

1420

Earl Armstrong Road

Planning Rationale
September 2014



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FOTENN Consultants Inc. has been retained by Morguard Investments Inc. to prepare a Planning Rationale in support of a Site Plan Control application for the lands located at 1420 Earl Armstrong Road in the Riverside South Community of the City of Ottawa. The property is located at the southeast corner of the Earl Armstrong Road and Limebank Road in the rapidly growing suburban, residential community of the City.

The Site Plan Control application is to permit the development of a multi-building retail shopping centre on the Subject Lands. The development will feature 19,636 square metres of much-needed retail space within twelve (12) buildings including a food store, banks, restaurants and retail buildings, all intended to serve the daily needs of the community. A total of 757 surface parking spaces will be provided within well-landscaped buffers and areas. The proposed development is described in greater detail in Section 2.0 below.

1.0 EXISTING SITE CONDITIONS

1.1 SUBJECT LANDS

The Subject Lands are rectangular in shape and are located on the southeast corner of the intersection of Earl Armstrong Road and Limebank Road. The Subject Lands have a total area of 6.5 hectares (16 acres), previously severed from Riverside South Development Corporation lands to the east. The Morguard Lands have approximately 213 metres (699 feet) of frontage along Earl Armstrong Road and 280 metres (919 feet) of frontage along Limebank Road, both multi lane arterial roadways.

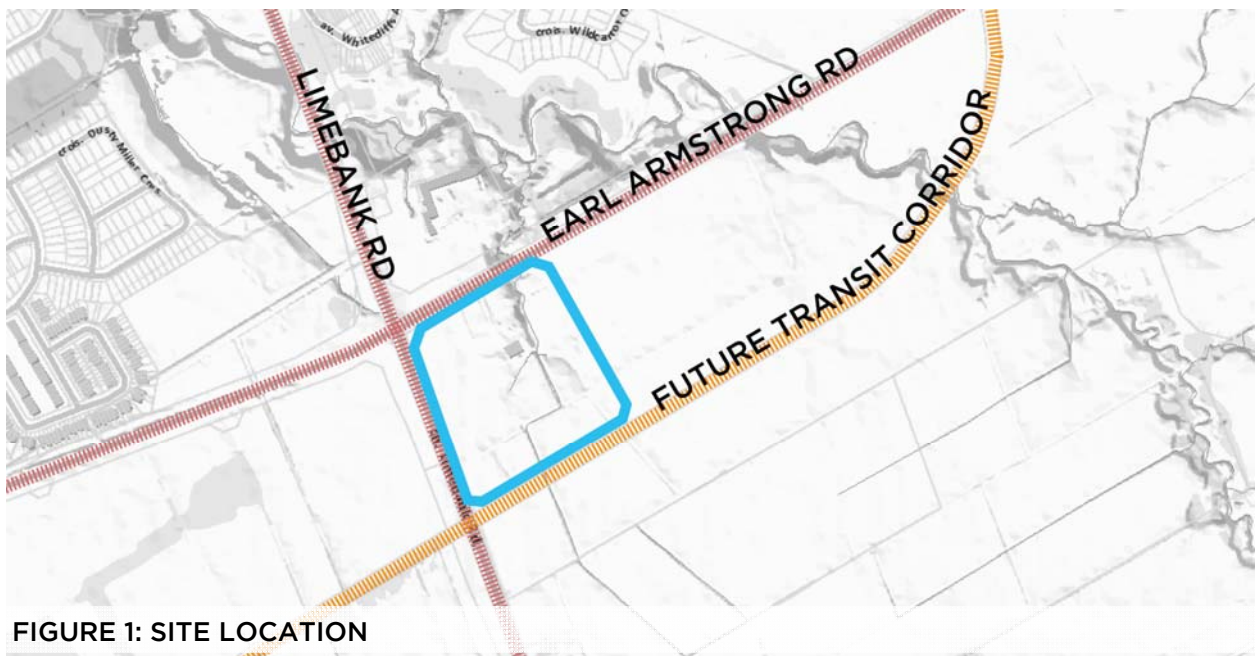


FIGURE 1: SITE LOCATION



Aerial photography of the Subject Lands and surrounding parcels suggest that the lands have historically been used for agricultural purposes. A small creek runs north-south along the eastern edge of the Subject Lands.

The southern edge of the Subject Lands abuts a planned rapid transit corridor which will eventually link the Riverside South community with the downtown core and the Ottawa International Airport. This transit corridor is discussed in greater detail in Section 3.3.3 below.

1.2 APPLICATION HISTORY

The Subject Lands are within Phase 6 of the Riverside South Development. A Plan of Subdivision application has been submitted for the lands to the east by Urbandale Corporation. However, the Subject Lands were separated from the remainder of the lot by consent (File No. D08-01-11/B-00058) approved on May 13, 2011. The Plan of Subdivision application continues to work through the municipal review process. Of special interest, the Urbandale Subdivision will design and construct Collector Road “D”, an abutting, off-site roadway providing future signalized access to Earl Armstrong Road for the Morguard retail development.

1.3 SURROUNDING CONTEXT

As mentioned above, the site is located in the developing community of Riverside South. This community continues to develop and will eventually extend between Leitrim Road to the north, the Rideau River to the west, mid-way between Earl Armstrong Road and Rideau Road to the south, and Bowesville Road to the east. For now, there are significant areas of undeveloped land on the east side of Limebank Road and the south side of Earl Armstrong Drive.

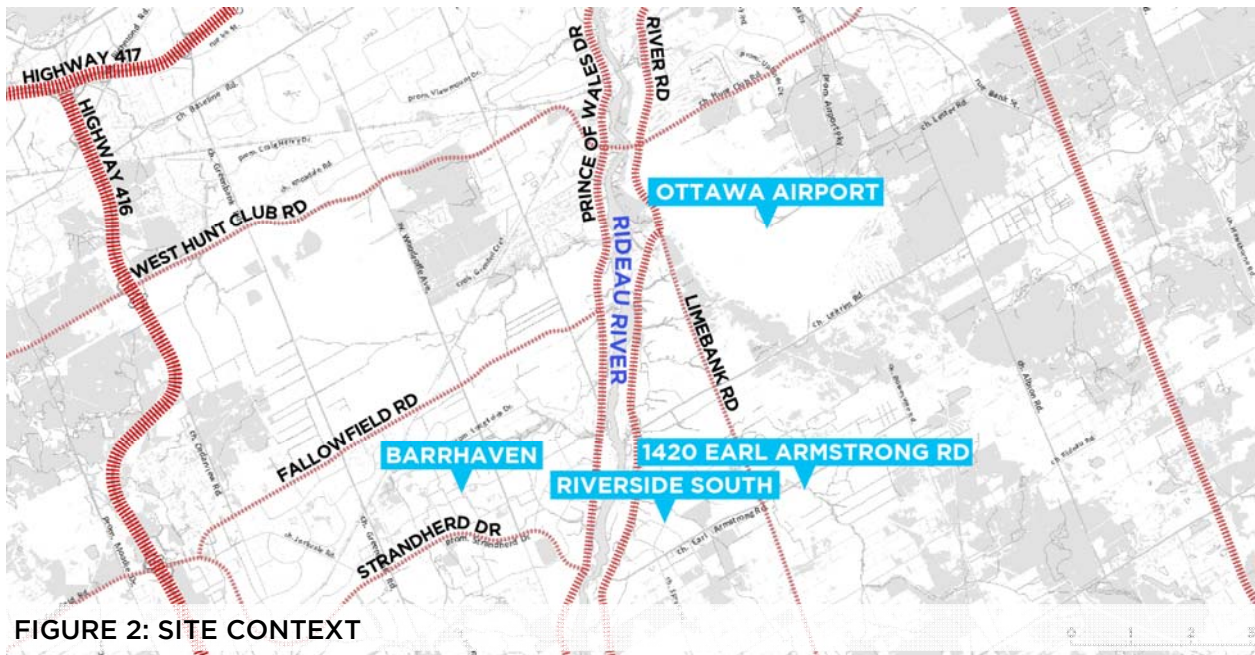


FIGURE 2: SITE CONTEXT



Surrounding land uses can be described as follows:

NORTH: On the north side of Earl Armstrong Drive, development applications are currently being prepared in order to permit a large-format retail shopping centre anchored by a retail food store. Further to the north, low-rise residential development has been constructed around an existing creek and the existing hydro corridor.

EAST: East of the Subject Lands are vacant lands that have been zoned for future residential and mixed-use development. A Plan of Subdivision Application has been submitted by Urbandale Corporation for these lands that would permit medium (townhouses) and high-density (apartments) residential uses.

SOUTH: South of the Subject Lands is the protected transit corridor. This corridor has been protected for future bus-rapid transit, and future light-rail transit service to the Riverside South Community. On the south side of this corridor are lands zoned for mixed-use and high-density residential development.

WEST: West of Limebank Road are additional vacant lands for future development which are zoned to permit a mix of uses and high-density residential uses. A draft Plan of Subdivision for these lands has been submitted by Urbandale Corporation to permit medium (townhouses) and high-density (stacked townhouses/apartments) residential development on the lands (Phase 7 of the Riverside South Development).

On the north side of Earl Armstrong Road is the low-rise residential community of Riverside South, still under construction. At the northwest corner of Earl Armstrong Road and Limebank Road is a vacant parcel zoned for mixed-use development.

1.4 ROAD NETWORK AND TRANSIT

The Subject Lands are located at the intersection of Limebank Road and Earl Armstrong Road - two (2) existing arterial roads on Schedule E of the City of Ottawa Official Plan.

Limebank Road is a north-south, four-lane, median separated arterial roadway adjacent to the Subject Property that becomes Riverside Drive north of River Road and continues along the east side of the Rideau River through the Greenbelt and into the central area of the City.

Earl Armstrong Road is an east-west four-lane, median separated arterial roadway that connects to Bowesville Road in the east and acts as the primary spine through the Riverside South community. To the west, the Strandherd-Armstrong Bridge is presently being constructed which will provide a much-needed new bridge crossing of the Rideau River and will link Earl Armstrong Road to the Strandherd Drive arterial which continues through Barrhaven and to Highway 416. It is anticipated that the bridge will be completed in September 2014.



As mentioned above, Collector Road D will be constructed by Urbandale Construction as part of their Phase 6 of their subdivision. Morguard has been coordinating with Urbandale and others in the area for the installation of services, signals, turn lanes, etc.

Given that the Subject Lands are located within a new development area, there is no existing rapid transit service on either Earl Armstrong Road or Limebank Road in the immediate area surrounding the site. Route 99 runs in closest proximity to the site along Spratt Road, approximately two (2) kilometres to the north or west.

As mentioned above, a rapid transit corridor is protected south of the Subject Lands and a rapid transit link is proposed in the Official Plan (to be constructed in 2021). This future transit service is discussed in greater detail in Section 3.3.3 below.

2.0 PROPOSED DEVELOPMENT

The proposed development is for a village-type retail and service shopping centre that will provide much needed neighbourhood oriented retail, restaurant and food store retail uses in the fast growing community of Riverside South. Presently, the community is served by only a few retail centres. Given the rapid increase in population in this area, a trend that is expected to continue, additional retail offerings are needed.

The proposed development provides for this need, within a thoughtfully designed and carefully laid out centre. Significant efforts have been made to create an environment within the centre that will be pedestrian friendly and will connect well with other parts of the core area and specifically with the future Transitway extension along the south edge of the property.

The development features approximately 19,636 square metres of retail, restaurant, bank and services uses and building area arranged throughout twelve (12) separate, free-standing buildings. Buildings have been oriented towards the outer edge of the site to improve the pedestrian environment along the street and to screen the parking areas from the roads. The site is anchored by a retail food store (Building A on the submitted Site Plan). The entrance for the food store is internal to the site, along the western facade.

The development of the Subject Lands is proposed to occur in two (2) phases. The first phase consists of an area of 12.38 acres (5.01 hectares) and includes eight (8) single-storey retail buildings on the north end of the site. The first phase of the development will also include most of the surface parking area (589 spaces) to serve the retail buildings. Two (2) of the buildings (Buildings B and G) within this first phase of the development would include drive-through facilities.

Phase 2 of the development is along the south edge of the site, adjacent to the protected transit corridor. This phase includes four (4) additional retail buildings which will be constructed with two storey building forms, and the opportunity to provide office space or additional retail on the second floor, should the market support it. An additional 168 surface parking spaces will also be part of the second phase.



The intent of the proposed retail centre is to be community serving retail and this is reflected in the design of the buildings. The ground floor of buildings features significant glazing and tall windows. In cases where there is a second floor, additional glazing will create the sense of an office space above the ground floor retail, whether it is constructed initially, or reserved for future expansion.

Materials used within the development will be mixed and typical of a mainstreet within the core area. Masonry of varied colours and precast concrete bands will provide a comfortable, high-quality finish that is typical of mainstreets and local retail. Varied retail unit sizes will promote a mix of large chain retailers and local retailers.



The proposed development features a strong grid network throughout the centre and the parking areas. The main “C” shaped drive aisle around the food store and parking area is oversized and landscaped with pedestrian linkages, anticipating a future street grid, acting as an organizing element for the development. The “C” shaped drive aisle is supplemented by pedestrian linkages between buildings and the roadways abutting the site. Along buildings, 3 metre sidewalks are provided for enhanced pedestrian movements. Main drive aisles to Limebank Road and Earl Armstrong Road will be median-divided, with trees and sidewalks. Full-movement access to the Centre is proposed from Collector Road D where a signalized intersection is proposed. Right-in/right-out accesses are provided along the future transit street and mid-block along Earl Armstrong Road. Limebank Road includes a full-movement, unsignalized access, to provide convenient and immediate vehicle access to smaller retail buildings. Within the shopping centre, the grid drive-aisle layout would permit the future intensification of the site, should there be demand for it and should parking be moved to structures.

Another feature of the proposed development is intensive and significant landscaping throughout the site. In addition to significant landscaping within islands throughout the parking areas, specific attention has been paid to adding landscaping around buildings and along pedestrian sidewalks within the site. Three corners feature landscaped parkettes which connect to the surrounding lands and the ultimate location of the transit station southeast of the site. These corners provide wide pedestrian entries and significant landscaping marking gateways into the site and setting the tone for the high quality, pedestrian-focused design of the centre. Drive-through areas are well screened



with perimeter landscaping, and are strategically located to not interrupt pedestrian corridors and site circulation.



3.0 POLICY AND REGULATORY ENVIRONMENT

3.1 CITY OF OTTAWA OFFICIAL PLAN (CONSOLIDATED 2013)

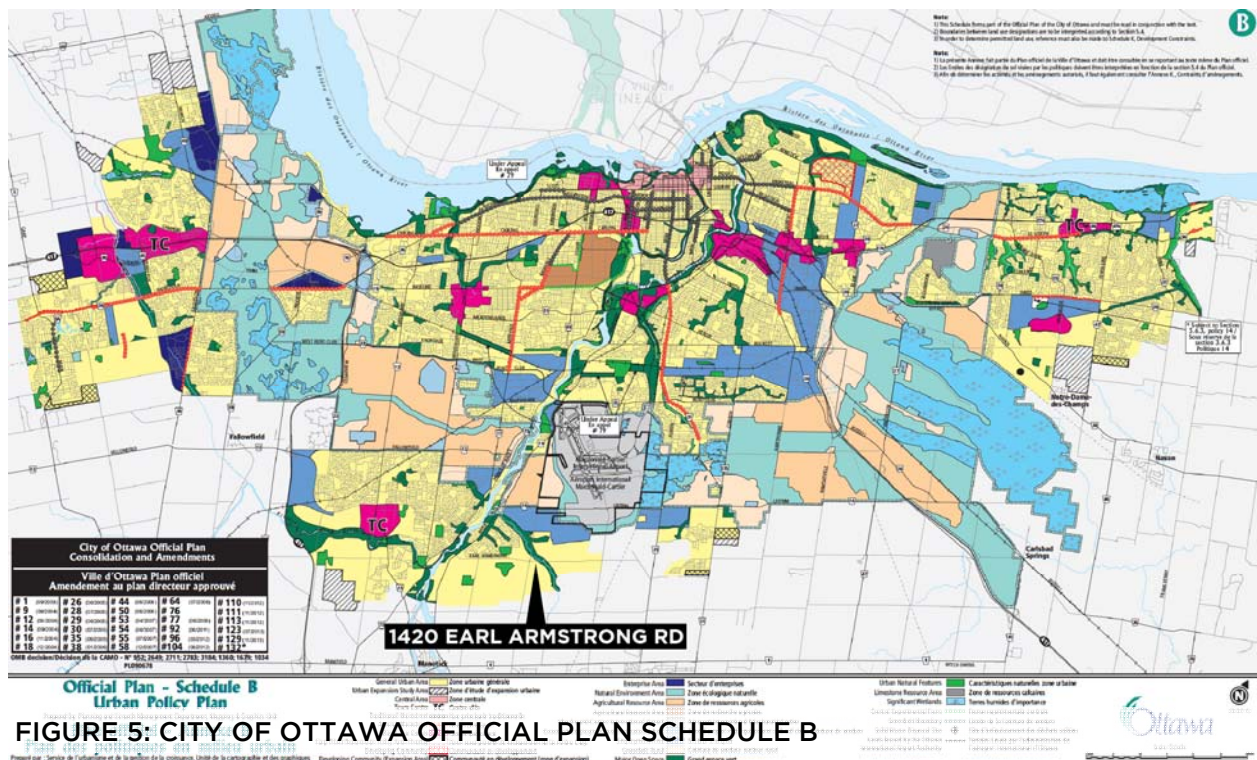
The Subject Lands are designated “General Urban Area” on Schedule B of the City of Ottawa Official Plan (Figure 5). The intent of the General Urban Area designation is to accommodate the housing and lifestyle needs of all ages, incomes, and life circumstances in order to create complete, sustainable communities. The General Urban Area designation permits the development of a wide range of uses including residential development at all densities, employment, retail, service, cultural, leisure, entertainment and institutional uses.

While the General Urban Area designation is intended to permit the establishment of a broad mix of uses in neighbourhoods, it does not imply that all uses will be permitted everywhere. Within neighbourhoods, the Zoning By-law is to allow those uses that provide for the local, everyday needs of residents, including shopping, schools, recreation and services.

The General Urban Area also permits uses that may generate traffic, noise, or other impacts which have the potential to create conflicts with the surrounding residential communities. These types of uses are often large and serve or draw from the broader area. In order to mitigate these impacts, such uses will be directed to:

- Locations along the rapid transit system or an arterial or major collector roadway with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all day transit service can be provided; and,
- Suitable locations on the perimeter of, or isolated from, established residential neighbourhoods.

The Subject Property is located at the intersection of two arterial roadways, adjacent to a future rapid transit corridor within the Community Core of the Riverside South Community. The proposed retail shopping centre is a contemplated use of the Subject Property in the Official Plan.



3.1.1 MANAGING GROWTH

It is the City of Ottawa’s policy to promote intensification as a strategy to manage growth in a sustainable way that makes the best use of services and facilities. More vibrant “complete communities” are more compelling places to live and are places where residents are able to work, shop, and play within walking or cycling distance.

Community Core areas have been identified within the Official Plan as nodes for intensifications, intended to act as “mini-downtowns” around transit stations. Consequently, within the urban area, growth will be directed to these locations.



Figure 2-3 of the Official Plan identifies the Riverside South Community Core as a destination for intensification, anticipating 80 jobs and people per gross hectare by 2031 (where today 0 jobs and people per gross hectare exist).

The proposed development provides 15,387.72 square metres of retail area, and 4,247.99 square metres of office area on the 6.53 hectare site. Using the process defined in the City of Ottawa’s “Residential Land Strategy: Appendix 5 – Conversion of Density Benchmarks for Transit”, it is anticipated that the proposed development will result in 85 jobs per gross hectare on the Subject Property, calculated as follows:

RETAIL

Site Area: 6.53 hectares

Retail Area: 15,387.72m²

Retail Employee Benchmark: 1 per 45m²

Retail Jobs: 15,387.72m²/45 = **342**

Retail Jobs/Gross Hectare: 342/6.53 = **52**

OFFICE

Site Area: 6.53 hectares

Office Area: 4,247.99m²

Office Employee Benchmark: 1 per 20m²

Office Jobs: 4, 247.99m²/20 = **212**

Office Jobs/Gross Hectare: 212/6.53 = **33**

TOTAL EMPLOYMENT DENSITY: 85 JOBS PER GROSS HECTARE

3.1.2 COMPATIBILITY AND COMMUNITY DESIGN

The Official Plan provides guidance on how to appropriate incorporate new development into already built-up areas. The Subject Lands are in a rapidly developing area of the City with several developments on surrounding properties under construction or presently going through the municipal review process. Given the position of the Subject Lands within this developing area, compatibility cannot be easily evaluated. Policy direction for adjacent lands would indicate that they will be developed as retail uses or higher density residential uses and therefore this assumption has been used to measure the compatibility of the proposed.

Compatible development is development that is not necessarily the same as, or similar to existing buildings around it, but that enhances and coexists with existing developments without causing undue adverse impacts on the surrounding properties.

Section 2.5.1 lays out design objectives which are broad statements intended to influence the way the built environment matures and evolves. Design principles provide further detail as to how it is hoped each of the design objectives will be achieved. The proposed development contributes to the City’s applicable design objectives as follows:

ENHANCES THE SENSE OF COMMUNITY BY CREATING AND MAINTAINING PLACES WITH THEIR OWN DISTINCT IDENTITY

The proposed development responds to the suburban context and creates a destination within the community of Riverside South that will one day grow into the heart of the community. The location of the proposed development at the intersection of Limebank Road and Earl Armstrong Road make it an important node today, while the introduction of transit to the south will ensure it continues to play an important community serving



role well into the future. Strong pedestrian connections around and through the site will provide excellent connectivity to the surrounding residential areas.

DEFINES QUALITY PUBLIC AND PRIVATE SPACES THROUGH DEVELOPMENT

The proposed development focuses on the creation of excellent public spaces within the development. Specifically, corner parkettes provide gateways into the development and mark this portion of the community's core. These areas will be extensively landscaped and will connect pedestrians from the street and from the future rapid transit station into the development.

Along the future transit street, the second phase of development consists of two-storey form, with some functioning second storey space, and ground floor retail along the entire south property line. These uses will provide functional entrances and glazing that will create an active and animated public realm along the street.

Within the site, pedestrian linkages both through and around the parking areas to facilitate pedestrian movement within the development. The permeability of the outer edge of the site also provides additional opportunities to connect to the street, and creates multiple corner conditions which may be suitable for outdoor patios, etc. to animate the space.

CREATES PLACES THAT ARE SAFE, ACCESSIBLE, AND ARE EASY TO GET TO, AND MOVE THROUGH

As mentioned above, the proposed development provides excellent connectivity for pedestrians within the site, and along the street. The drive aisles within the development have been laid out to create a grid network that is easy to navigate and moves vehicles safely through the site.

Landscaped areas throughout the development provide opportunities for gatherings and are designed to be safe at all times of day.

CREATES A PLACE THAT CAN ADAPT AND EVOLVE EASILY OVER TIME

The network of drive aisles have been laid out in such a way so as to facilitate future intensification of the site. Specific to this location, the eventual introduction of rapid transit to the area will impact on the way the site functions and the densities that will be supported on site.

The OP identifies community core areas as defined by Community Design Plans as a Design Priority Area. This implies that growth will be directed towards these areas, and that it will be used to enhance these areas as mixed-use communities. All developments at these locations are also reviewed to evaluate their contribution to an enhanced pedestrian environment, and their response to the distinct character and unique opportunities of the area.



3.1.3 URBAN DESIGN AND COMPATIBILITY

Section 4.11 of the Official Plan provides direction on urban design and compatibility. Policy 2 of this section identifies the following areas in which new development must be compatible with the surrounding community:

- Traffic
- Parking Requirements
- Noise and Air Quality
- Microclimate
- Loading Areas, Service Ares and Outdoor Storage
- Vehicular Access
- Outdoor Amenity Areas
- Lighting
- Sunlight
- Supporting Neighbourhood Services

The proposed development is evaluated against these criteria below:

TRAFFIC:

A Transportation Impact Study (TIS) was prepared by BA Group to evaluate the impacts of the proposed development on the surrounding road network. The TIS found that the proposed development and proposed site accesses will operate at acceptable levels in 2016 and 2021 scenarios. The study found that the proposed right-in/right-out access along Earl Armstrong Road and the full movement, unsignalized intersection along Limebank Road will operate at acceptable levels of service in both scenarios. The installation of traffic signals at the intersection of Earl Armstrong Road and Collector Road D is recommended by the report. These signals are anticipated to be installed as part of the road construction by Urbandale Construction.

VEHICULAR ACCESS:

Vehicular access to the proposed development is proposed via two full-movement intersections on Collector Road D (on either side of Building A), which connects to the signalized intersection of Collector Road D with Earl Armstrong Road. It is anticipated that Collector Road D will be constructed as part of development occurring to the east in the summer of 2014. Additional full-movement, unsignalized access is provided on Earl Armstrong Road, Limebank Road, and along the Transit Street.

PARKING REQUIREMENTS:

A total of 757 surface parking spaces are provided within the development. Within the first phase, 589 parking spaces (including 24 barrier-free spaces) will serve the first eight (8) retail buildings. In phase 2, an additional 168 parking spaces (including 8 barrier-free spaces) will be added to serve the additional four (4) retail buildings along the southern edge of the site. The proposed parking exceeds the minimum parking requirements for Shopping Centres, as set out in Zoning By-law



	2008-250.
OUTDOOR AMENITY AREAS:	The proposed development will not impact on the outdoor amenity areas of the surrounding properties.
LOADING AREAS, SERVICE AREAS, AND OUTDOOR STORAGE:	Give the nature of the proposed development as a retail shopping centre; several loading areas have been integrated into the site. Generally, these areas have been integrated into the side of proposed buildings, and are screened from the street and integrated into the building facades. For the anchor tenant in Building A, the loading area has been located along Collector Road D. This loading area will be screened from the street by a screen wall combined with extensive landscaping along the street to create a comfortable pedestrian experience along the street.
LIGHTING:	Lighting on the site will be designed to minimize light spill onto adjacent properties.
NOISE AND AIR QUALITY:	Given the form of development proposed, there was no requirement for a Noise and Vibration study as part of the application. There are not expected to be any significant noise or vibration impacts as a result of the development. Ventilation equipment, which will be the largest noise generator, will be properly screened from the surrounding properties to ensure that impacts are limited.
SUNLIGHT:	The proposed development consists of one- and two-storey buildings and will not therefore create any shadowing impacts on surrounding properties.
MICROCLIMATE:	The proposed development includes permeable facades along all sides and one and two-storey building forms that will not create significant microclimate impacts. Pedestrians are sufficiently protected from the elements through building facades around the outer edge of the property and through the use of landscaping throughout the site.
SUPPORTING NEIGHBOURHOOD SERVICES:	The community of Riverside South is a rapidly developing area consisting of primarily residential uses. Retail uses to serve these new residential areas are needed. The proposed development will contribute positively to this need by providing service commercial uses within the area envisioned as the core of the community.

3.1.4 CYCLING ROUTES

Schedule C of the Official Plan denotes on-road cycling routes along Limebank Road. Earl Armstrong Road, west of Limebank Road is also denoted as an on-road cycling route.



FIGURE 6: CITY OF OTTAWA OFFICIAL PLAN SCHEDULE C (CYCLING NETWORK)

These sections of the road network were upgraded in recent years and on-street cycling lands were installed in both directions - across the entire width of the Subject Lands on both roads.

3.1.5 RAPID TRANSIT NETWORK

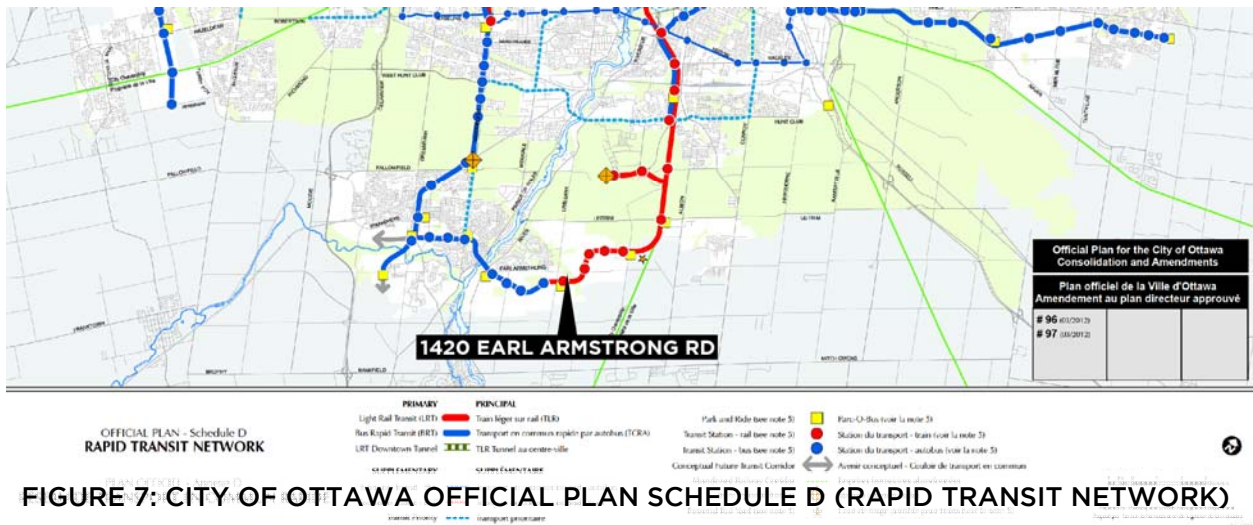


FIGURE 7: CITY OF OTTAWA OFFICIAL PLAN SCHEDULE D (RAPID TRANSIT NETWORK)

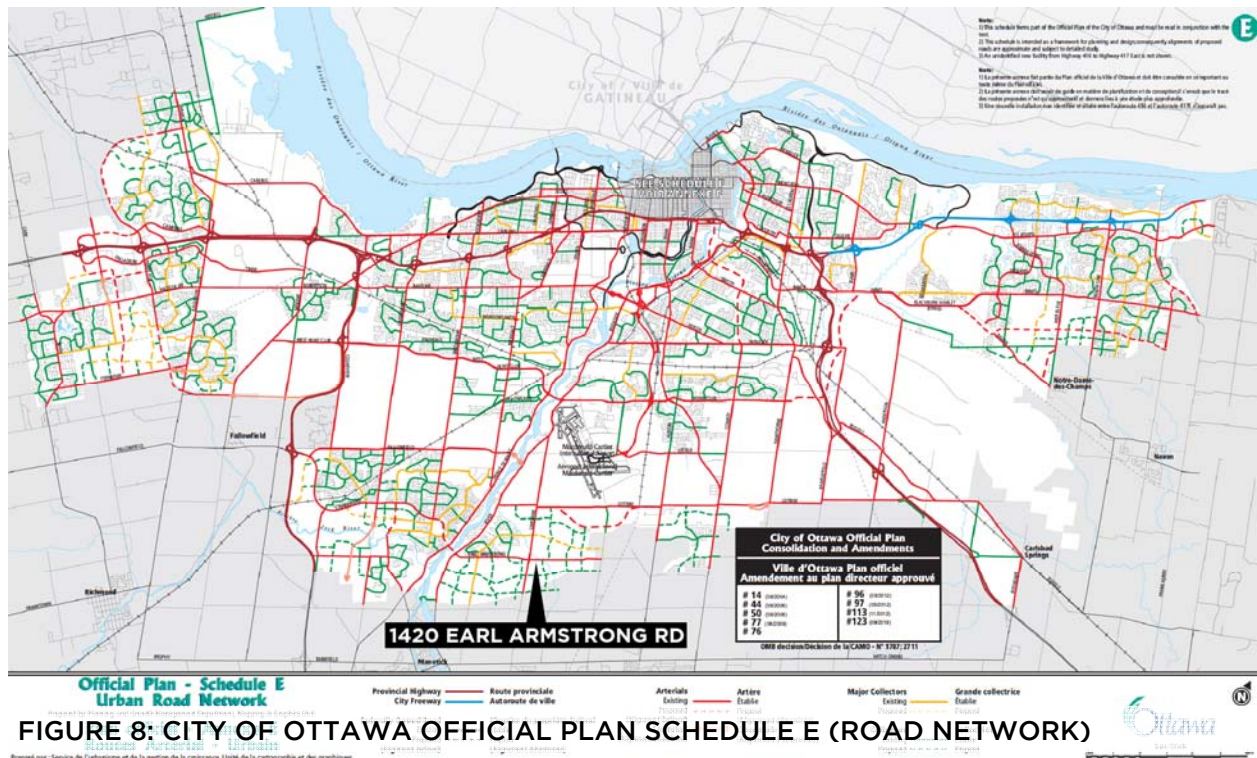
Schedule D of the Official Plan illustrates the planned rapid transit network through the City. As discussed above, the Subject Lands abut a planned light-rail transit corridor - shown as an extension of the existing O-Train line which connects to the east-west Transitway at Bayview Station, west of the downtown core. A station is proposed southeast of the Subject Lands along the corridor. East of Limebank Road, the rapid transit line transitions to bus rapid transit and continues west, into Barrhaven and connects with the existing north-south Transitway. A park and ride facility is envisioned



for lands south of the transit corridor. Final locations of park and ride facilities are determined through the community design plan process.

3.1.6 ROAD CLASSIFICATION

As discussed above, both Earl Armstrong Road and Limebank Road are designated as “Existing Arterial Roadways” on Schedule E of the Official Plan. These two (2) roads frame the Subject Lands to the north and west. To the south, the future transit corridor is proposed as a collector road. Collector Road D, framing the east side of the Subject Lands is not designated on Schedule E, though Collector Road E, further east, is designated as a proposed collector road.



3.1.7 ENVIRONMENTAL CONSTRAINTS

The Subject Lands are located within the “Airport Vicinity Development Zone” as identified on Schedule K of the Official Plan. The purpose of this zone is to protect the economic viability of the City’s airports, as well as to protect the City’s residents from impacts of noise levels which may be unacceptable. The review of development applications within this zone will be guided by Transport Canada’s manual entitled “Land Use in the Vicinity of Airports” (TP-1247E), the Ministry of Environment’s “Noise Assessment Criteria in Land Use Planning” (LU-131), and the Ottawa Airport zoning regulations.

The proposed development of a retail shopping centre is not considered a noise-sensitive land use. The retail building will not generate any inconvenient noise on existing or future



residential zones, and therefore the development is able to proceed without additional study

3.1.8 RIGHT-OF-WAY PROTECTION

Protected right-of-ways for major streets in the City are defined in Annex 1 of the Official Plan. Both Limebank Road and Earl Armstrong Road are 44.5 metre protected right-of-ways adjacent to the Subject Lands. In both cases, the roads have been improved according to their status as arterial road adjacent to the Subject Lands.

The proposed development of the Subject Lands as a retail shopping centre conforms to the policies of the General Urban Area designation which permits uses that draw from a distance and retail and service commercial uses that are of a size and scale appropriate to the community. Riverside South is a rapidly growing community that is presently underserved by retail and service commercial uses and the proposed development will contribute positively to the creation of a complete, mixed-use community for residents.

The proposed development conforms to the majority of the urban design objectives and criteria set out by the City in Sections 2.5.1 and 4.11 and is compatible with the existing and planned function of the surrounding lands.

Finally, the proposed development responds to the existing and planned road network, planned rapid transit network, and environmental constraints in the surrounding area.

3.2 CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO. 150 (2013)

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it is currently with the Ministry of Municipal Affairs and Housing (MMAH) for the Minister's Decision and final approval.

For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003, Consolidated May 2013 remain in full force and effect and have been reviewed and analysed for the proposed development. Although OPA 150 is not yet in full force and effect, the new policies relevant to the proposed development have been taken into consideration as the intended direction of City Council and are described below.

The Community Core area in Riverside South has been added as a target area for intensification in Section 2.2.2(4) of the OP. This recognizes the density targets contained in Figure 2-3 of the existing Official Plan. These targets have now been implemented as requirements in the revised Official Plan. The density requirement for the Riverside South Community Core remains at 80 jobs and people per hectare by 2031. Further, policy 12 of Section 2.2.2 states that Secondary Plan may specify lesser or greater building heights than what may be specified in each specific land use designation.

The Subject Lands continue to be within the General Urban Area land use designation of the Official Plan. Policies regarding building heights have been added/alterd within this



designation. Specific to the Riverside South Community Core, where the compatible development policies of Section 4.11 are followed, buildings up to six (6) storeys will be permitted along the Transit Street or other Arterial Roads (Earl Armstrong Road and Limebank Road) within 800 metres walking distance of the transit station.

The proposed development provides 83 jobs/gross hectare which is over the required 80 jobs per gross hectare. Building heights proposed by the development are consistent with the permitted heights in the Official Plan Amendment and with the Riverside South Community Design Plan (CDP) as described below in Section 3.3).

3.3 RIVERSIDE SOUTH COMMUNITY DESIGN PLAN (2010)

The Subject Lands are within the planning area of the Riverside South Community Design Plan (CDP). The CDP, which was originally approved by Ottawa City Council in 2005 and subsequently updated in 2010, is the guide to the long-term development of the Riverside South community. The CDP was not adopted as a Secondary Plan

The Riverside South community encompasses an area of approximately 1,800 hectares (4,500 acres) and is located south of the Macdonald-Cartier International Airport and east of the Rideau River. Existing roads, including Earl Armstrong Road and Limebank Road, provide road connections to the surrounding areas.

The main objectives of the CDP are to:

- To support transit-oriented development focused on the rapid transit corridor;
- To create land use and road patterns that support various modes of transportation;
- To maximize the benefits from existing natural features;
- To create a network of open spaces accessible to residents and visitors;
- To establish a range of residential densities and foster a mix of unit types;
- To ensure consistent treatment of buildings, street edges, boulevards, landscape areas and open spaces; and,
- To encourage the development of an attractive mixed use Community Core area.

3.3.1 TRANSIT ORIENTED DEVELOPMENT

One of the key structuring elements of the Riverside South CDP is the planned rapid transit corridor and associated services and facilities. Accordingly, development patterns and corresponding densities proposed in the plan are intended to contribute to the creation of a transit-supportive community.

The Plan envisions a community core area that accommodates a range of institutional, office, retail, and residential development and is located in the centre of the community and adjacent to the transit corridor.



3.3.2 ROAD HIERARCHY

The Plan is also structured around a hierarchy of roads that includes arterials, collectors and local roads. The community is arranged around a grid of east-west, and north-south collector roads, and is centred on the existing Earl Armstrong and Limebank Road arterials.

Earl Armstrong Road has already been widened to four lanes in each direction adjacent to the Subject Lands and will eventually be extended east to Bank Street and west across the Rideau River to connect with Strandherd Drive via the Strandherd-Armstrong Bridge. Limebank Road has also been upgraded according to the CDP.

Collector Road D is envisioned as a Minor Collector Road in the CDP. These roads function as the community's bus and transit links to arterials and the rapid transit corridor.

3.3.3 RAPID TRANSIT CORRIDOR

A twenty (20) metre right-of-way is protected through the community to permit the future development of the light-rail rapid transit line. Stations along the corridor will generally be spaced every 500 metres within the Community Core, and every 500 metres outside of the Core. A future Environmental Assessment will determine where additional lands are required for stations or facilities. A station is proposed southeast of the Subject Lands and no additional lands would be required from the Subject Lands.

3.3.4 COMMUNITY CORE

The Community Core is intended to function as the "town centre" for the Riverside South Community offering a mix of uses including retail stores, restaurants and entertainment facilities, office space, institutional facilities, and public spaces. It is intended to develop as a pedestrian-oriented centre with a high-quality public realm.

The transit corridor forms an important part of the Community Core, with mixed-use buildings located close to the street and retail uses at-grade.

The proposed development is for a retail shopping centre that provides an appropriate density on the Subject Property for the current suburban context, while protecting for the introduction of rapid transit through the community. Two-storey building forms with active storefronts and glazing have been located along the south edge of the site, setting up an active pedestrian environment along the street and reserving the potential to add office space on several buildings, should the market mature to that point.

Further, the site has been developed around a grid of drive aisles which have an oversized width that could ultimately be converted to public streets if the opportunity to infill the site and the use of parking structure, or enhanced transit ridership become viable in the future.

The corner elements of the site adjacent to the Transit Street have been extensively landscaped to create gateway entries into the site and to respond to pedestrian activity along the Transit Street.

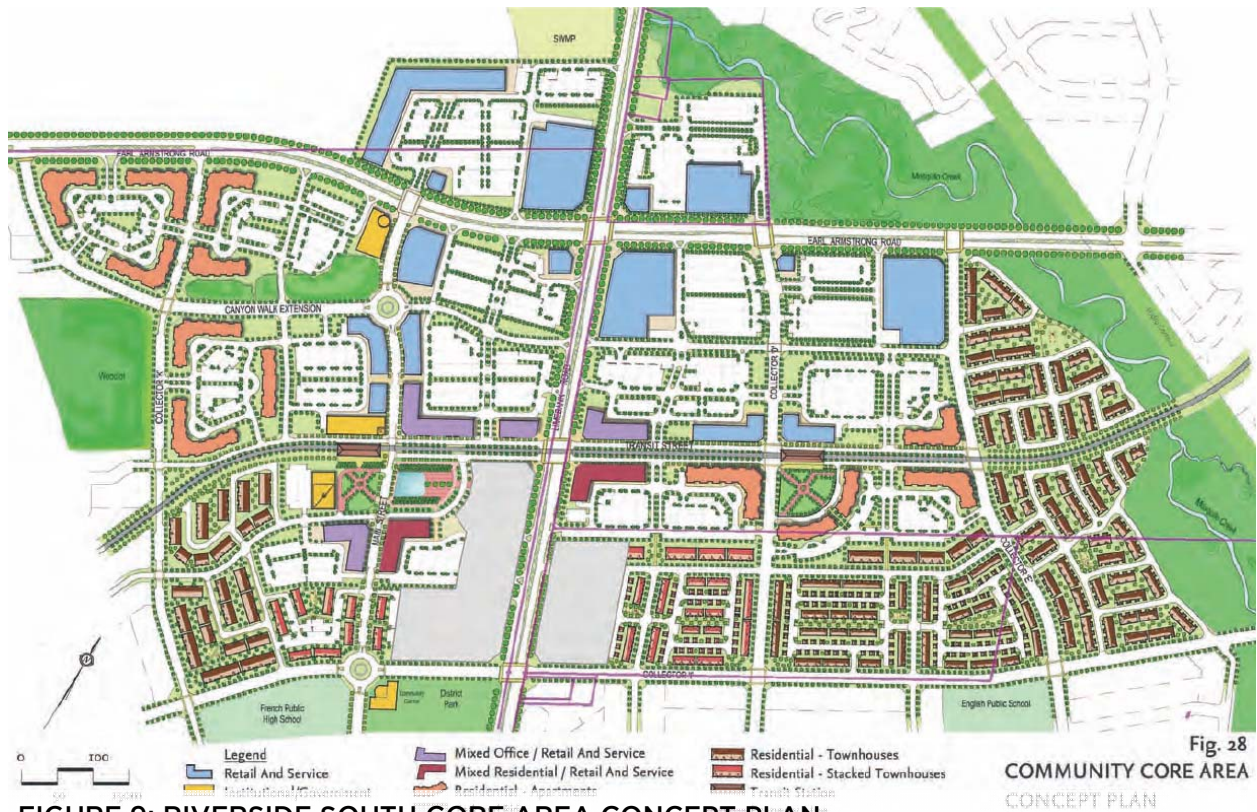


FIGURE 9: RIVERSIDE SOUTH CORE AREA CONCEPT PLAN®

3.3.5 LAND USE

The Subject Lands are designated as “Community Core (MU)” on the Riverside South CDP Land Use Plan. The Community Core is intended to have a variety of retail and service commercial uses that provide specialized goods and services to the wider community including a wide range of goods, restaurants, entertainment, and banking services among others. Retail and service uses within this designation may be located within mixed-use building or in free-standing buildings.

The Subject Lands are envisioned as the location of a large-format retail and service commercial centre. Section 2.3.3 states that such a centre is to be located within the Community Core, and states that the site will be south of Earl Armstrong Road near the Limebank Road intersection. The Plan states that “the large-format centre will include large anchor stores (e.g. department stores, supermarkets) as well as smaller free-standing buildings containing single or multiple tenancies”. Other large-format retail uses are also envisioned around the intersection of the two arterials roadways.

Along the Transit Street, automobile-oriented uses (e.g. car washes, service stations, and drive-throughs) will not be permitted. Retail uses along the Transit Street will be complemented by ground-related office and institutional uses.

**RIVERSIDE SOUTH
COMMUNITY
DESIGN PLAN /
PLAN DE CONCEPTION
COMMUNAUTAIRE
DE RIVERSIDE-SUD**

Land Use Plan /
Plan d'utilisation du sol
January 13, 2010 /
le 13 janvier 2010

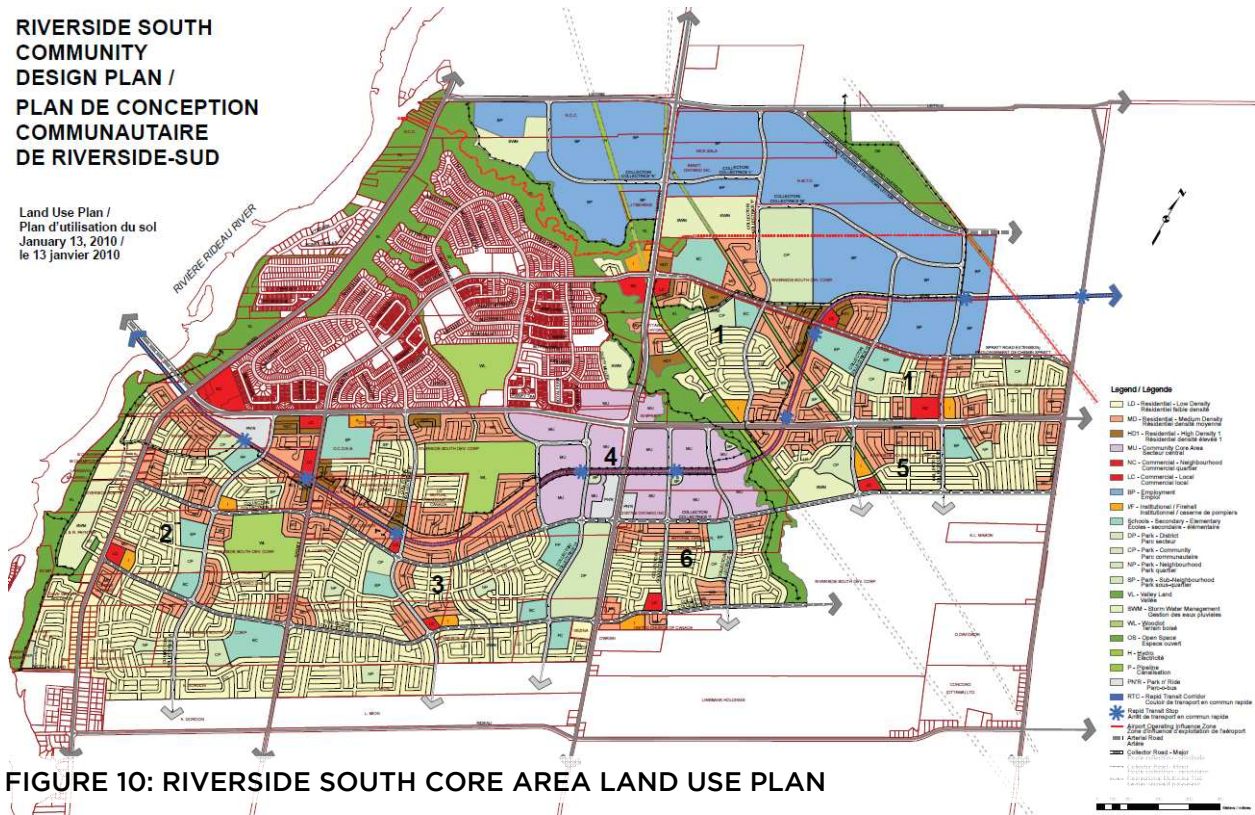


FIGURE 10: RIVERSIDE SOUTH CORE AREA LAND USE PLAN

The proposed development implements the vision of the CDP and creates a neighbourhood retail shopping centre that features an anchor tenant (supermarket) and distributes other neighbourhood serving retail uses on the edge of the site in a mix of stand-alone and multi-tenant buildings. Further, the design of the centre responds to the future Transit Street and provides a consistent, articulated street edge along the south property line. These retail buildings, envisioned for Phase 2 of the development, will provide active storefronts and extensive glazing to activate the street and will contribute to the creation of a comfortable pedestrian realm along the street.

3.3.6 COMMUNITY DESIGN AND STREETScape GUIDELINES

Section 3.1 of the CDP contains broad community design guidelines. The proposed development satisfies several of these guidelines, including:

- Assists in the creation of a distinct identity for the Community Core through the use of a design theme for street furnishings, light and directional poles, benches, waste receptacles, gateway features, etc. [3.1.1.2];
- Special significance is given to the southeast corner of the Earl Armstrong and Limebank Road intersection to highlight the sub-gateway [3.1.2.1];
- Sufficient area is provided to allow for enhanced streetscaping at neighbourhood gateways around the site [3.1.2.2];



- Maintains the grid street pattern with walkable block lengths in the range of 150m to 200m [3.1.3.1];
- Walkways along arterials and collectors are landscaped to provide pedestrian access into neighbourhoods [3.1.4.2];
- The development addresses both arterial roads and the transit street [3.1.4.3];
- No fencing is proposed along the transit corridor [3.1.6.2];

Section 3.2 contains streetscape design guidelines for all street types. These guidelines are not applicable to the proposed development given that the proposed development is a site-specific Site Plan Control application and will not impact the existing arterial roadways. Collector Road D, east of the Subject Lands, will be constructed by others.

The proposed development is generally consistent with the broad community design guidelines. In addition, consideration has been given along the arterial, collector and transit street frontages to allow for the future implementation of the streetscaping guidelines. Opportunities are provided for integrated pedestrian facilities, through walkways, parkettes, and a pedestrian network within the site and between buildings.

3.3.7 COMMUNITY CORE DESIGN GUIDELINES

Section 5.0 of the CDP provides a number of guidelines specific to the development of the Community Core Area. Specific guidelines that have been implemented include:

STREET AND BLOCK PATTERN

- Maintaining a pedestrian-scale grid with block sizes of not more than 200 metres;

PARKING AREAS

- Main parking areas are located within the interior of the blocks;
- Landscaped medians have been utilized to break up large parking areas;
- Trees are planted within medians and other planting areas throughout the parking areas;
- Pedestrian connections have been clearly delineated through parking areas to connect retail buildings;
- Access points for adjacent future commercial and retail developments can be consolidated to reduce the number of driveways connecting to the public road system;
- Where parking abuts the street, a landscape buffer screens the parking areas;
- Parking areas are well lit in accordance with CPTED principles for pedestrian safety and comfort;
- Loading and garbage storage areas have been directed away from arterial roads;

WALKWAYS

- Wide walkways are provided throughout the retail development;



- Wide sidewalks are protected for and considered along the Transit Street;

BUILDING TO STREET RELATIONSHIP - TRANSIT STREET

- Buildings along the Transit Street provide enclosure for the roadway and pedestrian scale and comfort;
- Buildings on the Transit Street have a close building street relationship;
- Articulated elevations with functional entrances and glazing animate the Transit Street;
- Buildings facing the street feature extensive glazing;

BUILDING TO STREET RELATIONSHIP - LIMEBANK/EARL ARMSTRONG

- Buildings along Limebank and Earl Armstrong Roads provide a consistent street edge;
- Building elevations facing Limebank and Earl Armstrong roads will emulate front facades with windows and doors to avoid blank walls;
- Yards between the buildings and the street will be landscaped;
- No parking, loading, or garbage storage areas are located between the building and the street;

BUILDING TO STREET RELATIONSHIP - COLLECTOR ROAD D

- Along Collector Road D, buildings are located to provide a consistent street edge.

PARKING AND DRIVEWAYS

- Large development blocks (+/- 300 metres in length) shall have either public streets or private driveways located at mid-block to provide access and connect the interior parking lots.
- Private driveways shall provide sufficient right-of-way for them to evolve into public streets in the future, as infill development and parking structures become economically feasible.
- On-street parking along Transit Street is required.
- Buildings along the Transit Street will contain a mix of commercial/residential uses with retail and service commercial uses at grade.
- A wide variety of commercial uses, including office, retail, and entertainment buildings could be located along the arterial roads.

OPEN SPACE SYSTEM - PRIVATE PLAZAS AND PATIOS

- Entry into private spaces (restaurant patios, building forecourts, etc.) should be indicated through a change in walkway treatment, planting, signage and/or lighting.
- Pedestrian lighting should be enhanced.



LARGE FORMAT RETAIL

- Larger buildings have generally been located at the greatest distance from the Transit Street.
- More intensive/smaller-scale uses and building forms which form part of the large format retail development have been located in proximity to the Transit Street.
- Facade and landscape treatments will incorporate the design themes established for the Community Core area.

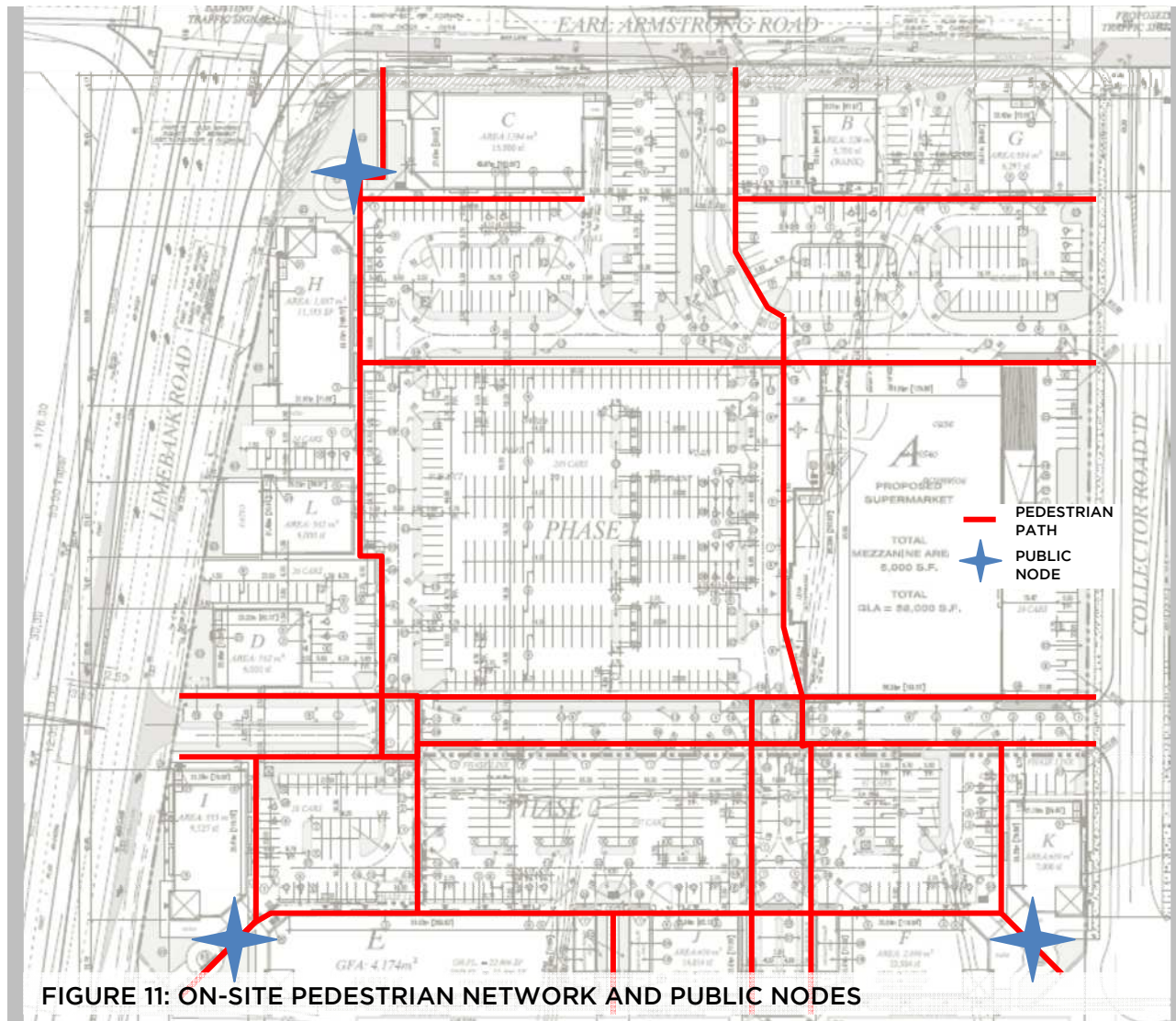
BUILT FORM

- Buildings are placed to maximize the continuity of frontages, preferably 70% of the street frontage along the Transit Street. It is recognized that this target will be achieved over time.
- Surface parking will not be located within 25 metres of the Transit Street.
- Buildings along the Transit Street should be located as close to the street line as possible. Generally, along the Transit Street, buildings should not be set back by more than 3 metres.
- Along Arterial Roads, a maximum setback of 6 metres will be permitted and the setback area shall be used for landscaping and forecourt areas.
- For one-storey commercial buildings fronting onto the Transit Street, mezzanines and roof elements should be used to create a two-storey building form with a minimum height of 7 metres.
- Signage should be incorporated into building facades and should reflect a “Main Street” image.
- No pylon signs will be along the Transit Street.

The proposed development implements the above design guidelines for the community core to create a retail development that is able to evolve over time should the community change and if greater densities become feasible.

The proposed development internalizes parking to the centre of the development, enhancing the street frontages with buildings adjacent to the street. Parking areas have also been consolidated in order to preserve the site's edges for pedestrian areas. Drive-aisles are wider than is typical in order to accommodate pedestrian corridors and extensive landscaping. Main access drive-aisles have been identified as areas of design importance and are denoted by high-quality landscape treatments, creating a sense of place and acting as gateways into the site.

The landscaped features and the strong landscaping character will act as a defining element of the development. They will also contribute to the stylized design of the shopping centre which will contribute to the creation of an identity within the Riverside South community. The most significant landscaped features are the corner elements which are privately-owned public spaces which will offer the opportunity to have outdoor seating, patios, etc. for specific tenants and uses. These corner elements also emphasize pedestrian linkages to the streets.



Finally, regarding built form of the Subject Property, and the relationship of buildings to the street, the proposed development moves buildings to the edges of the site and pulls parking internal to the site in order to enhance those street frontages. Along the Transit Street, buildings are located within 3 metres (between 1.6 metres and 2.7 metres) in order to create the urban condition that is envisioned along the Transit Street. Articulated building elevations will create a comfortable pedestrian realm along this street to be ultimately supported by rapid transit.

Along the edge streets, defined in the CDP as Earl Armstrong and Limebank Roads, buildings have been pulled as close to the property line as possible. The CDP recognizes that these streets are not the same environment as the Transit Street, but the development still implements the design guidelines which speak to a consistent building facade, in this case punctuated with landscape treatments, outdoor patios, and pedestrian walkways. Along Earl Armstrong Road, a drainage easement requires the



buildings to be pulled back from the street slightly. All areas along the street will be finished with the same high-quality landscape treatments that will be present throughout the entire development.

The Subject Property is challenging for development because it has four frontages. By nature, retail development, and specifically anchor tenant buildings, have a “back of house” to accommodate loading and service entries. In the case of the Subject Property, the anchor tenant has been located along the east property line, with the back of the store facing Collector Road D. Loading and service areas have been screened through the use of architectural elements and the building has been pulled west, away from the street, to purposefully create a separation between the back of the store and the street line. This setback area has been landscaped extensively to provide additional screening. A mix of trees and evergreen shrubs will create a “green screen” effect that will effectively hide the loading areas from the street. The corners of Collector Road D will be punctuated by buildings that will be located at the corners. This treatment of Collector Road D is consistent with the Community Core Area concept plan in the CDP which shows surface parking areas abutting the length of Collector Road D.

3.4 RIVERSIDE SOUTH CORE AREA DESIGN GUIDELINES

The Riverside South Core Area Design Guidelines establish standards that will guide future detailed design for street and pedestrian lighting, streetscape and park elements including street “furniture” and landscaping standards, traffic circle landscape design and commercial area lighting, pedestrian walkways, landscape details and signage. The guidelines also discuss and illustrate preferred architectural treatment within the Core Area.

The guidelines have been prepared in accordance with the Riverside South Community Design Plan and consist of three primary segments: an image bank, streetscape character plans, and manufacturer’s specifications.

ARCHITECTURAL IMAGE BANK

The Image Bank is comprised of a series of photographs of buildings showing the preferred architectural treatments in various streetscape conditions. The Urban Design Review Panel will use these images to “test” whether or not elevations proposed for new buildings in the Core area achieve the design intent for the building, relative to its location within the Core.

For large-format retail buildings facing a public street, the following building elements are desirable:

- Variety in building materials and design features such as windows, doors and display cabinets help to improve the aesthetic of adjacent public rights-of-way.
- Proximity of these buildings to the street helps to strengthen a sense of urban enclosure.
- Design elements such as wall plane projections or recesses, arcades, and awnings help to articulate the facade and reduce the massive scale and uniformity.



- Entryway design features such as signage, raised corniced parapets, planters, wing walls and peaked roofs give orientation and add character.
- Where buildings are adjacent to Limebank Road or Earl Armstrong Road they are required to have or to emulate a front facade with windows and doors.

The proposed retail development contains only one true large-format retail store as defined in the design guidelines (i.e. large, single-storey buildings) though most of the buildings along the outer edge of the site are considered as large-format based on their gross floor area.

The proposed buildings along Limebank Road, Earl Armstrong Road and Collector Road D have been designed with the above building elements in mind. A variety of materials has been used including brick, precast concrete and extensive glazing. Projections, both horizontal and vertical, have been used to articulate the building facade, and to emulate building entrances, limiting the number of blank walls.

The anchor tenant building will be articulate in the same way with a significant entry feature and building materials that are consistent with the theme of the retail centre and of the core as a whole.

Also applicable, are the guidelines with respect to retail buildings facing the transit street:

- Constructed with a village-like atmosphere including grade level retail in a pedestrian friendly environment. Overall desired effect is that of incremental traditional "main street" development.
- Incorporate themed streetscape elements such as benches, tree grates, and special lighting.
- Buildings are to be constructed with strong relationship to the street.
- Minor setbacks and projections to building facades are encouraged to help animate the elevations.
- Wall finishes may vary in colour and material.
- Greater emphasis on detail including cornices, awnings, fences and light fixtures is encouraged.

The proposed buildings along the Transit Street implement these design guidelines. Single-storey retail buildings with two storey forms and the opportunity for second floor office in the future will border the south property line and will be located between 1.5 and 2.75 metres from the street line. Buildings will feature active entrances along the street and facades will be articulated with setbacks and projections, as well as changes in materials to create a variation in building and to create the desired mainstreet feel. On-street parking and wide sidewalks with street trees, benches, garbage receptacles, etc. will also help to animate the street and create the active pedestrian environment desired on this street.



Finally, the design guidelines also contain images for the rear facade of retail buildings along the Transit Street:

- Mid-size retail or mixed-use buildings having storefronts and the principal entrance to the use on the opposite side of the building facing the public street.
- Facade facing the parking area is permitted to have a secondary (service) entrance. Servicing is usually accessible from the parking lot side.
- Facade facing the parking area must have architecture that emulates a front facade design including a mixture of building materials and styles, windows and doors.
- Signage on the facade facing the parking area is optional but desirable.
- The sidewalk along the parking lot side may be reduced in width and concrete curb may be eliminated altogether for ease of access.

In the proposed development, buildings along the Transit Street will have similar facades on all four sides with the same materiality, design features, etc. wrapping the entire building. Service areas will be incorporated into the north façade of the buildings, as required.

STREETSCAPE CHARACTER PLAN

Streetscape character plans describe in detail the arrangement of street furniture, landscaping, lighting and surface treatment, which will guide a consistent streetscape design along Main Street and Transit Street.

The Transit Street is planned to be a pedestrian-oriented street with a light rapid transit (LRT) corridor in the centre of the right-of-way. The streetscape character plan for the Transit Street is characterized as follows:

- Hard surfaces such as concrete and pavers will dominate sidewalks servicing retail and commercial uses.
- Foundation landscaping is encouraged in front of mixed-use and residential buildings.
- Continuity of the street wall is emphasized by uniformity of lighting, trees and other street amenities.
- On-street parallel parking is provided on both sides of the road.

Street furniture and landscaping within the LRT corridor are subject to a future design process

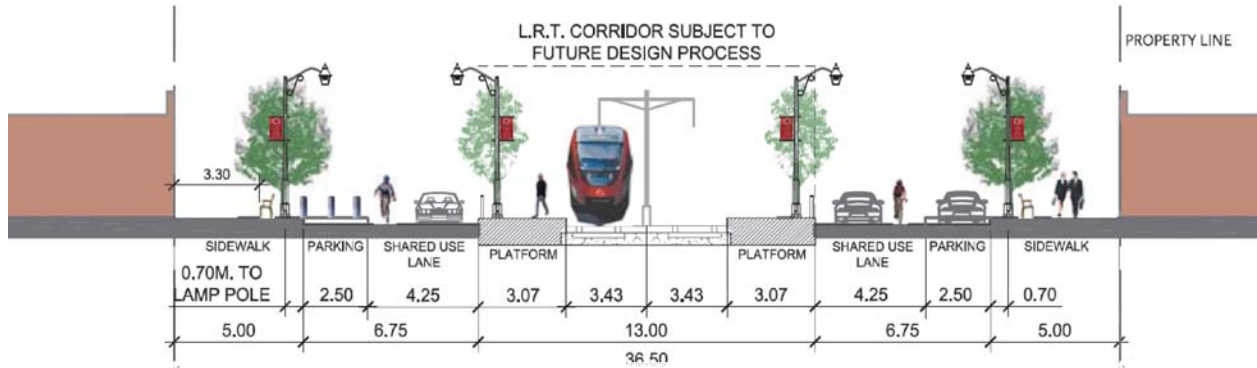


FIGURE 12: TRANSIT STREET CROSS SECTION

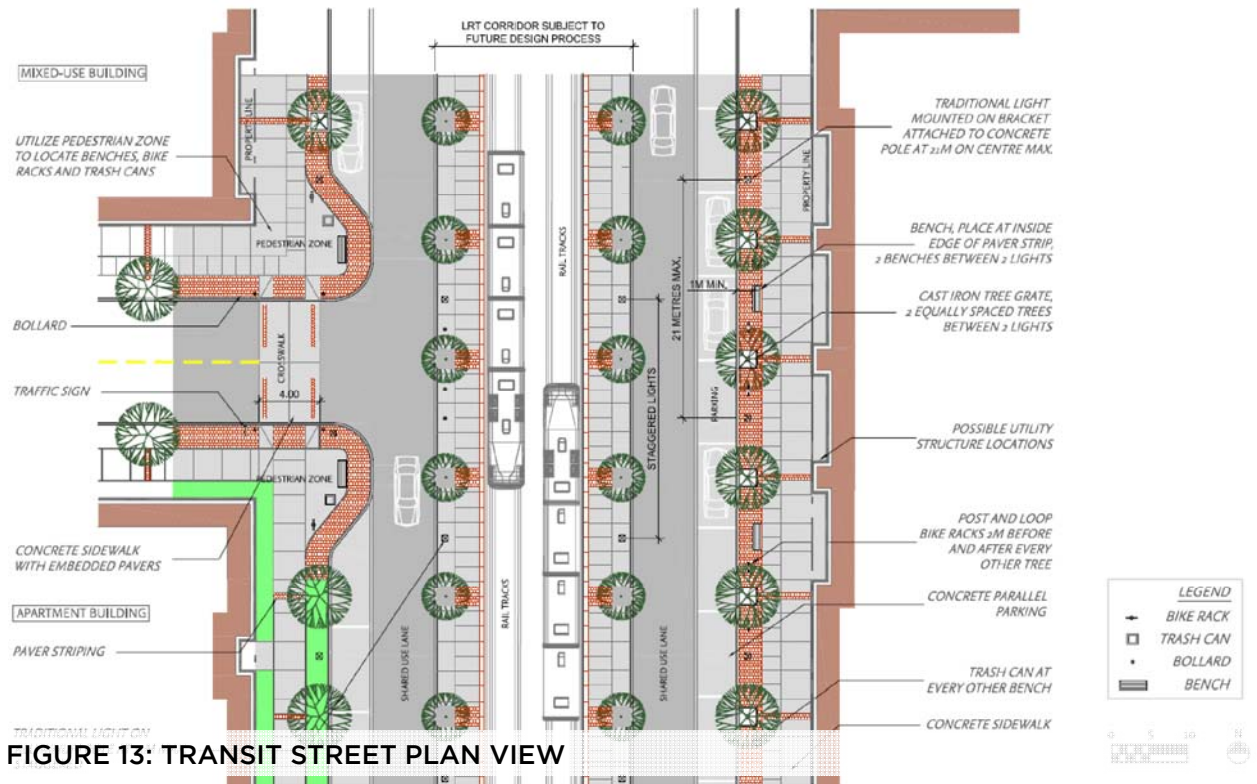


FIGURE 13: TRANSIT STREET PLAN VIEW

The proposed development addresses the Transit Street with a consistent and articulated street edge. Within the streetscape, the area between the curb and the building face feature hard surfaces and pavers and street trees. Parallel parking is also provided along the north side of the street.

Streetscape character plans have also been prepared to provide direction on landscaping, pedestrian walkway, and lighting guidelines for the perimeter of commercial parking areas located to the north and south of Earl Armstrong Road in the Core Area. Some of the design elements that are promoted include:



- Provide a variety of vegetation types.
- Use vegetation to provide visual interest, screening and shading.
- Use vegetation to improve the safety of parking lots for drivers and pedestrians.
- Landscape islands and landscaped strips along the perimeter of parking lots should be a minimum of 3 metres wide.
- Use pedestrian pathways to connect parking lots with streets and adjacent parking lots.
- Provide cross-walks where appropriate.

The proposed development prioritizes pedestrian connections throughout the parking area by providing dedicated pedestrian corridors in a grid pattern through the site. Pedestrian connections to and from the public street have also been prioritized throughout the development, which connect the internal pedestrian network to the community-wide pedestrian network.

A high volume of landscaped (15.7%) has also been integrated into the parking area through landscaped medians, landscaping along main drive aisles, and the corner plaza elements that act as gateways into the site. Landscaping has also been used along Collector Road D to screen the back of the anchor tenant from the street.

MANUFACTURER'S SPECIFICATIONS

The Manufacturer's Specifications section is a design palette for all streetscape elements including benches, waste receptacles, bollards, tree guards and grates, lighting, bike racks, and fences. In order to maintain a uniform look of streetscape amenities, all metal surfaces including steel, cast iron and aluminum shall be the same matching black colour.

The proposed development and accompanying Landscape Plan prepared by FOTENN Consultants implements the vision for the Riverside South community and utilizes the design elements specified to contribute to the overall character of the community, and of the retail shopping area.

3.5 URBAN DESIGN GUIDELINES FOR LARGE-FORMAT RETAIL

The Urban Design Guidelines for Large-Format Retail were released by the City in May 2006. These guidelines implement both the design objectives and vision of the Official Plan and target the following six areas:

1. Streetscape and built form
2. Pedestrians and cyclists
3. Vehicles and parking
4. Landscape and environment
5. Signs
6. Servicing and utilities



The Conceptual development plan for the Subject Property conforms to many of the guidelines including:

- Set new buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping;
- Provide significant architectural or landscape features at the corner of corner sites where the building is set back further than 6.0 metres, to emphasize the public streets and enhance the streetscape;
- Use clear windows and doors to make the pedestrian level facade of walls facing the street highly transparent. Locate active uses at grade;
- Landscape the area in front of a blank wall that faces public streets, and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
- Design the facade of buildings with multiple uses so that each use is defined separately through individual signage, individual entrances and individual canopies;
- Orient the front facade to face the public street and locate front doors to be visible and directly accessible from the public street;
- Provide site furnishings at building entrances and amenity areas;
- Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets;
- Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way across private access driveways;
- Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances;
- Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any facade with a customer entrance, along any facade adjacent to parking areas, and between the primary access and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide;
- Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites;
- Design the site circulation to minimize the conflict between pedestrians and vehicles. This can be achieved by orienting car parking spaces to minimize the number of traffic aisles that pedestrians must cross;
- Select trees, shrubs, and other vegetation considering their tolerance to urban conditions;
- Provide a minimum 3.0 metre wide landscaped areas along the edge of a site where parking areas, drive lanes, or stacking lanes are adjacent to a public street.



Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site;

- Divide large parking areas into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved area;
- Define pedestrian walkways within parking areas with continuous planting areas consisting of trees and shrubs; and,
- Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.

The proposed retail shopping centre implements several of the above design guidelines for retail centres. Though the proposed development is defined as a large-format retail centre by the City, the proposed layout and building dimensions will support neighbourhood serving retail in a high-quality, pedestrian-friendly shopping centre. The single anchor tenant will ground the centre and additional retail buildings on the outer edge of the site will improve the pedestrian experience around the site. Internal to the site, pedestrians are prioritized with separated corridors arranged in a grid to provide excellent access throughout the site.

3.6 URBAN DESIGN GUIDELINES FOR TRANSIT ORIENTED DEVELOPMENT

The City of Ottawa's Transit-Oriented Development Guidelines were approved by City Council on September 26, 2007. The Guidelines provide a framework for assessing, promoting, and achieving appropriate transit-oriented development in the City of Ottawa. As discussed above, transit-oriented development is an integral part of the design for Riverside South.

The proposed development implements many of these guidelines, including:

- Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station. Transit supportive land uses include: townhouses, apartments, offices, restaurants, hotels, movie theatres, etc.;
- Create a multi-purpose destination for both transit uses and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel.
- Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice;
- Design street blocks to be no more than 150 metres in length with pedestrian friendly intersections;
- Create pedestrian and cycling "short cuts" that lead directly to transit;
- Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.



- Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping;
- Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians;
- Use clear windows and doors to make the pedestrian level facade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing;
- Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free that lead directly to transit;
- Use different materials to provide visual identification of pedestrian routes for motorists;
- Ensure pedestrian walkways are an adequate width to accommodate anticipated pedestrian volumes, with a minimum width of 2.0 metres with accessible grade changes;
- Design ground floors to be appealing to pedestrians with such uses as retail, personal service, restaurants, outdoor cafes and residences;
- Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building;
- Design access driveways to be shared between facilities;
- Design and locate parking lots and internal roads to minimize the number of vehicle crossing over primary pedestrian routes;
- Design parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access. This includes dividing large surface parking lots into smaller areas through landscaping and walkway;
- Include a boulevard or planting strip along internal roadways and parking areas to buffer pedestrians from vehicles and road spray; and,
- Provide quality benches, tree guards, street lighting, bicycle racks and garbage receptacles.

The proposed development creates a pedestrian environment that will connect well with the future transit station to be located southeast of the Subject Property. Well-defined pedestrian corridors into and throughout the site will encourage pedestrians and cyclists to enter the site. Along the Transit Street, the proposed form of development will create an active and comfortable pedestrian realm along the sidewalk.

3.7 URBAN DDESIGN GUIDELINES FOR DRIVE-THROUGH FACILITIES

The Urban Design Guidelines for Drive-Through Facilities were approved by Council on May 24, 2006. These guidelines are intended to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of drive-through facilities. These guidelines are to be applied whenever a drive-through facility is proposed and are to work in conjunction with other design



guidelines. The proposed development would include opportunities for three (3) drive-through facilities on buildings B, D and G. The applicable guidelines are summarized as follows:

- Respond the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles;
- Locate buildings close to the street to help define the street edge;
- Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street;
- Locate interior uses which have the potential for clear windows along street-facing walls;
- Make the majority of the pedestrian level facade facing the street highly transparent with clear glass windows and doors that animate public streets and maximum views in and out of the building;
- Landscape the area in front of blank walls that face public streets and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
- Coordinate architectural detail and character with an overall design concept for all building sides and components;
- Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways;
- Distinguish walkways from driving surfaces by using varied paving treatments;
- Provide customer entrance doors that are close to parking areas;
- Provide customer entrance doors clearly visible from public streets and directly accessible from the public sidewalk;
- Locate vehicular access points to the site as far away as possible from street intersections. Locate vehicle access points to corner sites on the secondary street;
- Locate stacking lanes away from adjacent sensitive uses, such as residential and outdoor amenity areas, to reduce the impacts of noise and pollution that could be caused by stacking cars on such uses;
- Separate stacking lands from parking areas and driveways using landscaped islands, decorative pavement, pervious islands and painted lines;
- Design the on-site circulation to minimize the conflicts between pedestrians and vehicles;
- Provide separate stacking lands when two drive-through uses exist on the same site;
- Plant trees along the public street;
- Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use



trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site;

- Divide large parking areas into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved area;
- Design building to include defined spaces to accommodate signs that respect buildings scale, architectural features, signage uniformity and established streetscape design objectives;
- Design garbage enclosures that are external to the building with the same materials as the building and ensure that wall height is sufficient to completely conceal garbage dumpsters; and,
- Design lighting so that there is no light spillage, glare, or light cast over adjacent uses. Direct and/or shield lighting sources away from adjacent residential properties and provide screening as necessary.

The proposed development includes two (2) drive-through facilities in Buildings B and G. These buildings are all located well away from the Transit Street and are instead along arterial roadways. Landscaped buffers have been provided to screen cars from pedestrian view as necessary and careful attention has been paid to ensure pedestrian access to buildings is maintained around the drive-through.

3.8 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)

The Subject Property is zoned “General Mixed-Use, Subzone 28, Schedule 269 (GM28 S269)” in the City of Ottawa Zoning By-law (2008-250) (Figure 14). Schedule 269 regulates building heights for the entire Community Core of Riverside South.

The purpose of the GM zone is to allow residential, commercial, and institutional uses or mixed-use development in the General Urban Area. It limits commercial uses to individual occupancies or in groups in well defined areas and also permits uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise, or other impacts, provided they are appropriately mitigated.

Permitted uses within the GM zone include a range of non-residential uses that includes banks, convenience stores, drive-through facilities, libraries, medical facilities, offices, personal service businesses, places of assembly, residential care facilities, restaurants, retail stores, and retail food stores, among others. Several residential uses are also permitted within this zone.

Subzone 28 permits additional non-residential uses including amusement centres/parks, automobile rental establishments or service centres, bars, car washes, cinemas, gas bars, hotels, nightclubs, parking lots, parking garages, and theatres. It also places restrictions on the location of amusement parks, automobile service stations, car washes drive-through facilities, gas bars, parking lots, and above-grade parking garages within 25 metres of the Transit Street. Finally, the GM28 subzone limits residential uses to mixed-use buildings with other restrictions on size.

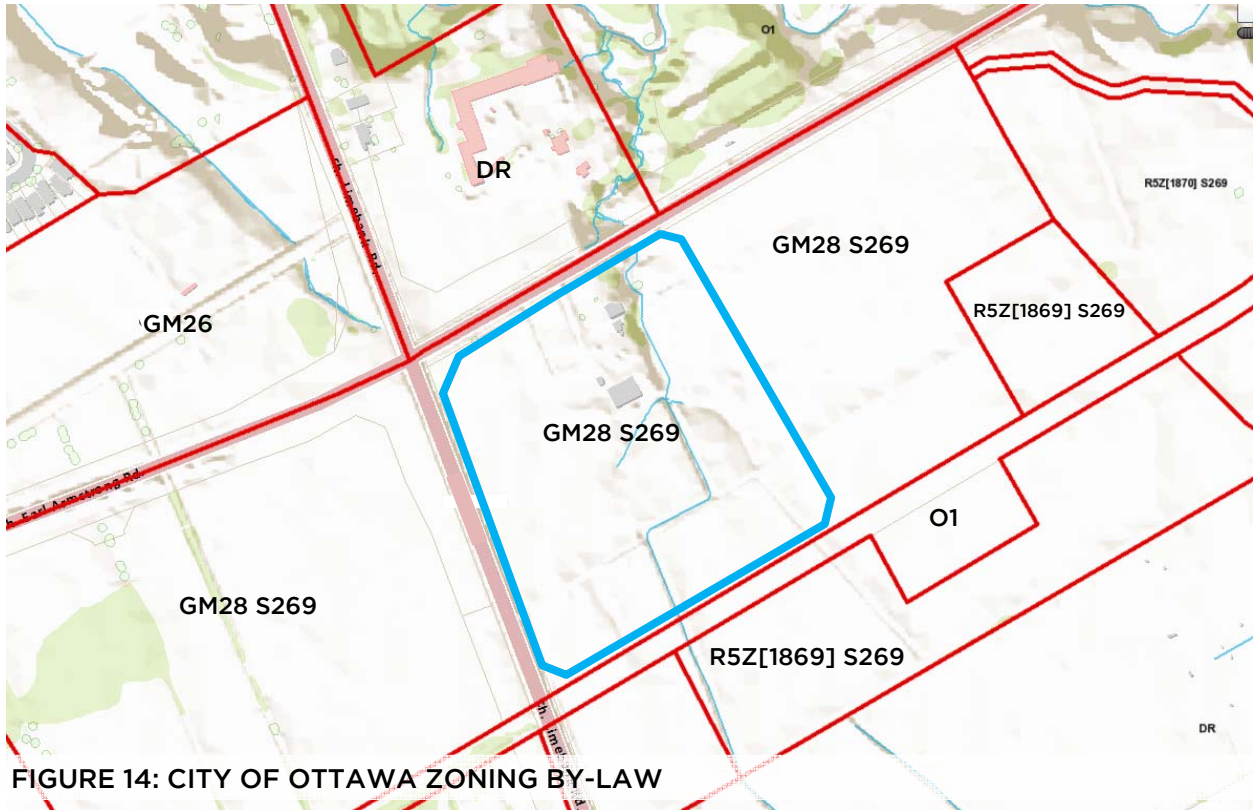


FIGURE 14: CITY OF OTTAWA ZONING BY-LAW

The remainder of the policies in the GM28 subzone are very site specific and include:

- Building faces must occupy at least 70% of the entire length of the lot frontage along the street shown as Area A on schedule 269 within 3.0 metres of the lot lines abutting that street;
- On any lot and within 3.0 metres of the lot line abutting the street, building faces must occupy at least 70% of the length of the lot frontage along a street that is an integrated public street and rapid transit network;
- Building faces must occupy at least 40% of the length of the lot frontages along other public streets within 6.0 metres of the lot lines, unless there are registered drainage easements;
- A minimum of 75% of the area of the ground floor part of the walls facing the street shown as Area A on schedule 269 and the street that is an integrated public street and rapid transit network must consist of openings such as windows and customer entrances
- A minimum of 50% of the area of the ground floor part of the walls facing other public streets must consist of openings such as windows and customer entrances
- For (f) above a wall will only be considered to be facing a street if it is within 8 metres of the street lot line



- For (g) above a wall will only be considered to be facing a street if it is within 20 metres of a street lot line
- Parking structures must be at least 6 metres from a residential zone and be no more than 11 metres in height; and,
- Building heights are as per Schedule 269.

For the Subject Property, the above restrictions require that buildings be located within 3 metres of the Transit Street and that a building face occupy at least 70% of the street frontage. Along the other streets, buildings are to be within 6 metres of the property line, except where there is a drainage easement, and building facades are to occupy at least 50% of the frontage on these three other streets.

The proposed development is compared to the requirements of Zoning below:

ZONING MECHANISM	REQUIRED	PROPOSED	
MINIMUM LOT AREA	No minimum	65,300m ²	
MINIMUM LOT WIDTH	No minimum	189.76m	
MINIMUM SETBACK	3m	1.11m	
MINIMUM % OF BUILDING FACADE	Within 3m of the Transit Street:	70%	73%
	Within 6m of Collector D:	40%	19%
	Within 6m of Limebank:	40%	45%
	Within 6m of Earl Armstrong:	N/A	Does not apply due to drainage easement.
MINIMUM % OF GLAZING FACING THE STREET	Within 3m of the Transit Street:	75%	75%
	Remainder of the Site:	50%	50%
MINIMUM BUILDING HEIGHT	Within 73m of the Transit Street:	7m	7.79m
	Remainder of the Site:	No Minimum	6.8m
MAXIMUM BUILDING HEIGHT	Within 73m of the Transit Street:	20m	10m
	Remainder of the Site:	20m	7.79
MAXIMUM FLOOR SPACE INDEX	2.0	0.3	



ZONING MECHANISM	REQUIRED	PROPOSED
MINIMUM WIDTH OF LANDSCAPED AREA	3m	0m
MINIMUM % OF LANDSCAPED AREA	15% of the area of the parking lot	15.7% of the area of the parking lot
MINIMUM BICYCLE PARKING SPACES	Retail: 1/500m ² = 28 spaces	96 spaces
	Office: 1/250m ² = 12 spaces	
MINIMUM PARKING REQUIREMENT	Retail: 3.6/100m ² = 554 spaces	757 spaces
	Office: 2.3/100m ² = 98 spaces	
BARRIER-FREE PARKING SPACES	500+ parking spaces = 6	32 spaces

Additional amendments may be identified following staff review, technical circulation and as a result of revisions to the Site Plan. A Minor Variance application will be filed following technical circulation to address the minor issues relating to the percentage of building facades along Collector Road D, the width of the landscaping abutting a street, and the minimum setback along the Transit Street. This last variance has been confirmed with Staff as the intended direction of the existing zoning and of the CDP and the proposed variance would implement this reduced setback along the pedestrian street.

4.0 CONCLUSIONS

The proposed development has been considered and evaluated against the applicable policy framework. The following summary is based on this review:

- The proposed development conforms to the Official Plan policies for the General Urban Area and to the density targets for the Community Core in Riverside South;
- The proposed development complies with the City's compatibility criteria established in Section 2.5.1 and 4.11 of the Official Plan including provisions relating to parking and vehicular access;
- The proposed development conforms to the policies of the Riverside South Community Design Plan (CDP) and specifically to the policies for the Community Core area;
- The proposal also implements the Riverside South Core Area Urban Design Guidelines applicable to the Subject Property;
- The proposed development maintains the general spirit and intent of the Urban Design Guidelines for Large-Format Retail, Transit-Oriented Development, and Drive-Through Facilities;



- The proposed development complies with the majority of zoning provisions for the GM28 S269 zone. Variances are required for minimum building setback, percentage of building facades fronting onto the street, minimum landscaped area and the maximum number of parking spaces. These variances will be addressed through a separate Minor Variance application following the technical circulation.
- The proposed development is supported by technical studies submitted as part of this application.

Based on the above analysis, the proposed development represents, in our professional opinion, good planning and is in the public interest.

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