



Commercial Site Plan Design Guidelines

BUILT FORM AND BUILDING ORIENTATION

FACADE TREATMENT

CULTURAL HERITAGE CONSERVATION

BUILDING CONSTRUCTION AND MATERIALS

BUFFERING AND SCREENING

PARKING DRIVEWAYS AND AISLES

LOADING AND SERVICE AREAS

WALKWAYS AND PEDESTRIAN CIRCULATION

LIGHTING

SIGNAGE

LANDSCAPE AND TREE PRESERVATION

SANITARY SEWAGE AND WATER

STORMWATER MANAGEMENT, GRADING AND DRAINAGE

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1.0 Introduction

This document, "Commercial Site Plan Design Guidelines", has been prepared in response to the policies of Section 5.4.5 of the Township of Rideau Lakes Official Plan, which recognizes the need for such guidelines to be used as a tool by both applicants and approval authorities for the preparation and processing of Site Plan Control applications.

The guidelines provide proponents of commercial development and the general community a framework to be used when preparing a layout for either new development or expansion and alterations to existing buildings and properties. The guidelines will help ensure that future commercial development or redevelopment will preserve and enhance the image of Rideau Lakes.

To the extent that legislation supports it, the Township will endeavor to encourage high quality site development that complements its surroundings. This is accomplished through an appropriate layout of buildings, as well as well-designed walkways, parking and service areas, with adequate screening and buffering, where required. Additionally, architectural styles, materials and colours are also important components in the design and layout of buildings and structures. These components reinforce the positive qualities of the built and natural environment in which they are located.

For information on the site plan process and submission requirements, please refer to the Township of Rideau Lakes "Site Plan Control Guidelines and Application Form". This document provides information on the number and types of plans required, informational requirements, the administrative process, as well as the application form itself.

It is noted that the Commercial Site Plan Design Guidelines should be read in conjunction with the Township's Official Plan and Zoning By-law, both of which contain specific requirements for commercial development. Finally, consideration should also be given to the impact the Ontario Building Code has on building design and site plan elements, including handicap access and retaining walls.

2.0 Explanation of Site Plan Control

Site plan control is considered a planning tool complementary to the Zoning By-law. The Official Plan establishes principles for site plan control for commercial and other various types of development that require a more detailed level of attention to, and control over, the siting of buildings, structures, facilities and other features which would not be possible or practical through the mechanism of a Zoning By-law. The policies of the Official Plan are implemented through a site plan control by-law that establishes the specific circumstances where site plan approval is required.

Through the use of Site Plan Control, the Township may control the design and details of development proposals, as well as matters such as phasing of development and the completion of various other works.

The Site Plan Control submission may, depending on the nature of the proposed project, include site plan drawings, floor plans, elevation and cross-section drawings, and a landscape plan, all as determined by the Township. Upon submission, the site plan will be reviewed by the Township in relation to the following matters:

Compliance: The plan is reviewed for compliance with municipal legislation and policy documents; these include the Official Plan, Zoning By-law and other documents such as these Commercial Site Plan Design Guidelines.

Safety: Specific emphasis is placed upon the design of pedestrian and vehicular routes and service areas, such as loading and garbage storage facilities.

Function: Attention is focused upon the convenience and efficiency of the layout in terms of meeting the needs of those using the site.

Aesthetics: The plan is reviewed for its attractiveness from a visual standpoint. Emphasis is placed upon the effective use of landscaping materials and, where feasible, the conservation of existing vegetation.

Context: The "fit" of the site design to the immediate built and natural surroundings is evaluated. Building shape and location as well as the overall site layout are examined in terms of their impact upon, and design compatibility with the nature of existing development in the vicinity.

Other Interests: The interests of other departments and agencies with regards to servicing requirements, ingress and egress to public roads, fire protection, etc. are taken into account.

The Commercial Site Plan Design Guidelines take these principles and apply them to the building, the site, and its relationship to the surrounding environment.

3.0 Guiding Principles

The Commercial Site Plan Design Guidelines provide guidance for developing commercial lands in the Township of Rideau Lakes. The following principles both support and are consistent with the policies and the objectives of the Official Plan.

1. Encourage consistent, high quality and functional commercial facilities that are aesthetically compatible with the surrounding village, hamlet, and rural areas in which they are being located.
2. Minimize impact on natural and cultural heritage resources, particularly where site development occurs in close proximity to lakes, rivers and streams.
3. Through the site plan approval process and the review of the principles contained in this document, business persons, residents, and developers may gain a greater sense of awareness and appreciation for the overall relationship that each individual site has with the overall community.
4. Encourage eco-friendly buildings, structures and site development, that are in harmony with the natural environment and minimizes impacts on land, water, energy, and other natural resources that represent the natural beauty of Rideau Lakes..
5. Through careful attention to site layout and building design, development should result in the creation of places that are safe and functional for the intended users, yet sensitive to the historical and cultural character of Rideau Lakes.

4.0 Commercial Site Plan Design Guidelines

4.1 Built Form and Building Orientation

Whether in a rural or village environment, buildings shape and influence the aesthetics, activities and outdoor spaces on the site and adjacent areas. In part, this is determined by built form and building orientation. Built form is concerned with the shape, height, footprint and scale of a building, while building orientation is concerned with the building location on the site, as well as its relationship to certain physical elements located on and off the site.

On all sites, buildings should be orientated in a manner that is sympathetic and complementary to the natural and built environment. The massing of buildings and structures should not dominate, but rather blend into the natural landscape, particularly in areas that contain unique landscapes and scenic vistas. Climatic elements, such as wind, snow, rain and sun, should also be considered, and where possible utilized in order to make the interior and exterior of a building comfortable and more energy efficient.

For properties located in villages and hamlets, consideration must be given as to how the building relates to the streetscape, parking areas, as well as to adjacent buildings and open space areas. In the case of Rideau Lakes, these villages and hamlets are well-established communities dating back to the 19th century. These communities are places that bring people together to do business, to buy goods and services and to participate in community events and activities. Built form and building orientation are important elements in providing a functional environment for residents and for attracting tourism to the area.

4.1.1 GUIDELINE

IN BUILT-UP AREAS SUCH AS VILLAGES AND HAMLETS, WHERE A PROPOSED BUILDING IS IMMEDIATELY ADJACENT TO ANOTHER BUILDING, IT SHOULD RELATE TO AND RESPECT THE BUILT FORM AND ORIENTATION OF THE ADJACENT BUILDING BY PROVIDING SIMILAR SETBACKS AND CONSISTENCY IN SIZE, SHAPE AND SCALE. OTHER FACTORS, SUCH AS ENSURING SUNLIGHT AND VISUAL PRIVACY AND NOISE PROTECTION (PARTICULARLY FOR ADJACENT RESIDENTIAL USES) ARE IMPORTANT CONSIDERATIONS. THIS IS DONE TO COMPLEMENT AND ENSURE COMPATIBILITY WITH THE SURROUNDING BUILT ENVIRONMENT.

4.1.2 GUIDELINE

IN VILLAGE AND HAMLET AREAS, COMMERCIAL DEVELOPMENT SHOULD ATTEMPT TO INCLUDE UPPER STOREY RESIDENTIAL USES WHERE ZONING, SERVICES AND LAND USE COMPATIBILITY CONSIDERATIONS WOULD PERMIT IT.

4.1.3 GUIDELINE

IN VILLAGES AND HAMLETS, BUILDINGS SHOULD GENERALLY BE LOCATED CLOSE TO THE STREET TO CREATE OR REINFORCE A PEDESTRIAN-FRIENDLY ENVIRONMENT. PARKING AND SERVICE AREAS SHOULD BE LOCATED IN EITHER THE REAR YARD OR SIDE YARD, WITH APPROPRIATE BUFFERING AND SCREENING.

4.1.4 GUIDELINE

FOR BUILDINGS LOCATED AT INTERSECTIONS, PARTICULARLY IN VILLAGES AND HAMLETS, SPECIAL CONSIDERATION TO BUILT FORM AND ORIENTATION IS REQUIRED. INTERSECTIONS ARE HIGH EXPOSURE SITES (IDEAL FOR COMMERCIAL USES) THAT FUNCTION AS ACTIVITY NODES FOR VEHICLES, AND IN THE CASE OF VILLAGES AND HAMLETS, FOR PEDESTRIANS AS WELL. IN SITUATIONS WHERE AN INTERSECTION REPRESENTS THE TRANSITION FROM ONE TYPE OF DEVELOPMENT OR LAND USE, INTO ANOTHER (I.E. RESIDENTIAL TO COMMERCIAL), THE INTERSECTION CAN BE CONSIDERED A GATEWAY. GATEWAYS ARE CONSIDERED FOCAL POINTS FOR THE COMMUNITY, CREATING OPPORTUNITIES FOR LANDMARK STYLE BUILDINGS.

4.1.5 GUIDELINE

GENERALLY, DEVELOPMENT SHOULD BE DESIGNED AND LAID OUT IN A COMPACT STYLE OF BUILT FORM IN ORDER TO SAVE LAND AND RESOURCES, AND TO MINIMIZE THE OVERALL DEVELOPMENT IMPACT ON THE EXISTING NATURAL LANDSCAPE.

4.2 Facade Treatment

Rideau Lakes possesses some well-crafted, ornate and articulated building facades that help to define the community, its history and culture. The articulation and treatment of the building facade is demonstrated through a variety of architectural styles, details, forms and materials. Primarily, the treatment of the facade has two functions:

- 1) To protect the building and its interior from weather conditions such as sun, wind, rain and snow.
- 2) To provide some type of aesthetic quality to the building, and as result, to the surrounding area.

There are also four elements of a facade: materials, lighting, colour and details. Buildings that have a variety of architectural details, contribute to the interest and quality of the community. The repetition and compatible use of these elements can establish or further refine the identity and character of individual villages and hamlets, as well as the entire Township.

4.2.1 GUIDELINE

PROPOSED COMMERCIAL BUILDINGS SHOULD USE THE FOUR ELEMENTS OF A FACADE IN THE DESIGN OF THE BUILDING. THESE ELEMENTS SHOULD BE USED TO ESTABLISH AND REFINE THE IDENTITY AND UNIQUE CHARACTER OF THE VARIOUS VILLAGES AND HAMLETS.

4.2.2 GUIDELINE

FOR LARGER COMMERCIAL BUILDINGS LOCATED IN VILLAGES AND HAMLETS, THE BUILDING FACADE SHOULD BE VERTICALLY SEGMENTED AND PUNCTUATED USING A VARIETY OF FACADE ELEMENTS INCLUDING THE USE OF LARGE WINDOWS OR DISPLAY WINDOWS. THE PURPOSE OF THIS IS TO CREATE A MORE MODESTLY SCALED BUILDING THAT IS PROPORTIONATE TO IMMEDIATELY SURROUNDING BUILDINGS AS WELL AS TO CREATE VARIETY AND INTEREST ALONG THE STREET.

4.2.3 GUIDELINE

BUILDING ENTRANCES SHOULD BE PUNCTUATED AND DESIGNED IN A WAY THAT CLEARLY IDENTIFIES THE ENTRANCE. SOME OF THE WAYS TO ACHIEVE THIS ARE BY USING ARCHITECTURAL DETAILS, SUBTLE COLOURS, MATERIAL COMBINATIONS, AWNINGS AND CANOPIES.

4.2.4 GUIDELINE

CANOPIES, AWNINGS AND/OR OTHER FORMS OF OVERHEAD PROJECTIONS CAN BE USED TO PROTECT PEDESTRIANS FROM THE WEATHER CONDITIONS IN BUILT-UP AREAS. THESE PROJECTIONS CAN BE COORDINATED WITH OTHER BUILDINGS ALONG THE SAME ROAD TO CREATE A CONSISTENT IDENTITY AND STYLE, WHICH CAN HELP PROMOTE UNITY AND COOPERATION.

4.2.5 GUIDELINE

PROPOSED BUILDINGS ON CORNER LOTS SHOULD TAKE THE OPPORTUNITY TO ARTICULATE THE TWO BUILDING FACADES ALONG BOTH STREETS IN ORDER TO ESTABLISH OR REFINE THE IDENTITY AND CHARACTER OF THE COMMUNITY.

4.3 Cultural Heritage Conservation

The Township of Rideau Lakes has some fine examples of buildings, structures, sites and other human-made features that have historical significance dating back to the early 19th century. In reviewing site plan applications, the Township will consider the relationship of the proposed development to the surrounding environment of existing buildings and landscapes having cultural heritage interest. Scenic vistas or view corridors are part of the environment that has been created or modified through human activity and are an important part of Rideau Lakes' cultural heritage. New development should preserve, complement and enhance these cultural heritage resources.

For new commercial buildings, or for renovations or additions to such buildings, architectural details that have historical and/or architectural significance, such as cornices, moldings, trim and other details which are an integral part of the building's facade should be included, retained, duplicated, emulated or enhanced, as applicable.

In reviewing site plans that are located on, or in close proximity to heritage buildings, structures, and landscapes, the Township should seek the advice of the Municipal Heritage Committee (formerly the Local Architectural Conservation Advisory Committee - LACAC).

4.3.1 GUIDELINE

WHERE POSSIBLE, PROPOSED DEVELOPMENTS THAT ARE WITHIN A 250-METRE RADIUS OF A HISTORICAL OR RECOGNIZED ARCHITECTURALLY SIGNIFICANT BUILDING SHOULD USE COMPLEMENTARY MATERIALS, SYMBOLS, AND ARCHITECTURAL DETAILS SUCH AS, CORNICES, MOLDINGS, TRIM AND OTHER SIMILAR FORMS AND MATERIALS, IN ORDER TO ENHANCE THE CULTURAL HERITAGE OF THE COMMUNITY.

4.3.2 GUIDELINE

TO HELP PROTECT BOTH THE SCENIC QUALITY AND WATER QUALITY OF LAKES AND RIVERS, A MINIMUM 30-METRE SETBACK IS REQUIRED, IN ORDER TO MAINTAIN A NATURALIZED SHORELINE.

4.3.3 GUIDELINE

WHERE DEVELOPMENT IS PROPOSED IN AREAS WITH SCENIC VISTAS OR VIEW CORRIDORS, CONSIDERATION SHOULD BE GIVEN TO ENSURING THAT VEGETATION REMOVAL IS MINIMIZED AND THAT SITES AND BUILDINGS ARE DESIGNED TO MINIMIZE THE VISUAL INTRUSION ON THE VISTA OR VIEW CORRIDOR.

4.4 Building Construction and Materials

The way in which a building is designed and constructed, along with the type of materials used, can have both positive and negative impacts on the site and the immediately surrounding areas. In developing and reviewing site plans, attention must be given to how the various building components and materials relate architecturally, environmentally, economically and socially.

Architectural styles, material and colour are important components in the design and layout of buildings and structures that are sensitive to, and reinforces the surrounding environment.

Using recyclable materials can reduce the demand for the development of natural landscapes elsewhere and makes efficient use of local resources.

During the design phase of a site plan, consideration should be given to governmentally-funded programs that create financial incentives to reduce air and water pollution and conserve energy. Such programs can generate cost savings in the overall construction, maintenance and operation of a commercial building. Buildings that consume less energy and other resources have greater economic value, especially as energy costs continue to rise.

Consideration should be given to the possibilities and opportunities for future change in use within the building. To this end, the building can be constructed with an interior and exterior layout that can be easily retrofitted to accommodate various other uses.

4.4.1 GUIDELINE

WHERE POSSIBLE, MATERIALS USED FOR THE CONSTRUCTION SHOULD BE ENVIRONMENTALLY-FRIENDLY MATERIALS WITH LONG-TERM DURABILITY. FOR THE SELECTION OF INTERIOR BUILDING FINISHES AND MATERIALS, ADDITIONAL CONSIDERATION SHOULD BE GIVEN TO MATERIALS THAT DO NOT EMIT INDOOR CHEMICALS DURING INSTALLATION AND POST-CONSTRUCTION.

4.4.2 GUIDELINE

COMMERCIAL BUILDINGS CAN BE CONSTRUCTED TO ACCOMMODATE VARIOUS OTHER FUTURE USES AND TENANTS, WHICH WOULD MAXIMIZE THE LONG-TERM VALUE OF THE PROPERTY.

4.4.3 GUIDELINE

FOR COMMERCIAL WASTE DISPOSAL, BUILDINGS SHOULD BE DESIGNED AND CONSTRUCTED TO FACILITATE THE SORTING PROCESS OF VARIOUS TYPES OF WASTE FOR RECYCLING AND FOR EFFICIENT ON-SITE REMOVAL.

4.4.4 GUIDELINE

MATERIALS AND BUILDING CONSTRUCTION FOR WALLS, WINDOWS AND ROOFS SHOULD ENSURE MAXIMUM HEATING AND COOLING EFFICIENCY. ADDITIONALLY, HIGH-EFFICIENT MECHANICAL AND ELECTRICAL SYSTEMS FOR HEATING, COOLING, VENTILATION, LIGHTING, AND APPLIANCES SHOULD BE USED TO REDUCE ENERGY CONSUMPTION.

4.4.5 GUIDELINE

WHERE POSSIBLE, THE DESIGN AND CONSTRUCTION OF COMMERCIAL BUILDINGS SHOULD BE ORIENTED AND BUILT FOR PASSIVE AND ACTIVE SOLAR HEAT AND ENERGY GAIN.

4.5 Buffering and Screening

Buffering and screening should be provided to mitigate any adverse effects which could have a negative impact on the aesthetics of the site and surrounding areas. Unsightly service facilities such as garbage containers, utility boxes and loading areas can overwhelm a commercial site with their disorderly appearance. These facilities should be screened from public view.

A buffer may be a setback, a berm, a wall, a fence or planting materials. Where proposed development is likely either to have or to be subject to unusual or significant influences relating to an adjacent incompatible land use, special studies may be required to provide guidance as to how to mitigate the negative effects associated with the use.

The screening materials used to conceal a parking, loading or service areas from the road should be chosen so that they are integrated with adjacent elements, possibly using landscaping, fencing, masonry wall, bollards, hedges, etc.

4.5.1 GUIDELINE

ALL MECHANICAL EQUIPMENT, WHETHER ON A ROOF TOP OR AT-GRADE, SHOULD BE SCREENED FROM VIEW.

4.5.2 GUIDELINE

LANDSCAPE TREATMENT SHOULD BE PROVIDED AT THE EDGE OF A PARKING AREAS FOR SCREENING AND AESTHETIC PURPOSES. WHERE A PARKING LOT, MECHANICAL, UTILITY AND/OR SERVICE AREA ABUTS A LOT LINE, A STREET OR RIGHT-OF-WAY, A LANDSCAPED STRIP, A WALL OR FENCE SHOULD BE PROVIDED (SEE ALSO LANDSCAPING 4.11.5 GUIDELINE AND PARKING, DRIVEWAYS AND AISLES 4.6.15 GUIDELINE).

4.5.3 GUIDELINE

ANY WALLS OR FENCES USED FOR SCREENING LOADING AND SERVICE AREAS SHOULD BE CONSISTENT WITH THE ARCHITECTURAL TREATMENT AND STYLE OF THE BUILDING AND SHOULD BE CAPABLE OF BEING MAINTAINED IN A FUNCTIONAL AND AESTHETIC CONDITION.

4.5.4 GUIDELINE

OUTDOOR STORAGE AND COMMERCIAL GARBAGE BINS SHOULD BE SCREENED FROM THE ROAD AND NEIGHBOURING PROPERTIES USING WALLS, OPAQUE FENCING, DECIDUOUS AND CONIFEROUS TREES AND SHRUBS, BERMS, OR THROUGH THE PLACEMENT OF THE BUILDING ITSELF.

4.5.5 GUIDELINE

ALL WALLS AND FENCES SHOULD BE A MAXIMUM OF 1.8 METRES IN HEIGHT AND BARBED WIRE SHOULD NOT BE USED. ANY FENCING FACING THE ROAD SHALL BE DECORATIVE IN STYLE OR LANDSCAPED TO SOFTEN ITS APPEARANCE. RAIL FENCES MAKE AN ATTRACTIVE OPTION IN THE RURAL AREA, IN CASES WHERE SCREENING IS NOT REQUIRED. A GOOD OPTION ALONG SIDE AND REAR LOT LINES IS BOARD-ON-BOARD FENCING, WHICH PROVIDES BOTH SCREENING AND AN AESTHETIC APPEARANCE FOR ABUTTING NEIGHBOURS.

4.5.6 GUIDELINE

WHERE NOISE IS A FACTOR, BERMS SHOULD BE USED WITH A MAXIMUM 3:1 SLOPE (3-HORIZONTAL, 1-VERTICAL) FOR SLOPE STABILITY. BERMS SHOULD BE LANDSCAPED WITH BOTH DECIDUOUS AND CONIFEROUS TREES AND SHRUBS TO IMPROVE THE AESTHETIC APPEAL AND TO FURTHER STABILIZE THE SLOPE.

4.5.7 GUIDELINE

WHERE LAND USE COMPATIBILITY MAY BE AN ISSUE, THE MINISTRY OF THE ENVIRONMENT LAND USE COMPATIBILITY GUIDELINES SHOULD BE REFERENCED. SITE PLAN CONTROL PROVIDES THE OPPORTUNITY FOR THE TOWNSHIP TO IDENTIFY LAND COMPATIBILITY ISSUES EARLY DURING THE PLANNING APPROVALS PROCESS SO THAT ADEQUATE DISTANCES AND BUFFERING CAN BE USED TO MINIMIZE ANY ADVERSE EFFECTS BETWEEN INCOMPATIBLE LAND USES.

4.5.8 GUIDELINE

WHERE SETBACKS ARE USED AS A METHOD OF BUFFERING AND SCREENING, IF POSSIBLE, A COMBINATION OF HARD AND SOFT LANDSCAPING SHOULD BE USED..

4.5.9 GUIDELINE

SCREENING AND BUFFERING MEASURES SHOULD NOT OBSTRUCT THE VISION OF MOTORISTS OR PEDESTRIANS.

4.6 Parking, Driveways and Aisles

The overall goal for parking, driveways and aisles is to provide an adequate number of parking spaces, while ensuring orderly and safe circulation for vehicles, pedestrians and cyclists in parking areas that are aesthetically pleasing.

Commercial parking areas require attention not only in terms of their functionality, but also in terms of their visual impact. Issues such as access, location, buffering and maintenance must be considered.

In all cases, large parking lots should be broken down with landscaping and placed, where possible, behind or beside buildings away from the street. This way buildings, not cars and parking surfaces, define the street edge. Trees and shrubs function to subdivide the larger parking lots into smaller, more clearly identifiable zones. Trees also provide shade and make parking lots less confusing to use, more aesthetically pleasing, and safer for pedestrians.

Reference to Section 3.15 of the Rideau Lakes Zoning By-law should be made with regard to parking, driveways and aisle requirements, location, size, surface material and access. In addition, the local road authority has access permit requirements.

4.6.1 GUIDELINE

PARKING AREAS SHOULD BE HARD SURFACED WITH PAVED ACCESS, EXCEPT WHERE THE PARKING ACCOMMODATES LESS THAN 6 PARKING SPACES, OR WHERE THE USE OF THE PROPERTY IS SEASONAL IN NATURE, OR WHERE PUBLIC ACCESS IS NOT REQUIRED. FOR PARKING AREAS THAT ARE NOT HARD SURFACED, APPROPRIATE MATERIALS SUCH AS GRAVEL SHOULD BE USED TO PREVENT DUST.

4.6.2 GUIDELINE

WHERE APPROPRIATE, POURED CONCRETE CURBING SHOULD BE USED TO PROTECT LANDSCAPING AND BUILDINGS FROM VEHICLES AND SALT. ALTERNATIVELY, CONCRETE CURB STOPS MAY BE USED IN SMALLER OR GRAVEL SURFACED PARKING AREAS.

4.6.3 GUIDELINE

WHERE PARKING IS LOCATED IN THE FRONT YARD (BETWEEN THE ROAD AND THE BUILDING), A LANDSCAPED STRIP SHOULD BE PROVIDED BETWEEN THE STREET AND THE PARKING AREA. THIS PREVENTS THE PARKING LOT FROM VISUALLY DOMINATING THE STREETScape (SEE ALSO LANDSCAPING 4.11.6 GUIDELINE).

4.6.4 GUIDELINE

CONSIDERATION MUST BE GIVEN FOR SNOW REMOVAL DURING THE WINTER MONTHS FOR PARKING AREAS, DRIVEWAYS AND AISLES. SNOW STORAGE AREAS SHOULD BE PROVIDED ADJACENT TO THE PARKING LOT, AND MUST NOT OBSTRUCT PEDESTRIANS, VEHICLE CIRCULATION, PARKING, OR BE NEAR PLANTS THAT ARE SENSITIVE TO SALT.

4.6.5 GUIDELINE

IN LARGE PARKING AREAS, THE USE OF LANDSCAPED MEDIANS IN PARKING AREAS IS ENCOURAGED AND SHOULD BE CONSIDERED IN ORDER TO VISUALLY SEPARATE AND BREAK THE MONOTONY OF CONTINUOUS ROWS OF PARKING SPACES AND TO ADEQUATELY SEPARATE VEHICLE MOVEMENT WITH PARKED VEHICLES AND PEDESTRIANS. (SEE ALSO LANDSCAPING 4.11.10 GUIDELINE).

4.6.6 GUIDELINE

WHERE MECHANICAL AND UTILITY INSTALLATIONS ARE LOCATED WITHIN OR IMMEDIATELY ADJACENT TO PARKING AND SERVICE AREAS, THEY SHOULD BE PROTECTED BY CONCRETE OR PAINTED STEEL BOLLARDS HAVING A MINIMUM HEIGHT OF 1 METRE. IF PREVENTING PUBLIC ACCESS IS A CONCERN, THEN THE USE OF SOME TYPE OF WALL OR FENCING SHOULD ALSO BE CONSIDERED (SEE ALSO SECTION 4.5 BUFFERING AND SCREENING).

4.6.7 GUIDELINE

AVOID PROVIDING PARKING AREAS IN LOCATIONS THAT MAY CONFLICT WITH LOADING AND SERVICE AREAS, OR THAT MAY PHYSICALLY OR VISUALLY BLOCK THE MAIN ENTRANCE TO THE BUILDING. SERVICE VEHICLE CIRCULATION SHOULD BE SEPARATED FROM THE GENERAL PARKING AREA. CONSIDERATION SHOULD ALSO BE GIVEN FOR FIRE ROUTES ALONG DRIVEWAYS, AISLES AND THROUGH PARKING AREAS.

4.6.8 GUIDELINE

FOR LARGE PARKING AREAS, THE MAJORITY OF PARKING SPACES AND PARKING AISLES SHOULD BE ORIENTED PERPENDICULAR TO THE BUILDING ENTRANCE SO THAT PEOPLE WILL NOT HAVE TO WALK BETWEEN PARKED CARS IN ORDER TO GET TO THE BUILDING ENTRANCE.

4.6.9 GUIDELINE

ALL PARKING SPACES SHOULD BE CLEARLY IDENTIFIED ON THE SITE WITH APPROPRIATE SIGNAGE AND PAINTED LINES. PARKING AREAS SHOULD ALSO CONTAIN APPROPRIATE LIGHTING FOR SAFETY AND SECURITY, AND TO ENSURE ADEQUATE VISIBILITY OF INTERSECTING TRAFFIC MOVEMENTS (SEE ALSO SECTION 4.9 LIGHTING).

4.6.10 GUIDELINE

TO AVOID EXCESSIVE GRADES, THE MAXIMUM SLOPE SHOULD BE LESS THAN 5% IN PARKING AREAS. THE MAXIMUM SLOPE OF THE DRIVEWAY ENTRANCE TO THE ROADWAY SHOULD BE 2% WITHIN 6 METRES OF THE PROPERTY LINE.

4.6.11 GUIDELINE

ON COMMERCIAL SITES WITHIN VILLAGES AND HAMLETS, CONSIDERATION MAY BE GIVEN FOR CONVENIENTLY LOCATED BICYCLE RACKS FOR CYCLISTS, PARTICULARLY IN AREAS FREQUENTED BY TOURISTS AND RECREATIONAL USERS. THE LOCATION SHOULD BE EASILY ACCESSIBLE WITHIN CLOSE PROXIMITY TO THE BUILDING ENTRANCE, BUT WITHOUT OBSTRUCTING IT.

4.6.12 GUIDELINE

IN LARGE PARKING AREAS, PRINCIPAL ACCESS DRIVEWAYS AND AISLES SHOULD BE DELINEATED BY RAISED CURBS OR EQUIVALENT BARRIERS TO AVOID INTERFERENCE TO MOVING TRAFFIC CREATED BY PARKING MANOEUVRING.

4.6.13 GUIDELINE

SUFFICIENT VEHICLE STACKING SPACES ON MAIN INTERNAL DRIVEWAYS SHOULD BE PROVIDED TO ENSURE VEHICLES DO NOT QUEUE ONTO THE ROADWAY OR WITHIN PARKING AREAS. ACCESS POINTS FOR CORNER LOTS SHOULD BE LOCATED AS FAR FROM THE INTERSECTION AS POSSIBLE.

4.6.14 GUIDELINE

JOINT ACCESS AND JOINT PARKING AREAS WITH ABUTTING PROPERTIES SHALL BE PROVIDED TO FACILITATE CONNECTIVITY BETWEEN PROPERTIES. THIS SHALL INCLUDE PROVISION FOR FUTURE CONNECTIVITY WHERE ABUTTING PROPERTIES ARE NOT YET DEVELOPED. AS WELL AS BEING CONVENIENT TO MOTORISTS, THIS CAN ALSO MINIMIZE TRAFFIC DISRUPTIONS BY LIMITING THE NUMBER OF ACCESS POINTS.

4.6.15 GUIDELINE

IN ALL CASES, LANDSCAPING SHOULD BE PROVIDED AT THE EDGE OF PARKING AREAS FOR SCREENING AND AESTHETIC PURPOSES (SEE ALSO LANDSCAPING 4.11.5 GUIDELINE AND BUFFERING AND SCREENING 4.5.2 GUIDELINE).

4.6.16 GUIDELINE

HANDICAP PARKING SPACES SHOULD BE PROPERLY IDENTIFIED AND IN CLOSE PROXIMITY TO THE BUILDING ENTRANCE. FOR SIZE AND NUMBER OF REQUIRED HANDICAP PARKING SPACES, REFER TO THE ZONING BY-LAW.

4.7 Loading and Service Areas

When preparing a site plan, consideration needs to be given to both functional and aesthetic issues. Loading and service areas provide the necessary facilities and space for the general operation and maintenance of the building. This includes the storage of garbage and recyclable material, and loading areas to service the commercial use(s) inside the building.

Since loading and service areas are often associated with unpleasant odour and noise, as well as having no aesthetic value, these areas are best concealed from public areas and the road. Therefore, when preparing a site plan, appropriate buffering and efficient access must be provided where necessary, along with adequate lighting for safety and security.

Reference to the Zoning By-law should be made with regard to location and size of loading spaces. In addition the following guidelines should be considered:

4.7.1 GUIDELINE

THE USE OF THE LOADING AREA SHOULD NOT BLOCK ACCESS TO PARKING AREAS OR DISRUPT PEDESTRIAN CIRCULATION. WHEREVER POSSIBLE, COMMERCIAL VEHICLE CIRCULATION AND SERVICE AREAS SHALL BE SEPARATED FROM THE GENERAL SITE CIRCULATION AND SERVICE AREAS ON THE SITE.

4.7.2 GUIDELINE

CONSIDERATION FOR VEHICLE TURN-AROUND SHOULD BE GIVEN IN SERVICE AREAS, AND WHERE FEASIBLE, DESIGN FOR CONTINUOUS FORWARD MOTION SHOULD BE PROVIDED. A MINIMUM 12.2-METRE TURNING RADIUS FOR SERVICE VEHICLES OR A SEPARATE THREE-POINT TURNING AREA, AWAY FROM PARKED CARS, SHOULD BE PROVIDED.

4.7.3 GUIDELINE

IN MULTI-UNIT COMMERCIAL BUILDINGS, THE USE OF JOINT LOADING FACILITIES IS ENCOURAGED.

4.7.4 GUIDELINE

USE APPROPRIATE LANDSCAPING TO SCREEN LOADING AREAS FROM PUBLIC AREAS, THE STREET AND ADJACENT PROPERTIES (SEE ALSO SECTION 4.11 LANDSCAPING, AND SECTION 4.5 BUFFERING AND SCREENING).

4.7.5 GUIDELINE

ADEQUATE SPACE SHOULD BE PROVIDED FOR GARBAGE DISPOSAL FACILITIES, AS WELL AS CIRCULATION FOR SERVICE VEHICLES. IN ADDITION TO GARBAGE DISPOSAL FACILITIES, SPACE SHOULD ALSO BE PROVIDED FOR THE EFFICIENT HANDLING OF RECYCLABLE MATERIALS.

4.7.6 GUIDELINE

COMMERCIAL GARBAGE AREAS SHOULD BE SCREENED FROM THE ROAD AND NEIGHBOURING PROPERTIES USING WALLS, OPAQUE FENCING OR DECIDUOUS AND CONIFEROUS TREES AND SHRUBS OR BERMS.

4.8 Walkways and Pedestrian Circulation

These days, most conventional forms of commercial development are designed to encourage automobile use and discourage other modes of travel. In developing a site plan, it is important not to overlook the provision of walkways and pedestrian paths to ensure the provision of safe and convenient pedestrian circulation including facilities for the handicap, senior citizens and children. Where opportunities exist, physical connections to adjacent buildings, streets and public amenities should be provided.

4.8.1 GUIDELINE

PARTICULARLY IN VILLAGES AND HAMLETS, CONSIDERATION SHOULD BE GIVEN FOR STREET FURNITURE ADJACENT TO WALKWAYS AND ENTRANCES. BENCHES, LIGHTING, TREES, SPECIALTY LANDSCAPING AND SIDEWALK WIDENING CAN ENHANCE THE THE AESTHETICS, IMPROVE BUSINESS, AS WELL AS CONTRIBUTE TO THE STREET LIFE, WHICH CAN HELP DEFINE AND ENHANCE THE COMMUNITY IDENTITY.

4.8.2 GUIDELINE

PEDESTRIAN ACCESS RAMPS, CURB DEPRESSIONS AND SIMILAR FEATURES SHOULD BE PROVIDED FOR THE PHYSICALLY CHALLENGED. REFERENCE SHOULD BE MADE TO THE APPROPRIATE SECTION OF THE ONTARIO BUILDING CODE FOR SPECIFIC REQUIREMENTS.

4.8.3 GUIDELINE

ALL WALKWAYS SHOULD BE WELL LIT AND LINKED TO STREET AND TO PARKING AREAS. WHERE POSSIBLE, WALKWAYS SHOULD BE SEPARATED FROM VEHICULAR TRAFFIC. WHEN CROSSING VEHICULAR AISLES AND DRIVEWAYS, CHANGES IN MATERIAL CAN BE USED TO IDENTIFY PEDESTRIAN WALKWAYS.

4.8.4 GUIDELINE

IN LARGE PARKING AREAS, WALKWAYS CAN BE PROVIDED IN LANDSCAPED MEDIANS THAT CONTAIN ADEQUATE LIGHTING FOR SAFETY AND SECURITY.

4.8.5 GUIDELINE

IN VILLAGES AND HAMLETS, GREATER CONNECTIVITY BETWEEN SITES CAN BE PROVIDED BY LOCATING PEDESTRIAN WALKWAYS BETWEEN COMMERCIAL BUILDING ENTRANCES AND OTHER USES. THIS ENCOURAGES ON-SITE AND OFF-SITE PEDESTRIAN MOVEMENT.

4.8.6 GUIDELINE

ALL WALKWAYS SHOULD BE DESIGNED WITH A MINIMUM WIDTH OF 1.2 METRES USING INTERLOCKING BRICK, STONE, CONCRETE, ASPHALT OR OTHER HARD SURFACE. FOR WALKWAYS LOCATED IN AREAS OF INCREASED PEDESTRIAN ACTIVITY, SUCH AS BUILDING ENTRANCES AND DISPLAY WINDOWS, OR WHERE VEHICLE OVERHANG IS AN ISSUE, WALKWAYS SHOULD BE GREATER THAN 1.2 METRES IN WIDTH. CONSIDERATION SHOULD ALSO BE GIVEN FOR DOOR SWINGS AND VEHICLE PICK-UP AND DROP-OFF AREAS IN DETERMINING AN APPROPRIATE WALKWAY WIDTH.

4.9 Lighting

Special attention should be given when designing exterior lighting for a commercial site. Sufficient illumination is required for pedestrian security and safety, as well as the general security of the building and parking areas. Lighting also plays a critical role for functional vehicular movement, as well as enhancing the aesthetics of the building and landscaping.

The type, location, height, intensity and direction of exterior lighting should all be considered when preparing and reviewing a site plan. Energy conservation measures should also be considered to ensure that the site is not illuminated more than it needs to be. Commercial lighting should yield adequate illumination for safety, security and advertising, however, it should be designed so that the illumination is confined to the site so as to avoid disturbing adjacent areas.

4.9.1 GUIDELINE

AS A RULE, LIGHTING SHOULD BE PROVIDED IN PARKING AREAS AND LOADING FACILITIES FOR SECURITY AND SAFETY. ALSO, LIGHTING SHOULD ENSURE THAT DRIVEWAYS AND PARKING AISLE INTERSECTIONS OFFER ADEQUATE VISIBILITY FOR SAFE TRAFFIC MOVEMENTS.

4.9.2 GUIDELINE

RIDEAU LAKES HAS A DARK SKIES POLICY. TO THE EXTENT POSSIBLE, ALL LIGHTING SHOULD BE DIRECTED DOWNWARDS (OR AWAY FROM THE SKY), IN ORDER TO MINIMIZE LIGHT POLLUTION. WHERE COMMERCIAL SITES ARE IN CLOSE PROXIMITY TO RESIDENTIAL AREAS, PARTICULAR ATTENTION SHOULD BE GIVEN TO THE INTENSITY AND DIRECTION OF LIGHTING SO AS TO NOT CAUSE ANY ADVERSE LIGHTING SPILL OVER EFFECTS ON RESIDENTIAL PROPERTIES OR OTHER SENSITIVE LAND USES.

4.9.3 GUIDELINE

IN ALL CASES, LOW PROFILE AND DECORATIVE LIGHT FIXTURES ARE PREFERRED. LIGHT FIXTURES SHOULD BE COMPATIBLE WITH THE SCALE OF BUILDINGS, PARKING AREAS AND PEDESTRIAN WALKWAYS ON THE SITE. IN PARKING AREAS, LIGHT FIXTURES SHOULD HAVE A MAXIMUM HEIGHT OF 6.0 METRES. ALONG PEDESTRIAN WALKWAYS, LIGHT FIXTURES SHOULD HAVE A MAXIMUM HEIGHT OF 4.5 METRES. BOLLARD STYLE LIGHTING ALONG PEDESTRIAN WALKWAYS CAN ALSO BE AN ATTRACTIVE OPTION.

4.9.4 GUIDELINE

PARTICULARLY IN VILLAGES AND HAMLETS, THE STYLE, HEIGHT AND TYPE OF ILLUMINATION SHOULD BE COMPATIBLE WITH NEIGHBOURING PROPERTIES AND CONSISTENT WITH 4.9.3 GUIDELINE. THIS WILL PROMOTE AN INVITING NIGHT TIME AMBIANCE AND COHESIVE THEME FOR THE AREA.

4.9.5 GUIDELINE

WHERE APPROPRIATE, THE USE OF WALL-MOUNTED LIGHTING AND FLOOD LIGHTING IS ENCOURAGED TO HIGHLIGHT ARCHITECTURAL ELEMENTS OF THE BUILDING FACE AND TO PROVIDE ILLUMINATION FOR WALKWAYS AND FEATURES LOCATED IN THE IMMEDIATE VICINITY OF THE BUILDING.

4.10 Signage

Signs have a strong visual impact on the community and are an integral aspect of the streetscape. Too often, signs dominate a street by their size and illumination. Although signs are important to businesses for advertising and attracting customers, it must be ensured that signs do not overwhelm or dominate the street.

Some of the most visually attractive and successful commercial areas and streets benefit by capturing and showcasing the community's culture and character through a combination of modestly scaled and visually attractive buildings and signage that have been integrated into the character of the street and buildings.

Signs on commercial sites are primarily meant to provide advertising, information and direction to customers and potential customers. However, well designed signs can help reinforce the attractiveness of the area, the site and the building.

4.10.1 GUIDELINE

SIGNS SHOULD COMPLEMENT THE FACADE AND RESPECT THE ARCHITECTURAL STYLE OF THE BUILDING. THE COLOURS, MATERIALS AND STYLE SHOULD BE COMPATIBLE WITH THOSE OF THE BUILDING AND LANDSCAPE. SIGNAGE SHOULD BE SECONDARY RATHER THAN A DOMINANT FEATURE ON THE SITE.

4.10.2 GUIDELINE

IN ADDITION TO BUSINESS IDENTIFICATION, SIGNAGE SHOULD BE USED TO IDENTIFY VISITOR AND HANDICAP PARKING, AS WELL AS LOADING AND DELIVERY AREAS.

4.10.3 GUIDELINE

WHERE POSSIBLE, SIGNAGE IN VILLAGES AND HAMLETS SHOULD BE FASCIA OR WALL-MOUNTED, NOT ROOF MOUNTED. ALSO, SIGNS SHOULD BE NON-ROTATING AND NON-FLASHING. NEON LIGHTS AND OTHER ILLUMINATION SHOULD BE USED CAREFULLY SO AS TO NOT CONFLICT WITH 4.10.1 GUIDELINE, AND SHOULD BE DIRECTED AWAY FROM ADJACENT PROPERTIES. THE USE OF BACK-LIT (INTERNALLY ILLUMINATED) SIGNS IN VILLAGES AND HAMLETS IS DISCOURAGED. SIGNS WITH GOOSENECK-STYLE OR OTHER PERIOD-TYPE SPOT LIGHTING ARE PREFERRED.

4.10.4 GUIDELINE

WHERE POSSIBLE IN VILLAGES AND HAMLETS, SIGNAGE TREATMENT SHOULD BE COORDINATED WITH OTHERS ALONG A STREET USING NATURAL OR "HERITAGE" MATERIALS, SUCH AS CARVED-WOOD AND WROUGHT IRON. THIS CONTRIBUTES TO THE IDENTITY OF THE TOWNSHIP.

4.10.5 GUIDELINE

GROUND SIGNS OF A LOW-PROFILE NATURE ARE PREFERRED TO PYLON SIGNS. A DECORATIVE SIGN BASE USING WOOD, STONE AND/OR LANDSCAPING IS ENCOURAGED. IN LOCATING ANY FREE-STANDING SIGNAGE, IT SHOULD BE ENSURED THAT IT DOES NOT OBSTRUCT THE VISIBILITY OF MOTORISTS.

4.11 Landscaping

When preparing a site plan, a Landscape Plan may also be required, as identified in the Site Plan Control Guidelines and Application Form for the Township of Rideau Lakes. The Landscape Plan must indicate location of existing trees, shrubs and any other natural features. Also, the proponent will be required to indicate the location, extent and type of proposed landscaping.

There are two types of landscaping; hard and soft. Hard landscaping includes human-made site elements such as retaining walls, fencing, fountains, site furniture, light standards and signage, as well as surfaces such as concrete, asphalt, & interlocking brick. Soft landscaping includes site grading and plant material such as trees, shrubs and ground cover.

Both hard and soft landscaping should be designed to maintain, complement and take advantage of the natural, scenic and/or historic character of individual sites and the ecology of the natural environment. Plants, retaining walls, fences and berms can be used to shape and/or enclose a space, and to shelter, or screen, or decorate it. The best (and most economical) way to do this, particularly in rural areas, is to retain as much natural vegetation and natural features (i.e. wetlands, wooded areas and rock terrain) as possible, as well as reinstating vegetative buffers that are disturbed during development, particularly where they abut shorelines, roads, or are adjacent to sensitive land uses.

The size and species of plants must be carefully considered as to their suitability in both rural and village environments. This includes taking advantage of the existing natural landforms and features, while being sensitive to the ecosystem, natural processes, and stresses that development places on it. The choice of vegetation should also be based on the microclimate and the intended function of the landscape during all four seasons.

4.11.1 GUIDELINE

THE USE OF NATIVE PLANT SPECIES IS ENCOURAGED TO MINIMIZE MAINTENANCE NEEDS, SINCE NATIVE PLANT SPECIES TEND TO BE HARDIER THAN NON-NATIVE PLANT SPECIES, AND ALSO TO REINFORCE SCENIC BEAUTY OF THE EXISTING NATURAL ENVIRONMENT.

4.11.2 GUIDELINE

USE APPROPRIATE VEGETATION TO PROTECT COMMERCIAL BUILDINGS AND PEOPLE FROM WEATHER ELEMENTS. FOR VISUAL SCREENING AND TO BLOCK WIND ALL YEAR ROUND, USE CONIFEROUS TREES (I.E. DENSE PINES & CEDAR). TO BLOCK SUNLIGHT AND PROTECT INDOOR AND OUTDOOR AREAS FROM THE HEAT, USE DECIDUOUS TREES (I.E. OAK & MAPLE). DECIDUOUS TREES ALSO ALLOW FOR SUNLIGHT AND HEAT GAIN DURING THE WINTER MONTHS, WHICH IS OFTEN MOST APPROPRIATE FOR BUILDINGS AND OUTDOOR AREAS THAT ARE SOUTH FACING. THE USE OF THIS TYPE OF VEGETATION CAN ALSO ADD VISUAL INTEREST AND DEFINE OPEN SPACES, BLANK FACADES AND WALKWAYS.

4.11.3 GUIDELINE

TREES WITH BRITTLE BRANCHES, FRUITS OR SEEDS, SHALLOW ROOT SYSTEMS, OR TREES THAT ARE EXTREMELY VULNERABLE TO SALT SHOULD BE AVOIDED FOR LANDSCAPED MEDIANS, PARKING AREAS, WALKWAYS AND ALONG STREETS.

4.11.4 GUIDELINE

SITE PLANS AND LANDSCAPE PLANS SHOULD BE DESIGNED TO CREATE LANDSCAPES THAT CAN BE SUSTAINED AS A PERMANENT, ON-GOING NATURAL ENVIRONMENT THAT REQUIRES AS LITTLE WATER AND MAINTENANCE AS POSSIBLE.

4.11.5 GUIDELINE

WHERE POSSIBLE, USE APPROPRIATE LANDSCAPING TO SCREEN LESS PLEASING ELEMENTS FROM PUBLIC AREAS AND THE STREET (SUCH AS UTILITY INSTALLATIONS, PARKING AND SERVICING AREAS) TO IMPROVE THE AESTHETICS AND FUNCTION OF THE SITE. THE USE OF BERMS, LOW HEDGES, LOW WALLS, TREES AND/OR BUILDINGS CAN BE USED TO SCREEN UNDESIRABLE ELEMENTS, WHILE STILL ALLOWING PEOPLE TO BE VISIBLE FROM THE STREET OR OTHER PUBLIC AREAS.

4.11.6 GUIDELINE

FOR SITES THAT HAVE PARKING LOCATED IN THE FRONT YARD (BETWEEN THE ROAD AND BUILDING), A MINIMUM 2-METRE WIDTH SPECIALTY HARD AND/OR SOFT LANDSCAPED STRIP SHOULD BE PROVIDED BETWEEN THE STREET AND THE PARKING SPACES OR AISLE. THE LANDSCAPED STRIP SHALL CONTAIN A COMBINATION OF HEDGES, SHRUBS AND SUITABLE TREE SPECIES (SEE ALSO SECTION 4.6 PARKING, DRIVEWAYS AND AISLES).

4.11.7 GUIDELINE

DURING CONSTRUCTION, TEMPORARY FENCING SHALL BE ERECTED TO PROTECT EXISTING VEGETATION THAT IS TO BE RETAINED FROM DAMAGE.

4.11.8 GUIDELINE

WHERE A PARKING AREA, MECHANICAL, UTILITY AND/OR SERVICE AREA ABUTS A LOT LINE, A MINIMUM 3-METRE WIDTH LANDSCAPED STRIP SHOULD NORMALLY BE PROVIDED. THE LANDSCAPED STRIP SHOULD CONTAIN HIGH BRANCHING DECIDUOUS TREES, AND CONIFEROUS TREES SPACED APPROPRIATELY IN ORDER TO FORM A VISUAL BARRIER AT MATURITY.

4.11.9 GUIDELINE

FOR GARBAGE STORAGE FACILITIES, A WALL OR FENCE SHOULD HAVE A HEIGHT OF APPROXIMATELY 1.8 METRES. IN ADDITION, HIGH BRANCHING DECIDUOUS TREES AND CONIFEROUS TREES SHOULD GENERALLY BE PROVIDED.

4.11.10 GUIDELINE

LANDSCAPED MEDIANS IN LARGER PARKING AREAS IS ENCOURAGED. MEDIANS SHOULD BE A MINIMUM OF 3 METRES IN WIDTH WITH 20 CUBIC METRES OF ROOTING AREA (SEE ALSO SECTION 4.6 PARKING, DRIVEWAYS AND AISLES).

4.11.11 GUIDELINE

FOR LARGE PARKING AREAS THAT HAVE 4 OR MORE PARKING AISLES, A LANDSCAPED MEDIAN SHOULD BE PROVIDED WITH A MINIMUM OF 1 TREE FOR EVERY 6 REQUIRED PARKING SPACES ALONG THAT MEDIAN. THE MEDIAN SHOULD BE USED FOR THE CENTRE MOST PARKING SPACES. FOR EVERY DRIVEWAY AISLE ADDED BEYOND 4, AN EXTRA LANDSCAPED MEDIAN SHOULD BE PROVIDED. MEDIANS SHOULD BE BOUND BY CONCRETE CURBING APPROPRIATELY DESIGNED TO PREVENT VEHICLES FROM DAMAGING THE LANDSCAPING. (SEE ALSO SECTION 4.6 PARKING, DRIVEWAYS AND AISLES).

4.11.12 GUIDELINE

CONIFEROUS AND DECIDUOUS TREES AND SHRUBS SHOULD BE PROVIDED AT THE EDGE OF ANY PARKING LOT WITH A MINIMUM OF 1 TREE FOR EVERY 6 REQUIRED PARKING SPACES, PREFERABLY EQUALLY SPACED AND IN A LINEAR SINGLE LINE AROUND THE PERIMETER OF THE PARKING LOT. TREE AND SHRUB SPECIES SHOULD BE SUITABLE AND TOLERANT FOR USE ALONG PARKING LOT AREAS (SEE ALSO SECTION 4.6 PARKING, DRIVEWAYS AND AISLES).

4.11.13 GUIDELINE

PURSUANT TO SECTION 2.6.3 OF THE OFFICIAL PLAN FOR RIDEAU LAKES, ALL COMMERCIAL SITES THAT HAVE SHORELINE ACCESS SHALL RETAIN A MINIMUM 15-METRE STRIP OF SUBSTANTIALLY UNDISTURBED AND NATURALLY-VEGETATED AREA ABUTTING THE LENGTH OF THE SHORELINE, SUBJECT TO LIMITED ALLOWANCES FOR WATER-RELATED STRUCTURES SUCH AS DOCKS & PUMP HOUSES. THIS STRIP WILL CONTRIBUTE TO PROTECTING THE RIPARIAN AND LITTORAL ZONES AND THEIR ASSOCIATED HABITAT, PREVENT EROSION, SILTATION AND NUTRIENT MITIGATION, AND ASSIST IN PROTECTING THE NATURAL APPEARANCE OF THE SHORELINE AREA.

4.11.14 GUIDELINE

PURSUANT TO SECTION 2.6.4 IN THE OFFICIAL PLAN FOR RIDEAU LAKES, COMMERCIAL SITES WITH BUILDINGS AND STRUCTURES ALONG THE SHORELINE, INCLUDING MARINE FACILITIES, SHOULD NOT OCCUPY MORE THAN 25% OF THE WATER FRONTAGE, EXCEPT IN THE CASE OF RESORTS, MARINAS AND SIMILAR USES THAT REQUIRE A FUNCTIONAL RELATIONSHIP TO THE WATER.

4.12 Sanitary Sewage and Water

Virtually all development in Rideau Lakes occurs on the basis of private, individual services. Frequently, the substantial space needs associated with such services can be overlooked. Additionally, both the Zoning By-law and Ontario Building Code regulate the setbacks of services from property lines, buildings, water bodies and other features.

It is very important to consider servicing requirements early in the planning process, so that servicing options are not constrained by the site plan layout.

4.12.1 GUIDELINE

IN DEVELOPING SITE PLANS, CONSIDERATION SHOULD BE GIVEN TO SPACE NEEDS FOR, AND ACCESS REQUIREMENTS TO SEPTIC TANKS AND FIELDS, AS WELL AS TO BUILDING CODE REQUIREMENTS FOR SETBACKS FROM BUILDINGS, PROPERTY LINES, AND WELLS.

4.12.2 GUIDELINE

A 30-METRE SETBACK FROM ALL WATER BODIES AND WATER COURSES IS REQUIRED IN RELATION TO THE LOCATION OF THE SEWAGE SYSTEM.

4.12.3 GUIDELINE

THE USE OF TERTIARY TREATMENT SYSTEMS TO IMPROVE EFFLUENT QUALITY AND CONSERVE SPACE ON THE LOT IS ENCOURAGED.

4.12.4 GUIDELINE

IN THE VICINITY OF SEPTIC SYSTEM TILE FIELDS, LANDSCAPING MUST BE CAREFULLY CHOSEN IN ORDER TO AVOID DAMAGE FROM ROOTS.

4.13.5 GUIDELINE

WHERE FEASIBLE, SEPTIC FIELDS SHOULD BE LOCATED SO AS TO MINIMIZE THE REMOVAL OF MATURE TREES.

4.13 Stormwater Management, Grading and Drainage

As part of the site plan submission, a design for the provision of stormwater drainage (i.e. drainage ditches, swales, catch basins, etc.) is normally required.

Additionally, a stormwater management plan dealing with quantitative and qualitative issues may be required. The purpose of each submission is to ensure that the Township's lakes rivers and streams remain healthy.

In terms of grading and site alterations, the Township encourages a "design with nature" approach, based on minimizing the extent of alterations to natural grades and land forms. Development on portions of a site exhibiting steep or unstable slopes or problematic soils should be avoided.

4.13.1 GUIDELINE

STORMWATER MANAGEMENT APPROACHES SHOULD MAXIMIZE NATURAL INFILTRATION AND MINIMIZE RUNOFF, BOTH DURING AND AFTER CONSTRUCTION. FOR PARKING AREAS, THE USE OF STORMWATER RECHARGE BEDS SHOULD BE CONSIDERED AS A POTENTIAL OPTION, AS OPPOSED TO CONVENTIONAL STORMWATER MANAGEMENT SYSTEMS USING PIPES. OTHER APPROACHES SHOULD ATTEMPT TO CAPTURE AND INFILTRATE STORMWATER ON THE SITE THROUGH THE USE OF SWALES, OPEN SPACE, CONSTRUCTED WETLANDS, PONDS, SURFACE AND SUBSURFACE INFILTRATION BEDS, AND THE REDUCTION OF IMPERVIOUS SURFACES SUCH AS ROOFTOPS AND PAVING.

4.13.2 GUIDELINE

THE USE OF MECHANICAL STORMWATER TREATMENT DEVICES THAT REQUIRE REGULAR MAINTENANCE SHOULD BE USED ONLY WHERE OTHER APPROACHES TO STORMWATER QUALITY CONTROL ARE NOT PRACTICAL.

4.13.3 GUIDELINE

THE TOWNSHIP MAY REQUIRE A PLAN THAT ADDRESSES EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION.

4.13.4 GUIDELINE

THE TOWNSHIP APPLIES THE PRINCIPLE THAT POST-DEVELOPMENT STORMWATER FLOWS SHOULD BE EQUIVALENT TO PRE-DEVELOPMENT FLOWS.

4.13.5 GUIDELINE

APPROPRIATE VEGETATION SHOULD BE USED TO HELP STABILIZE DRAINAGE DITCH SLOPES, HAVING REGARD TO BOTH EROSION CONTROL & VEGETATION MAINTENANCE, PARTICULARLY WHERE SLOPES EXCEED 3:1.

4.13.6 GUIDELINE

THE CONTROL OF ROOF RUN-OFF BY MEANS SUCH AS EAVESTROUGHING AND LEACHING PITS IS ENCOURAGED.

4.13.7 GUIDELINE

IN DEVELOPING A GRADING PLAN, CONSIDERATION SHOULD BE GIVEN FOR THE GRADE RELATIONSHIP OF THE PROPERTY TO THE ABUTTING PROPERTIES AND ROADWAY. WHERE POSSIBLE, VEGETATIVE SWALES COULD BE USED ADJACENT TO PROPERTY LINES (OR ELSEWHERE ON THE SITE WHERE THERE IS ADEQUATE SPACE).

4.13.8 GUIDELINE

THROUGH APPROPRIATE PLACEMENT OF BUILDINGS, PARKING AREAS, DRIVEWAYS AND SEPTIC FIELDS, THE NATURAL LAND FORMS AND NATURAL TOPOGRAPHY SHOULD BE PRESERVED WITH MINIMAL ALTERATIONS.

4.13.9 GUIDELINE

DEVELOPMENT ON A PORTION OF A SITE WITH SLOPES GREATER THAN 30% OR WITHIN 10 METRES OF THE EDGE OF SUCH SLOPES IS DISCOURAGED. SIMILARLY, DEVELOPMENT WITHIN PORTIONS OF A SITE CHARACTERIZED BY THE PRESENCE OF ORGANIC SOILS OR WET AREAS SHOULD BE AVOIDED.