

Planning Rationale Report for:  
Site Plan Application Pad 'B', Box 'D' and  
Proposed Expansion of CRU 'B-2'  
Fairwinds Centre - 5705 Hazeldean Road



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## 1.0 - Purpose of this report;

As part of a site plan application for approval of additional retail space at 5705 Hazeldean Road (the Site), a Planning Rationale Report is required. This report has been prepared to meet that requirement.

### Aerial view of 5705 Hazeldean Road, The Shoppes at Fairwind



## 2.0 - Site History

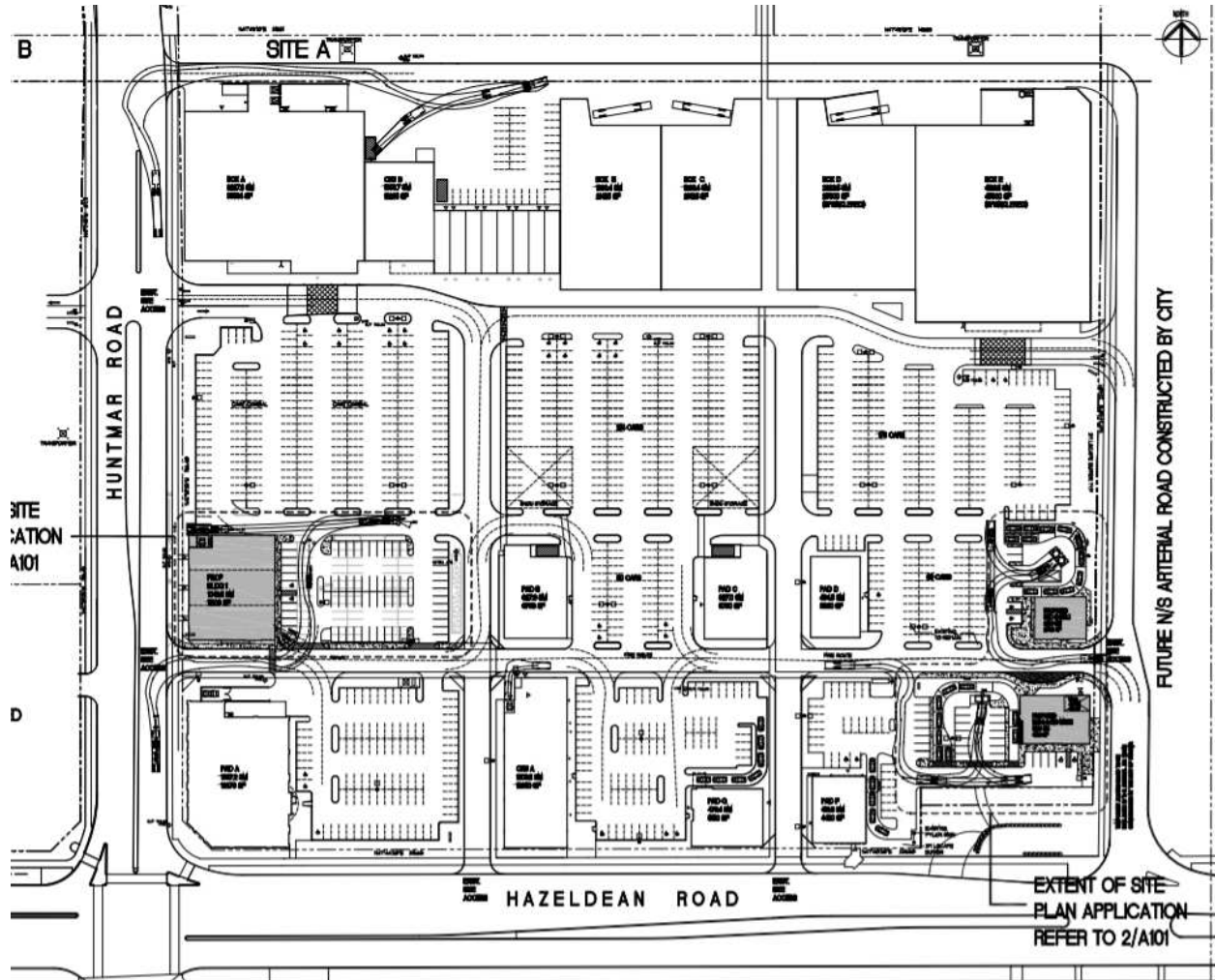
The Site is designated General Urban and zoned AM7[1446] and O1R. The O1R lands are located at the south-east corner of the Site and are not affected by this application. The Site is 84,596.5 m.sq. in area is approximately 60% built out.

On July 30, 2010 a Master Site Plan and Site Plan Agreement were approved and Phase 1 was constructed under this approval. Since then development has occurred in 2 subsequent phases each accompanied by an amending Site Plan Agreement. Amendments were necessary to reflect tenant requirements. Prior to this application there have been 2 previous building specific site plan amendments.

1. January 9, 2018 – Phase 2 (D07-12-14-0102)
2. March 19, 2019 – Phase 3 (D07-12-14-0032)

This application will be Phase 4, representing the third buildings specific site plan amendment to, and generally in compliance with, the approved 'Master' site plan, as amended in March 2019, Figure 1 below.

**Figure 1 – Approved ‘Master’ Site Plan (revised March 19/19 - excerpt)**



### **3.0 - Application:**

North American (Goulbourn) LP is making application for Site Plan Approval of Pad 'B' a free-standing multi-unit retail building, Box 'D' adjacent to the existing Toys R Us and the expansion of the retail strip CRU 'B-2' as highlighted with white background on the reduced versions of the proposed Site Plan, Figure 2A and Proposed Site Plan Details, Figure 2B, below. All proposed buildings are internal to site, meaning none flank or front on a public street.

This is Phase 4 of the Site development. Phases were not specifically referenced as part of the Master Site Plan process. The numbers assigned to the phases represent sequential construction phases responding to market demand from time to time.

Figure 2A – Proposed Site Plan Amendment (excerpt)

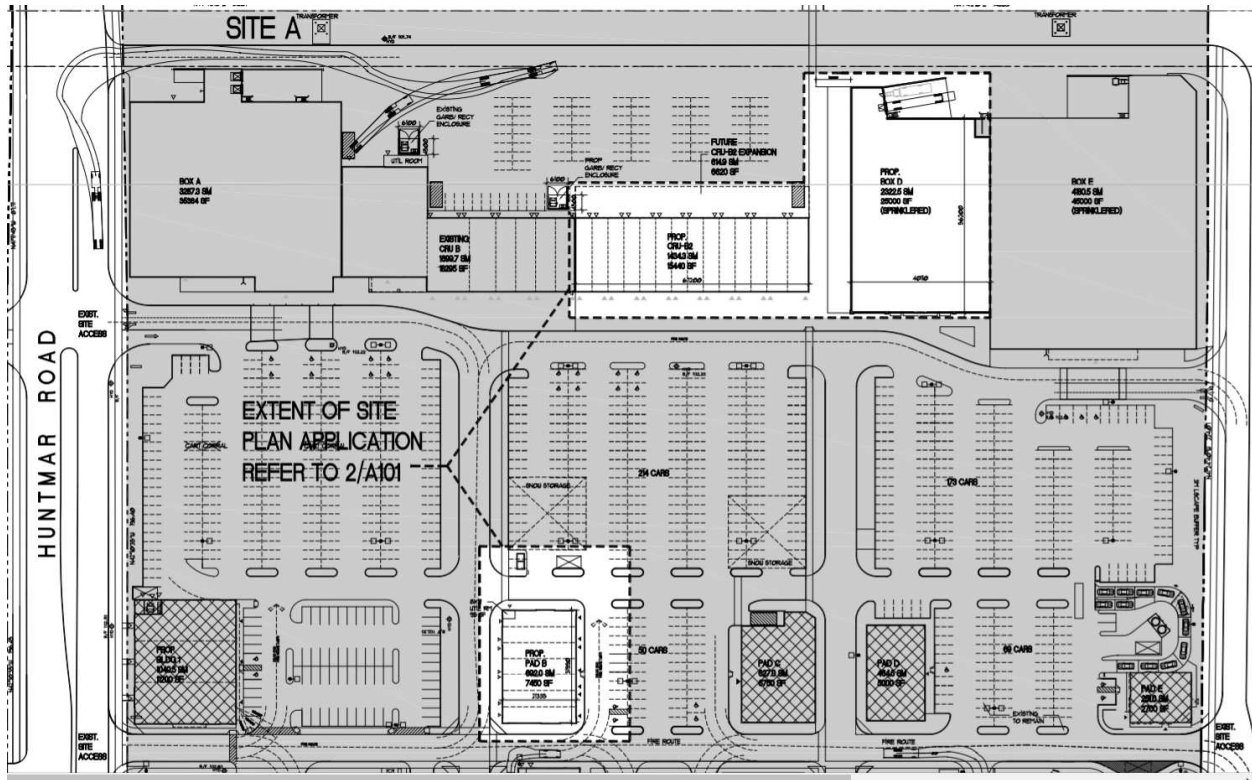
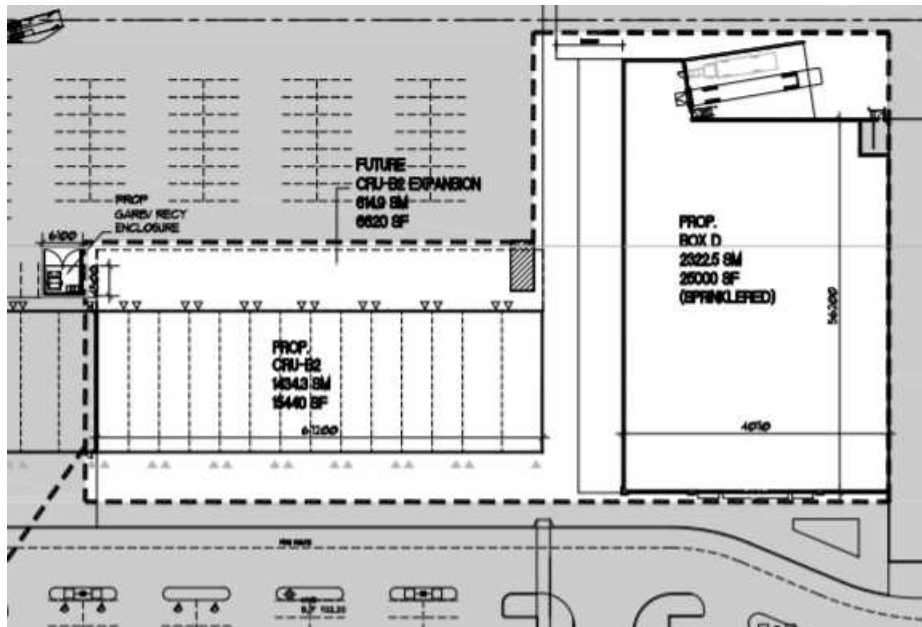
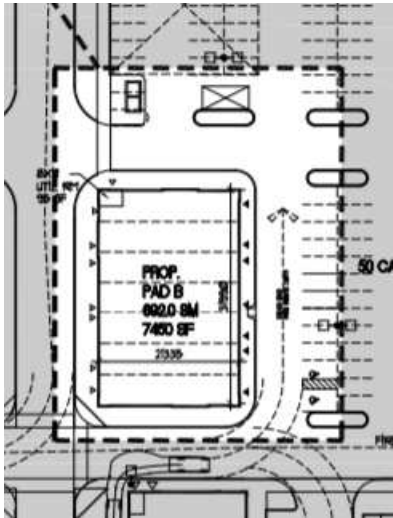


Figure 2B - Proposed Site Plan Amendment – Details Box D and CRU B-2



## Figure 2C - Proposed Site Plan Amendment – Details Pad B



Pad 'B' is a 675.3 sq. m. free-standing multi-tenanted building located centrally on the overall site. The proposed building is 48 sq. m. larger than that shown on the Master Site Plan but otherwise represents no significant change.

Proposed CRU 'B-2' Expansion will be a multi tenanted building of 1434.3 sq. m. that is contiguous with the existing strip development on the west. This building is a departure from the current approved Master Site Plan that shows 3,980 sq. m. of retail space in two 1,990.4 boxes, Boxes 'B' and 'C'. The proposed plan represents a reduction in building area of 2,546.5 sq. m.

Box 'D' is to be a single use building of 2322.5 sq. m. contiguous with Box 'E', the existing Toys R Us building and is consistent with the approved Master Site Plan.

Overall, the building area proposed represents a reduction of 2,594.5 sq. m. from that currently approved by the Master Site Plan.

The proposed buildings represent the next Phase (Phase 4) of development at the site and, as mentioned, is generally in conformity with the 'Master' approved site plan. A permanent direct sidewalk link to the Fairwinds Community from the centre is provided between proposed CRU B and Box D.

As part of the approval process a Pre-consultation was held with city staff on December 17, 2018, Copies of the meeting minute and required plans and reports are included as Appendices 'A' and 'B'. Comments were minimal and have been addressed in the revised plans and reports as submitted with the Site Plan Application. (see cover letter)

A meeting to brief Councillor Gower on the project was held on March 25, 2019

## **4.0 Applicable Policy:**

### **4.1 Provincial Policy Statement:**

The PPS policies encourage intensification of land uses and utilization of existing infrastructure, including transit.

### **4.2 City of Ottawa Official Plan:**

The site is designated General Urban Area in the Official Plan. Development expectations for these lands are set out in the following sections of the Official Plan:

- 1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018]*
- 2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*

### **4.3 - Zoning:**

The site is zoned AM7[1446] in Bylaw 208-250.

*Site Specific criteria for AM7[1446]*

- all lands within this zone are considered to be one lot for zoning purposes*
- a landscaped buffer with a minimum width of 10 m is required abutting the rear lot line*
- maximum building height of 11 m within 20 m of the rear lot line and 35 m in all other cases*
- a buffer strip is not required along a lot line adjacent to lands zoned O1R*

*The following non-residential uses are permitted subject to:*

1. *the provisions of subsections 185(3) to (5), and*
2. *amusement park being located within a building;*
  - amusement centre**
  - amusement park**
  - animal care establishment**
  - animal hospital**
  - artist studio**
  - automobile dealership**
  - automobile rental establishment**
  - automobile service station**
  - bank**
  - bank machine*
  - bar**
  - broadcasting studio**
  - car wash**
  - catering establishment**
  - cinema**
  - click and collect facility (By-law 2016-289)*
  - community centre**
  - community health and resource centre**
  - convenience store**
  - day care**
  - diplomatic mission**, *see Part 3, Section 88*
  - drive-through facility**
  - emergency service**
  - funeral home*
  - gas bar**
  - hotel**
  - instructional facility**
  - library**
  - medical facility**
  - municipal service centre**
  - museum**
  - nightclub**
  - office**
  - park**
  - parking garage**
  - payday loan establishment** *(By-law 2017-302)*
  - personal service business**
  - place of assembly**
  - place of worship*
  - post office*
  - production studio**
  - recreational and athletic facility**
  - research and development centre**
  - residential care facility** *(By-law 2011-273)*



**restaurant**  
retail food store  
**retail store**  
school  
**service and repair shop**  
**small batch brewery**, see Part 3, Section 89  
**sports arena**  
**storefront industry**, see Part 3, Section 99 (By-law 2018-171)  
**technology industry**  
**theatre**  
**training center**  
**urban agriculture**, see Part 3, Section 82 (By-law 2017-148)

### AM7 Subzone- Hazeldean Road Subzone

In the AM7 Subzone:

1. the following uses are prohibited:
  - automobile dealership**
  - automobile rental establishment**
  - automobile service station**
  - gas bar**
  - rooming house**
  - stacked dwelling**, see Part 5, Section 138 (By-law 2010-307)
  - townhouse dwelling**, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307)
2. the minimum lot area is 600 square metres; the minimum lot width is 18 metres; the minimum rear yard setback is 10 metres and the maximum permitted lot coverage is 50%.
3. the maximum permitted building height is 11 metres within 20 metres of a residential zone, and 15 metres in all other cases.
4. a minimum of,
  1. 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.
  2. 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.
5. if there are high voltage power lines present near the front lot line then the front yard setback requirement is 5 metres instead of 3 metres.

6. *when an outdoor commercial patio is located in a front yard, then the front yard setback requirement is 6 metres instead of 3 metres.*
7. *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 (d) above, provided that those requirements are satisfied upon the completion of all phases of development.*
8. *a landscaped buffer of 10 metres is required along a property line abutting a residential zone, and a landscaped buffer of 5 metres is required along a rear lot line abutting a non-residential zone.*
9. *outdoor storage accessory to the use on the lot,*
  1. *is prohibited in a front yard, and*
  2. *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.*
10. *the lot line abutting Hazeldean Road is considered to be the front lot line.*
11. *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.*

## **5.0 - Planning Rationale**

### **5.1 - Provincial Policy Statement**

The proposal, although modest, complies with the PPS insofar as it:

1. Promotes *the efficient development of land* by infilling on land currently used for parking,
2. Avoids *land uses that may cause public health and safety concerns,*
3. Promotes *cost effective development patterns and standards to minimize land consumption and servicing costs*
4. Is consistent with OP Policies promoting and protecting for *intensification and redevelopment.*

## 5.2 - Official Plan

The Site is designated General Urban. The proposed development complies with the Official Plan designation.

## 5.3 – Urban Design

The Official Plan sets out a series of Urban Design Principles and Design Objectives. These policies are reiterated in *italics* below and are each followed by a **Response** identifying how these policies have been addressed by the proposed development.

### ***S2.5.1 – Urban Design and Compatibility***

#### **Urban Design**

*Community design generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City. The components of our communities where urban design plays a key role, include:*

- ***Built form***, including buildings, structures, bridges, signs, fences, fountains, statues and anything else that has been constructed, added or created on a piece of land;
- ***Open spaces***, including streets, parks, plazas, courtyards, front yards, woodlots, natural areas and any other natural or green open areas that relate to the structure of the city;
- ***Infrastructure***, including, sidewalks, bike paths, transit corridors, hydro lines, streetlights, parking lots or any other above- or below-grade infrastructure that impacts upon the design of the public realm.

*Together, these building blocks create lasting impressions, where streetscapes and neighbourhoods contribute to a community identity that is more than the sum of its parts. It is the successful interplay between the built and natural environment, and how people use it, that has given us special places like the ByWard Market, Manotick and Westboro; streets like Elgin Street and Centrum Boulevard; and open spaces such as the Rideau Canal.*

*[Amendment #76, OMB File #PL100206, August 18, 2011]*

**Response:** The proposed development is consistent with the development already in place on the Site. At the time of initial approval overall principles of urban design were established and implemented through the construction of Phases 1 and 2.

1. Exterior landscaping has been emplaced per approved plans
2. Internal driveways are established per approved plans
3. All approved public road access and egress points are constructed, no new access points are required
4. Building construction to date has been in accordance with approved plans
5. Internal pedestrian connectivity and connectivity to adjacent development have been incorporated where appropriate

### **Compatibility**

*In support of lively and complete mixed-use communities, the City's growth management strategy includes intensification of development in the urban area over the next 20 years and concentrating rural development in Villages. Introducing new development in existing areas that have developed over a long period of time requires a sensitive approach and a respect for a communities established characteristics,. This Plan provides guidance on measures that will mitigate these differences and help achieve compatibility of form and function. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification. [Amendment #76, OMB File #PL100206, August 18, 2011 & September 07, 2011]*

*In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' among those functions that surround it. Generally speaking, the more a new development can incorporate the common characteristics of its setting in its design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being 'the same as' the existing development. Where a new vision for an area is established through a Community Design Plan or other similar Council-approved planning exercise, or where the Zoning By-law permits development that differs from what currently physically exists, addressing compatibility will permit development to evolve toward the achievement of that vision while respecting overall community character.*

*Objective criteria can be used to evaluate compatibility and these are set out in Section 4.11. Development applications and proposals for public works will be evaluated in the context of this section, as well as Section 4.11.*

**Response:** Land use compatibility was established through the Official Plan and Zoning bylaw processes to date. Compatibility is assured through the Site plan process. Urban design principles have been implemented since Phase 1 in consultation with city staff. At time of initial development the Fairwinds Community was at its early stages. Shoppes

at Fairwinds was designed to complement development on Stittsville's Main Street in consultation with the then city councillor. The proposed development does not change those design principles.

### ***Design Objectives and Principles***

*The Design Objectives of this Plan are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly stated, and are to be applied within all land use designations, either at the citywide level or on a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases.*

*Annex 3, to be entitled Design Framework, contains a number of Design Considerations, which provide suggestions as to how the Design Objectives and Principles could be met, but they do not form part of this Plan. The Design Considerations are not meant to be prescriptive, and do not constitute a checklist. None of the Design Considerations are expressed as policy, but rather are expected to act as a stimulus to development proponents to demonstrate how individual proposals will further the City's Design Objectives. Proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations. [OMB decision #2649, September 21, 2006] [Amendment #76, Ministerial Modification #17, OMB File #PL100206, August 18, 2011]*

### ***Design Objectives***

- *To enhance the sense of community by creating and maintaining places with their own distinct identity.*

### ***Principles:***

*Design should:*

- *Support the overall image of Ottawa as the Nation's capital.*
- *Recognize and reflect on the history of the city or community.*
- *Promote quality consistent with a major metropolis, and a prime business and tourist destination.*
- *Create distinctive places and appreciate local identity in patterns of development, landscape and culture.*
- *Reflect a thorough and sensitive understanding of place, context and setting.*
- *Consider public art early in the design process and integrate it, as appropriate, as part of the project.*

**Response:** building design was carried out in consultation with staff and the Ward Councillor from the onset. Phase 4 is a continuation of the principles established at that time.

- *To define quality public and private spaces through development*

**Principles:**

*Design should:*

- *Clearly define and connect public and private spaces by:*
- *Defining and enclosing spaces using buildings, structures and landscaping.*
- *Recognizing every building as being part of a greater whole that contributes to the overall coherency of the urban fabric.*
- *Enhance and enliven the quality, character and spatial delineation of public spaces.*
- *Consider streets as public spaces.*
- *Encourage a continuity of street frontages. Where continuous building facades are not a dominant feature of the streetscape, the gradual infilling of empty spaces between buildings and between the building and the street edge is promoted to occur over time. Depending on the stage of evolution of the street, it may be appropriate to achieve this principle in a number of ways e.g., building form, landscape treatment, architectural ornamentation.*
- *Address the relationship between buildings and between buildings and the street.*
- *Meet the needs of pedestrians as a priority.*
- *Contribute to attractive public spaces and important vistas.*
- *Minimize the exposure of inhabitants to noise levels that could adversely impact their health and well-being.*
- *Reduce the visual impact of infrastructure, public utilities, or street furniture by clustering or grouping them where possible, whether located within the public right-of-way or on private property. [Amendment #76, OMB File #PL100206, August 18, 2011*

**Response:** These principles were taken into consideration and where appropriate implemented through Site development to date. Phase 4 does not introduce new street front development and respects the established development guidelines.

- *To create places that are safe, accessible and are easy to get to, and move through.*

**Principles:**

*Design should:*

- *Connect buildings and spaces through a network of roads, sidewalks, and pathways in ways that are understandable. These connections should be accessible to all users and incorporate the principles of universal access and where connections lead into a building, the building and its facilities should be designed so that it can be approached, entered, and used by persons with physical or sensory disabilities.*

- *Integrate public transit with existing and new development, where feasible.*
- *Provide appropriate (i.e., size and placement) signage identifying pathways, intersections and landmarks.*
- *Create places and spaces that are visible and safe and can be confidently used at all hours of the day and at night where it is appropriate to do so.*

**Response:** These Principles have been represented in the Site Development to date and carried through into Phase 4

- *To ensure that new development respects the character of existing areas.*

**Principles:**

*Design should:*

- *Integrate new development to complement and enliven the surroundings.*
- *Allow the built form to evolve through architectural style and innovation.*
- *Complement the massing patterns, rhythm, character, and context.*

**Response:** the Site reflects and is integrated with the recently developed Fairwinds residential neighborhood to the north and is consistent with other retail commercial development along Hazeldean Road.

- *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]*

**Principles:**

*Design should:*

- *Achieve a more compact urban form over time.*
- *Provide flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions.*
- *Allow for varying stages of maturity in different areas of the city, and recognize that buildings and site development will exhibit different characteristics as they evolve over time.*
- *Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle.*

**Response:** the Site is well designed and positioned to intensify and transform or adapt over time.

- *To understand and respect natural processes and features in development design*

**Principles:**

*Design should:*

- *Protect the City's natural heritage system and take an ecosystem approach to design that supports natural functions, such as natural drainage, groundwater recharge and discharge, and wildlife habitat.*
- *Protect, integrate and enhance the urban forest, vegetative cover, green spaces and corridors, environmental features and landscapes, and existing topography, where possible and appropriate.*
- *Demonstrate that all practical means of retaining stormwater on site have been considered.*
- *Reduce the release of contaminants into the environment.*

**Response:** the proposed development does not impact the city's natural heritage and is part and complies with the Kanata West Master Servicing and Drainage plans.

- *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

**Principles:**

*Design should:*

- *Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.*
- *Consider use of renewable energy and alternative energy systems.*
- *Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).*
- *Reduce hard surfaces and maximize landscaping and site permeability on site.*
- *Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.*
- *Maximize re-use and recycling of resources and materials.*
- *Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).*
- *Utilize advanced water conservation and efficiency measures.*

*[Amendment #76, OMB File #PL100206, August 18, 2011]*

**Response:** To the extent feasible these policies have been incorporated to date. Where feasible new technologies will be incorporated in Phase 4.



## 6.4 - Zoning

The proposed uses are permitted by Bylaw 208-250 and the Phase 4 Site Plan complies with all criteria set out therein.

## 6.5 - Site Servicing

In a Servicing and Stormwater Management Design Brief prepared by the IBI Group under date of May 9, 2018 all aspects of site servicing were analyzed and the conclusions reached are that there is sufficient capacity in the existing on-site and off-site systems to accommodate the development. The Brief is attached has been submitted as a stand-alone report forming part of the site plan amendment application.

As proposed construction is within an existing graded, largely paved, site within an existing shopping centre, no significant grading or change of grades is required.

The IBI Brief concludes with the following recommendation:

*This brief has demonstrated the proposed site plan can be serviced by the existing municipal services, and all existing municipal services have sufficient capacity to accommodate the proposed development. The construction of parking lots, sanitary, storm, and water services to service the proposed CRU B-3, Pad B, Box D can be completed in conformance with the City of Ottawa and MOE standards. Adherence to the sediment and erosion control plan during construction will minimize harmful impacts on downstream systems.*

## 6.6 - Site Development Traffic

In accordance with city policy the site was screened and it was determined that a scoped TIA was required. After completion of the scoping exercise a TIA was produced by David J. Halpenny, M. Eng., P. Eng. dated August 30, 2019 and entitled Community Retail Development, 5707 Hazeldean Road, Ottawa, Transportation Impact Assessment.

This report has been submitted as a stand-alone document as part of the Site Plan Amendment Application addressed herein.

The TIA concludes at Page 30:

### *6. Conclusions and Recommendations*

*North American requested that we update the traffic study for the Area 1 lands that permit up to 800,000 sf to be built. This includes the 189,750 sf built and open on the Area 1 lands.*

*Currently the northbound dual left from the Costco / Rona driveway on to Maplevue Drive is permissive and occurs when the southbound traffic is moving as well. We recommend that it be a protected left and have assessed it as such.*

*Existing Driveway 1 and Driveway 2 will continue to serve the existing and proposed Park Place development in the future. In addition, Driveway 3 and Driveway 4 will be connected to Bayview Drive opposite the existing signalized intersection Data Centre Driveway and Churchill Drive, respectively. Both new driveways are proposed to be full moves. A right-in right-out driveway will be provided to Bayview Drive and Maplevue Drive for the gas bar.*

*The road network can accommodate the development. Some intersections will start to approach capacity, but there are additional improvements planned to the road network that will add capacity such as the Big Bay Point Road crossing of Highway 400. However, 800,000 sf of Phase 1 can proceed without the crossing being in place. As part of the Phase 1 improvements, North American have provided securities to funding of the crossing, subject to certain conditions being met.*

## **7.0 - Planning Rationale Report Conclusion**

In the context of a previously approved and partially developed shopping centre the proposed development complies with current planning policy. The site is already serviced in accordance Kanata West Master Servicing and Drainage Plans. Traffic generated from the site can be accommodated under existing road conditions.

It is recommended that the site plan amendment application be approved.

## **Appendix A: Staff Pre-consult Comments**

### *Planning Comments*

- 1. This is a formal pre-application consultation meeting for a Site Plan Control Revision Application, Manager Approval, Subject to Public Consultation. Application form, timeline and fees can be found here. <https://ottawa.ca/en/cityhall/planning-and-development/information-developers/development-applicationreview-process/development-application-submission/development-applicationforms>*
- 2. Please provide a direct pedestrian connection from the pathway block to the north into the site. Please reduce the size of the proposed CRU so that the pedestrian connection can continue directly into the shopping plaza and not be hidden behind the proposed building. File Number: PC2019-0016 January 18, 2019*
- 3. It is recommended that the applicant consult the Ward Councillor prior to application submission.*
- 4. The pre-consultation notes and list of plans and studies will lapse on December 17, 2019.*

### *Transportation Comments*

- 1. Follow Traffic Impact Assessment Guidelines*
  - Screening form to start, full Traffic Impact Assessment if any of the triggers on the screening form are satisfied.*
  - Start this process asap.*
  - Applicant advised that their application will not be deemed complete until the submission of the draft step 1-4, including the functional draft RMA package (if applicable) and/or monitoring report (if applicable).*
- 2. Noise Impact Studies required for the following:*
  - Stationary (if there will be any exposed mechanical equipment due to the proximity to neighbouring noise sensitive land uses)*
- 3. On site plan:*
  - Grey out any area that will not be impacted/changed as part of this application.*
  - Turning templates will be required for all accesses showing the largest vehicle to access the site; required for internal movements and at all access (entering and exiting and going in both directions). Show on separate drawings*

- *Show all curb radii measurements; ensure that all curb radii are reduced as much as possible*
- *Show lane/aisle widths.*

### *Engineering Comments*

- 1. Please update all of the original plans and studies to reflect the additional buildings.*
- 2. Please clearly distinguish what is existing (grey) and what is proposed (black).*
- 3. Please ensure that the proposed CRU building is not located on top of existing services.*

# Appendix B: Study and Plan Identification List

## APPLICANT'S STUDY AND PLAN IDENTIFICATION LIST

Legend: **S** indicates that the study or plan is required with application submission.

**A** indicates that the study or plan may be required to satisfy a condition of approval/draft approval.

For information and guidance on preparing required studies and plans refer to:

<http://ottawa.ca/en/development-application-review-process-0/guide-preparing-studies-and-plans>

All paper plans should be submitted in full size A1 sheets.

S/A	Number of copies	ENGINEERING		S/A	Number of copies
<b>S</b>	<b>2</b>	1. Site Servicing Plan	2. Site Servicing Study	<b>S</b>	<b>2</b>
<b>S</b>	<b>2</b>	3. Grade Control and Drainage Plan	4. Geotechnical Study	<b>S</b>	<b>2</b>
	2	5. Composite Utility Plan	6. Groundwater Impact Study		6
	5	7. Servicing Options Report	8. Wellhead Protection Study		6
<b>S</b>	<b>4</b>	9. Transportation Impact Assessment	10. Erosion and Sediment Control Plan	<b>S</b>	<b>2</b>
<b>S</b>	<b>2</b>	11. Storm water Management Report / Plan	12. Hydro geological and Terrain Analysis		8
	3	13. Hydraulic Water main Analysis	14. Noise	<b>S</b>	<b>2</b>
	35/50/55	15. Roadway Modification Design Plan	16. Confederation Line Proximity Study		9

S/A	Number of copies	PLANNING / DESIGN / SURVEY		S/A	Number of copies
	50	17. Draft Plan of Subdivision	18. Plan Showing Layout of Parking Garage		2
	30	19. Draft Plan of Condominium	20. Planning Rationale	<b>S</b>	<b>1</b>
<b>S</b>	<b>5</b>	21. Site Plan	22. Minimum Distance Separation (MDS)		3
	20	23. Concept Plan Showing Proposed Land Uses and Landscaping	24. Agrology and Soil Capability Study		5
	3	25. Concept Plan Showing Ultimate Use of Land	26. Cultural Heritage Impact Statement		3
<b>S</b>	<b>3</b>	27. Landscape Plan	28. Archaeological Resource Assessment Requirements: <b>S</b> (site plan) <b>A</b> (subdivision, condo)		3
<b>S</b>	<b>2</b>	29. Survey Plan	30. Shadow Analysis		3
<b>S</b>	<b>1</b>	31. Architectural Building Elevation Drawings (dimensioned)	32. Design Brief (includes the Design Review Panel Submission Requirements)		Available online
	6	33. Wind Analysis			

S/A	Number of copies	ENVIRONMENTAL		S/A	Number of copies
<b>S</b>	<b>2</b>	34. Phase 1 Environmental Site Assessment	35. Impact Assessment of Adjacent Waste Disposal/Former Landfill Site		6
	5	36. Phase 2 Environmental Site Assessment (depends on the outcome of Phase 1)	37. Assessment of Landform Features		7
	4	38. Record of Site Condition	39. Mineral Resource Impact Assessment		4
	10	40. Tree Conservation Report	41. Environmental Impact Statement / Impact Assessment of Endangered Species		11
	4	42. Mine Hazard Study / Abandoned Pit or Quarry Study	43. Integrated Environmental Review (Draft, as part of Planning Rationale)		3

S/A	Number of copies	ADDITIONAL REQUIREMENTS		S/A	Number of copies
<b>S</b>	<b>2</b>	44. Site Lighting Plan and Certificate	45. Digital Copy of all Submission Materials	<b>S</b>	<b>1</b>