

Planning Rationale & Urban Design Brief

Site Plan Control Application

Block 16 - Gas Bar, Commercial Building/Drive-Through Restaurant & Car Wash

2983 Navan Road

12714001 Canada Inc.



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1.0 INTRODUCTION

This Planning Rationale and Urban Design Brief has been prepared by J.L. Richards & Associates Limited (JLR) on behalf of our client, 12714001 Canada Inc., in support of the Site Plan Control Application for a commercial building with a restaurant (McDonalds), convenience store, cannabis store, car wash, and gas bar at 2983 Navan Road. The subject property is found in Chapel Hill South of Orleans, in the City of Ottawa’s east end. This document will henceforth be called the “Design Brief”. The site in described in this Design Brief is a portion of a larger 18 block subdivision development, being known as Block 16.

The City has included a requirement for a Planning Rationale and a Design Brief to support this Site Plan Control Application. This document is a combined Planning Rationale and Urban Design Brief, as well as a confirmation that the application meets the required zoning provisions. A combined document provides the key elements of the application that had been previously detailed in a Planning Rationale for the Draft Plan of Subdivision and Zoning By-law Amendment, a larger development of which this is a single block. JLR aims to reduce duplication of content and save valuable time by providing one comprehensive document. It should be noted that the previous Planning Rationale submitted was done under the old City of Ottawa Official Plan, and this application under the new Official Plan (as adopted by By-law No. 2021-386). This Design Brief aims to demonstrate compliance with the zoning for the subject property.

The subject property is a portion of the 2983, 3053, and 3079 Navan Road and 2690 Page Road Navan Road subdivision application, which is shown in the extraction below. The subject property fronts onto Navan Road and Brian Colburn Boulevard as a corner lot, where direct access from each road is provided. The surrounding area is currently or proposed to be residential use. The current zoning for this property is General Mixed Use GM [2546] H(14.5). The table below summarizes the permitted uses and provisions for the GM special exception zones. This Design Brief pertains to the commercial block of the development (Block 16) at the corner of Navan Road and Brian Coburn Blvd (see Figure 1).

Zone	Permitted Uses	Provisions
GM[2546] H(14.5)	<ul style="list-style-type: none"> - Car wash - Gas bar - Restaurant - Retail food store - Drive-through facility - Retail store 	<ul style="list-style-type: none"> - Minimum required setback for all yards abutting a lot containing a residential use: 7.5m - Maximum building height of 14.5m

Table 1. Zoning Table

As shown in Table 1, the GM[2546] H(14.5) zone permits a gas bar, a car wash, a restaurant, retail food store and a drive through facility.

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To support this application, the required studies, reports and plans were identified by the City of Ottawa Staff following a pre-application meeting which took place on September 13, 2023. These documents were submitted in full on December 22, 2023, and have been updated based on feedback from the City:

- Environmental Site Assessment (Phase 1 & Phase 2), prepared by EXP, dated November 30, 2023
- Geotechnical Investigation Study, prepared by EXP, dated September 12, 2024
- JLR Servicing Drawings JLR, September 13, 2024
 - Site Servicing Plan
 - Grading & Ponding Plan
 - Storm and Sanitary Drainage Plans
 - Erosion and Sediment Control Plan
- Stationary Noise Assessment, prepared by Gradient Wind Engineers and Scientists, dated December 12, 2023
- Site Servicing Report, JLR, August 29, 2024
- Trip Generation Technical Memorandum, prepared by J.L. Richards & Associates, dated December 8, 2023
- Building Elevations & Renderings, prepared by McRobie Architects, dated December 7, 2023
- Landscape Plan, L.1., prepared by James B. Lennox & Associates Inc., dated September 3, 2024
- Plan of Survey prepared by Stantec, dated August 6, 2024
- Site Plan, v.10., prepared by McRobie Architects., dated August 14, 2024
- Tree Conservation Report, prepared by Muncaster Environmental Planning Inc., dated December 4, 2023
- Planning Rationale/Urban Design Brief (this document) prepared by J.L Richards & Associates, dated September 24, 2024
- Zoning Confirmation Report (ZCR) prepared by J.L. Richards & Associated, dated September 24, 2024

In the previous City of Ottawa Official Plan, under the 2005 Phase 1 Area of the East Urban Community, Community Design Plan (CDP), the Subject Lands are identified in the Land Use Structure Plan as Residential and, overlapping this, a portion of the site is identified as a potential Urban Natural Areas Environmental Evaluation Study Candidate Site. In the previous subdivision application this CDP was highlighted, however, the CDP is not part of the new Official Plan and is therefore no longer relevant to the application.

1.1 Site Location

The Subject Lands are located within the Chapel Hill South Neighbourhood of Orléans. These lands are located south of the Orléans Village – Châteauneuf neighborhood and west of Mer Bleue Road (refer to Figure 1). In total, the Subject Lands are approximately 5.5 hectares (~13.6 acres) in size and are known municipally as 2983-3053-3079 Navan Road and 2690 Pagé Road. The site for the commercial block discussed in this Design Brief is located at the corner of Brian Coburn Blvd. and Navan Road at 2983 Navan Road. The entire property is legally described as being part of Part of Lot 6, Concession 3, Ottawa Front, Geographic Township of Gloucester, now City of Ottawa. As shown in Figures 2 and 3 below, the site currently consists of undeveloped lands.

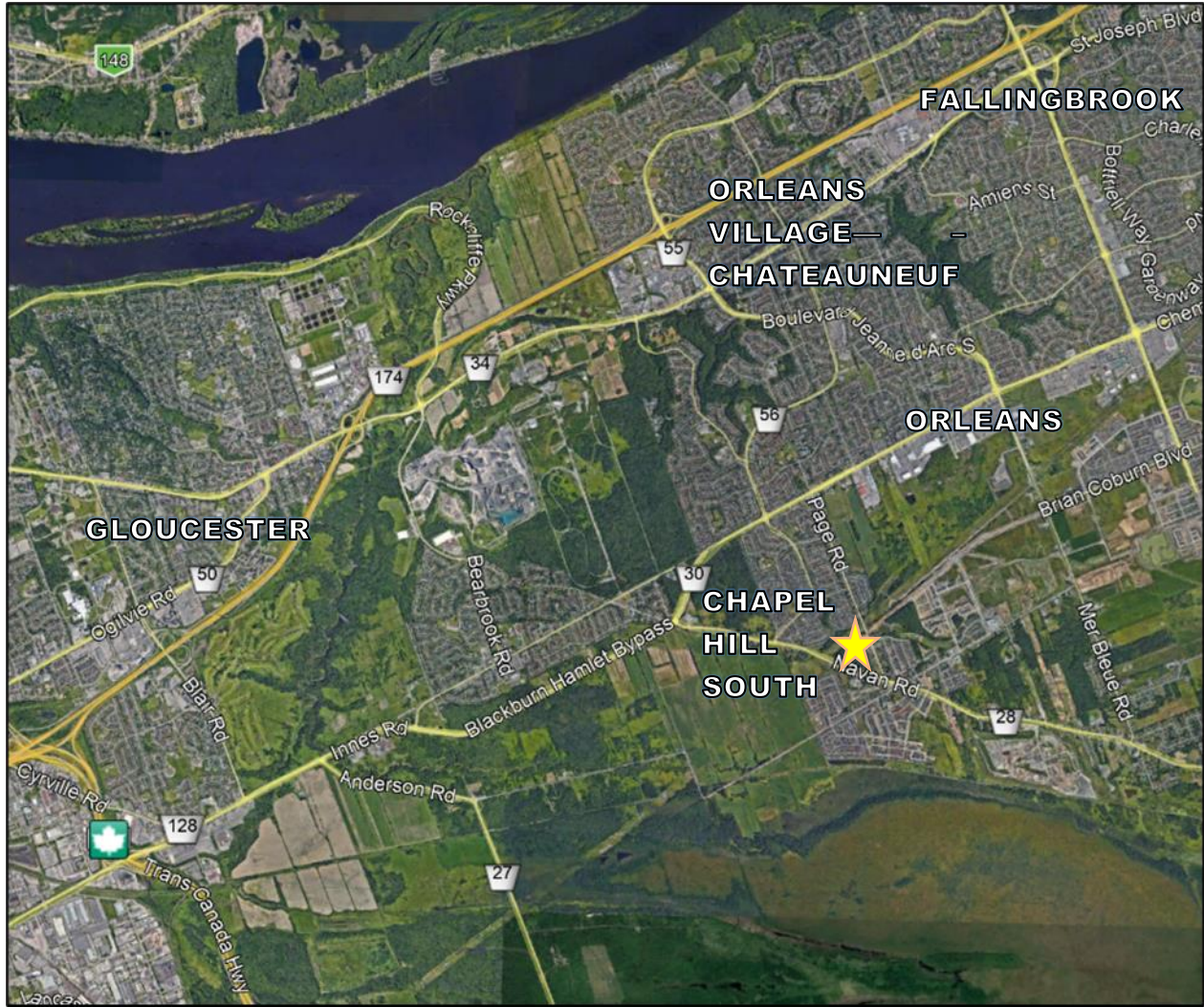


Figure 1 General location of proposed development, with star indicating location of Subject Lands.

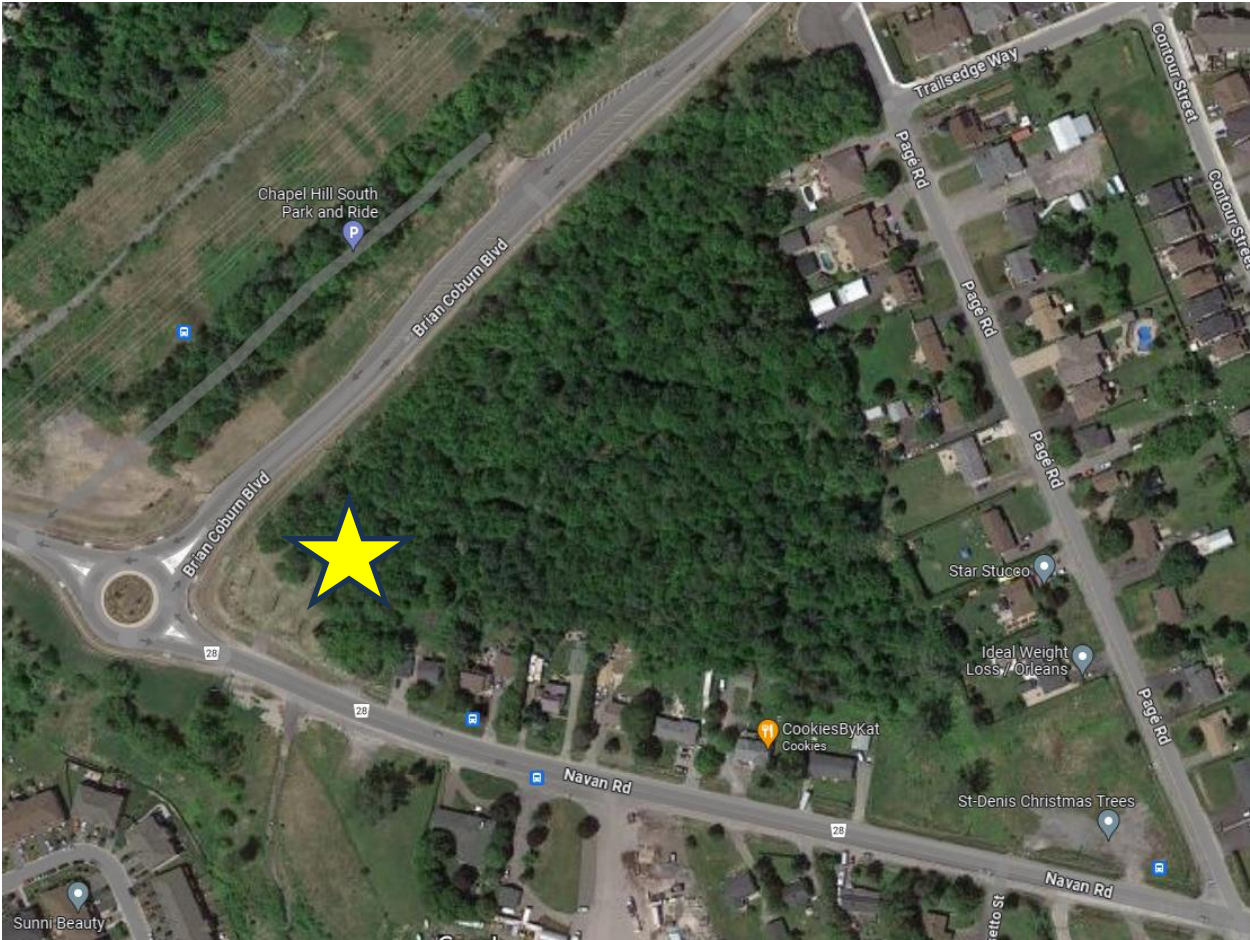


Figure 2 Aerial image of approximate location of Block 16 – Gas bar, commercial building and car wash.

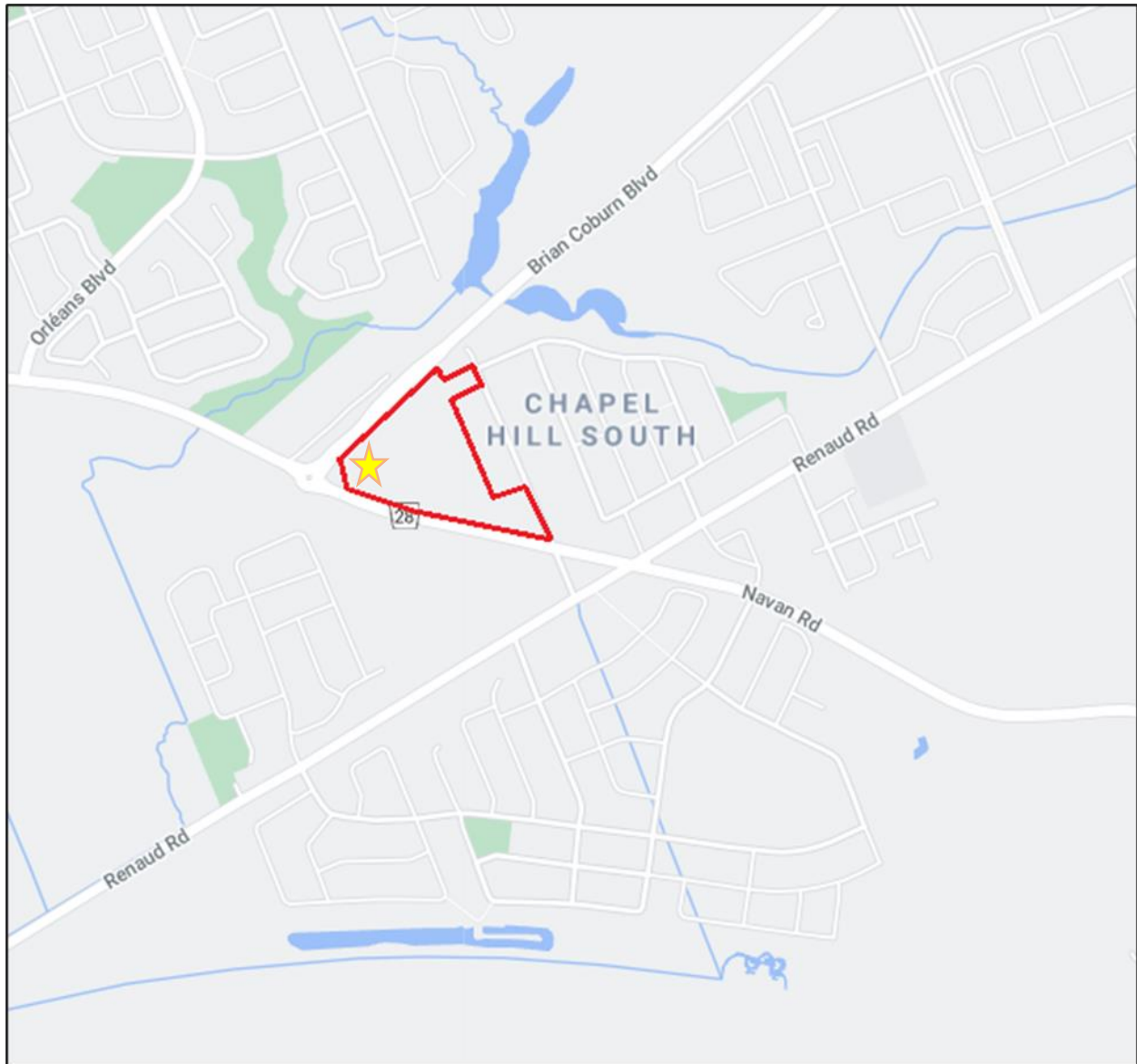


Figure 3 Approximate footprint of vacant Subject Lands with star indicating approximate area of Block 16.

1.2 Site Conditions and Surrounding Context

The subject property represents approximately 5.5 hectares (~13.6 acres) of vacant, developable land. Of this, approximately 0.75 hectares (~7483.9 sq. m) represent the lands for Block 16. The subject property fronts two (2) streets, Brian Coburn Boulevard and Navan Road.

The City of Ottawa Official Plan – Schedule C4 – Urban Road Network, shows that both Brian Coburn and Navan Road are Arterial Roads (Figure 4). There is a multi-use pathway on Brian Coburn Blvd.



Figure 4 City of Ottawa Official Plan – Schedule C4- Urban Road Network. The star shows the approximate location of the subject lands.

All other infrastructure, including water and wastewater servicing, are currently in place and available for connection to support the proposed development, as described in JLR’s site servicing report.

The subject property is currently undeveloped, and tree covered throughout. In support of this application, an extensive Tree Conservation Report was done as noted under the list of studies and plans above.

The Landscape Plan prepared by James B. Lennox & Associates confirms that there will be approximately 38 trees of 13 different varieties added to the site, as well as numerous shrubs and ornamental grasses. Figure 20 shows these plantings on the Landscape Plan. Figure 23 shows detail of the Proposed Plant List.

Therefore, the enhanced tree canopy, consisting of a variety of native and non-native species, will be a positive outcome of the proposed development. Trees are planned along each side of the commercial block, including significant shrub and tree plantings along both Brian Coburn Blvd and Navan Road.

The existing conditions of the subject property can be summarized as follows:

- The lands are vacant and undeveloped.
- The lands are covered in trees.
- The abutting public realm (e.g. multi-use path, street lighting) is mostly constructed.

2.0 POLICY CONTEXT

2.1 Planning Act of Ontario

The Planning Act of Ontario Section 41(4) outlines the requirements for a site plan as shown below:

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.*
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 fewer than 25 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 building construction required under a by-law referred to in section 97.1 of the Municipal Act, 2001,*
 - e) *(d.1) matters relating to exterior access to each building that will contain affordable housing units or to any part of such building, but only to the extent that it is a matter of exterior design, if the municipal by-law passed under subsection (2) and the official plan to which the by-law gives effect both include provisions relating to policies described in subsection 16 (4) and both include requirements or standards for exterior access to buildings that will contain affordable housing units;*
 - f) *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*
 - g) *facilities designed to have regard for accessibility for persons with disabilities.*

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This design brief contains all relevant information outlined above in the Planning Act for the site plan application, and all of these matters have been included within the drawing package that accompanies this application..

2.2 Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 (PPS) was issued under section 3 of the *Planning Act* and came into effect May 1, 2020. The PPS provides policy direction on matters of provincial interest with regard to land use planning and development. Decisions made by all approval authorities in the Province on planning applications “shall be consistent with” the policies of the Statement.

Part IV: The PPS focuses growth within settlement areas and away from areas that are either significant resources or may pose a significant threat to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

The following is a brief commentary on the application with regard to the policies of the PPS:

Part V of the PPS sets out Provincial policies on land use.

Section 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses that 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.

Section 1.1.3.6 indicates that new development should take place adjacent to the existing built-up areas.

Section 1.3 indicates that planning authorities shall promote economic development by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

Section 2.0 of the PPS calls for the protection of natural heritage, water, agricultural, mineral, and cultural, and archaeological resources. The Tree Conservation Report confirms that no natural heritage features have been identified on the subject lands.

Section 3.0 of the PPS requires that development be directed away from areas of natural and man-made hazards. No hazards have been identified.

The development represents an appropriate mix and market-based range of land uses and densities that make efficient use of the land and of the available infrastructure and public service facilities. This intensification project within an existing residential area will make efficient use of an undeveloped lot while minimizing the demand for additional lands. The proposed commercial block (16) supports needs of the surrounding community through various services.

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The proposed development will add to and diversify the available resources within this neighbourhood (e.g. access to a gas station and corner store). The proposed development benefits from its existing residential surrounding areas, the commercial block and residential areas will be mutually beneficial. Further, Block 16 provides economic benefit to the area through job creation.

The proposed development is therefore consistent with the Provincial Policy Statement.

2.3 City of Ottawa Official Plan, 2022

The property is designated Suburban as shown on Schedule A in the City of Ottawa Official Plan (November 4, 2022), see Figure 5 below. Further, the subject property is designated Evolving Neighbourhood within the Suburban designation as seen in the City of Ottawa Official Plan Suburban (East) Transect, Schedule B8 (Figure 6). There is no impact from Bill 150, the *Planning Statute Law Amendment Act, 2023*, which received Royal Assent on December 6, 2023, to this application.

In the Official Plan the subject site is designated as Neighbourhood and includes the Evolving Neighbourhood overlay. Brian Coburn Boulevard is also designated as a Minor Corridor (Schedule B8).

Section 2. Strategic Directions of the Official Plan discusses various Big Policy Moves and issues that the Official Plan aims to address. Section 2.2.2 Economic development discusses integrating economic activities with residential and other land uses. The site plan implements the intent of these policies.

Section 4. City-Wide Policies

- 1) Provide mobility options to safely and equitably navigate the city
- 2) Promote healthy 15-minute neighbourhoods
- 3) Support growth management and a greener and more resilient city
- 4) Support the shift towards sustainable modes of transportation
- 5) Ensure new mobility solutions to facilitate seamless, multi-modal travel
- 6) Guide the inter-urban flow of people and goods
- 7) Protect and invest in rights of way

The development followed the guidance of Section 4 City-wide policies through its increased connectivity for surrounding area, proximity to the Park & Ride Facility, connection to the proposed subdivision, and providing services for the surrounding area.

The Subject Property is within an Evolving Neighbourhood area of the Suburban East Transect as shown in Figure 6. Section 6 of the Official Plan, Urban Designations, Section 6.3.2 Policy 3) states that the Evolving Overlay shows locations where there are substantial increases in density and where building form and massing are expected to change significantly from existing context.

Section 6.3.2 of the Official Plan further discusses how *form based regulation will be established through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:*

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- a) *Local context and character of existing development;*
- b) *Appropriate interfaces with the public realm, including features that occupy both public and privateland such as trees;*
- c) *Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;*
- d) *Proximity to Hubs, Corridors and rapid-transit stations;*
- e) *Transition in building form to and from abutting designations;*
- f) *The intended density to be accommodated within the permitted building envelope; and*
- g) *The provisions of Subsection 4.2 Policy 1)(d).*

While the zoning has not been amended at this time, the proposed development plans have made use of the concepts noted within the form-based design policies through the overall design and inclusion of various features including the:

- connectivity within the site, and to the new subdivision, the MUP and transit
- built form transition,
 - appropriate interfaces and
 - extensive landscaping.

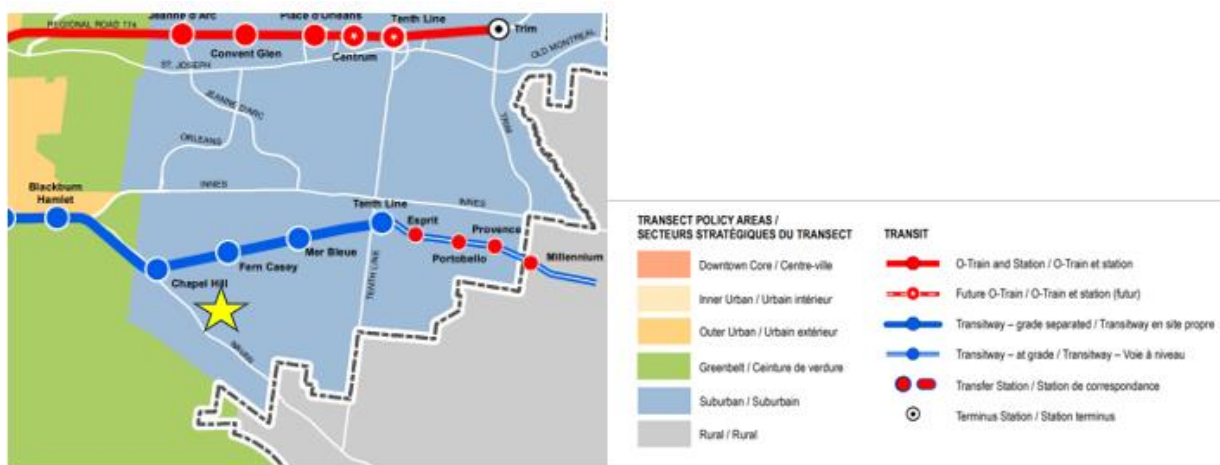


Figure 5 City of Ottawa Official Plan Schedule A showing subject property approximate location within the Suburban area.

As shown in Figure 5, the subject property is in the Suburban Transect Policy Area. The map shows proximity to transitways and other policy areas including the Greenbelt and Rural lands.

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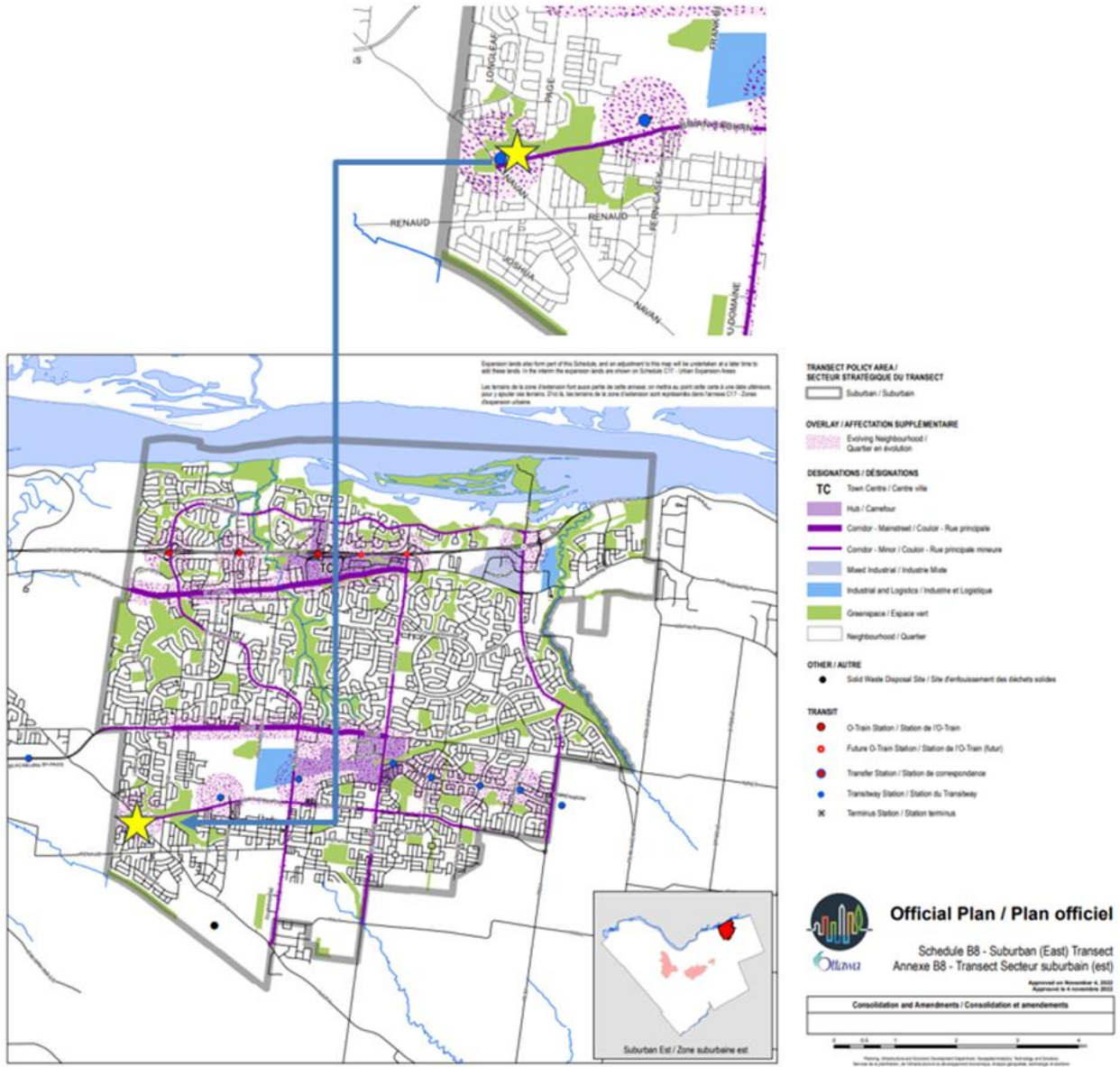


Figure 6 Schedule B8 Suburban East Transect, City of Ottawa Official Plan. The star represents approximate location of subject lands.

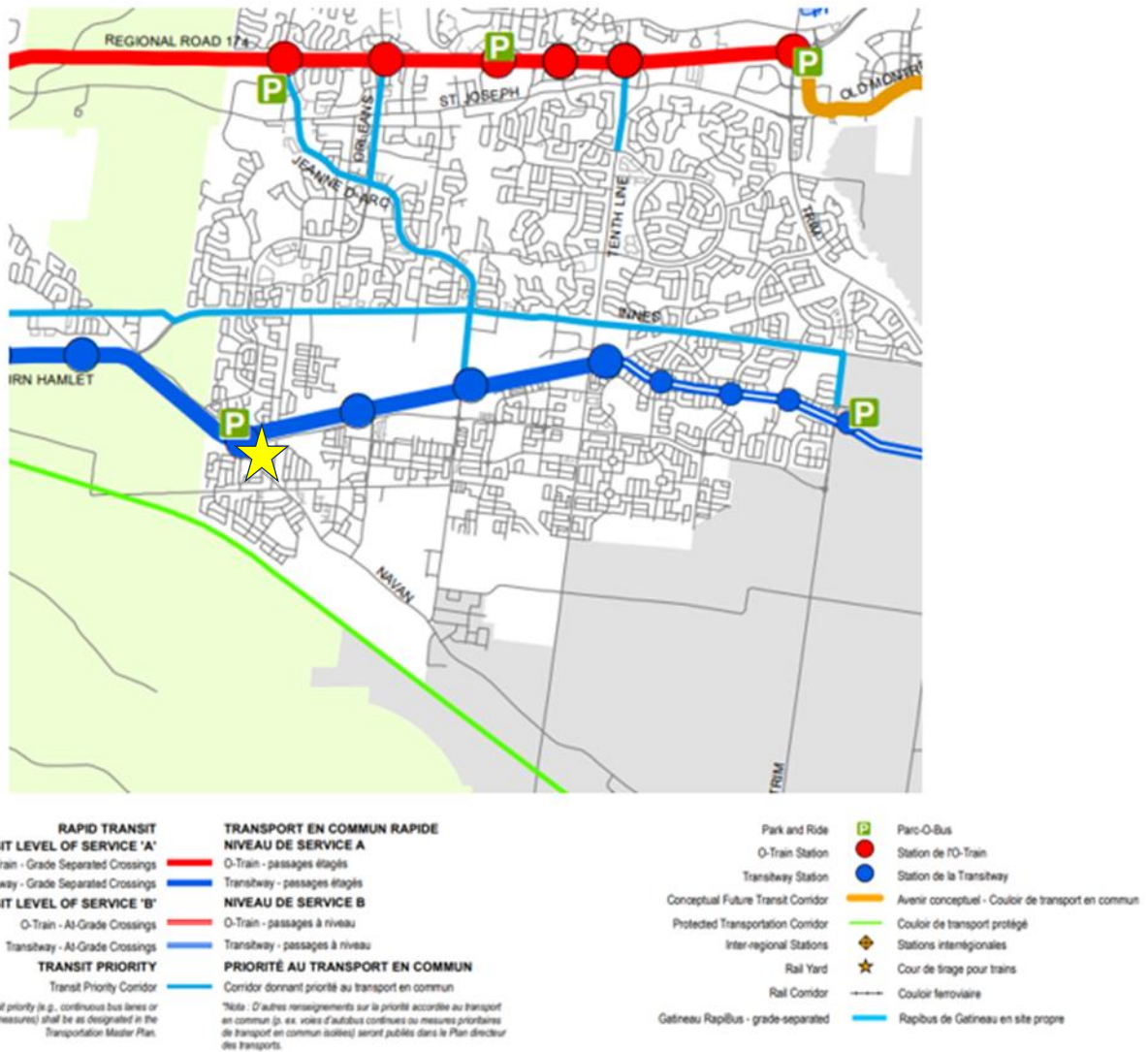


Figure 7 City of Ottawa Official Plan Schedule C2 Transit Network

Figure 7 showed the subject area's proximity to the Park and Ride facility on Brian Coburn Blvd.

2.4 City of Ottawa Zoning By-Law 2008-250

The current zoning for the subject property is a General Mixed-Use (GM) with Special Exception Zone (GM[2546] H[14.5]). The Zoning By-law Amendment submitted with the Subdivision Application was submitted to recognize the addition of lands to the parcel and to reflect the intent to include commercial uses within the apartment complexes proposed on various parcels along Brian Coburn. By-law 2024-378 was passed September 4, 2024.

The GM[2546] H[14.5] zoning exception includes a specific provision for minimum setbacks from existing residential uses and allows for a gas station and car wash. Figure 8 below shows the current zoning of the subject property and surrounding area.



Figure 8 Subject property GM [2546] H[14.5] zoning from geoOttawa.

Figure 8 shows the zoning of the subject property, it should be noted that portions of the site that appear outside of the GM[2546]H[14.5] Zone have been purchased and are part of a Zoning By-law Amendment to re-zone from DR to GM[2546]H[14.5]. This change is not yet reflected on geoOttawa, however, was passed by By-law 2024-378 as reflected in Appendix A. The approximate location of these lands are indicated with the blue rectangles. This change is relevant as the purchased portion at the corner of Brian Coburn Blvd and Navan Road will become a part of the Block 16 site.

The intent of the GM zone is the following:

- 1) *allow residential, commercial and institutional uses, or mixed use development in the General Urban Area (subject property was considered in the General Urban Area under the previous Official Plan, now referred to as Suburban).*
- 2) *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas.*
- 3) *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed;*

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- 4) *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

Permitted non-residential uses in the GM zone include a convenience store, drive-through facility, restaurant, retail store and retail food store. The special exception allows for a gas station and car wash. The commercial uses in the building are a Convenience Store, Cannabis Store, and McDonald's, which are all permitted uses under the GM zoning.

Below is a summary of zone provisions in the GM Zone:

- Minimum front yard and corner side yard setbacks: 3m
- Minimum interior side yard setbacks for non-residential or mixed use building, from any portion of a lot line abutting a residential zone: 5m
- Minimum rear yard setback
 - o Abutting a street: 3m
 - o From any portion of a rear lot line abutting a residential zone: 7.5m
- Maximum building height: 14.5m (special exception)

The Special Exception H(14.5) changes the building height zone provision from 18m to 14.5.

The proposed height of 5.5m therefore complies with the maximum permitted height. Further, the development complies with the intent of the GM zone through by providing a mix of uses and providing services to support the surrounding residential area.

3. DESIGN DEVELOPMENT, PROPOSAL & BRIEF

This Section satisfies the requirements of the City of Ottawa's Design Brief Terms of Reference.

What follows is a detailed overview of the development proposal and our evaluation of how the Site Plan, prepared by McRobie Architects, dated May 12, 2022 and most recent revision December 6, 2023 (Figure 10), meets the applicable design policies, guidelines and zoning standards that apply to the subject property.

This Section concludes with a detailed commentary on how the proposed development addresses all comments received to date.

3.1 Project Statistics

This section contains renderings of the proposed development from various viewpoints and scales. Refer to Table 2 in Section 3.7 for further information on project statistics.

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NAVAN ROAD DEVELOPMENT, GAS BAR
2983 NAVAN ROAD, ORLEANS, OH



VIEW 01
07 December 2023

Figure 9 Proposed Concept Plan and Site Design

Figure 9 shows the details of the proposed Block 16 development, looking east from the intersection of Navan and Brian Coburn, including the gas bar, commercial building with convenience store, drive-through restaurant (McDonald's), cannabis store, car wash, parking areas, landscape features, pedestrian walkways, entrances to the subject property off Brian Coburn Blvd., and pathway connecting the site to the rest of the new subdivision. Significant trees and shrubs have been added around the perimeter of the site as recommended by the City, to re-establish a canopy cover across the subject property.

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Figure 7 shows the subject property in relation to the City's Transit Network, notably showing the proximity to the Park and Ride facility.

Figure 8 showed the subject property's GM [2546] H[14.5] zoning, and the surrounding residential zones.

Land uses adjacent to the subject lands are primarily existing residential development or vacant lands slated for residential development with some open space uses to accommodate hydro lines and the Chapel Hill South Park and Ride. The residential lands are primarily low-rise single detached dwellings and townhomes.

Figure 11 provides a satellite imagery map demarcating land uses surrounding the subject lands.



Figure 11 Surrounding Land Uses

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NAVAN ROAD DEVELOPMENT, GAS BAR
2983 NAVAN ROAD, ORLEANS, OH



VIEW 03
07 December 2023

Figure 12 Location of subject property with proposed development at the corner of Brian Coburn Blvd and Navan Road.

3.3 Massing of the Proposed Development

NAVAN ROAD DEVELOPMENT, GAS BAR
2983 NAVAN ROAD, ORLEANS, ON



VIEW 08
07 December 2023

Figure 13 Gas bar and commercial building, viewpoint shown from entrance off Navan Road

The gas bar is in front of the commercial building to ensure clear flow of vehicles and seamless access from the roads.

The proposed single story, 5.5m high, commercial building optimizes space on the site while providing uses to support the surrounding residential area. The height of the building provides human-scale to better integrate into the surrounding areas of detached and semi-detached houses. Further, as shown in the following figures, the large windows create a comfortable, safe, and aesthetically pleasing entranceway.

The following Figures 14 – 19 show site details and massing from various viewpoints.

NAVAN ROAD DEVELOPMENT, GAS BAR
2983 NAVAN ROAD, ORLEANS, ON



VIEW 04
07 December 2023

Figure 14 Proposed Commercial Building (view 04)

NAVAN ROAD DEVELOPMENT, GAS BAR

2883 NAVAN ROAD, ORLEANS, ON



VIEW 05
07 December 2023

Figure 15 Proposed Commercial Building (view 05)

NAVAN ROAD DEVELOPMENT, GAS BAR
2963 NAVAN ROAD, ORLEANS, ON



VIEW 06
07 December 2023

Figure 16 Proposed Drive-through design.



VIEW 07
07 December 2023

Figure 17 Side-rear view of drive-through and commercial building

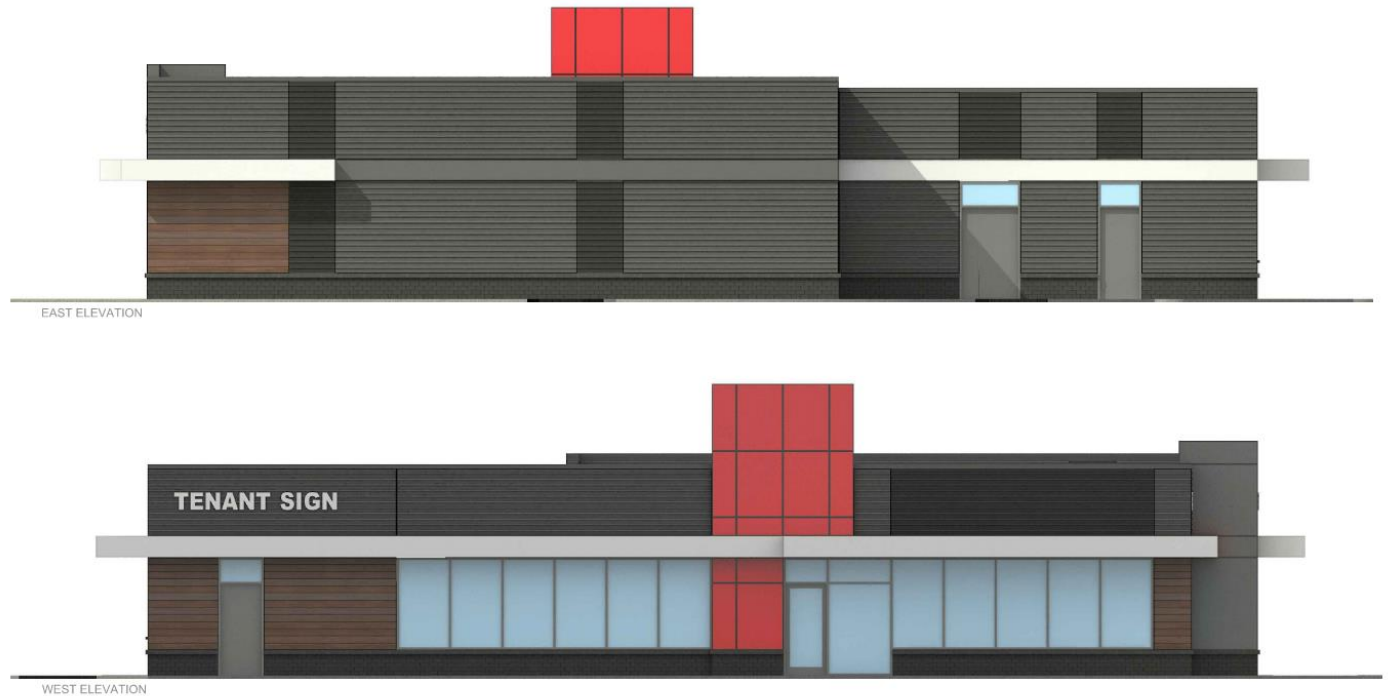
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NAVAN ROAD DEVELOPMENT, GAS BAR
2983 NAVAN ROAD, ORLEANS, ON



ELEVATIONS - NORTH & SOUTH
07 December 2023

Figure 18 North and South Elevation of Commercial Building



ELEVATIONS - EAST & WEST
07 December 2023

Figure 19 East and West Elevation of Commercial Building

3.4 Built Form Transition

The design of the gas station, commercial building and car wash fit in with the surrounding residential area because of the soft transition from the existing residential neighbours to the subject property. Various features have been highlighted in order to seamlessly integrate this site into the area, including setbacks and building size/height, landscape buffers, significant tree and shrub additions, pedestrian pathway and smooth ingress and egress of vehicular traffic from Brian Coburn Blvd and Navan Road. While the surrounding uses are primarily single detached homes and townhouses, there is also the Park and Ride facility on the other side of Brian Coburn Blvd. The location of the entrance on Brian Coburn was done with this Park and Ride facility in mind. The services of the convenience store, gas bar and the restaurant compliment the use of the Park and Ride. The orientation of the gas bar and commercial building in relation to the street allow for easy transition from the arterial roads to the site in addition to the separation from the existing residential use on Navan Road.

3.5 Response to City Urban Design Comments

Comment from the City: *Relevant guidelines – The City’s Urban Design Guidelines for Gas Stations and Urban Design Guidelines for Drive-Through Facilities are both applicable to this site. The applicant should ensure their submission meets the direction of these guidelines.*

JLR Response: See 3.6 for adherence to applicable guidelines.

Comment from the City: *Public realm – Please refer to the attached PDF for Urban Design comments related to the location of sidewalks, walkways and pedestrian movements on the site*

JLR Response: Pedestrian movement on the site has been considered to ensure comfortable, safe and efficient flow of pedestrians and vehicles on the site. The following elements contribute to a strong public realm:

- Pedestrian walkway around the commercial building, connecting to a pedestrian path at the rear of the site which leads to the new subdivision.
- Access from the site to the multi-use pathway on Brian Coburn Blvd.
- Pedestrian flow directed towards Brian Coburn Blvd opposed to Navan Road as there is no sidewalk or safe pedestrian route on Navan Road.
- Adequate signage and illumination to ensure pedestrian safety.

Comment from the City: *Landscaping - Extensive tree and shrub planting is need on this site, in particular to soften the interface with the existing and future residential and to enhance the ROW.*

JLR Response: The Landscaping Plan provided by James B. Lennox & Associates (Figure 10) shows the variety of native and non-native trees and shrub plantings to be added to the site. The existing residential homes on Navan Road are clearly separated from the site by large trees, as can be seen in Figure 11. The site entrance off Navan Road is enhanced by the addition of trees and shrubs as can be seen in Figure 11. The addition of landscaping along this frontage is being designed with the understanding that there are significant utilities present in the area including both Hydro and Gas. The entrance way off of Brian Coburn is enhanced by trees and shrubs as can be seen in Figure 22.

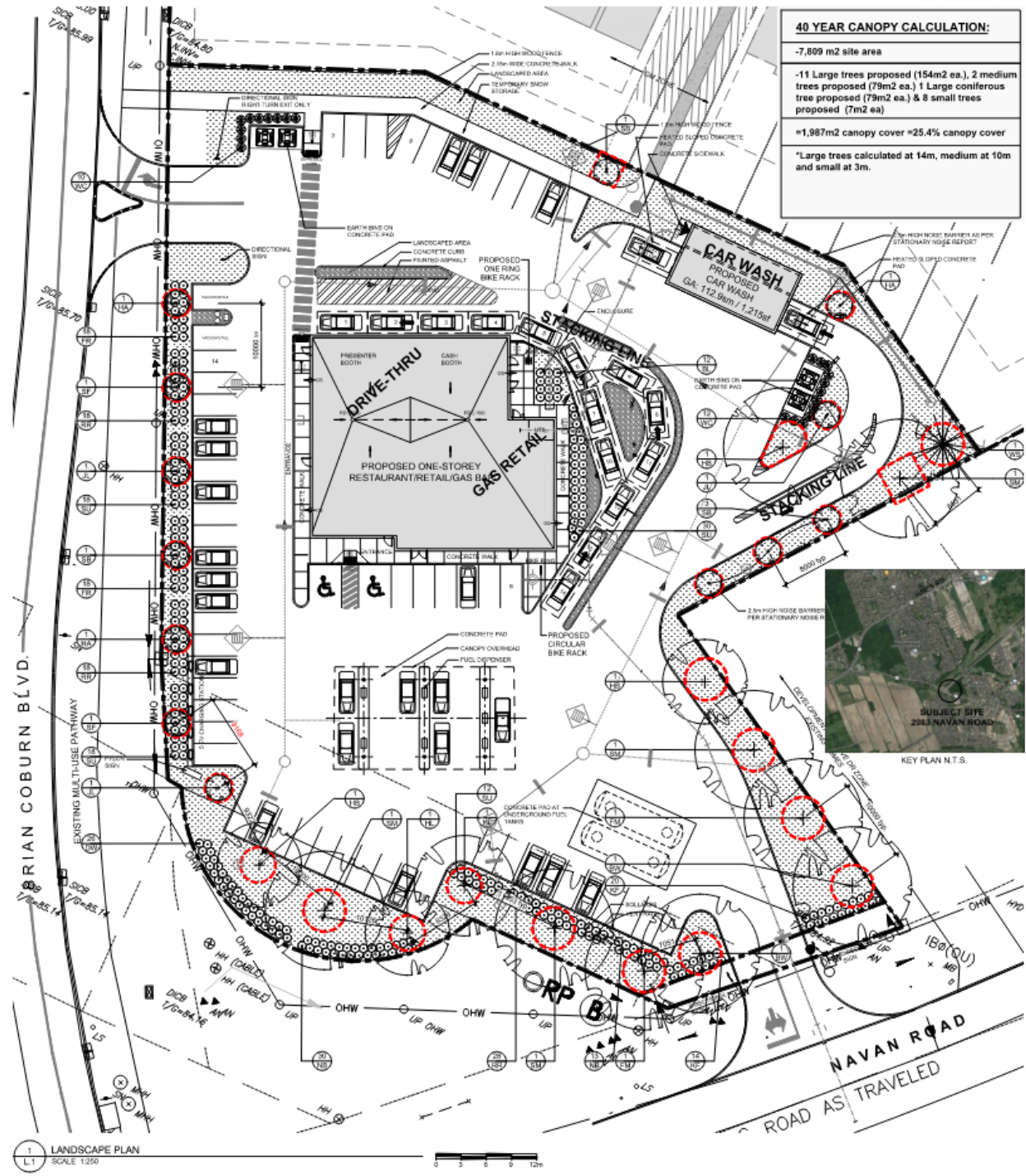


Figure 20 Landscape Plan

Planning Rationale and Urban Design Brief

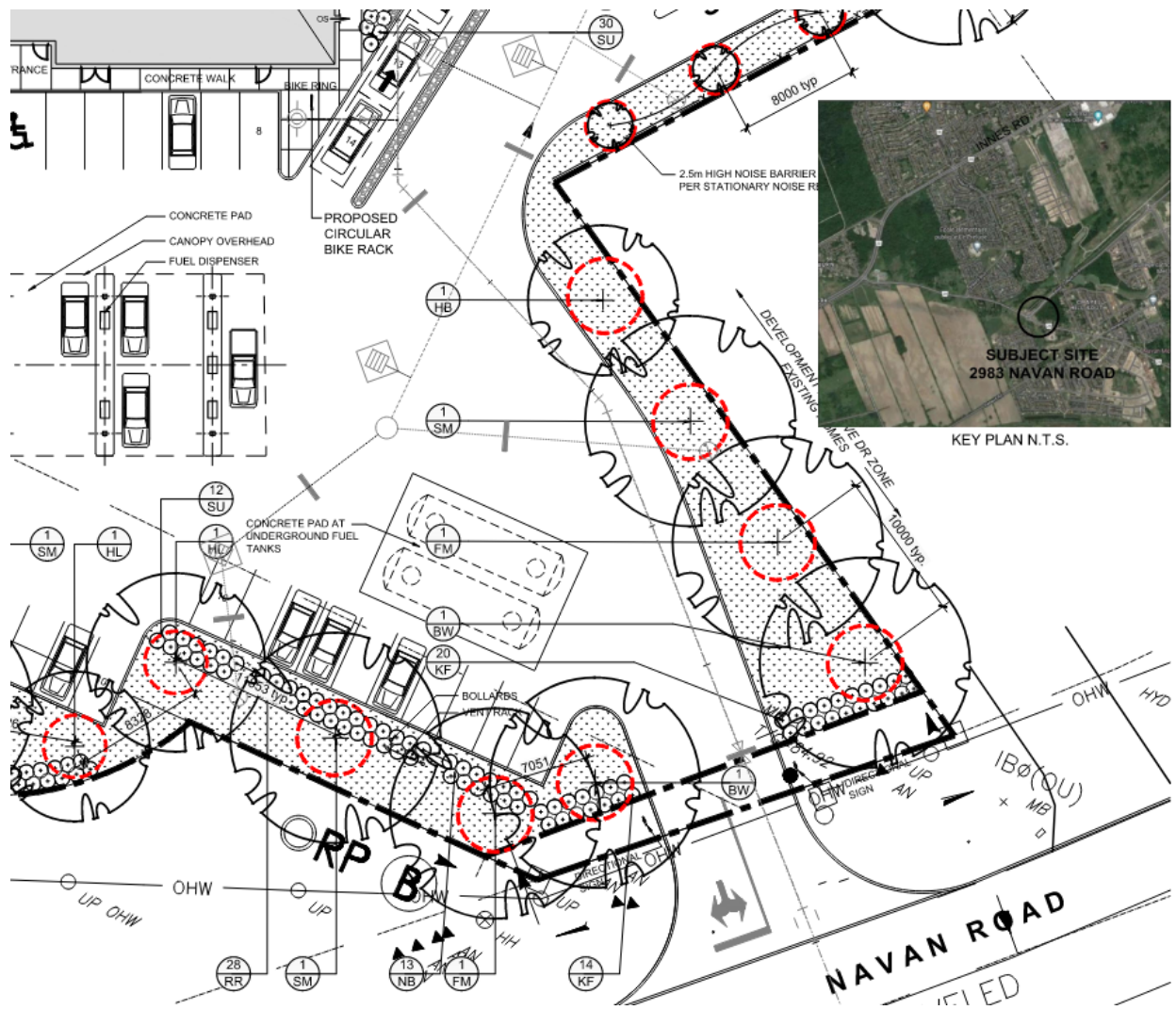


Figure 21 Trees separating Block 16 from existing residential and enhancing the ROW.

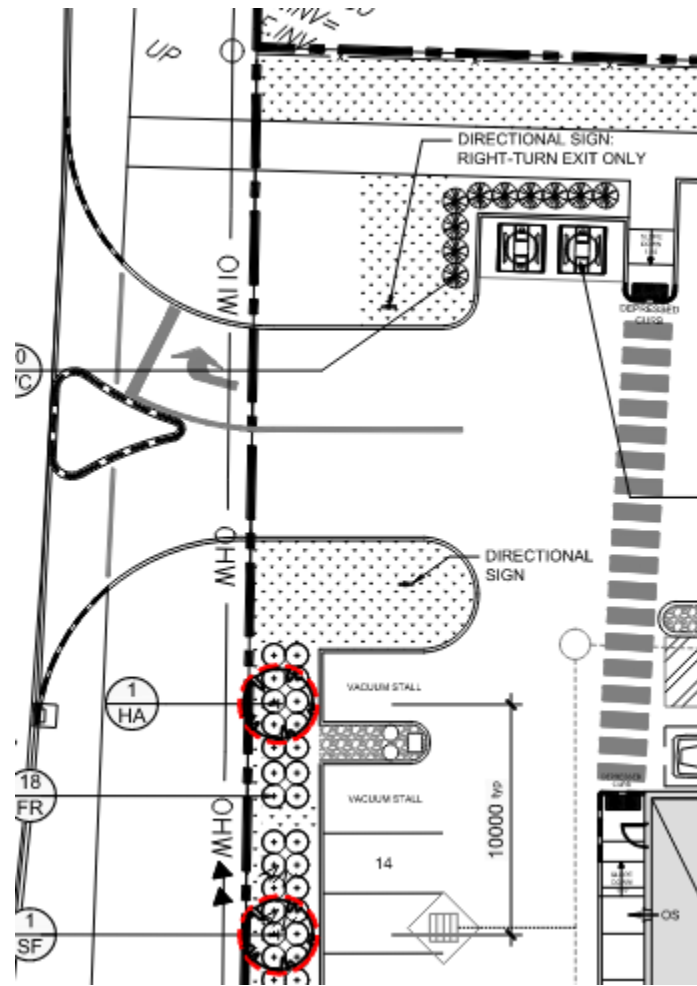


Figure 22 Entrance way off Brian Coburn enhanced with trees and shrubs.

PROPOSED PLANT LIST QTY. KEY						
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
PROPOSED TREES						
* BW	2	Tilia americana	Basswood	50mm cal.	B&B	
* FM	2	Acer x freemanii	Freeman's Maple	50mm cal.	B&B	
HA	3	Crataegus crus-galli var inermis	Thornless Cockspur Hawthorn	50mm cal.	B&B	
* HB	3	Celtis occidentalis	Hackberry	50mm cal.	B&B	
* HL	2	Gleditsia triacanthos	Honey Locust	50mm cal.	B&B	
JL	3	Syringa reticulata	Japanese Tree Lilac	50mm cal.	B&B	
* SB	5	Amelanchier canadensis	Serviceberry	50mm cal.	B&B	
* SF	2	Amelanchier laevis	Allegheny Serviceberry	50mm cal.	B&B	
* SM	4	Acer saccharum	Sugar Maple	50mm cal.	B&B	
* WS	1	Picea glauca	White Spruce	2.0m ht.	B&B	
SHRUBS						
* DW	26	Cornus sericea	Red Osier Dogwood	800 mm ht.	Potted	1200 mm o.c.
* FR	36	Rubus odoratus	Flowering Raspberry	600mm ht.	Potted	1000mm o.c.
* NB	43	Physocarpus opulifolius	Ninebark	600 mm ht.	Potted	1000 mm o.c.
RR	64	Rosa rugosa	Rugosa Rose	600 mm ht.	Potted	1000 mm o.c.
* SU	78	Rhus aromatica	Fragrant Sumac	600 mm ht.	Potted	1000 mm o.c.
* WC	22	Thuja occidentalis	Eastern White Cedar	1500 mm ht.	Potted / bare root	1000 mm o.c.
ORNAMENTAL GRASSES						
BL	12	Leymus arenarius 'Blue Dune'	Blue Dune Grass	250mm pot	Potted	800 mm o.c.
KF	34	Calamagrostis 'Karl Foerster'	Karl Foerster Grass	250mm pot	Potted	800 mm o.c.
*NATIVE TO ONTARIO ALL PROPOSED PLANT MATERIAL IS ON PRIVATE PROPERTY						

Figure 23 Proposed Plant List from Landscape Plan

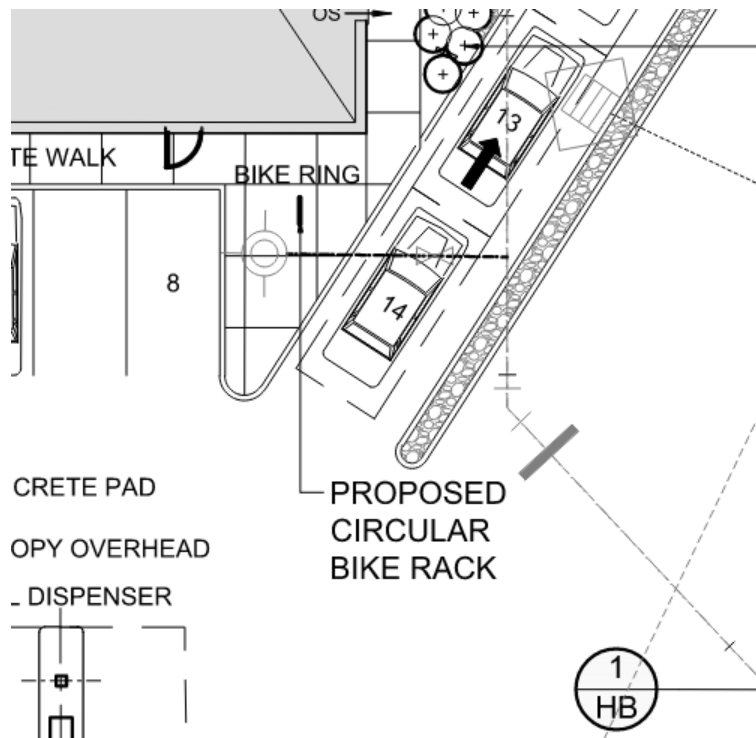


Figure 24 Proposed Bike Ring at Front of Commercial Building

3.6 Adherence to applicable policies, guidelines, and zoning standards

3.6.1 City of Ottawa Urban Design Guidelines for Drive-Through Facilities

Streetscape and Built Form

- 1. Respond to the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles.*
Building height and setbacks compliment the surrounding low-rise residential area and will be seamlessly integrated with assistance from enhanced landscaping. Building orientation is aligned to ensure smooth flow of both vehicular and pedestrian traffic, while allowing access to the gas bar, drive through and commercial building entranceway.
- 2. Locate buildings close to the street to help define the street edge.*
The commercial building, gas bar and parking area are located in a manner that defines the street edge.
- 3. Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street is unavoidable.*
The building is set back from the street an adequate amount and landscaping is done in a manner to define the street edge as well as separate the paved area of the parking lot/gas bar from the street.
- 4. Locate public amenities close to the building entrances.*
A circular bike rack is located on the extended portion of the concrete walkway near the building entrance. See Figure 24.
- 5. Locate interior uses such as seating areas, employee rooms, offices, waiting areas and lobbies, which have the potential for clear windows, along street-facing walls.*
The seating area for the McDonald's is located near the windows of the building.
- 6. Make the majority of the pedestrian level façade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building.*
The pedestrian level façade facing the parking area and gas bar is mostly clear glass windows.
- 7. Landscape the area in front of blank walls that face public streets and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.*
Overhangs and colour are used around the building where there may be minimal unglazed walls.
- 8. Coordinate architectural detail and character within an overall design concept for all building sides and components.*
All building sides and components follow a cohesive design concept.

Pedestrians and Cyclists

- 9. Provide an unobstructed 2.0-meter sidewalk in the public right-of-way, across private access driveways. Ensure little or no change in elevation.*
There is a 2.0m concrete walk around the building and there are connections through the parking area.
- 10. Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.*
A paved concrete walk with a slightly higher elevation surrounds the build and is clearly distinguished from the driving surfaces.
- 11. Provide customer entrance doors that are close to parking areas.*
The customer entrance doors are located directly in front of some of the customer parking areas including the accessible parking spots and the walkway system.
- 12. Provide customer entrance doors clearly visible from public streets and directly accessible from the public sidewalk*

Planning Rationale and Urban Design Brief

Entrance doors are visible.

13. *Make the majority of the pedestrian level façade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building.*

Majority of the building is transparent glass windows and doors.

14. *Use landscaping or similar means to delineate pedestrian walkways and pedestrian access to the buildings.*

Access to the building is delineated with the clear entrance door and pedestrian paved walk.

15. *Locate required bicycle parking close to the building entrance in a manner that does not impede pedestrian movement.*

Bicycle parking is located at the front of the building on the extended portion of the concrete walkway, it is near the building entrance and is integrated into the flow of pedestrian movement.

Vehicles and Parking

16. *Locate surface parking areas and stacking lanes at the side or rear of buildings.*

Stacking lanes/ drive-through lanes are located at the rear of the building

17. *Minimize the number and width of driveways from the public street while ensuring they meet the requirements of the Private Approach By-law.*

There is one driveway on Navan Road and one on Brian Coburn Boulevard. These driveways meet the requirements of the Private Approach By-law.

18. *Locate vehicular access points to the sites as far away as possible from street intersections. Locate vehicle access points to corner sites on the secondary street.*

Access points are located away from the main intersection (Brian Coburn Blvd. and Navan Road).

19. *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.*

Noise has been recognized and potential impacts of car noise have been mitigated. A stationary noise study has been completed to support this.

20. *Locate the start point to the stacking lane at the rear of the site so that queued vehicles do not block traffic along the public streets or the movement of other vehicles on site.*

Stacking lane is located near the rear of the site and does not pose issues for blocking traffic along the public street.

21. *Avoid locating the stacking lane between the building and the public street.*

The stacking lane is located away from the roads and is between building and the interior side yard.

22. *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 conflict.*

Two escape lanes are proposed.

23. *Separate stacking lanes from parking areas and driveways using landscaped islands, decorative pavement, pervious islands and painted lines.*

Appropriate measures including landscaped islands and painted lines have been taken.

24. *Design the on-site circulation to minimize the conflicts between pedestrians and vehicles.*

Vehicular traffic is directed away from the front entrance of the building to minimize conflict.

25. *Provide only the minimum number of parking spaces required by the Zoning By-law.*

The minimum number of parking spaces has been provided at 53 parking spaces.

Landscape and Environment

26. *Plant street trees between 7.0 to 10.0 metres apart along public streets. Plant trees in permeable surface areas, with approximately 10.0 square metres of soil area per tree.*

Planning Rationale and Urban Design Brief

Tree plantings are proposed to meet these criteria.

27. *Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt and heat. Give preference to native species of the region that are of equal suitability. Landscaping elements have been selected to enhance the natural and built environment while ensuring they are suitable for the site location and conditions. The Landscape Plan was developed to ensure species selected were well-suited to the site and environmental conditions.*
28. *Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes 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.*
There is a 3.0m minimum landscaped area proposed on all areas adjacent to a road or residential area.
29. *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.*
There is a minimum of 2.5m wide landscapes area along the site's side and rear yards.
30. *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.*
There is a 3.0m minimum landscaped area abutting the residential area, including a 2.5m high noise barrier as per the stationary noise report.
31. *Use sodded areas and shrub beds to collect, store and filter stormwater in order to improve groundwater recharge.*
Many native and non-native shrubs and grasses are proposed around the site. see Figure 10 for further detail.
32. *Divide large parking areas into smaller and well-defined sections using soft and hard landscaping in order minimize the amount of paved area.*
Parking areas are divided around the site.

Signs

33. *Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area. Integrate landscape features with ground-mounted signs.*
Directional signs are shown on the site plan. Wall-mounted signs compliment the character of the building and gas bar in design and scale. The menu and order boards for the McDonald's drive-through are placed at appropriate locations for the drive-through isle. The noise study associated with this application has taken these locations into account.
34. *Use pavement markings and directional signs to enhance clarity of movement patterns on site.*
Directional signs and pavement markings are prevalent throughout the site.
35. *Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.*
Buildings have been designed in such a manner.
36. *Restrict temporary and portable signs. Prohibit billboards, revolving signs and roof signs on private property.*
None of these types of features are proposed for the site.
37. *Design sign illumination to be task-oriented and avoid glare/light spillover toward adjacent land uses.*
Illumination is designed in such a manner.

Utilities

38. *Design garbage enclosures that are external to the building with the same materials as the building and ensure that the wall height is sufficient to completely conceal garbage dumpsters.*

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Garbage enclosures are located at the rear of the site away from the building

39. 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.

Utility equipment is located within the building.

40. Locate noise-generating areas, including ordering board speakers, outdoor loading areas and garbage storage, away from sensitive uses such as residential areas and schools.

Noise-generating areas are located away from sensitive uses, there is a 2.5m high noise barrier to further reduce noise impacts.

41. Buffer potential noise impacts with building structures, landscaped berms or attenuation fencing (minimum 1.8 metre in height) with landscaping in front.

A 2.5m high noise barrier is placed between the site and the neighbouring residential use.

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 has been designed in such a manner.

43. Use efficient white light sources to reduce energy costs and to create a natural colour balance for safety and security. JLR will develop a detailed lighting plan in conjunction with the electrical engineer prior to formal submission once the layout is agreed upon.

44. Plan the site to include areas for temporary snow storage without conflicting with site circulation, landscaping and utility boxes.

Temporary snow storage is located at the rear of the site away from site circulation, landscaping and utility boxes.

45. Provide views and clear sightlines between the site and surrounding uses to ensure sufficient safety and comfort levels.

Sufficient safety and comfort levels have been addressed through adequate views and clear sightlines.

3.6.2 City of Ottawa Urban Design Guidelines for Gas Stations

Streetscape and Built Form

1. Respond to the positive elements of the surrounding context through such means as building height, setbacks, building orientation and architectural styles.

The site has responded to positive elements in the surrounding context by ensuring connectivity and cohesion through the creation of walkways, entrances, building height, setbacks and landscaping. The orientation of the site allows for proximity to the Park and Ride across from the Brian Coburn. The pedestrian pathway at the rear of the site connects to the new subdivision creating a safe and connected pedestrian environment. The access points off both Brian Coburn Blvd. and Navan Road provide access and efficient movement of vehicles.

2. Locate building structures (such as car washes, convenience stores, and canopies) close to the street to help define the street edge.

Canopy is located near the entrance on Navan Road to help define the street edge and flow of vehicles.

3. Design all sides of buildings and pump islands with a consistent architectural style to enhance the streetscape.

Architectural style is consistent from buildings to pump islands as shown in renderings.

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.

Clear windows are used on the car wash façade.

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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.*
A 3.0m landscaped area surrounds the site to enhance with streetscape and define the street edge.
6. *Provide transparent windows and doors for retail buildings to ensure visibility between the store, the pump islands and surrounding streets.*
Provided.

Pedestrians and Cyclists

7. *Provide an unobstructed 2.0 metre wide pedestrian walkway between the public sidewalk (and/or parking areas) and building entrances.*
There is a 2.0m concrete walk around the building.
8. *Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.*
Walkways are distinguished with a slightly higher elevation and different pavement treatment than the driving surfaces.
9. *Locate required bicycle parking close to the building entrance in a manner that does not impede pedestrian movement.*
Bicycle parking is located at the front of the building on the extended portion of the concrete walkway, it is near the building entrance but does not impede the flow of pedestrian movement.

Vehicles and Parking

10. *Locate vehicular access points to the site as far away as possible from street intersections.*
Access points are located away from the main intersection (Brian Coburn Blvd. and Navan Road).
11. *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.*
There is one driveway on Navan Road and one on Brian Coburn Boulevard. These driveways meet the requirements of the Private Approach By-law. There is adequate space for tanker truck turning.
12. *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 car wash is situated at a sufficient distance from the exit at Brian Coburn Boulevard.
13. *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.*
Noise has been recognized and potential impacts of car noise have been mitigated. A stationary noise study has been completed to support this. A 2.5M high noise barrier will mitigate any potential noise as per recommendations of noise study.
14. *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 stacking lanes are located at a sufficient distance from public streets and driveways to reduce traffic congestion.
15. *Provide separate stacking lanes when two drive-through uses (such as a car wash and a drive-through convenience store) exist on the same site.*
Separate stacking lanes for the drive-through restaurant and car wash have been identified on the site plan.

Planning Rationale and Urban Design Brief

16. *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.*
Efficiency of stacking lanes has been created through appropriate queuing spaces as shown on site plan including an exit.
17. *Design the on-site circulation to minimize the conflicts between pedestrians and vehicles.*
On-site circulation of vehicles has been adequately addressed through signage, pedestrian circulation has been directly to concrete walkways.
18. *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.*
Addressed in site plan.
19. *Separate stacking lanes from parking areas and driveways by using landscaped islands, decorative pavement, pervious islands and painted lines.*
Appropriate measures including landscaped islands and painted lines have been taken.
20. *Provide only the minimum number of required parking spaces required by the Zoning By-law.*
The minimum number of parking spaces has been provided at 53 parking spaces.

Landscape and Environment

21. *Provide a minimum 3.0 metre wide landscape area along the edge of a site where 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.*
There is a 3.0m minimum landscaped area proposed on all areas adjacent to a road or residential area.
 22. *Plant street trees between 7.0 and 10.0 metres apart along public streets. Plant trees in permeable surface areas, with approximately 10.0 square metres of soil area per tree.*
Trees in the Navan Road and Brian Coburn Boulevard ROW are being planted at 10m o.c. Trees have been planted in permeable surface areas with sufficient soil volumes for the species of trees proposed.
 23. *Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region that are of equal suitability.*
A variety of native and non-native species are proposed for the site. See Figure 13 for detailed list of proposed plant species and quantities.
 24. *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.*
There is a minimum of 2.5m wide landscapes area along the site's side and rear yards.
 25. *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.*
There is a 3.0m minimum landscaped area abutting the residential area, including a 2.5m high noise barrier as per the stationary noise report.
 26. *Provide significant architectural or landscape features at the corner on corner sites in order to emphasize the public streets and enhance the streetscape.*
Significant landscaping features have been placed at the corner of Brian Coburn Blvd and Navan Road to emphasize the street and enhance streetscape.
 27. *Use sodded areas and shrub beds to collect, store and filter stormwater in order to improve groundwater recharge.*
The stormwater management for the site will focus on infiltration of runoff from landscaped areas designed to collect, store and filter stormwater runoff
- Signs

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28. *Use pavement markings and directional signage to enhance clarity and ease of movement patterns on site.*
Directional signs and pavement markings are prevalent around the site.
29. *Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.*
Buildings have been designed in such a manner.
30. *Restrict temporary and portable signs. Prohibit billboards, revolving signs and roof signs on private property.*
None of these types of features are being proposed for the site.
31. *Design sign illumination to be task-oriented and avoid glare/light spillover toward adjacent land uses.*
Illumination will be designed in such a manner in conjunction with the electrical engineer.
32. *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 and wall-mounted signs have been designed to complement the character and scale of the area and are well integrated with landscaping features where necessary.

Servicing and Utilities

33. *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.*
Noise-generating areas are located away from sensitive uses, there is a 2.5m high noise barrier to further reduce noise impacts.
34. *Buffer potential noise impacts with building structures, landscaped berms or attenuation fencing (minimum 1.8 metre in height) with landscaping in front.*
A 2.5m high noise barrier has been placed between the site and residential areas, with additional landscaping.
35. *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.*
A utility room is located indoors and all other equipment located outdoors is properly concealed.
36. *Design external garbage enclosures with the same materials as the main building and ensure that the wall height is sufficient to completely conceal garbage dumpsters.*
External garbage enclosures have been designed in order to conceal dumpsters.
37. *Provide views and clear sightlines between the site, surrounding uses, and public streets to ensure sufficient safety and comfort levels.*
Sufficient safety and comfort levels have been addressed through adequate views and clear sightlines.
38. *Plan the site to include areas for temporary snow storage without conflicting with site circulation, landscaping and utility boxes.*
Temporary snow storage is located at the rear of the site away from site circulation, landscaping and utility boxes.
39. *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 designed in such a manner in conjunction with the electrical engineer.
40. *Use efficient white light sources to reduce energy costs and to create a natural colour balance for safety and security.*

Lighting will be designed in such a manner in conjunction with the electrical engineer.

41. *Set rooftop mechanical equipment back from the edge of the building and screen it to minimize the visual impact.*

The rooftop equipment will be strategically located, and screened as necessary.

3.6.3 City of Ottawa Urban Design Guidelines for Greenfield Neighbourhoods

Ottawa City Council approved the Urban Design Guidelines for Greenfield Neighbourhoods in Fall 2007. These Guidelines outline key expectations for new neighbourhoods being developed within the Urban Area of the City of Ottawa. Key elements of these guidelines include direction on:

- Subdivision design, including structuring layout;
- Street design;
- Residential building and site design;
- Non-residential building and site design; and,
- Design of greenspaces, and utilities and amenities.

The proposed subdivision takes the following objectives of the Guidelines into account:

Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways. The Brian Coburn access will be aligned with the entrance to the Park and Ride facility.

The proposed development situates higher-density development and commercial and office space near transit and the proposed neighborhood park. Specifically, the applicant is seeking to develop four of the 4-storey apartment buildings and the proposed commercial and office space across the street from the Chapel Hill South Park and Ride. A vehicular entrance off Brian Coburn into the development aligns with the entrance to the Park and Ride facility across the street, serving as a key connection to the Park and Ride entrance. The location of these apartments and commercial/office space will encourage both pedestrian and vehicular access to a major transit hub. The two other apartment buildings that are located at the Pagé Road and Navan Road intersection are situated beside the proposed community park.

Guideline 10: Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.

The proposed development seeks to establish pedestrian connections from the gas station/restaurant/convenience complex, and to the neighbouring Chapel Hill South Park and Ride.

Guideline 21: Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.

Setbacks utilized in the proposed development will conform to those established in the GM[2546] H(14.5) Zone. These setbacks are suitable as they were previously given City approval by way of Zoning By-law Amendment (Application D02-02-18-0065). Additionally, the proposed development follows City direction on required road right-of-way widths.

Guideline 48: Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building. Landscape these parking areas to screen views of cars while maintaining view for natural surveillance.

Parking areas are situated accordingly.

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Guideline 52: Provide a landscape buffer along the edge of parking areas in situations where they are along the public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

Landscape buffers are provided along the edge of the parking area to define the streetscape and ensure proper setbacks.

Guideline 5: Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.

The Landscape Plan shown in Figure 11 above shows the variety of healthy trees and shrubs to be added to the site.

Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Tree plantings are done accordingly, see Figure 12 and Landscape Plan.

Guideline 51: Reduce and delay stormwater runoff from a property by using techniques such as stormwater retention gardens, green roofs, permeable paving and surfaces, and stormwater re-use.

The Functional Servicing Report prepared for the proposed development demonstrates that it can be adequately serviced and proposes an appropriate and feasible servicing strategy using some of the approaches outlined in Guideline 51.

Guideline 53: Provide pathways between residential areas and nonresidential sites that directly and clearly connect these areas.

As shown in the Site Plan (Figure 10), the proposed development includes a pathway providing a direct connection between the proposed subdivision and the proposed gas bar, convenience store and restaurant establishment.

Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Windows on building facades are located to face the street and the entrance to the commercial building.

In conclusion, the proposed Site Plan Application is consistent with the direction provided in the Urban Design Guidelines for Greenfield Neighbourhoods, as evidenced in this review of the guidelines.

3.7 Proposed Development and compliance with Zoning By-Law 2008-250

The current zoning for the subject property is a General Mixed-Use (GM) with Special Exception Zone (GM[2546] H[14.5]). The Zoning By-law Amendment submitted with the Subdivision Application permits the proposed residential townhouse and apartment developments on blocks 1 and 18 of the subject lands.

The GM[2546] H[14.5] zoning exception includes a specific provision for minimum setbacks from existing residential uses and allows for a gas station and car wash.

Parking requirements outlined in Part 4, Section 100, 101, 106, 109 and 111 have been complied with as shown in the Table 2 as well as described in the above sections of this Design Brief.

Table 2 below demonstrates how the proposed development conforms to the applicable general provisions and specific zone provisions of Zoning By-Law 2008-250.

Project Statistics			
Site Area		7, 811m ²	
Gross Area (by Ontario Building Code Definition)	Retail Building: 686.2m ²	Total: 799.1m ²	
	Carwash: 112.9m ²		
Gross Floor Area (City of Ottawa Zoning Bylaw Definition)		Tenant 1 (McDonald's)= 336m ²	
		Tenant 2 (Convenience)= 189m ²	
		Tenant 3 (Cannabis Store):77m ²	
		GFA BUILDING TOTAL: 602m ²	
Proposed Development versus the general provisions of Zoning By-Law 2008-250			
Provision	Required	Proposed	Compliance
Parking (Inclusive of Type A accessible Parking spaces)			
Convenience Store	3.4 per 100m ² of GFA = 266m ² /100*3.4 = 9		✓
Fast Food Restaurant	10 per 100m ² of GFA = 336m ² /100*10 = 34		✓
Total:	43	61	✓
Accessible Parking Ratio			
Type A ⁽¹⁾ – 3.4 m width	1	2	✓
Bicycle Parking			
COMMERCIAL	1 per 1500m ² gross floor area	4	✓
Driveway and Aisle Requirements for Parking Lot			
Minimum Driveway Width	6.0 m	9.0m	✓
Minimum Aisle Width	6.7 m	6.7m	✓
Proposed Development versus the standards of the GM [2546] H[14.5] Zone			

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Provision	Required	Proposed	Compliance
Permitted Use			
Convenience Store	-	YES	✓
Drive-through facility	-	YES	✓
Restaurant	-	YES	✓
Gar bar	-	YES	✓
Car wash	-	YES	✓
Specific Provisions from the GM[2546] H[14.5] Zone			
Maximum building height	14.5m as per the H[14.5] exception	5.5m	✓
Minimum rear yard setback - Abutting a residential zone	7.5m	7.5m	✓
Minimum front yard and corner yard setbacks	3.0m	3.0m	✓
For a residential use building higher than 11 meters	3.0m	3.0m	✓
Minimum interior side yard setbacks for a non-residential or mixed use building from any portion of a lot line abutting a residential zone	5.0m	5.0m	✓
Maximum floor space index	2.0	0.1	✓
Minimum width of landscaped area - Abutting a street - Abutting a residential or institutional zone	3.0m	3.0m	✓

4.0 CONCLUSION & NEXT STEPS

The proposed gar bar, commercial building, car wash, and entire site design is:

- consistent with the PPS,
- conforms to the City of Ottawa Official Plan,
- complies with the Zoning By-law No. 2008-250,
- conforms to the requirements of the City's Site Plan By-law, and
- designed to ensure conformance with the Planning Act requirements for site plans

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The site aesthetics and functionality integrate into the surrounding area through thoughtful design of massing, landscaping, vehicular movement, and pedestrian realm, while providing services to the surrounding existing residential areas and future residential developments.

All other studies and plans identified and referenced herein are supportive of development.

Based on the above, the proposed development is representative of good land use planning that is in the public's interest.


J.L. RICHARDS & ASSOCIATES LIMITED

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A handwritten signature in black ink, appearing to read 'M. Fellows', with a long horizontal flourish extending to the right.

Madelen Fellows, M.Pl.
Planner

Reviewed by:

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Appendix A: Zoning By-law No. 2024-378.

BY-LAW NO. 2024 - 378

A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of part of lands known municipally as 2793, 2983, 3053 and 3079 Navan Road and 2690 Pagé Road.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

1. The Zoning Map of By-law No. 2008-250, titled the "City of Ottawa Zoning By-law" is amended by rezoning the lands shown on Attachment 1 as follows:

- (a) Area A from DR to GM[2546] H(14.5);
- (b) Area B from GM[2546] H(14.5) to GM[2974] H(16);
- (c) Area C from GM[2546] H(14.5) to O1;
- (d) Area D from GM[2546] H(14.5) to GM[2975] H(14.5); and
- (e) Area E from DR to GM[2975] H(14.5).

2. Exception 2546 of Section 239 – Urban Exceptions of the said By-law No. 2008-250 is amended as follows:

In Column V, Provisions, add the text: "Despite Table 101, the minimum parking space rate for a Dwelling, Low-rise Apartment: 1 space per unit."

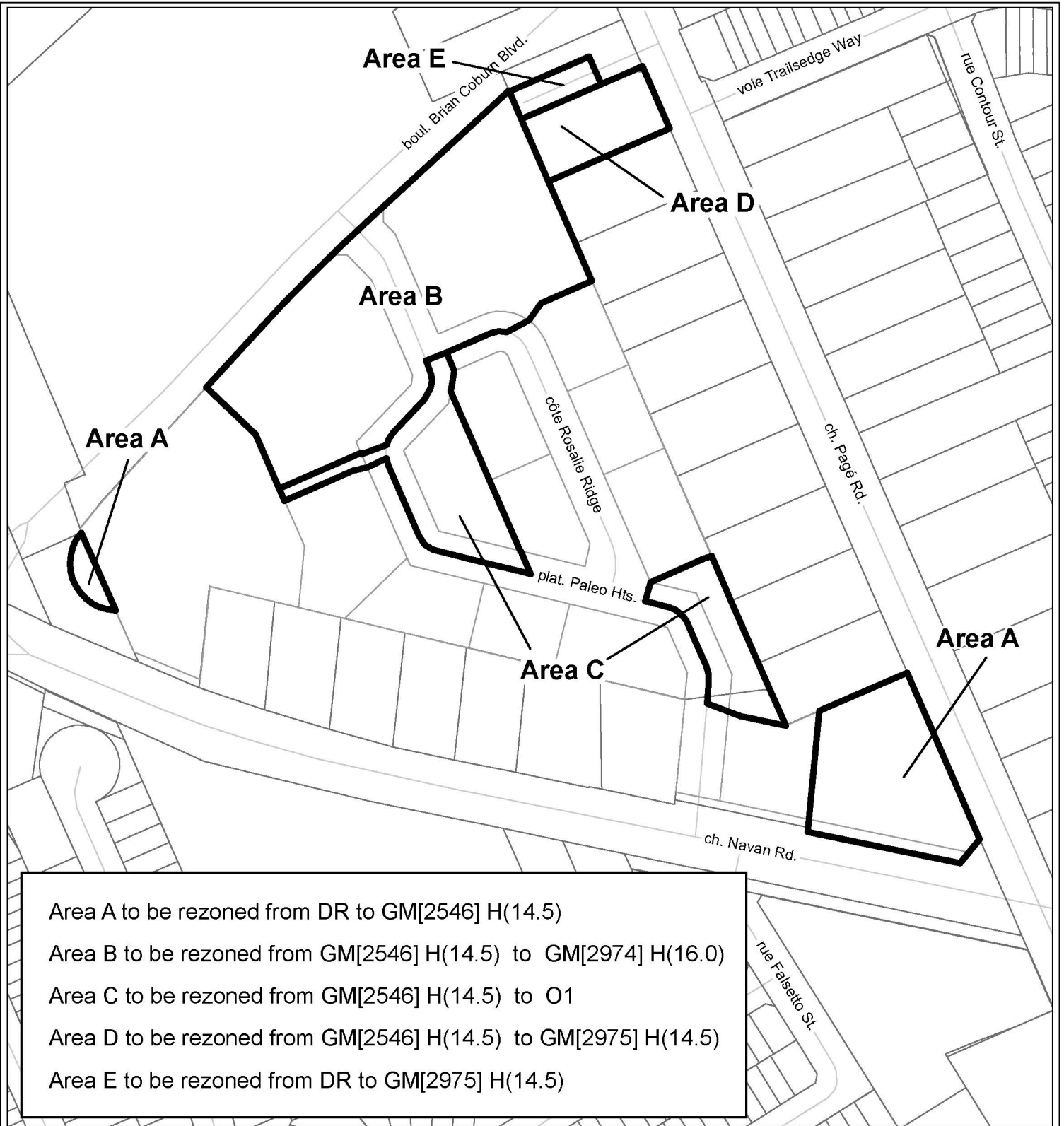
3. Section 239 – Urban Exceptions of the said By-law No. 2008-250 is amended by adding the following exceptions:

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2974	GM[2974] H(16)			- Each lot will have a minimum of 800m ² of commercial space.
2975	GM[2975] H(14.5)			- Despite Table 187(e), the minimum rear yard setback for a residential building is 3m.

ENACTED AND PASSED this 4th day of September 2024.

CITY CLERK

MAYOR



Area A to be rezoned from DR to GM[2546] H(14.5)
 Area B to be rezoned from GM[2546] H(14.5) to GM[2974] H(16.0)
 Area C to be rezoned from GM[2546] H(14.5) to O1
 Area D to be rezoned from GM[2546] H(14.5) to GM[2975] H(14.5)
 Area E to be rezoned from DR to GM[2975] H(14.5)

D02-02-21-0090	24-0907-X
M:\Zoning_Bylaw\bylaws	
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<small>©Les données de parcelles appartiennent à Terranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>	
LANDS AFFECTED PART OF THE ZONING MAP OF BY-LAW NO. 2008-250	

This is Attachment 1 to By-law Number 2024-378, passed September 4, 2024

Lands Affected by By-law

Areas to be rezoned as per Legend

NOT TO SCALE

