



## **3831 Cambrian Road**

Planning Rationale  
Site Plan Control + Lifting of Holding By-law  
August 26, 2020

# FOTENN

Prepared for Metro Ontario Inc.

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# 1.0 Introduction

Fotenn Planning + Design ('Fotenn') has been retained by Metro Ontario Inc. ('Metro') to act as agents for the enclosed Zoning By-law Amendment application for the lands municipally known as 3831 Cambrian Road (the 'subject property'). Metro wishes to develop the site with a large-format retail food store and a large-format retail store. The proposed development also creates the opportunity for the development of two additional commercial outbuildings in the future.

## 1.1 Application Context

The subject property is in the western part of Barrhaven, a rapidly developing community that has been the subject of an extensive planning process to shape its development. A Community Design Plan (CDP) was approved for Barrhaven South in 2006, identifying the intersection of the future Greenbank Road alignment and Cambrian Road as a community core. In July 2014, a final Environmental Study Report was published for the Greenbank Road realignment, identifying a recommended plan in accordance with the Ministry of Transportation Class Environmental Assessment Process. Subsequently, in 2015, the City of Ottawa initiated a Concept Plan and Design Framework for the Barrhaven South Community Core, in partnership with Fotenn.

The purpose of the enclosed Site Plan Control application and Lifting of Holding Zone application is to permit a development that implements the planning objectives for the subject property, as reflected in the Barrhaven South CDP and the Community Core Concept Plan and Design Framework.



# 2.0 Site Context



Figure 1: Lot Fabric Context of Subject Property

## 2.1 Subject Property

The subject property is a 2.2-hectare parcel located on the southeast corner of the intersection of Cambrian Road and the future alignment of Greenbank Road. The frontage along Cambrian Road is approximately 120 metres, and the corner side yard abuts the future Greenbank Road alignment for approximately 170 metres. The property is undeveloped, but a settlement surcharge monitoring program is currently underway on the site.

The property is legally known as part of Lot 10, Concession 3 (Rideau Front) in the City of Ottawa.

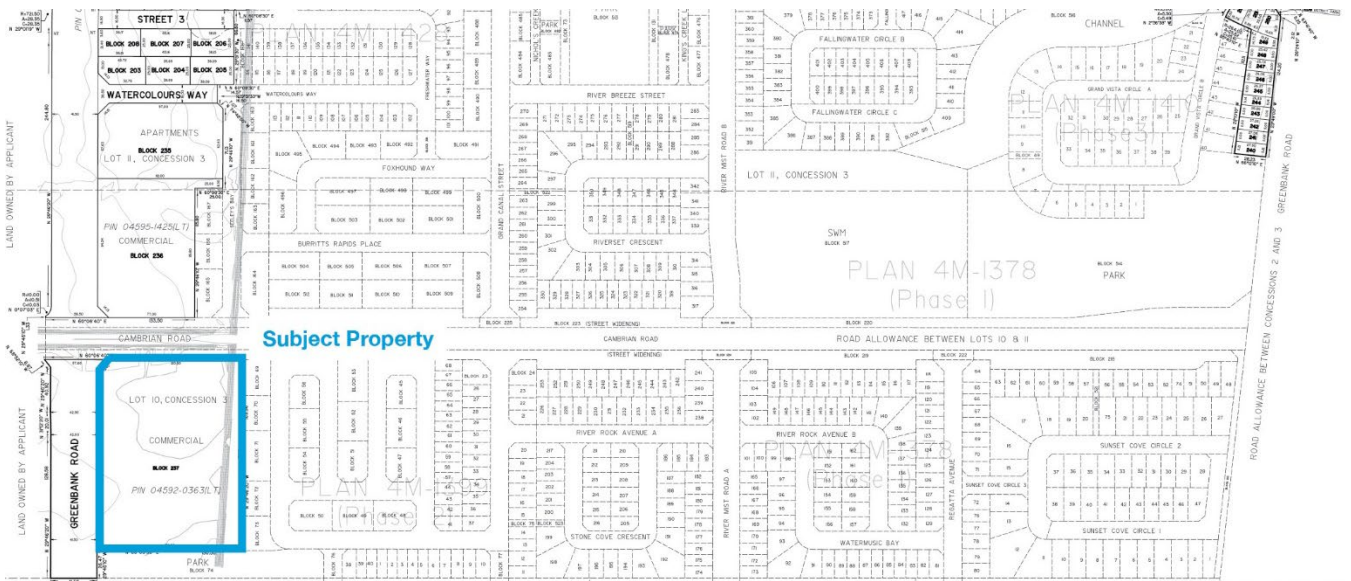


Figure 2: Location of Subject Property within Draft Plan of Survey for Half Moon Bay Phases 4, 7 and 8



## 2.2 Context



Figure 3: Surrounding Context Photos

### 2.2.1 Surrounding Uses

As shown in Figure 3, the lands to the north and east of the subject property have been developed, while the subject property and lands to the west remain undeveloped. The following land uses are found immediately abutting and facing the subject property:



/ **North**

Directly across Cambrian Road from the subject property is an undeveloped parcel zoned for commercial and mixed use development. A low-rise residential neighbourhood developed with townhomes begins directly north of the subject property, across Cambrian Road, and extends to the east. The neighbourhood is accessed in part by Seeley’s Bay Street, which intersects with Cambrian Road across from the northeast corner of the subject property.

/ **East**

The lands directly east of the subject property are developed with residential land uses, including predominantly townhouse dwellings.

/ **South**

The blocks directly south of the subject property have been identified for the future Dowitcher Park. The lands further south are under development as a residential subdivision.

/ **West**

The realigned Greenbank Road right-of-way abuts the west property line of the subject property. No public infrastructure has been constructed within the right-of-way. Across the right-of-way to the west is a vacant property zoned for commercial and mixed-use development.

**2.2.2 Neighbourhood Structure**



Figure 4: Barrhaven South Community Structure

The proposed development is located at the community core of the rapidly developing Barrhaven South community, as shown in Figure 4. Construction of the Nepean South (13) area and the eastern portions of Barrhaven South began in the late 2000s. With the future realignment of Greenbank Road, the focus of vehicular and rapid transit traffic, along with public infrastructure investment, will be reoriented to the new alignment. In particular, the right-of-way will feature dedicated lanes for Bus Rapid Transit (BRT), improving access to transit service for the surrounding area. The intersection

of the realigned Greenbank Road with Cambrian Road will create a major node for the Barrhaven community, creating a focal point for commercial and institutional uses.

Currently, there are limited retail uses located south of the Jock River. All planned commercial uses are concentrated around the community core intersection of Cambrian Road and realigned Greenbank Road. The closest existing food retail store is two kilometres directly north of the subject property, and over three kilometres by the road network.

### 2.2.3 Transportation Context

The subject property currently has frontage along Cambrian Road, a two-lane arterial road. In the future, per the Transportation Master Plan for the City of Ottawa, the subject property will also have frontage along a re-aligned Greenbank Road. The existing and planned road network is illustrated in Figure 5.

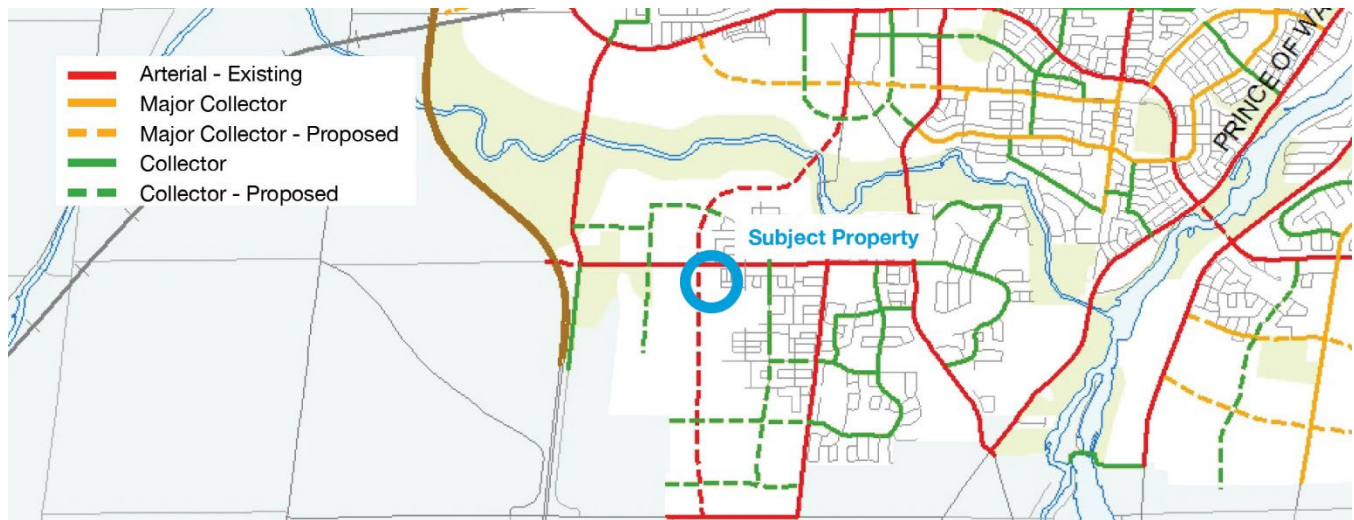


Figure 5: Road Network in the Vicinity of the Subject Property

The Greenbank Road realignment will also include the creation of an at-grade Bus Rapid Transit (BRT) line, with centre-lanes protected by medians. A BRT station is planned where the line intersects Cambrian Road, as shown in Figure 6.

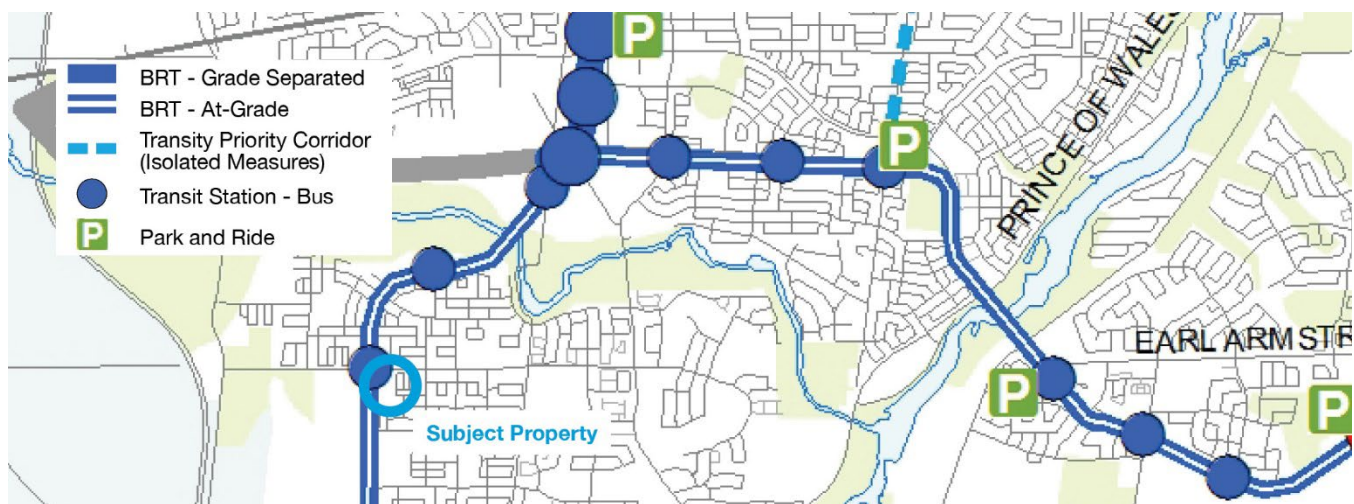


Figure 6: Planned Higher Order Transit and Transit Priority in the Vicinity of the Subject Property (extract from Schedule D to the Official Plan)



The plans for Greenbank Road also include separated cycling infrastructure, which, as shown in Figure 7, will connect the subject property to the existing and planned cycling network.

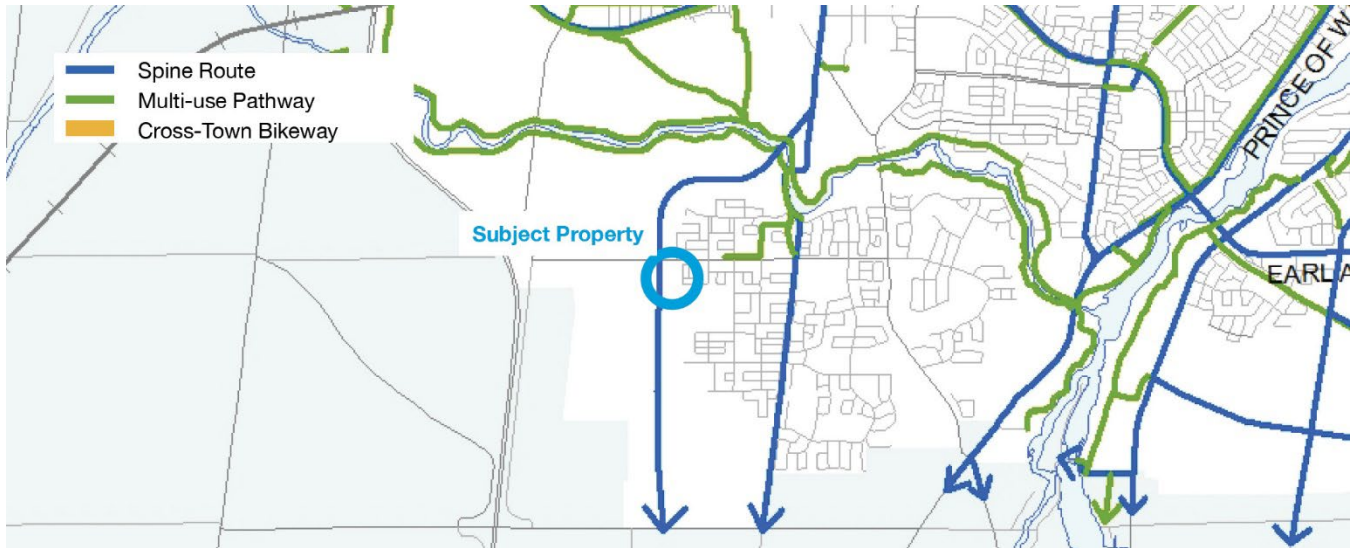


Figure 7: Planned Cycling Network (Extract from Schedule C to the Official Plan)

The planned realignment of Greenbank Road creates several design, phasing and construction challenges and opportunities for the proposed development. The realignment from the Jock River to Cambrian Road is now scheduled for 2031, with a timeline for the extension south of Cambrian Road still to be determined.

As a result of this delay, an interim solution will be required to permit the proposed commercial uses to operate until the roadway is fully operational. The future planned alignment adjacent to the subject property is illustrated in Figure 8.

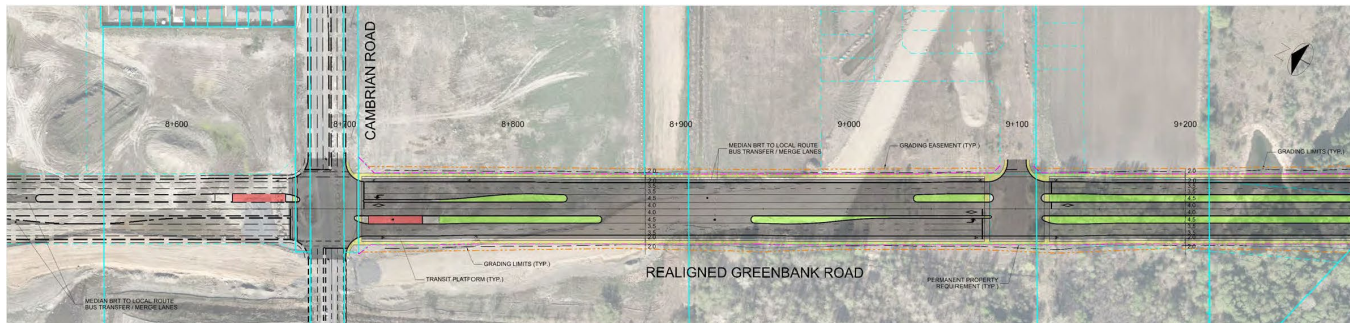


Figure 8: Proposed Greenbank Road (extract from Environmental Assessment)

### 2.2.4 Stormwater Management

Stormwater management for the Barrhaven South Community has been planned in a coordinated manner through the Master Servicing Study, completed as part of the Community Design Planning process. Through the pre-consultation application, City Staff have confirmed that sufficient stormwater management infrastructure has been constructed to support the proposed development.

As the necessary stormwater management infrastructure is in place, an application to lift the Holding Zone has been submitted concurrent with the Site Plan Control application.

## Proposed Development + Design Brief

Metro proposes to undertake the proposed development in two phases. In the first phase, the main Metro retail food store building will be constructed, as shown in the Site Plan 1 drawing (SP-1). The adjacent retail store, labeled “Retail A” on drawing SP-1, will be constructed concurrently in the first phase. In the second phase, two smaller commercial buildings will be constructed along Cambrian Road, subject to market demand and securing tenants for the buildings.

The retail food store building has a footprint of approximately 4,953 square metres, and a total Gross Floor Area (GFA) of 3,618 square metres (38,945 square feet). The development is supported by 220 surface parking spaces, located in the front yard. One all-movement access is proposed at the eastern edge of the property, onto Cambrian Road.

Two accesses are proposed along the future Greenbank Road right-of-way. At the southern end of the property, a one-way entrance is proposed, allowing trucks and service vehicles to access the property and the loading bays in the interior yard. In the interim condition, this access will be left-turn only; once Greenbank is fully constructed, both northbound and southbound vehicles will be able to access the site. A second access, primarily for customers, is proposed in front of the Metro store.

In the first phase, the land along Cambrian Road will be soft-landscaped. In the second phase, this landscaped area will be replaced with two retail stores and associated surface parking, pathways and landscape areas. While the second phase of development consists of only two commercial pads, as shown sketched in on the enclosed Site Plan (SP-1), over the long term the proposed surface parking between the two commercial buildings may also be developed.

The proposed development closely conforms to the Barrhaven South Community Core Concept Plan. The Metro store and Retail A building will have a building mass and relationship to the surrounding community similar to the perspective shown in Figure 9.



Figure 9: Proposed Building Massing (extract from the Barrhaven South Community Core Concept Plan)



The enclosed SP-1 shows the interim solution for access within the Greenbank ROW. To facilitate this access, which is necessary for the development and operation of the commercial development, Metro proposes to lease a portion of the Greenbank right-of-way for interim use. The approach to leasing the right-of-way has been discussed with the City of Ottawa, and discussions will continue through the Site Plan Control process. Drawing SP-2 shows the planned ultimate configuration of Greenbank Road.

The interim access from Greenbank Road will be provided by a temporary paved roadway within the right-of-way, connecting the subject property to Cambrian Road. The access road will be restricted to delivery trucks only, with appropriate signage indicating the restriction along Cambrian Road.

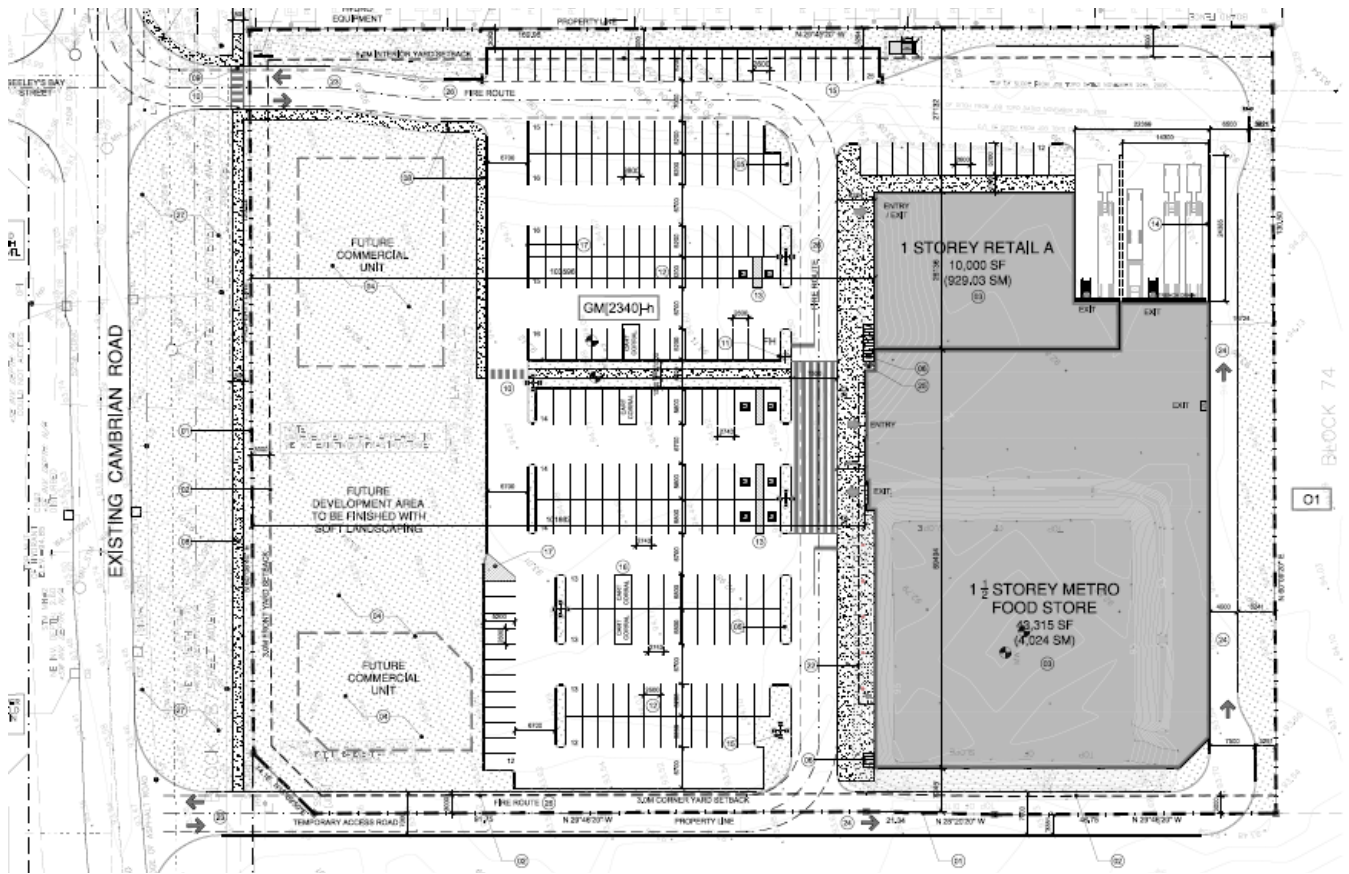


Figure 10: Extract from Proposed Site Plan

## 4.0 Policy and Regulatory Context

### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in May 2020. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontario depends on planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.” To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification.

Planning authorities are to identify appropriate locations for intensification and redevelopment taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policy 1.1.3.3).

Section 1.1.3 stipulates that settlement areas shall be the focus of growth and development, with an efficient mix of land uses that are appropriate for the infrastructure which is planned and available. Land use patterns within settlement areas shall also be freight-supportive.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built up area and should have a compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure and public service facilities.

Promotion of economic development and long-term economic prosperity is a core concern of the PPS. Policy 1.3.1 of the PPS directs planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs.

Policy 1.6.8.1 requires that planning authorities plan for and protect corridors and rights-of-way for infrastructure, including transportation. Policy 1.6.8.3 adds that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Policy 1.8 directs planning authorities to support energy conservation, improved air quality and reduced greenhouse gas emissions through a range of measures, including intensification that mixes employment and housing uses to shorten commute journeys.

**The proposed development is an infill project, developing an undeveloped lot within the serviced settlement area. The development will increase the mix of uses in the area, contributing to an efficient land use pattern that minimizes travel distances required for residents to meet daily needs.**

**The proposed temporary access roadway within the realigned Greenbank Road right-of-way will not preclude the future construction of the road and related infrastructure, and will be governed by a lease agreement or similar arrangement with the City of Ottawa.**



## 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is the overarching policy document directing development, land use and growth in the City of Ottawa. Each section of the Plan addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. Two-thirds of housing growth is anticipated to occur outside the Greenbelt. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments.

The creation of distinct, liveable communities is a guiding principle of the Official Plan. In order to achieve this, the Official Plan recognizes that the City relies on the partnership of the private sector to develop and maintain facilities and services. A mix of land uses, including clustering of neighbourhood facilities and service, will make communities more complete, as well as walkable.

### 4.2.1 Land Use Designation

The subject property is designated General Urban Area on Official Plan Schedule B (Urban Policy Plan), as shown in Figure 11. The General Urban Area designation permits a range of land uses, including retail uses and other uses to facilitate the development of complete and sustainable communities.

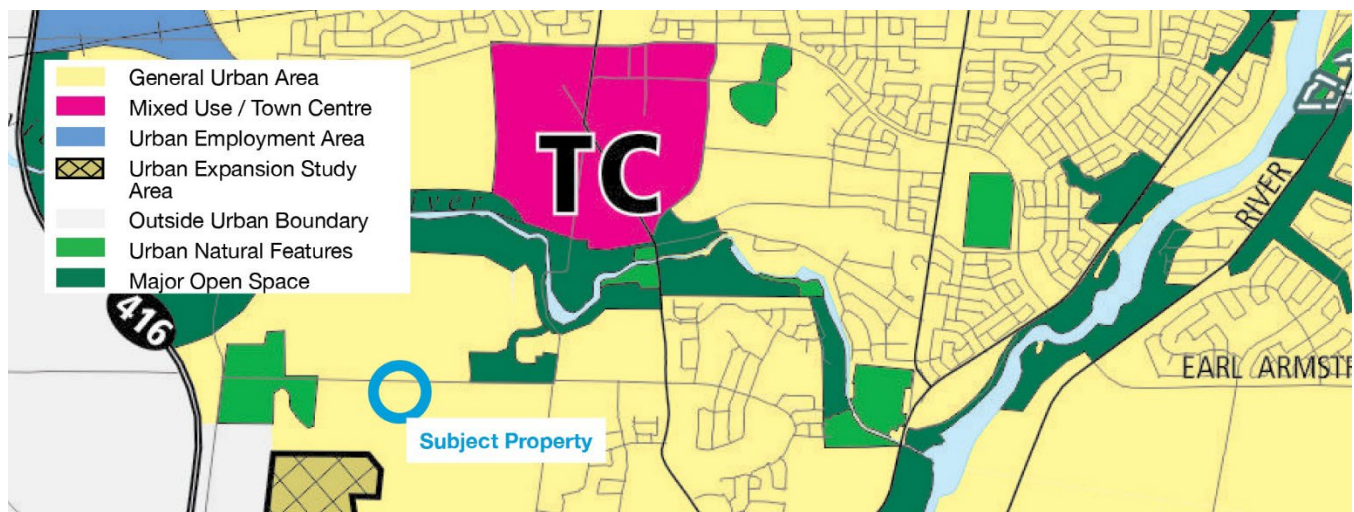


Figure 11: Land Use Designations (Extract from Schedule B to the Official Plan)

Policy 7 of Section 3.6.1 states that the City will permit uses in the General Urban Area that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve to draw from broader areas. These uses will be directed to:

- / On the Rapid Transit and Transit Priority network, or an arterial road 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 established residential developments and other sensitive uses. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, natural and constructed buffering, or the presence of features such as significant depths of mature forest may be taken into account.

#### 4.2.2 Urban Design and Compatibility

All development in the City of Ottawa are subject to evaluation against Urban Design and Compatibility objectives and criteria in Official Plan Sections 2.5.1 and 4.11. Because the subject property forms part of the Barrhaven South Community Core, additional, context-specific design guidance applies to the proposed development.

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The proposed development responds to the identified Design Objectives in the following ways:

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

The planned function of lands surrounding the intersection of Cambrian Road and the planned Greenbank Road realignment is as a distinct community core for the Barrhaven South Community. The intent is to create a gathering space that will serve the needs and demands of the local community. The proposed retail food store use will serve a critical community function, allowing people to access a grocery store without leaving their neighbourhood. In a second phase of development, smaller commercial units will animate the Cambrian Road frontage and highlight the northwest corner of the property. Until then, soft landscaping will provide visual relief along Cambrian Road.

**2. To define quality public and private spaces through development.**

Landscaping buffers along the property perimeter and along interior walkways will help to define the public and quasi-public spaces around and on the subject property.

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

The proposed pedestrian connections will allow safe access through the subject property, both in the interim and final conditions. A Transportation Impact Assessment has been prepared by CGH Transportation to evaluate the proposed accesses.

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

The proposed uses and built form help to implement the planned function of the Barrhaven South Community Core, while also providing adequate buffers and transition to abutting low-rise residential and parkland.

**5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

The proposed Site Plan anticipates an evolution on the site over time. The Site Plan Application will facilitate the development of a large format retail food store immediately, while providing for future development of smaller retail out-parcels along Cambrian once the demand exists.

**The proposed development meets the Design Objectives set out in Section 2.5.1 of the Official Plan.**

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. The following table explains how the proposed development responds to the applicable policies of Section 4.11:



Policy	Proposed Development
<b>Building Design</b>	
<p>5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. The design of their development should fit with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Façade and roofline articulation; and,</li> <li>/ Pre- and post-construction grades on site.</li> </ul>	<p>The planned function of the Barrhaven South Community Core is as a mixed-use node set within a low-rise residential community. The proposed development conforms closely to the layout, uses and building profiles set out in the Barrhaven South Community Core Concept Plan and Design Framework.</p> <p>The building profile and design is consistent with the Community Core design guidelines, including the 1.5-storey height of the main retail food store building.</p> <p>Appropriate setbacks will be provided to the adjacent residential uses to the east and the park to the south. Landscaping is proposed to be provided along the south and east property lines to mitigate visual impacts, as well as along future Greenbank Road.</p>
<p>6. All applications for new development will:</p> <ul style="list-style-type: none"> <li>/ Orient the principle façade and entrances of main building(s) to the street;</li> <li>/ Use architectural elements, massing and landscaping to accentuate main building entrances.</li> </ul>	<p>The customer entrance to the proposed Metro store faces Cambrian Road and will be directly connected to the sidewalk along Greenbank Road, once constructed. A canopy and glazing accentuate the entrance.</p>
<p>7. The intersection of arterial roads can serve as gateways into communities. Development proposals at such locations are encouraged to include:</p> <ul style="list-style-type: none"> <li>/ Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus;</li> <li>/ Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and</li> <li>/ Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.</li> </ul>	<p>The intersection of Cambrian Road and the future Greenbank Road realignment is the core of the growing Barrhaven South community.</p> <p>The ultimate site plan includes a commercial unit framing the intersection. In the interim condition, soft landscaping is proposed for the corner to accentuate the intersection.</p>

8.	To maintain a high-quality pedestrian environment, all servicing, loading areas, and mechanical equipment should be internalized into the building where possible. If they cannot be internalized these services are to be screened from public view and acoustically dampened. The location and operation of equipment should be designed to maintain a pedestrian friendly environment.	The proposed loading areas have been oriented to minimize pedestrian conflicts and will be screened from view, per the requirements of the zoning by-law.  The loading areas will be screened from the adjacent future park to the south by a two-metre opaque screen, and further buffered by a landscaped strip, generally five metres or more in width.
<b>Massing and Scale</b>		
10.	The City will assess the appropriateness and compatibility of the proposal's massing relying upon approved Design Guidelines.	A complete discussion of the proposed building's massing with reference to the Barrhaven South Community Core Concept Plan and Design Framework is included below.

**The proposed uses and design for the subject property are compatible with the existing and planned function of the Barrhaven South Community Core. The site design mitigates specific potential impacts on adjacent residential and open space properties through setbacks, screens and landscape buffers.**

### 4.3 Barrhaven South Community Design Plan

The Barrhaven South Community Design Plan (CDP) is a Council-approved guide to the long-term growth and development of the Barrhaven South Community. The land use plan divides the area into different land use categories to create a framework for development. The subject property is within the "Community Core" category.

The Barrhaven South Community Core is planned as the "heart" of the Barrhaven South Community. It is located at the intersection of key transportation routes. The intent is for this area to be a concentration of commercial activities and services to serve the needs of the community in a pedestrian-friendly atmosphere. Mixed use development is permitted, and a wide range of commercial and service uses are encouraged, including retail stores, food stores, restaurants, personal service uses, financial institutions, business offices, medical offices and entertainment uses.

The CDP demonstration plan projects a total of 6,862 new units and a population of 19,215 people across Barrhaven South.

The proposed development also meets several applicable design guidelines in the CDP, including:

- / Buildings are designed to address major transportation routes such as arterial and collector roads by fronting onto the street to enhance the streetscape and to create a sense of the community for travellers along these routes.
- / Landscaping along arterials will include tree plantings using species that will form a continuous canopy at maturity.
- / Create a strong architectural statement throughout the Community Core, in particular for those buildings framing the intersection of Greenbank Road and Cambrian Road.
- / Building setbacks are intended to be close to lot lines with direct access from the sidewalk adjacent to the street.
- / Specific setback requirements will accommodate appropriate landscaping along arterial street frontages.
- / The design of buildings shall be human scale. This will be achieved by animating the ground level – through uses and design – and by avoiding the overpowering effects of upper floors.
- / Primary building entrances will be oriented to the street, with defining architectural elements such as entrance canopies, lighting and awnings.



- / Overall visual interest should be coordinated through the use of plantings, decorative paving, site furniture, signage and lighting.
- / Service and loading areas are located so that they are not visible from the street and will be screened from the public realm.

The proposed development will implement the CDP's vision for the community core.

#### 4.3.1 Barrhaven South Community Core Concept Plan and Design Strategy

In 2015, Fotenn prepared a Community Core Concept Plan and Design Framework for the City of Ottawa. The Concept Plan, excerpted in Figure 12, illustrates the general layout to be followed for buildings, landscaping and parking. The proposed development is designed to reflect the general configuration of the Concept Plan.

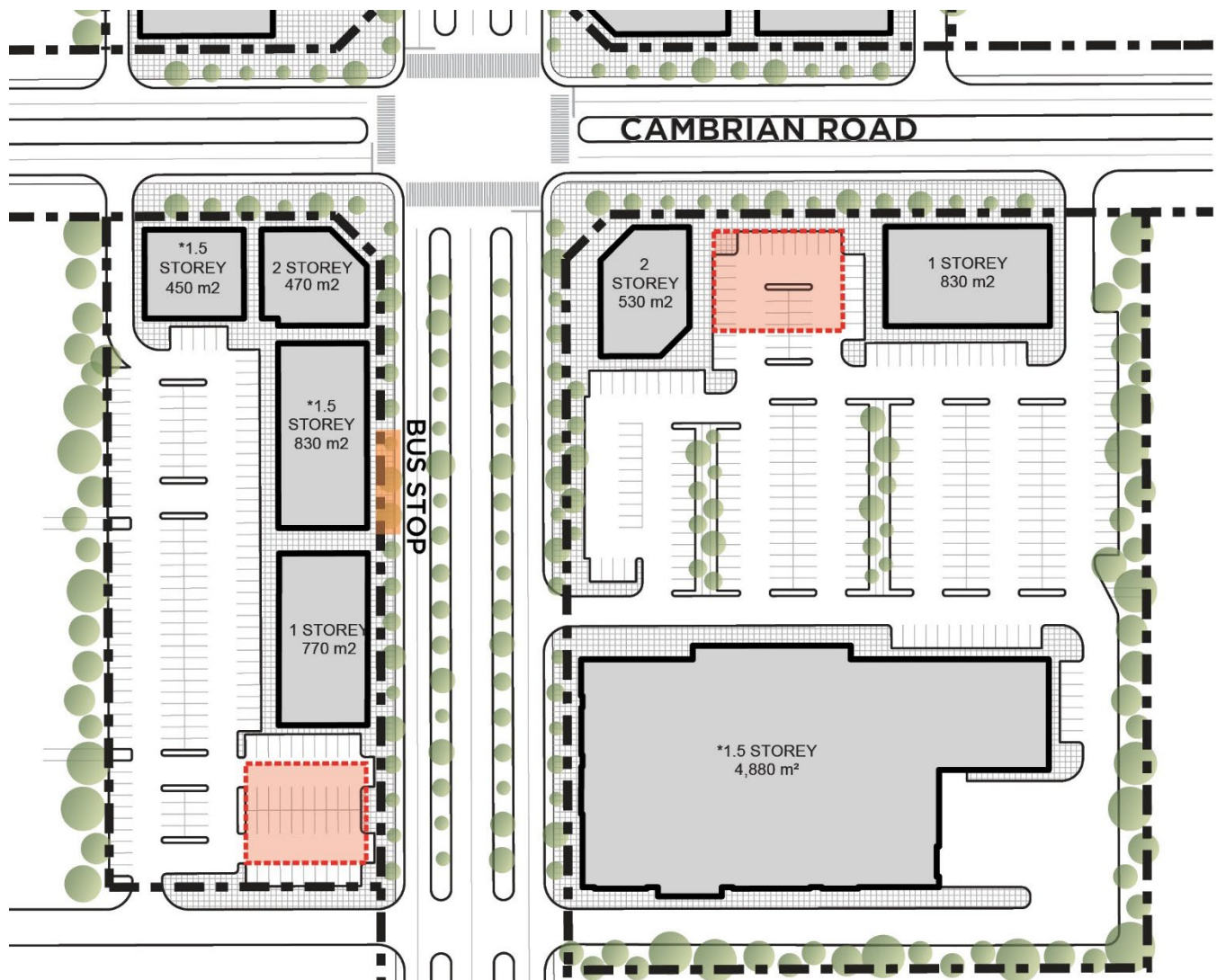


Figure 12: Extract from Community Core Design Guidelines Showing Proposed Development Typology on Subject Property

In addition to the Concept Plan, a series of design guidelines are established for the Community Core. The following design guidelines apply to the proposed development:

- 1.17 Prior to development, the lands at the street corners shall not be used for parking.**  
The lands along Cambrian Road will be soft landscaped until development proceeds on that portion of the site.
- 2.3 Provide a landscaped area approximately three metres wide where the community core is abutting a residential or institutional use.**  
A 2.3 metre buffer is provided abutting the residential lands to the east.
- 2.4 Provide a landscaped area approximately five metres wide with a mix of evergreen tree species where a commercial area backs to a park.**  
A landscaped buffer is provided along the property line abutting a future park. The buffer is generally six metres in width.
- 2.6 Canopy trees and landscaping should also be designed and located within and around the surface parking areas to provide shade and mitigate “heat island” impacts.**  
Landscaped parking islands will help to mitigate heat island impacts.
- 2.9 Sidewalk depths should be maximized along store frontages to accommodate pedestrian amenity space i.e. patios, benches, planters, etc.**  
Generous, 4.6 metre sidewalks are proposed along the front of the Metro store.
- 2.14 Pedestrian walkways through parking areas require a 1.5m path and 1.5m landscaped buffer on each side.**  
The pathway through the parking lot to the front door of the Metro respects these dimensions.
- 3.3 Bike racks shall be close to building entrances, pedestrian walkways, and sidewalks to encourage cycling.**  
Bicycle racks are placed directly outside the main entrances to the Metro store.
- 3.4 All development at grade shall be pedestrian-oriented and barrier free.**  
Pedestrian pathways incorporating appropriate ramps and curb cuts, are proposed to allow pedestrian movement through the property. In the interim condition, a 1.5-metre-wide sidewalk is proposed from the Cambrian Road entrance, along the edge of the landscaped strip, through the parking lot, connecting to a generous sidewalk along the front of the Metro store and secondary retail unit. Where it traverses the parking lot, the sidewalk is buffered on both sides by 1.5 metre planted strips. In the second phase of development, the sidewalk along the Metro store will be connected to pedestrian facilities along Greenbank Road.
- 4.2 Parking areas shall be screened and landscaped to buffer the Pedestrian Realm.**  
Landscape buffers are provided along the perimeter of the subject property and along internal pedestrian walkways.
- 4.5 Parking will not be permitted abutting the public realm at the future intersection of Cambrian and Greenbank roads.**  
Until the lands at the corner are developed with a two-storey building, they will be soft landscaped.
- 5.2 Servicing areas shall be few, and located away from pedestrian areas.**  
Servicing and loading is consolidated at the southwest corner of the main retail building and is screened from the public eye. Waste management is internalised and consolidated with the loading docks.

**The proposed development closely conforms to the Concept Plan and guidelines established in the Barrhaven South Community Core Concept Plan and Design Framework.**

#### 4.4 Urban Design Guidelines for Large Format Retail

In 2006, Council approved a set of design guidelines for new large-format retail. Large format retail stores, often colloquially referred to as “big box stores,” serve a regional market and are typically located at highly visible locations along the road network. These guidelines are intended to shape the development of large format retail to achieve high-quality urban design, enhance landscaping and create comfortable pedestrian environments.

While the Barrhaven South Community Core Concept Plan and Design Strategy provides more targeted guidelines, the design was shaped by the following relevant guidelines:

- / Landscape any blank facades facing public spaces, using architectural features to reduce the visual size of any unglazed walls (Guideline 6);
- / Provide an unobstructed 2.0-metre sidewalk in the public right-of-way across private access driveways (Guideline 11);
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances (Guideline 12);
- / Design site circulation to minimize potential pedestrian-vehicle conflicts (Guideline 20); and
- / Provide a consistent width of landscaped and pedestrian area across the site frontage (Guideline 23).

**The proposed development responds to the intent and relevant specific direction of the Urban Design Guidelines for Large-Format Retail.**

#### 4.5 Comprehensive Zoning By-law

The subject property is zoned General Mixed-Use Zone—Exception 2340 (GM[2340]), with a holding zone applied to the lands. A wide range of uses are permitted in the GM zone, including:

- / Retail food store
- / Retail store,
- / Bank,
- / Personal service business, and
- / Restaurant.

Exception 2340 prohibits certain uses, including a funeral parlour, place of worship, drive through facility and technology industry. Additionally, the exception notes that the holding symbol may only be removed once the functional design of the stormwater management system, including the final design of Clarke Pond or an interim solution, has been finalized to the satisfaction of the City of Ottawa and the Rideau Valley Conservation Authority. As the stormwater management infrastructure is understood to be complete, an application to lift the Holding Zone application is submitted concurrent with the Site Plan Control application accordingly.

Exception 2340 also applies the following site-specific performance standards:

- / maximum building height is 24m / 6 storeys;
- / there is no maximum FSI restriction;
- / mixed-use buildings shall not have a minimum front or corner side yard setback requirement; and



- / no minimum landscaped areas, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.



Figure 13: Zoning for Subject Property and Surrounding Context

The first phase of development, as reflected in SP-1, is subject to the following performance standards:

Zoning Mechanism	Zoning Provision	Provided
<b>Minimum lot width</b>	No minimum	120 m
<b>Minimum lot area</b>	No minimum	22,063 m <sup>2</sup>
<b>Minimum front &amp; corner side yard setback</b>	3 m	101.9 m
<b>Minimum rear yard setback</b>	Abutting a residential zone: 7.5 m All other cases: no minimum	10.7
<b>Minimum interior side yard setback</b>	Abutting a residential zone: 5 m	27.1 m
<b>Maximum height</b>	24 m and six storeys	1.5 storeys
<b>Maximum FSI</b>	No maximum	N/A
<b>Minimum landscaped area</b>	None, but landscape all yards not used for required driveways, parking or loading.	All yards not used for parking, loading or aisles are soft landscaped.
<b>Outdoor storage</b>	Not permitted.	None proposed.
<b>Minimum parking (Area C)</b>	3,618 m <sup>2</sup> @ 3.4/100 m <sup>2</sup> retail GFA: 123	220
<b>Parking space requirements</b>	Minimum 2.6 by 5.2 m	Typ: 5.2*2.6 m

Zoning Mechanism	Zoning Provision	Provided
<b>Minimum driveway and aisle widths</b>	Double traffic lane: 6.7 m Aisle: 6.7 m Loading driveway (1-way): 3.5 m Loading Space Aisle: 17 m	Driveways: 6.7 m Parking aisles: 6.7 m Loading driveway (1-way): 4.5 m Loading space aisle: 18 m
<b>Loading spaces</b>	1 for between 2,000 and 4,999 m <sup>2</sup> GFA, 2 thereafter: 1 (oversized)	4 (oversized)
<b>Minimum Bicycle Parking</b>	3,618 m <sup>2</sup> @ 1/250 m <sup>2</sup> retail GFA: 14	16
<b>Bicycle Parking Provisions</b>	Horizontal: min. 1.8*0.6 m Vertical (max 50% of req): min. 1.5*0.5 Access aisle: min 1.5 m	Horizontal: 100% of spaces at 1.8*0.6 m, with 4.5 m access aisle.

## 5.0 Supporting Plans and Studies

### 5.1 Site Servicing and Stormwater Management Plan

David Schaeffer Engineering Limited (DSEL) prepared a Site Servicing and Stormwater Management Report in support of the proposed development. The report addresses water, wastewater, and stormwater servicing for the site.

Water servicing is proposed to be provided through a 200 mm internal looped watermain with two connections to the existing 406 mm diameter watermain within Cambrian Road. The study concludes that adequate pressure exists in the current system to accommodate maximum day plus fire flow and peak hour scenarios.

The subject property is tributary to the South Nepean Trunk, and is proposed to discharge wastewater to the existing 500 mm diameter sanitary sewer within Cambrian Road via a 250 mm internal sanitary sewer. The study concludes that sufficient capacity is available to accommodate the anticipated peak wet weather flow from the proposed development.

Development on the subject property was contemplated in the Half Moon Bay West Phase 2 Design Brief, as well as the Half Moon Bay West Phase 2 Stormwater Management Report, to drain to the minor system within future Greenbank Road, eventually draining to Clarke Pond, and ultimately to the Jock River.

It is proposed that the stormwater outlet from the development will be to the existing 2550 mm diameter storm sewer within future Greenbank Road via a 750 mm connection to the existing sewer. An allowable release rate of 263.4 L/s is to be achieved with attenuation up to the 100-year storm event. Controls are provided at each catch basin to restrict the total flow from the site to the allowable release rate. To attenuate flow to the allowable release rate, 563.9 m<sup>3</sup> of surface storage is required. Quality control is provided by the Clarke Pond at an enhanced protection level per the Clarke Pond Design Brief.

### 5.2 Geotechnical Study

A Geotechnical Investigation has been undertaken by Paterson Group to assess the suitability of the proposed development from a geotechnical perspective.

Based on test holes, the soil conditions on the subject property generally consists of silty clay with gravel fill overlying a sensitive silty clay deposit. Glacial till was encountered at depths of between 5.2 and 8.4 metres in depth. Due to soil conditions, which may result in a permissible grade raise exceedance for the proposed development, a settlement surcharge program was initiated in November 2016 and extended in July 2020.

The Geotechnical Investigation report identifies several requirements for site grading, foundation design and construction. A materials testing and observation services program, to be performed by a geotechnical consultant, is recommended.

### 5.3 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) is being prepared by CGH Transportation. Step 3 of the TIA, a forecasting report, has been submitted to the City for review.



#### 5.4 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared for the Plan of Subdivision application that created the subject property. A supplementary letter prepared by Paterson Group confirms that the findings of the original Phase I ESA remain valid, and a Phase II ESA is not required for the subject property at this time.

#### 5.5 Stationary Noise Assessment

A Stationary Noise Assessment was prepared by Gradient Wind Engineering in support of the proposed application. The report assesses sources of stationary noise in the development, including rooftop air handling equipment, fans, refrigerated trailers (reefers), delivery trucks, and an emergency generator.

The assessment indicates that noise levels at nearby points of reception are expected to fall below the Environmental Noise Control Guidelines noise criteria, subject to mitigation measures and assumptions outlined in the study.

## 6.0 Public Consultation Strategy

A Public Consultation Strategy is planned to ensure adequate consultation of members of the community. As the enclosed Site Plan Control application is for a non-residential development with a proposed GFA of more than 1,860 square metres, it is considered a complex application and as such is subject to public consultation.

At the time of application submission, the Province of Ontario is in a state of emergency due to the global COVID-19 pandemic, and in-person meetings and open houses are not possible. Accordingly, some components of the strategy will likely be adjusted, either by delaying until the resolution of the state of emergency, or by moving components of the consultation to a virtual format. It is anticipated that new protocols for consultation will emerge over the coming weeks, and appropriate approaches will be determined in consultation with the Ward Councillor and municipal staff.

The following steps in the consultation strategy are proposed:

- / If requested by the Ward Councillor, an online public information session;
- / If requested by the Councillor, preparation of a short information package to be distributed virtually, including a contact address and number for Fotenn to collect community feedback.
- / Notification of neighbouring property owners and posting of public signage, to be completed by City Staff;

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices.

## 7.0 Conclusions

It is our professional opinion that the enclosed Site Plan Control and Lifting of a Holding Zone applications to facilitate the development of a large-format retail food store and large-format retail store on the subject property constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the direction of the Provincial Policy Statement with regard to efficient land use patterns that provide a mix of uses and development of lands that are already serviced.
- / The proposed development responds to Official Plan policies for the General Urban Area directing larger, region-serving uses to the intersections of arterial roads;
- / The development will add critical community-serving retail uses, helping to complete a growing community;
- / The proposed development respects and implements the land use and design objectives of the Barrhaven South Community Design Plan, particularly as further articulated in the Barrhaven South Community Core Concept Plan and Design Strategy;
- / The development responds to the Urban Design Guidelines for Large Format Retail development;
- / The proposed uses are permitted and the proposed development complies with the requirements of the Zoning By-law; and
- / The necessary stormwater management infrastructure is in place to accommodate the development, enabling the Holding Zone to be lifted.

Sincerely,



Bria Aird, M.PL.  
Planner



Jaime Posen, MCIP RPP  
Senior Planner