

# Preliminary Construction Management Plan

**Project:** Shell Gas Bar Redevelopment (KDR)

**Address:** 106 Eagleson Road, Kanata, Ottawa

**Application:** Site Plan Control (PC2025-0099)

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## 1. Project Description

This project is a knock-down rebuild (KDR) involving:

- Demolition of existing gas bar, canopy, kiosk, and underground fuel systems
- Construction of:
  - 211 m<sup>2</sup> convenience store
  - New gas bar with 6 fuel islands (12 pumps)
  - Canopy and vent racks
  - New underground fuel tanks and utilities
  - 2 EV charging stations (4 charging bays)
- Retention of:
  - Existing car wash facility

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## 2. Site Context & Constraints

The construction planning is influenced by:

- Eagleson Road frontage (arterial road)
- Existing OC Transpo stop adjacent to site
- Existing pedestrian sidewalk and multi-use pathway connections
- Residential uses immediately east
- Environmental constraint:
  - 30–33 m setback from adjacent watercourse / regulated area

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## 3. Construction Phasing

## Phase 1 – Site Establishment

- Install hoarding/fencing around full site
  - Establish construction access off Eagleson Road (existing driveway location preferred)
  - Install sediment control along watercourse setback edge
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## Phase 2 – Demolition

- Remove:
    - Existing kiosk & gas bar canopy
    - Underground fuel tanks and lines
  - Protect:
    - Existing car wash (to remain operational if feasible)
    - Existing EV cabinet / gas compressor
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## Phase 3 – Excavation & Underground

- Bulk excavation for:
    - New tanks
    - Building foundation
  - Install:
    - Fuel system, servicing, stormwater infrastructure
  - Maintain buffer from:
    - Regulated waterway setback (33m)
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## Phase 4 – Vertical Construction

- Construct:
    - Convenience store
    - Canopy structure
  - Install pump islands
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## Phase 5 – Site Works

- Internal drive aisles and fueling circulation
  - Connections to sidewalks and pedestrian crossings
  - Landscaping and screening (especially east side toward residential)
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## 4. Construction Access & Traffic Management (Highly Site-Specific)

### Access Strategy

- Primary access via existing Eagleson Rd driveway
  - Separate:
    - Construction vehicles vs. public traffic where possible
  - Maintain access to:
    - Car wash (if operational during construction)
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### Traffic Impacts

| Component     | Impact         | Response                                        |
|---------------|----------------|-------------------------------------------------|
| Traffic lanes | Minor          | Short-term lane narrowing for servicing tie-ins |
| Sidewalk      | Yes            | Temporary diversion required near frontage      |
| Bike route    | Possible       | Coordinate with pathway network on Eagleson     |
| Bus stop      | Yes (adjacent) | Temporary relocation may be required            |

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### Mitigation Measures

- Temporary pedestrian detour routes along Eagleson
  - Maintain safe access to transit stop (or relocate with OC Transpo)
  - Certified traffic control during:
    - Tank installation
    - Utility connections
  - Work during off-peak hours for road tie-ins
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## 5. Pedestrian & Cyclist Management (Important for Approval)

From Urban Design Brief priorities:

- Maintain:
    - Pedestrian link between sidewalk and building entrance
  - Provide:
    - Temporary protected walkway along frontage
  - Ensure:
    - Connectivity to existing pathway network
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## 6. Construction Staging Plan (Tied to Layout)

### Primary Staging Area

- Located within interior of site, likely:
  - Future parking or fueling area

### Key Zones

- Material storage: rear or central paved area
- Equipment staging: away from residential edge
- Waste bins enclosure area (future location) used temporarily

### Restrictions

- Avoid staging within:
    - Watercourse setback
    - Landscaping retention zones
    - Required fire routes
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## 7. Truck Routes & Deliveries

- All trucks use:
  - Eagleson Road (arterial)
- No access from residential streets

- Deliveries scheduled outside peak periods
  - No on-street queuing permitted
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## **8. Environmental Controls**

### **Fuel System Safety**

- Removal of tanks under environmental supervision
- Soil management & contamination controls

### **Erosion & Sediment**

- Enhanced control near:
  - Waterway boundary
- Silt fencing and inlet protection required

### **Dust & Noise**

- Water spraying
  - Restrict heavy work hours
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## **9. Utilities & Coordination**

- Protect and coordinate:
    - Existing third-party gas compressor
    - Hydro, telecom, water services
  - Planned shutdowns communicated in advance
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## **10. Safety & Site Controls**

- Full perimeter fencing
- Controlled entry points
- Separation between:
  - Public / construction / fueling (if phased operation)

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## 11. Key Risks Identified

- Proximity to active arterial road (Eagleson)
  - Transit stop immediately adjacent
  - Residential interface on east side
  - Fuel system removal and installation (high risk)
  - Environmental protection zone
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## 13. Conclusion

This CMP demonstrates that:

- Construction impacts are temporary and manageable
- Safe movement of:
  - Vehicles
  - Pedestrians
  - Transit usersis maintained
- Site constraints (transit, residential, environmental) are actively addressed in staging and phasing