

Urban Design Brief

in support of
Application for Site Plan Control



Prepared by:

**5546 Albion Road
City of Ottawa**

//LANDSCOPE LTD.
Land Development & Real Estate Consulting

December 15, 2023

Prepared for:

MacEwen Petroleum Inc.

18 Adelaide Street | Maxville | ON K0C 1T0



The document was prepared by LANDSCOPE LTD. for the sole use of its client, MacEwen Petroleum Inc., in support of an Application for Site Plan Control to the City of Ottawa. LANDSCOPE LTD. undertakes no duty to accept any responsibility to third parties may who may rely upon this document.

TABLE OF CONTENTS

1.0	Introduction.....	1
1.1	Background.....	1
1.2	Description of Subject Property.....	2
1.3	Site Context.....	5
2.0	Description of Proposed Development.....	9
3.0	Design Directives.....	14
3.1	City of Ottawa Official Plan.....	14
3.2	Urban Design Guidelines for Gas Stations.....	17
3.3	High Performance Development Standard.....	19
5.0	Conclusion.....	20

1.0 Introduction

1.1 Background

Landscape Ltd. was retained by MacEwen Petroleum Inc. (“**MacEwen**”) to prepare an Urban Design Brief (the “**Design Brief**”) in support of the redevelopment of 10,844 m² of land located at the northwest corner of Mitch Owens Road and Albion Road in the City of Ottawa (the “**City**”), as depicted in **Exhibit A** (the “**Subject Property**”). The Subject Property, municipally known as 5546 Albion Road is located within Osgoode Ward (Ward 20).

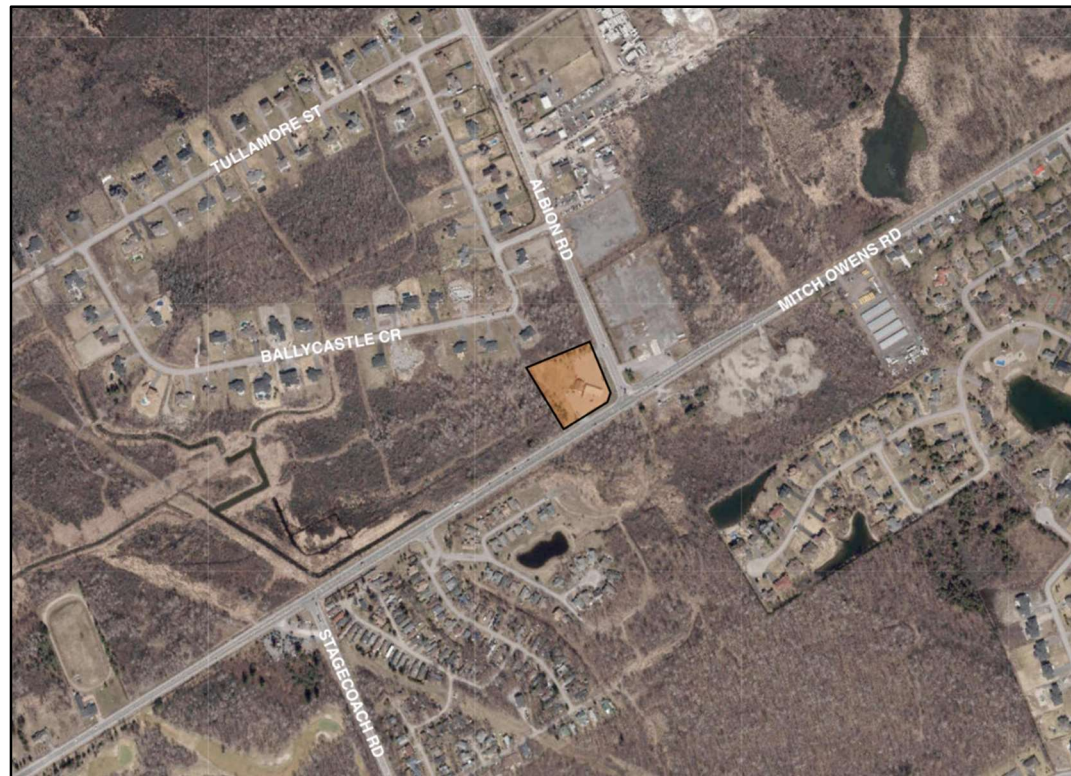


Exhibit A: Location Map with Subject Property highlighted in orange (source: GeoOttawa)

MacEwen proposes to redevelop the Subject Property, currently improved with a gas station and convenience store, with a new gas station (featuring new pumps, canopy and underground tanks) and a new convenience store building (collectively, the “**Proposed Development**”).

In terms of planning context:

- The Proposed Development triggers an Application for Site Plan Control (Standard, Rural) which in turn necessitates the preparation of this Design Brief.
- The City adopted a new Official Plan in November 2021. Please refer to Section 3.0 (Design Directives) of this Design Brief for an assessment of the Proposed Development within the context of the Official Plan.
- The Subject Property is zoned RC2 – Rural Commercial, Subzone 2. A gas bar is a permitted use. Zoning By-Law Np. 2008-250 defines a gas bar as a “*place that retails automotive fuel along with small amounts of other automotive-related products such as pre-packaged motor oil or windshield washer anti-freeze, and may include the accessory sale of convenience items or food.*”

1.2 Description of Subject Property

The Subject Property, as depicted in [Exhibit B](#), is irregular in shape with frontage of approximately 94 metres along Mitch Owens Road and 106 metres along Albion Road. The topography is relatively flat. It consists of a grassed area and an asphalt area improved with a convenience store and gas station (canopy with pumps) that are accessible from both frontages. The convenience store is serviced by a private water supply and a private sewage disposal system.

The Subject Property consists of two Parcel Identifier Numbers, as depicted in [Exhibit C](#).

PIN 04327-0382: PART OF LOT 30, CONCESSION 3, GLOUCESTER (RIDEAU FRONT), DESIGNATED AS PART 1 ON PLAN 4R-12754.
OTTAWA

PIN 04327-0030: PT LT 30 CON 3RF GLOUCESTER PT 1, 5R14863; S/T INTEREST IN N757032 & N757033; GLOUCESTER



Exhibit B: Air Photo of the MacEwen Gas Station, outlined in blue (source: Google Earth)

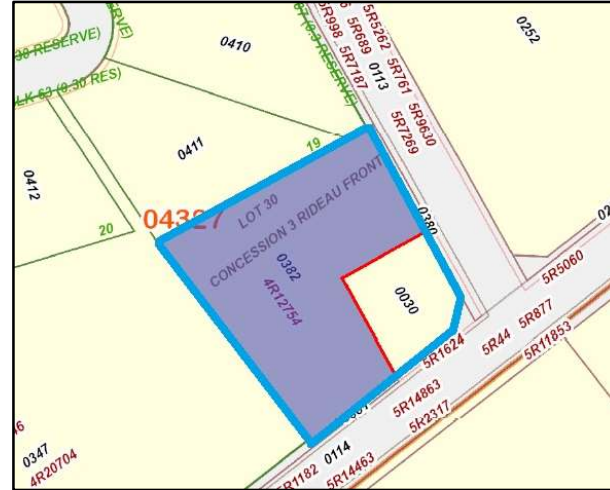


Exhibit C: Property Index Map of the Subject Property outlined in blue

The existing gas station, which is branded as MacEwen, consists of a canopy with three islands and a detached convenience store. Photographs of the Subject Property are contained in **Exhibits D, E and F.**



Exhibit D: Subject Property as viewed from the east side of Albion Road



Exhibit E: Subject Property as viewed from the east of the parking lot



Exhibit F: Subject Property from its western side

1.3 Site Context

The Subject Property is located at the northwest corner of Mitch Owens Road and Albion Road, both of which are two-lane undivided arterial roadways with rural cross-sections and posted speed limits of 80 km/h. These roads widen to provide for dedicated turning lanes at their intersection which is controlled by traffic signals. Pedestrian crosswalks with signals are provided at the intersection, which is illuminated by street lights. Please refer to [Exhibit G](#), [H](#), and [I](#).



Exhibit G: Facing south on Albion Road at its intersection with Mitch Owens Road, with the Subject Property on the right



Exhibit H: Facing north on Albion Road, with the Subject Property on the left



Exhibit I: Facing east on Mitch Owens Road with the Subject Property on the left

The notable land uses, amenities and natural features within 250 metres and 500 metres of the Subject Property are shown in **Exhibit J**, and are described below:

- The northern property line of the Subject Property is treed and abuts the rear yards of houses within a rural estate lot subdivision that is accessible from Albion Road;
- There are a variety of commercial uses on the east side of Albion Road, north of the Subject Property, such as Albion Glass and Aluminum, Doval Automotive and Gerry Crepin (cartage and landscaping supply);

- To the west of the Subject Property is a large parcel of vacant land that is heavily forested and that contains an unevaluated wetland and a ditch. As part of the planning and design phase for the redevelopment of the Subject Property, MacEwen engaged Gemtec Consulting Engineers and Scientists Limited (“**Gemtec**”) to confirm the extent of the unevaluated wetland to the west by preparing a Wetland Boundary Assessment. Gemtec identified the wetland as covering approximately 10 hectares located immediately north of Mitch Owens Road, south of Ballycastle Crescent, east of the Spratt Municipal Drain and west of Albion Road. As depicted in [Exhibit K](#), the upland vegetation community over the eastern portion of the study area is characterized by a semi-mature, fresh to moist poplar deciduous woodland. The immature deciduous swamp is located over the western and central portion of the study area. Based on vegetation species, Gemtec concluded that the unevaluated wetland boundary extends approximately 40 m from the western boundary of the Subject Property
- A vacant lot is located at the northeast corner of Albion Road and Mitch Owens Road;
- A vacant lot that contains an outdoor seasonal produce market and a fast-food truck is located on the south side of Mitch Owens Road, just to the east of its intersection with Albion Road;
- Albion Woods, a residential retirement community, owned by Parkbridge Lifestyle Communities Inc., is located on the south side of Mitch Owens Road at Stagecoach Road.

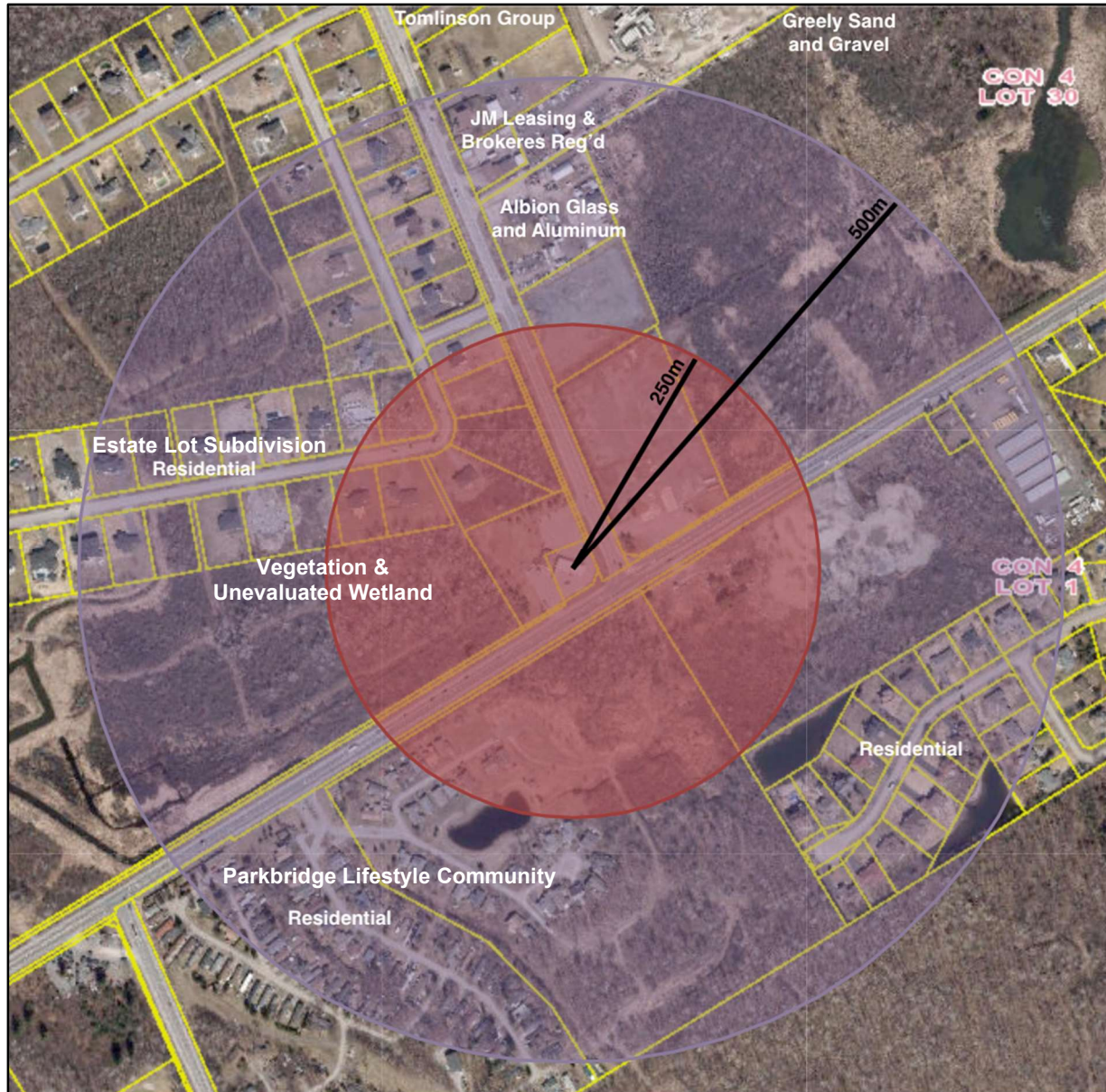


Exhibit J: Air photograph of land uses and features within 500 metres of the Subject Property



Exhibit K: Excerpt from Gemtec’s Wetland Boundary Assessment

2.0 Description of Proposed Development

MacEwen proposes to demolish the existing canopy structure (over the gas pumps) as well as the building containing the convenience store. The existing pumps and underground storage tanks (“USTs”) will also be removed. An excerpt from the site plan for the Proposed Development is included below as **Exhibit L**.

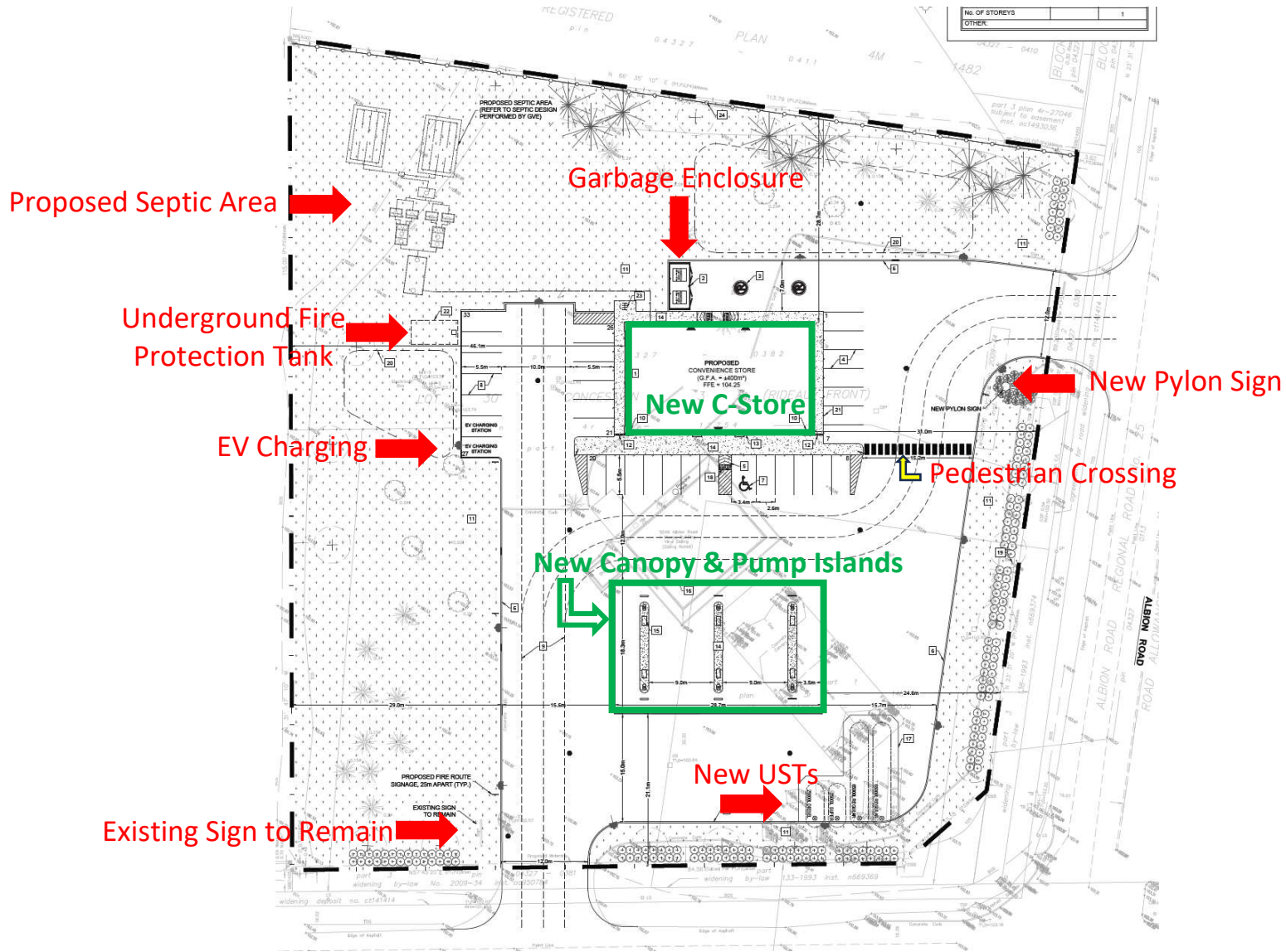


Exhibit L: Excerpt from Site Development Plan highlighting main features of Proposed Development

The Proposed Development will consist of the following:

- 400 m² single-storey convenience store (the “C-store”);
- Three (3) concrete pump islands, each containing two (2) fill-up stations with a canopy (18.3 m x 38.7 m) over a concrete apron;
- Four (4) new USTs:
 - One (1) 25,000 L diesel fuel;
 - One (1) 25,000 L premium-grade gasoline;
 - Two (2) 65,000 L regular-grade gasoline;
- New pylon sign to be installed at the entrance on Albion Road;
- Garbage enclosure on the north side of the C-store;
- Thirty-three (33) parking spaces, including one (1) accessible space on the south side of the C-store and two (2) spaces with electric vehicle charging stations on the west side of the C-store;
- A septic system northwest of the C-store; and
- A 55,000 L fire protection tank (installed 1.5 metre below grade), west of the C-store.

The Proposed Development will be accessible from 12 m wide private approaches from each of Albion Road and Mitch Owens Road, in the same location as the current ones.

Three dimensional renderings of the Proposed Development are contained below, as [Exhibits M, N, O, P](#) and [Q](#).



Exhibit M: 3D Aerial Perspective Rendering of the Proposed Development



Exhibit N: 3D Rendering of the Proposed Development as viewed from southwest corner of the Property



Exhibit O: 3D Rendering of the Proposed Development as viewed from the southeast corner of the Property



Exhibit P: 3D Rendering of the Proposed Development as viewed from the northeast corner of the Property



Exhibit Q: 3D Rendering of the proposed Quickie convenience store

A generous amount of landscaping is planned for the Proposed Development in order to soften the visual impact of the vehicle-intensive use and to offer environmental benefits. New plantings include twenty-five (25) new trees and a variety of shrubs as detailed on Plan L.1 (Rev. 2) as issued by James B. Lennox & Associates Inc.

3.0 Design Directives

3.1 The City of Ottawa Official Plan

The City adopted a new Official Plan on November 24, 2021 as By-law 2021-386 (the “**New OP**”). The New OP was granted final approval, with certain changes, by the Ministry of Municipal Affairs and Housing on November 4, 2022. The approval of the New OP repeals and replaces the Official Plan that was adopted by the City in 2003, including all amendments thereto. The New OP provides

a policy framework to guide the City's development to the year 2046. It offers a vision for the future growth of the City and it specifically addresses matters of provincial interest as defined by the Planning Act and the PPS.

The Subject Property is located in the Rural Transect policy area, one of six concentric policy areas in the New OP, as depicted in **Exhibit R**. The Rural Transect, which accounts for approximately 80% of the City's land area, contains a broad range of land uses including farmland, villages and commercial-industrial areas. The overall intent of the Rural Transect area is to ensure the protection of the natural environment while supporting rural economic development as an important part of the regional economy.



Exhibit R: The Six Policy Areas of the New OP

As per Section 5.5.1 of the New OP, built form in the Rural Transect Area shall be low-rise. Furthermore, outside of Villages:

- site design and built form must respect and maintain *“the rural character, image and identity”*;
- *“Sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to maintain the rural character”*; and

- *“The frontage along the road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads”.*

As shown in [Exhibit S](#), the land use designation of the Subject Property is Rural Countryside, which consists of low-intensity uses ranging from farming and golf courses to clusters of low-density residential and small-scale industries. The Rural Countryside designation is intended to accommodate land uses that serve local residents and the travelling public, while protecting and enhancing the character of the rural area.

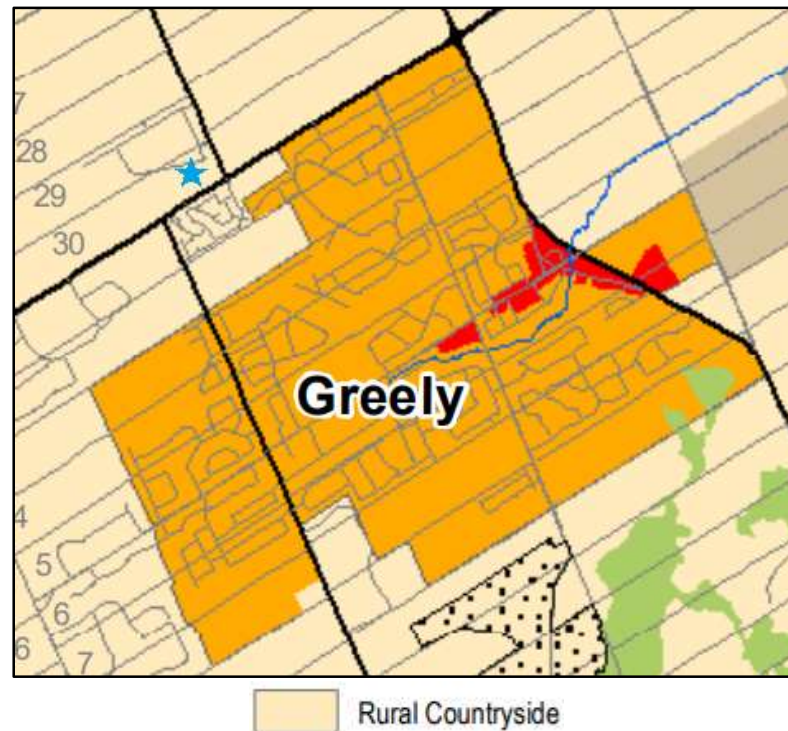


Exhibit S: Excerpt from Schedule B9 to the New OP; Subject Property marked by a blue star.

3.2 Urban Design Guidelines for Gas Stations

The Urban Design Guidelines for Gas Stations (the “**Guidelines**”) were approved by City Council for implementation on May 24, 2006 and are intended to provide guidance at the planning application stage with respect to appropriate development of gas stations throughout the City. The main objectives of the Guidelines are to promote gas station development that is compatible with its context, enhances the area in which it is located and to create safe and controlled traffic circulation.

Our assessment of the Proposed Development in the context of the Guidelines is as follows:

- Streetscape and Built Form
 - The improvements at the Proposed Development will have a maximum height of 7.2 metres which is consistent with the low-rise character of the rural environment
 - The C-store and the gas canopy are oriented parallel to the street frontages. While the gas canopy is located as close as possible to the frontages with Albion Road and Mitch Owen Road, for reasons of the safe and efficient operation of the Proposed Development by the personnel within the C-store, the C-store building is located at the southern perimeter of the asphalt driving surface, thus providing a commanding view of approaching vehicle and pedestrian traffic.
 - Ample landscaping in the yards abutting Mitch Owens Road and Albion Road enhance the streetscape while still permitting views into the Proposed Development;
 - The proposed design of the C-store features a combination of stone and siding in a colour palette of earth tones that blends seamlessly with the rural environment. The south façade features two red panels (consistent with the corporate branding of Quickie convenience stores) on either side of the generous glazing,
 - Transparent windows and doors are provided to ensure visibility between the store, the pump islands and surrounding streets
- Pedestrians and Cyclists
 - A raised concrete sidewalk surrounds the C-store to provide for safe and unobstructed pedestrian movement;

- A pedestrian pathway connecting the raised concrete sidewalk to the around the convenience store to perimeter of the landscaped border of the Subject Property will be provided. The pedestrian crossing will consist of a painted surface making it distinguishable from the driving surface. It is important to note that there is no existing sidewalk within the ROW.
- Accessible parking space is provided in front of the C-Store, complete with an accessible ramp
- A bicycle parking rack is located on the raised concrete sidewalk adjacent to the C-store in a location that does not impede pedestrian movement.
- Vehicles and Parking
 - Vehicular access points to the Proposed Development are located as far away as possible from the intersection of Albion Road and Mitch Owens Road
 - Excess parking is provided given the rural context where transportation by personal automobile is highly important. As well, this location is well known to have a busy convenience store. Accordingly, sufficient dedicated parking is a logical and safe design choice.
 - The location of the USTs and the canopy were chosen to facilitate unobstructed forward movement by tanker trucks and safe unloading of fuel.
- Landscape and Environment
 - Trees and shrubs will be planted in the yards adjacent to the public streets in order to screen cars from view while allowing visibility into the Proposed Development
 - Bitternut Hickory, Black Walnut, Red Oak, Japanese Lilac and Colorado Spruce were selected by the landscape architect to provide screening to the residential rear yards. Given the selection of new trees in addition to the existing vegetation, a fence is not considered necessary.
 - Species of trees and shrubs have been selected in consideration of their ability to tolerate to harsh condition

- An extensive amount of landscaped area around the perimeter of the Proposed Development will serve to collect, store and filter stormwater.
- Signs
 - The corporate branding of MacEwen will be featured on the canopy as well as on a new pylon sign that will be erected on the south side of the Albion Road entrance to the site, replacing the existing signage that is located on the north side of the entrance, that is partially obscured by trees.
 - The corporate branding of Quickie will be featured on the south and east facades of the C-store.
- Servicing and Utilities
 - The wood plank garbage enclosure on the south side of the C-store will conceal the dumpsters
 - The Proposed Development has plentiful lands available for dedicated snow storage without conflicting with site circulation and landscaping.
 - The C-store and canopy are located at the south end of the Subject Property, thus minimizing light spillover due to separation distance.

3.3 High Performance Development Standard

The High Performance Development Standard (the “**HPDS**”) is a “*collection of voluntary and required standards that raise the performance of new building projects to achieve sustainable and resilient design*” which in turn supports environmental protection and public health/safety which are priorities within the New OP. The HPDS was passed by Council on April 13, 2022. The HPDS is currently not in effect. City Council has referred the 2023 HPDS Update Report back to staff with direction to bring forward an updated report to the Environment and Climate Change Committee with recommendations for revised phasing timelines, resource requirements and associated amendments to the Site Plan Control By-law in the 1st quarter of 2024.

4.0 Conclusion

The Proposed Development is an appropriate use of the Subject Property given its frontage on two heavily travelled arterial roadways that facilitate travel through the rural area and into the urban areas of the City. Ongoing development of low-density residential and commercial development in and around the Village of Greely will continue to drive strong demand for the Proposed Development.

It is our assessment that the Proposed Development complies with the design directives as set out in the New OP. MacEwen has presented a site layout that is consistent with the City's Urban Design Guidelines for Gas Stations. The design of the new building, new gas pump canopy and accessory features represents a considerable improvement over the existing built form. The modern interpretation of the gas station / convenience store format offers an attractive and welcoming design that will function seamlessly with the surrounding environment at this gateway rural intersection.

It is our professional opinion that development of the Subject Property with the Proposed Development constitutes sound land use planning and will represent a desirable outcome for the Subject Property, offering an incremental improvement to the rural community that is heavily reliant on automobiles for personal transportation and commerce.

Respectfully Submitted,

LANDSCOPE LTD.



Per: Jonah Bonn, MCIP, RPP