5545 Albion Road

Urban Design Brief

Prepared for:
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Prepared by:
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Project/File:
160402085

Stantec Consulting Ltd.

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0	Report	S. Shahzadeh	11/31/2024	B. Wagar	1/31/2025	J. Atkins	1/31/2025

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1 Introduction

Stantec Consulting Ltd. has been retained to prepare this Urban Design Brief in support of an application for Site Plan Control on the property municipally known as 5545 Albion Road (the “subject property”). The site is proposed to be developed with commercial uses.

This Urban Design Brief outlines the project and the intent behind the design, the site and area context and how the proposal fits within them, and the policy and guideline context and how the proposal meets and has consideration for them.

Figure 1. Subject site (Google Street View, 2022)

2 Project Description

The site is proposed to be redeveloped with commercial uses that include a gas bar, a cardlock (large vehicle refuelling), convenience store, and a drive-through restaurant. The proposal includes a single one-storey building with a gross floor area (GFA) of approximately 335 square metres, and this building will contain the gas station, convenience store, and the drive-through restaurant. The site is located within the rural area and the proposal is scaled to serve the travelling public. The development will be privately serviced with onsite well, septic, and stormwater management. Underground fuel storage is proposed as part of the gas bar and card lock.

The development will be supported by 38 surface parking spaces, soft and hard landscaping, in-ground outdoor waste storage, pedestrian infrastructure, and full movement vehicle accesses from each of the site’s two frontages, being Albion Road and Mitch Owens Road. Figures 2 to 7 contain excerpts of the site plan, landscape plan, building elevations, and architectural renders to provide additional development context.

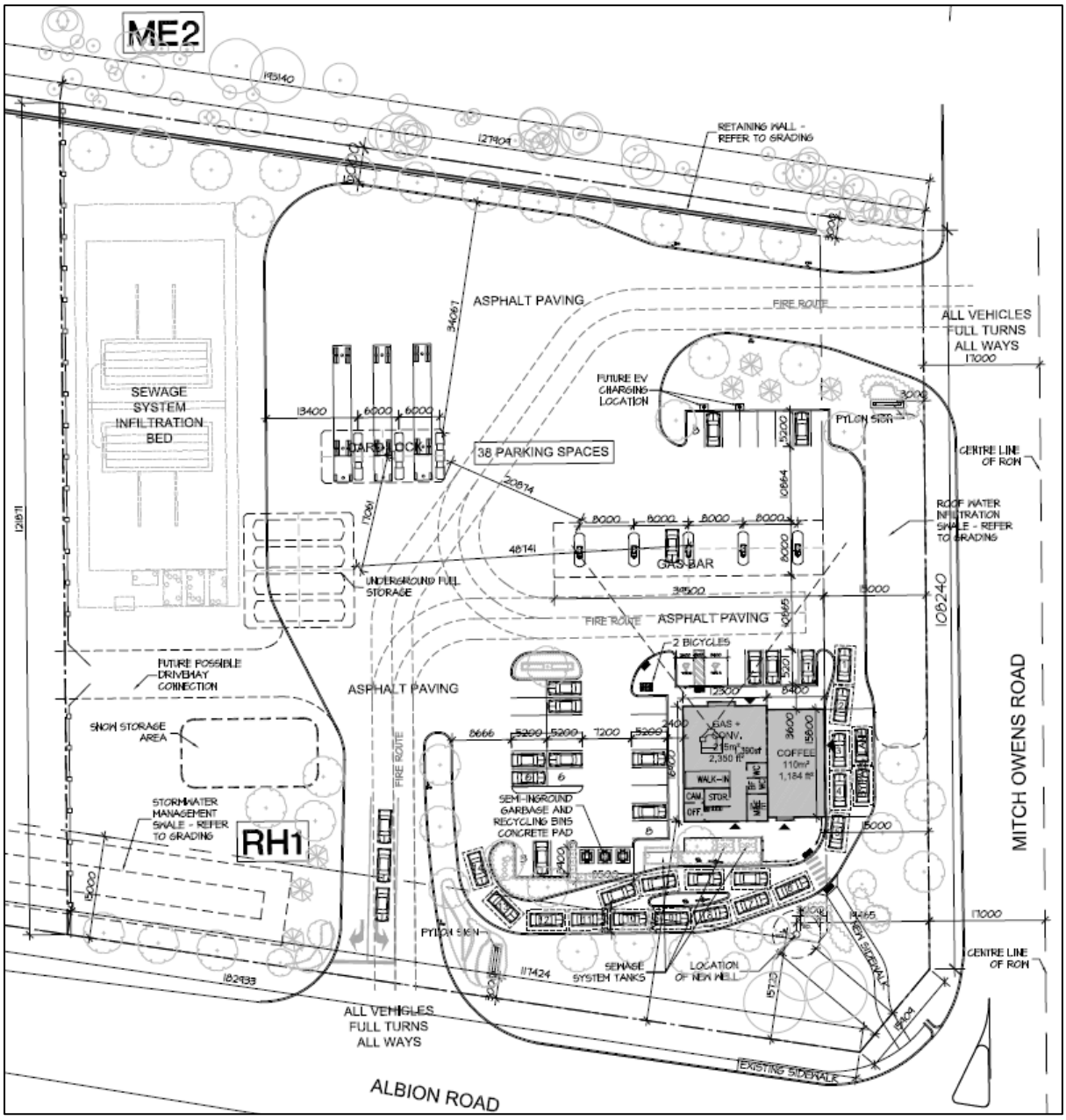

Figure 2. Site Plan excerpt (Hobin Architecture).

The proposed development is designed with the intent of fitting in with the surrounding area, and minimizing any impacts on the streetscape and public realm. The layout of the site is influenced by certain functions, including private services, snow storage, underground fuel storage, operational needs and truck movements, and stormwater management. The design and landscaping of the site works with these functions to create an overall expression that speaks to the rural character.

The building is proposed to be located closest to the corner of Albion Road and Mitch Owens Road, which provides a visual buffer to the proposed gas bar, cardlock, and parking. Waste storage is to be provided by earth bins, which are an in-ground waste management solution that help limit visual impacts and can be further screened through the use of soft landscaping.

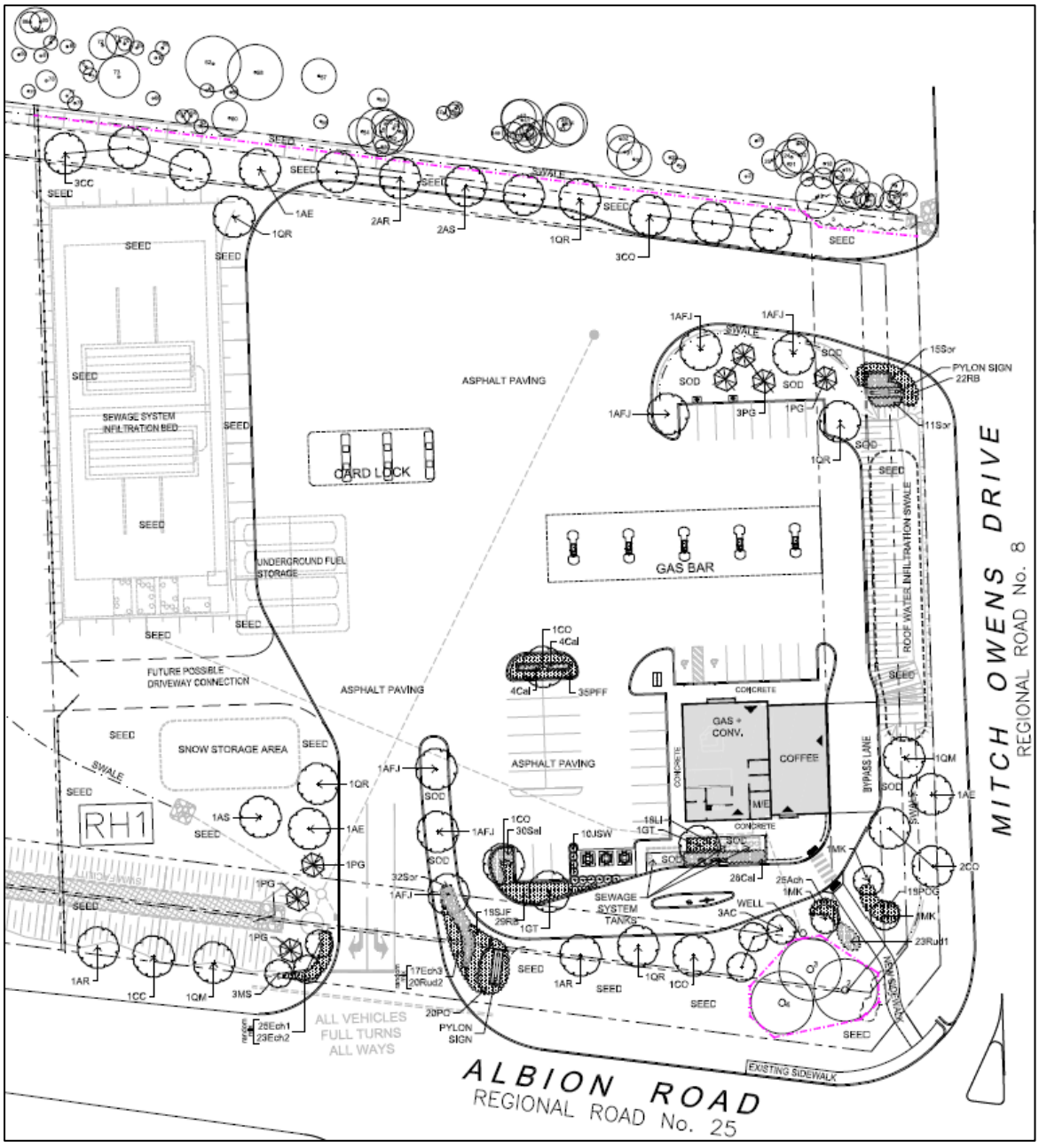

Figure 3. Landscape Plan excerpt (Levstek Consultants Inc.)

A mix of materials are proposed for the exterior of the building, including brick, exposed concrete, aluminium, and wood soffits and siding to create a visually appealing structure. This design aligns with the general look and feel implemented by the owner elsewhere within Ontario and reflects a move away from the typical gas bar look.

Soft landscaping is proposed throughout the site, with the majority of it concentrated along the perimeter of Albion Road and Mitch Owens Road. The soft landscaping consists of a mix of grass, shrubbery, and trees, which together provide levels of visual buffer from the street. Hard landscaping is also proposed on site including a new sidewalk connecting to the existing partial sidewalk within the public right-of-way (ROW), which will support pedestrian connectivity to and through the site.

Figure 4. Excerpt of Concept Elevations – South and East (Hobin Architecture).

Figure 5. Excerpt of Concept Elevations - North and West (Hobin Architecture).

Figure 6. Except of concept view from intersection (Hobin Architecture).

Figure 7. Excerpt of concept view from above southwest (Hobin Architecture).

3 Design Directives

3.1 Official Plan

The City of Ottawa Official Plan, 2022 (the “OP”), is a key foundational document that directs, through policies, plans, goals, and objectives, how the city will grow and develop to the year 2046. The OP, as approved with modifications by the Minister, came into effect on November 4, 2022. Our below review of the OP focuses on the most relevant sections of Volume 1.

Section 4.6 of the Official Plan sets out policies for Urban Design. Generally, the City wants to achieve innovative design practices and technologies in site planning and building design, and to ensure that the objectives of the site’s designation are met. The following is a review of applicable policies from Section 4.6.

Subsection 4.6.3, Policies 1 and 8: The proposal enhances the public realm through providing a wide buffer of soft landscaping between the public ROW and the site, and by providing a pedestrian connection from the proposed building to the existing sidewalk within the public ROW.

Subsection 4.6.5, Policy 1: The proposal has consideration for the relevant Urban Design Guidelines that are reviewed later in this report.

Subsection 4.6.5, Policy 3: The proposal seeks to support a comfortable and visually appealing pedestrian environment within the context of a commercial use within a rural setting. The proposal incorporates large areas of soft landscaping throughout the site to offset impermeable surfaces, to help mitigate the heat island effect, and to provide visually screening of required site features such as waste storage (in-ground earth bins), a drive-through, and utilities/mechanical structures.

Subsection 4.6.5, Policy 4: The proposal is to be designed in accordance with the Ontario Building Code, including requirements for accessibility.

Section 5.5.1 of the Official Plan speaks to built form and site design in the Rural Transect. Policy 1 states that development shall be in a low-rise built form, maintain a rural character of built form and site design, locate surface parking, storage and paved areas far from the road frontage, and that 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. Policy 2 states, in part, that development shall be low density and allow for uses that integrate well within the natural environment and rural area. The proposed commercial development consists of a one-storey building with large areas of soft landscaping focused primarily along the perimeter of the site where it abuts the public ROW and provides screening from certain site functions like parking. The site layout and design results in a development that fits well within its rural setting.

Section 9.2.2 Policy 2 provides direction for the permission of small scale light industrial and commercial uses, and makes specific mention of a gas station and restaurant, being uses necessary for serving the local rural community and travelling public. The proposed uses are permitted by the site’s zoning and by the applicable Official Plan designation.

3.2 Zoning By-law

The property is zoned RH1 – Rural Heavy Industrial Zone, subzone 1. The RH1 zone lists a gas bar and drive-through facility as permitted uses, and conditionally permits convenience store and restaurant uses. The site and proposed development is in compliance with the RH1 provisions. Table 1 below sets out the performance standards relating to the site and proposed development, and shows how the proposed development is in compliance.

Table 1. Zoning Compliance for the Site and Proposed Development

Section	Performance Standard	Required / Permitted	Provided
Table 222A (a)	Minimum lot area	20,000 sqm	23,200 sqm
Table 222A (a)	Minimum lot width	60 m	120 m
Table 221 (c)	Minimum front yard setback	15 m	15 m
Table 221 (d)	Minimum rear yard setback	15 m	90 m
Table 221 (e)	Minimum interior side yard setback	Abutting an industrial zone: 3 m Other cases: 10 m	75 m
Table 221 (f)	Minimum corner side yard setback	15 m	29 m
Table 221 (g)	Maximum principal building height	15 m	8 m
Table 221 (h)	Maximum lot coverage	50%	8%
Table 221 (i)	Outdoor storage	(a) outside storage is not permitted within any required front yard or corner side yard; (b) outside storage must be screened from abutting residential uses and public streets by an opaque screen at least 1.8 metres in height from finished grade	No outdoor storage is proposed.

Part 4 of the City of Ottawa Zoning By-law 2008-250 sets out Parking, Queuing, and Loading Provisions. Table 2 below sets out the applicable performance standards and shows that the proposed development has been designed in compliance.

Table 2. Zoning Compliance for Parking, Queuing, and Loading Provisions

Section	Performance Standard	Required / Permitted	Provided
S. 100(10)	General Provisions for Motor Vehicle Parking	Parking spaces required or provided for a land use may be used as part of an electric vehicle charging station.	Four parking spaces are identified as future electric vehicle charging locations.
Table 101	Minimum Parking Space Rates – Gas Bar	N/A	Total of 38 vehicle parking spaces provided (26 required)
Table 101	Minimum Parking Space Rates – Convenience Store	3.4 per 100 m2 of gross floor area = 6 required spaces	
Table 101 & S. 101(6)(b)(i)	Minimum Parking Space Rates – Restaurant	Restaurant: 10 per 100 m2 of gross floor area = 25 spaces	

		But where a restaurant use operates in combination with a drive-through facility, the parking required may be reduced by 20 per cent = 20 required spaces	
S. 106(1)	Parking Space Dimensions	Width: min. 2.6 m and max. 3.1 m Length: min. 5.2 m	Width: 2.6 m Length: 5.2 m
S. 107(1)	Minimum width of Driveway	6 metres for a double traffic lane	11 m
Table 107	Minimum Required Aisle Width	Angle of parking 71-90 degrees = 6.7m	Minimum of 7.2 m is provided
S. 110(3)	Outdoor refuse	Location: min. 9 m from a public street and min. 3 m from a lot line Screening: where an in-ground refuse container is provided, the screening requirement may be achieved with soft landscaping.	Location: 19 m from a lot line and public street Screening: in-ground refuse containers are proposed to be screened with soft landscaping
S. 111(1)	Minimum Bicycle Parking Rates	N/A	2
Table 111B	Minimum Horizontal Bicycle Parking Space Dimensions	Width: 0.6m Length: 1.8m	Width: 0.6m Length: 1.8m
Table 112	Minimum Number of Queuing Spaces Required	Restaurant: ii) With order board: 7 before/at order board and a minimum total of 11	Before / at order board: 7 (plus 3 in second lane) Total: 14 (plus 6 in second lane)
S. 112	Minimum queuing space dimensions	All queuing spaces must be: (a) at least 3 metres wide; and (b) at least 5.7 metres long.	Min. width: 3m Min. length: 5.7m

As illustrated through Tables 1 and 2 above, the proposed development is in full compliance with City of Ottawa Zoning By-law 2008-250.

3.3 Design Guidelines for Drive-Throughs

The Design Guidelines for Drive-Throughs was approved by City Council on May 24, 2006, and aims to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of drive through facilities.

The urban design guidelines for drive-through facilities are organized into six sections reviewed below. Figures 2 to 6 and the appendices are to be referred to as part of the below review.

1. Streetscape and Built Form

The proposal enhances the rural streetscape by provided a wide landscape buffer along the public ROW, which is in keeping with the rural character. The proposed building uses a variety of exterior materials to create a visually intriguing structure that aligns with the more contemporary architectural expression of gas station buildings throughout Ontario. Transparent and clear glazing are proposed to help animate the rural streetscape and maximize views in and out of the building.

2. Pedestrians and Cyclists

A new sidewalk is proposed at the southwest corner which will connect with the existing city sidewalk within the public ROW. The proposed sidewalk provides a direct connection to the street facing portion of the building, with a large area of soft landscaping flanking the majority of it to help support pedestrian comfort and rural character. The customer entrances are clearly visible and close to parking areas and pedestrian walkways.

3. Vehicles and Parking

The layout of the site ensures that circulation is functional, and reduces conflicts between pedestrians and vehicles. The proposal locates vehicular access points to the site away from the arterial intersection to minimize potential traffic impacts. Driveways from the public street are designed to support the required function of the site, with a focus on ensuring sufficient space for car and truck turning movements. Further, the driveways generally meet the requirements of the Private Approach By-law, and any identified deviation would be capable of being approved through the site plan control process. The site is not abutting any sensitive land uses (directly across from an existing gas station and abuts mineral extraction zoned land), and provides a soft landscape buffer between the site and the public ROW to reduce potential noise, light, and visual impacts.

The proposal includes 38 parking spaces, two of which are accessible and four of which are intended to support electric vehicle charging. The amount of proposed parking is intended to meet the minimum requirement of the zoning by-law (26 spaces) while also addressing operational needs within a rural context. While the minimum parking requirement is exceeded, the proposal maintains sufficient space for operational needs as well as landscaping, snow storage, stormwater management, and private servicing. The stacking lane is situated so as to avoid backing into essentially drive aisles, driveways, and the public streets. A wide stretch of soft landscaping fans out from the site's southwest corner serves to partially screen the drive-through lane.

4. Landscape and Environment

The proposal meets the guidelines as they relate to landscape and environment. The proposed perimeter landscaping between the site and the adjacent public ROW ranges in width from approximately 8 metres to 24 metres. The landscaping will include drought tolerant, native specie ground cover, shrubbery, and trees to partially screen cars from view while allowing eye-level visibility into the site for wayfinding and safety. This landscaped area integrates well with the façades of the building facing the intersection, which have been designed to be visually interesting and to animate the corner experience.

A minimum of 5 metres wide landscaped area is proposed along the site's side and rear yards in order to provide screening and a naturalized transition to the property lines. The southwest corner or the site is enhanced with existing and proposed landscape features including trees, shrubs, ground cover, and a new sidewalk for pedestrian access to the site. The landscaped areas fanning out from the southwest corner of the site include stormwater management infrastructure to collect, store, and filter stormwater, which will help with water quality control while supporting groundwater recharge.

Some of the potential green energy design approaches to be considered for the building include: light-coloured / highly reflective roof membranes; LED lighting and occupancy sensors; and; waterless urinals and reduced flow washroom fixtures.

5. Signs

Consistent with the guidelines, pavement markings and directional signage are proposed to support wayfinding and ease of movement patterns on site. Sign illumination is to be designed in accordance with the requirements set out in relevant City by-laws to ensure they are appropriately illuminated and avoid glare and light spillover toward adjacent land uses. The building has sufficient and defined spaces that accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives for the rural context.

6. Servicing and Utilities

The guidelines generally address noise buffering from sensitive land uses through elements such as fencing or landscaping, screening utilities and mechanical equipment, matching materials of the building and external garbage enclosures, the use of appropriate lighting, providing views and clear sightlines for safety, and include areas for snow storage without impacting landscaping or circulation

The proposed development provides perimeter landscaping that serves to buffer potential noise and vision related impacts from the site while also maintaining clear sightlines where appropriate. Waste is to be stored within in-ground bins and buffered through soft landscaping so as to reduce visual impact. The proposal includes designated areas for elements such as snow storage, private servicing, and stormwater management, which have been influenced, in part, by operational needs and functions for the site.

3.4 Design Guidelines for Gas Stations

The Design Guidelines for Gas Stations was approved by City Council on May 24, 2006, and aims to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of gas stations. The urban design guidelines for gas stations are organized into six sections, which are reviewed below. Figures 2-6 and the appendices are to be referred to as part of the below review.

1. Streetscape and Built Form

The proposal will improve the streetscape by providing a wide landscape buffer along the public ROW consisting of an intentional layout and variety of native plantings. The two vehicle accesses to the site are situated to maximize their distance from the adjacent intersection while maintaining functionality for external and internal traffic movement. The landscaping framing the vehicle accesses has been intentionally enhanced to further improve the streetscape within the context of a rural setting and to emphasize sight lines for wayfinding purposes. The proposed building uses a variety of exterior materials to create a visually intriguing structure that aligns with the more contemporary architectural expression of gas station buildings throughout Ontario. The architectural treatment of the building's facades serves to address both the public ROW and the interior of the site.

2. Pedestrians and Cyclists

The layout of the site has appropriate consideration for pedestrian access to and through the site. The majority of site parking is abutting and adjacent to the proposed building and the sidewalk that encompasses it on all but one side. The customer entrances are clearly visible and close to parking areas and pedestrian walkways. Provided bicycle parking is located appropriately close to the building

to ensure accessibility, visibility, and lighting. An internal sidewalk is proposed to connect the building to the existing sidewalk in the public ROW at the southwest intersection. This majority of this internal sidewalk will be flanked by a large area of soft landscaping to help support pedestrian comfort and rural character.

3. Vehicles and Parking

The two vehicle accesses to the site are situated to maximize their distance from the adjacent intersection while maintaining functionality for external and internal traffic movement. Driveways from the public street are designed to support the required function of the site, with a focus on ensuring sufficient space for car and truck turning movements. Further, the driveways generally meet the requirements of the Private Approach By-law, and any identified deviation would be capable of being approved through the site plan control process. The site is not abutting any sensitive land uses (directly across from an existing gas station and abuts mineral extraction zoned land), and provides a soft landscape buffer between the site and the public ROW to reduce potential noise, light, and visual impacts.

The proposal includes 38 parking spaces, two of which are accessible and four of which are intended to support electric vehicle charging. The amount of proposed parking is intended to meet the minimum requirement of the zoning by-law (26 spaces) while also addressing operational needs within a rural context. While the minimum parking requirement is exceeded, the proposal maintains sufficient space for operational needs as well as landscaping, snow storage, stormwater management, and private servicing. The stacking lane is situated so as to avoid backing into essentially drive aisles, driveways, and the public streets. A wide stretch of soft landscaping fanls out from the site's southwest corner serves to partially screen the drive-through lane.

4. Landscape and Environment

The proposal meets the guidelines as they relate to landscape and environment. The proposed perimeter landscaping between the site and the adjacent public ROW ranges in width from approximately 8 metres to 24 metres. The landscaping will include drought tolerant, native specie ground cover, shrubbery, and trees to partially screen cars from view while allowing eye-level visibility into the site for wayfinding and safety. This landscaped area integrates well with the façades of the building facing the intersection, which have been designed to be visually interesting and to animate the corner experience.

A minimum of 5 metres wide landscaped area is proposed along the site's side and rear yards in order to provide screening and a naturalized transition to the property lines. The southwest corner or the site is enhanced with existing and proposed landscape features including trees, shrubs, ground cover, and a new sidewalk for pedestrian access to the site. The landscaped areas fanning out from the southwest corner of the site include stormwater management infrastructure to collect, store, and filter stormwater, which will help with water quality control while supporting groundwater recharge.

Some of the potential green energy design approaches to be considered for the building include: light-coloured / highly reflective roof membrane; LED lighting and occupancy sensors; and; waterless urinals and reduced flow washroom fixtures.

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Consistent with the guidelines, pavement markings and directional signage are proposed to support wayfinding and ease of movement patterns on site. Sign illumination is to be designed in accordance with the requirements set out in relevant City by-laws to ensure they are appropriately illuminated and avoid glare and light spillover toward adjacent land uses. The building has sufficient and defined spaces that accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives for the rural context.

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The guidelines generally address noise buffering from sensitive land uses through elements such as fencing or landscaping, screening utilities and mechanical equipment, matching materials of the building and external garbage enclosures, the use of appropriate lighting, providing views and clear sightlines for safety, and include areas for snow storage without impacting landscaping or circulation

The proposed development provides perimeter landscaping that serves to buffer potential noise and vision related impacts from the site while also maintaining clear sightlines where appropriate. Waste is to be stored within in-ground bins and buffered through soft landscaping so as to reduce visual impact. The proposal includes designated areas for elements such as snow storage, private servicing, and stormwater management, which have been influenced, in part, by operational needs and functions for the site.

3.5 Pre-Consultation Feedback

City of Ottawa Urban Design staff provided comments on the proposal within the pre-application consultation feedback form dated September 25, 2024. This section lists the comments received from the City, and responds to each comment showing how they have been addressed.

Feedback Form Comment #7

7) *Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation.*
    a. *The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.*
    b. *Please ensure the Design Brief Addresses the following policy/guidelines:*
        i. *Official Plan*
        ii. *Design Guidelines for Drive-Throughs*
        iii. *Design Guidelines for Gas Stations*

This Urban Design Brief has been prepared per the received Terms of Reference. Section 3 of this Brief addresses applicable design policies and guidelines of the Official Plan and the Design Guidelines for Drive-Throughs and for Gas Stations.

Feedback Form Comment #8

8) *Consider enhancing the corner of Albion Road and Mitch Owens Road by adding additional landscaping, low stone walls, etc. to highlight this important corner.*

The corner of Albion Road and Mitch Owens Road has been enhanced with a mix of soft and hard landscaping. The proposed softscape consists of existing and proposed trees, shrubbery, and ground cover, whereas the hardscape consists of a new sidewalk that will provide a connection between the building and the existing sidewalk within the public ROW. For additional details please refer to the concept views provided in this brief as well as the site plan and landscape plan submitted in support of the application.

Feedback Form Comment #9

9) Landscaping:

a. Provide additional tree planting along the perimeter of the site and public roadways. Retain existing trees at the intersection.

b. Look for other opportunities to green the site such as adding foundation plantings along the perimeter building.

Soft landscaping is provided around the perimeter of the site, including existing and proposed trees. The perimeter landscaping draws into the site at both vehicle accesses, and includes a layout and species mix of plantings that serve to accentuate the entrances to the site. Additional landscaping is provided throughout the site in association with stormwater management, private servicing, and open space.

Feedback Form Comment #10

10) Consider alternate site orientations so that the drive-through is located internal to the site.

The layout of the site went through multiple iterations before the current layout was advanced, including a focused discussion with City Urban Design staff to elaborate on the factors influencing site layout. To address site functionality with respect to vehicle and pedestrian circulation as well as the operational needs of each land use, the optimal location for the drive-through is to the southwest of the building, situating it between the building and adjacent intersection. Hardscape and curbs are provided to dictate vehicular circulation around the site and to the drive-through lane. The drive-through lane is setback a minimum of approximately 8 metres from the public ROW, and as previously discussed, this space has been landscaped with tree and shrub plantings to mitigate visual impact.

Feedback Form Comment #11

11) Provide a direct and continuous pedestrian connection closer to the intersection to provide easy access to the transit stop across Albion Road. Ensure that pedestrians are directed to sidewalks on public roadways.

A new sidewalk is proposed extending diagonally from the intersection, connecting the building to the existing sidewalk within the public ROW.

Feedback Form Comment #12

12) Design the proposed building with the eastern Ontario vernacular in mind. Refer to the Design Guidelines for Rural Villages to direct the architecture of the building.

The Design Guidelines for Rural Villages intends to provide design guidance to assess, promote, and achieve appropriate development in Villages. The site is designated Rural Countryside under the

Official Plan and is not located within a Village. Nonetheless, the proposal meets the general intent of the guidelines as it relates to design, landscaping, and pedestrian connectivity. Guideline 22 addresses avoiding developing buildings with blank facades along public ROWs. The surrounding area does not have a distinct architectural pattern; the streetscape consists of vacant cleared and vegetated land, a food stand, and a gas station. The overall architectural expression of the building will align with the more contemporary look and feel of gas station buildings throughout Ontario.

4 Site Context and Analysis

4.1 Site Conditions

The site is currently vacant. It was previously developed with light industrial and commercial type land uses, including heavy equipment sales and servicing. The site is a corner lot with a lot area of approximately 23,200 square metres and lot frontage of approximately 182 metres along Albion Road and 120 metres along Mitch Owens Road. The site is described legally as *Part of Lot 30, Concession 4 (Rideau Front), City of Ottawa, PIN 043270252*. The figures below provide aerial and street view context of the site.

Figure 8. Key map identifying street views.

Figure 9. View 1 - Northwest view of the site from Mitch Owens Road (Google Streetview, July 2022).

Figure 10. View 2 - North view of the site from Mitch Owens Road (Google Streetview, July 2022).

Figure 11. View 3 - Northeast view of the corner condition of the site from the intersection of Albion Road and Mitch Owens Road (Google Streetview, July 2022).

Figure 12. View 4 - East view of the site's existing driveway from Albion Road (Google Streetview, July 2022).

Figure 13. View 5 - East view of the site's existing driveway from Albion Road (Google Streetview, October 2024).

Figure 14. View 6 - Northeast view of the site from Albion Road (Google Streetview, October 2024).

Figure 15. View 7 - Northeast view of the site from Albion Road (Google Streetview, October 2024).

4.2 Surrounding Area Conditions

The area directly surrounding the property is characterised by commercial and industrial uses. The uses include a self-storage facility, gas station, glass and mirror shop, and a used car dealer. The broader surrounding area includes low-rise residential uses in the form of mostly single detached dwellings. Albion Road to the north of the property has commercial and industrial uses fronting on the road, and some estate lot residential properties are backing onto the road with a treed buffer. Mitch Owens Road in this area is mostly naturalized with trees, though low-density residential uses begin to present further east and west of the intersection with Albion Road.

Figure 16. Key map identifying street views from the surrounding context (GeoOttawa 2022 aerial imagery).

Figure 17. View 1 - East view showing a naturalized condition and residential dwellings fronting on Mitch Owens Road (Google Streetview, July 2022).

Figure 18. View 2 - South view showing a self-storage facility on Mitch Owens Road (Google Streetview, July 2022)

Figure 19. View 3 - South view showing a food truck on Mitch Owens Road (Google Streetview, July 2022).

Figure 20. View 4 - Northwest view showing the gas bar at the intersection of Albion Road and Mitch Owens Road (Google Streetview, August 2019).

Figure 21. View 5 - West view showing the treed conditions on Mitch Owens Road buffering the residential dwellings backing on the road (Google Streetview, July 2022).

Figure 22. View 6 - North view along Albion Road showing commercial uses to the east and a treed buffer followed by residential uses to the west (Google Streetview, October 2024).

4.3 Mobility Network Conditions

Figure 23. Schedule C9 – Rural Road Network (City of Ottawa Official Plan).

Albion Road and Mitch Owens Road are identified as Arterial Roads on Schedule C9 – Rural Road Network of the OP. Arterials are roadways that serve through-travel between points not directly served by the road itself and along which limited direct vehicular access is provided to only major parcels of adjacent lands. The site is nearby Collector Streets, which are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling. The proposed development on the site would provide services to the travelling public and local residents, employees, and businesses in the area.

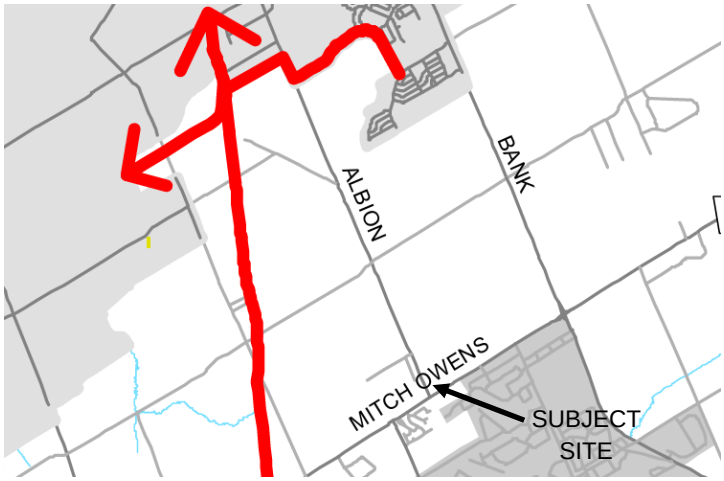


Figure 24. Schedule C8 – Active Transportation Network: Rural Cycling Routes (City of Ottawa Official Plan).

The site is approximately an approximately 2.8 km from the nearest Major Pathway as identified on Schedule C8 – Active Transportation Network: Rural Cycling Routes of the OP. The Rural Major Pathways connect to the Urban Major Pathways, providing active transportation connection to the site.

Figure 25. Northeast view of the site, showing existing sidewalk (Google Streetview, 2022).

The only existing sidewalk along the site's frontage is located at the southwest corner of the site at the intersection of Albion Road and Mitch Owens Road – there are no sidewalks provided on either side of the roads extending from the intersection.

Figure 26. East view of Mitch Owens Road (Google Streetview, 2022).

The site can be accessed through transit at the Mitch Owens / Albion bus stops, located across the site on Mitch Owens Road. The bus stop services local bus route 304 Billings Bridge / South Keys, which operates only on Thursday morning, and local bus route 304 Osgoode / Greely / Metcalfe, which operates only on Thursday afternoon. The route extends to and from the Greenboro Park and Ride facility.

5 Design Research

Site layout and design has been carefully studied and subject to multiple design iterations following feedback from the client, project consultants, and City staff. Specifically, the site is designed to accommodate the function and operational needs of the proposed commercial land uses on private services. Influences on the design of the site include site context, the character of the existing area, and the applicable planning policy framework and urban design guidelines.

Site circulation has remained a primary design consideration throughout the project, with the intent to ensure the site functions safely and efficiently for both pedestrians and motor vehicles. A new sidewalk is proposed at the southwest corner of the site to provide a connection to the existing sidewalk within the public ROW (this facilitates connectivity with the bus stop across the road). The proposed sidewalk extends through a comfortable landscaped area consisting primarily of trees and shrubs to align with the streetscape character of the area. Appropriate signage and accessibility features are to be incorporated into the pedestrian environment that integrates the building with the vehicle parking areas.

Vehicle circulation on the site is directed by hardscape, curbs, line marking, and signage. The drive-through lane is buffered from the public ROW by perimeter landscaping. Vehicular access to and from the site are situated away from the intersection to mitigate traffic impacts, and has been visually accentuated by landscaping to enhance wayfinding and the streetscape. Circulation within the site ensures that all driving lanes and parking aisles are sufficient for intended users and any required fire route. The site design also includes a location for electric vehicle charging.

The project's design takes into consideration the applicable policies of the OP and guidelines of the Urban Design Guidelines by creating a structure and site layout that contributes positively to the streetscape and the area's rural character. More specifically, the design considers the public realm by creating a visually appealing building, providing extensive soft landscaping along the perimeter, and by connecting the public ROW to the site with a an appropriately located sidewalk.

The building design is contemporary in nature and aligns with the general architectural expression of other Stinson-owned gas stations paired with a drive-through restaurant tenant. Transparent and clear glazing are proposed to help animate the rural streetscape and maximize views in and out of the building.

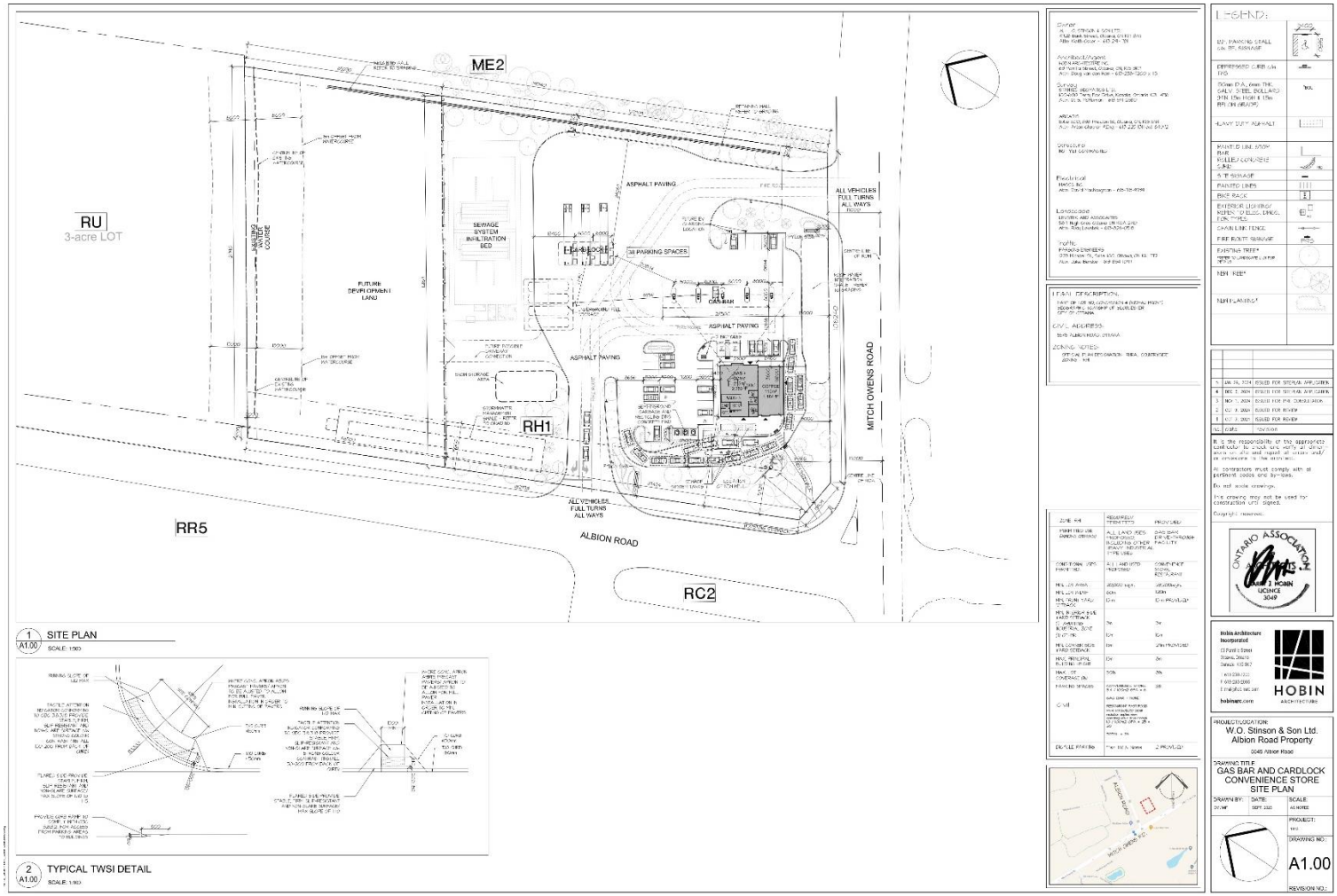
The proposed perimeter landscaping between the site and the adjacent public ROW ranges in width from approximately 8 metres to 24 metres. The landscaping includes grass, shrubbery, and trees to screen cars from view while allowing eye-level visibility into the site for wayfinding and safety. This landscaped area integrates well with the façades of the building facing the intersection, which have been designed to be visually interesting and to animate the corner experience. A minimum of 5 metres wide landscaped area is proposed along the site's side and rear yards in order to provide

screening and a naturalized transition to the property lines. The landscaped areas also include stormwater management infrastructure to collect, store, and filter stormwater, which will help with water quality control while supporting groundwater recharge.

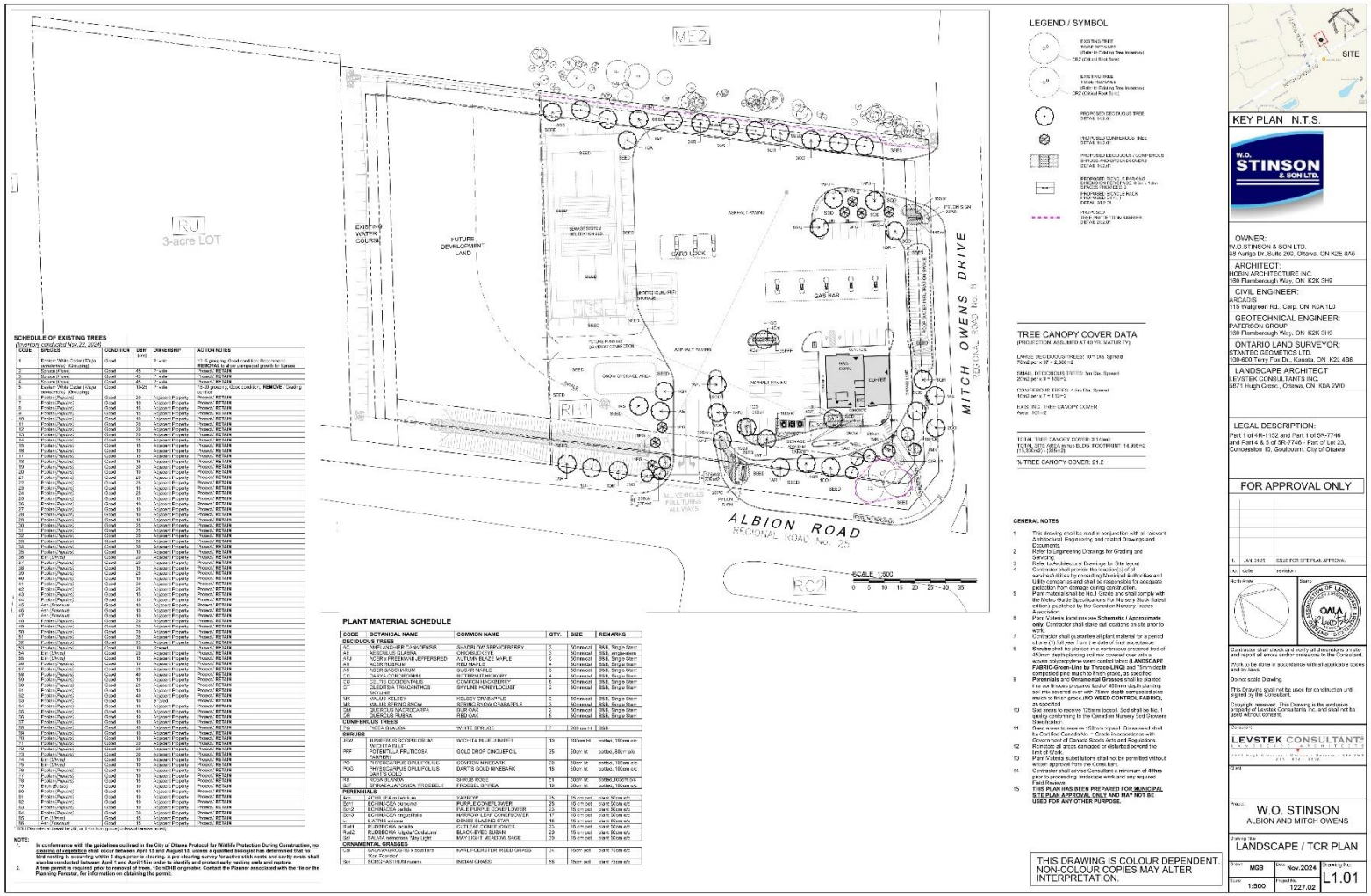
6 Conclusion

The proposed commercial development, which includes a single multi-use building (gas station convenience store and drive-through restaurant) and vehicle refueling, aims to serve the needs of the travelling public and the local rural area. The site is designed to fit in with the surrounding rural area, and will enhance the intersection of Albion Road and Mitch Owens Road. The building design utilizes a range of materiality to create a visually interesting building that expresses an architectural commonly seen with contemporary gas stations. The proposed landscaping is robust and intentional, with an abundance of new trees along the site's perimeter to align with the streetscape character of the area. The proposed development meets the intent and purpose of applicable design policies of the Official Plan, is compliant with Zoning By-law 2008-250, and has regard to the City's applicable Design Guidelines.

Appendix A Site Plan



Appendix B Landscape Plan



SCHEDULE OF EXISTING TREES

CODE	SPECIES	CONDITION	DBH (cm)	OWNERSHIP	ACTION NOTES
1	Eastern White Cedar (Thuja occidentalis) (Grouping)	Good		Private	15 @ grey ing; Good condition; Recommend REMOVAL to all as unexpected growth to spruce
2	Spruce (Picea)	Good	45	Private	Protect - RETAIN
3	Spruce (Picea)	Good	45	Private	Protect - RETAIN
4	Spruce (Picea)	Good	45	Private	Protect - RETAIN
5	Eastern White Cedar (Thuja occidentalis) (Grouping)	Good	10x25	Private	10-20 grouping; Good condition; REMOVE; Overlap w/ Bell
6	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
7	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
8	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
9	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
10	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
11	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
12	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
13	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
14	Poplar (Populus)	Good	25	Adjacent Property	Protect - RETAIN
15	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
16	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
17	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
18	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
19	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
20	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
21	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
22	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
23	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
24	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
25	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
26	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
27	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
28	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
29	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
30	Poplar (Populus)	Good	25	Adjacent Property	Protect - RETAIN
31	Ash* (Fraxinus)	Good	18	Adjacent Property	Protect - RETAIN
32	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
33	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
34	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
35	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
36	Elm* (Ulmus)	Good	18	Adjacent Property	Protect - RETAIN
37	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
38	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
39	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
40	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
41	Poplar (Populus)	Good	20	Adjacent Property	Protect - RETAIN
42	Poplar (Populus)	Good	25	Adjacent Property	Protect - RETAIN
43	Poplar (Populus)	Good	15	Adjacent Property	Protect - RETAIN
44	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
45	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
46	Ash* (Fraxinus)	Good	18	Adjacent Property	Protect - RETAIN
47	Ash* (Fraxinus)	Good	18	Adjacent Property	Protect - RETAIN
48	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
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59	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
60	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
61	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
62	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
63	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
64	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
65	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
66	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
67	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
68	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
69	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
70	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
71	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
72	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
73	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
74	Elm (Ulmus)	Good	18	Adjacent Property	Protect - RETAIN
75	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
76	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
77	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
78	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
79	Birch (Betula)	Good	18	Adjacent Property	Protect - RETAIN
80	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
81	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
82	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
83	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
84	Poplar (Populus)	Good	18	Adjacent Property	Protect - RETAIN
85	Elm* (Ulmus)	Good	15	Adjacent Property	Protect - RETAIN
86	Ash* (Fraxinus)	Good	15	Adjacent Property	Protect - RETAIN

(*) 0.5 Maintain at least for DBI, or 1.4m from grade (unless otherwise noted)

NOTE:
1. In conformance with the guidelines outlined in the City of Ottawa Protocol for Wildlife Protection During Construction, no clearing or vegetation shall occur between April 15 and August 15, unless a qualified biologist has determined that no bird nesting is occurring within 5 days prior to clearing. A pre-clearing survey for active stick nests and cavity nests shall be undertaken between April 1 and August 15 by a qualified biologist to identify and protect early nesting owls and raptors.
2. A tree permit is required prior to removal of trees, 10cm DBH or greater. Contact the Planner associated with the file or the Planning Forester, for information on obtaining the permit.

PLANT MATERIAL SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS
DECIDUOUS TREES					
CC	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	3	50mm cal.	B&B, Single Stem
AE	AESCULUS GLABRA	OHIO BUCKEYE	3	50mm cal.	B&B, singlestem
AFJ	ACER x FREEMANII 'JEFFERSRED'	AUTUMN BLAZE MAPLE	6	50mm cal.	B&B, Single Stem
AR	ACER RUBRUM	RED MAPLE	4	50mm cal.	B&B, Single Stem
AS	ACER SACCHARUM	SUGAR MAPLE	3	50mm cal.	B&B, Single Stem
CO	CARYA CORDIFORMIS	BITTERNUT HICKORY	4	50mm cal.	B&B, Single Stem
CD	CELTIS OCCIDENTALIS	COMMON HACKBERRY	5	50mm cal.	B&B, Single Stem
GT	GLEDITSIA TRIACANTHOS INERMIS	SKYLINE HONEYLOCUST	2	50mm cal.	B&B, Single Stem
MK	MALUS KELSEY	KELSEY CRABAPPLE	3	50mm cal.	B&B, Single Stem
MS	MALUS SPRING SNOW	SPRING SNOW CRABAPPLE	3	50mm cal.	B&B, Single Stem
QM	QUERCUS MACROCARPA	BUR OAK	2	50mm cal.	B&B, Single Stem
QR	QUERCUS RUBRA	RED OAK	5	50mm cal.	B&B, Single Stem
CONIFEROUS TREES					
PGL	PICEA GLAUCA	WHITE SPRUCE	7	300 mm Ht	B&B
SHRUBS					
RSP	RHAPHIOLEPIS SCORZONERIUM 'WICHITA BLUE' (UNIFIT)	WICHITA BLUE (UNIFIT)	19	150cm ht	potted, 180cm o/c
RFF	POTENTILLA FRUTICOSA 'FARRERI'	GOLD DROP CINQUEFOIL	35	60cm ht.	potted, 90cm o/c
PO	PHYSOCARPUS OPULIFOLIUS	COMMON NINEBARK	23	150cm ht	potted, 180cm o/c
POG	PHYSOCARPUS OPULIFOLIUS 'DART'S GOLD'	DART'S GOLD NINEBARK	19	60cm ht.	potted, 150cm o/c
RR	ROSA RUGOSA	SHRUB ROSE	21	150cm ht.	potted, 900cm o/c
SJF	SPIRAEA JAPONICA 'FROEBELII'	FROEBEL SPIREA	19	60cm ht.	potted, 180cm o/c
PERENNIALS					
Ach	ACHILLEA millefolium	YARROW	25	15 cm pot	plant 30cm o/c
Ech1	ECHINACEA 'ruby star'	PURPLE CONEFLOWER	25	15 cm pot	plant 30cm o/c
Ech2	ECHINACEA pallida	PALE PURPLE CONEFLOWER	23	15 cm pot	plant 30cm o/c
Ech3	ECHINACEA 'regal glow'	NARROW LEAF CONEFLOWER	17	15 cm pot	plant 30cm o/c
L	LATRIS spicata	DENSE BLAZING STAR	18	15 cm pot	plant 30cm o/c
Rud1	RUDBECKIA 'acrita	CUTLEAF CONEFLOWER	23	15 cm pot	plant 30cm o/c
Rud2	RUDBECKIA 'triloba Candelaar'	BLACK-EYED SUSAN	22	15 cm pot	plant 30cm o/c
Sal	SALVIA nemorosa 'May Night'	MAY NIGHT MEADOW SAGE	19	15 cm pot	plant 30cm o/c
ORNAMENTAL GRASSES					
Cal	CALAMAGROSTIS x acutiflora 'Karl Foerster'	KARL FOERSTER REED GRASS	31	15cm pot	plant 45cm o/c
Sor	SORGASTRUM nutans	INDIAN GRASS	16	15cm pot	plant 45cm o/c

TREE CANOPY COVER DATA
(PROJECTION ASSUMED AT 40 YR. MATURITY)

LARGE DECIDUOUS TREES: 19 ~ Dia. Spread
70m2 per x 19 = 2,660 m2

SMALL DECIDUOUS TREES: 5m Dia. Spread
20m2 per x 9 = 180 m2

CONIFEROUS TREES: 4.5m Dia. Spread
16m2 per x 7 = 112 m2

EXISTING TREE CANOPY COVER
Area: 1671 m2

TOTAL TREE CANOPY COVER: 3,104m2
TOTAL SITE AREA MINUS BLDG FOOTPRINT: 14,999 m2
(15,536 m2 - 1,056 m2)

% TREE CANOPY COVER: 21.2

GENERAL NOTES

1. This drawing shall be read in conjunction with all relevant Architectural Engineering and related Drawings and Documents.
2. Refer to Engineering Drawings for Grading and Servicing.
3. Refer to Architectural Drawings for Site layout.
4. Contractor shall provide the locations of all services/utilities by consulting Municipal Authorities and Utility companies and shall be responsible for adequate protection from damage during construction.
5. Plant material shall be No.1 Grade and shall comply with the Metric Guide Specifications For Nursery Stock (latest edition) published by the Canadian Nursery Trades Association.
6. Plant Material locations are **Schematic / Approximate only**. Contractor shall stake out locations on site prior to work.
7. Contractor shall guarantee all plant material for a period of one (1) full year from the date of final acceptance.
8. **Shrubs** shall be planted in a continuous prepared bed of 450mm depth planting mix over screened over with a woven polypropylene weed control fabric (**LANDSCAPE FABRIC-Green-Line by Thrace-Linq**) and 75mm depth composted pine mulch to finish grade, as specified. **Perennials** and **Ornamental Grasses** shall be planted in a continuous prepared bed of 450mm depth planting soil mix covered over with 75mm depth composted pine mulch to finish grade (**NO WEED CONTROL FABRIC**), as specified.
9. Sod areas to receive 100mm topsoil. Sod shall be No. 1 quality conforming to the Canadian Nursery Sod Growers Specification.
10. Seed areas to receive 150mm topsoil. Grass seed shall be Certified Canada No. 1 Grade in accordance with Government of Canada Seeds Acts and Regulations.
11. Reinstate all areas damaged or disturbed beyond the limit of Work.
12. Plant Material substitutions shall not be permitted without written approval from the Consultant.
13. Contractor shall advise Consultant a minimum of 48hrs prior to commencing landscape work and any required pre-delivery inspections.
14. **THIS PLAN HAS BEEN PREPARED FOR MUNICIPAL SITE PLAN APPROVAL ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE.**

THIS DRAWING IS COLOUR DEPENDENT. NON-COLOUR COPIES MAY ALTER INTERPRETATION.

Contractor shall check and verify all dimensions on site and report all errors and/or omissions to the Consultant.

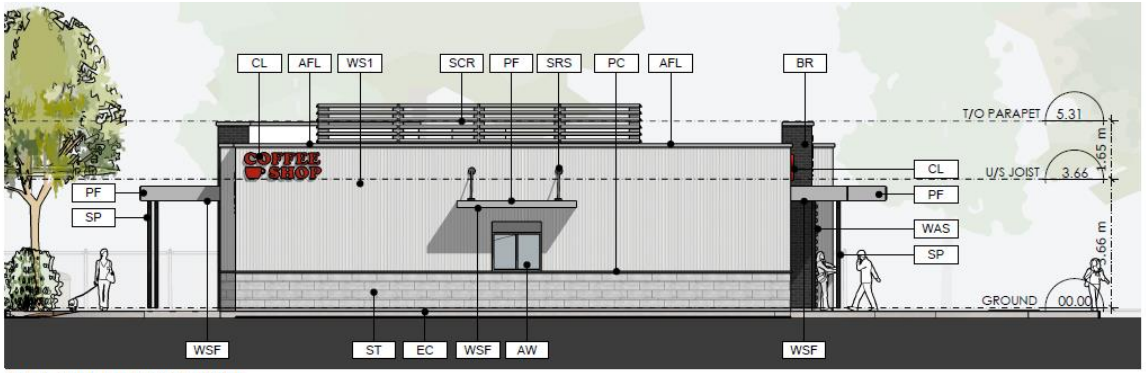
Work to be done in accordance with all applicable codes and by-laws.

Do not scale Drawing.

This Drawing should not be used for construction until signed by the Consultant.

Copyright reserved. This Drawing is the exclusive property of Levstek Consultants Inc. and shall not be used without consent.

Appendix C Elevations



SOUTH ELEVATION

EAST ELEVATION

MATERIALS KEY

AFL	PREFIN. ALUM FLASHING
AW	ALUMINUM WINDOWS
BR	BRICK
CL	ILLUM. CHANNEL LETTERS
EC	EXPOSED CONCRETE
PC	PRECAST COPING
PF	PREFINISHED ALUM FASCIA
SCR	MECHANICAL SCREEN
SP	PAINTED STEEL POST
SRS	PAINTED STEEL ROD SUPPORT
ST	MANUFACTURED STONE
WSF	WOOD SOFFIT
WS1	WOOD SIDING 1
WAS	WOOD FINISH ALUM SCREEN

HOBIN ARCHITECTURE

W.O. STINSON & SON LTD.

WO STINSON - 5545 ALBION ROAD

CONCEPT ELEVATIONS - SOUTH AND EAST

SCALE - 1 : 100

25.01.24

NORTH ELEVATION

WEST ELEVATION

MATERIALS KEY

AFL	PREFIN. ALUM FLASHING
AW	ALUMINUM WINDOWS
BR	BRICK
CL	ILLUM. CHANNEL LETTERS
EC	EXPOSED CONCRETE
PC	PRECAST COPING
PF	PREFINISHED ALUM FASCIA
SCR	MECHANICAL SCREEN
SP	PAINTED STEEL POST
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ST	MANUFACTURED STONE
WSF	WOOD SOFFIT
WS1	WOOD SIDING 1
WAS	WOOD FINISH ALUM SCREEN

HOBIN ARCHITECTURE

W.O. STINSON & SON LTD.

WO STINSON - 5545 ALBION ROAD

CONCEPT ELEVATIONS - NORTH AND WEST

SCALE - 1 : 100

25.01.24

Appendix D Renderings

HOBIN ARCHITECTURE

W.O. STINSON & SON LTD.

WO STINSON - 5545 ALBION ROAD

CONCEPT VIEWS - FROM ALBION ENTRANCE

25.01.24

HOBIN ARCHITECTURE

W.O. STINSON & SON LTD.

WO STINSON - 5545 ALBION ROAD

CONCEPT VIEWS - FROM INTERSECTION

25.01.24

HOBIN ARCHITECTURE

W.O. STINSON & SON LTD.

WO STINSON - 5545 ALBION ROAD

CONCEPT VIEWS - FROM MITCH OWENS ENTRANCE

25.01.24

HOBIN ARCHITECTURE

W.O. STINSON & SON LTD.

WO STINSON - 5545 ALBION ROAD

CONCEPT VIEWS - ABOVE SOUTH EAST

25.01.24

Stantec

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.