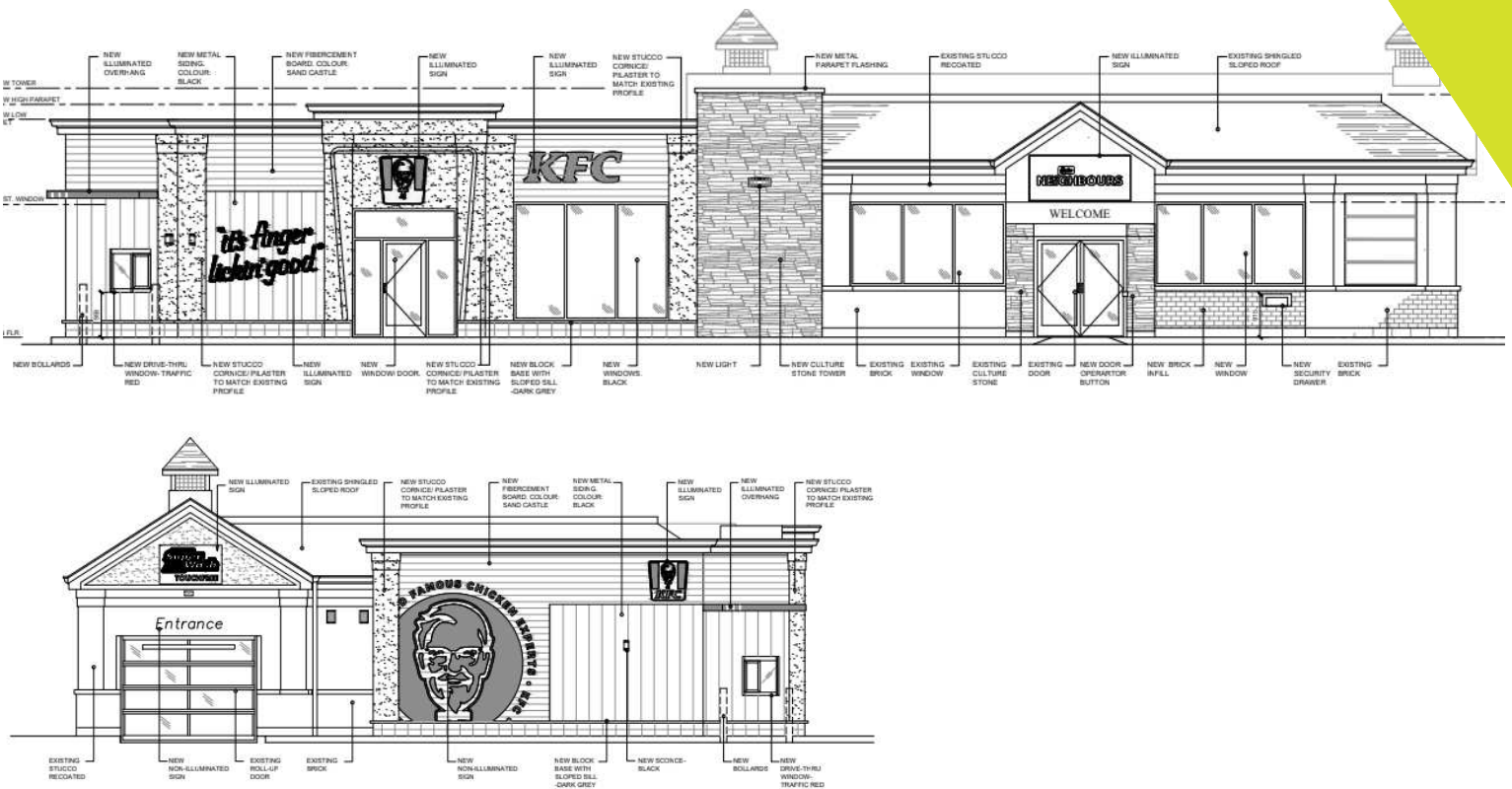


# PLANNING JUSTIFICATION REPORT

## MINOR ZONING BY-LAW AMENDMENT & SITE PLAN CONTROL APPLICATIONS SUBJECT SITE: 6250 HAZELDEAN ROAD



2 EAST ELEVATION (PROPOSED)  
FACING CARP ROAD

REPORT DATE: APRIL 24, 2026  
 PREPARED FOR: SUNCOR ENERGY PRODUCTS PARTNERSHIP  
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This Planning Rationale is prepared in support of a Minor Zoning By-law Amendment Application for the proposed commercial development at 6250 Hazeldean Road.

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## 1.0 EXECUTIVE SUMMARY

A partial redevelopment of the gas station site at 6250 Hazeldean Road is required to permit the addition of a restaurant (KFC) and associated drive-through on the subject site. The existing tank nest, gas canopy, convenience store and carwash will remain as is. The site will contain a total of 17 vehicular parking and 4 bicycle parking spaces. The total gross floor area of the building will be 366.2 m<sup>2</sup> and the gross floor area of the landscaping will be 1,793 m<sup>2</sup>. The subject property is located at 6250 Hazeldean Road and is approximately 0.60 ha (1.48 acres) in size, located at the eastern intersection of Hazeldean and Carp Roads, in the Portobello South Community. The site is located in Ward 6 – Stittsville.

Enhanced landscaping will be provided along the Hazeldean Road & Carp Road frontages on both sides of the existing accesses. There is currently existing landscaping located at the corner of the site adjacent to the street. There is an existing sidewalk along both the Hazeldean and Carp Road frontages and a bus transit stop located along the Hazeldean Road frontage. A pedestrian connection has been provided from the building to the transit stop at the street. An additional pedestrian connection has been provided to the Carp Road frontage. Bicycle parking has been provided near the building entrance. The drive-through lanes have been tucked as much as possible behind and beside the building to keep the stacking lanes away from the street frontages.

## 2.0 INTRODUCTION

Q9 Planning + Design Inc. has been retained by Suncor Energy Products Partnership to prepare a Planning Rationale to permit the addition of a restaurant and associated drive-through on the subject site. The existing tank nest, gas canopy, convenience store and carwash will remain as is. The site will contain a total of 17 vehicular parking and 4 bicycle parking spaces. The total gross floor area of the building will be 366.2 m<sup>2</sup> and the gross floor area of the landscaping will be 1,793 m<sup>2</sup>.

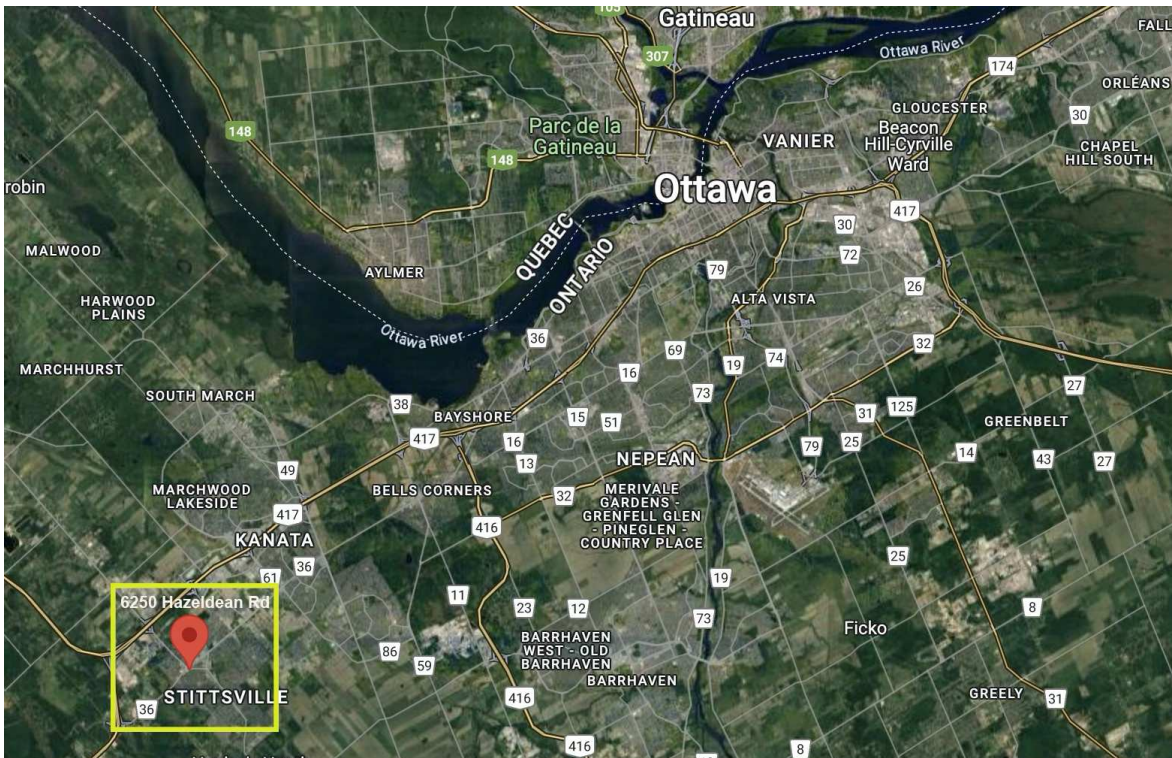


Figure 1: Location Plan. (Source: Google Maps).

The subject property is located at 6250 Hazeldean Road and is approximately 0.60 ha (1.48 acres) in size, located at the eastern intersection of Hazeldean and Carp Roads, in the Portobello South Community. The site is located in Ward 6 – Stittsville. Please note that GeoOttawa shows the site as 4 individual property parcels addressed as 1173, 1179 Carp, 1179 Carp & 6240 Hazeldean Road. The property is currently occupied by a Petro-Canada gas station, with approximately 4 gas pumps and a car wash. There are two existing accesses to Carp Road and one existing access to Hazeldean Road.

The proposed uses are permitted within the AM Zone. **A minor Zoning By-law Amendment application is proposed permit a new restaurant addition to the existing building on the subject site.**

### Application submitted:

- [ Zoning By-law Amendment (Minor)
- [ Site Plan Control Application

## 3.0 SITE & CONTEXT

### 3.1 SITE

The subject property is located at 6250 Hazeldean Road and is approximately 0.60 ha (1.48 acres) in size, located at the eastern intersection of Hazeldean and Carp Roads, in the Portobello South Community. The site is located in Ward 6 – Stittsville. Please note that GeoOttawa shows the site as 4 individual property parcels addressed as 1173, 1179 Carp, 1179 Carp & 6240 Hazeldean Road.

The site consists of the following specifications:

Total Lot Area: 6,000 m<sup>2</sup> (0.60 ha)

Frontage (Hazeldean Road): 76.06 m + 22.15 m (corner)

Frontage (Carp Road): 68.67 m

Easements/ROWS: Unknown

The property is currently occupied by a Petro-Canada gas station, with approximately 4 gas pumps and a car wash. There are two existing accesses to Carp Road and one existing access to Hazeldean Road.



Figure 2: Subject site

### 3.2 CONTEXT

The property is located at the eastern intersection of Hazeldean and Carp Road in Ottawa. Directly east of the subject site is an automobile sales use and west of the site is a commercial plaza. North of the site, across Hazeldean Road is a water tower and a service commercial use, and south of the site is an RV sales business.

The following images show the surrounding site context:



*Figure 3: Looking south at the subject property from Hazeldean Road*



*Figure 4: View of subject site, taken from access at Hazeldean Road*



Figure 5: Looking northwest along Hazeldean Road, abutting the subject site



Figure 6: View from the subject site, looking towards Carp Road and commercial development (Oil Changers – to the east)



Figure 7: Across from the subject site on Carp Road, looking south



Figure 8: Across from the subject site on Carp Road, looking west



Figure 9: View from Carp Road sidewalk, looking north towards the intersection of Carp Road & Hazeldean Road



Figure 10: View across the Hazeldean Road from subject site, view from access



Figure 11: Site Context Map

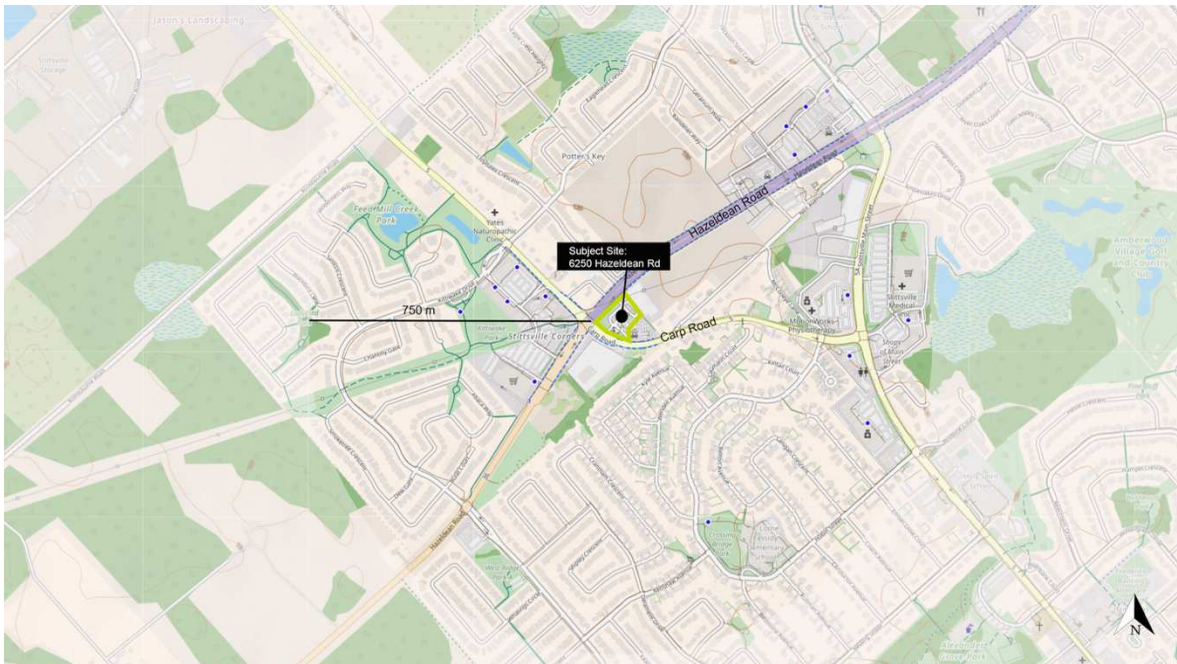


Figure 12: Overall Context Map, 750 m radius



Figure 13: Context map with zoning

### 3.3 PEDESTRIAN & TRANSIT NETWORK

Within the study area, pedestrian infrastructure is generally provided on both sides of arterial roads, such as Hazeldean Road and Stittsville Main Street. An exception is Carp Road, which only features a sidewalk on the east side between Hazeldean Road and Stittsville Main Street. Sidewalks are largely absent along local streets, while collector roads typically include sidewalks on only one side; however, some segments (e.g., Hobin Street) lack sidewalks entirely.

With respect to cycling infrastructure, the area includes painted bike lanes and paved shoulders along Hazeldean Road and Carp Road. In addition, several multi-use pathways (MUPs) provide connections throughout the broader neighbourhood bounded by Hazeldean Road, Carp Road, and Rothebourne.

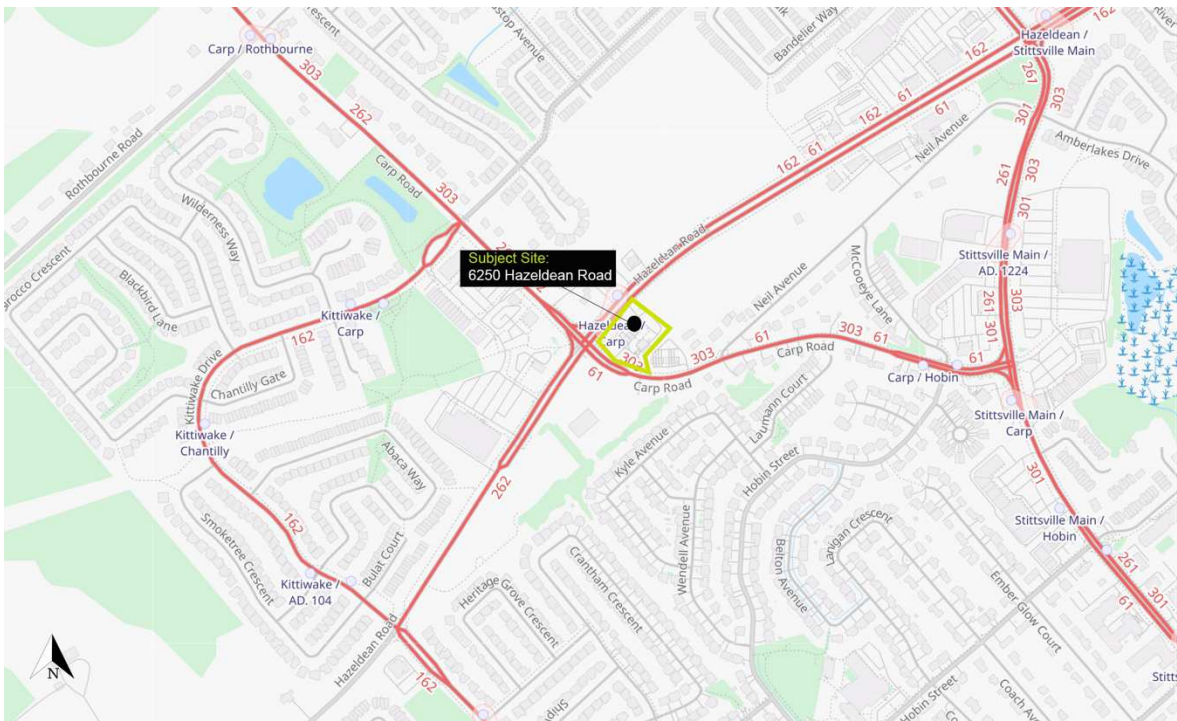


Figure 14: Transit Map

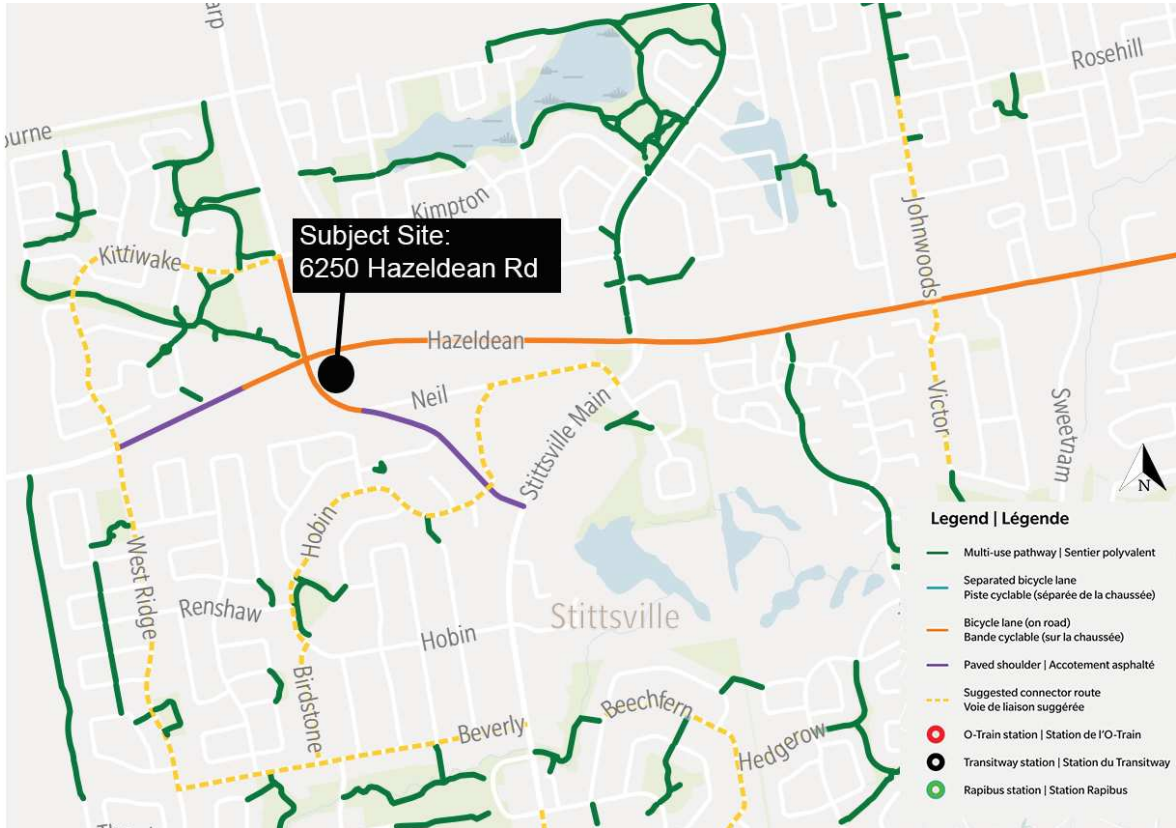


Figure 15: Active Transportation Map (Source: NCC)

## 4.0 PROPOSAL

### 4.1 OVERVIEW

A partial redevelopment of the gas station site at 6250 Hazeldean Road is required to permit the addition of a restaurant (KFC) and associated drive-through on the subject site. The existing tank nest, gas canopy, convenience store and carwash will remain as is. The site will contain a total of 17 vehicular parking and 4 bicycle parking spaces. The gross floor area of the building will be 366.2 m2 and the gross floor area of the landscaping will be 1,793 m2.

Enhanced landscaping will be provided along the Hazeldean Road & Carp Road frontages on both sides of the existing accesses. There is currently existing landscaping located at the corner of the side adjacent to the street. There is an existing sidewalk along both the Hazeldean and Carp Road frontages and a bus transit stop located along the Hazeldean Road frontage. A pedestrian connection has been provided from the building to the transit stop at the street. An additional pedestrian connection has been provided to the Carp Road frontage. A patio and bicycle parking has been provided along the Shefford Road frontage. The drive-through lanes have been tucked as much as possible behind and beside the building to keep the stacking lanes away from the street frontages.

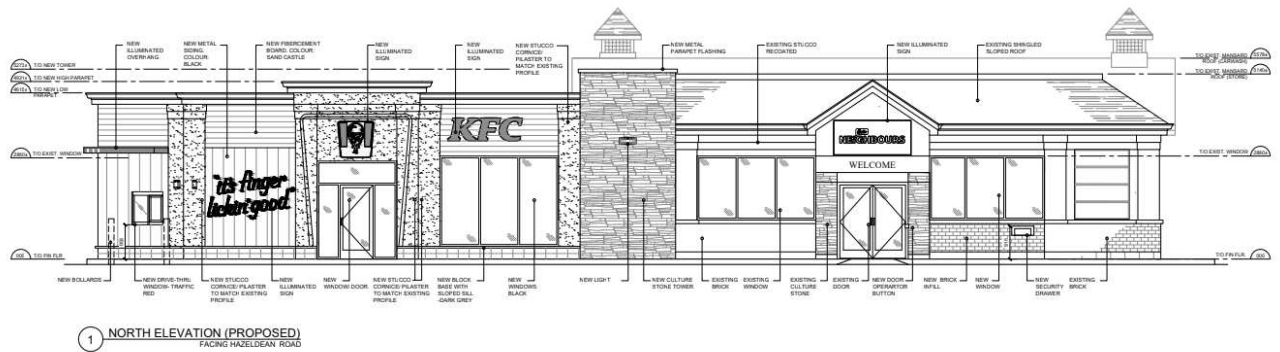


Figure 16: Extract of Elevations (Source: KPaul), marked up by Q9 Planning + Design.

### 4.2 PROJECT STATISTICS

The following is a summary of what is current approved and what is proposed:

Dimension	Existing	Proposed
Number of storeys	1	1
Uses	Gas Bar (+ Convenience Store) & Car Wash	Restaurant (KFC), Gas Bar (+ Convenience Store) & Car Wash
New Restaurant Use (GFA)		126.3 m <sup>2</sup>
Building Area	245.1 m <sup>2</sup>	366.2 m <sup>2</sup>
Asphalt Area	3,101.5 m <sup>2</sup>	3,077.4 m <sup>2</sup>
Concrete Area	797.9 m <sup>2</sup>	598.9 m <sup>2</sup>

<b>Landscaped Area</b>	2,137.9 m <sup>2</sup>	1,793.7 m <sup>2</sup>
<b>Bicycle parking spaces</b>		4
<b>Vehicular Parking Spaces</b>		17

### 4.3 SUMMARY OF MINOR ZONING BY-LAW AMENDMENT

#### **Zoning By-law 2008-250:**

A minor Zoning By-law Amendment application to:

- (1) Permit 0% of the frontage with a 5 m setback from the front and exterior side yards (Section 186(10)(b)(i))
- (2) Permit a drive-through lane with 6 spaces at or before the board for a total of 10 spaces (Section 112)

#### **Zoning By-law 2026-050:**

A minor Zoning By-law Amendment application to:

- (1) Permit a minimum building height of 4.1 m whereas, 6.0 m is required (Section 905(14)(f))
- (2) Permit a drive-through lane with 6 spaces at or before the board for a total of 10 spaces (Section 112)

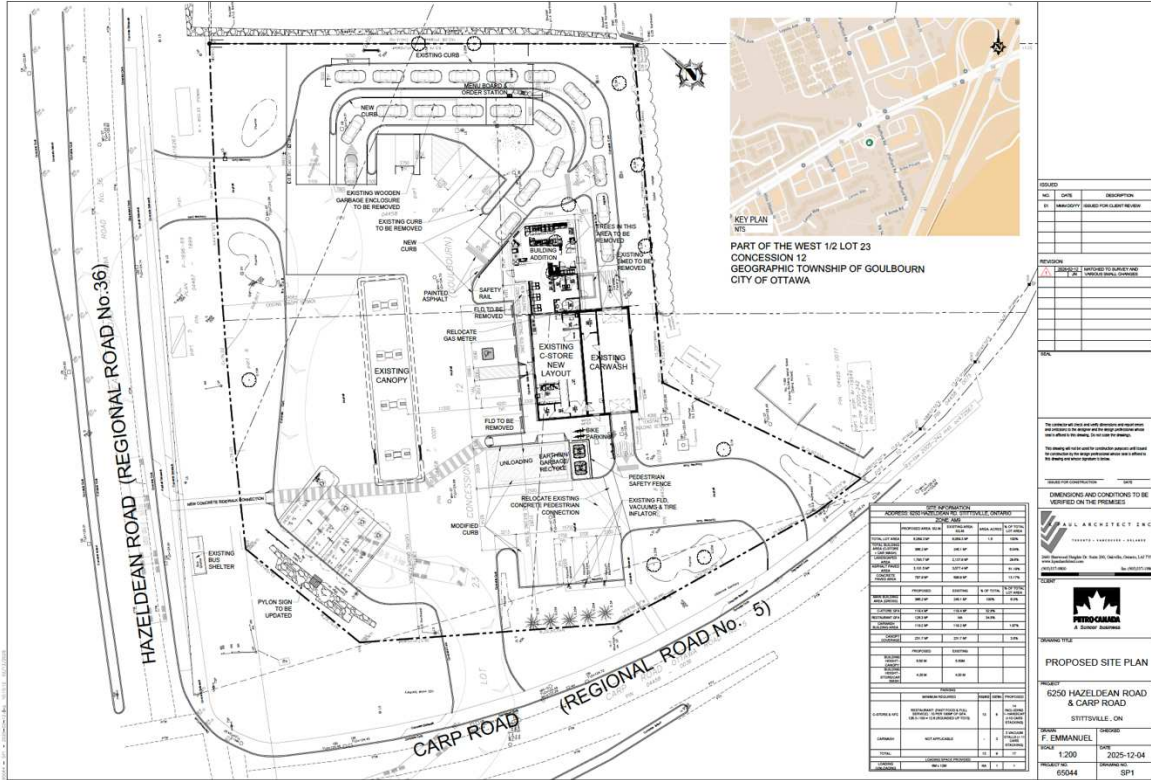


Figure 17: Extract of Site Plan (Source: KPaul)





## 5.0 POLICY AND REGULATORY CONTEXT

The proposed development to permit a retail store use requires a Minor Zoning By-law Amendment. This application requires a thorough review of applicable policies, including the Provincial Planning Statement (PPS), the recently approved Official Plan, any applicable secondary plans and community design plans, and the City of Ottawa Zoning By-law.

### 5.1 PROVINCIAL PLANNING STATEMENT, 2024

In order to obtain approval of the proposed permission application required to redevelop the existing gas station site, a review of the relevant and applicable policies and provisions is required. These are reviewed and discussed below. Relevant policies will be indicated in *italics*.

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and merges the previous “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the “PPS (2020)”. It provides broad policy direction on land use planning and development, emphasizing intensification to reach a target of 1.5 million homes by 2031.

These policies must be integrated with other provincial and municipal plans, including local Official Plans and Secondary Plans, and all planning decisions must be consistent with the PPS. Relevant policies from the PPS are outlined below, with the specific policies provided in *italics*. Section 2.0 provides policies to ensure that planning authorities prepare for long-term growth by using provincial forecasts, maintaining adequate land for residential and other uses, and incorporating any additional growth from zoning orders into future plans. It emphasizes the creation of complete, accessible, and equitable communities through a diverse mix of land uses.

#### Section 2.1 - Planning for People and Homes

*2.1.6 Planning authorities should support the achievement of complete communities by:*

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*

- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

**Comment** | The proposal will allow for the redevelopment of the gas station site to add a restaurant to the site making it more economically viable with a greater mix of uses, while at the same time, maintaining portions of the site which are currently still in good working order (the tank nest, the convenience store, the pumps and canopy and car-wash). The proposal more efficiently utilizes the subject property by opening up a greater range of

permitted uses and provides a site that meets the demand of the community in the coming years. The site design allows for some shared efficiencies, while maintaining the existing accesses and allowing for a gas bar and restaurant to share infrastructure. The rezoning to permit the site redevelopment (the addition of a restaurant) will support both workers and businesses, maintains the integrity of the commercial function, and reflects the evolving needs of a dynamic urban economy.

### Section 2.8 Employment

*Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

*2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.*

*3. In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the longterm economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.*

*4. Major office and major institutional development should be directed to major transit station areas or other strategic growth areas where frequent transit service is available.*

**Comment** | The addition of restaurant use will allow for a greater mix of uses on the site contributing to the overall viability of the gas station site. The surrounding employment uses will be compatible with the gas station site, and restaurant use will complement the uses currently on the Hazeldean Road corridor. The expanded and complementary uses will ultimately provide a greater mix of uses and options in the Hazeldean & Carp Road area and result in a more viable development.

Section 4.0 of the PPS aims to ensure Ontario’s long-term prosperity, environmental health, and social well-being through the wise management and conservation of natural resources. This includes policy direction on conserving biodiversity, protecting the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources.

Section 5.0 of the PPS intends to provide for Ontario’s long-term prosperity, environmental health, and social wellbeing by reducing potential natural and human-made hazards and threats to public safety. Development is to be directed away from natural or human-made hazards.

**Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Planning Statement (PPS), 2024.**

**5.2 CITY OF OTTAWA OFFICIAL PLAN, 2022**  
**Designation: Mainstreet Corridor in Suburban (West) Transect**

The City of Ottawa Official Plan was approved by City Council on November 24<sup>th</sup>, 2021 and received approval from the Ministry of Municipal Affairs and Housing on November 4, 2022. The plan outlines the City’s overall vision, goals, and objectives, while providing policies intended to accommodate growth and manage physical change into the year 2046. The Plan is based around the Five Big Policy Moves, outlined in the City’s Strategic Plan, which is intended to help the City become the most liveable mid-sized city in North America over the next century.

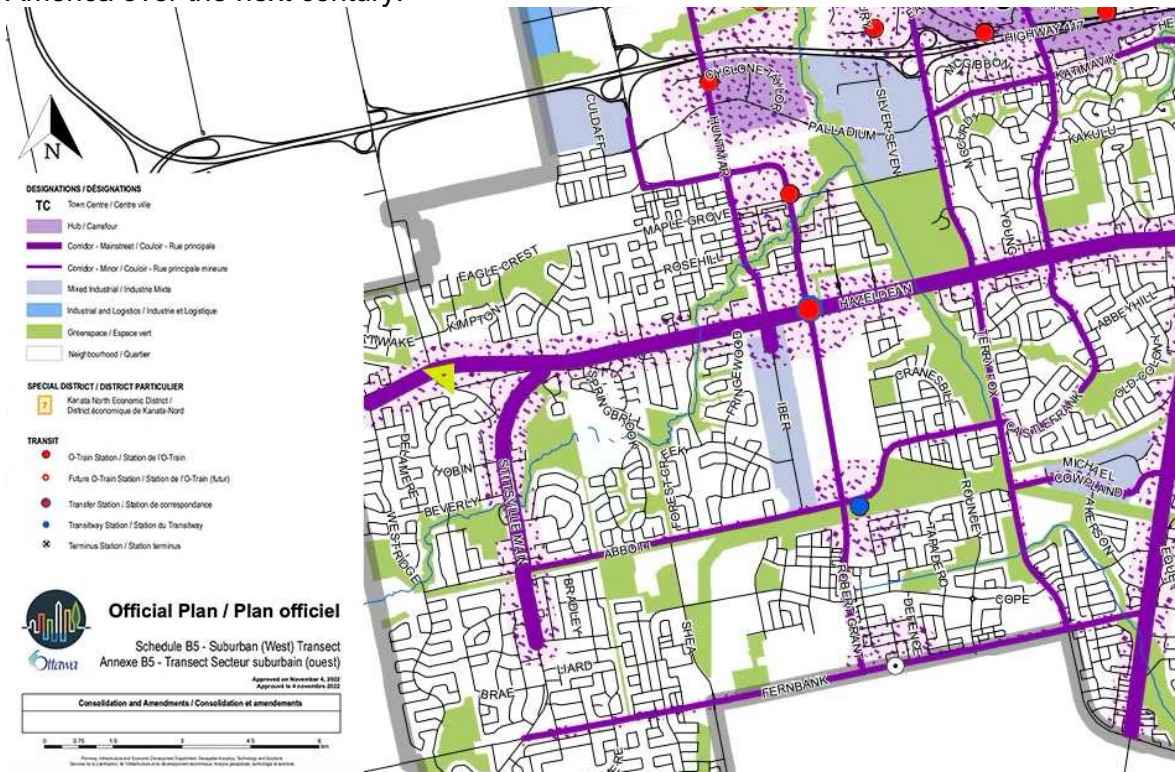


Figure 20: Schedule B3 City of Ottawa Official Plan (Source: City of Ottawa)

Section 2 provides the overall strategic directions of the new Official Plan, which is based around the Five Big Moves. The Five Big Moves are the foundational basis on which Official Plan policies will work towards a more liveable city, calling for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development.

In the Ottawa Official Plan, the subject property is designated 'Mainstreet Corridor' within the Suburban (West) Transect. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

*Section 3 provides a growth management framework that directs various types of growth appropriately in order to accommodate projected population and employment growth. Most growth is anticipated to occur in the urban area, which is the built-up area where existing development is located and the greenfield area of vacant lands at the periphery of the urban area. Within the urban area, there are six different transect areas representing different contexts. Most growth is expected to be accommodated in these transect policy areas in a manner that supports 15-minute communities. The balance of growth is to occur in the rural area. In order to accommodate anticipated population and job growth, an increasing amount of growth is to be absorbed through intensification.*

*Section 3.2 provides specific goals for the overall amount of growth in the urban area to be accommodated through intensification. The plan allocates 47% of growth to occur within the built-up portion and 46% of growth within the greenfield portions of the urban area. Growth through intensification is expected to support the creation of 15-minute neighbourhoods. Intensification may also occur through various built form and height profiles, based around Hubs, Corridors, and Neighbourhoods and housing choice with a variety of dwelling types and sizes are planned.*

**Comment |** Section 3 of the Official Plan establishes a growth management framework that directs population and employment growth to appropriate areas, with the majority of growth to be accommodated within the urban area through intensification. The proposal conforms to this framework by facilitating additional employment and commercial activity within the existing built-up urban area.

The subject property is located within the urban area and represents a partial redevelopment of an already developed gas station site. Rather than expanding development into greenfield lands or rural areas, the proposal makes more efficient use of serviced land within the existing urban fabric. By introducing a new restaurant use on an underutilized portion of the site while maintaining the existing gas bar operations, the development contributes to the City's intensification objectives and supports the efficient use of infrastructure.

Although modest in scale, the redevelopment represents incremental intensification through, the introduction of a new commercial use within the built-up area, increased employment opportunities associated with the restaurant use and more efficient utilization of an existing commercial site without expanding the development footprint beyond the urban boundary.

This form of site-level intensification is consistent with the Official Plan's direction that growth occurs through a range of built form profiles across Hubs, Corridors, and Neighbourhoods.

*Section 4 of the Official Plan provides land use and transportation policies that apply to the entire city.*

*Section 4.1.4 provides policies aimed at facilitating the shift towards sustainable modes of transportation, including through managing the supply of parking close to transit stations and regulating the design and location of parking garage entrances and surface parking areas.*

**Comment** | The site provides 17 vehicular parking spaces to support the restaurant use in combination with the existing gas station operations. The parking supply is modest and functional, reflecting the site's context and proximity to public transit. By not over-supplying parking, the development supports the Official Plan's objective of balancing vehicle accommodation with sustainable transportation goals. The site benefits from an existing bus transit stop along Hazeldean Road. A direct pedestrian connection is provided from the restaurant entrance to the public sidewalk and transit stop, strengthening the relationship between the building and transit infrastructure. This design encourages customers and employees to consider transit as a viable transportation option. The proposal includes four (4) bicycle parking spaces and provides enhanced pedestrian connections to Hazeldean Road and Carp Road. Existing sidewalks along both frontages are maintained and integrated into the site design. Bicycle parking is provided in close proximity to the building and is connected via a pathway to the Carp Road sidewalk. Surface parking and drive-through stacking lanes are strategically located behind and beside the building, minimizing their visual prominence along Hazeldean Road and Carp Road. This approach reduces the dominance of vehicle areas along the public realm and supports a more pedestrian-oriented streetscape, consistent with Section 4.1.4 direction regarding the placement and design of parking areas. The internal circulation system is designed to clearly separate vehicular and pedestrian movements where possible. While the fuel trucks will partly obscure the pedestrian pathway to Hazeldean, the infrequency of fuel delivery will mean the pathway is accessible most of the time. To accommodate the occurrences where a fuel truck is present, an alternative pedestrian connection has been provided to Carp Road. The Drive-through lanes are tucked away from primary street frontages, helping to reduce conflicts and improve overall site safety and functionality.

*Section 4.6 contains policies aimed at regulating the design of the built form and public realm in the city. Urban design is recognized as playing an important role in supporting the City's objectives of creating healthy, 15-minute neighbourhoods, growing the urban tree canopy, and developing climate resiliency. The section encourages urban design excellence throughout the city, especially in Design Priority Areas. The subject site is not identified as being part of a Design Priority Area.*

*Section 4.6.2 provides policies aimed at enhancing Scenic Routes. Development abutting Scenic Routes must contribute to conserving or creating a desirable context by protecting the view of natural and cultural heritage features; preserving and restoring landscaping; orienting buildings towards the Scenic Route with direct pedestrian access; screening surface parking lots; and managing light spillover.*

**Comment** | While the subject site is not located within a Design Priority Area, the proposed redevelopment incorporates several elements that contribute positively to the public realm and support the City's objectives related to healthy, walkable neighbourhoods and climate resiliency.

The proposed restaurant building is oriented toward the street and includes direct pedestrian connections to the existing public sidewalk along Hazeldean Road, where a transit stop is located. This connection improves accessibility for pedestrians and transit users and supports the creation of a more walkable environment. An additional pedestrian connection is also provided to the Carp Road frontage, further enhancing pedestrian circulation and access to the site.

The proposal also enhances the public realm through additional landscaping along the Hazeldean Road and Carp Road frontages. Enhanced landscaped areas will be provided on both sides of the existing accesses, and existing landscaping at the corner of the property will be maintained. These improvements contribute to the urban tree canopy and help soften the appearance of the site from the public streets.

Site design measures have also been taken to minimize the visual impact of vehicular areas. The drive-through stacking lanes are located primarily to the side and rear of the building to limit their visibility from the street frontages. This approach helps maintain a more attractive streetscape and reduces the prominence of vehicular circulation areas within the public realm.

*Section 4.6.5 of the Official Plan provides for effective site planning that supports the objectives of the applicable designation. Effective site planning includes providing appropriate setbacks, designs that minimize conflict between vehicles and pedestrians, and universal accessibility.*

*Section 4.6.6 provides policies aimed at integrating low-rise, mid-rise, and high-rise buildings to ensure that intensification targets are met while ensuring liveability by supporting appropriate transitions of building heights and utilizing angular planes to step back the upper storeys of mid-rise and high-rise buildings. Low-rise buildings are designed to respond to the surrounding context and transect area policies while including areas for soft landscaping, main entrances at grade, and front porches or balconies where appropriate.*

**Comment** | The site layout provides appropriate setbacks from the surrounding streets while maintaining the existing gas station components, including the tank nest, canopy, convenience store and car wash. The proposed restaurant building is positioned to maintain clear circulation on the site while also allowing space for enhanced landscaping along the Hazeldean Road and Carp Road frontages.

The site design also seeks to minimize potential conflicts between vehicles and pedestrians. Dedicated pedestrian connections are provided from the building entrance to the existing sidewalk along Hazeldean Road, which includes a nearby transit stop, as well as to the Carp Road frontage. These connections provide safe and convenient access for pedestrians and transit users. In addition, bicycle parking is close to the building and accessible from the Carp Road frontage. Vehicular circulation, including the drive-through stacking lanes, has been carefully organized and located primarily to the side and rear of the building to reduce interference with pedestrian movement near the street frontages and building entrance.

The development will be designed to meet applicable accessibility requirements, ensuring that the site and building are accessible to all users. Accessible routes from the public sidewalks to the building entrances will be provided, supporting universal accessibility objectives.

*Section 4.6.6 addresses the integration and transition of building heights associated with low-, mid-, and high-rise development. The proposed development consists of a low-rise commercial building that is consistent with the existing built form and surrounding commercial context along Hazeldean Road. As a low-rise building, the proposal does not introduce height impacts that would require transition measures such as angular planes or step-backs. The building design responds to the surrounding context and site conditions by providing at-grade entrances, soft landscaping, and a site layout that supports a pedestrian-friendly environment along the adjacent streets.*

*Section 5 provides policy direction for the six identified transect policy areas. The subject site is located within the Suburban (West) Transect and is designated Minor Corridor. Minor Corridors in the Suburban Transect are generally permitted to have a minimum height of two storeys and a maximum height of four storeys.*

*Policy 5.3.2(1) states in the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by: a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.*

*5.3.3(3) Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes: a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; and b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres as identified in Schedule C16 for the planned street context, generally, up to 9 storeys except where a secondary plan or area-specific policy specifies different heights.*

*Section 5.4 provides policy direction for the Suburban Transect, which is comprised of neighbourhoods within the urban boundary but outside the Greenbelt. These areas are reflective of the conventional suburban model with separated land uses, stand-alone buildings, generous setbacks, and low-rise building forms.*

*Section 5.4.1 provides for an evolution towards 15-minute communities while recognizing a suburban pattern of built form and site design. Low-rise heights are generally planned for Minor Corridors.*

*Section 5.4.2 plans for better mobility and street connectivity in the Suburban Transect to support the rapid transit system, including by locating higher density mixed use development close to rapid transit stations.*

*Section 5.4.4 provides direction for new development within the Suburban Transect. It plans for higher density commercial services that cater to the neighbourhood and regional needs along Hubs and Corridors, along with safe pedestrian and cyclist integration and linkage to surrounding neighbourhoods.*

**Comment** | The subject site is located within the Suburban (West) Transect and designated Minor Corridor. The proposal represents a modest intensification and reinvestment within an existing commercial site by introducing a restaurant use (KFC) while maintaining the existing gas station, convenience store, and carwash. Although Minor Corridors generally permit building heights between two and four storeys, the proposed low-rise building form is consistent with the surrounding suburban context and reflects the prevailing pattern of stand-alone commercial buildings with generous setbacks that characterize the Suburban Transect. The development therefore aligns with the intent of Section 5.4 to recognize and work within the conventional suburban built form while allowing for incremental evolution over time.

The proposal also supports the objectives of Sections 5.4.1, 5.4.2, and 5.4.4 by enhancing access to neighbourhood-serving commercial uses and improving connections to surrounding transportation infrastructure. The restaurant use contributes to the range of services available along the Minor Corridor and supports the gradual evolution toward more complete, 15-minute communities where residents can access daily needs within a short distance. The site benefits from existing sidewalks and a nearby transit stop along Hazeldean Road, and the proposal includes direct pedestrian connections from the building to the public sidewalk network as well as bicycle parking to support active transportation. Enhanced landscaping and clearly defined pedestrian routes further contribute to a safer and more accessible site layout. Overall, the proposal represents an appropriate form of commercial development within the Suburban Transect that supports neighbourhood-serving uses, mobility options, and the continued evolution of Minor Corridors.

*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; b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations; c) For sites generally of greater than one hectare in area or 100 metres in depth: i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.*

*6.2.1(3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law: a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods; b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.*

**Comment |** The proposed development supports the City's strategic goals by redeveloping an existing underutilized commercial site with a building addition and new use supporting the Hazeldean Road commercial corridor. The intended uses are strategically located on the same site and in a corridor with other commercial uses, to allow for users who may require several services to find them located in close proximity. The proposed zoning is appropriate for the subject property as it supports the introduction of a restaurant use within a Mainstreet Corridor. The addition of restaurant and drive-through represents a building addition to an existing convenience store and car wash, making use of the existing buildings which have not yet reached the end of their building life. The reuse of the building and site is consistent with the environmental objectives as outlined in the Official Plan.

The proposal supports the neighbourhood's economic development and responds to the commercial needs of the area while contributing to an improved streetscape with an efficient overall site design. Owing to its location around similar uses along an arterial road on the outside edge of the neighbourhood, the subject site is an appropriate location for commercial uses, which are to be directed towards corridors and in proximity to transit and highway access.

*Section 6 of the Plan provides tailored policy direction for each urban designation, which are divided into Hubs, Corridors, and Neighbourhoods. The subject property is designated Minor Corridor. This designation applies to lots that abut the corridor to a maximum depth of 120 metres of the street identified as a Minor Corridor.*

*Section 6.2.1 provides for an appropriate transition of height, use of land, site design, and development character with abutting designations.*

*Section 6.2.2, Policy 2 permits commercial-only buildings within the Minor Corridor designation.*

**Comment** | Section 6.2.1 requires that development within Corridors provide an appropriate transition in terms of height, land use, site design, and overall development character with adjacent designations.

The proposed restaurant is modest in scale, with a gross floor area of approximately 126.3 m<sup>2</sup>, ensuring that the development remains compatible with surrounding land uses and maintains an appropriate built form along the corridor. The development is integrated into an existing commercial site and does not introduce building heights or massing that would create adverse impacts on surrounding properties.

The site design also contributes to compatibility and transition through the placement of site elements. The drive-through stacking lanes are located behind and beside the building, minimizing their visual and functional impacts along the street frontages. In addition, enhanced landscaping is proposed along the Hazeldean Road and Carp Road frontages, which helps reinforce the streetscape while providing visual buffering between vehicular areas and the public realm.

Pedestrian connectivity is also strengthened through direct connections to the existing sidewalks along Hazeldean Road and Carp Road, including a pathway linking the building to the transit stop along Hazeldean Road. These design elements ensure that the development integrates well with the surrounding corridor context and supports a safe and accessible public realm.

Section 6.2.2, Policy 2 permits commercial-only buildings within the Minor Corridor designation. The proposed development fully conforms with this policy, as it introduces a commercial restaurant use with a drive-through facility on a site that already accommodates commercial uses associated with the existing gas station and convenience store.

The addition of the restaurant use enhances the mix of services available along the corridor while maintaining a consistent commercial character for the site. This type of use is appropriate within the Minor Corridor designation, where small-scale commercial uses are encouraged to serve nearby residents, workers, and travellers along the corridor.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the City of Ottawa Official Plan.**

### 5.3 CITY OF OTTAWA ZONING BY-LAW 2008-250

The property is zoned as AM - Arterial Mainstreet, Subzone 9 in the City of Ottawa's Zoning By-law 2008-250. The AM - Arterial Mainstreet zone permits the current gas bar use in addition to other uses such as an automobile dealership use, car wash, drive-through facility, medical facility, office, restaurant, apartment buildings both in low and mid-rise, among other uses. Subzone 9 provides additional regulations related to built form, particularly building facade treatment and minimum heights, as well as maximum size of a building addition.

The following provides the AM9 Zone Provisions:



Figure 21: Map showing zoning on subject site

The requested permission for relief from maximum front and corner setbacks and drive-through stacking regulations to permit a restaurant at 6250 Hazeldean Road.

As a result, the following reliefs are requested from the Zoning By-law in the form of a minor zoning by-law amendment for the following items:

A minor Zoning By-law Amendment application to:

- (1) Permit 0% of the frontage with a 5 m setback from the front and exterior side yards (Section 186(10)(b)(i))
- (2) Permit a drive-through lane with 6 spaces at or before the board for a total of 10 spaces (Section 112)

The effect of the amendment is to facilitate the redevelopment of the gas station site to include a restaurant.

The following provides the AM9 Zone Provisions:

AM9	Required	Provided	Section/By-law
Minimum Lot Width	No minimum	76.06 m + 22.15 m (corner)	S186(3) Table 185
Minimum Lot Area	No minimum	6,059.3 m <sup>2</sup>	S186(3) Table 185
Maximum Building Height	15 m	4.1 m	S186(9)(b)
Minimum Front & Corner Side Yard Setback	30% of lot width within 5 m of front lot line must be occupied by building walls (80.6 m frontage)	<b>0% of frontage within 5 m of front lot line is occupied by building walls</b>	S186(9)(b)(i)(e)
Maximum Front Yard Setback	Building containing a gas bar = 3 m	~43 m existing (legal non-complying)	S186(9)(d)
Minimum Rear Yard Setback	10 m	4.086 m, existing building (legal non-complying), 11.054 m new building	S186(9)(a)
Maximum Interior Yard Setback	Abutting a residential zone: 3.0 m 20 m setback from the street, then 7.5 m	Interior side yard does not abut a residential zone	S186(9)(c)
Maximum Floor Space Index	No maximum	N/A	S186(3) Table 186
Landscape Open Space (Rear Property Line)	5 m landscaped area is required along the rear property line	The carwash drive-through lane and carwash is existing therefore the landscaped area required along the rear and interior side property lines is existing (legal non-complying). The new restaurant will not impact this existing condition.	186(9)(g)(ii)
Minimum Parking Spaces (Area C: Schedule 1A)	<p>Restaurant (fast food &amp; full service): 10 per 100m<sup>2</sup> of GFA (126.3 m<sup>2</sup> = 13 spaces)</p> <p>*Restaurant use operates in combination with drive-through facility the parking may be reduced by 20% = 11 spaces)</p> <p>Car Wash: none</p> <p>Convenience Store: 3.4 per 100 m<sup>2</sup> of gross floor area (119.2 = 4 spaces)</p>	17 parking spaces	S101(7), Section 101(6)(b)(i),

	Total Required: 15 parking spaces  Shared Parking Applies: Total Required: 14 parking spaces		Section 104
<b>Drive-Through Operations</b>	Restaurant (with order board): 7 at or before board and a minimum total of 11  A queuing space must be 3m by 5.7 m  Car Wash: 10 before/in each wash bay	<b>6 at or before the board for a total of 10</b>  11	Section 112
<b>Bicycle Parking</b>	Restaurant: 1 per 250 m2 of gross floor area = 1 parking space  Convenience Store: 1 per 250 m2 of gross floor area = 1 parking space  All other non-residential uses (car wash) 1 per 1500 m2 of floor area = 1 parking space  Total Required: 2 bicycle parking spaces	4 bicycle parking spaces	Section 111

**In the AM9 Subzone, from Section 186(9) of the Zoning Bylaw:**

(a) the minimum rear yard setback for a non-residential or mixed-use building is 10 metres.

**Comment:** *The proposed new building is setback greater than 10 m and will be an addition to the existing convenience store.*

(b) the maximum permitted building height is 11 metres within 20 metres of a residential zone, and 15 metres in all other cases.

**Comment:** *All buildings will be less than 15 m in height.*

(c) a minimum of: (i) 50% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is less than 90 metres wide. (ii) 30% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is 90 metres in width or wider.

**Comment:** *The frontage is 80.6 m therefore the 50% lot requirement applies.*

(d) Clause (c) does not apply to a lot containing only an automobile dealership, automobile rental establishment, automobile service station, or gas bar, but a maximum front yard setback of 3 metres shall apply to any building containing these uses.

**Comment:** *Clause 3 applies as a restaurant use is provided.*

(e) Despite (c) and (d), in the case of high voltage power lines present near the front lot line the distance of 3 metres set out within (c)(i) and (c)(ii) and the maximum front yard setback in (d) is increased to 5 metres with respect to that portion of the building wall affected by the high voltage power lines.

**Comment:** *High voltage power lines are provided along Hazeldean Road, therefore the maximum setback is 5 m.*

(f) In the case of a phased development where all phases are shown on a site plan approved pursuant to Section 41 of the Planning Act, each phase itself does not have to comply with subsection (c) above, provided that those requirements are satisfied upon the completion of all phases of development.

**Comment:** *This is not a phased development*

(g) For a lot containing a non-residential or mixed use building, the minimum required width of a landscaped area along a lot line is: (i) where abutting a residential zone: 10 metres and an opaque screen with a minimum height of 1.5 metres must be provided between the residential zone and landscaped area; (ii) where it is the rear lot line and it abuts a non-residential zone: 5 m (iii) in all other cases: no minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.

**Comment:** *A 5 m landscape buffer is required. The existing car wash drive-through lane and building are currently within the 5 m required landscape setback. The new building will not further impact the existing landscape buffer.*

(h) outdoor storage accessory to the use on the lot, (i) is prohibited in a front yard, and (ii) is permitted in all other yards provided it is concealed from view from abutting streets and non-commercial zones, and provided it does not cover more than 20% of the lot area.

**Comment:** *No outdoor storage is proposed.*

(i) the lot line abutting Hazeldean Road is considered to be the front lot line

**Comment:** *Noted.*

(j) the minimum number of parking spaces required for a shopping centre may be reduced by the number of on-street parking spaces that are located within 12 metres of the lot on which a shopping centre is located. (By-law 2014-27)

**Comment:** *A shopping centre use is not proposed on this site.*

## 5.4 NEW CITY OF OTTAWA ZONING BY-LAW [In Effect]

The new City of Ottawa Zoning By-law was approved by Council on January 28, 2026.

Proposed Zone: Mainstreet Zone 2 (MS2)

A minor Zoning By-law Amendment application to:

- (3) Permit a minimum building height of 4.1 m whereas, 6.0 m is required (Section 905(14)(f))
- (4) Permit a drive-through lane with 6 spaces at or before the board for a total of 10 spaces (Section 112)

New Zoning By-law Approved by Council MS2	Required	Provided	Section/By-law
Minimum Lot Width	No minimum	76.06 m + 22.15 m (corner)	Section 905(14)(b)
Minimum Lot Area	No minimum	6,059.3 m <sup>2</sup>	Section 905(14)(a)
Minimum Building Height	6 m or as per suffixes or schedules	4.1 m	Section 905(14)(f)
Maximum Building Height	Varies, See Subsection (11)	5.4 m	Section 905(14)(g)
Minimum Front & Corner Side Yard Setback	For any part of a building that is 15 m or less above grade: No minimum	43.41 m	Section 905(14)(c)
Maximum Front & Corner Side Yard Setback	Applies to buildings within 6 m of the front and side lot line.	N/A – no building within 6 m of front or exterior side lot line	Section 905(14)
Minimum Rear Yard Setback	All other cases: No minimum	4.086 m	Section 905(14)(e)
Maximum Interior Yard Setback	All other cases: No minimum	25.5 m	Section 905(14)(d)
Site Layout & Landscaping	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: (a) an outdoor commercial patio; (b) bicycle parking; (c) soft landscaping; or (d) benches, street furniture, or other similar features. floor area	Bicycle parking and landscaping is provided in the exterior side yard. Soft landscaping is provided in the front yard.	Section 905(6)

<b>Ground Floors &amp; Active Entrances</b>	Exterior building walls located on the ground floor and located within 6 metres of a front or exterior side lot line must: (a) provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses; (b) provide a minimum of one active entrance in the case of a residential use building; and (c) a minimum of 40 per cent of the surface area of the ground floor façade, measured from the average grade up to a height of 4 metres, must be comprised of transparent glazing and active customer or resident entrance access doors.	N/A – no building within 6 m of front or exterior side lot line	Section 905(5)
<b>Parking</b>	No parking minimums		
<b>Drive-Through Operations</b>	Car Wash – 10 for each bay  Restaurant – 7 for each order board and 4 for each pick up window	11  <b>6 at or before the board for a total of 10</b>	Section 308
<b>Drive-Through Regulations</b>	No queueing lane, drive-through window or order board may be located within a required yard abutting a residential zone.  A soft landscaped buffer with a minimum width of 3.5 m must be provided between any drive-through facility a front lot line, an exterior side lot lined and any lot line abutting a residential zone  Drive-through queueing lanes are prohibited within a required front yard	N/A  2.837 m & 4.443 m (existing, legal non-complying)  Drive-through lanes are not located within 0 – 6 m of front lot line.	Section 308(5)  Section 306(6)  Section 306(7)

<b>Soft Landscaped Buffer</b>	Must be provided minimum of 3 m for lots lines shared with N1 – N6 or where an opaque screen is provided with a minimum height of 1.5, the soft landscaping may be reduced to 1.0 m and where parking spaces are provided an opaque screen with a minimum height of 1.5 m must be provided	N/A – Site does not abut any lands zoned N1 - N6	Section 905(8)
<b>Bicycle Parking</b>	2 restaurant, 2 for gas bar = 4 total	4 bicycle parking spaces	Section 613C

### Planning Rationale Minor Zoning By-law Amendment:

**Maximum Front & Corner Side Yard Setback (Zoning By-law 2008-250):** The redevelopment of the site is only partial in the sense that a restaurant is being added to the existing convenience store and carwash building. This effectively allows for components (gas bar, car wash, tank nests) to remain in place as they haven't reached the end of their lifecycles. Ultimately, a partial redevelopment results in a more sustainable and financially viable redevelopment. While positioning a building at the corner of the site would be ideal, this would have unintended consequences of bringing the drive-through to the street edge. This concept would result in an expensive and environmentally unsustainable redevelopment of the site.

**Minimum Building Height:** The minimum building height in the new Zoning By-law is 6.0 m. The proposed new restaurant is 4.1 m. A building height of less than 6.0 metres is appropriate in this instance due to the unique circumstances of the site and the nature of the proposed development. The proposal represents a modest addition to an existing gas bar and convenience store development, where the surrounding built form is characterized by low-rise, single-storey commercial buildings and auto-oriented service uses. Maintaining a lower building height allows the new restaurant to integrate seamlessly with the existing structures on the site while avoiding unnecessary demolition or reconstruction of buildings that have not yet reached the end of their functional life. It would be difficult to construct a taller building as an addition to an existing much shorter building. The reduced height also ensures that the development remains compatible with the surrounding commercial context along Hazeldean Road and minimizes visual impact at the intersection. Given that the building is not located close to the street edge and is positioned within an established service commercial site, the intent of the Arterial Mainstreet zone to support active, pedestrian-oriented frontage is not compromised. As such, permitting a building height of less than 6.0 metres represents a practical and context-sensitive design response that facilitates reinvestment in the site while maintaining compatibility with the existing built environment.

**Drive-through Operations (Zoning By-law 2008-250):** A reduction of one space in the drive-through stacking lane is appropriate given the operational characteristics of the proposed restaurant and the site circulation constraints. The proposed tenant is KFC, which typically generates lower peak drive-through demand than uses such as coffee shops that experience high-frequency, short-duration trips throughout the morning peak period. As a result, the likelihood of stacking extending beyond the designated lane is limited. The proposed reduction also allows the stacking lane to be positioned in a manner

that avoids potential conflicts with vehicular movements near the Hazeldean Road access point. Maintaining clear separation between the drive-through queue and vehicles entering or exiting the site improves overall circulation and safety for customers and service vehicles. In this context, the minor reduction in stacking capacity represents a practical site design solution that maintains functional drive-through operations while improving internal traffic flow and minimizing the potential for congestion near the site entrance.

The proposed zoning is appropriate for the subject property as it supports the introduction of a retail store use and the redevelopment and intensification of under-utilized gas station site in a Mainstreet Corridor. Retail uses directly serve the daily needs of employees and visitors to gas station sites. Redeveloping an underutilized gas station site to include a restaurant represents appropriate intensification within the built-up area and supports the efficient use of existing municipal infrastructure. Gas stations are typically low-density, auto-oriented uses with large, paved areas and limited streetscape presence; replacing or supplementing this use with a restaurant increases employment density, provides new sidewalks and pedestrian connections and more landscaping along the streetscapes, which ultimately contributes to a more active and pedestrian-supportive environment. The redevelopment also provides an opportunity to improve urban design, providing more built form and services on the site and enhance landscaping. Overall, the proposal promotes economic revitalization, strengthens the viability of surrounding commercial uses, and aligns with broader land use planning objectives to create complete, well-designed communities without expanding into greenfield areas.

**Based on our review, it is our professional planning opinion that the proposed rezoning is appropriate for the site and fits within the context of the surrounding neighbourhood.**

## 5.5 URBAN DESIGN REVIEW

### CITY OF OTTAWA URBAN DESIGN POLICIES

Section 4.6 of the Official Plan provides urban design policies that are designed to guide new development in Ottawa. Urban design plays an important role in supporting the City's objectives such as building healthy 15- minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The urban design policies outline six (6) distinct goals as follows:

1. Promote design excellence in Design Priority Areas;
2. Protect views and enhance Scenic Routes including those associated with national symbols;
3. Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle;
4. Encourage innovative design practices and technologies in site planning and building design;
5. Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes; and

6. Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

The following policies from Section 4.2 are highlighted that are particularly relevant to the development proposal:

*Policy 4.6.5(2) states that 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.*

*Policy 4.6.5(3) states that 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.*

*Policy 4.6.5(4) states that 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.*

*Policy 4.6.6(5) states that 5) Where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by: a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location; b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric; c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.*

**Comment:** With respect to the six urban design goals, the proposal represents an improvement over the existing auto-oriented gas station configuration by reinvesting in an underutilized corridor site and enhancing the public realm along both Hazeldean Road and Carp Road. The redevelopment introduces a new restaurant building oriented toward the Mainstreet Corridor, enhanced landscaping, and defined pedestrian connections from both street frontages. These elements contribute to improvements to streets and sidewalks, supports active transportation, and strengthen the pedestrian experience along both street frontages. As a low-rise development, the building scale remains compatible with the surrounding context while contributing to intensification targets through more efficient land use.

In response to Policy 4.6.5(2), the development has been designed to respond to its Corridor context by positioning buildings to better define the street edge and by providing clearly visible pedestrian connections from both Hazeldean Road and Carp Road. While

positioning a building at the corner of the site would be ideal, this would have unintended consequences of bringing the drive-through to the street edge. Enhanced landscaping along both frontages contributes to streetscape framing and improves the visual quality of the site. The relocation and rationalization of site elements, including fuel pumps and the convenience store improves site organization.

In response to Policy 4.6.5(3), the proposal minimizes conflicts between vehicles and pedestrians by clearly delineating pedestrian access points and locating the drive-through stacking lanes behind the buildings, away from the public street frontages. Parking areas are limited in number and are visually buffered through landscaping. Existing interior side yard landscaping is maintained, and additional landscape treatments are introduced to accommodate tree planting opportunities and soften the public realm. Servicing and site functions are integrated within the overall site layout to reduce interruptions along the sidewalks. Existing accesses are maintained and no new accesses are proposed.

In response to Policy 4.6.5(4), the development will be designed in accordance with the City's Accessibility Design Standards. At-grade pedestrian connections from both street frontages, proximity of bicycle parking to the building entrance, contribute to an inclusive and accessible environment that accommodates users of all ages and abilities.

Finally, in keeping with Policy 4.6.6(5), the redevelopment of this large commercial site supports walkable, 15-minute neighbourhood objectives by locating the restaurant entrance along public streets and establishing safe and direct pedestrian connections between the buildings and the surrounding public realm. The internal circulation pattern has been rationalized to support safe vehicle movement while preserving pedestrian priority at the street edge. Surface parking is modest in scale and visually screened through landscaping, and the overall building arrangement will contribute to a more pedestrian-scaled and attractive streetscape.

## **URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS**

The following section will provide an overview of how the proposed drive-through will meet the guidelines and standards outlined as part of the City's Urban Design Guidelines for Development Along Arterial Mainstreets:

### **Streetscape:**

- Additional landscaping and trees have been provided on both the Hazeldean & Carp Road frontages. Enhanced landscaping at the northwest corner of the site will screen the drive-through stacking lane.
- Bicycle parking has been provided adjacent to the building which connects to the Carp Road frontage via a pedestrian connection.
- Drive-through stacking lane has been provided towards the rear and interior of the site to provide a streetscape that focuses on new landscaping and pedestrian connections.

### **Built Form:**

- The development has been designed to be compatible with the general physical character of adjacent neighbourhoods;

- The new restaurant addition will face the Mainstreet Corridor. While placing buildings at the street edge is a desirable condition, given the existing site is at a corner, moving the building towards the street would result in the unintended consequence of having a drive-through along a street frontage. Because the tank nests are not at the end of their lives, they will remain in place at the corner to avoid further negative environmental impacts.
- The front of the building with the maximum glazing and entrances will be angled to face the Mainstreet Corridor.
- The existing convenience store and carwash will remain to avoid the environmental impact of demolishing and reconstructing buildings prior to the end of the lives.
- The front façade has been oriented to face the public street and the front doors are visible, from the public street.

#### **Pedestrians and Cyclists:**

- Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances;
- Unobstructed pedestrian walkways are provided along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk;
- A bike rack has been provided near the building frontage and will connect to the street via a pedestrian connection.

#### **Vehicles & Parking:**

- Surface parking and the drive-through is located at the side or rear of buildings.
- The development will provide close to the minimum number of parking spaces required by the Zoning By-law.

#### **Landscape & Environment:**

- New landscaping has been planted throughout the site, as well as at the frontages of the site along both Hazeldean and Carp Roads.
- Enhanced landscaping at the northwest corner of the site will screen the drive-through stacking lane.

#### **Signs:**

- Signs have been designed to respect building scale, architectural features, signage uniformity and established streetscape design objectives.

#### **Servicing & Utilities:**

- Utility equipment will be enclosed within buildings or screened from both the arterial mainstreet and private properties to the side and rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors;
- Lighting will be designed so that there is no glare or light spilling on surrounding sites;
- Lighting will be provided that is appropriate to the street character with a focus on pedestrian areas.

## **URBAN DESIGN GUIDELINES FOR DRIVE-THROUGH FACILITIES**

The following section will provide an overview of how the proposed drive-through will meet the guidelines and standards outlined as part of the City's Urban Design Guidelines for Drive-Through Facilities:

### **Streetscape and Built Form:**

- The proposed restaurant and drive-through is connected to the existing convenience store to provide site and building design efficiencies. The location of the restaurant away from the site corner or street frontage, allows us to achieve a drive-through that is located further away from the street edge.
- Landscape has been expanded along both the Hazeldean Road & Carp Road frontages which includes a pedestrian linkage from both Hazeldean Road & Carp Road to the building;
- Bicycle parking is located close the entrance, and accessible via a pedestrian connection from Carp Road;
- The front street facing elevation contains adequate glazing to animate the public street and to provide view in and out of the building;
- The carwash, the existing convenience store and tank nest have been maintained as they have not reached their end of life. Maintaining and retrofitting existing buildings conserves embodied carbon by avoiding the emissions associated with demolition and new construction, making adaptive reuse one of the most effective strategies for reducing the environmental impact of the built environment.
- The drive-through stacking lane is tucked as much as possible behind the building. Screening (landscaping and a fence) is provided between the car wash stacking lane and the street.

### **Pedestrians and Cyclists:**

- A pedestrian connection has been provided from both Hazeldean Road and Carp Road to provide a pedestrian connection to and from the proposed building;
- Doors are close to parking area, and a door has been provided facing the street and adjacent to the pedestrian site access and the bicycle parking area;
- Two pedestrian accesses have been provided directly from the sidewalks on each frontage. This will allow pedestrians to safely access each side of the site;
- Pedestrian walkways have been added to provide an access between both street frontages and the building;
- A new sidewalk will be added along the Shefford Road frontage providing a connection to the existing neighbourhood to the south.
- Bicycle parking has been located close to a building entrance in a manner that does not impede pedestrian movement.

### **Vehicles and Parking:**

- The drive-through stacking lane is located at the sides and rear of the building;
- Existing access to the site was maintained and no new accesses are proposed;
- The car wash drive-through stacking lane is located away from the street towards the rear and interior of the site, but screened from the street through the use of enhanced landscaping.
- The parking areas have been provided internally to the site away where possible.
- The restaurant (KFC) will likely not see as many cars queuing on-site as a coffee shop use might;
- On-site circulation has been designed to minimize the conflicts between pedestrians and vehicles. Signage will be provided to direct cars to the appropriate drive-through lane.

### **Landscape and Environment:**

- Soft landscaping has been planted throughout the site, as well as at the frontages of the site along both Hazeldean and Carp Roads;
- Enhanced landscaping at the northwest corner of the site will screen the drive-through stacking lane.

**Signs:**

- Signage will comply with the City's Sign By-law;
- Pavement markings will enhance clarity of movement patterns on-site;
- Buildings will include signs that respect building scale, architectural features and streetscape design objectives.

## **URBAN DESIGN GUIDELINES FOR GAS STATION SITES**

The following section will provide an overview of how the proposed drive-through will meet the guidelines and standards outlined as part of the City's Urban Design Guidelines for gas station sites:

**Streetscape and Built Form:**

- The proposed development maintains a low-rise, single-storey built form and auto-oriented layout that reflects the existing commercial character along Hazeldean Road and Carp Road.
- While the site retains its existing gas station configuration, the introduction of a restaurant building and enhanced landscaping contributes to a more defined and visually coherent street edge along both frontages.
- The proposed restaurant building and associated site elements are designed with coordinated materials and architectural detailing, ensuring that all visible components of the site contribute positively to the streetscape and create a cohesive visual identity.
- Additional landscaping along Hazeldean Road and Carp Road helps soften the appearance of the paved areas and reinforces the street edge where buildings cannot be located directly adjacent to the street, in accordance with guidelines encouraging landscaping to define and enhance the streetscape.
- The design incorporates clear windows and active building frontages for the restaurant and convenience components, providing visual connection between the building interior and the public realm, which contributes to a more engaging and safer streetscape environment.
- The proposal recognizes the operational needs of a gas station while integrating built form and landscape elements that improve the public realm, demonstrating that service commercial uses can be designed to contribute positively to the streetscape.

**Pedestrians and Cyclists:**

- The site design includes defined pedestrian walkways connecting the public sidewalks along Hazeldean Road and Carp Road to the building entrances, ensuring safe and intuitive access for pedestrians.

- The internal circulation system is designed to reduce conflict points by locating drive-through lanes and vehicular movements away from primary pedestrian routes and building entrances.
- Landscaping elements are incorporated along sidewalks and street frontages to provide visual interest, buffering from vehicular areas, and an improved walking experience.
- Bicycle parking is included in a visible and convenient location near the building entrance, encouraging cycling as a viable transportation option.
- Building entrances and glazing are oriented toward pedestrian areas, enhancing visibility and contributing to a safer environment through natural surveillance.
- The site layout allows cyclists to navigate safely through the property with clear sightlines and logical circulation patterns, despite the auto-oriented nature of the use.

#### **Vehicles and Parking:**

- The site layout clearly defines drive aisles, parking areas, and the drive-through stacking lane, ensuring logical and efficient vehicular movement while minimizing conflict points with pedestrians and cyclists.
- The drive-through lane is positioned internal to the site, limiting its visibility from Hazeldean Road and Carp Road and reducing the visual impact of vehicle queuing on the public realm.
- Existing access points are utilized and designed to support safe ingress and egress, with internal circulation configured to avoid queuing conflicts near the Hazeldean Road entrance.
- The proposal includes sufficient parking to serve the gas bar, convenience store, and KFC restaurant, while avoiding excessive parking that would detract from the site's overall design and landscaping opportunities.
- Parking spaces are located in proximity to building entrances, supporting convenient access while maintaining clear pedestrian routes.
- While recognizing the inherently vehicle-oriented nature of a gas station and drive-through restaurant, the proposal integrates thoughtful circulation, screening, and layout strategies to reduce impacts on the streetscape and improve overall site functionality.

#### **Landscape and Environment:**

- Landscaping is introduced and enhanced along the Hazeldean Road and Carp Road frontages to help define the street edge, soften views of paved areas, and contribute to a greener corridor.
- Planting areas are strategically located to provide visual buffering of parking areas, drive aisles, and the drive-through stacking lane, reducing the visual dominance of vehicles on the site.

- The proposal maintains and enhances soft landscaping areas, contributing to stormwater infiltration, reducing heat island effects, and improving microclimatic conditions on the site.
- Landscape materials are selected to be hardy, low-maintenance, and appropriate for an urban arterial environment, ensuring long-term viability and consistent site appearance.
- Landscaping is designed to preserve visibility at access points and along drive aisles, balancing aesthetic improvements with safety and operational requirements.

**Signs:**

- Signage is coordinated with the architectural design of the buildings and overall site layout to create a cohesive and visually organized appearance.
- Freestanding and building-mounted signs are positioned to avoid obstructing pedestrian pathways, sightlines, or landscaping features.
- Signage is appropriately scaled to the building and site, with lighting designed to minimize glare and spillover onto adjacent properties.
- Signage supports the operational needs of the gas bar and KFC restaurant while remaining consistent with the City's urban design objectives.

## 6.0 PLANNING ANALYSIS AND RATIONALE

The proposed redevelopment at 6250 Hazeldean Road represents an appropriate and desirable form of site intensification that supports provincial, municipal, and zoning policy objectives. The proposal introduces a restaurant with a drive-through facility on an existing gas station site while maintaining the existing gas bar, convenience store, and car wash. This form of incremental redevelopment allows the site to evolve in a manner that improves land use efficiency, supports economic activity along the corridor, and enhances the overall functionality of the property. The development makes use of existing infrastructure and services while introducing additional employment opportunities and neighbourhood-serving commercial uses within the built-up urban area.

From a land use planning perspective, the proposal is compatible with the surrounding context. The site is located at a prominent intersection along Hazeldean Road and Carp Road within an established commercial corridor characterized by service commercial uses such as automotive services, retail plazas, and other commercial establishments. Restaurants are complementary to these uses and serve both local residents and travelling customers along the corridor. The scale and massing of the proposed building remain modest and consistent with the prevailing low-rise commercial character of the area. The development maintains appropriate setbacks and incorporates landscaping and site organization measures that ensure compatibility with adjacent uses and minimize potential impacts related to noise, traffic, and visual appearance.

The proposal also represents an efficient use of an existing commercial site by intensifying a property that currently functions primarily as an auto-oriented gas station. Gas stations typically contain large, paved areas with relatively low employment density and limited contribution to the public realm. Introducing a restaurant use increases the intensity of the site in a modest and appropriate manner while still retaining the existing functioning components of the gas station. This approach avoids unnecessary demolition and supports sustainable redevelopment by extending the useful life of existing structures while enhancing the site through new built form and landscaping.

From an urban design perspective, the redevelopment improves the streetscape and pedestrian environment along Hazeldean Road and Carp Road. The proposal introduces enhanced landscaping along both street frontages, defined pedestrian connections from the public sidewalks to the building entrance, and bicycle parking facilities that support active transportation. The building orientation and pedestrian connections strengthen the relationship between the development and the public realm, while the placement of drive-through stacking lanes to the side and rear of the building reduces the visual prominence of vehicular areas from the street. These measures collectively improve the site's contribution to the corridor environment and align with the City's urban design objectives for development along Mainstreet corridors.

The requested minor Zoning By-law Amendment is reasonable and appropriate in the context of the site and the surrounding area. The relief requested primarily relates to built-form and drive-through operational provisions needed to accommodate the redevelopment within the constraints of the existing site layout. The amendment does not introduce new land use permissions that are incompatible with the surrounding context, as restaurants and drive-through facilities are already contemplated within the Arterial Mainstreet zone.

Instead, the amendment facilitates the practical implementation of the development while maintaining the intent of the zoning framework.

In summary, the proposed development represents a logical reinvestment in an existing commercial property located within a designated corridor. The redevelopment enhances the site through improved built form, landscaping, and pedestrian connectivity while maintaining compatibility with the surrounding area. The proposal makes efficient use of existing infrastructure, contributes to economic vitality along the corridor, and supports the evolution of the area toward more complete communities.

**Based on the foregoing analysis, it is our professional planning opinion that the proposed development:**

- **is consistent with the Provincial Planning Statement (2024);**
- **conforms with the policies of the City of Ottawa Official Plan;**
- **maintains the intent of the Arterial Mainstreet (AM) zoning framework; and**
- **represents good land use planning and an appropriate form of redevelopment for the subject site.**

## 7.0 SUPPORTING STUDIES & REPORTS

### 7.1 SUMMARY OF REPORTS & STUDIES OF REPORTS

#### 7.1.1 PHASE 1 & 2 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Assessment was prepared by SLR Consulting Canada (Limited) dated February 27, 2026. The report assessed the current and historic Site activities, surrounding properties, available records and Site reconnaissance, SLR identified thirteen (13) Potentially Contaminating Activities that resulted in seven (7) APECs on the Phase One Property as described below:

- [ The Phase One Property is an enhanced investigation property, and a Phase Two ESA is required in accordance with O. Reg. 153/04, (as amended). SLR recommends that a Phase Two ESA be completed at the Site to investigate the APECs noted above to assess the environmental soil and groundwater conditions on the Phase One Property and determine the location and concentration (if any) of one or more of the contaminants of potential concern identified above. The actual soil and groundwater impacts should be verified and delineated laterally and vertically.

A Phase 2 Environmental Assessment was prepared by SLR Consulting Canada (Limited) dated March 11, 2026. The objective of the Phase Two ESA was to investigate areas of potential environmental concern (APECs) on, in or under the Site as a result of potentially contaminating activities (PCAs) on the Site or on surrounding properties within the Phase One Study Area identified in the 2026 SLR Phase One ESA report (dated February 27, 2026) that may have had an adverse effect on the Site. In addition, this Phase Two ESA report assesses the environmental soil and groundwater conditions on the Phase Two Property and determines the location and concentration (if any) of one or more of the contaminants of potential concern identified during the 2026 SLR Phase One ESA.

The Phase Two Property consists of an irregular-shaped lot with an approximate area of 0.60 hectares (1.48 acres) and includes a one-storey commercial building (kiosk and car wash building) present in the southeastern portion of the Site. The car wash is attached to the kiosk (retail convenience store). The other pertinent structures on the Site included an overhead canopy for the pump islands in the central portion of the Site. The Site has been leased by Suncor Energy Products Inc. since 2006 and has operated as a retail fuel outlet (a Petro Canada gas station and car wash) since 2007. The Phase Two Property is bounded by the intersection of Carp Road and Hazeldean Road to the west, followed by a commercial outlet (Stittsville Corners). Commercial sites are present in all cardinal directions of the side, followed by residential zones. Currently the Petro-Canada retail fuel outlet consists of a canopy overtop of the pump islands, a one-storey commercial building, and a car wash attached to the commercial building.

Based on the information obtained during the 2026 SLR Phase One ESA and this assessment, SLR identified seven (7) APECs which were investigated as part of this Phase Two ESA report as described below:

- APEC 1: Pump island and dispensers in the central portion of the Site

- APEC 2: Tank nest in the southwest corner of the Phase One Property Suncor Energy Products Partnership Phase Two Environmental Site Assessment 6250 Hazeldean Road, Stittsville, ON (Outlet No. 65044) March 11, 2026 SLR Project No.: 216.030133.00001 v
- APEC 3: Oil-Water Separator in Southeastern Corner of Site
- APEC 4: Car Wash and associated operations and storage within the building and in exterior storm sewer system.
- APEC 5: Importation of Fill Material of Unknown Quality
- APEC 6: On-Site and off-Site application of de-icing salts
- APEC 7: Commercial Oil Change garage identified approximately 17.3 m east of the Site

As part of this Phase Two ESA, prior to drilling each borehole, each location was daylighted (hydro excavated) to 2.4 metres below ground surface (mbgs) to verify utility clearance between December 4 and 9, 2025. A total of nine boreholes were advanced at the Site (denoted herein as boreholes MW25-01, BH25-02, MW25-03, MW25-04, BH25-06, MW25-07, BH25-08, MW25-09 and BH25-10) to a depth between 5.0 to 9.1 mbgs between January 6 and 21, 2026 using a track-mounted Geo-Probe 7822 DT drill rig. Five boreholes (MW25-01, MW25-03, MW25-04, MW25-07 and MW25-09) were completed as monitoring wells to facilitate groundwater monitoring and sampling. The boreholes and monitoring wells were completed at the Phase Two Property to APECs identified in the 2026 SLR Phase One ESA report (and noted in the above table). The soil samples were submitted for laboratory analysis of one or more of the identified contaminants of potential concern (CoPCs) in soils noted in the 2026 SLR Phase One ESA and included petroleum hydrocarbons (PHCs, Fractions F1-F4), benzene, ethylbenzene, toluene and xylenes (BTEX), polycyclic aromatic hydrocarbons (PAHs), pH and metals (inclusive of arsenic, antimony, hexavalent chromium, mercury, selenium and hot water soluble boron), Electrical Conductivity (EC), Sodium Absorption Ratio (SAR), and cyanide to assess the soil quality at the Site. Groundwater samples were submitted for laboratory analysis of one or more of the identified CoPCs in groundwater noted in the 2026 SLR Phase One ESA and this Phase Two ESA (as detailed within this report) and included PHCs and BTEX, to assess the groundwater quality at the Phase Two Property. The current applicable site condition standards (SCS) for the Phase Two Property were determined to be the "Full Depth Generic Site Condition Standards in a Potable Ground Water Condition" from the MECP document entitled "Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act", April 15, 2011, for Industrial/Commercial/Community (ICC) Property Use, and for coarse textured soils (herein referred to as the "MECP Table 2 ICC SCS"). The soil samples analyzed as part of this Phase Two ESA did not exceed MECP Table 2 ICC SCS. One groundwater sample, collected from MW25-01 (south of the oil water separator) exceeded the MECP Table 2 ICC SCS for PHC fraction F2. It is the opinion of the Qualified Person (QPESA) that the remaining analyzed parameters have met the MECP Table 2 ICC SCS for soil and groundwater within the Phase Two Property outlined above. It is recommended to further advance borehole BH25-05 to collect a soil sample in the groundwater table and install a groundwater monitoring well. It is recommended to subsequently complete a second groundwater monitoring and sampling event of all groundwater monitoring wells to confirm PHC exceedances and to include PAHs, VOCs, and metals analysis for select groundwater samples.

### **7.1.2 GEOTECHNICAL INVESTIGATION**

A Phase 1 Environmental Assessment was prepared by SLR Consulting Canada (Limited) dated February 20, 2026. The redevelopment includes a kiosk expansion to accommodate a restaurant, interior renovations, repaving for a drive-through lane, and the installation of

underground Earthbins for garbage and recycling. The fieldwork, performed between January 6 and 14, 2026, consisted of drilling five boreholes (BH25-02, BH25-03, BH25-06, BH25-08, and BH25-09) to depths ranging from 2.8 m to 8.9 m below ground surface. Subsurface conditions generally consist of topsoil or pavement over fill materials, which are underlain by native sand deposits. Laboratory testing, which included water content, particle size analysis, Atterberg Limits, and corrosivity/resistivity testing, was performed on select samples. Groundwater was measured at depths between 5.0 and 7.7 m below ground surface on January 26, 2026. The report is a draft and was issued on February 20, 2026.

The geotechnical recommendations in the report state that the subsurface conditions are suitable for the installation of the proposed Earthbins and new pavement structure, as well as for shallow foundation support of proposed new infrastructure. The existing fill materials and loose native soils are considered unsuitable for shallow foundations and supporting the floor slab, and must be removed and replaced with engineered fill or proof-rolled. Shallow foundations for the kiosk expansion should be founded on existing undisturbed compact to very dense sand and designed for an unfactored bearing resistance at Serviceability Limit States (SLS) of 100 kPa and a factored Ultimate Limit States (ULS) bearing resistance of 150 kPa. For the Earthbins, footings can use an allowable (SLS) bearing resistance of 100 kPa and a factored ULS bearing resistance of 150 kPa, founded on native undisturbed compact to dense sand. The site is recommended a Seismic Site Class C for design, and all excavations must comply with the Occupational Health and Safety Act (OHSA), classifying the fill and native sand above the water table as Type 3 Soils and below as Type 4 Soils.

### 7.1.3 TRANSPORTATION IMPACT ASSESSMENT

A Transportation Impact Assessment Brief was prepared by J.L. Richards and Associates Limited dated March 9, 2026.

The overall findings and conclusions of this study are as follows:

- The Hazeldean/Carp intersection is currently operating overall at an acceptable LOS 'D' or better during morning and afternoon peak hours, but the westbound-through movement is approaching its theoretical capacity during the weekday afternoon peak hour under existing conditions.
- Given the local context, the private auto is projected to be the primary mode choice for travel for all proposed land uses.
- The proposed development is projected to generate 'new' two-way vehicles volumes of 20 veh/h during weekday morning and afternoon peak hours, respectively, distributed amongst three (3) existing access driveways.
- With regard to active and transit modes, the proposed development is projected to generate approximate two-way person trips of 4 trips/h and 2 trips/h during both weekday morning and afternoon peak hours, respectively.
- The proposed parking supply for the subject development is proposed to meet minimum existing By-Law requirements.
- The City has prepared a preliminary design of the Hazeldean/Carp intersection as part of the Carp Widening project, with potential impacts to the subject site through the contemplated extension of the median along the entire Carp Road frontage and closure of the depressed median on Hazeldean Road.

- Based on the projected volumes and intersection capacity analysis, additional network modifications are not triggered by the proposed increase in traffic generation.
- The overall layout of the site is expected to operate acceptably despite a deficiency of one (1) queuing position in the proposed drive-through lane associated with the fast-food restaurant.

The proposed development fits well into the context of the surrounding area and it is projected to have minimal impact on the surrounding transportation network. The design and location of the proposed development serves the City of Ottawa's policies, goals, and objectives. Based on the foregoing, the proposed redevelopment located at 6250 Hazeldean Road is recommended from a transportation perspective.

#### **7.1.4 TREE CONSERVATION REPORT**

A Tree Conservation Report was prepared by Dendron Forestry Services dated March 19, 2026. The proposed development requires the removal of eight trees (Nos. 1–3, 7–10, and 23). Additionally, Tree 14 is recommended for removal due to its poor health. All remaining trees are designated for protection; their respective protection zones are detailed in the report.

#### **7.1.7 STORMWATER MANAGEMENT REPORT**

A Stormwater Management Report was prepared by J+B Engineering dated April, 23, 2026. The report outlines the stormwater management (SWM) plan for the redevelopment of a Petro Canada property located at 6250 Hazeldean Road in Stittsville, Ontario. The proposed project involves adding a commercial building and drive-through lanes while maintaining the existing gas bar and carwash. To address an 8.4% increase in the site's runoff coefficient due to increased imperviousness, the plan proposes increasing stormwater storage from 64.86 m<sup>3</sup> to 70.32 m<sup>3</sup>. This requirement will be met through a combination of surface ponding, underground conduits, and stormwater infrastructure, providing a total storage volume of 78.61 m<sup>3</sup>. Quality control will continue to be managed by an existing oil-water separator, and the report includes detailed erosion and sediment control measures to be implemented during construction. Ultimately, the report concludes that the proposed SWM strategy satisfies all quantity, quality, and erosion control requirements set by the City of Ottawa and other relevant authorities.

#### **7.1.8 FUNCTIONAL SERVICING REPORT**

A Functional Servicing Report was prepared by J+B Engineering dated April 17, 2026. The report details the servicing requirements for the proposed redevelopment of the Petro-Canada property at 6250 Hazeldean Road in Stittsville, Ontario. The scope of work includes expanding the existing one-storey convenience store, reconfiguring the drive-through lane, and installing an underground stormwater storage tank to manage an 8.4% increase in impervious area. To support the redevelopment, the existing 50mm water service will be upgraded to a new 100mm service to meet a total required flow of 3.72 L/s, while the existing 250mm sanitary sewer has been deemed sufficient to handle the projected discharge flow of 3.91 L/s. Fire protection requirements are met by an existing municipal fire hydrant located within 90m of all fuel dispensers, and the report concludes that all water, sanitary, and stormwater conditions for the City of Ottawa have been satisfied.

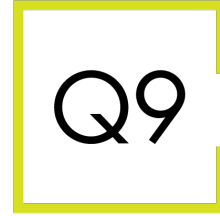
## 8.0 CONCLUSION

In conclusion, the proposed partial redevelopment of the existing gas station site to permit a restaurant with a drive-through represents an appropriate and compatible form of development within the surrounding suburban context. The proposal maintains the existing gas bar, convenience store, and carwash while introducing a complementary commercial use that contributes to the range of services available along the corridor. The site design has been carefully considered to support pedestrian connectivity, provide enhanced landscaping along the street frontages, and organize vehicular circulation in a manner that minimizes conflicts and reduces the visual prominence of drive-through operations from the public realm.

The proposal is consistent with the policies of the Provincial Planning Statement and conforms with the relevant policies of the Official Plan, which permits commercial uses in mainstreet corridors. It further aligns with the design directions of the Official Plan.

The requested minor Zoning By-law Amendment is reasonable and appropriate in the context of the site and the surrounding area. The relief requested primarily relates to built-form and drive-through operational provisions needed to accommodate the redevelopment within the constraints of the existing site layout. The amendment does not introduce new land use permissions that are incompatible with the surrounding context, as restaurants and drive-through facilities are already contemplated within the Arterial Mainstreet zone. Instead, the amendment facilitates the practical implementation of the development while maintaining the intent of the zoning framework.

Overall, it is Q9's opinion that the proposed Minor Zoning By-law Amendment Application to permit the restaurant use with minor amendments to the zoning regulations on the subject site constitutes good land use planning.



planning  
+ design

Prepared by:

A handwritten signature in black ink that reads 'Dayna Edwards'. The signature is fluid and cursive, with the first letters of 'Dayna' and 'Edwards' being capitalized and prominent.

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## LIMITATIONS OF REPORT

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