar with a fast food restaurant, drive-through facility and convenience retail uses. The purpose of the Zoning Amendment is to permit the fast food restaurant and drive-through facility.

### **2.0 SITE LOCATION AND DESCRIPTION**

#### **2.1 SITE LOCATION**

The property is located at the northwest corner of Hawthorne Road and Hunt Club Road, just west of Highway 417 in the City of Ottawa. The site is currently vacant except for sparse vegetation and trees, and the site has an area of approximately 3700 sq. m. Figure 1 is a Location Map.



**Figure 1: Location Map**

## **PLANNING RATIONALE**

Existing and Future Transportation Network  
April 13, 2017

### **2.2 SURROUNDING AREA**

To the west of the site are single detached and semi-detached residential dwellings in the Hunt Club Park neighbourhood. 12 residential rear yards abut the subject property. South of the site is the boundary edge of the Greenbelt, an undisturbed greenspace ring owned and maintained by the National Capital Commission, that surrounds the City limiting urban development.

To the north, is a primarily industrial area characterized by large warehouses, landscaping companies and construction based businesses. These businesses face towards Hawthorne Road, and directly across the site to the east is an Ultramar gas station and corner store, and a TD Canada Trust Bank. This gas station can only be accessed by vehicles travelling west or north. Further east past the immediate intersection at Hawthorne and Hunt Club Road is the Greenbelt, with Hunt Club Road linking up with Highway 417. Directly south of the site is the Greenbelt and scattered agricultural uses.

### **2.3 COMMUNITY AMENITIES**

Since the site is located at the furthest south-east edge of urban development within the Greenbelt, community amenities are concentrated further west and north. However, there are community amenities available for the area within a 3 km distance of the site. These amenities include:

- Various sized and programmed parks: Forestglade Park, Calzavara Family Park, Karsh Park, Elizabeth Menley Park, Winterwood Park, Bruff Park, and Greenboro Park;
- The Greenboro Community Centre with gym and the Greenboro Library;
- Employment and Resource Centre and Community and Social Support Centre; and,
- St. Thomas More Elementary School

## **3.0 EXISTING AND FUTURE TRANSPORTATION NETWORK**

The site is located at the intersection of Hawthorne Road and Hunt Club Road, located in the lower south-east region of the city. The site is located in close proximity to Highway 417, and the characteristics of the traffic in the area are commuters with a mix of industrial vehicle uses.

### **3.1 ROAD NETWORK**

Hawthorne Road and Hunt Club Road are two designated arterial roads in the urban region of Ottawa. Typically, arterial roads serve as a connection between neighbourhood and community, this applies to Hunt Club Road, which stretches from the site to the far west edge of the Greenbelt before ending at Old Richmond Road in Kanata. Hunt Club Rd serves as a southern ring road across the City and it carries commuter traffic at higher speeds from Highway



## **PLANNING RATIONALE**

Development Proposal  
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417 across the City to the west. Traffic along both Hunt Club and Hawthorne Rd adjacent to the subject site travels at higher speeds.

Arterial road networks are to ensure efficient transit routes and minimize traffic flow and impact on adjacent local roads. Trucks are allowed on arterial roads, this is relevant as lands to the north of the site typically see trucks for delivery purposes. Access to the site will be made along the north-east corner of the site along Hawthorne Road. To access this entranceway, vehicles must be travelling south. The other access point of the site is south, exiting west. This requires that only vehicles travelling west along Hunt Club Road can access the site.

### **3.2 TRANSIT AND CYCLING NETWORK**

The site is located along a cycling route that runs along both Hawthorne Road and Hunt Club Road. This cycling route can be identified through the marked cycling lanes going both directions on Hawthorne and Hunt Club Road. The Transportation Master Plan for the City of Ottawa identifies in the Cycling Network Primary Map 1, Hawthorne and Hunt Club Road as a spine route. Transit does not run along Hawthorne Road and or along Hunt Club Road until further west near Conroy Road.

### **3.3 PATHWAYS**

There are sidewalks that are located along both Hawthorne and Hunt Club Road. These sidewalks are located along the north-west of Hawthorne Road and the north side of Hunt Club Road. Sidewalks do not continue along the full length of Hawthorne or Hunt Club Road, as this is not a pedestrian focused area.

## **4.0 DEVELOPMENT PROPOSAL**

The proposed development is located at the north-west corner of Hawthorne Road and Hunt Club Road. The site plan has been prepared by McRobie Architects and the site plan illustrates how the property may be developed as a gas bar with a fast food restaurant, drive through and convenience/retail use. Figures 2-5 below and on the following pages is the Site Plan, Elevation Drawings, Perspective Drawings and Landscape Plan.


# 3500 HAWTHORNE ROAD -

## PLANNING RATIONALE

Development Proposal

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**MCROBIE**  
ARCHITECTS + INTERIOR DESIGNERS

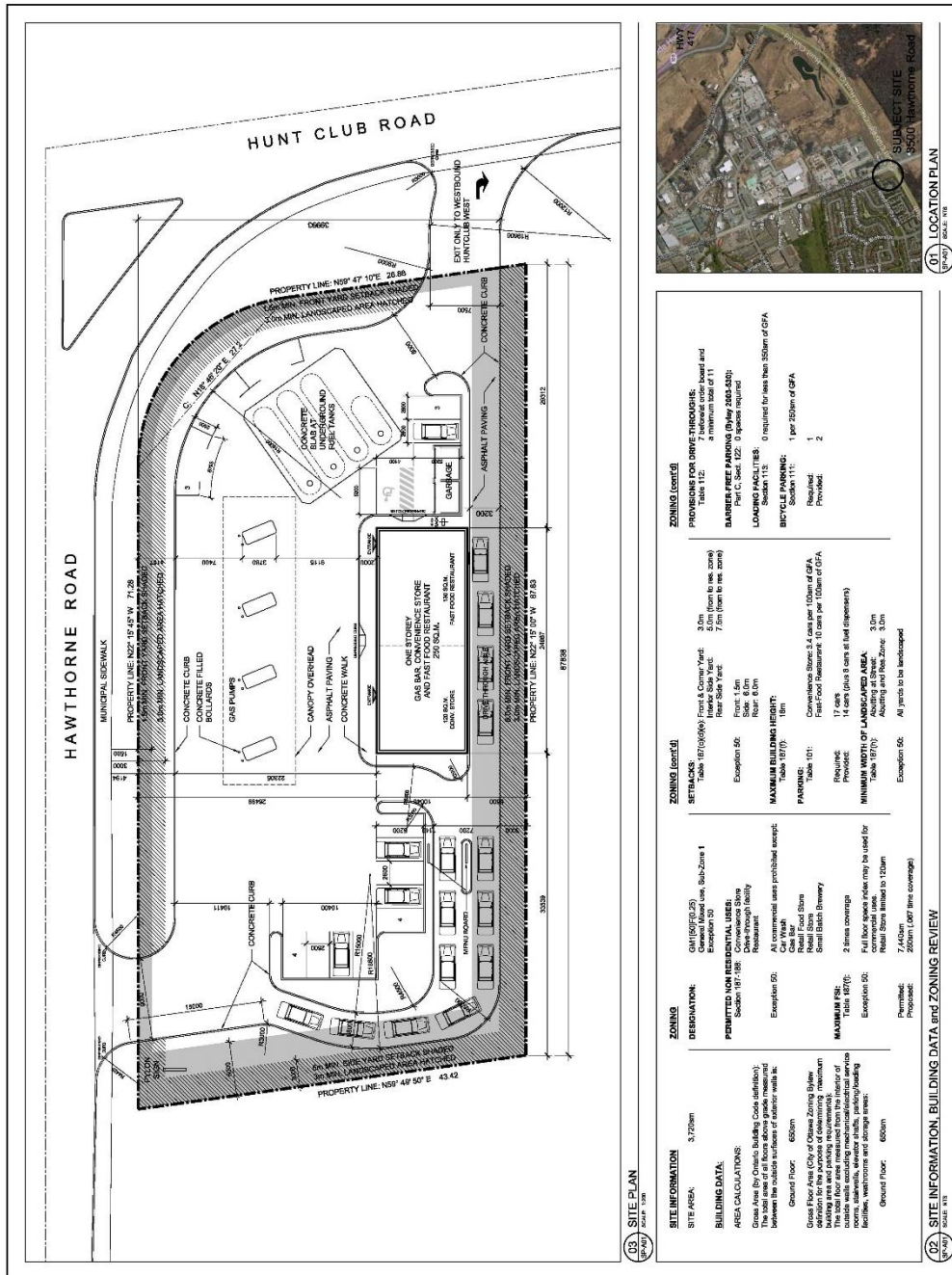
North			
			
Transformer			
No.	By	Description	Date
01	JAS	ISA SUBMISSION	13 APR 2017

**Project**  
NEW GAS BAR/  
CONVENIENCE STORE/  
DRIVE-THROUGH

**Location**  
3500 HAWTHORNE ROAD, OTTAWA

**Drawing**  
SITE PLAN

Scale	AS SHOWN	Blank
Drawn	JAS	
Checked		
Project No.	16-240	SP-A01
Date	01 APRIL 2017	



## PLANNING RATIONALE

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**DESIGN CONCEPT**  
Proposed Gas Bar/Convenience Store/Fast Food Drive-Through  
3500 Hawthorne Road, Ottawa

**MCROBIE**  
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Site Context - Overhead View

## PLANNING RATIONALE

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## **PLANNING RATIONALE**

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### **Figures 2-4. Proposed Site Plan, Perspectives, and Landscape Plan**

The site plan shows the proposed locations of the gas bar, drive-through and fast food/convenience/retail uses. The gas bar is located at the rear of the property in order that traffic can circulate through the site from Hawthorne Road. There is only a right out exit proposed westbound on Hunt Club Road given the proximity of the site to the Hunt Club Road intersection. A gas bar, fast food and convenience/retail will occupy a new one storey building. The convenience store component will occupy 120 sq m and the fast food/drive-through will occupy 130 sq m. The drive-through will have capacity to hold ten vehicles in a queuing line. An additional 14 parking spaces are provided for the store and fast food component to meet the Bylaw requirement.

Zoning Bylaw 2008-250 permits a gas bar, car wash and retail store but does not permit a fast food or drive through facility.

A 6m vegetative landscape buffer is proposed along the north-west edge of the site, a requirement of the Zoning Bylaw when abutting residential uses. The subject property abuts 12 existing rear yards. A generous landscape buffer is located along the perimeter of the site, to soften the site edge and visually buffer the gas bar and drive-through from the adjacent residential area.

Municipal water and sanitary sewers will service the site. A new garbage enclosure is located beside the proposed one-storey development. The garbage enclosure will be screened using similar materials and elements from throughout the site.

## PLANNING RATIONALE

Policy and Regulatory Framework  
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## 5.0 POLICY AND REGULATORY FRAMEWORK

### 5.1 PROVINCIAL POLICY STATEMENT 2014

#### 5.1.1 Building Strong Healthy Communities

The Provincial Policy Statement 2014 (PPS) under Section 3 of the *Planning Act* sets out key Provincial interests regarding land use planning. Decisions made by all approval authorities in the Province must be consistent with the policies of the PPS.

Section 1.0 addresses building strong healthy communities and Section 1.1.1 states, in part;

"Healthy, livable and safe communities are sustained by:

- ✓ Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- ✓ Accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses to meet long-term needs;
- ✓ Avoiding development and land use patterns which may cause environmental or public health or safety concerns;
- ✓ Promoting cost-effective development patterns and standards to minimize land use consumption and servicing costs;
- ✓ Improving accessibility for persons with disabilities and old persons by identifying, preventing and removing land use barriers which restrict their full participation in society."

This development will provide a needed commodity for the local community who both live and work in the area. It will also provide a service to the travelling public who are passing through this area. It is an efficient use of land and services, as the use will provide local employment via a gas bar, convenience store and drive-through, all within the same site.

Based on our initial review of the project, environmental, public health or safety concerns are not foreseen. The supporting studies filed with the planning application prove that this is a cost effective form of development that uses existing capacity in the municipal infrastructure of abutting arterial roads, storm sewers and sanitary sewers.

## **PLANNING RATIONALE**

Policy and Regulatory Framework  
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### **5.1.2 PPS Summary**

Section 1.1.3 of the PPS addresses settlement areas. The site is located on the south-eastern edge of the urban boundary of the City's Official Plan.

Section 1.1.3.1 indicates that "Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted." This proposed development provides a community service to residents and employment uses in the Hunt Club Park neighbourhood and beyond. The use also provides a needed service to the travelling public.

Section 1.1.3.2 addresses land use patterns within settlement areas and states they should be based on densities and a mix of land uses which;

- ✓ "Efficiently use land and resources;
- ✓ Are appropriate for, and efficiently use the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- ✓ Support active transportation;

Section 1.6 of the PPS discusses Infrastructure, and Section 1.6.3 calls for the optimization of existing infrastructure before new infrastructure is developed. This project will not require new public infrastructure. The roads, sanitary sewers and storm sewers have adequate capacity. In addition, water can be adequately provided by municipal water.

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Policy and Regulatory Framework  
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### 5.2 OFFICIAL PLAN 2003 CONSOLIDATED MAY 2014

Schedule B, Urban Policy Plan to the City of Ottawa Official Plan designates the site as General Urban Area. Section 3.6.1 of the Official Plan has policies for lands designated as General Urban Area. Figure 5 is an excerpt of Schedule B that shows the Official Plan designation of the site.



Figure 5, Official Plan excerpt of Schedule B.

The intent of the General Urban Designation is “to permit the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.” (Section 3.6.1). This designation also includes “a broad scale of uses [are] found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.”.

Section 3.6.1 also discusses uses that provide for the local, everyday needs of the residents and serve wider parts of the city and will be located at the edges of roads on neighbourhoods so that they can be more easily met and impacts controlled.

Section 3.6.1 contains policies related to the review of development applications. The following commentary is provided.

- a. *The General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community.*

## PLANNING RATIONALE

Policy and Regulatory Framework  
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- a. The proposed development is located along the perimeter of an established residential neighbourhood. Orientation of the development is facing away from the rear yards of the abutting residential neighbourhood, there is a 6m vegetative buffer between the residential rear yards and drive-through uses.
- b. *The City will encourage the provision of a variety of small, locally-owned convenience and service uses that complement adjacent residential land uses.*
  - a. The development will offer a convenience store in conjunction with the gas bar. The proposed drive-through is not a similar use that other gas bars have in the area and will provide an additional service for the community.

In conclusion, it is our opinion that the proposed development adheres to the land uses and design principles of Section 3.6.1.

## 5.3 OFFICIAL PLAN AMENDMENT NO. 150

### 5.3.1 Urban Design Guidelines for Drive Throughs

The City of Ottawa's Urban Design Guidelines for Drive Through Facilities provide guidelines for the development. The purpose of the guidelines are to provide urban design guidance at the planning application stage. The objectives of these guidelines are to:

- ✓ Promote compatible development that fits well with, and improves, its existing or planned context
- ✓ To enhance public streets and contribute to a high quality public space
- ✓ To create efficient stacking movements on site
- ✓ To create a safe and comfortable pedestrian environment on site
- ✓ To minimize impacts on adjacent land uses that could be caused by on-site activities

In our opinion the proposed development meets or exceeds the following guidelines for drive-through facilities.

- a. *Guideline 1:* The development incorporates modern contemporary architectural style into the design of the convenience and drive-through building.
- b. *Guideline 2:* The orientation of the building is in tradition with those of gas bars but provides ample landscaping along the street edge and through a 6m landscape buffer

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Policy and Regulatory Framework  
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between the drive-through and residential buildings. Screening methods are incorporated within the 6m vegetative buffer through the use of trees and will offer a screening method between the uses of the proposed development and adjacent residential uses.

- c. *Guideline 7:* The pedestrian level façade of the building facing towards Hawthorne Road is composed primarily of transparent glass.
- d. *Guideline 12:* Customer entrance doors are close to parking spaces for customers.
- e. *Guideline 17:* Parking spaces are located at the side of the building.
- f. *Guideline 23:* An escape lane is located after the start point of stacking to allow for vehicles to leave the drive-through lane.
- g. *Guideline 24:* The stacking lane and parking area are separated by an attractive landscape island featuring plantings and trees to delineate the two spaces.
- h. *Guideline 27:* The minimum amount of parking spaces are provided for the uses on site.
- i. *Guideline 29:* The plant species selected for the site are drought and heat tolerant and when accessible and appropriate, native plant species are selected.
- j. *Guideline 30:* There is at minimum, a 3m wide landscape area along the edge of the site with vegetation selected to allow for views into the site for safety and visibility.
- k. *Guideline 31 and 32:* A 6m vegetative buffer is located along the north-west boundary to provide screening for the adjacent uses. An existing fence is present separating the existing residential uses and the proposed new development. As the trees mature, they will provide additional noise and screening benefits.
- l. *Guideline 35:* Sodded and vegetative areas are located throughout the development to collect, store and filter stormwater.
- m. *Guideline 42:* The garbage enclosure uses the same material and architectural style as the proposed buildings on site to give a streamlined look while completely concealing the garbage dumpsters.

Following our review of the Urban Design Guidelines for Drive Through Facilities, we conclude that the proposed development meets the intent and projection of the guidelines.

## **PLANNING RATIONALE**

Policy and Regulatory Framework  
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### **5.4 ZONING BY-LAW 2008-250**

The site is currently zoned as General Mixed Use Subzone 1 Exception 50 (GM1[50] F(0.25)). Exception 50 prohibits all uses in the GM parent zone except for "car wash, gas bar, retail food store, retail store, small batch brewery. The retail portion of a building has a maximum of 120 sq m in gross floor area. A drive through facility and fast food restaurant are not permitted uses in the zone.

The GM zone requires a minimum 3 m landscaped area abutting both streets as well as abutting the residential zones to the north and west. A minimum side yard setback of 6 m is required from the westerly side lot line whereas a minimum 1.5 m setback from the corner side lot line abutting Hawthorne Rd is required. The proposed site plan provides for a 6 m side and rear yard setback of which 3 metres will be a landscape buffer.

No parking spaces are required for the gas bar use. Convenience store and retail uses require parking at a rate of 3.4 spaces for every 100 sq m of gross floor area and the fast food restaurant requires 10 spaces per 100 sq m. 14 surface parking spaces have been provided on site to meet the Zoning Bylaw requirement.

## **PLANNING RATIONALE**

Overview of Technical Reports  
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### **6.0 OVERVIEW OF TECHNICAL REPORTS**

#### **6.1 PHASE 1 ENVIRONMENT SITE ASSESSMENT**

Stantec Consulting Inc. in Ottawa conducted the Phase 1 Environmental Site Assessment. The Phase 1 ESA report found that there are issues of potential environmental concern with respect to soil and groundwater quality due to fill placement and debris on-site and that a Phase 2 ESA is required.

The potential contaminating activities that occurred on the site or within the study area as identified in the ESA are importation of fill material of unknown quality and waste disposal and waste management. Historical information gathered on the site as shown that previous owners of the site have kept the site vacant except for piles of concrete debris. The Areas of Potential Environmental Concern (APEC) are in the south, central, and northern portions of the site and the soil and groundwater is potentially contaminated. A Phase 2 ESA is required before any construction work is to take place on the site.

#### **6.2 SITE SERVICING AND STORM WATER MANAGEMENT BRIEF**

Stantec Consultants Inc. has prepared the Site Servicing Brief for 3500 Hawthorne Road. The servicing brief found that the proposed development is located in an area of the City of Ottawa's distribution system that has sufficient capacity to provide both the required domestic and emergency flows. The brief based boundary conditions, as provided by City of Ottawa staff, that fire flows are available for this development based on guidelines and per the City of Ottawa water distribution guidelines.

The brief also provides erosion and sediment controls that must be in place during construction, these are listed in the brief. Rooftop storage and controlled roof release has been proposed to limit peak storm sewer inflows to downstream storm sewers to predevelopment levels. As well, the downstream receiving sewer has sufficient capacity to receive runoff volumes from the site based on pre-consultation. Lastly, it is anticipated that existing infrastructure will be sufficient to provide a means of distribution for the site. Exact size, location and routing of utilities will be finalized after design circulation.

#### **6.3 TRANSPORTATION IMPACT STUDY**

Stantec Consultants Inc. completed the Transportation Impact Study and has provided a summary and conclusions regarding the site. The report identifies that the intersection of Hawthorne Road and Hunt Club Road currently operate at or above capacity during both peak hours. Due to the existing conditions of the intersection, it is recommended the City consider



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Public Consultation  
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adding this intersection to the intersection improvement program to be reviewed in the near future.

Findings from 2018 to 2023 conclude that the intersection of Hawthorne Road and Hunt Club Road is expected to operate with several individual movements operating at or above capacity. The two site access points identified on the site plan are anticipated to operate acceptable under 2023 ultimate conditions. To help mitigate any potential conflicts, site access point 2 should be separated as much as possible from the right turn channel along Hunt Club Road. Based on the transportation evaluation and improvements in the study, the proposed commercial development should be permitted to proceed.

### **6.4 NOISE STUDY**

The Noise Impact Assessment was completed by Stantec Consultants Inc., for the proposed site. The assessment found that with typical sound power data and inclusion of a 50 metre-long and 3 metre-high barrier, analysis indicated compliance with the applicable MOECC noise criteria. It is concluded that it is feasible to operate the facility in compliance with MOECC's and the City's noise criteria. It is recommended that once the equipment units are selected, an acoustical engineer must verify that the noise control is adequate and the noise control is included in the drawings.

## **7.0 PUBLIC CONSULTATION**

A meeting was held on January 24, 2017 with about 6 representatives of the Hunt Club Community Association. The Ward Councillor Diane Deans was also in attendance. Issues raised at the meeting concerned potential noise from the drive through speakers, lighting spillover to the adjacent residential area, traffic conflicts at the intersection of Hunt Club Road and Hawthorne Road. There was discussion about the landscape buffer and its ability to mitigate noise and light spillover to the adjacent residential rear yards. It was recommended that a noise attenuation study be completed to demonstrate that any negative impacts can be mitigated.

## **8.0 CONCLUSION**

A gas bar and convenience retail are permitted uses under the current GM subzone. Although a car wash is a permitted use the applicant is not proposing this use. The proposed zoning amendment would permit a fast food restaurant and drive through facility. We are of the opinion that the fast food restaurant and drive through are desirable uses in addition to the gas bar as they will serve the needs of the local community as well as the travelling public.

**PLANNING RATIONALE**

Conclusion  
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In our opinion the proposed development is consistent with the Provincial Policy Statement 2014, meets the general intent of the City of Ottawa Official Plan, Official Plan Amendment No. 150, the Urban Design Guidelines for Drive Through Facilities, and the general intent of the GM zone in the City's Zoning Bylaw 2008-250.

In our opinion the proposed development represents good planning and it is in the public interest.

Respectfully Submitted,

**Stantec Consulting Ltd.**

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**3500 HAWTHORNE ROAD**

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