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# Planning Rationale

**URBANDALE CORPORATION  
5100 KANATA AVENUE  
KNL COMMERCIAL BLOCK 111**





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# Planning Rationale

## Urbandale Corporation, 5100 Kanata Avenue

### KNL Commercial Block 111

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## 1.0 Introduction

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J.L. Richards & Associates Limited (JLR) has been retained by Urbandale Corporation to prepare a Planning Rationale in support of a Site Plan Control application for the property located at 5100 Kanata Avenue (known as KNL Commercial Block 111) in the Former City of Kanata, City of Ottawa as shown on Figure 1. This application seeks to permit the development of a commercial plaza development consisting of 5 locally-oriented commercial use buildings, as shown on Figure 2 and a larger plan can be found in Appendix 'A'.

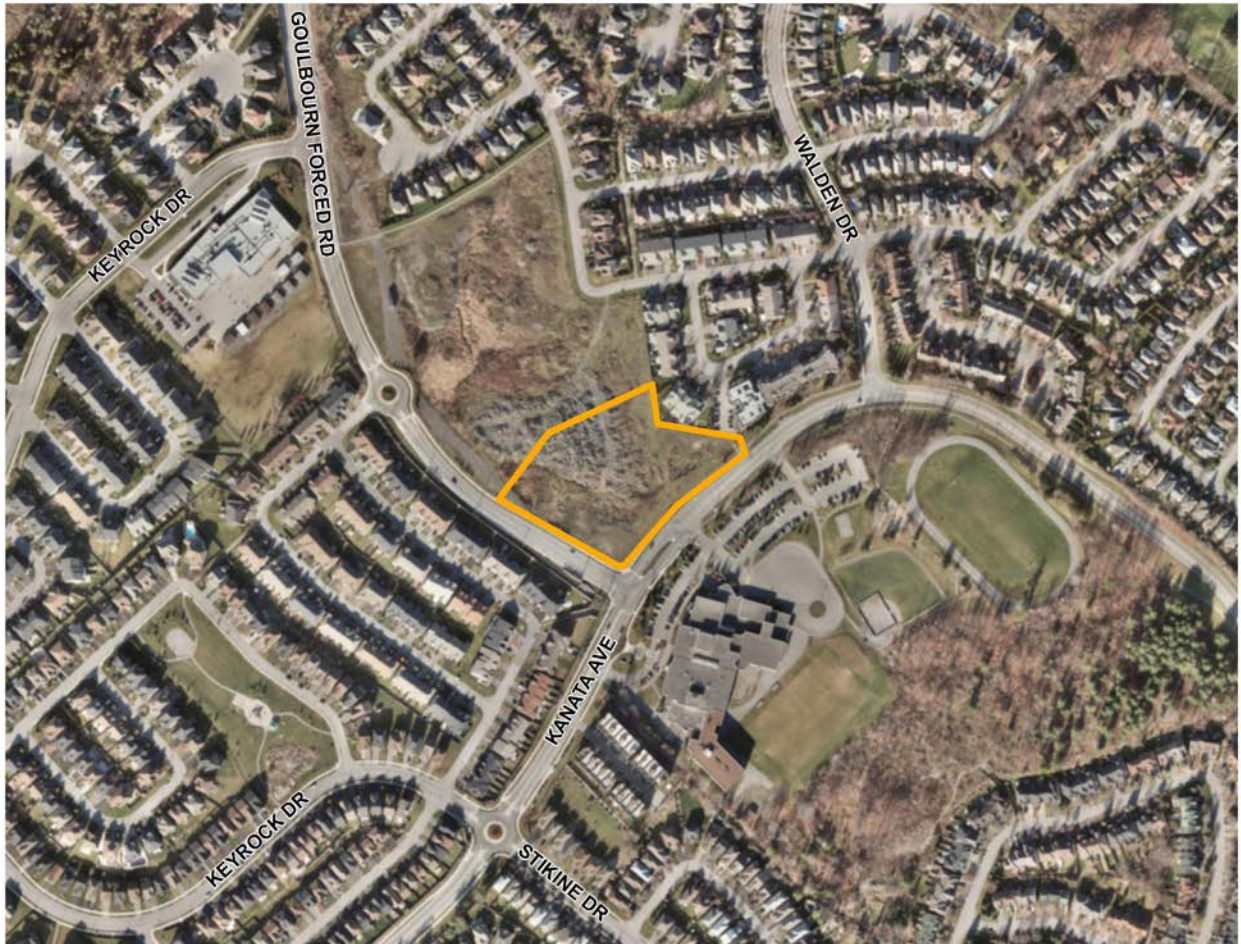


Figure 1 – Aerial view of Kanata North Lands: Block 111

# Planning Rationale

## Urbandale Corporation, 5100 Kanata Avenue

### KNL Commercial Block 111

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#### 1.1 Purpose

This Report will demonstrate how the development will be consistent with the Provincial Policy Statement, and is in conformity with the City of Ottawa Official Plan. This rationale also demonstrates that this proposal conforms to the current Zoning By-law.

The layout of the proposed development will provide logical access to commercial services and ensure multimodal connectivity that meets the needs of both this growing community and the City as a whole.

#### 1.2 Site Context

##### 1.2.1 Location and Description

The legal description of the Subject Site is Part of Lot 6, Concession 2 (March), Block 111 on PLAN 4M-1170 in the Former City of Kanata, now the City of Ottawa. Plus a small part of the closed portion of the Forced Road lands. The property is approximately 3.25 ha in size and is situated on the northeast corner of Kanata Avenue and Goulbourn Forced Road.

As shown in Figure 1, the site currently consists of undeveloped urban lands. These lands were previously rezoned to Local Commercial Subzone 7 (LC7) to allow for a range of uses including: a bank, day care, drive through facility, medical facility, office, restaurant, personal service business and recreational and athletic facility, retail food store and retail store.

##### 1.2.2 Community Context

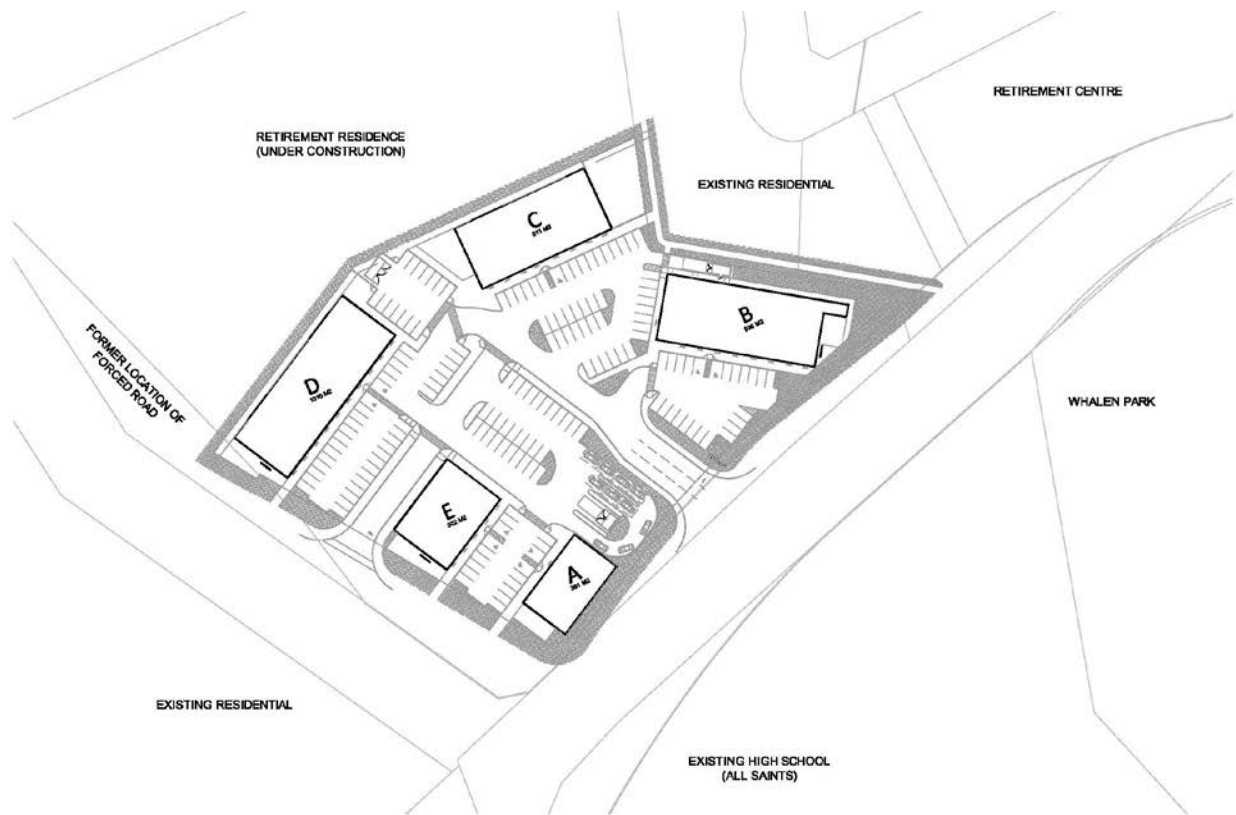
The Subject Site is located within the Kanata North Lands Community (KNL), with low density residential development to the east and west, as shown on Figure 2. An existing retirement facility is located to the east and a retirement facility is currently being constructed immediately to the north of the Subject Site.

# Planning Rationale

## Urbandale Corporation, 5100 Kanata Avenue

### KNL Commercial Block 111

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**Figure 2 – Surrounding Context: Block 111**

The Subject Site is located within close proximity to two schools; St. Gabriel Elementary School to the north along Goulbourn Forced Road and All Saints High School located directly across Kanata Avenue.

There are also two City parks within the area: Whalen Park adjacent to All Saints and Keyrock Park to the west of the Subject Site.

Both Kanata Avenue and Goulbourn Forced Road are major collector roads in the City that are heavily used by residents traveling to and from the north end of Kanata (see Figure 3).



**Figure 3 – Existing City of Ottawa Official Plan Schedule E: Urban Road Network**

The site is well serviced by OC Transpo which operates around the site. There are currently three service routes available: Route 168, Route 268 and Route 661.

The existing connectivity of the site is also well developed. Routes provide a beneficial feature for pedestrians and cyclists traveling nearby. There are existing sidewalks on both sides of Kanata Avenue and Goulbourn Forced Rd which are well lit. There are also path through Whalen Park and connections between streets. In addition, the intersection has existing traffic and crosswalk signals which promote road safety.

## 2.0 The Proposal

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### 2.1 Site Plan Control Application

Figure 2 and Appendix 'A' show the site plan for the proposed development. This commercial shopping centre consists of 4, one storey commercial, retail and service buildings and 1, one storey restaurant with a drive-through located nearest to the intersection of Kanata Ave. and Goulbourn Forced Road.

There are 177 surface parking spaces provided, which is 28 spaces more than the City's zoning by-law requirements of 111 spaces for the shopping centre and 38 for the restaurant use. At this time, the uses and tenants for all 4 proposed shopping centre buildings are not finalized.



**Planning Rationale**  
**Urbandale Corporation, 5100 Kanata Avenue**  
**KNL Commercial Block 111**

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<b>Proposed Use</b>	<b>Required</b>	<b>Provided</b>
Building A - 381 m2 (Restaurant with Drive- Through)	Restaurant-takeout 10 spaces per 100m2 (38 spaces required)	171
Building B – 936 m2 Building C – 811 m2 Building D – 1016 m2 Building E – 502 m2 (Retail/Service/Commercial Shopping Plaza)	Shopping Centre 3.4 spaces per 100m2 (111 spaces required)	

The minimum number of queuing spaces for the proposed drive-through have also been identified, with 7 spaces before/at the order boards and a total of 11 spaces.

Municipal water, sanitary sewer and stormwater sewer services are available in both Kanata Avenue and Goulbourn Forced Road to service the Subject Site. A site servicing plan and report accompanies this submission.

As shown in Appendix 'A', vehicular access to the Subject Site will be from both Kanata Avenue and Goulbourn Forced Road.

The proposed site will also include:

- 9 bicycle parking spaces
- 171 outdoor parking spaces
- 9 accessible parking spaces
- 2 loading spaces
- 2 driveways from the two Major Collectors
- 1 outdoor play yard area (301 m2)
- 5 additional patio areas (totaling 434 m2)
- 1 multiuse pathway link through the Subject Site
- 7 garbage bins in 3 enclosures to serve all five buildings (designed in accordance with Section 110 of Zoning By-law).

### **3.0 Policy Context**

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#### **3.1 Planning Act (R.S.O. 1990, Chapter P.13)**

Section 41 (4) of the *Planning Act* provides details regarding the development criteria to be considered with a Site Plan Control application. Please see Appendix 'B' for the detailed review of the Section 41 development criteria.

The proposed Site Plan for Block 111 has addressed all of the criteria identified in the Act. This rationale confirms our opinion that the proposed site plan has met the criteria identified in the Act and is appropriate for development.

Based on the assessment of this rationale, the application for site plan control for the Subject Site meets the policies of the Planning Act, is appropriate and represents good land use planning.

#### **3.2 Provincial Policy Statement (2014)**

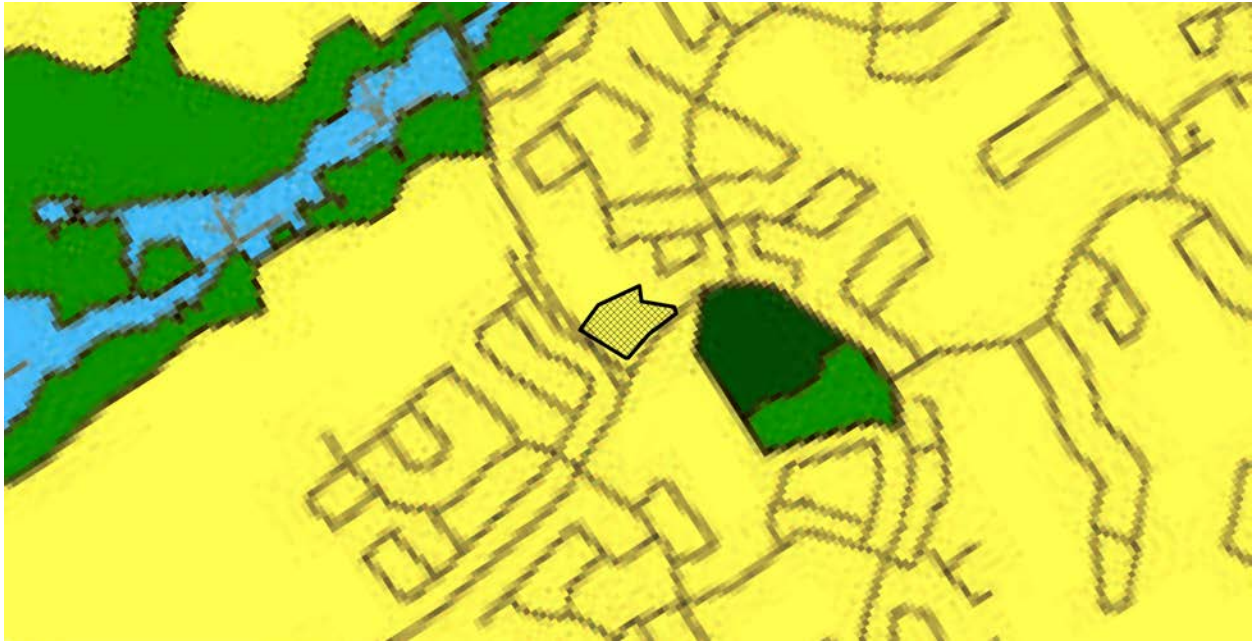
This Site Plan is consistent with the vision and ideas of the Provincial Policy Statement (PPS) as issued under Section 3 of the *Planning Act*. For example, Section 1.1 of the PPS focuses on promoting efficient land use and development patterns that occur adjacent to built-up areas and which provide opportunities for intensification. It is our opinion that this proposal is consistent with the PPS, 2014. Please see Appendix 'C' for the detailed review of the relevant PPS policies.

Based on the assessment of this rationale, the application for site plan control for the Subject Site is consistent with the Provincial Policy Statement, is appropriate and represents good land use planning.

#### **3.3 The City of Ottawa Official Plan**

The City of Ottawa Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board. For the purposes of this Planning Rationale, the on-line consolidated version of the Official Plan, including Amendment #150 and #180, were used as reference.

The Subject Site is located within the urban boundary of the City of Ottawa and is part of the settlement area for the City. Schedule 'B' of the Official Plan shows the site designated as a General Urban Area (refer to Figure 4) within the Urban Area.



**Figure 4 – Existing City of Ottawa Official Plan Schedule B: ‘General Urban Area’**

The proposed Site Plan was created with special consideration for the policies of the General Urban Area with emphasis on the policies for design, compatibility, and the related guideline for Drive-Through Facilities. Please see Appendix ‘D’ for the detailed review of the relevant Official Plan policies and Appendix ‘E’ for the detailed review of the Urban Design Guidelines for Drive-Through Facilities.

Based on the assessment of this rationale, the application for site plan control for the Subject Site conforms to the policies of the City of Ottawa Official Plan and relevant design guidelines, is appropriate and represents good land use planning

### **3.4 City of Ottawa Zoning By-law 2008-250**

The Subject Site is currently zoned LC7 – Local Commercial Subzone 7 in the City of Ottawa Comprehensive Zoning By-law 2008-250 as shown on Figure 5.

Planning Rationale  
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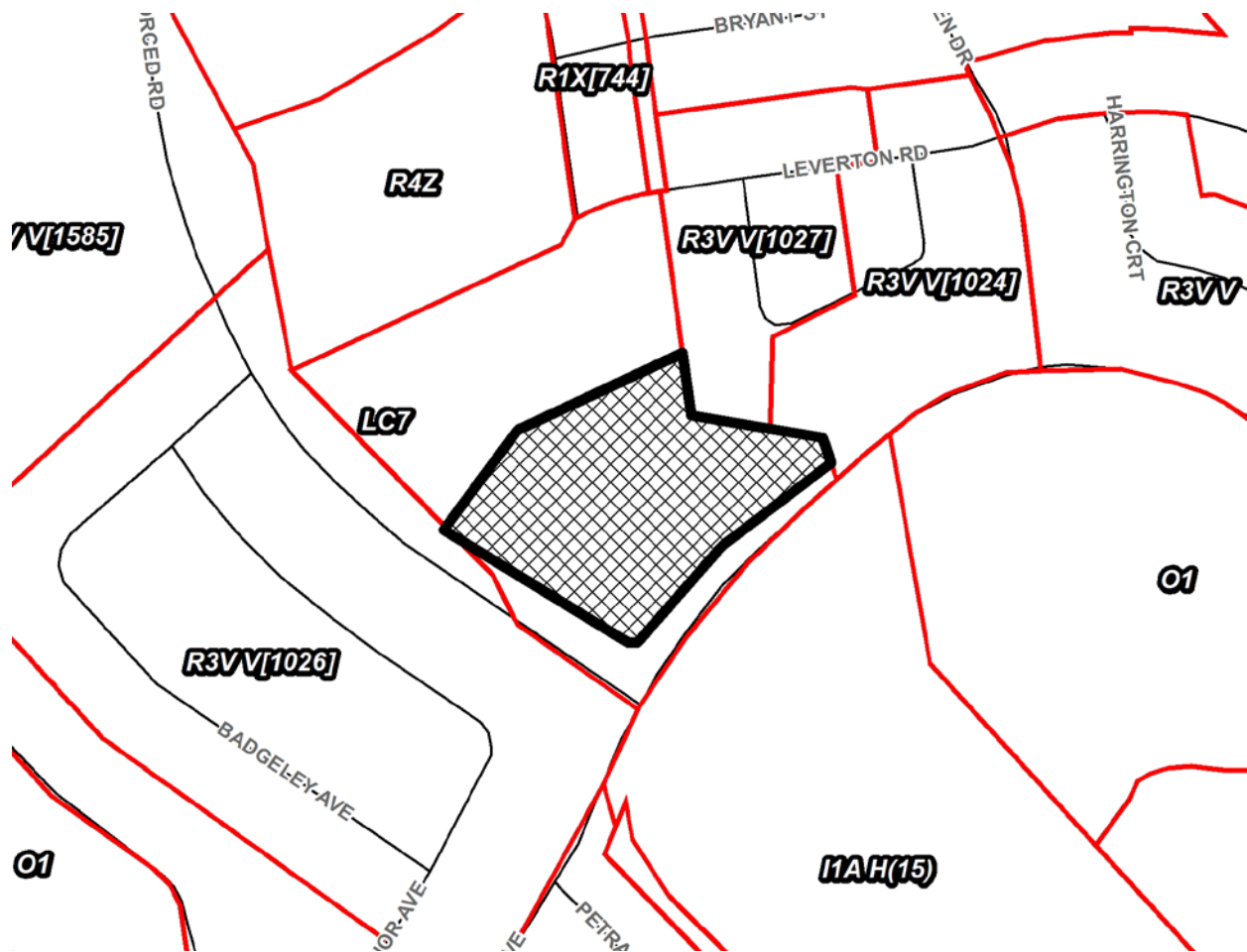


Figure 5 – City of Ottawa Zoning By-law 2008-250: Block 111

The proposed Site Plan has been designed to comply with the zoning standards of the LC7 zone and all other relevant provisions including the General and Parking requirements.

The site plan includes a detailed table demonstrating conformity. Please see Appendix 'F' for the detailed review of the relevant Zoning By-law policies and standards.

Based on the assessment of this rationale, the application for site plan control for the Subject Site meets all the required provisions and standards of the City of Ottawa Zoning By-law, is appropriate and represents good land use planning

# Planning Rationale

## Urbandale Corporation, 5100 Kanata Avenue

### KNL Commercial Block 111

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### 3.5 Background Studies

The following detailed background studies have been completed in support of the draft approval and this application:

- Servicing Brief (2017);
- Transportation Impact Assessment (2017);
- Phase 1 ESA (2017);
- Noise Impact Assessment (2017); and
- Stage 1 Archaeological Assessment (2017).

### 4.0 Conclusion

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This Report has been prepared in support of an application for a Site Plan Control application for Block 111, which will see a new a commercial shopping centre plaza development consisting of 4 commercial, retail and service use buildings and 1 restaurant with a drive-through.

1. The current site plan control application is consistent with the Provincial Policy Statement, 2014 as the proposed development is located within a designated Settlement Area, is a complementary use for the neighbourhood, is compatible with its surroundings and is consistent with the provincial interest identified in the Provincial Policy Statement.
2. The application respects the provisions of the Official Plan which has identified these lands as General Urban Area. This proposal conforms to the intent of this designation in that the proposed uses are permitted and are located in an area suitable for their development.
3. The proposed site plan has been design to incorporate the City's guidelines with respect to the establishment of Drive-Through Facilities.
4. The proposed development conforms to the provisions of the LC7 zone which allows for the development of a commercial plaza which will consist of a variety of small, locally-oriented convenience, service and retail uses.

Based on the above-noted rationale, the application for site plan control for the Subject Site is appropriate and represents good land use planning.

This report has been prepared for the exclusive use of Urbandale Corporation, for the stated purpose, for the named facility. Its discussions and conclusions are summary in nature and cannot be properly used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report was prepared for the sole benefit and use of Urbandale Corporation and may not be used or relied on by any other party without the express written consent of J.L. Richards & Associates Limited.

**Planning Rationale**  
**Urbandale Corporation, 5100 Kanata Avenue**  
**KNL Commercial Block 111**

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J.L. RICHARDS & ASSOCIATES LIMITED

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Planner

Reviewed by:



Timothy F. Chadder, MCIP, RPP  
Chief Planner



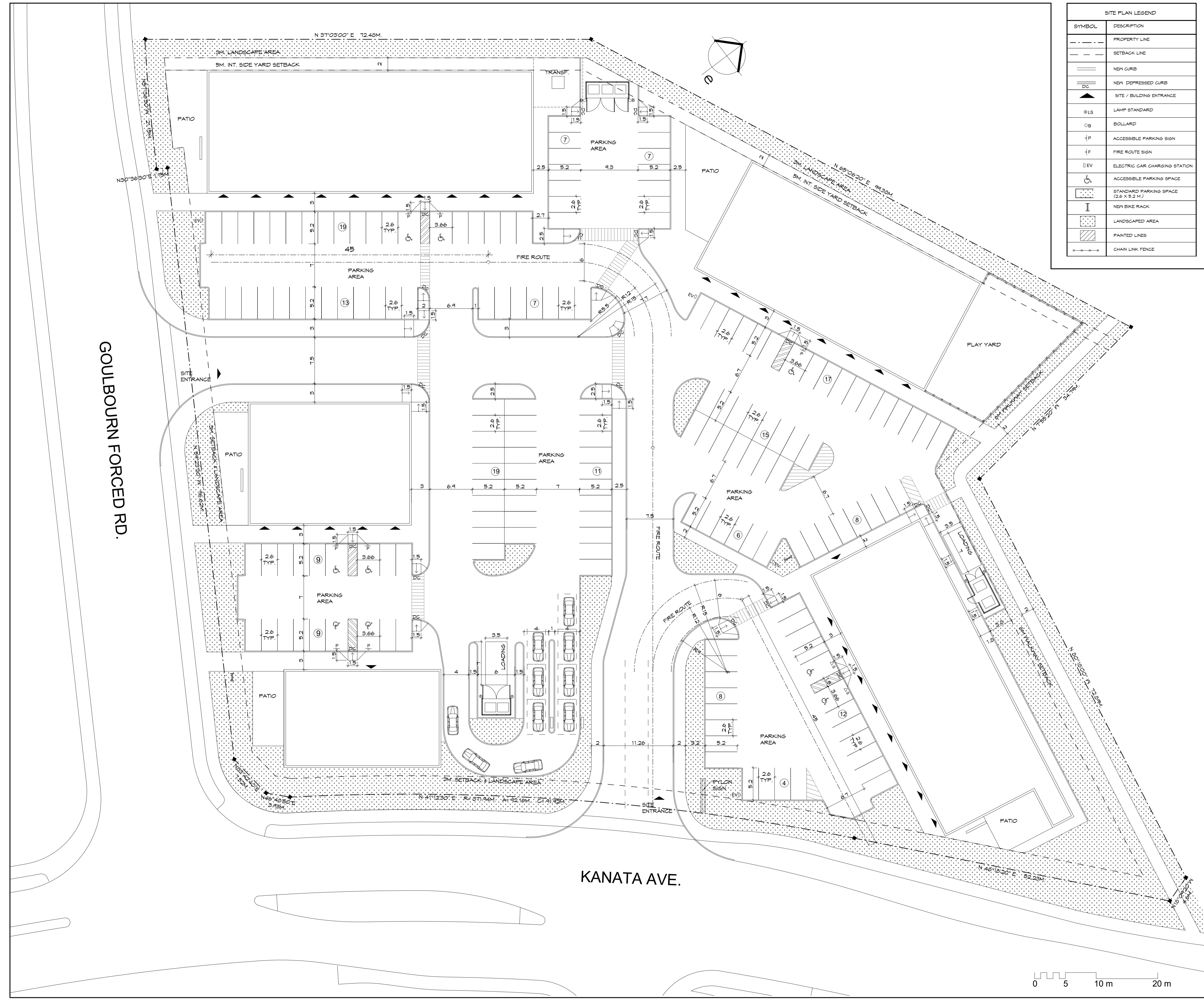
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# **Appendix A**

Reduced Site Plan







SITE PLAN LEGEND	
SYMBOL	DESCRIPTION
---	PROPERTY LINE
- - -	SETBACK LINE
=====	NEW CURB
=====	NEW DEPRESSED CURB
▲	SITE / BUILDING ENTRANCE
⊙ LS	LAMP STANDARD
⊙ B	BOLLARD
⊙ P	ACCESSIBLE PARKING SIGN
⊙ F	FIRE ROUTE SIGN
⊙ EV	ELECTRIC CAR CHARGING STATION
⊙	ACCESSIBLE PARKING SPACE
▤	STANDARD PARKING SPACE (2.6 x 5.2 M.)
▥	NEW BIKE RACK
▨	LANDSCAPED AREA
▩	PAINTED LINES
⊘	CHAIN LINK FENCE

Client:

Key Plan:  
Plan Cte:

T.N. = TRUE NORTH  
P.N. = PROJECT NORTH

APPROVED  REFUSED

THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_

ISSUED FOR COORDINATION 04 / 13 / 2018

ISSUED FOR COORDINATION 04 / 04 / 2018

Issue: \_\_\_\_\_ Date: \_\_\_\_\_

Prime Consultant:  
Expert-Consult:

**DREDGE LEAHY** ARCHITECTS INC.

100 - 25 Holland Ave.  
Ottawa, ON K1Y 4R9  
613.724.9865

dl-arch.ca

Sub Consultant:  
Expert-Consult:

Project:  
Project:

**KANATA LAKES PLAZA**

5100 Kanata Ave, Ottawa

Drawing:  
Dessin:

**SITE PLAN**

Drawn by:  
Dessiné par:

**S.G.**

Scale:  
Echelle:

**1 : 300**

Designed by:  
Conçu par:

**S.G.**

Date:

**03/28/18**

Approved by:  
Approuvé par:

**M.D.**

Client Project No.  
No. du Projet du Client:

Seal:  
Sceau:

Project No.:  
No. du Projet:

**Project Number**

Sheet No.:  
No. de la feuille:

1 SITE PLAN  
A1 SCALE: 1 : 300

**A1**

#XXXXXX

XXXX-XX-XXXX

GOLBOURN FORCED RD.

KANATA AVE.

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# **Appendix B**

Review of Planning Act



## **Planning Act, R.S.O, 1990**

Section 41 of the Planning Act provides the legal framework from establishment of Site Plan Control Areas, approvals of plans or drawings and conditions for approval of plans or drawings.

### **Approval of plans or drawings**

*(4) No person shall undertake any development in an area designated under subsection (2) unless the council of the municipality or, where a referral has been made under subsection (12), the Municipal Board has approved one or both, as the council may determine, of the following:*

- 1. Plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided in conjunction therewith and of all facilities and works required under clause (7) (a), including facilities designed to have regard for accessibility for persons with disabilities.*

The site plan for the Subject Site was designed showing the location of all buildings and structures, the location of all facilities and works to be provided in conjunction therewith and of all facilities and works including facilities designed to have regard for accessibility for persons with disabilities.

- 2. Drawings showing plan, elevation and cross-section views for each building to be erected, except a building to be used for residential purposes containing less than twenty-five dwelling units, which drawings are sufficient to display,
  - (a) the massing and conceptual design of the proposed building;*
  - (b) the relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;*
  - (c) the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;*
  - (d) matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design, if an official plan and a by-law passed under subsection (2) that both contain provisions relating to such matters are in effect in the municipality;*
  - (e) the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, if an official plan and a by-**

*law passed under subsection (2) that both contain provisions relating to such matters are in effect in the municipality; and*

*(f) facilities designed to have regard for accessibility for persons with disabilities. R.S.O. 1990, c. P.13, s. 41 (4); 2002, c. 9, s. 56 (1); 2006, c. 23, s. 16 (3, 4); 2009, c. 33, Sched. 21, s. 10 (9).*

The elevation drawings found in Appendix "B" incorporate all of the requirements of Section 41 (4)(2) of the Planning Act.

### **Conditions to approval of plans**

*(7) As a condition to the approval of the plans and drawings referred to in subsection (4), a municipality may require the owner of the land to,*

*(a) provide to the satisfaction of and at no expense to the municipality any or all of the following:*

- 1. Subject to the provisions of subsections (8) and (9), widenings of highways that abut on the land.*
- 2. Subject to the Public Transportation and Highway Improvement Act, facilities to provide access to and from the land such as access ramps and curbings and traffic direction signs.*
- 3. Off-street vehicular loading and parking facilities, either covered or uncovered, access driveways, including driveways for emergency vehicles, and the surfacing of such areas and driveways.*
- 4. Walkways and walkway ramps, including the surfacing thereof, and all other means of pedestrian access.*
  - 4.1 Facilities designed to have regard for accessibility for persons with disabilities.*
- 5. Facilities for the lighting, including floodlighting, of the land or of any buildings or structures thereon.*
- 6. Walls, fences, hedges, trees, shrubs or other groundcover or facilities for the landscaping of the lands or the protection of adjoining lands.*
- 7. Vaults, central storage and collection areas and other facilities and enclosures for the storage of garbage and other waste material.*
- 8. Easements conveyed to the municipality for the construction, maintenance or improvement of watercourses, ditches, land drainage works, sanitary sewage facilities and other public utilities of the municipality or local board thereof on the land.*

*9. Grading or alteration in elevation or contour of the land and provision for the disposal of storm, surface and waste water from the land and from any buildings or structures thereon;*

The proposed development for the Subject Site has already provided a road widening to the municipality and will provide the additional features as found under Section 41 (7) of the Planning Act:

- facilities to provide access to and from the land such as curbing and traffic direction signs;
- off-street vehicular loading and parking facilities, covered and uncovered;
- asphalt access driveways, including driveways for emergency vehicles;
- concrete walkways and walkway ramps;
- facilities designed to have regard for accessibility for persons with disabilities (including accessible parking spaces);
- site lighting;
- central storage enclosures for the storage of garbage and other waste material;
- easements will be conveyed to the municipality for the construction, maintenance or improvement of land drainage works, sanitary sewage facilities and other public utilities of the municipality on the land; and
- grading of the site elevation and provision for the disposal of storm, surface and waste water from the land and from any buildings or structures thereon.

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# **Appendix C**

Review of Provincial Policy  
Statement (2014)





## **Provincial Policy Statement (2014)**

This Site Plan is consistent with the vision and ideas of the Provincial Policy Statement (PPS) as issued under Section 3 of the *Planning Act*. Section 1.1 of the PPS focuses on promoting efficient land use and development patterns that occur adjacent to built-up areas and which provide opportunities for intensification. Section 1.1.3.1 states:

*'Settlement Areas shall be the focus of growth and their vitality and regeneration shall be promoted.'*

Section 1.0 of the PPS supports building strong healthy communities through a number of strategies, are achieved by:

- a) Promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term;
- b) Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- h) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate."

The proposed commercial plaza development meets the vision of the PPS, as it:

- Provides employment opportunities within the settlement area;
- Supports the existing infrastructure capacity of the neighbourhood;
- Promotes growth on vacant lands; and
- Establishes retail and service uses that will complement the existing infrastructure of the surrounding community.

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## **Appendix D**

Review of City of Ottawa  
Official Plan  
(Including OPA #150 and #180 as  
they have been Council Approved)



### **City of Ottawa Official Plan, 2003**

The City of Ottawa Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board. For the purposes of this planning rationale, the on-line consolidated version of the Official Plan, including Amendment #150 and #180, was used as reference.

The Subject Site is located within the urban boundary of the City of Ottawa and is part of the settlement area for the City. Schedule 'B' of the Official Plan shows the site location in the south part of the City of Ottawa designated as a General Urban Area (refer to Figure 3) within the Urban Area.

Section 3.6.1 of the Official Plan provides a framework for the General Urban Area. The Plan states that:

*“The General Urban Area designation permits 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. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.*

*While the City is supportive of the establishment of a broad mix of uses in Ottawa's neighbourhoods, this is not meant to imply that all uses will be permitted everywhere within areas that are designated General Urban Area. The zoning by-law will continue to regulate the location, scale and type of land use in accordance with the provisions of this Plan. Within neighbourhoods, the zoning by-law will allow those uses that provide for the local, everyday needs of the residents, including shopping, schools, recreation and services. Uses that also serve wider parts of the city will be located at the edges of neighbourhoods on roads where the needs of these land uses (such as transit, car and truck access, and parking) can be more easily met and impacts controlled. Subject to the policies below, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.”*

The proposed Site Plan was created with special consideration for the policies of the General Urban Area, Strategic Directions and Urban Design and Compatibility in the Official Plan and

based upon the required technical studies.. The proposed Site Plan and current zoning are the proper reflection of these policies as refined in the supporting studies.

The proposed development is designated General Urban Area in Schedule B, which supports the establishment of a variety of uses. Within this area, the City encourages a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City manages this growth by ensuring that:

1. The uses are compatible and complement surrounding land uses, and can be developed in accordance with Section 2.5.1 and Section 4.11;
2. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
3. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
4. Are situated to take advantage of pedestrian and cycling patterns;
5. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed commercial plaza has been designed in accordance with Sections 2.5.1 and 4.11 and to a scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area. The Subject Site is also located within vacant area of the greater residential community providing multimodal connectivity to the surrounding neighbourhood and is clustered with other community-oriented uses such as the two schools, parks and retirement facilities.

**4.2.1 Urban Design and Compatibility – Sections 2.5.1 and 4.11**

Sections 2.5.1 and 4.11 in the Official Plan outlines guiding policies to utilize when evaluating where and how land use should be permitted to develop. The proposed development has reviewed these sections and has been designed to meet and address the design objectives of these policies.

The proposed commercial plaza development has addressed the design objectives of Section 2.5.1 as follows:

Design Objective	Proposed Development
1. To enhance the sense of community by	The proposed development provides an

creating and maintaining places with their own distinct identity	opportunity to bring a commercial hub to the existing residential and institutional neighbourhood.
2. To define quality public and private spaces through development	The proposed development has been designed creating quality exterior space for each commercial tenant and their anticipated needs as well as public space through the extension of the north south pathway along the western side of the Subject Site.
3. To create places that are safe, accessible and are easy to get to, and move through	The proposed development has been designed to City of Ottawa standards including adequate lighting to provide easy access onto the Subject Site from roads, sidewalks, and parking areas.
4. To ensure that new development respects the character of existing areas	The surrounding area is primarily residential with some institutional uses within the immediate area. Therefore, the architectural design will respect and complement the existing uses and architecture of the area.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]	The proposed development provides a commercial retail hub for all ranges of potential commercial uses.
6. To understand and respect natural processes and features in development design	The proposed development has been designed in a manner which utilizes the natural topography of the Subject Site to manage drainage.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment	The proposed development has been designed to provide as much landscaping as possible, while utilizing energy efficient building construction.

The proposed development has addressed the Policies of Section 4.11 as follows:



<b>Policies</b>	<b>Proposed Development</b>
<p>Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally, development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets.</p>	<p>A Traffic Impact Study was completed by Dillon Consulting which determined that the existing network can support the proposed development.</p>
<p>Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan.</p>	<p>The Subject Site will be accessible from Kanata Avenue and Goulbourn Forced Road to ensure that traffic flows efficiently. Each loading area will meet zoning by-law requirements and be placed as far away from the proposed driveways as possible.</p>
<p>Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3.</p>	<p>A total of 163 surface parking spaces are proposed for this development which meets the zoning by-law parking requirements.</p>

<p>Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures.</p>	<p>A 3 metre landscape buffer is provided around the northern boundary of the Subject Site, wrapping from Goulbourn Forced Road to the 3 metre wide landscape buffer which consists of a 2 metre wide pathway to be extended down from the property to the north to Kanata Avenue. .</p>
<p>Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible.</p>	<p>The proposed development will provide two loading spaces. One is located behind the restaurant's garbage enclosure and the second is located on the north side of Building B. This will assist in the aesthetics of the Subject Site, as it will mitigate the view of the loading areas (including garbage), from Kanata Ave and Goulbourn Forced Road.</p>
<p>Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated.</p>	<p>The lighting standards will adhere to the City's standards with no anticipated impacts onto adjacent properties.</p>
<p>Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.</p>	<p>It is anticipated that any potential noise or air quality impacts are mitigated through the design of the Subject Site.</p>
<p>Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures.</p>	<p>The proposed maximum height of approximately 6 m metres as well as the ample distance provided between buildings should positively address this policy.</p>
<p>Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on</p>	<p>The proposed density and spacing on site should positively address this policy and mitigate most wind or snow drifting concerns.</p>

adjacent properties.	
<p>Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area.</p>	<p>The proposed development will contribute to the neighbourhood services through the provision of commercial and service uses that will complement the existing General Urban Area.</p>

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# **Appendix E**

Review of Urban Design Guidelines  
for Drive-Through Facilities (2006)



## **Urban Design Guidelines for Drive-Through Facilities (2006)**

The proposed development introduces one drive-through facility, Building A. The development has addressed the Urban Design Guidelines for Drive-Through Facilities as follows:

The proposed development has been designed to the Streetscape and Built Form guidelines as it:

- Responds to the positive elements of the context such as the major collector roads through such means as building height, setbacks, building orientation and architectural styles;
- Includes landscaping features and buffers to help define street edges and enhance the pedestrian street façade; and
- Provides a commercial retail hub for all residents including pedestrians, cyclists, transit used and those that which utilize automobiles.

The proposed development has been designed to the Pedestrians and Cyclists guidelines as it:

- Extends the existing sidewalks and pathways around the property allowing pedestrians to move safely through the Subject Site;
- Provides direct and accessible customer entrances on each proposed building, with distinguished walkways in front;
- Features bicycle parking at each building; and
- Provides an extension of the north-south pathway connecting through the Subject Site to Kanata Avenue.

The proposed development has been designed to the Vehicles and Parking guidelines as it:

- Minimizes the number and width of driveways to reduce interruptions to public connectivity;
- Provides adequate queuing spaces and efficient stacking lanes where the drive-through is proposed; and

The proposed development has been designed to the Landscape and Environment guidelines as it:

- Incorporates a 3-metre-wide landscaped area around the drive-through property; and
- Includes trees and shrubs adjacent to the drive-through to provide screening, while enhancing the environmental benefits.

The proposed development has been designed to the Signs guidelines as it:

- Will provide pavement markings and directional signage to provide clear direction of movement patterns on site; and
- Includes appropriate parking signage and wall-mounted signs on each building.

The propose development has been designed to the Servicing and Utilities guidelines as it:

- Provides clear sightlines between the Subject Site, proposed buildings and surrounding uses to promote road and pedestrian safety.

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# **Appendix F**

Review of the City of Ottawa Zoning  
By-law (2008-250)





## City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned LC7 – Local Commercial Subzone 7 in the City of Ottawa Comprehensive Zoning By-law 2008-250 as shown on Figure 5.

The purpose of the LC7 zone is to:

- “(1) allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Areadesignations of the Official Plan;*
- (2) restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;*
- (3) provide an opportunity to accommodate residential or mixed uses development; and*
- (4) impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.*

The uses permitted in the LC7 zone and zoning standards are as follows:

### **LC - Local Commercial Zone (Sec. 189-190)**

**TABLE 189 – LC ZONE PROVISIONS**

<b>I ZONING MECHANISMS</b>		<b>II PROVISIONS</b>
(a) Minimum lot area		No minimum
(b) Minimum lot width		No minimum
(c) Minimum front yard and corner side yard setbacks		3 m
(d) Minimum interior side yard setbacks	(i) for a non-residential use building or a mixed residential / non-residential	5 m

	use building, from that portion of a lot line abutting a residential zone	
	(ii) for a residential use building	1.2 m
	(iii) other cases	No minimum
(e) Minimum rear yard setbacks	(i) abutting a street	5 m
	(ii) for a non-residential use building or a mixed residential / non-residential use building, from that portion of a rear lot line abutting a residential zone	7.5 m
	(iii) for a residential use building	7.5 m
	(iv) other cases	No minimum
(f) Maximum building height		12.5 m
(g) Maximum floor space index		No maximum
(h) Minimum width of landscaped area	(i) abutting a street	3 m
	(ii) abutting a residential or institutional zone	3 m
	(iii) other cases	No minimum
(i) minimum width of landscaped area around a parking lot		see Section 110 –

	<i>Landscaping Provisions for Parking Lots</i>
(4)	Storage must be completely enclosed within a building.
(6)	For other applicable provisions, see Part 2 – General Provisions, Part 3 – Special Use provisions, and Part 4 – Parking and Loading Provisions. (By-law 2016-249)

### **LC Subzones**

190. In the LC Zone, the following subzones apply:

#### **LC7 Subzone**

(7) In the LC7 Subzone

(a) the uses listed under subsection 189(1) are not permitted and only the following non-residential uses are permitted:

- artist studio
- bank
- bank machine
- community health and resource centre
- convenience store (By-law 2009-302)
- day care
- drive through facility
- instructional facility (By-law 2017-302)
- library
- medical facility
- municipal service centre
- office
- payday loan establishment (By-law 2017-302)
- personal service business
- post office
- recreational and athletic facility
- restaurant, full service

- restaurant, take out
- retail food store
- retail store
- urban agriculture, see Part 3, Section 82 (By-law 2017-148)

The proposed Site Plan is in compliance with the zoning standards of the LC7 zone Section 189, 190 and all other relevant General and Parking provisions.





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