

1660 Merivale Road

City of Ottawa, Ontario

Urban Design Brief

Prepared for:

Harnois Énergies

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1.0 INTRODUCTION

Parsons Inc. has been retained by Harnois Énergies to complete an Urban Design Brief in support of Minor Variance and Site Plan Control applications for the property at 1660 Merivale Rd (“site”) in the City of Ottawa (“City”), legally described as PART OF LOT 30 CONCESSION 1 (RIDEAU FRONT) GEOGRAPHIC TOWNSHIP OF NEPEAN (**Figure 1-1**). The proposed planning applications seeks to permit the redevelopment/intensification of the existing gas station on the property. This report provides an overview of the design of the proposed development and an analysis of applicable urban design policies. It is intended to assist the City of Ottawa in evaluating the urban design considerations of the proposed development and is being submitted along with several other supporting technical studies available under separate cover.

Figure 1-1. Site Location

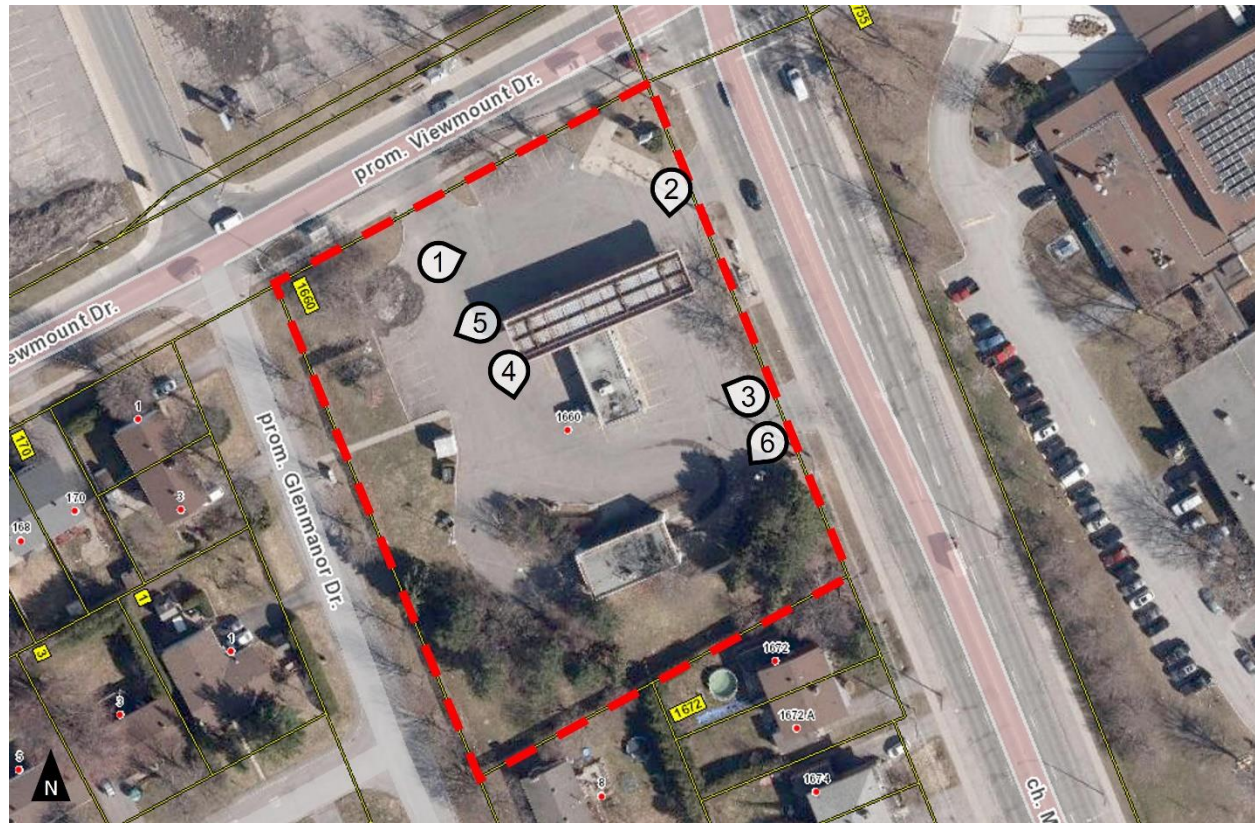


2.0 SITE AND SURROUNDING CONTEXT

2.1 Existing Conditions

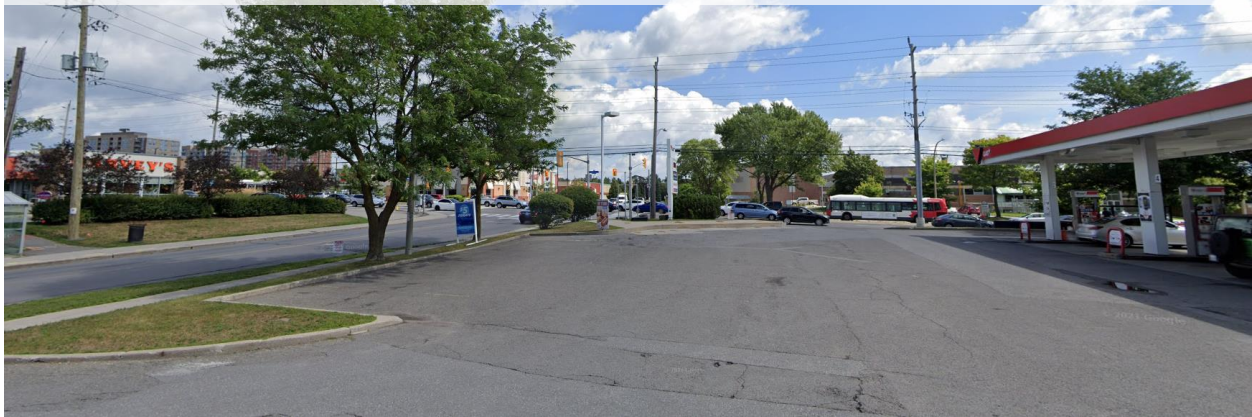
This section provides a visual overview of the existing conditions of the site. **Figure 2-1** displays an overhead view of the site and the location and direction of each site photo with a brief description.

Figure 2-1. Images of Existing Site Conditions



- ① Looking east towards the north parking area and underground storage tank
- ② Looking south along Merivale frontage
- ③ Looking west towards existing building and pump island
- ④ Looking south towards car wash building and queue lane
- ⑤ Looking west towards the west parking area
- ⑥ Looking southwest towards car wash exit and landscape area

1 - Looking east towards the north parking area and underground storage tank



2 - Looking south along Merivale frontage



3 - Looking west towards existing building and pump island



4 - Looking south towards car wash building and queue lane



5 - Looking west towards the west parking area



6 - Looking southwest towards car wash exit and landscape area



2.2 Surrounding Area

The site is surrounded by a mix of different land uses that are depicted in **Figure 2-2** and are as follows:

- **North:** Viewmount Dr; a restaurant and parking area associated with Merivale Mall
- **South:** Low-density residential
- **East:** Merivale Rd; Merivale Intermediate/High School
- **West:** Glenmanor Dr; low-density residential

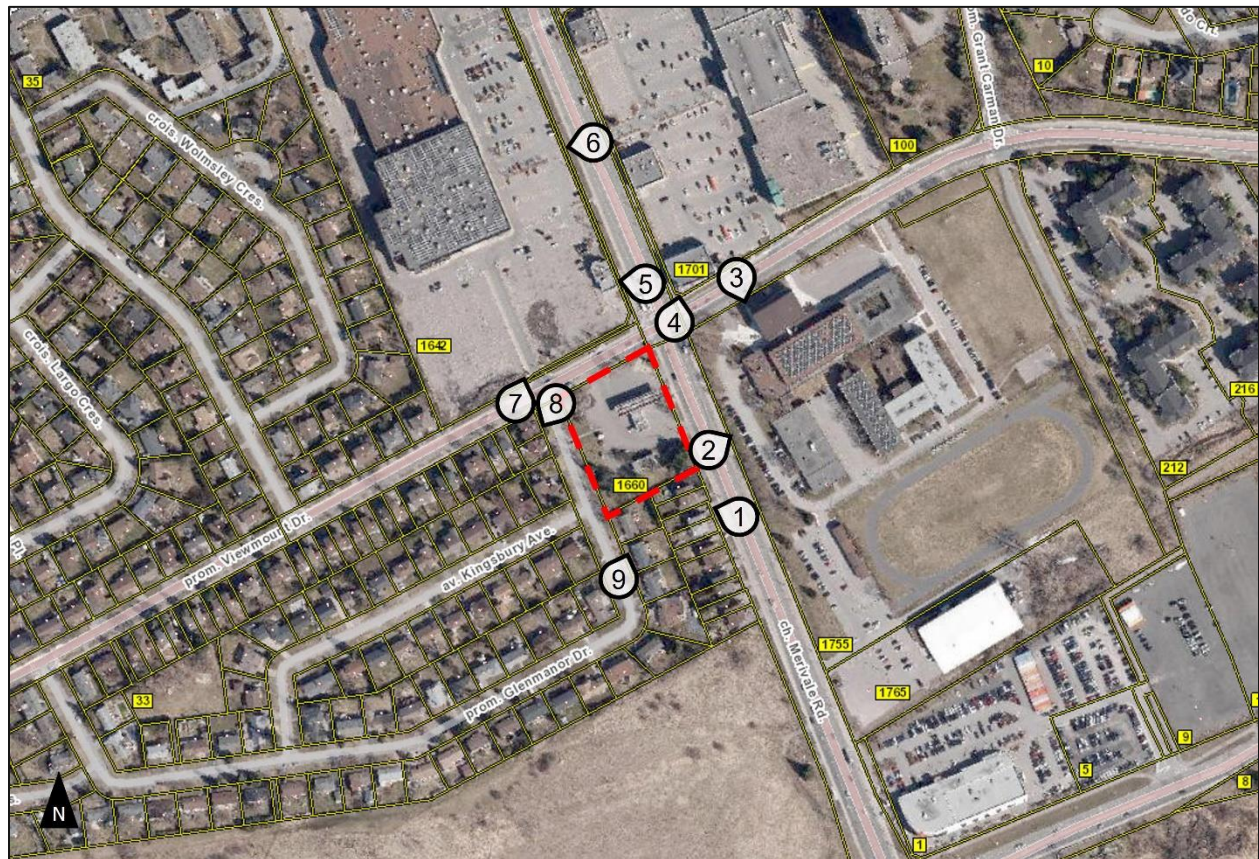
An overview and images of the surrounding streetscape and property characteristics is provided in **Figure 2-3**. Merivale Road is designated as *Arterial* and contains two northbound lanes and two southbound lanes with additional left-turn lanes at the Merivale Road/Viewmount Drive intersection. A median exists along Merivale Road north of Viewmount Drive. Buildings along Merivale Road are generally low-rise and, with the exception of a few commercial/restaurant buildings north of Viewmount Drive, are set back from the street. The majority of areas adjacent to Merivale Road are occupied by landscaping areas and car-oriented spaces, such as driveways, drive aisles, and parking lots.

Viewmount Drive is designated as *Collector* and contains one westbound and one eastbound lane with left-turn lanes approaching the Merivale/ Viewmount intersection. The majority of properties at the Merivale Road/Viewmount Drive intersection are accessed off Viewmount Drive. Parking lots and landscaped areas make up the majority of the frontages near the intersection. The residential properties towards the west along Viewmount Drive and Glenmanor Drive consist largely of low-rise detached and semi-detached dwellings with individual accesses off the public street to private driveways. These residential buildings are largely located away from the street with large landscaping areas located along the street.

Figure 2-2. Surrounding Land Uses



Figure 2-3. Images of Surrounding Properties and Street Characteristics



- ① Looking west towards adjacent residences along Merivale Rd
- ② Looking east towards Merivale Intermediate/High School from Merivale Rd
- ③ Looking south towards Merivale Intermediate/High School from Viewmount Dr
- ④ Looking north towards northeast corner of Merivale/Viewmount intersection
- ⑤ Looking west towards northwest corner of Merivale/Viewmount intersection
- ⑥ Looking west towards Merivale Mall from Merivale Rd
- ⑦ Looking north towards Merivale Mall parking area from Viewmount Dr
- ⑧ Looking south towards residences along Glenmanor Dr
- ⑨ Looking north towards residences along Glenmanor Dr

1 - Looking west towards adjacent residences along Merivale Road



2 - Looking east towards Merivale Intermediate/High School from Merivale Road



3 - Looking south towards Merivale Intermediate/High School from Viewmount Drive



4 - Looking north towards northeast corner of Merivale Road/Viewmount Drive intersection

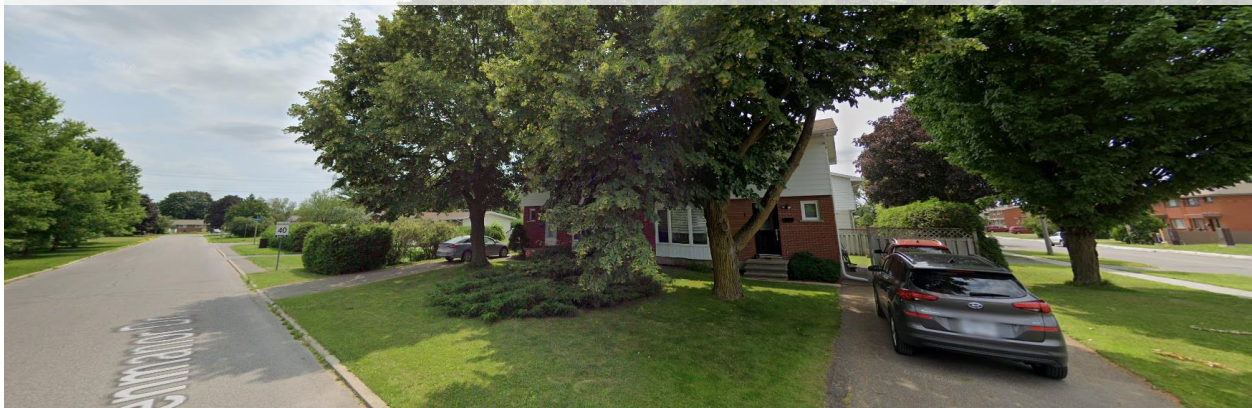


5 - Looking west towards northwest corner of Merivale Road/Viewmount Drive intersection



6 - Looking west towards Merivale Mall from Merivale Road



7 - Looking north towards Merivale Mall parking area from Viewmount Drive**8 - Looking south towards residences along Glenmanor Drive****9 - Looking north towards residences along Glenmanor Drive**

2.3 Transportation Networks

The location of the site in relation to transit networks is shown below in **Figure 2-4**. Merivale Road is identified as a Transit Priority Corridor where the City intends to protect and expand the transit network for the implementation of transit priority measures. The area is currently serviced by several OC Transpo bus routes operating along Merivale Road and Viewmount Drive. There are currently no planned transit infrastructure projects within the sections of Merivale Road surrounding the site.

Per the Official Plan, the site is not located along the active transportation network with the closest major pathway located east of the site along Viewmount Drive (Nepean Trail) or along the railway corridor to the south (**Figure 2-5**). The 2013 Transportation Master Plan identifies Merivale Road as a spine route, which are generally intended to provide dedicated on-road cycling space, however Merivale Road does not currently provide dedicated space for cyclists (**Figure 2-6**). Additionally, the 2023 Draft TMP identifies that the site is not located along the crosstown bikeway network with the closest crosstown bikeway path located south of the site along Colonnade Road (**Figure 2-7**). Pedestrian sidewalks are located along Merivale Road and Viewmount Drive.

Figure 2-4. Transit Network - Ultimate (City of Ottawa Official Plan Schedule C2)

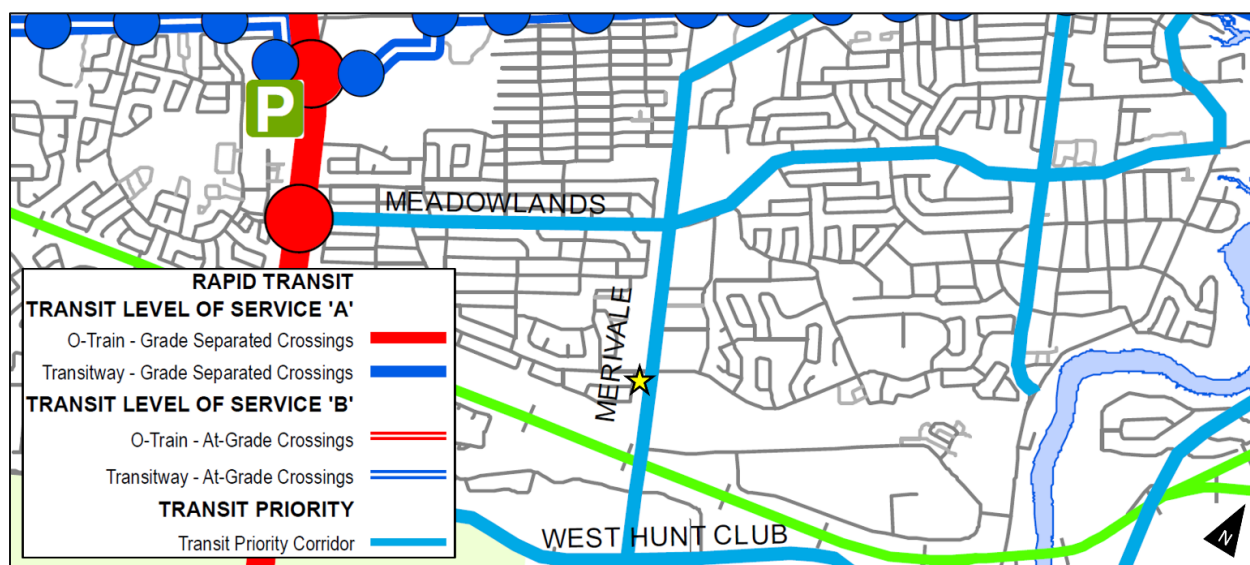


Figure 2-5. Active Transportation Network (City of Ottawa Official Plan Schedule C3)

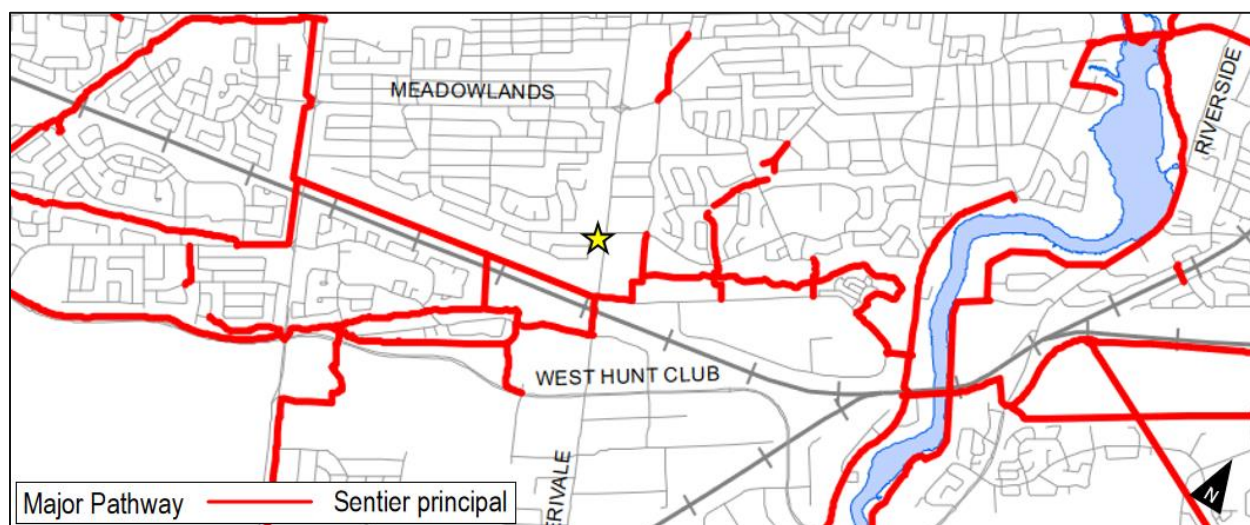
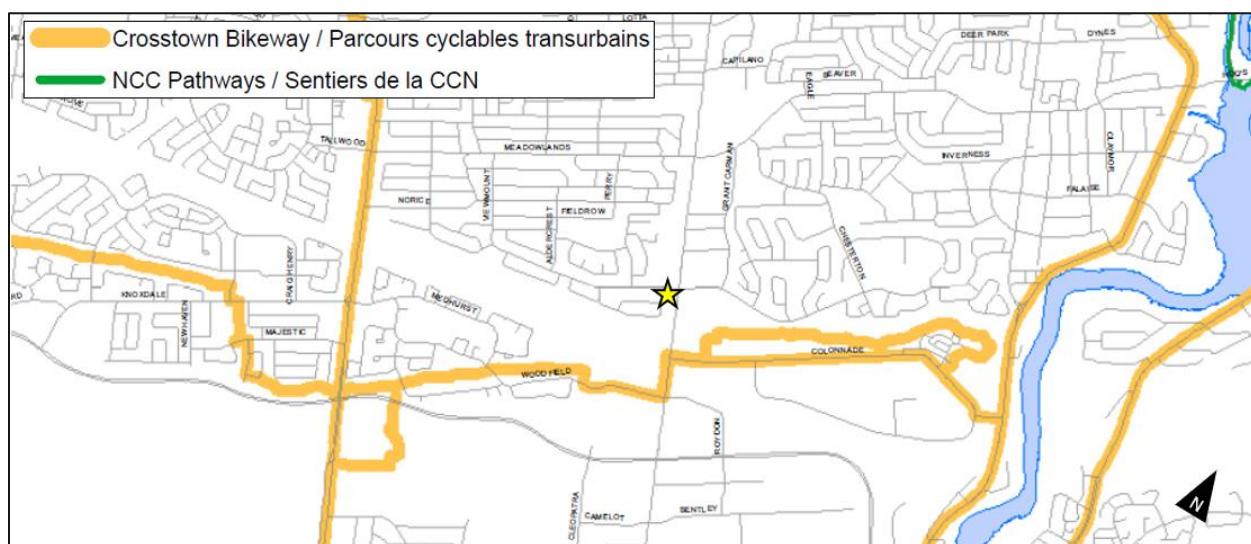


Figure 2-6. Urban Cycling Network (2013 Transportation Master Plan)



Figure 2-7. Crosstown Bikeway Network (2023 Draft Transportation Master Plan)



3.0 DEVELOPMENT PROPOSAL

The development proposal seeks to permit the redevelopment of the site to construct a new building containing convenience store uses, reposition the existing gas pump islands, and relocate the underground fuel tanks. No changes to the existing car wash building are proposed.

The new building is proposed in the western portion of the property and will feature a building floor area of 465 m² (442 m² of Gross Floor Area). The main building entrance is provided on the east side of the building, with a delivery and employee entrance located on the west side. The site features enhanced pedestrian pathways that provide improved on-site pedestrian circulation and connects public walkways along Merivale Road and Viewmount Drive with the front building entrance. The on-site walkways will consist of different materials than the site drive aisles to distinguish areas intended for pedestrians.

A new queue line alignment for the existing car wash building is proposed with the stacking lane located to the rear of the main building along the west property boundary and the stacking lane entrance located north of the building. A large grass lawn is provided between the building and the stacking lane. Additional enhanced landscaping will be provided throughout the property, particularly along the property boundaries. New trees are proposed along the Merivale Road and Viewmount Drive frontages, and in the existing landscaping area to the south.

The pump island location is proposed along the property's Merivale Road frontage. Access to the property will be maintained through the existing two entrances from Merivale Road and one entrance from Viewmount Drive. The existing parking areas to the west and north of the property are to be removed and the majority of the parking spaces provided will be located between the building and the pump island. A total of 17 parking spaces, including one barrier-free space will be provided. A total of 14 bicycle parking space split between two racks located on the north side of the main building will also be provided.

The waste collection area will be relocated to the south of the new building, away from adjacent streets and residential areas and will feature new in-ground waste containers to help minimize any potential impacts to the surrounding areas. Additional vegetation will be planted around the waste collection area to provide further screening. The existing storage shed in the west of the property will be demolished.

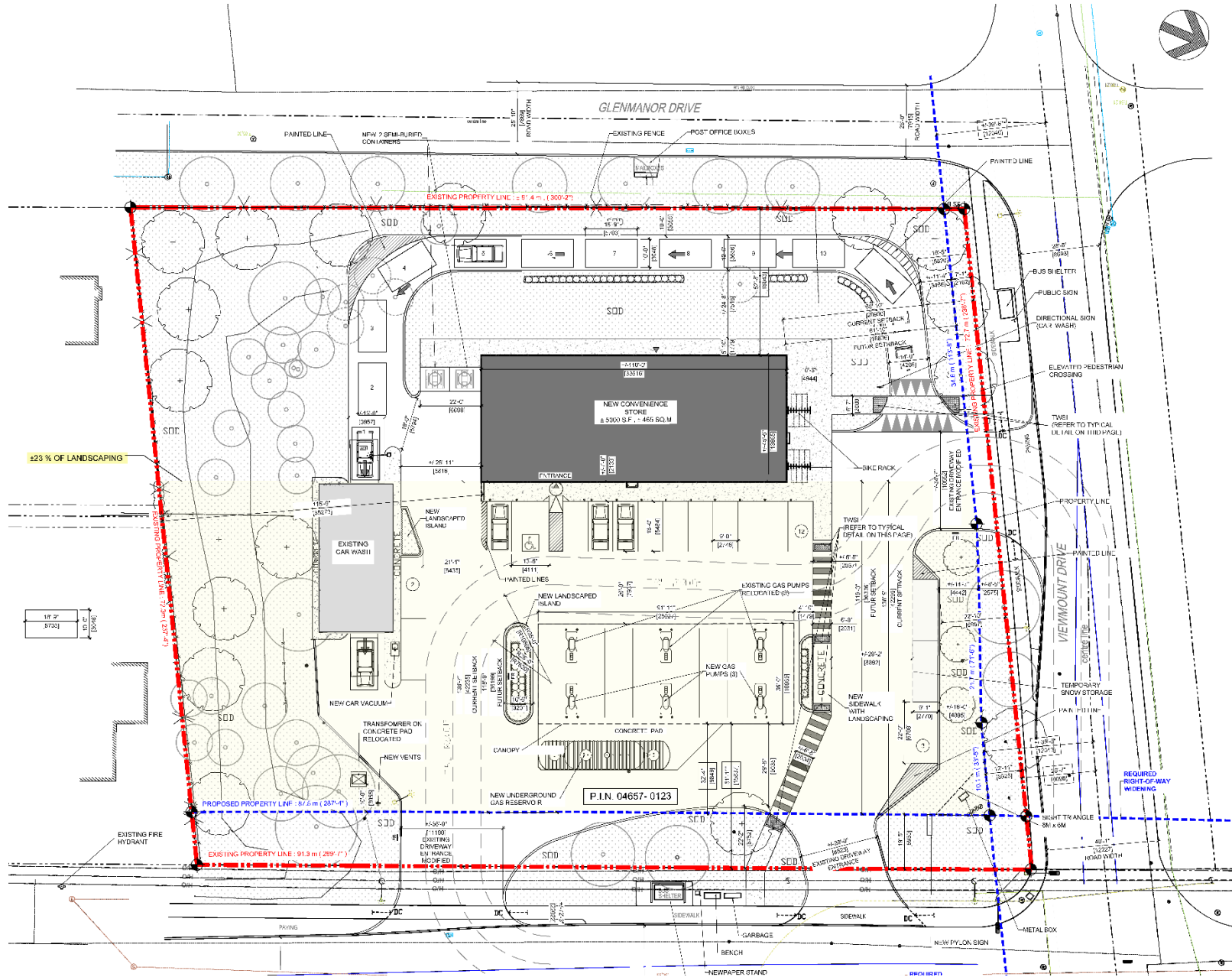
The existing underground storage tanks will be relocated to accommodate right-of-way dedication along Merivale Road and Viewmount Drive. The tanks will be located along the front lot line under the drive aisle as they require proximity to the gas pump islands and access for deliveries.

The proposed site plan is depicted in **Figure 3-1** and the proposed landscape plan shown in **Figure 3-2**. The proposed project statistics are project in **Table 3-1**

Table 3-1. Project Statistics

Statistic	Value
Lot Area	6,603.3m ²
Lot Width	91.5m
Lot Depth	72.3m
Floor Space Index	0.1
Gross Floor Area	
Convenience Store	442m ²
Car Wash	209m ²
Building Height	7.0m
Setback	(From Proposed Property Line)
Front	36.2m
Corner	18.8m
Interior	16.2m
Rear	16.1m
Vehicle Parking Spaces	17 spaces
Bicycle Parking Spaces	14 spaces (2 racks)
Landscaped Area	2,027m ²

Figure 3-1. Proposed Site Plan



4.0 DESIGN PROPOSAL

4.1 Overview

The proposed development is to redevelop the existing gas bar on the property, including constructing a new building containing convenience store uses, relocating the gas pump islands, providing realigned drive-through facilities, and improving on-site pedestrian circulation and connections. Access to the site will be maintained from the two existing entrances from Merivale Road as well as the existing entrance from Viewmount Drive. Enhanced pedestrian walkways are provided on-site and connect the building entrances to the public sidewalk. A total of 17 parking spaces are provided, including one accessible space. A total of 14 bicycling parking spaces are provided at two bicycle racks located on the north side of the main building.

A Minor Variance application is being submitted to facilitate the proposed redevelopment of the site. The specific variances that are being requested to support the development include exception from maximum front yard setback requirements for gas bar uses and minimum surface area glazing and active entrance requirements for building walls facing a public street.

4.2 Building Design

The design of the new building generates visual interest while integrating seamlessly with the surrounding built environment (**Figure 4-1** and **Figure 4-2**). The building design articulates the front and sides of the building that can be seen from the street to create a reduction in the visual mass of the built form. A mixture of different complementary materials is used to treat the building walls and includes metal and stone cladding, and glazed materials. This use of different materials helps to create a unique finished appearance that animates the façade. The accent of red-coloured metal cladding also helps to create a visual focus for the façade without dominating the overall appearance. Finishes have been selected to complement the existing mature neighbourhood while maintaining a modern aesthetic.

The front of the building facing the Merivale Road provides generous transparent materials and windows to animate the site and provide opportunities for connections between the building the surrounding area. The south facing building wall also utilizes transparent materials to provide additional visibility and interaction and security between the store and spaces on-site.

The articulated parapet line provided assists in reducing the feeling of a monotonous mass. The flat roof helps to mitigate the impacts of storm water challenges by allowing a modest amount of storm water storage on the roof with flow-control roof drains; this can positively impact required stormwater management and help offset environmental impacts of redevelopment.

Figure 4-1. East and South Facing Building Elevations

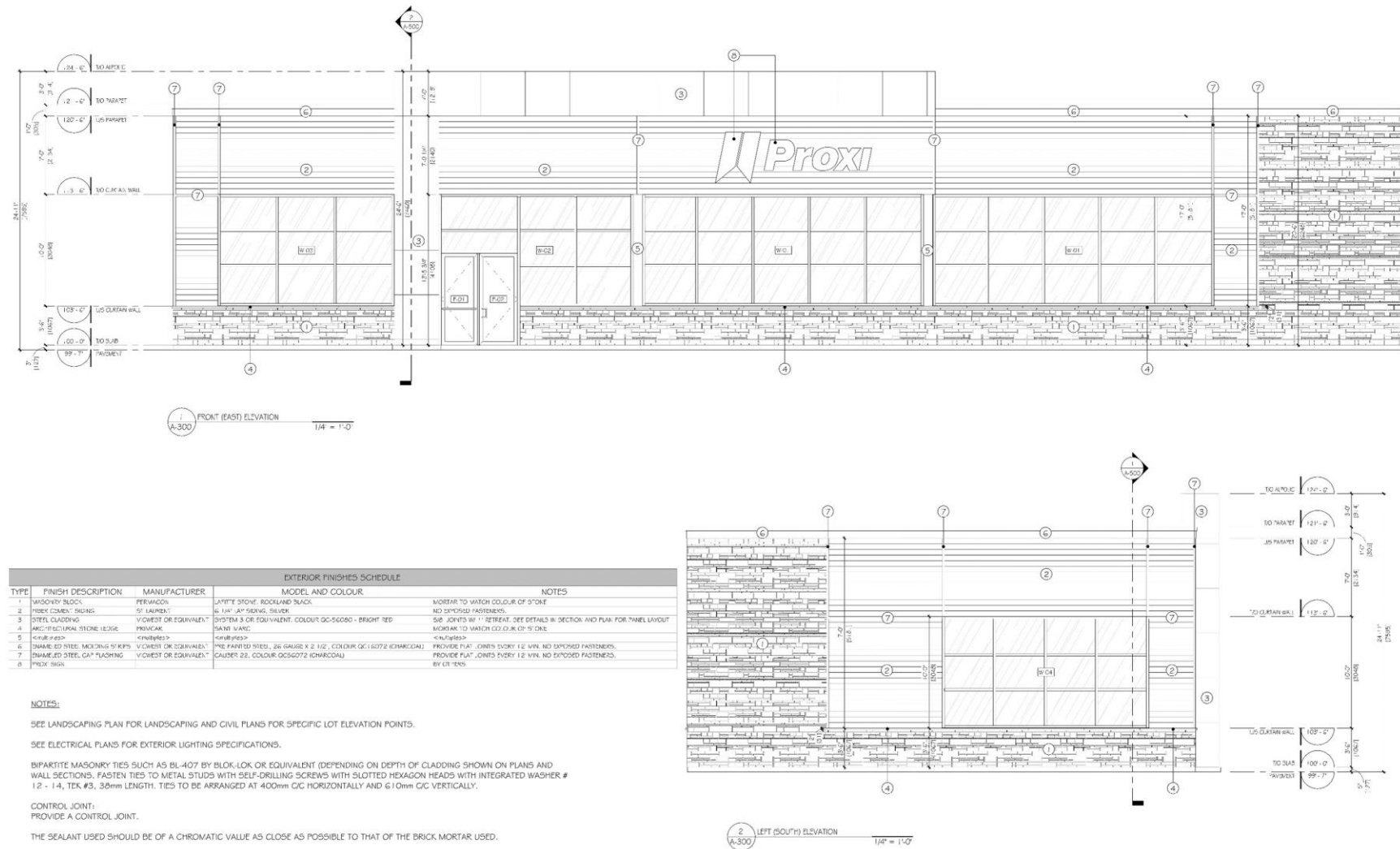
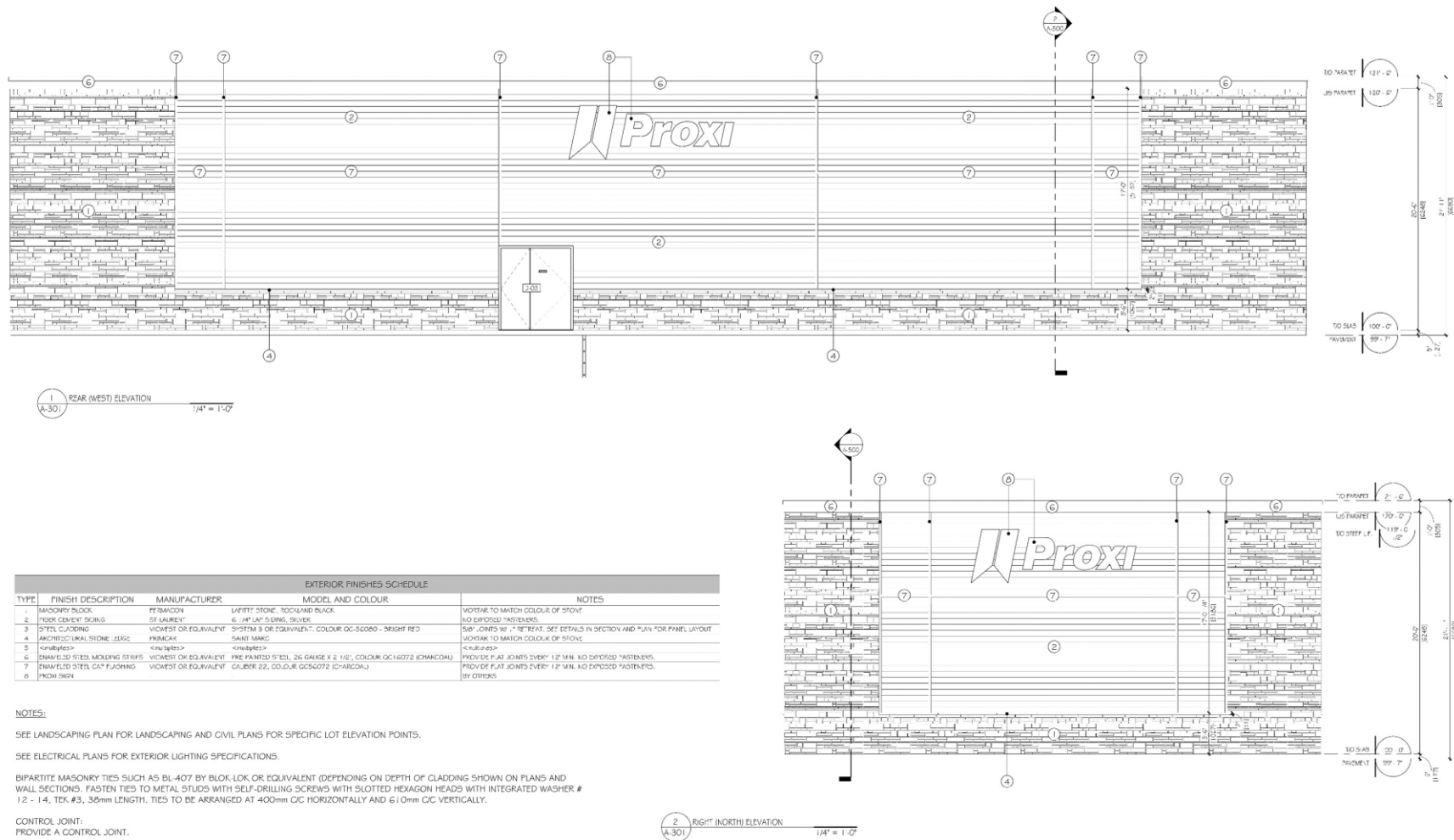


Figure 4-2. North and West Facing Building Elevations



4.3 Sustainability

The building and the property provide for features that focus on sustainability and align with the sustainability and design goals of the City of Ottawa. A large proportion of the existing landscape areas have been retained and enhanced, including the majority of the side yard surrounding the car wash building which features new additional trees. The front yard along Merivale Road, rear yard along Glenmanor Drive, and side yard along Viewmount Drive have also been improved with wider yards and additional trees to promote an overall greater canopy cover that supports the City's intention of continually growing the urban canopy increasing the existing canopy cover from 16% to 47.1%. The site also features numerous landscape islands throughout the property to maximize available space for providing landscaped areas that softens the hard surfaces of the property, as well as increase opportunities for on-site stormwater management and infiltration. These new and expanded landscaped areas will allow for variable planting arrangements for native plant species or hardy groundcover thus breaking up the prevalence of concrete typically expected in an urban landscape.

The design of the building also provides for stormwater management, as the flat roof approach allows the site to control stormwater runoff. Additional building features include low-flow toilet systems to conserve water usage, and lighting control and patterns in accordance with standards set by the American Society of Heating, Refrigerating and Air-Conditioning Engineers to promote energy efficiency. Additionally, on-site lighting will comply with the overall intent of City of Ottawa standards to limit light spillover and further increase energy efficiency.

This project, by redeveloping a site already connected to municipal services and infrastructure reduces the environmental impact that might otherwise occur from new construction in a greenfield site.

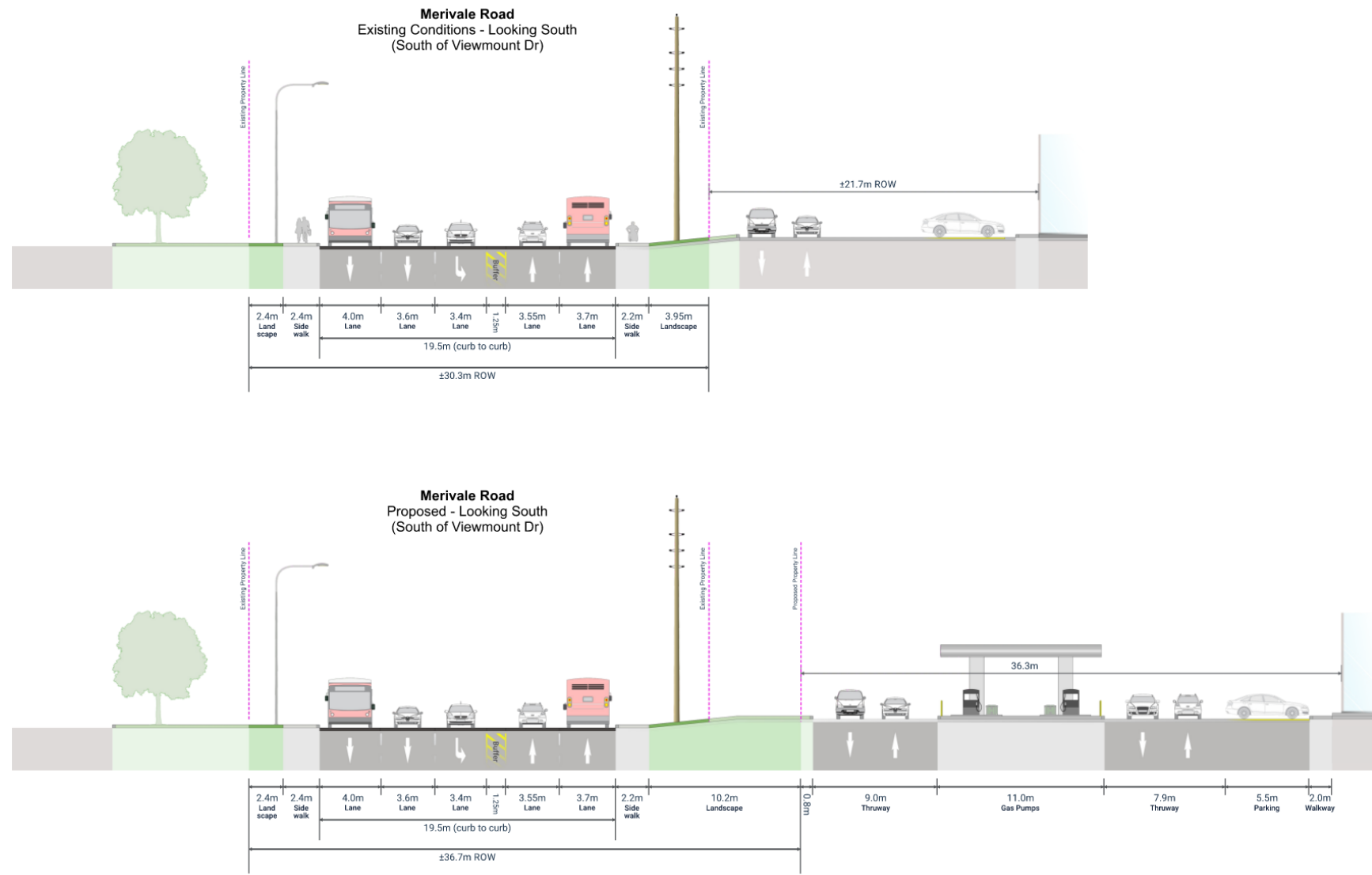
Further to the design goals of the city of Ottawa, the proposed development provides ample bicycle storage at ground level close to the building entrances. As this property is located on an arterial street with transit nearby, the development provides opportunities for visitors and employees to reduce their use of personal vehicle and take advantage of alternative and sustainable modes of transportation.

4.4 Streetscape

The property is adjacent to three public streets including Merivale Road to the east, Viewmount Drive to the north, and Glenmanor Drive to the west. Site interaction with the public realm along Merivale Road and Viewmount Drive have been improved through better pedestrian access and enhanced landscaped areas. While the building has been set further into the property from Merivale Road, the relocation of the gas pump island and associated canopy will contribute to defining the property's street edge along this frontage. Further the use of transparent material along the building front provides ample view and visibility into the building from the street. Further, screening features such as fencing and new trees have been provided to limit impacts of the car wash stacking lanes located to the rear of the property on the public realm along Viewmount Drive and Glenmanor Drive and adjacent residential areas.

The following streetscape diagrams show the relationship between the proposed building, the adjacent streets, and the surrounding properties (**Figure 4-3, Figure 4-4, Figure 4-5**).

Figure 4-3. Merivale Road Cross-Section



Viewmount Drive
Existing Conditions - Looking East
(West of Merivale Rd)

East West

±24.0m

0.7m

Existing Property Line

Centre Line

±8.65m (curb to curb)

±20.2m ROW

2.4m Landscape

2.4m Side walk

3.9m Lane

3.9m Lane

3.25m Inner Blvd

1.5m Side walk

UD

Viewmount Drive
Proposed - Looking East
(West of Merivale Rd)

East West

±18.0m

0.7m

Existing Property Line

Centre Line

±8.65m (curb to curb)

±20.2m ROW

2.4m Landscape

2.4m Side walk

3.9m Lane

3.9m Lane

3.25m Inner Blvd

1.5m Side walk

4.6m Landscape

3.5m Landscape

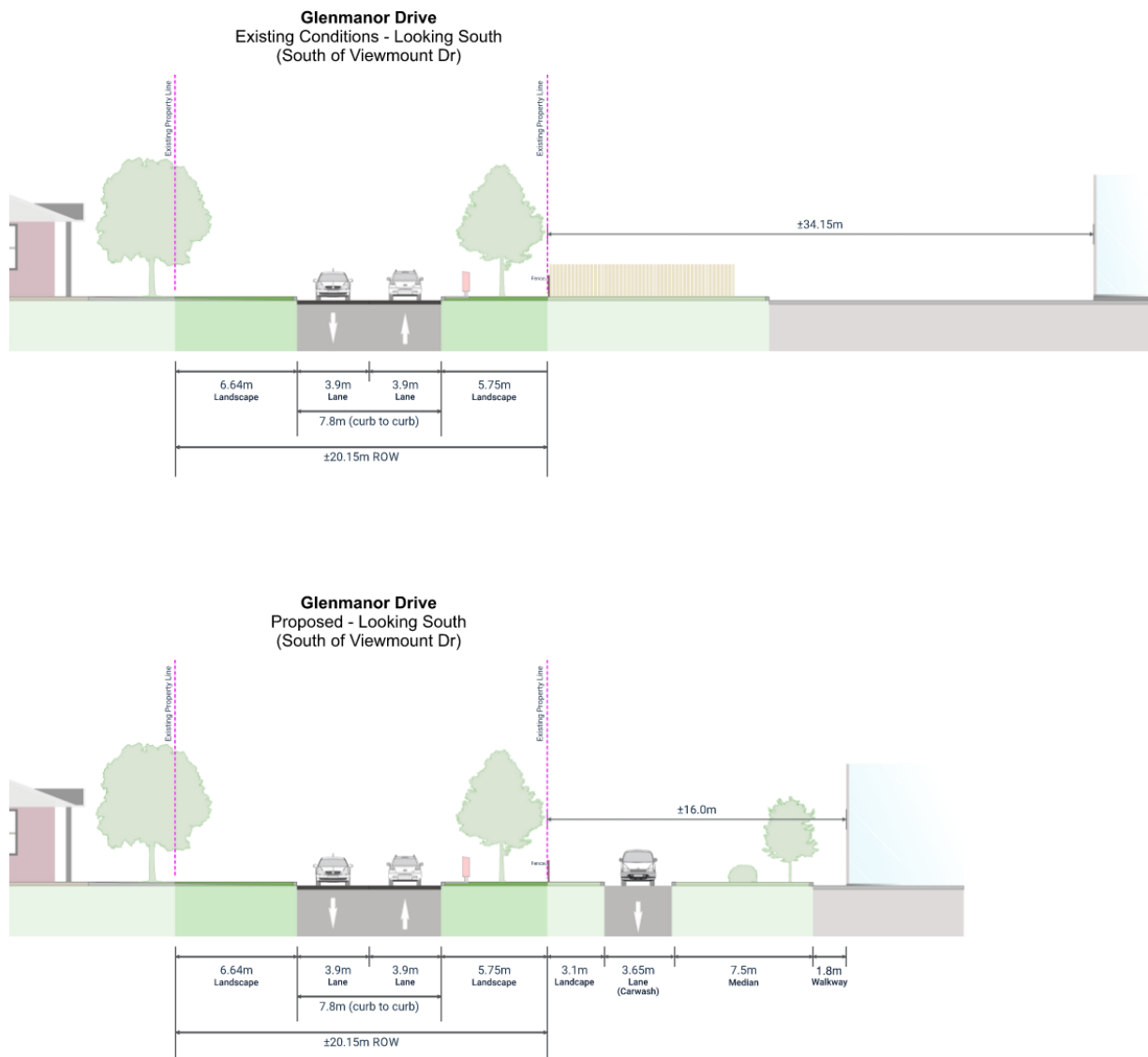
4.3m Lane (Carwash)

6.3 Median

4.7m

Crosswalk

Figure 4-5. Glenmanor Drive Cross-Section



5.0 DESIGN POLICIES

5.1 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (OP) (2022) provides goals, objectives and policies and outlines a comprehensive land use policy framework that guides the growth and development within the City to the year 2046. The designations under the OP applicable to the site are listed in **Table 5-1**, with the applicable urban design policies detailed below.

Table 5-1. City of Ottawa Official Plan Site Designations

TRANSECT POLICY AREA – SCHEDULE A	Outer Urban Transect
OUTER URBAN TRANSECT – SCHEDULE B3	Corridor – Mainstreet Evolving Neighbourhood
TRANSIT NETWORK – ULTIMATE – SCHEDULE C2	Transit Priority Corridor (Merivale Rd)
URBAN ROAD NETWORK – SCHEDULE C4	Arterial – Existing (Merivale Rd) Collector – Existing (Viewmount Dr)
DESIGN PRIORITY AREAS – URBAN – SCHEDULE C7-A	Corridor – Mainstreet within Design Priority Area (Merivale Rd) (Tier 3 Design Priority Area)

Section 4 – City Wide Policies. Section 4 of the OP provides City-wide policies that are organized into 11 different themes, including mobility and urban design. An analysis of the policies that are relevant to the urban design of the proposed development is as follows.

- 4.1.4.2 *The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:*
- a) *Hubs and Corridors*
- 4.1.4.11 *Surface parking lots should be designed to meet all of the following:*
- a) *Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and*
- b) *Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and*
- c) *Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and*
- d) *Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible;*
- 4.6.1.5 *Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:*
- a) *The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;*
- b) *Lighting that is context appropriate and in accordance with applicable standards and guidelines; and*
- c) *Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.*

- 4.6.3.1 *Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.*
- 4.6.4.1 *Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.*
- 4.6.5.1 *Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*
- 4.6.5.2 *Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.*
- 4.6.5.3 *Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.*
- 4.6.5.4 *Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.*

Planning Response: The development provides a generally consolidated parking area in front of the new building which provides for simplified vehicle circulation and reduced potential conflicts between pedestrians and vehicles. Screening of the parking area located adjacent to the Viewmount property boundary is enhanced by additional tree plants and widened landscaping areas. Further tree plantings along the property boundaries have been provided to further buffer on-site uses from adjacent properties.

The development enhances the pedestrian realm from the public ROW as well as throughout the site by providing additional connection pathways from public sidewalks to main building entrance, framed by landscaping. The development employs well-defined and elevated pedestrian pathways to easier identify spaces intended for pedestrians and to limit conflicts with vehicles. The development also satisfies the applicable design guidelines with the intention of enhancing the streetscape.

Section 5 – Transects. Section 5 of the OP provides policies related to the different transect areas within the City. An analysis of the relevant design policies is as follows.

- 5.3.1.1 *The Outer Urban Transects established pattern of built form and site design is suburban as described in Table 8, above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model as outlined in Table 8. This Plan allows for this evolution to happen gradually.*

Section 6 – Urban Designations. Section 6 of the OP provides policies related to the urban areas within the City. An analysis of the relevant design policies is as follows.

6.2.1.2 *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:*

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

Planning Response: The proposed development provides a low-rise built form that complements the existing built form of the surrounding area while providing opportunities for existing uses to provide a greater level of service for the surrounding areas.

5.2 Urban Design Guidelines

5.2.1 Urban Design Guidelines for Drive-Through Facilities

The Urban Design Guidelines for Drive-Through Facilities provides 49 guidelines that apply to the development of gas stations and relate to six main themes. An overview of each theme is provided below.

Streetscape and built form: Guidelines 1 – 9 provide guidance for architectural style, building orientation, and landscaping that enhances the streetscape, street edge, and surrounding context. They encourage providing weather protection at main building entrances and locating public amenities near building entrances. Public street facing building walls should be treated with transparent material and landscaping.

Pedestrians and cyclists: Guidelines 10 – 16 pertain to pedestrian and cycling features that provide for easy distinction between pedestrian, cycling, and vehicles spaces. They direct the provision of flat, wide, and clear pedestrian pathways between buildings and the public sidewalk that are easily distinguishable from driving surfaces. The use of varied paving treatments and raised walkways as well as landscaping to delineate walkways is encouraged. Entrances should be located close to parking areas and clearly visible for public streets. Bicycle parking should also be located close to building entrances while not impeding pedestrian movement.

Vehicles and parking: Guidelines 17 – 24 relate to driveway features and vehicle site circulation to minimize impacts on traffic and potential conflict areas. They direct designing site circulation that minimizes potential conflicts between pedestrians and vehicles and provides safe, unobstructed movement for tanker trucks. Multiple stacking lanes should be used where applicable and located away from on-site parking areas, adjacent sensitive uses, and public streets with escape lanes and an appropriate number of queue spaces provided. Only the minimum number of parking spaces required should be provided.

Landscape and environment: Guidelines 28 – 36 relate to landscape areas along property edges, fencing, planting requirements, and other features that emphasize public streets and enhance the streetscape. They direct the use of landscaped areas along site boundaries to provide screening and buffering and at corner sites to enhance adjacent public streets and the streetscape. Existing heritage, specimen, and mature trees should be protected and other native tree species appropriate for urban environments should be used where possible, particularly along public streets. Buildings should integrate green building technologies and stormwater should be collected and stored in planting islands/sodded areas. Large parking areas should be divided using soft and hard landscaping to minimize the amount of paved area.

Signs: Guidelines 37 – 41 provide guidance for pavement markings, types of signs, and design and character of signs to reduce impacts on adjacent land uses and promote a pedestrian friendly environment. They discourage the use of temporary and portable signs and direct the location and design of building, ground, and wall signs to complement the character of the area. Pavement and directional signs should enhance movement clarity and ease. Illumination should be task-oriented and avoid light spillover into adjacent land uses.

Servicing and utilities: Guidelines 42 – 49 relate to minimizing the impact of utility and services required for the property on adjacent uses and properties. Noise generating areas should be located away from adjacent sensitive uses and buffered where possible. Utility equipment and garbage enclosures should be screened or

hidden from views from the street, whereas clear sightlines between the site and public should be provided to ensure safety and comfort. Snow storage should be provided to minimize circulation conflicts.

5.2.2 Urban Design Guidelines for Gas Stations

The Urban Design Guidelines for Gas Stations provides 44 guidelines that apply to the development of gas stations and relate to six main themes. An overview of each theme is provided below.

Streetscape and built form: Guidelines 1 – 6 provide guidance for architectural style, building orientation, and landscaping that enhances the streetscape, street edge, and surrounding context. They direct implementing design elements that harmonize with the surrounding context and enhance the streetscape, locating buildings close to the street (where possible), providing ample landscaping, and use of transparent materials along building sides facing public streets.

Pedestrians and cyclists: Guidelines 7 – 10 pertain to pedestrian and cycling features that provide for easy distinction between pedestrian, cycling, and vehicles spaces. They direct the provision of wide and clear pedestrian pathways between buildings and the public sidewalk that are easily distinguishable from driving surfaces. The use of varied paving treatments and raised walkways is encouraged. Bicycle parking should also be located close to building entrances while not impeding pedestrian movement.

Vehicles and parking: Guidelines 11 – 21 relate to driveway features and vehicle site circulation to minimize impacts on traffic and potential conflict areas. They direct designing site circulation that minimizes potential conflicts between pedestrians and vehicles and provides safe, unobstructed movement for tanker trucks. Multiple stacking lanes should be used where applicable and located away from on-site parking areas, adjacent sensitive uses, and public streets with escape lanes and an appropriate number of queue spaces provided. There should be ample space between car wash exits and public streets to limit water tracking. Only the minimum number of parking spaces required should be provided.

Landscape and environment: Guidelines 22 – 30 relate to landscape areas along property edges, fencing, planting requirements, and other features that emphasize public streets and enhance the streetscape. They direct the use of landscaped areas along site boundaries to provide screening and buffering and at corner sites to enhance adjacent public streets and the streetscape. Existing heritage, specimen, and mature trees should be protected and other native tree species appropriate for urban environments should be used where possible, particularly along public streets. Buildings should integrate green building technologies and stormwater should be collected and stored in planting islands/sodded areas.

Signs: Guidelines 31 – 35 provide guidance for pavement markings, types of signs, and design and character of signs to reduce impacts on adjacent land uses and promote a pedestrian friendly environment. They discourage the use of temporary and portable signs and direct the location and design of building, ground, and wall signs to complement the character of the area. Pavement and directional signs should enhance movement clarity and ease. Illumination should be task-oriented and avoid light spillover into adjacent land uses.

Servicing and utilities: Guidelines 36 – 44 relate to minimizing the impact of utility and services required for the property on adjacent uses and properties. Noise generating areas should be located away from adjacent sensitive uses and buffered where possible. Utility equipment and garbage enclosures should be screened or hidden from views from the street, whereas clear sightlines between the site and public should be provided to ensure safety and comfort. Snow storage should be provided to minimize circulation conflicts.

Planning Response: The proposed development responds to the guidelines outlined in the urban design guidelines for gas stations and drive-through facilities giving consideration that the proposed development is not a complete redevelopment of the property. The proposed site plan provides for numerous features that improve the streetscape of along the public streets and the on-site pedestrian experience and limits the potential impacts to adjacent properties.

Streetscape and built form: The pump island and associated canopy will be located near the street and, with support from improved landscaped areas along the property boundaries, will establish the property's street edge. This enhanced street edge will provide a greater pedestrian experience within the Merivale Road and Viewmount Drive public realm. Further details regarding the built form of the buildings on site are provided in **Section 4.0** of this Urban Design Brief.

Pedestrians and cyclists: The site provides ample bicycle parking, in excess of the required minimum, near building entrances to support cyclists and provide convenient access to the new building while limiting the potential for conflicts with pedestrians. Enhanced pedestrian walkways between the clearly visible building entrance and the public sidewalks are well-defined and raised through the use of varied pavement to articulate pedestrian spaces from vehicle spaces.

Vehicle and parking: The site design limits potential conflicts between pedestrians and vehicles through well-defined areas and simple site circulation. The design enables simple truck movements through a limited portion of the property. The car wash stacking lane located to the rear of the property and away from public view provides the appropriate number of queueing spaces and ample exit space. Additionally, the site maintains a minimal number of parking spaces while still meeting the parking needs for the uses provided on site.

Landscape and environment: The site design provides for improved landscaped areas throughout the property, with new trees being provided along Viewmount Drive and Merivale Road to enhance the streetscape along the property boundaries. The majority of the trees on-site will be retained, and numerous new trees are proposed, especially to the south of the property, which help to buffer the car wash use from the adjacent residential property and increase the overall canopy cover on the site from 16% to 34.4%. Additionally, appropriate screening is provided around the waste collection area to mitigate potential impacts to surrounding areas. Additional details regarding the landscaped areas are in the accompanying Landscape Plan and Tree Conservation Report.

Signs: A new pylon sign that adheres to the City of Ottawa Permanent Signs on Private Property By-law is proposed away from adjacent properties at the corner of Merivale Road and Viewmount Drive.

Servicing and utilities: Noise generating sources, such as rooftop units, car wash building, or idling cars, are appropriately located and buffered such that they will have minimal to no impact on adjacent properties. The waste collection area features in-ground collection bins and surrounding fencing that will similarly reduce any potential impacts.

5.3 Response to City Staff Comments

A phase 3 pre-consultation application was submitted to the City on March 14, 2024. No urban design related comments or deficiencies were received from the latest pre-consultation submission.