



PLANNING RATIONALE REPORT

5 ORCHARD DRIVE
CITY OF OTTAWA

April 2020



PLANNING RATIONALE REPORT
APRIL 2020

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TABLE OF CONTENTS

SECTIONS

1	INTRODUCTION	6
2	SITE LOCATION AND COMMUNITY CONTEXT	8
3	PROPOSED DEVELOPMENT	15
4	POLICY AND REGULATORY FRAMEWORK ...	25
5	CONCLUSION	51

TABLES

TABLE 1-1: SITE PLAN APPLICATION REPORTS	6
TABLE 2-1: SUBJECT SITE IMAGES	10
TABLE 2-2: DEVELOPMENT ACTIVITY WITHIN THE VICINITY OF THE SUBJECT SITE	12
TABLE 3-1: KEY PROJECT STATISTICS	15
TABLE 4-1: ANNEX 1 – RIGHT-OF-WAY PROTECTION	29
TABLE 4-2: EVALUATION OF PROPOSED DEVELOPMENT - CITY OF OTTAWA COMPATIBILITY CRITERIA	34
TABLE 4-3: APPLICABLE ARTERIAL MAINSTREET DEVELOPMENT GUIDELINES	35
TABLE 4-4: APPLICABLE URBAN DESIGN GUIDELINES FOR GAS STATIONS	39
TABLE 4-5: ZONING COMPLIANCE FOR GENERAL INDUSTRIAL ZONE, SUBZONE 9	46
TABLE 4-6: PARKING AND LOADING SPACE PROVISIONS	48

FIGURES

FIGURE 2-1: SUBJECT SITE LOCATION	8
FIGURE 2-2: SUBJECT SITE AS PART OF COMMERCIAL BLOCK FOR DRAFT PLAN OF SUBDIVISION (FILE NUMBER: D07-16-18- 0020) (CAMPANALE HOMES)	9
FIGURE 2-3: SUBJECT SITE LOOKING NORTHWEST	10
FIGURE 2-4: SUBJECT SITE LOOKING WEST	10
FIGURE 2-5: SUBJECT SITE LOOKING SOUTH	10
FIGURE 2-6: SUBJECT SITE LOOKING SOUTHEAST	10
FIGURE 2-7: SOUTHEAST DOWN FRINGEWOOD DRIVE.	10

FIGURE 2-8: SUBJECT SITE (COMMERCIAL BLOCK) LOOKING SOUTHWEST	10
FIGURE 2-9: SUBJECT SITE CONTEXT	11
FIGURE 2-10: DEVELOPMENT ACTIVITY IN PROXIMITY TO THE SUBJECT SITE	12
FIGURE 3-1: PROPOSED SITE PLAN PREPARED BY AECOM	17
FIGURE 3-2: CONVENIENCE STORE MAIN FLOOR PLAN	18
FIGURE 3-3: CONVENIENCE STORE FRONT ELEVATION	18
FIGURE 3-4: CONVENIENCE STORE BACK ELEVATION...	18
FIGURE 3-5: CONVENIENCE STORE RIGHT ELEVATION .	19
FIGURE 3-6: CONVENIENCE STORE LEFT ELEVATION....	19
FIGURE 3-7: FUEL PUMP PLAN	20
FIGURE 3-8: GAS STATION CANOPY FRONT ELEVATION	20
FIGURE 3-9: GAS STATION CANOPY BACK ELEVATION ..	20
FIGURE 3-10: GAS STATION CANOPY LEFT ELEVATION .	21
FIGURE 3-11: GAS STATION CANOPY RIGHT ELEVATION	21
FIGURE 3-12: CAR WASH MAIN FLOOR PLAN	22
FIGURE 3-13: CAR WASH FRONT ELEVATION	23
FIGURE 3-14: CAR WASH BACK ELEVATION	23
FIGURE 3-15: CAR WASH LEFT ELEVATION	24
FIGURE 3-16: CAR WASH RIGHT ELEVATION.....	24
FIGURE 4-1: CITY OF OTTAWA OFFICIAL PLAN, SCHEDULE B – URBAN POLICY PLAN (EXCERPT).	28
FIGURE 4-2: CITY OF OTTAWA OFFICIAL PLAN, SCHEDULE E – URBAN ROAD NETWORK (EXCERPT).....	30
FIGURE 4-3: CITY OF OTTAWA OFFICIAL PLAN, SCHEDULE K – ENVIRONMENTAL CONSTRAINTS (EXCERPT)	31
FIGURE 4-4 SITE ZONING (GEOOTTAWA, 2019).....	45

1 INTRODUCTION

This Planning Rationale Report has been prepared in support of a Site Plan Control application to permit the proposed development of a new gas bar consisting of 3 fuel islands and 6 fuel pumps, car wash (114 m²), and convenience store (168 m²) at 5 Orchard Drive (“the Subject Site”). This report has been prepared in accordance with the City of Ottawa requirements to assess and demonstrate how the proposed redevelopment is supportive of Provincial and City planning and design objectives.

The Subject Site is situated at a key intersection at the southwest corner of Hazeldean Road and Fringewood Drive in the Stittsville area of the City of Ottawa. The proposed development provides an opportunity to enhance the Subject Site while providing an efficient, convenient amenity.

1.1 PROPOSAL OVERVIEW

WSP was retained by AECOM on behalf of Shell Canada Limited (Shell) to prepare this Planning Rationale Report in support of the proposed Site Plan Control Application. The Subject Site is currently owned by Campanale Homes, who will lease the Subject Site to Shell.

Campanale Homes has submitted an application for Zoning By-law Amendment (File Number: D02-02-18-0063) and a Draft Plan of Subdivision application (File Number: D07-16-18-0020). The Draft Plan of Subdivision was draft approved on October 29, 2019. The Zoning By-law Amendment Application is pending. The proposed development forms part of a commercial block for a proposed subdivision at 5 Orchard Drive by Campanale Homes. This Site Plan Control application for the proposed Shell development will be reviewed concurrently with the Zoning By-law Amendment.

The proposed development is to develop a gas bar containing 3 islands (6 pumps) under a gas bar canopy, a car wash (114 m²) with one wash bay, and a convenience store (168 m²). A total of 12 parking spaces are provided. Eleven parking spaces will be of standard size and one will be an identified barrier-free parking space.

The proposal incorporates a high standard of urban and architectural design, site layout, and landscaping intended to achieve a development that meets the City of Ottawa’s design objectives, and is compatible with the character of the surrounding community.

Shell has retained the services of several consulting firms to address the requirements of the Site Plan Application (Table 1-1). The following reports have been prepared and are available under a separate cover.

Table 1-1: Site Plan Application Reports

TECHNICAL STUDIES AND REPORTS	CONSULTANT
Site Servicing Study	AECOM
Geotechnical Study	GEMTEC Consulting Engineers and Scientists Ltd.; and Paterson Group (on behalf of Campanale Homes)

Transportation Impact Assessment (TIA)	WSP
Stormwater Management Report	AECOM
Noise and Vibration Impact Study	WSP
Phase One Environmental Site Assessment (Addendum)	Paterson Group (on behalf of Campanale Homes)
Tree Conservation Report Memo	WSP

1.2 REPORT OVERVIEW

The purpose of this Report is to provide a comprehensive overview and analysis of the proposed development, and to demonstrate its adherence to provincial and municipal policy, justify the proposed development.

The remainder of this Report is structured as follows:

Section 2: Site Context provides an overview of the Subject Site and its local context.

Section 3: Proposed Development describes the proposed development of the site in detail. This Section includes a **Public Engagement Strategy** outlining the public consultation undertaken for the proposed development.

Section 4: Policy and Regulatory Framework outlines the policy and regulatory framework applicable to the Subject Site and a planning rationale for the proposed development. This Section includes a **Design Brief** of the applicable compatibility requirements in the City's Official Plan as well as various Urban Design Guidelines applicable to the Subject Site, as identified in the Study and Plan Identification List provided by the City as part of the Pre-Application Consultation held on July 16, 2019.

Section 5: Conclusion summarizes the planning opinion regarding the Site Plan Control application.

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The Subject Site is located at the southwest corner of Hazeldean Road and Fringewood Drive within the Stittsville area of the City of Ottawa. It is legally described as Part of Block 21 of Draft Plan of Subdivision of Parks 26 and 27, Concession 11 in the Geographic Township of Goulbourn (City of Ottawa) as per the Draft Plan of Subdivision prepared by Stantec Geomatics Ltd on June 8, 2018.

The Subject Site is municipality known as 5 Orchard Drive and is in Ward 6 (Stittsville). The registered owner of the property is Campanale Homes. It is currently vacant and is not serviced by municipal water and sewer. The Subject Site is in close proximity to the Poole Creek, as per Figure 2-1.

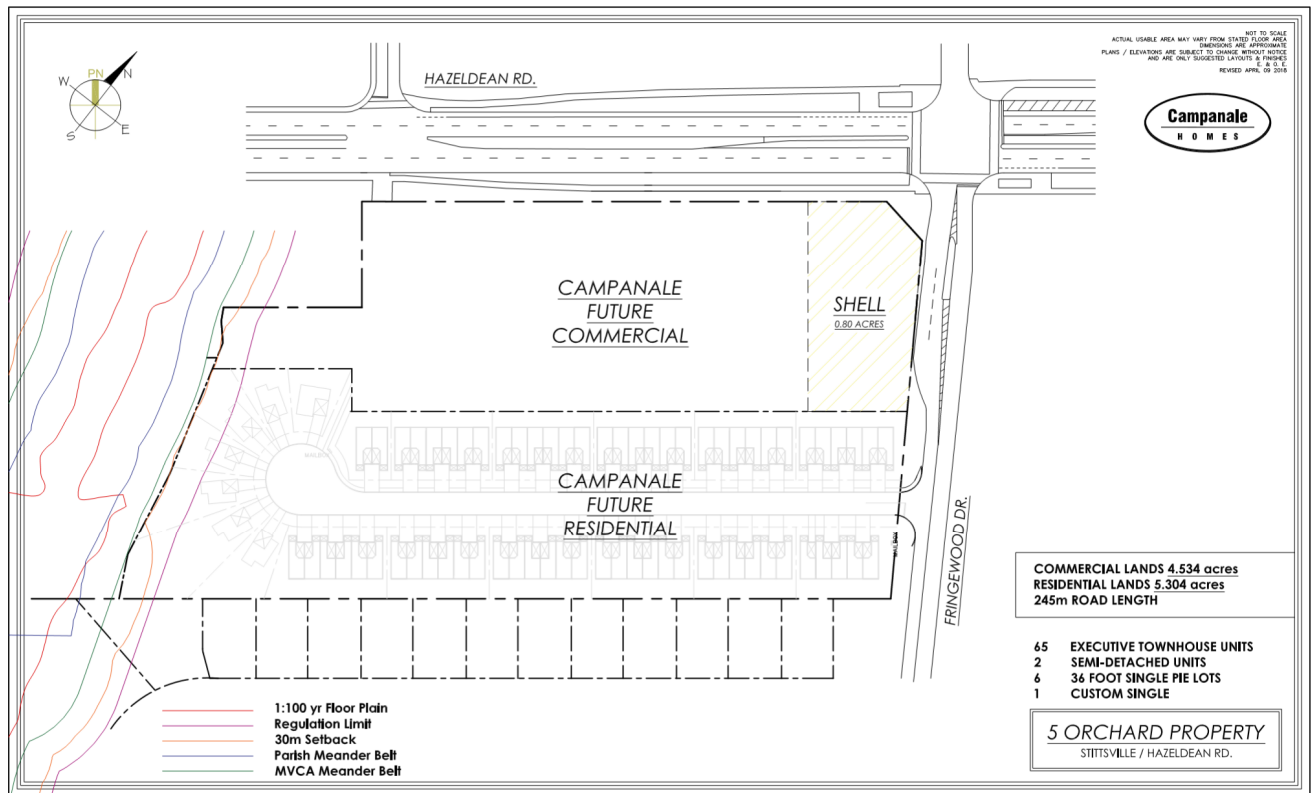
The proposed development forms part of a commercial block for a proposed subdivision at 5 Orchard Drive, as per Figure 2-2. Currently, there is an application for Zoning By-law Amendment (File Number: D02-02-18-0063) and Draft Plan of Subdivision (File Number: D07-16-18-0020). The Draft Plan of Subdivision has been draft approved.

Campanale Homes is seeking to add detached dwelling and semi-detached dwelling to the list of permitted residential uses, as well as to rezone the portion of the land that is zoned O1 (Parks and Open Space Zone), Subzone R. The proposed subdivision includes seven detached dwellings, twelve residential blocks for 65 townhouse dwellings and two semi-detached dwellings and one commercial block for future development.

Figure 2-1: Subject Site Location



Figure 2-2: Subject Site as Part of Commercial Block for Draft Plan of Subdivision (File Number: D07-16-18-0020) (Campanale Homes)



A site visit was conducted by WSP on February 13, 2020. Table 2-1 provides a view of the Subject Site. The photos contained herein are from WSP, unless otherwise stated.

Table 2-1: Subject Site Images

Figure 2-3: Subject Site looking northwest



Figure 2-4: Subject Site looking west



Figure 2-5: Subject Site looking south



Figure 2-6: Subject site looking southeast



Figure 2-7: Southeast down Fringewood Drive



Figure 2-8: Subject Site (commercial block) looking southwest

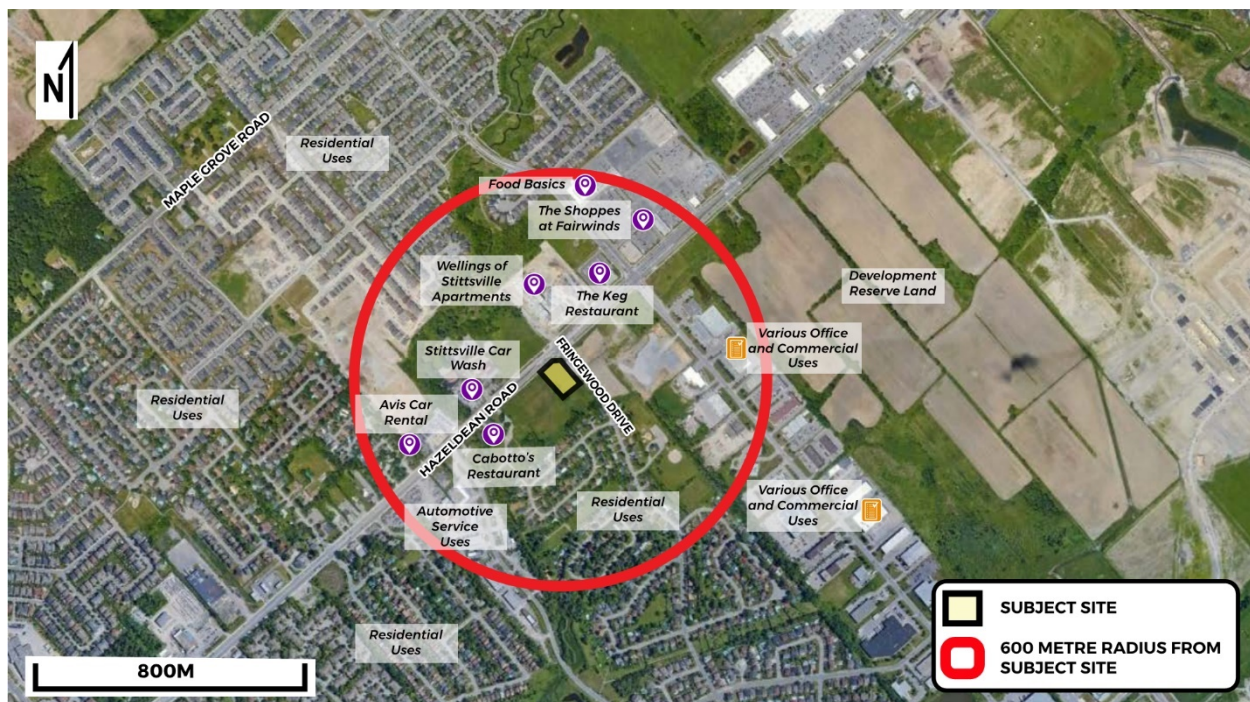


2.2 COMMUNITY CONTEXT

The Subject Site is located in close proximity to various commercial, office and residential uses, as per Figure 2-9. Land uses and facilities adjacent to the Subject Site are:

- North: Commercial, retail and restaurant uses. Residential uses in the form of apartments are also under construction.
- East: Various office and commercial uses.
- South: Low-rise residential uses.
- West: Restaurant and commercial uses, which include automotive service uses such as automobile dealerships, a car wash, and automobile repair shops and service centres.

Figure 2-9: Subject Site Context



2.2.1 SURROUNDING DEVELOPMENT ACTIVITY

Figure 2-10 outlines active development applications in the vicinity of the Subject Site.

Figure 2-10: Development Activity in Proximity to the Subject Site

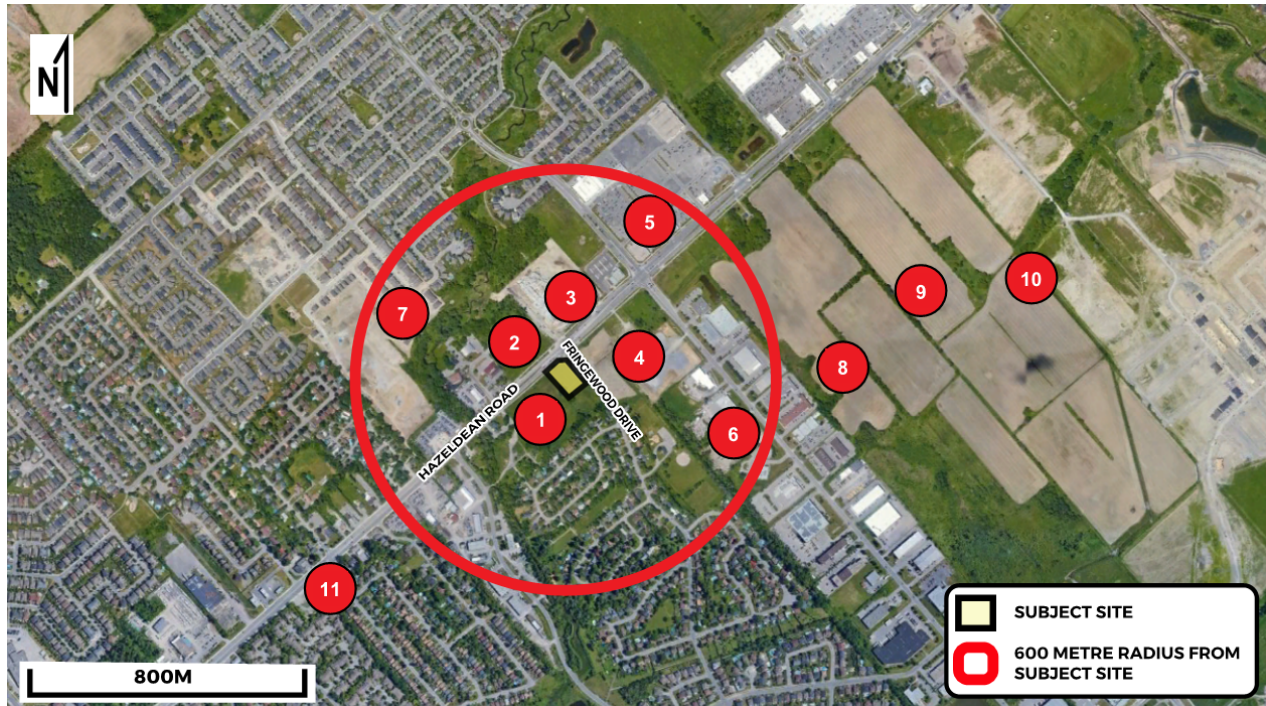


Table 2-2 provides a summary of development applications within the vicinity of the Subject Site, including their address, development type, proposed building heights, number of units or gross floor area (GFA), and the status of the applications.

Table 2-2: Development Activity within the Vicinity of the Subject Site

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
1	5 Orchard Drive (Draft Plan of Subdivision)	Mixed Use	2 storeys	74 units	Draft Plan of Subdivision application is draft approved. Zoning By-law Amendment (ZBLA) application file pending as of August 2018.
2	20 Cedarow Court	Commercial	Unknown	5,679 m ²	The Site Plan Control application was put on hold on July 16, 2009 and was reactivated on January 22, 2010. The application was approved and a request for agreement was received on October 28, 2011.

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
3	5731 Hazeldean Road	Mixed Use	5 storeys	9,232 m ²	As of May 7, 2018, the Site Plan agreement was registered.
4	24 Iber Road, 5734 Hazeldean Road, 5754 Hazeldean Road	Mixed Use	2 storeys	11,252 m ²	Site Plan Control Application resubmission review complete as of January 17, 2020. Previously approved Site Plan Control Application construction in progress.
5	5649, 5655, 5661, 5667, 5691, 5697, 5703 5705, 5717 Hazeldean Road	Commercial	Unknown	28,000 m ²	Multiple Site Plan Control Applications have been submitted and approved. Development is under construction.
6	44 Iber Road	Office	1	1,207 m ²	As of September 20, 2019, the Site Plan Control Agreement was sent to the applicant.
7	1774 & 1776 Maple Grove Road, 5831 & 5649 Hazeldean Road	Residential	Unknown	425 units	Phase 1 and 2 are draft approved. On November 9, 2018, a Request for Clearance for Draft Plan of Subdivision (D07-16-07-0032) related to Phase 3 was circulated. On March 29, 2019, the final subdivision plan 4M-1615 for Draft Plan of Subdivision (D07-16-07-0032) was registered.
8	5618 Hazeldean Road, 5315 Abbott Street East	Residential	Unknown	1,845 units	The Draft Plan of Subdivision Application was reactivated in December 2019.
9	590 Hazeldean Road	Residential	Unknown	784 units	ZBLA in effect as of May 24, 2017. As of July 28, 2018, agreement package received from owner for Draft Plan of Subdivision.
10	570 Hazeldean Road	Residential	Unknown	601 units	ZBLA in effect as of January 9, 2017. As of June 29, 2017, agreement registered and securities held for the Draft Plan of Subdivision.

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
11	5924, 5931, 5933, 5938 Hazeldean Rd.	Residential	4	86 units	As of December 23, 2019, the ZBLA (D02-02-19-0063) is pending.

3 PROPOSED DEVELOPMENT

Shell is proposing to develop a comprehensively designed 3-island gas bar, a convenience store, and a car wash with one car wash bay at the Subject Site. The proposed lease area for the Subject Site is 3,065 m² (0.757 acres). Key project statistics can be found in Table 3-1.

Table 3-1: Key Project Statistics

Site Area (Leased)	3,065 m ²
Building Height Convenience Store	5.14 m
Building Height Gas Station Canopy	5.35 m
Building Height Automatic Car Wash	6 m
GFA Convenience Store	168 m ²
GFA Gas Station Canopy	198 m ²
GFA Automatic Car Wash	114 m ²
Regular Parking Spaces	11
Barrier Free Parking Spaces	1
Loading Spaces	0
Bicycle Spaces	4

Site Features: The convenience store will be situated along the northeastern edge of the Subject Site and will feature a storefront oriented westward into the Subject Site. The convenience store building will have an approximate gross floor area (GFA) of 168 m². The gas bar and canopy will be situated toward the centre of the Subject Site and will feature 3 islands (6 pumps). Lastly, the proposed development includes an automatic drive-through car wash with one (1) wash bay toward the southwest corner of the Subject Site, with an approximate GFA of 114 m².

Parking: The proposed development features 12 motor vehicle parking spaces. Of the 12 spaces, one (1) is a barrier free parking space, one (1) is a tire inflator parking space, and two (2) are reserved as car care area parking spaces.

Site Access: The proposed development will feature right-in/right-out access on Hazeldean Road, approx. 50 m west of Fringewood Drive. It will connect the Subject Site to the proposed commercial block of the subdivision. There will also be full movement access from Fringewood Drive approx. 77 m south of Hazeldean Road.

Additional Enhancements: The proposed development features a 3-metre paved dedication area and a 5-metre landscape dedication area to the south of the Subject Site, which will be dedicated to the City. The landscape dedication area will also buffer the proposed development from the proposed residential uses to the south of the Subject Site.

The proposed development will also include a variety of tree planting types, including coniferous trees such as White Spruce, coniferous shrubs such as and Bar Harbour Juniper, deciduous trees such as Ivory Silk Lilac and deciduous shrubs such as Crispa Spirea. A full list of tree and shrub types can be found in the Landscape Plan Drawing L101.0 submitted for the Site Plan Control Application.

Further, as discussed in the pre-application consultation on July 16, 2019, Fringewood Drive is an important road to be protected. Accordingly, efforts have been made to modify the curbing on Fringewood Drive to reduce the southbound lane from two lanes to one lane. The pavement width has been reduced to 4.5 metres to accommodate truck traffic. Moreover, a 1 metre shoulder lane has been added to reduce that through lane to a 3.5-metre-wide single lane.

A Site Plan has been prepared by AECOM, dated March 31, 2020, as illustrated in Figure 3-1. The floor plans and elevations of the proposed development are demonstrated in Figure 3-2 to Figure 3-16.

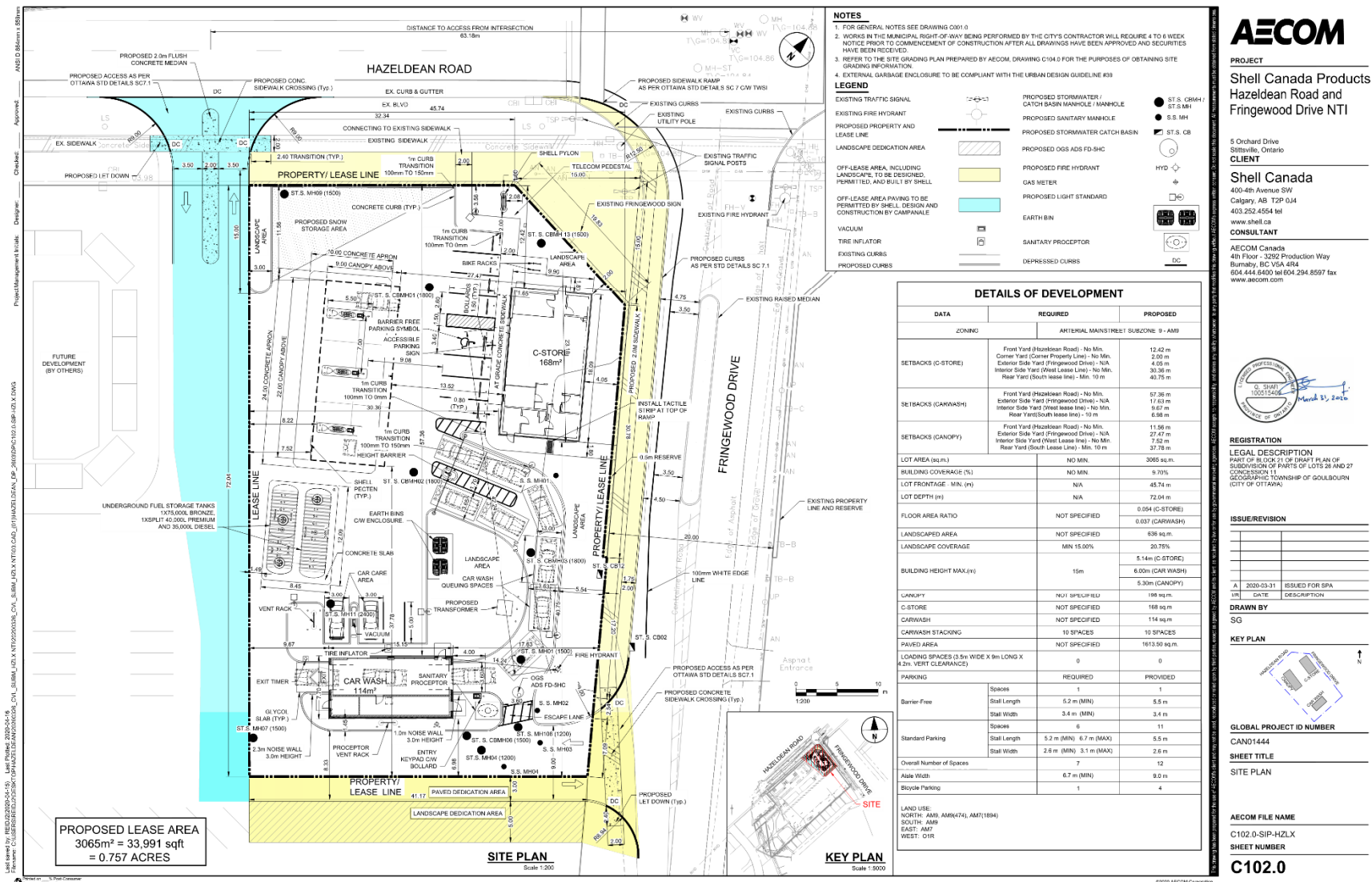
3.1 PUBLIC CONSULTATION STRATEGY

Shell Canada and Campanale Homes' representatives met with Ward 6 Councillor Glen Gower on September 30, 2019. An overview of the full development, including the Shell gas bar, was provided alongside renderings of the proposed site plan and design. The Councillor was supportive of the project and requested an additional meeting with the local neighborhood community group.

On January 20, 2020, Shell Canada and Campanale Homes met with 4 local residents of the Fringewood community. Key discussion points included traffic concerns, landscaping requests, sustainability measures including requests for electric vehicle (EV) chargers, and feedback regarding the type of retail / dining to be incorporated into the development. Overall, the residents showed support for the Shell gas bar and wider commercial development.

An additional meeting for the commercial space was requested between Campanale Homes and the community group. This is anticipated to take place in late 2020. Shell Canada is not required to participate.

Figure 3-1: Proposed Site Plan Prepared by AECOM



Shell Convenience Store

Figure 3-2: Convenience Store Main Floor Plan



Figure 3-3: Convenience Store Front Elevation

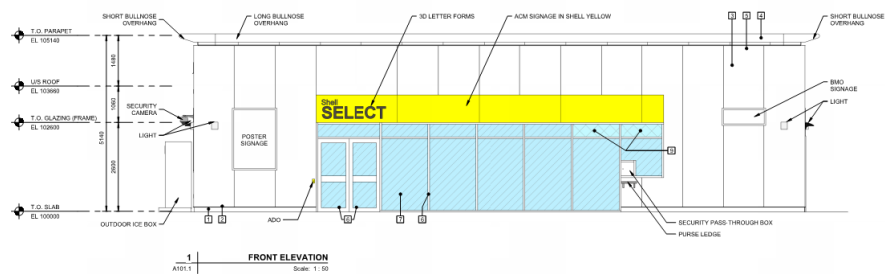


Figure 3-4: Convenience Store Back Elevation

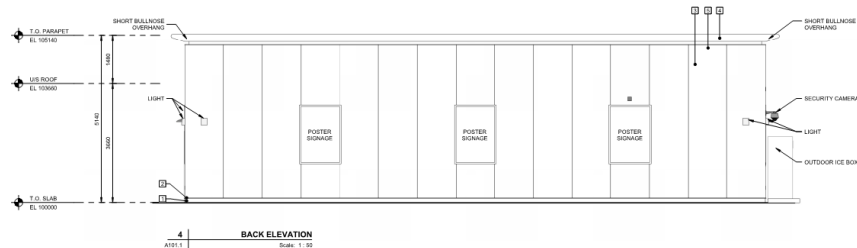


Figure 3-5: Convenience Store Right Elevation

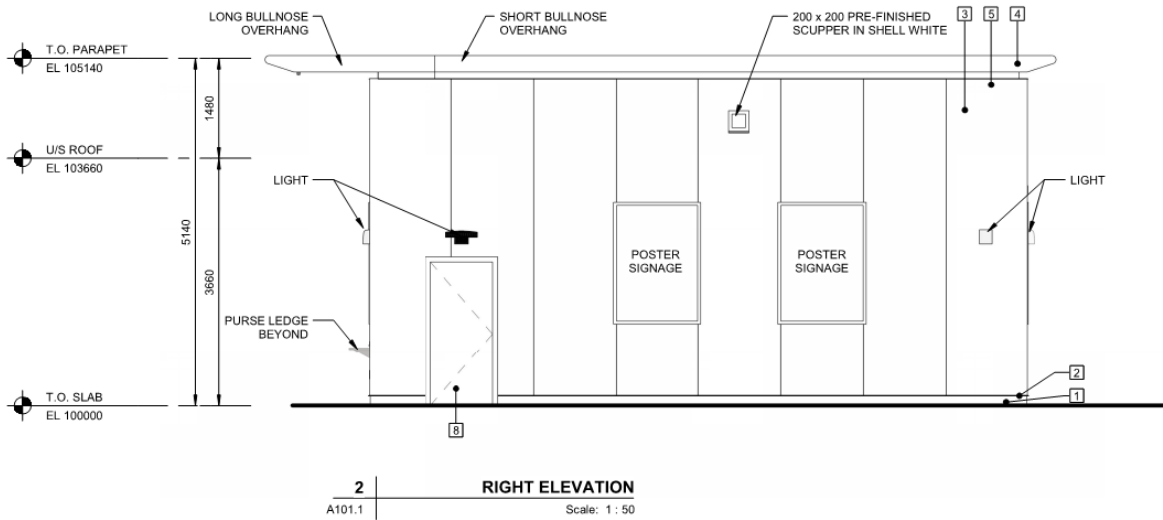
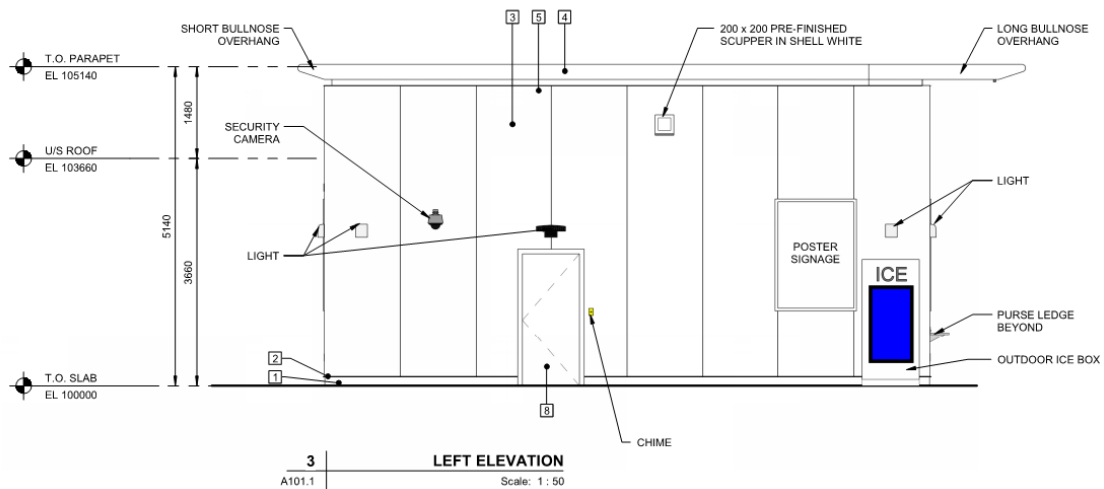


Figure 3-6: Convenience Store Left Elevation



Gas Station and Canopy

Figure 3-7: Fuel Pump Plan

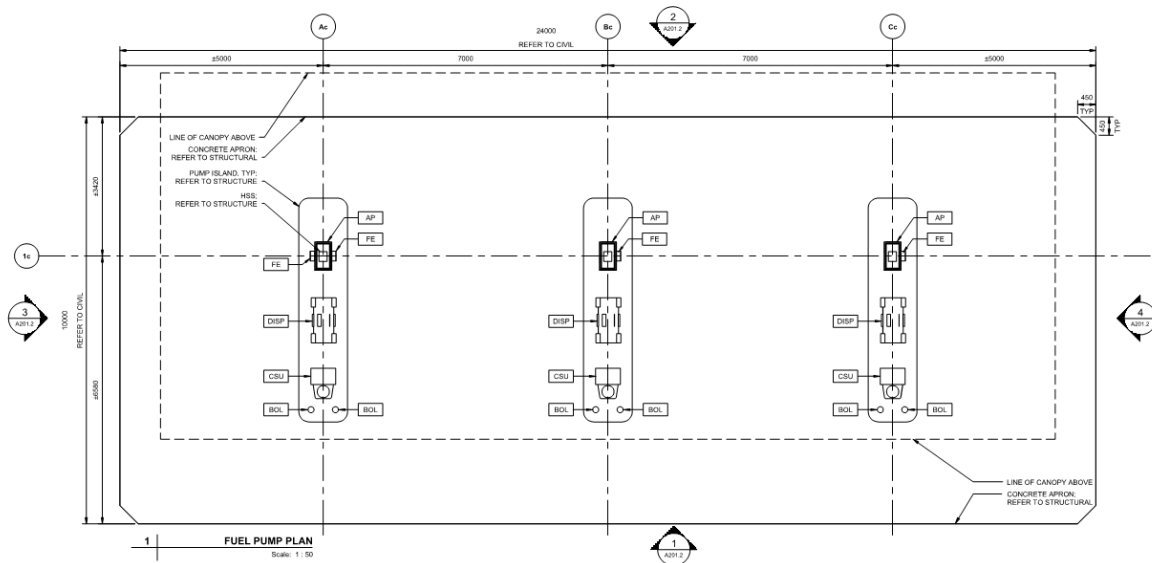


Figure 3-8: Gas Station Canopy Front Elevation

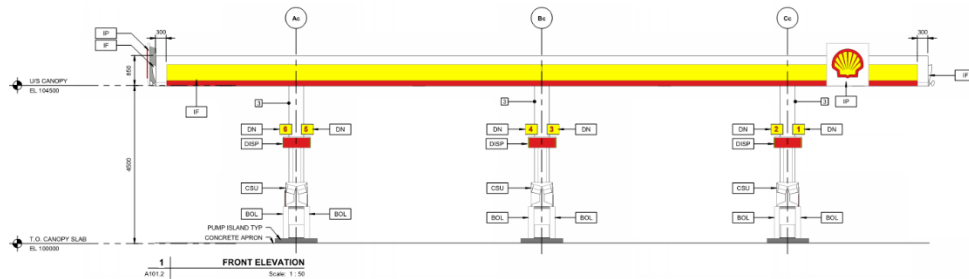


Figure 3-9: Gas Station Canopy Back Elevation

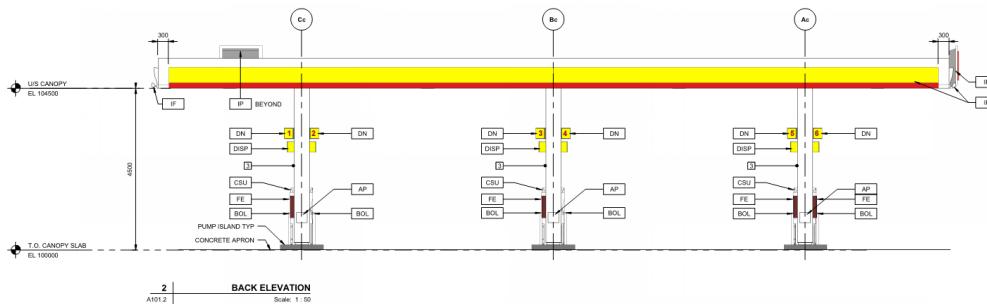


Figure 3-10: Gas Station Canopy Left Elevation

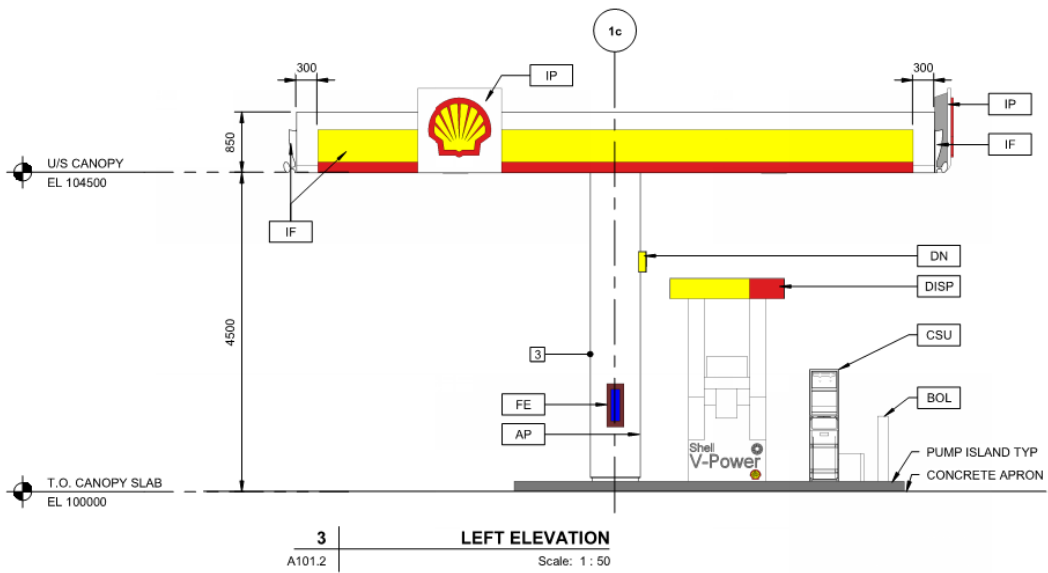
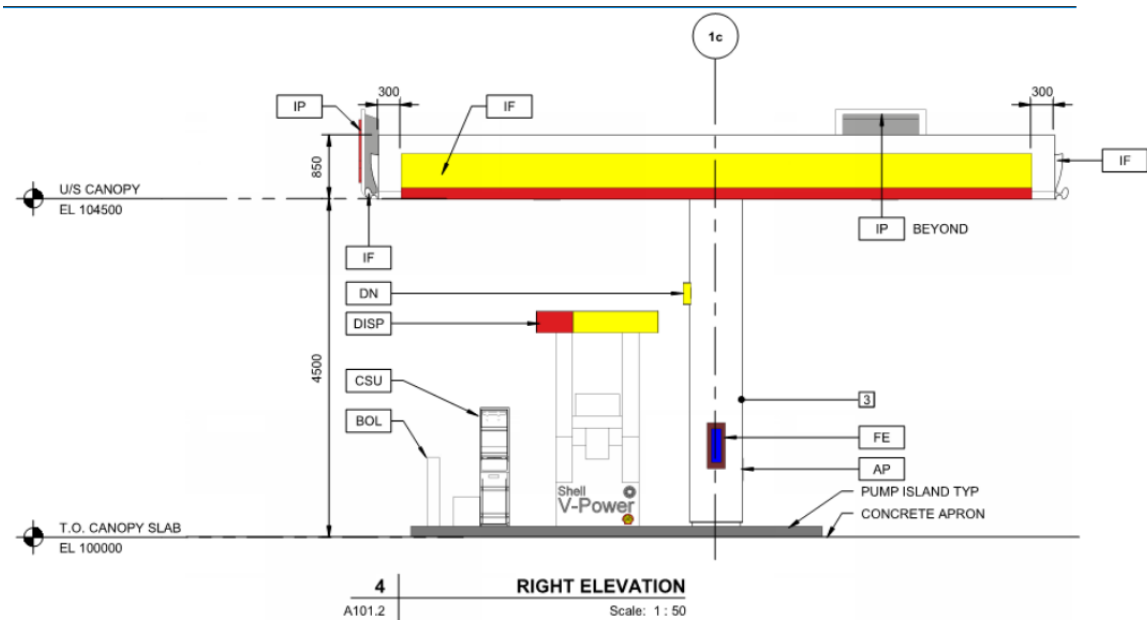


Figure 3-11: Gas Station Canopy Right Elevation



Automatic Car Wash

Figure 3-12: Car Wash Main Floor Plan

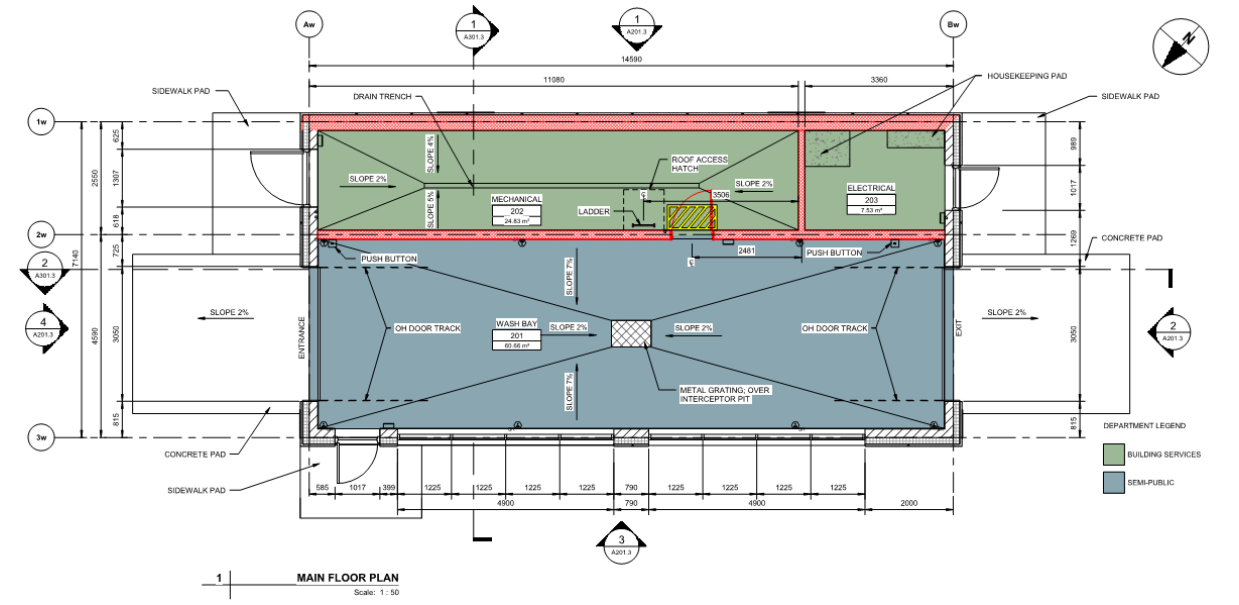


Figure 3-13: Car Wash Front Elevation

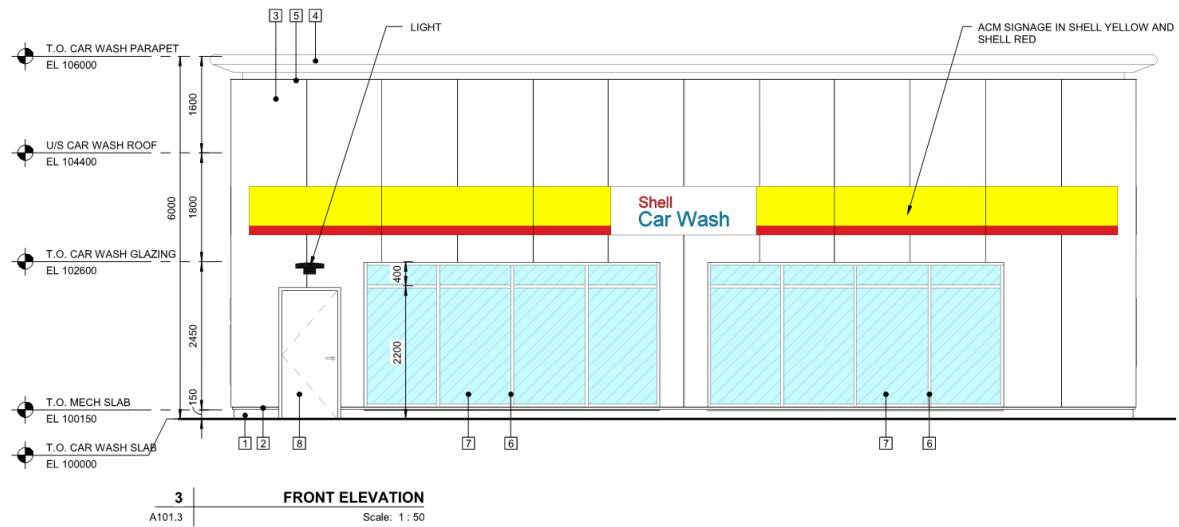


Figure 3-14: Car Wash Back Elevation

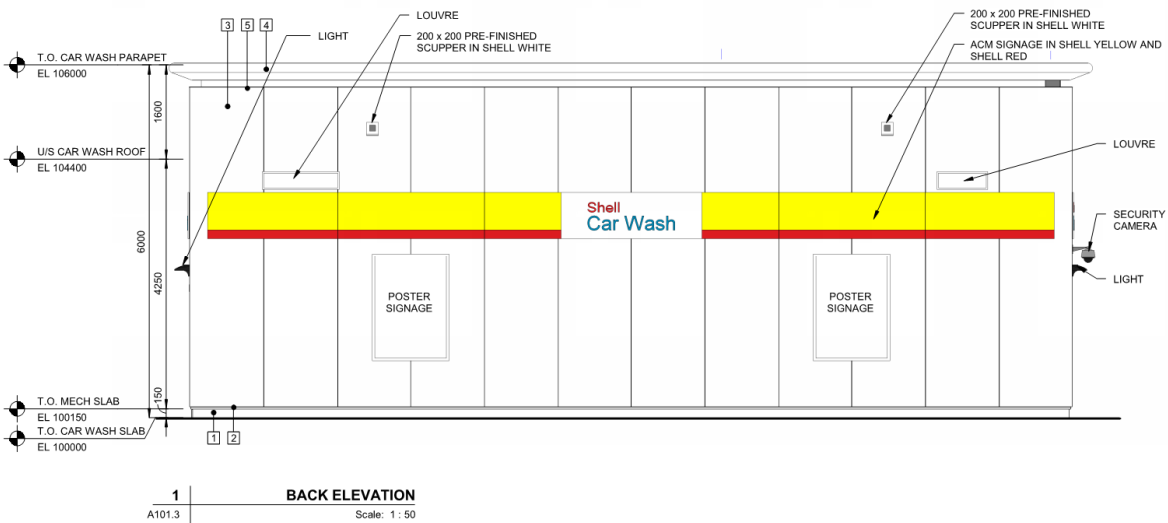


Figure 3-15: Car Wash Left Elevation

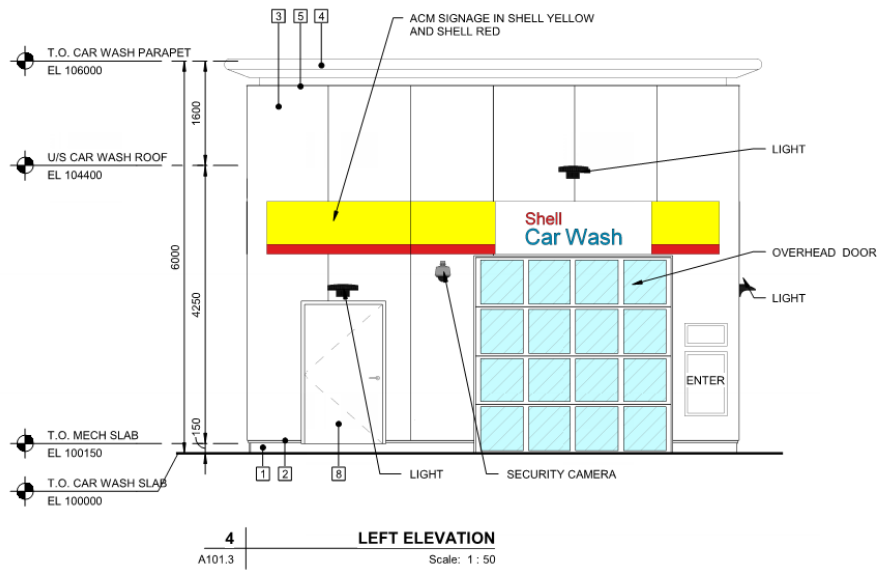
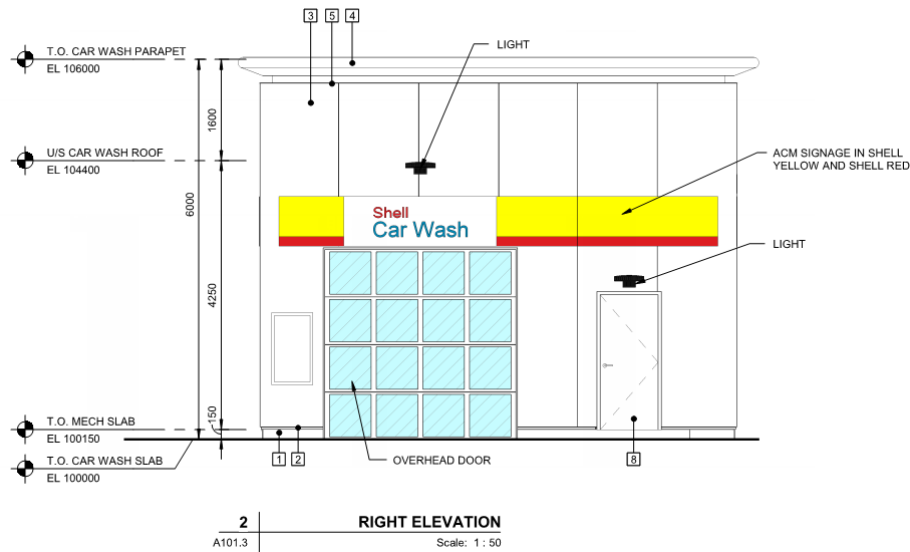


Figure 3-16: Car Wash Right Elevation



4 POLICY AND REGULATORY FRAMEWORK

4.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (2014) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the province's economic, social and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Part IV: Vision for Ontario's Land Use Planning System identifies that healthy, liveable and sustained communities are sustained by promoting efficient development, cost effective land use patterns and development standards, accommodating an appropriate range of mix of uses to meet long term needs, and focusing growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, resilient and safe communities. Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient development patterns and land use patterns, accommodating an appropriate range and mix of uses to meet long term needs, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.2 (a) states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- 2 Efficiently use land and resources.
- 3 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.

Further, Policy 1.1.3.2 (b) states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account

existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.3.1 states that planning authorities should promote economic development and competitiveness by:

- a** Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b** Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c** Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d** Ensuring the necessary infrastructure is provided to support current and projected needs.

Policy 1.7.1 states that long-term economic prosperity should be supported by:

- a** Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs; and
- b** Optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities.

The Ministry of Municipal Affairs and Housing released a Proposed Provincial Policy Statement (July 2019). The following summary of proposed changes are relevant to this application while it is in draft form:

- Support certainty and economic growth by giving more flexibility to municipalities to ensure areas designated for employment are planned to reflect local needs and to help facilitate the conditions for economic investment, and to ensure that local infrastructure investments are efficiently used, and that protections for transportation and energy corridors for future needs are in place.

On February 28, 2020, the Ministry released the Provincial Policy Statement, 2020. The 2020 Provincial Policy Statement will come into effect on May 1, 2020. The PPS, 2020 retains many of the policies of the PPS, 2014 with some minor changes to language to improve clarity or to emphasize government priorities. This application was submitted prior to the 2020 PPS taken effect. However, the new policies in the 2020 PPS have been considered.

The proposed development will support the movement of people travelling to their destinations, enabling the community to efficiently use its land and resources. Specifically, the proposed development will provide goods and services and will be used as a linked trip to their desired destinations. The proposed development will provide a small amount of employment to the area and is compatible with other employment uses in the area. It provides the necessary infrastructure (gas facility) to support the current and projected needs of the community. The proposed development also supports and is compatible with the surrounding existing and future land uses in the area.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, WEBSITE CONSOLIDATION)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

4.2.1 BUILDING A SUSTAINABLE CAPITAL CITY

The OP seeks to achieve Council’s vision of a sustainable, resilient and liveable city. This vision is also articulated in the City’s Strategic Plan, which identifies goals including the provision of economic prosperity to support local people, community well-being, and ecological health.

4.2.2 STRATEGIC DIRECTIONS

Section 2.1 – Patterns of Growth indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Growth is to be directed to urban areas where services already exist or where they can be provided efficiently. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

Section 2.2 – Managing Growth indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking.

Mainstreets are identified in this Plan as design priority areas, where both the public and private sectors will be required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved. The Subject Site is designated as an Arterial Mainstreet as per Schedule B (Urban Policy Plan) in the Official Plan, which is further explained in Section 4.2.3 of the Report.

Section 2.2.2 – Managing Growth Within the Urban Area indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use.

Employment intensification means intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by infilling of vacant or underutilized land within urban employment lands (Section 2.2.2, Policy 2 c).

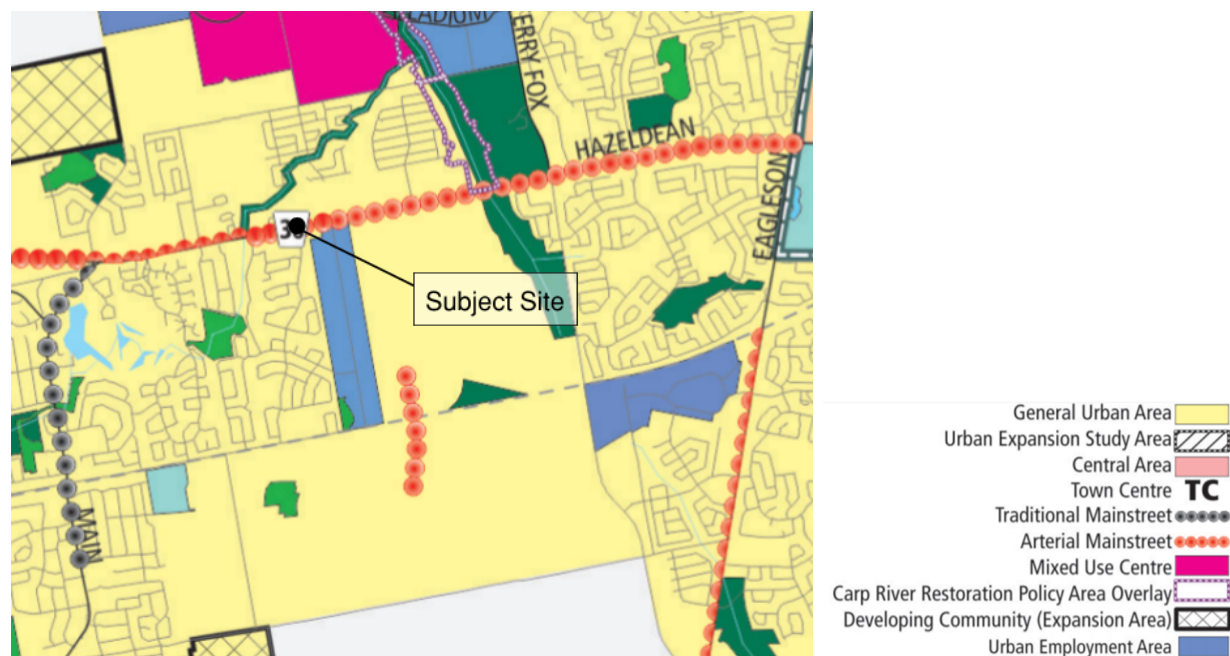
Section 2.5.1 – Urban Design and Compatibility encourages good urban design and quality and innovative architecture as it can help create lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but has to enhance an established community and coexist with existing development without causing undue impact on the surrounding properties. The design objectives of the proposed development are addressed in detail in the Design Brief in Section 4.3 of this Report.

The proposed development supports the strategic directions of the OP by directing economic growth to urban areas and supporting intensification in the urban area.

4.2.3 LAND USE DESIGNATION

The Subject Site is located within the City's urban boundary and is designated Arterial Mainstreet on Schedule B (Urban Policy Plan), as illustrated in Figure 4-1.

Figure 4-1: City of Ottawa Official Plan, Schedule B – Urban Policy Plan (Excerpt)



SECTION 3.6.3 – MAINSTREETS

Mainstreets are the corridors that traverse long areas of the city, connecting different communities and changing in character along their length. They include nodes of activity at various scales, from high schools and small offices to hospitals and shopping centres. Arterial Mainstreets are more automobile-oriented, built with four or more lanes. They generally do not provide on-street parking. Parking lots are typically located between the buildings and the street, and the predominant land use is single-purpose commercial. Over time, it is anticipated that these streets will evolve into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community.

Policy 1 states, “Traditional Mainstreets and Arterial Mainstreets are designated on Schedule B”. Policy 3 further states, “The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay.”

Policy 5 states, “A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. Where a Mainstreet abuts an Employment Area, the zoning by-law may prohibit noise-sensitive uses on the Mainstreet where appropriate.”

Further, Policy 8 states, “New gas bars, service stations, automobile sales, and drive-through facilities are permitted on Arterial Mainstreets and will be evaluated on the basis of the Design Objectives and Principles in Section 2.5.1, any applicable Council-approved design guidelines, and the Compatibility policies set out in Section 4.11.”

Further, Policy 18 is a Site-Specific Exception, which states, “The Arterial Mainstreet designation on Hazeldean Road, between Iber Road and the Carp Road intersection shall extend no more than 150 metres from Hazeldean Road. Minor variation of this distance may be considered where a clearly recognized physical feature, such as a creek bed or a built boundary, such as an existing residential subdivision provide for a reasonable and small scale adjustment beyond 150 metres”.

The Subject Site is located between Iber Road and the Carp Road intersection. Accordingly, the Subject Site is within the 150-metre area identified by Policy 18. Therefore, the Arterial Mainstreet designation applies. As per Policy 8, new gas bars are permitted on Arterial Mainstreets and will be evaluated on the basis of the Design Objectives and Principles in Section 2.5.1, any applicable Council-approved design guidelines, and the Compatibility policies set out in Section 4.11. This is addressed in the Design Brief in Section 4.3 of this Report.

4.2.4 ANNEX 1 – ROAD CLASSIFICATION AND RIGHTS-OF-WAY

As per Section 2.0 of the OP, the City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads, as indicated in Table 4-1.

Table 4-1: Annex 1 – Right-of-Way Protection

Road	From	To	ROW to be protected	Classification	Sector
Hazeldean	Main St. North	Fringewood	37.5 m	Arterial	Urban

No road dedication for Fringewood Drive is indicated in Table 1 of the OP. Accordingly, no right-of-way is required to be protected for Fringewood Drive.

The proposed development will account for the rights-of-way to be protected, where necessary. Further, as noted in Section 3 of this Report, Fringewood Drive is an important road to be protected. Accordingly, efforts have been made to modify the curbing on Fringewood Drive to

reduce the southbound lane from two lanes to one lane. The pavement width has been reduced to 4.5 metres to accommodate truck traffic. Moreover, a 1 metre shoulder lane has been added to reduce that through lane to a 3.5-metre-wide single lane.

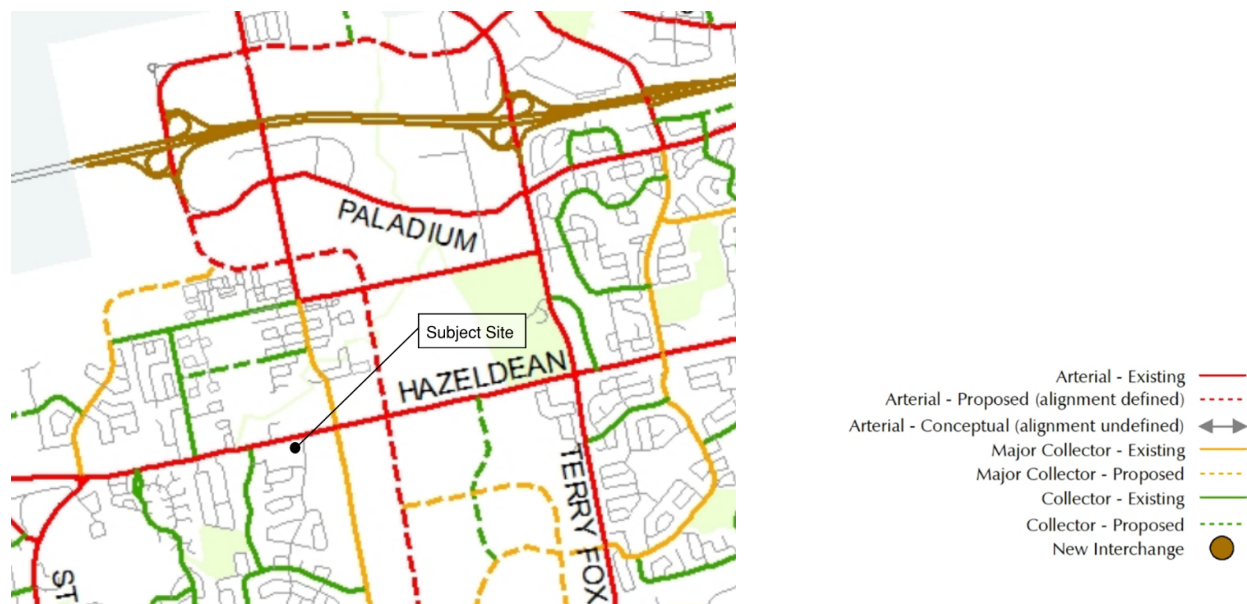
Section 7, Annex 1, Policy 2(5) states that, for Corner Triangles, the City will require the land for a road widening to provide corner triangles at intersections. Depending on the location and type of roads involved, the maximum length of the side of a corner triangle will vary in the general range of 3 to 10 metres. The City will determine the requirements for each corner triangle based on detailed engineering requirements.

As per the pre-application consultation held on July 16, 2019, the City has indicated that a 5 metre by 5 metre corner triangle is required for a local road to an arterial road. This has been taken into account in the Site Plan design.

4.2.5 TRANSPORTATION NETWORK

As per Schedule E (Urban Road Network) of the Official Plan. Hazeldean Road is identified as an “Existing Arterial”, as illustrated in Figure 4-2.

Figure 4-2: City of Ottawa Official Plan, Schedule E – Urban Road Network (Excerpt)



As per Section 7 of the OP, Annex 1, Policy 1, arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. To best provide access to arterials, block lengths and intersections should be spaced and designed to accommodate all transportation modes; vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes; and arterials road corridors should provide a high degree of connectivity between land uses and places along and across the route.

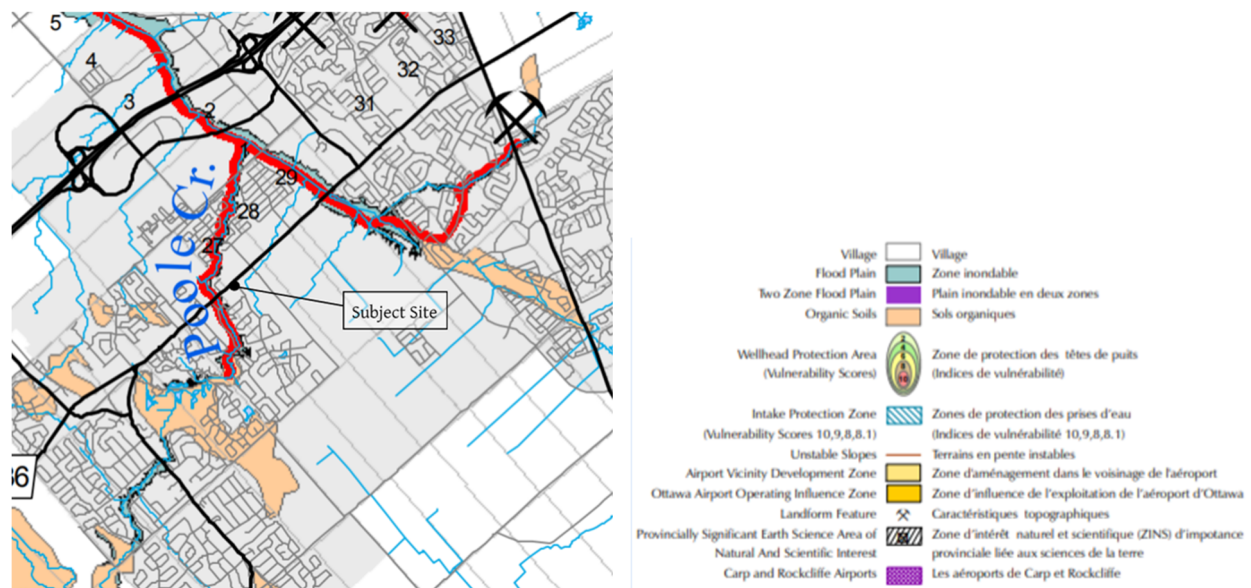
The proposed development provides access to and from an arterial road that accommodates all transportation modes. The Subject Site is connected to a commercial block to the west via a shared access and consideration has been given to reducing conflicts between travel modes.

4.2.6 ENVIRONMENTAL CONSTRAINTS

As per Schedule K (Environmental Constraints) of the Official Plan, a section of Poole Creek is located along the western property boundary of the proposed subdivision, which may be subject to unstable slopes, as seen in Figure 4-3. However, it is not within the Subject Site.

The Subject Site for the proposed development is not directly on the unstable soil identified. The Subject Site is also in close proximity to Flood Plain lands, although not directly on it. The Flood Plain lands are located at the western boundary of the proposed subdivision.

Figure 4-3: City of Ottawa Official Plan, Schedule K – Environmental Constraints (Excerpt)



Geotechnical Investigation Reports have been prepared for the proposed development and submitted under a separate cover. The Geotechnical Investigation Report, prepared by Paterson Group on behalf of Campanale Homes, dated March 1, 2019, details the results of the geotechnical investigation carried out for the entirety of the proposed commercial and residential subdivision. The Report includes a Slope Stability Assessment. The results of the stability analysis and recommendations are available in that Report.

4.3 DESIGN BRIEF

As per Section 4.11 (1) of the Official Plan, a Design Brief is required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

- a) The provisions of the Official Plan that affect the design of a site or building;
- b) Design Guideline(s) approved by Council that apply to the area or type of development; and
- c) The design provisions of a community design plan or secondary plan.

The intent of this Section of the Report is to provide a Design Brief that addresses the Arterial Mainstreet/Design Priority Area context of the Subject Site and how the proposed development fits within that context.

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies in the Official Plan and Urban Design Guidelines applicable to the Subject Site.

4.3.1 DESIGN OBJECTIVES AND URBAN DESIGN AND COMPATIBILITY CRITERIA

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it” (Section 2.5.1).

To contribute to the achievement of the OP objectives, the City uses a combination of legislative and administrative tools to pursue a comprehensive urban design strategy.

The proposed development supports the seven (7) urban design objectives and associated principles set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies “proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations.”

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed development will enhance the community by provided a service that will accommodate travel to and from the community and serve commuters, employees in the area, and nearby residents. The proposed development is part of a larger commercial block that is being proposed and will be integrated into the commercial block through a shared access from Hazeldean Road.

2. To define quality public and private spaces through development.

- The proposed development is part of a larger subdivision that will include both a commercial block and residential uses. The proposed development and the residential uses to the south will be defined and separated through a paved and landscape dedication area to buffer the uses.

3. To create places that are safe, accessible and are easy to get to, and move through.

- The proposed development will have two access points. One access will be from Hazeldean Road and the other from Fringewood Drive. Hazeldean Road will be a right-in/right-out access that also links the proposed development to the rest of the commercial block. Fringewood Drive will provide an all movement access. Pedestrian access will also be provided from both Hazeldean Road and Fringewood Drive to connect to the proposed convenience store as well.

4. To ensure that new development respects the character of existing areas.

- New gas bars, service stations and drive-through facilities are permitted on Arterial Mainstreets. These areas are more automobile oriented spaces. Further, similar uses in the vicinity of the Subject Site currently exist to serve similar functions, such as the Canadian Auto Mall and Stittsville Car Wash. Accordingly, the proposed development respects the character of the planned and existing 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.

- The proposed development will provides a commercial use that will serve a variety of commercial service needs. It will also be located on a future commercial block that will be adaptable and will provide for a variety of future commercial uses.

6. To understand and respect natural processes and features in development design.

- The proposed development will respect the natural processes and features in development design by providing more than the minimum required landscape coverage on the site. It will also include a landscape dedicated area that is 5 metres deep to the south of the Subject Site lease line to buffer the proposed development from the proposed residential uses to the south. The proposed development will also include a variety of tree planting types, including coniferous trees such as White Spruce, coniferous shrubs such as and Bar Harbour Juniper, deciduous trees such as Ivory Silk Lilac and deciduous shrubs such as Crispa Spirea.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

- Plant material will be installed in extensive, mulched planting beds, which require minimal maintenance (some weed control, no mowing). The permeable mulched beds will serve to preserve moisture around tree and shrub root zones. Large trees will reduce the overall carbon footprint of the site. LED lighting is used throughout the site indoors and outdoors. Outdoor lighting is controlled by photocell. Indoor service rooms and washrooms used occupancy sensors.

In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP.

Table 4-2 provides an evaluation of the proposed development against the compatibility criteria set out in Policy 4.11.2.

Table 4-2: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria

Policies	Measure of Compatibility
Views	The proposed development is of an appropriate scale. It will also be below the maximum height permitted and will not impact or obstruct views. The Subject Site is on a corner and will also respect the corner triangle distances.
Building Design	The proposed development will provide glass windows and architectural elements that provides a welcoming environment to pedestrians and commuters. The convenience store is located close to the frontage along Hazeldean Road. The proposed development also features strong landscaping around the property as well as sidewalks and an unobstructed pedestrian walkway to ensure pedestrian connectivity to and from the Subject Site.
Massing and Scale	The zoning for the Subject Site regulates building design and massing that the proposed development must comply with. The maximum height permitted in the Zoning By-law for the Subject Site is 15 metres. The proposed development would be approximately 6 metres in height, which is below the maximum permitted. Accordingly, the proposed development is of an appropriate massing and scale.
High-Rise Buildings	n/a
Outdoor Amenity Areas	n/a
Public Art	n/a
Design Priority Areas	The Subject Site falls within the Hazeldean Arterial Mainstreet Design Priority Area. The proposed development will provide transparent windows at grade to facilitate views into the building. This allows individuals to observe the function of the building and enhance natural surveillance. The proposed development will also use architectural treatments such as a canopy over the gas bar to soften the interface between buildings and the public realm. The canopy will also provide for weather protection. The proposed development will also provide sufficient lighting, and landscaping around the exterior yards of and within the Subject Site.
First Nations Peoples Design Interests	n/a

Further, the Subject Site falls within a Design Priority Area, as it is identified as an Arterial Mainstreet on Schedule B of the OP. In Design Priority Areas, all public projects, private developments, and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area.

As part of the pre-application consultation held on July 16, 2019, it was confirmed by the City that the proposed development is not subject to an Urban Design Review Panel hearing.

The proposed development meets the intent of the City of Ottawa's urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.

4.3.2 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS

Hazeldean Road is an Arterial Mainstreet as designated in the City of Ottawa's Official Plan. The City of Ottawa's Urban Design Guidelines for Development Along Arterial Mainstreets was approved by City Council in 2006. These guidelines are to be applied throughout the City for all streets identified as an Arterial Mainstreet within the Official Plan.

The Guidelines contain the following objectives:

- To foster compatible development that will contribute to the recognized or planned character of the streets;
- To promote a comfortable pedestrian environment and create attractive streetscapes;
- To achieve a high-quality built form and establish a strong street edge along Arterial Mainstreets;
- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and
- To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The Arterial Mainstreet design guidelines applicable to the proposed development are addressed in Table 4-3.

Table 4-3: Applicable Arterial Mainstreet Development Guidelines

Guideline	Measure of Compatibility
Guideline 1: Locate new buildings along the public street edge.	The convenience store and gas bar canopy are located in close proximity to the public street edge on Hazeldean Road in a manner that is appropriate and feasible for the proposed use and function of the site.
Guideline 4: Use buildings, landscaping and other streetscape elements to create continuous streetscapes.	The proposed development provides landscaping via trees and shrubs to ensure continuous streetscapes.
Guideline 6: Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.	The proposed development sets new buildings back from the Hazeldean Road in a manner that is most appropriate for the proposed uses and feasible for the site design and function.
Guideline 7: Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant	The Subject Site is currently vacant. Therefore, elements of existing infrastructure, such as buildings, do not exist. However, the proposed development will utilize the existing sidewalk on Hazeldean Road.

Guideline	Measure of Compatibility
buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.	
Guideline 12: Design the built form in relation to the adjacent properties to create coherent streetscapes.	The built form of the proposed development will be incorporated into the commercial block of the proposed subdivision to create a coherent streetscape that shares access via Hazeldean Road.
Guideline 13: Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.	The convenience store and gas bar canopy are situated in a manner that is most appropriate for the proposed uses and function of the site. The convenience store is 2 metres from the property line at the corner of the Subject Site.
Guideline 17: Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.	The location of the convenience store is angled so to be easily accessed from Hazeldean Road, with the doors visible from Hazeldean Road. Parking also faces directly onto the entrance to the convenience store.
Guideline 18: Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent.	The convenience store is proposed to have clear windows and doors to make the pedestrian level façade highly transparent.
Guideline 20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.	A pedestrian access provides direct access from the sidewalk on Hazeldean Road to the convenience store entrance. The pedestrian access continues around the convenience store to Fringewood Drive as well, providing another pedestrian access point to and from the Subject Site.
Guideline 21: Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.	An unobstructed pedestrian walkway that is 2 metres wide provides access to the customer entrance to the convenience store. The doors also swing outward and are of adequate width so as to not impede pedestrian movement to and from the convenience store.
Guideline 23: Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways. Ensure little or no change in elevation.	An existing sidewalk currently exists on Hazeldean Road and will be utilized for the proposed development.
Guideline 25: Share vehicular access to parking areas between adjacent properties in order to	Vehicular access to the parking area is shared between adjacent properties to the west. In

Guideline	Measure of Compatibility
reduce the extent of interruption along the sidewalk and the streetscape.	particular, the access from Hazeldean Road will be shared with the commercial block being proposed to the west.
Guideline 26: Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.	Vehicles will be able to easily circulate between the Subject Site and the proposed commercial block to the west through a shared access from Hazeldean Road.
Guideline 27: Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.	<p>Surface parking is located at the side of the convenience store. The proposed development provides 12 total parking spaces, while the Zoning By-law requires a minimum of 7 standard spaces.</p> <p>While the proposed development exceeds the required minimum by 5 spaces, of the 12 spaces provided, 1 is a barrier free parking space, 1 is a tire inflator parking space, and 2 are reserved as car care area parking spaces. These spaces serve a specific function necessary for the operation of the site.</p>
Guideline 29: Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross.	Pedestrians would not be required to cross any traffic aisles, as the proposed development provides a 2 metre pedestrian walkway from Hazeldean Road to Fringewood Drive that provides direct unimpeded access to the convenience store.
Guideline 34: Coordinate tree and street-light locations with above and below-grade utilities.	<p>AECOM's Landscape Architecture consultants have coordinated the locations of trees and shrubs with AECOM's Civil and Electrical disciplines to provide the required site buffering as well as general plantings to reduce the overall carbon footprint of the proposed convenience store.</p> <p>The Landscape Plan Drawing L101.0 is consistent with required offsets from the site's main electrical transformer and cables and takes into account the site servicing and grading design. The site services, particularly gas lines, and electrical lines have been carefully located to avoid the buffer strip along Fringewood Drive as well as plantings to screen the Moloks area. In some areas, root barriers may be required to protect electrical lines.</p>

Guideline	Measure of Compatibility
	The tree and pole light locations have also been coordinated with above and below-grade utilities.
Guideline 41: Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards in order to provide screening and enhance environmental benefits.	Landscaped areas of various widths are provided around the Subject Site that follows along the east side and rear yards of the property in compliance with the Zoning By-law requirements for landscape buffer.
Guideline 43: Design buildings to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.	The signs provided will respect the building scale, architectural features, signage uniformity and established streetscape design objectives. The signs provided on the site will also be subject to sign permit requirements and will meet the requirements in the City of Ottawa's Permanent Signs on Private Property (By-law 2016-326, as amended).
Guideline 45: Design sign illumination to be task oriented and avoid glare/light spillover toward adjacent land uses.	Sign illumination will be contained to appropriate standards to avoid glare/light spillover toward adjacent land uses. Refer to drawing E101.0, prepared by AECOM, for lighting details.
Guideline 46: Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area and promote an active, pedestrian-friendly environment.	Ground-mounted and wall-signs will be designed to complement the character of the commercial block and to provide wayfinding guidance to pedestrians and customers.
Guideline 49: Share service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies.	The proposed development will share utilities and servicing with the greater subdivision development in order to maximize space and infrastructure efficiencies.
Guideline 50: Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.	Utility equipment is located away from the arterial mainstreet and the private properties to the rear.
Guideline 51: Design lighting so that there is no glare or light spilling onto surrounding uses.	Lighting will be designed to avoid glare and light spilling onto surrounding uses. Refer to drawing E101.0, prepared by AECOM, for lighting details.
Guideline 52: Provide lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.	Lighting provided will be appropriate to the street character and mainstreet ground floor use. Refer to drawing E101.0, prepared by AECOM, for lighting details.

Guideline	Measure of Compatibility
Guideline 53: Design secondary doors (such as emergency exit or service doors) to blend in with the building façade.	Secondary doors have been designed to blend into the building façade.

The proposed development has taken into consideration the applicable Urban Design Guidelines for Arterial Mainstreets and incorporated these design elements wherever possible.

4.3.3 URBAN DESIGN GUIDELINES FOR GAS STATIONS (MAY 2006)

In May 2006, the City of Ottawa Council approved Urban Design Guidelines for Gas Stations. The OP provides a vision of the future of the City and its physical development, while the guidelines will translate the broad framework into detailed principles for development. These guidelines provide urban design guidance at the planning application stage in order for the City to assess, promote and achieve appropriate development of gas stations.

The applicable design guidelines from the Urban Design Guidelines for Gas Stations are addressed in Table 4-4.

Table 4-4: Applicable Urban Design Guidelines for Gas Stations

Guideline	Measure of Compatibility
Guideline 1: Respond to the positive elements of the surrounding context through such means as building height, setbacks, building orientation and architectural styles.	The proposed development is of appropriate scale and style for the surrounding context.
Guideline 2: Locate building structures (such as car washes, convenience stores, and canopies) close to the street to help define the street edge.	The proposed development locates the convenience store and gas bar canopy along the frontage of Hazeldean Road to further define the street.
Guideline 3: Design all sides of buildings and pump islands with a consistent architectural style to enhance the streetscape.	The proposed development will provide a consistent architectural style with consistent colours and shapes for Shell's corporate branding to enhance the streetscape.
Guideline 4: Use clear windows for the car wash façades facing public streets. They animate the street by providing views into the car wash and act as poster cases for advertising.	The proposed car wash uses clear windows for the car wash façade.
Guideline 5: Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting building structures back from the street is unavoidable.	The proposed development provides landscaping at the east side of the Subject Site along the corner of Hazeldean Road and Fringewood Drive, as well as along Fringewood Drive. It also provides a 5-metre-deep dedicated landscape area to the rear of the Subject Site.

Guideline	Measure of Compatibility
Guideline 6: Provide transparent windows and doors for retail buildings to ensure visibility between the store, the pump islands and surrounding streets.	The proposed development provides transparent windows and doors to the convenience store to ensure visibility between the store, the fuel pump islands and surrounding streets.
Guideline 7: Provide an unobstructed 2.0 metre wide pedestrian walkway between the public sidewalk (and/or parking areas) and building entrances.	The proposed development provides an unobstructed 2.0 metre wide pedestrian walkway that connects the Subject Site from Hazeldean Road and from Fringewood Drive.
Guideline 8: Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.	The proposed development includes a 1 metre curb transition for the pedestrian walkway with the sidewalk at grade.
Guideline 9: Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way across private access driveways. Ensure little or no change in elevation.	An existing sidewalk is located along Hazeldean Road. There will be a proposed let down to allow vehicular access to the Subject Site. Along Fringewood Drive, a 2-metre sidewalk is proposed.
Guideline 10: Locate required bicycle parking close to the building entrance in a manner that does not impede pedestrian movement.	The proposed development will locate bicycle parking close to the convenience store entrance in a manner that does not impede pedestrian movement.
Guideline 11: Locate vehicular access points to the site as far away as possible from street intersections.	The vehicular access points are located as far as possible from the street intersections.
Guideline 12: Minimize the number and width of driveways from the public street while ensuring that they meet the requirements of the Private Approach By-law. Avoid conflicts with pedestrians along the street by defining a narrower car entrance while allowing for tanker truck turning.	<p>Two vehicular access points are proposed for the Subject Site – one along Hazeldean Road and one along Fringewood Drive. As noted in the Private Approach By-law 2003-447, Section 11(1) “a private approach shall have a minimum width of 2.4 metres and a maximum width of 9.0 metres, and in no case shall the width exceed 50% of the frontage on which the approach or approaches are located.”</p> <p>The widths of the driveways at Hazeldean Road and Fringewood Drive are 9 metres and meet the Private Approach By-law requirements. Further, they are within the Subject Site lease area.</p>
Guideline 13: Allow a sufficient driving distance from the car wash exit to the public street to minimize tracking water onto the street during winter conditions.	The proposed car wash is located at the south end of the Subject Site, accordingly, there is sufficient driving distance from the car wash exit to the public street.

Guideline	Measure of Compatibility
Guideline 14: Locate stacking lanes away from adjacent sensitive uses, such as residential and outdoor amenity areas, to reduce the impacts of noise and pollution that could be caused by stacking cars on such uses. Use landscaping and fencing to help buffer potential impacts.	The stacking lanes are located away from the residential uses proposed south of the Subject Site and is buffered by a 3-metre paved dedication area to the rear and a 5-metre landscape dedication area to the south of the Subject Site lease line.
Guideline 15: Locate access points for stacking lanes away from public streets and driveways so that queued vehicles do not block the traffic along public streets or the movement of other vehicles on site.	Access points for the stacking lanes are located in the middle of the Subject Site away from public streets and driveways as to not block traffic along public streets or the movement of other vehicles within the Subject Site.
Guideline 17: Provide escape lanes and the appropriate number of queuing spaces as required by the Zoning By-law to create efficient stacking lanes and to minimize on-site conflicts.	The proposed development provides an escape lane prior to the car wash entrances and provides the 10 spaces before the wash bay and one after the wash bay, as required in the Zoning By-law.
Guideline 18: Design the on-site circulation to minimize the conflicts between pedestrians and vehicles.	The proposed development features on-site circulation to minimize the conflicts between pedestrians and vehicles.
Guideline 19: Design the on-site circulation to facilitate unobstructed forward movement by tanker trucks and the safe unloading of fuels. Provide adequate clearance for fuel delivery trucks under canopies.	On-site circulation has been designed to facilitate unobstructed forward movement by tanker trucks between Hazeldean Road and Fringewood Drive and the safe unloading of fuels with an appropriate turning radii for WB23.
Guideline 20: Separate stacking lanes from parking areas and driveways by using landscaped islands, decorative pavement, pervious islands and painted lines.	The stacking lanes are separated from the parking areas and driveways using landscape islands and painted lines.
Guideline 21: Provide only the minimum number of required parking spaces required by the Zoning By-law.	<p>Surface parking is located at the side of the convenience store. The proposed development provides 12 total parking spaces, while the Zoning By-law requires a minimum of 7 standard spaces.</p> <p>While the proposed development exceeds the required minimum by 5 spaces, of the 12 spaces provided, 1 is a barrier free parking space, 1 is a tire inflator parking space, and 2 are reserved as car care area parking spaces. These spaces serve a specific function necessary for the operation of the site.</p>
Guideline 22: Provide a minimum 3.0 metre wide landscape area along the edge of a site where	A 3 metre wide landscape area is provided at the vehicle access point from Hazeldean Road. Trees

Guideline	Measure of Compatibility
parking areas, driveways or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.	and shrubs are proposed to be planted around the Subject Site to screen cars from view along Hazeldean Road and around the car wash stacking lanes at the south end of the Subject Site.
Guideline 23: Plant street trees between 7.0 and 10.0 metres apart along public streets. Plant trees in permeable surface areas, with approximately 10.0 m ² of soil area per tree.	The Landscape Plan Drawing L101.0 prepared by AECOM, dated March 31, 2020, identified four Ivory Silk Lilac trees along Hazeldean Road. Various trees and shrubs of varying species are also proposed in the corner area between Hazeldean Road and Fringewood Drive and along the east side of the site adjacent to Fringewood Drive.
Guideline 25: Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards in order to provide screening and enhance site environmental benefits.	Landscaping and tree planting has been proposed along the Subject Site's side and rear yards in order to provide screening and enhance the environmental benefits of the Subject Site. This includes a variety of trees and shrubs as well as landscape areas and islands around the car wash stacking lanes.
Guideline 26: Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites that are adjacent to residential or institutional properties.	A 5-metre-deep landscape dedication area is proposed to buffer the Subject Site uses from the proposed residential uses at the rear of the Subject Site.
Guideline 28: Provide significant architectural or landscape features at the corner on corner sites in order to emphasize the public streets and enhance the streetscape.	The proposed development will include a landscaped area at the corner of the Subject Site. It will include a variety of trees and shrubs as identified in the Landscape Plan Drawing L101.0.
Guideline 29: Use green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches.	No irrigation is used on site, the plant materials specified are generally hardy horticultural varieties of native plants, as well as some hardy, non-native plants - all of which are salt-tolerant. Plant material includes a diversity of coniferous and deciduous trees and shrubs. Over 75% of plant materials on the site, including coniferous and deciduous trees and shrubs are horticultural varieties of native species.
Guideline 30: Use sodded areas and shrub beds to collect, store and filter stormwater in order to improve groundwater recharge.	The proposed development includes a variety of shrub beds and landscaping that will improve groundwater recharge.

Guideline	Measure of Compatibility
Guideline 31: Use pavement markings and directional signage to enhance clarity and ease of movement patterns on site.	The proposed development includes pavement markings and directional signage to enhance the clarity and ease of movement patterns on site in order to ensure safe passage and convenient use of the Subject Site services.
Guideline 32: Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.	The proposed development includes signs that will be designed to respect building scale, architectural features, signage uniformity, and streetscape design objectives as per Shell's comprehensive signage program.
Guideline 33: Restrict temporary and portable signs. Prohibit billboards, revolving signs and roof signs on private property.	The proposed development will restrict temporary and portable signs and will not include billboards, revolving signs or roof signs.
Guideline 34: Design sign illumination to be task-oriented and avoid glare and light spillover toward adjacent land uses.	Sign illumination will be designed to avoid glare and light spillover towards adjacent land uses.
Guideline 35: Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area and promote an active, pedestrian friendly environment. Integrate landscape features with ground mounted signs	Ground-mounted signs and wall-mounted signs will be designed to complement the character and scale of the area as well as promote an active, pedestrian friendly environment.
Guideline 36: Locate noise-generating areas, including auto service bays, car wash openings, vacuum stations, outdoor loading areas, garbage storage and stacking lanes, away from sensitive uses such as residential areas and schools.	In order to mitigate noise from car wash operations on the Subject Site, a 5-metre landscape dedication area is provided to the south of the Subject Site. The car wash entrance and exit are parallel to the residential uses proposed to the south of the Subject Site and therefore do not face these uses.
Guideline 37: Buffer potential noise impacts with building structures, landscaped berms or attenuation fencing (minimum 1.8 metre in height) with landscaping in front.	<p>Noise impacts will be buffered through landscaping and shrub planting around the proposed car wash. A noise wall will also be provided at the entrance and exit of the car wash.</p> <p>Further, a Noise and Vibration Impact Study was prepared by WSP for the proposed development and is available under a separate cover. The conclusions outlined that the issue of excess stationary noise produced from the proposed car wash operation does not pose any constraint to this development proposal provided that the noise</p>

Guideline	Measure of Compatibility
	control measures recommended in this Report are implemented.
Guideline 38: Enclose all utility equipment within buildings or screen them from both public streets and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps, and air conditioner compressors.	Earth Bins are located in the interior of the site near the middle of the site. They are screened from public streets and private properties.
Guideline 39: Design external garbage enclosures with the same materials as the building and ensure that the wall height is sufficient to completely conceal garbage dumpsters.	The finishes and final design of the garbage enclosures will be done during the Building Permit stage. The design will be compliant to these Guidelines to match the exterior design of the convenience store and provide the adequate wall height to conceal the garbage dumpster.
Guideline 40: Provide views and clear sightlines between the site, surrounding uses, and public streets to ensure sufficient safety and comfort levels.	The proposed development will provide clear sightlines between the site, surrounding uses and public streets.
Guideline 42: Design lighting so that there is no light spillage, glare or light cast over adjacent uses. Direct and/or shield lighting sources away from adjacent residential properties and provide screening as necessary.	Lighting will be directed away from adjacent residential properties.
Guideline 43: Use efficient white light sources to reduce energy costs and to create a natural colour balance for safety and security.	The canopy and pole LED lighting have a colour temperature of 5700K. Building mount exterior LED lighting have a colour temperature of 5000K. The lighting levels throughout the site will provide safety and security as shown on the Photometric Plan Drawing E101.0 as part of the submission package.
Guideline 44: Set rooftop mechanical equipment back from the edge of the building and screen it to minimize the visual impact.	Mechanical units are located centrally on the rooftop to limit visual access. The parapets of both the convenience store and the car wash, have been designed to a height of 1100mm with the intention of effectively screening the mechanical units from view

The proposed development has taken into consideration the applicable Urban Design Guidelines for Gas Stations and incorporated these design elements wherever possible.

4.3.4 URBAN DESIGN GUIDELINES FOR DRIVE-THROUGH FACILITIES (MAY 2006)

In May 2006, the City approved the Urban Design Guidelines for Drive-Through Facilities. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of drive-through facilities.

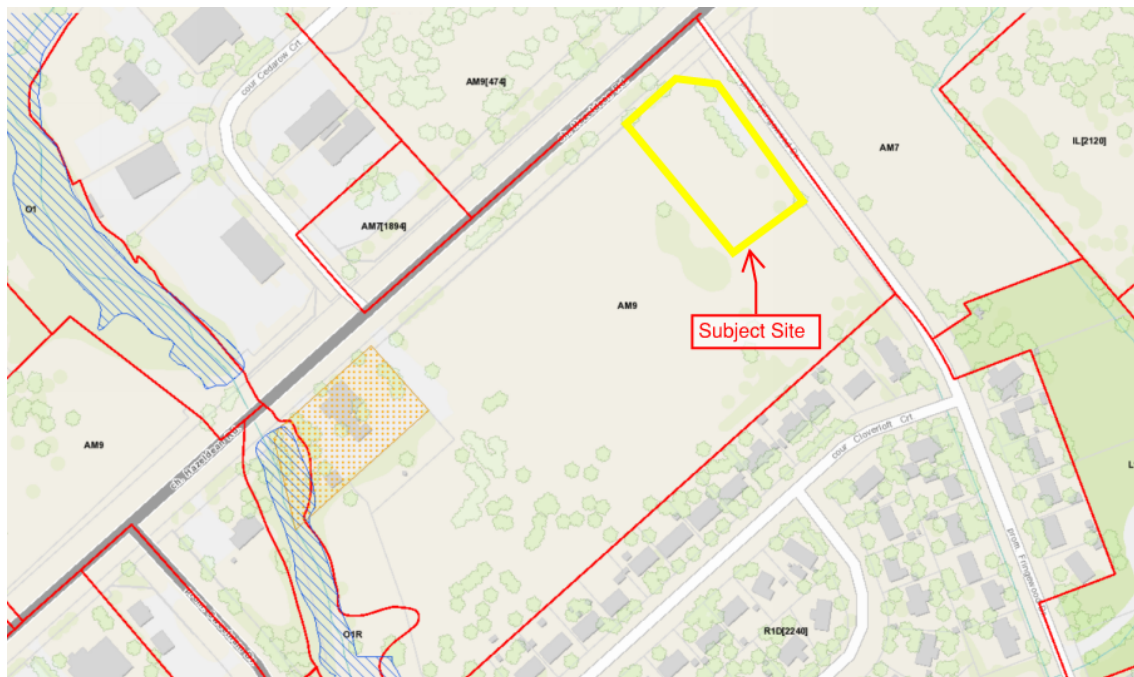
As per the Urban Design Guidelines for Drive-Through Facilities, “A drive-through facility is an establishment that provides or dispenses products or services, through an attendant or an automated machine, to persons remaining in vehicles that are in designated stacking aisles. A drive-through facility may be in combination with other uses, such as a financial institution, personal service shop, retail store, eating establishment or gas stations. In these guidelines, a drive-through facility does not include a car wash or gas bar pump islands.”

Accordingly, the proposed development includes a car wash and gas bar pump islands, but these uses are exempt. Accordingly, the proposed development does not contain drive-through uses that would be required to meet the Urban Design Guidelines for Drive-Through Facilities.

4.4 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250 (CONSOLIDATION OCTOBER 9, 2019)

Under the City of Ottawa’s Comprehensive Zoning By-law 2008-250 (Consolidation June 27, 2018), the Subject Site is currently zoned **Arterial Mainstreet, Subzone 9 (AM9)**, as illustrated in Figure 4-4.

Figure 4-4 Site Zoning (geoOttawa, 2019)



4.4.1 ZONING PROVISIONS

The purpose of the Arterial Mainstreet Zone is to:

- Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The Arterial Mainstreet Zone permits a wide range of uses and includes the following:

- Car wash;
- Convenience store; and
- Gas bar.

Based on the Site Plan prepared by AECOM, and noted in Figure 3-1, Table 4-5 provides a detailed compliance chart of how the proposed development meets the Zoning By-law provisions for the Arterial Mainstreet, Subzone 9 (AM9) Zone. **Any non-complying items at the time of this Site Plan Control submission will be addressed in the Zoning By-law Amendment for 5 Orchard Drive (City file: D02-02-18-0063).**

Table 4-5: Zoning Compliance for General Industrial Zone, Subzone 9

Zoning Provision	Requirement	Compliance (Yes or No)
Minimum lot area – Sec. 185, Table 185 (a)	No minimum	Yes – 3,065 m ² for proposed lease area
Minimum lot width – Sec. 185, Table 185 (b)	No minimum	Yes – 45.74 m to the west lease line
Minimum floor space index (FSI) – Sec. 185, Table 185 (h)(ii)	None	N/A
Maximum building height – Sec. 186(9)(b)	15 m	Yes – Approx. 6 m
Minimum frontage requirement – Sec. 186(9)(c)(i)	Minimum of 50% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is less than 90 metres wide	No
Minimum front yard – Sec. 185, Table 185 (c) (i)	Non-residential: No minimum	Yes – 11.56 m (Gas bar canopy to Hazeldean Road property line)
Front Lot Line – Section 186 (9) (i)	The lot line abutting Hazeldean Road is considered to be the front lot line.	
Minimum corner side yard – Sec. 185, Table 185 (c) (i)	Non-residential: No minimum	Yes – 2 m (Convenience store)

Zoning Provision	Requirement	Compliance (Yes or No)
Minimum interior side yard – Sec. 185, Table 185 (d) (ii)	All other cases: No minimum	Yes Note: the property line is located at the west end of the commercial block, which is outside of the scope of this Site Plan.
Minimum rear yard – Sec. 186(9)(a)	Non-residential: 10 m	No – 6.98 m (Car wash) Note: A 3-metre paved dedication area and a 5-metre landscape dedication area are proposed to be dedicated to the municipality to the rear of the Subject Site.
Minimum landscaped width of a landscaped area along a lot line – Sec. 186(9)(g)	(ii) where it is the rear lot line and it abuts a non-residential zone: 5 m	No – 0 metres Note: A 3-metre paved dedication area and a 5-metre landscape dedication area are proposed to be dedicated to the municipality to the rear of the Subject Site.
Outdoor storage requirements – Sec. 186(9)(h)	Outdoor storage accessory to the use on the lot <ul style="list-style-type: none"> ○ Is prohibited in a front yard, and ○ Is permitted in all other yards provided it is concealed from view from abutting streets and non-commercial zones, and provided it does not cover more than 20% of the lot area. 	Yes – No outdoor storage accessory to the use is proposed on the lot.

The proposed development is compliant with the applicable zoning for the Arterial Mainstreet, Subzone 9 Zone. Where it is not, amendments will be included in the Zoning By-law Amendment application for the subdivision at 5 Orchard Drive (City file: D02-02-18-0063), which is currently in the development approvals process with the City.

4.4.2 PARKING AND LOADING SPACE PROVISIONS

In addition, the Zoning By-law contains provisions for parking as set out in Table 4-6. **Any non-complying items at the time of this Site Plan Control submission will be addressed in the Zoning By-law Amendment for 5 Orchard Drive (City file: D02-02-18-0063).**

Table 4-6: Parking and Loading Space Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for car wash – Sec. 101, Table 101, row N19, column IV	None	n/a	n/a
Minimum parking space rate for convenience store – Sec. 101, row N27, column IV	3.4 spaces per 100 m ² of gross floor area	168 m ² / 100 * 3.4 = 6 spaces	Yes – 11 spaces
Minimum parking space rate for gas bar – Sec. 101, row N39, column IV	None	n/a	n/a
Parking space dimensions – Sec. 106(1) (a)(b)	(a) minimum width of 2.6 metres and a maximum width of 3.1 metres	n/a	Yes – 2.6 m
	(b) minimum length of 5.2 metres	n/a	Yes – 5.5 m
Barrier free parking space requirements for large organizations – Accessibility for Ontarians with Disabilities Act (AODA) – Regulation 80.36 (1), 4	One (1) parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer.	n/a	Yes - 1
Type A parking space width – AODA, Regulation 80.34, 1	A wider parking space which has a minimum width of 3.4 metres and signage that identifies the space as “van accessible”.	n/a	Yes – 3.4 m (one Type A spot is provided)
Access aisle width – AODA, Regulation 80.35, 1 and 2	Access aisles must be provided for all parking spaces for the use of persons with disabilities in off-street parking facilities Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and must meet the following requirements: 1. They must have a minimum width of 1.5 m.	n/a	Yes – 1.5 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>2. They must extend the full length of the parking space.</p> <p>They must be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface.</p>		
Parking Location – Sec. 109(2) (a-c)	<p>In the AM Zone, no person may park a motor vehicle:</p> <ul style="list-style-type: none"> • In a required front yard; • In a required corner side yard; or • In the extension of a required corner side yard into a rear yard. 	n/a	Yes – parking is located within the interior of the site in an appropriate location.
Minimum driveway width – Sec. 107 (1) (a) (ii)	<p>In the case of a parking lot</p> <p>(i) 3 metres for a single traffic lane</p> <p>(ii) 6.7 metres for a double traffic lane.</p>	n/a	<p>Yes – 3.5 m for single traffic lane at Hazeldean Road entrance.</p> <p>Yes – 9 m for double traffic lane along Fringewood Drive.</p>
Minimum aisle width – Sec. 107, Table 107	6.7 m for 90 degrees	n/a	Yes – 9.08 m
Landscaped buffer – Sec. 110 (1)(a), Table 110 (a)	Landscaped buffer abutting a street for parking lot containing more than 10 but fewer than 100 spaces: 3 metres	n/a	<p>No – 0 m buffer in the parking lot abutting Hazeldean Road.</p> <p>Yes – 4.05 m buffer in the parking lot abutting Fringewood Drive.</p>
Landscaped buffer – Sec. 110 (1)(a), Table 110 (b)	Landscaped buffer not abutting a street for parking lot containing more than 10 but fewer than 100 spaces: 1.5 metres		<p>No – 0 m buffer in the parking lot not abutting a street.</p> <p>Note: A 3-metre paved dedication area and a 5-metre landscape dedication area are proposed to be dedicated to the municipality to the rear of the Subject Site.</p>

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum landscaped area – Sec. 110 (1) (b)		Interior landscaping in the parking lot: minimum of 15%	$636 \text{ m}^2 \text{ landscaped area} / 3,065 \text{ m}^2 \text{ lease area} = 0.2075 * 100 = 20.75 \%$	Yes – 20.75 %
Minimum bicycle parking space rate for convenience store – Sec. 111, Table 111A (e)		1 per 250 m ² of gross floor area	$168 \text{ m}^2 / 250 * 1 = 0.67 \text{ or } 1$	Yes – 4
Minimum bicycle parking space rate for car wash – Sec. 111, Table 111A (i)		1 per 1500 m ² of gross floor area	$114 \text{ m}^2 / 1,500 * 1 = 0.076 \text{ or } 0$	Yes – 0
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal	Width: 0.6 metres Length: 1.8 metres	n/a	Yes – 0.6 m in width and 1.8 m in length
	(b) Vertical	Width: 0.5 metres Length: 1.5 metres	n/a	n/a
Minimum bicycle parking aisle width - Sec. 111 (9)		1.5 m	n/a	Yes – 2 m
Minimum number of queuing spaces – Sec. 112, Table 112, row b (ii)		Leading to use: 10 before/in each wash bay Leaving use: 1 after each wash bay (if a through bay)	n/a	Yes – 10 before/in each wash bay and 1 after each wash bay
Queuing space size – Sec. 112 (2) (a)(b)		At least 3 metres wide and at least 5.7 metres long	n/a	Yes – at least 3 m wide and 5.7 m long
Queuing space setbacks – Sec. 112 (3)		No queuing line, drive-through window or order board may be located within 3 metres of a lot line abutting a residential zone.	n/a	Yes – Not abutting a residential zone
Minimum number of vehicle loading spaces required – Sec. 113A, row d, II		Less than 350 m ² = 0	n/a	Yes – 0 provided

The proposed development is compliant with the applicable parking and loading space provisions.

5 CONCLUSION

It is the professional opinion of WSP that the proposed gas station development at 5 Orchard Drive represents good land use planning and is appropriate for the Subject Site for the following reasons:

- The proposed development supports and is consistent with the 2014 Provincial Policy Statement;
- The proposed development conforms with the strategic direction and policies of the Official Plan by support the movement of people travelling to their destinations, enabling the community to efficiently use its land and resources, and being compatible with surrounding existing and future land uses in the area;
- The proposed development meets several principles under the Urban Design Objectives and Principles of Section 2.5.1 (Urban Design and Compatibility) of the OP, as well as the Compatibility criteria of Section 4.11;
- The proposed development has taken into consideration the applicable Urban Design Guidelines for Development Along Arterial Mainstreets, and incorporated these design elements wherever possible and applicable; and
- The proposed development complies with the general intent and purpose of the Zoning By-law. As noted, where the development does not comply, amendments will be made to the Zoning By-law Amendment for the entire subdivision at 5 Orchard Drive as per the active Zoning By-law Amendment Application (City file: D02-02-18-0063).

In conclusion, the Site Plan approval being sought to support the proposed gas station development at 5 Orchard Drive represents good planning, is in the public interest, and supports the movement of people travelling to their destinations, enabling the community to efficiently use its land and resources.

Please feel free to contact me at Nadia.De-Santi@wsp.com or 613-690-1114 if you have any questions or require additional information.

Yours truly,
WSP



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