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Lynwood Retail Plaza 1826 Robertson Road Ottawa, Ontario Planning Rationale



Prepared for: Regional Group of Companies

Engineering excellence.

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**LYNWOOD RETAIL PLAZA
1826 ROBERTSON ROAD
OTTAWA, ONTARIO**

**PLANNING RATIONALE
IN SUPPORT OF AN APPLICATION FOR
SITE PLAN CONTROL**

Prepared For:



Prepared By:



Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

March 3, 2023

Novatech File: 106134
Ref: R-2022-152

March 3, 2023

City of Ottawa
Planning, Real Estate, and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Alex Gatien – Planner I

**Reference: Lynwood Retail Plaza
Planning Rationale in Support of an Application for Site Plan Control
1826 Robertson Road
Our File No.: 106134**

Novatech has been retained by the Regional Group of Companies, 'Regional' to prepare this Planning Rationale in support of an application for *Site Plan Control* for their property municipally known as 1826 Robertson Road in Ward 8 – College, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Regional is proposing to develop a 790 m² single-storey retail plaza consisting of five (5) commercial units and drive-through facility on a portion of the Subject Site. The Subject Site currently consists of a shopping centre known as the "Lynwood Centre" developed in the late 1950's based on a review of aerial photography from GeoOttawa. The limits of the proposed development area are defined on the Site Plan prepared by McRobie Architects + Interior Designers dated March 3, 2023. No changes are proposed to the existing Lynwood Centre building as part of this proposed development.

The proposed development will be built in the northwest corner of the Subject Site's parking lot abutting the intersection of Robertson Road and Lynhar Road. The proposed development will feature nine (9) bicycle parking spaces and an outdoor commercial patio which will be operated by a future restaurant tenant. Modifications are required to the existing parking lot layout in the northwest corner to accommodate the proposed development. No new accesses or egresses are being considered as the proposed development will utilize the existing accesses and egresses along Lynhar Road and Larkspur Drive.

This Planning Rationale will demonstrate how the proposed development is consistent with the *Provincial Policy Statement (2020)*, conforms to the *City of Ottawa Official Plan (2022)* and applicable urban design guidelines, and complies with the provisions of *Zoning By-law 2008-250*.

Yours truly,

NOVATECH



Robert Tran, M.PL.
Planner, Planning & Development

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1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by the Regional Group of Companies, 'Regional' to prepare this Planning Rationale in support of an application for *Site Plan Control* for their property municipally known as 1826 Robertson Road in Ward 8 – College, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Regional is proposing to develop a 790 m² single-storey retail plaza consisting of five (5) commercial units and drive-through facility on a portion of the Subject Site. The Subject Site currently consists of a shopping centre known as the "Lynwood Centre" developed in the late 1950's based on a review of aerial photography from GeoOttawa. The limits of the proposed development area are defined on the Site Plan prepared by McRobie Architects + Interior Designers dated March 3, 2023. No changes are proposed to the existing Lynwood Centre building as part of this proposed development.

The proposed development will be built in the northwest corner of the Subject Site's parking lot abutting the intersection of Robertson Road and Lynhar Road. The proposed development will feature nine (9) bicycle parking spaces and an outdoor commercial patio which will be operated by a future restaurant tenant. Modifications are required to the existing parking lot layout in the northwest corner to accommodate the proposed development. No new accesses or egresses are being considered as the proposed development will utilize the existing accesses and egresses along Lynhar Road and Larkspur Drive.

This Planning Rationale will demonstrate how the proposed development is consistent with the *Provincial Policy Statement (2020)*, conforms to the *City of Ottawa Official Plan (2022)* and applicable urban design guidelines, and complies with the provisions of *Zoning By-law 2008-250*.

1.1 Site Description and Surrounding Uses

The Subject Site is an irregular shaped parcel of land situated in the community of Bells Corners with frontages along Robertson Road, Northside Road, Lynhar Road, and Larkspur Drive. The Subject Site is already developed with a shopping centre known as the Lynwood Centre constructed in the late 1950's. An expansion to the westerly portion of the building was completed in the early 1970's based on a review of aerial photography from GeoOttawa. The shopping centre consists of various land uses such as a bank, payday loan establishment, personal service business, restaurant, and retail store. The Subject Site has a total area of 1.89 hectares with the proposed development to occupy a portion of this area as shown on **Figure 1**. The proposed development area is 0.49 ha.

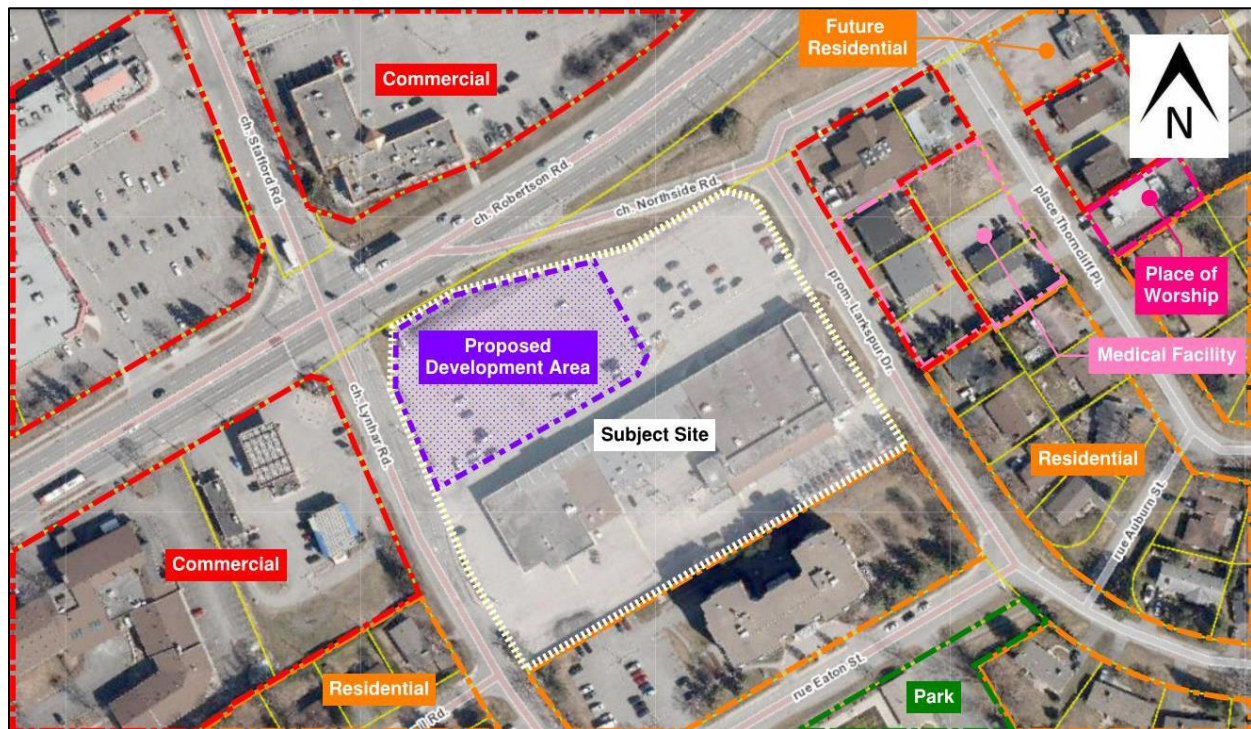


Figure 1: Subject Site and surrounding uses.

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**.

North: Northside Road and Robertson Road abut the Subject Site to the north. The “Stafford Centre” is a shopping centre situated on the north side of Robertson Road opposite to the Subject Site. The Stafford Centre consists of a recreational and athletic facility as well as various restaurants and retail stores. The “National Bank Centre” is another shopping centre that consists of a bank, personal service business, restaurants, and retail stores located northwest of the Subject Site at the intersection of Stafford Road and Robertson Road.

East: Larkspur Drive abuts the Subject Site to the east. A mix of land uses such as commercial, medical facility, place of worship, and existing and future planned residential are located east of Larkspur Drive.

South: A retirement residence known as “Lynwood Park” abuts the Subject Site to the south. Eaton Street and Entrance Park are located south of the retirement residence.

West: Lynhar Road abuts the Subject Site to the west. A gas bar, automobile service station, hotel, and existing residential are situated west of Lynhar Road opposite of the Subject Site.

The Subject Site is legally described as follows:

*PT BLK D & PT OF NORTHSIDE RD CLOSED BY BY-LAW NS123760 PLAN 392092,
PT 2 5R8383 SUBJECT TO CR440700, NS151107, NS151104, NS151105 NEPEAN*

1.2 Proposed Development

As previously discussed, the proposed development will feature a 790 m² single-storey retail plaza consisting of five (5) commercial units and drive-through facility on a portion of the Subject Site as shown on **Figure 2**. The limits of the proposed development area are defined on the Site Plan prepared by McRobie Architects and Interior Designers dated March 3, 2023. The proposed development area is 0.49 ha. No changes are proposed to the existing Lynwood Centre as part of this proposed development.

The proposed development will be built in the northwest corner of the Lynwood Centre parking lot abutting the intersection of Robertson Road and Lynhar Road. The proposed development will feature nine (9) bicycle parking spaces and an outdoor commercial patio which will be operated by a future restaurant tenant. Internal walkways will enable pedestrian circulation throughout the Subject Site while also providing a connection to the existing sidewalk along Lynhar Road.

Modifications are required to the existing surface parking lot layout in the northwest corner to facilitate the proposed development. A total of two-hundred twenty two vehicle parking spaces will be provided to serve the proposed development including the existing shopping centre. Soft and hard landscape elements within the limits of the proposed development area will be incorporated with special consideration around the drive-through facility and outdoor waste collection area to ensure adequate buffering is provided in relation to the public street edges as shown on the Landscape Plan prepared by Ruhland and Associates Ltd., dated March 3, 2023 which will accompany this submission.

The proposed development has been designed to respect the Subject Site's development constraints including municipal infrastructure easements for stormwater, sanitary, and watermain services. An existing hydro easement and setback requirements from overhead hydro infrastructure further limits the placement of buildings and landscaping elements on the proposed development area. No trees are proposed along Lynhar Road due to the existing hydro easement which prohibits any encumbrances and the presence of overhead hydro infrastructure. As such, the proposed development has been designed to comply with the requirements of the Subject Site's existing development constraints. The various development constraints are illustrated on the Topographic Plan of Survey prepared by Farley, Smith, & Denis Surveying Ltd. dated October 25, 2022 which will accompany this submission.

No new accesses or egresses are being considered as the proposed development will utilize the existing accesses and egresses along Lynhar Road and Larkspur Drive. The proposed development represents a more efficient use of land resources as the stand-alone retail plaza will be built on an area of the Subject Site's existing surface parking area.

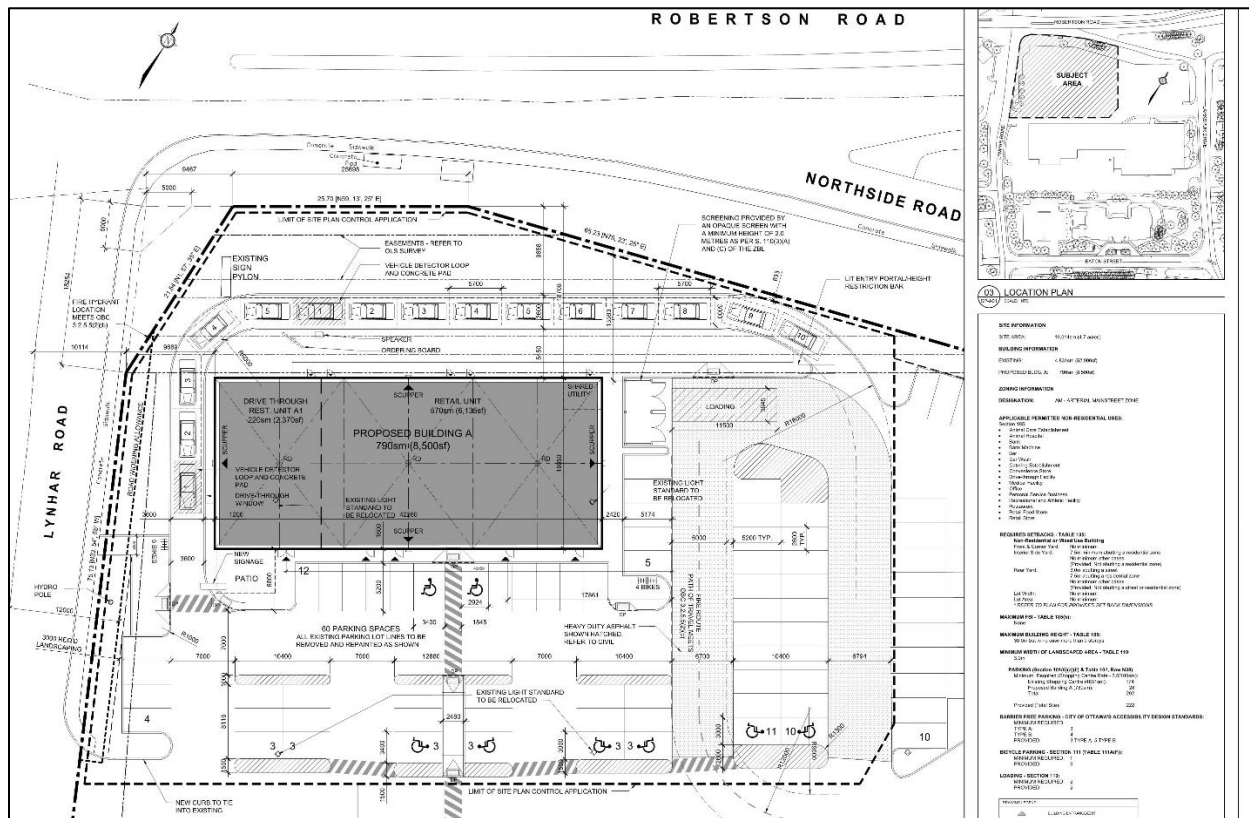


Figure 2: Excerpt from Site Plan prepared by McRobie Architects + Interior Designers, Drawing SP-A01, REV 1, dated March 3, 2023.

2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports and plans prepared by Novatech, Farley, Smith, & Denis Surveying Ltd., McRobie Architects + Interior Designers, Ruhland and Associates Ltd., Paterson Group, and Pinchin.

- Topographic Plan of Survey prepared by Farley, Smith, & Denis Surveying Ltd. dated October 25, 2022.
- Site Servicing and Stormwater Management Brief R-2023-012, prepared by Novatech dated March 3, 2023.
- Transportation Impact Assessment, Report R-2020-46, prepared by Novatech dated February 2023.
- Site Plan, Drawing SP-A01 REV 1, prepared by McRobie Architects + Interior Designers dated March 3, 2023.
- Architectural Building Elevations, Drawing A02 REV 1, prepared by McRobie Architects + Interior Designers dated March 3, 2023.
- Landscape Plans, Drawings L-01, REV 1, prepared by Ruhland and Associates Ltd., dated March 3, 2023.
- Geotechnical Investigation Report PG6426-1, prepared by Paterson Group, dated November 9, 2022.
- Phase One Environmental Site Assessment Pinchin File: 315515, prepared by Pinchin, dated November 9, 2022.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS) 2020* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in *Section 2* of the *Planning Act*. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS* policies.

Building Strong Healthy Communities

Section 1.0 of the *PPS* notes that Ontario’s long-term prosperity, environmental health, and social well-being dependent on wisely managing change, promoting efficient land use, and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy, and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Section 1.1 addresses managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that “*healthy, liveable, and safe communities are sustained by*”:

- a) *promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term;*
 - b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
 - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
 - e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
 - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and*
 - h) *promoting development and land use patterns that conserve biodiversity.*
- **The proposed development represents a more efficient use of land resources as the stand-alone retail plaza will be built on an area of the Subject Site’s existing surface parking area. Modifications will be required to the existing parking lot layout to accommodate the proposed development.**

- **The retail plaza once fully built will contribute to creating additional employment opportunities and broaden the mix of land uses in the area to achieve a 15-minute neighbourhood.**
- **Given the already developed nature of the Subject Site and surrounding areas, no negative environmental concerns are anticipated.**
- **A Site Servicing and Stormwater Management Brief was prepared by Novatech dated March 3, 2023. The report notes that the proposed development will be adequately served by existing municipal infrastructure including water, stormwater, and sanitary services.**

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages, and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.2 notes that land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and*
- e) *support active transportation;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and development in accordance with the criteria in *Policy 1.1.3.3*, where this can be accommodated.

Policy 1.1.3.4 notes that appropriate development standards should be promoted which facilitate *intensification, redevelopment*, and compact form while avoiding or mitigating risks to public health and safety.

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*.

- **The proposed development represents a more efficient use of land resources as the stand-alone retail plaza will be built on an area of the Subject Site's existing surface parking area. Modifications will be required to the existing parking lot layout to accommodate the proposed development.**
- **The proposed development will be served by connections to existing municipal infrastructure including water, stormwater, and sanitary services.**
- **It is anticipated that when the stand-alone retail plaza is fully built, it will contribute to creating additional employment opportunities and broaden the mix of land uses in the area to achieve a 15-minute neighbourhood.**

Section 1.6.6 addresses sewage, water, and stormwater services.

Policy 1.6.6.2 notes that *municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and

minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

- **The proposed development will be served by connections to existing municipal infrastructure including water, stormwater, and sanitary services.**

Wise Use and Management of Resources

Section 2.0 of the *PPS* speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes that the diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

Policy 2.1.6 speaks to prohibiting development and site alteration in fish habitat except in accordance with provincial and federal requirements.

Policy 2.1.7 states that site alteration shall not be permitted in the habitat of endangered and threatened species, except in accordance with provincial and federal requirements.

- **Given the already developed nature of the Subject Site and absence of any natural heritage features, an Environmental Impact Statement was not identified as a *Site Plan Control* application submission requirement.**

Protecting Public Health and Safety

Section 3.0 considers the Province's long-term prosperity, environmental health and social wellbeing which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- **A Phase One Environmental Site Assessment was prepared by Pinchin dated November 9, 2022. The purpose of the report was to assess the potential presence of environmental impacts at the Phase One Property due to activities at and near the Phase One Property. The report concludes that, “it is Pinchin’s opinion that the Phase One Property is suitable for the purpose of filing a Site Plan Approval with the City of Ottawa based only on the completion of this Phase One ESA report”.**
- **A Geotechnical Investigation was prepared by Paterson Group dated November 9, 2022. The objectives of the report were to determine the subsoil and groundwater conditions at this site by means of test holes and provide geotechnical recommendations pertaining to design of the proposed development including**

construction considerations which may affect the design. The report notes that the Subject Site is considered suitable for the proposed development from a geotechnical perspective.

- Detailed information and findings can be found in the reports which will accompany this submission.

3.2 City of Ottawa Official Plan

Under the *Official Plan*, the Subject Site is designated as *Corridor – Mainstreet*. The Subject Site is located within the *Outer Urban Transect* of *Schedule B3* of the *Official Plan* as shown on **Figure 4**. The applicable policies under the relevant sections of the new *Official Plan* are listed below. A description of how the proposal responds to the policies then follows.

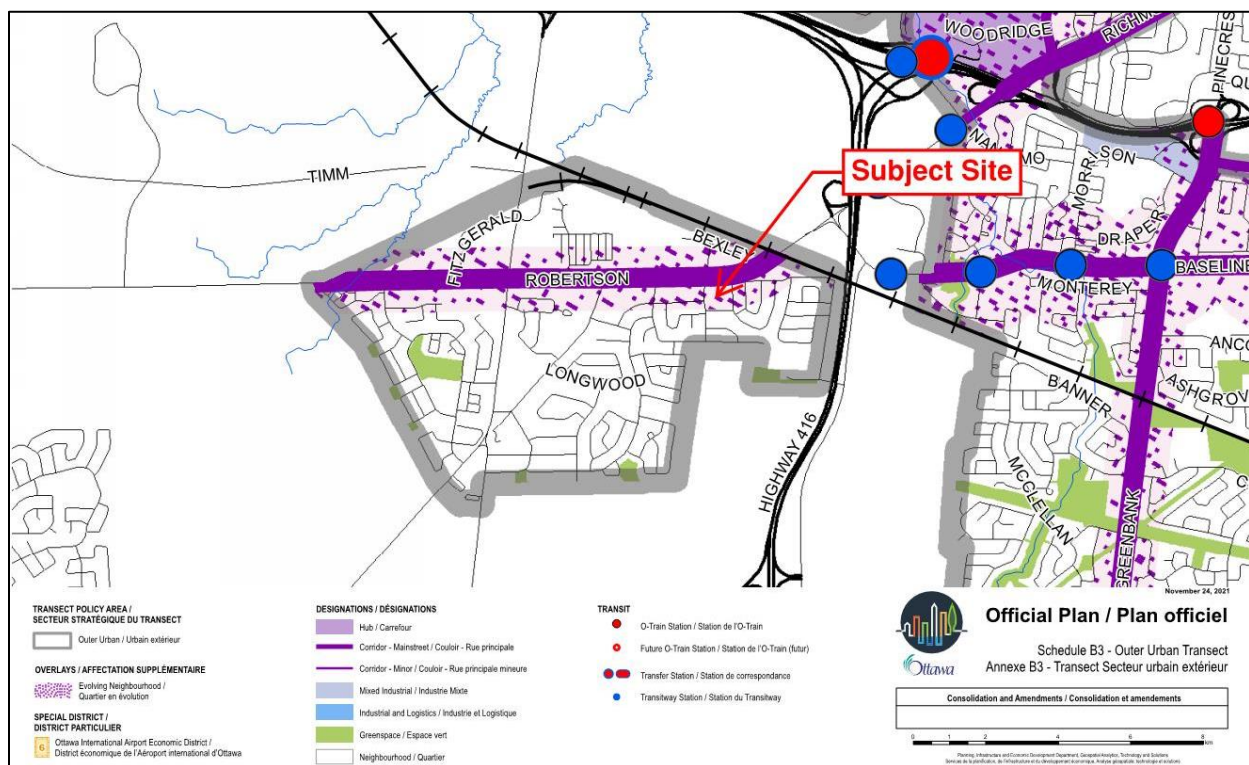


Figure 3: Excerpt from City of Ottawa Official Plan Schedule B3 – Outer Urban Transect with Subject Site added by Novatech.

As per *Section 5.3 – Outer Urban Transect*, this transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The objectives of the *Outer Urban Transect* as per *Section 5.3* of the *Official Plan* include recognizing the suburban pattern of built form and site design, enhancing mobility options and street connectivity, and providing direction to *Corridors*.

Policy 5.3.1(2) states that the “*Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:*”

- b) *Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted;*

Policy 5.3.3(3) notes that “along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:”

- a) *On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;*
- **The stand-alone retail plaza is a form of low-rise development which is compatible in scale with the existing Lynwood Centre and surrounding areas. The proposed development has been designed to comply with the Subject Site’s existing zoning provisions which do not establish minimum building height requirements.**
 - **The scale of the proposed development has been designed to serve the needs of the surrounding community while broadening the mix of land uses in the area to achieve a 15-minute neighbourhood. These future land uses include but are not limited to offices, personal service businesses, restaurants, and retail stores which are all permitted under the current *Arterial Mainstreet – AM* zoning for the Subject Site.**

As per Section 6.2 – Corridors, this designation applies to “bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs”.

Policy 6.2.1 speaks to defining the Corridors and setting the stage for their function and change over the life of the Official Plan.

- 1) *Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:*
 - a) *Generally, a maximum depth of:*
 - i. *In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;*
 - 2) *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:*
 - a) *Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;*
 - c) *For sites generally of greater than one hectare in area of 100 metres in depth:*
 - i. *Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users;*
 - 4) *Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:*
 - a) *Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and*
 - b) *Vehicular access shall generally be provided from the parallel street or side street.*
- **The stand-alone retail plaza is a form of low-rise development which is compatible in scale with the existing Lynwood Centre and surrounding areas. The proposed development has been designed to comply with the Subject Site’s existing zoning provisions which do not establish minimum building height requirements.**

- The proposed development enhances pedestrian connections to existing sidewalks and improves the internal network of pedestrian paths through the existing surface parking lot.
- The proposed development has been oriented towards Robertson Road and Lynhar Road to provide for an enhanced public realm and streetscape. The proposed development will utilize the existing Lynwood Centre vehicular accesses and egresses located along Lynhar Road and Larkspur Drive.

Section 4 addresses city-wide policies such as mobility, housing, large-scale institutions and facilities, parks and recreation facilities, cultural heritage and archaeology, urban design, drinking water, wastewater, and stormwater infrastructure, and natural heritage, greenspace, and urban forests, water resources, school facilities, and generally permitted uses.

Subsection 4.1 speaks to mobility and how planning for transportation not only looks at moving people and goods but also guiding city-building objectives such as growth management and economic development.

- The proposed development will be accessible by various modes of transportation such as walking, cycling, public transit, and automobile.
- The proposed development will promote healthy 15-minute neighbourhoods where future commercial and retail uses are accessible by active means of transportation such as walking as well as cycling.
- The Subject Site is served by various existing OC Transpo bus stops and routes located along Robertson Road, Larkspur Drive, and Northside Road.
- As per *Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*, a Right-of-Way (ROW) protection of 24.0 m is identified along Lynhar Road between Robertson Road and Eaton Street. Accordingly, a widening is proposed along the frontage of the proposed development area abutting Lynhar Road.

Subsection 4.4 speaks to parks and recreation facilities which provide spaces for active and passive recreation, opportunities to showcase diverse cultural communities and creative expression.

- Parkland dedication for the proposed development will be provided through cash-in-lieu of parkland in accordance with the *City of Ottawa’s Parkland Dedication By-law 2022-280* which requires 2% of the gross land area for commercial purposes.

Subsection 4.6 addresses urban design which is concerned with the design of both the built form and the public realm. Urban design supports the City’s objectives in building healthy 15-minute neighbourhoods, expanding urban tree canopy, and developing resilience to climate change.

- The Subject Site is identified as a *Corridor – Mainstreet within Design Priority Area per Official Plan Schedule C7-A – Design Priority Areas – Urban*.
- The proposed development has been oriented towards Robertson Road and Lynhar Road to provide for an enhanced public realm and streetscape as shown on the provided Architectural Elevations, Drawing A02 REV 1, prepared by McRobie Architects + Interior Designers, dated March 3, 2023.
- As previously discussed, the proposed development has been designed to respect the Subject Site’s development constraints including municipal infrastructure easements

for stormwater, sanitary, and watermain services. An existing hydro easement and setback requirements from overhead hydro infrastructure further limits the placement of buildings and landscaping elements on the proposed development area. No trees are proposed along Lynhar Road due to the existing hydro easement which prohibits any encumbrances and the presence of overhead hydro infrastructure.

- In accordance with *Policy 4.6.5(1)*, this Planning Rationale demonstrates that the proposed development meets the intent of the urban design guidelines applicable to *Corridors and Drive-Through Facilities* summarized in Section 3.2.1 and 3.2.2 below.

Subsection 4.7 outlines policies relating to drinking water, wastewater, and stormwater infrastructure to ensure that it is safe, affordable, environmentally sound, and meets the needs of the future.

- The proposed development will be served by connections to existing municipal infrastructure including water, stormwater, and sanitary services.
- A Site Servicing and Stormwater Management Brief was prepared by Novatech dated March 3, 2023. Detailed information and findings can be found in the reports which will accompany this submission.

Section 10 speaks to the protection of health and safety. The objectives include preventing injury, loss of life and property, minimizing incompatible land uses, building resiliency to the impacts of extreme heat, and enhancing personal security through design.

- A Phase One Environmental Site Assessment was prepared by Pinchin dated November 9, 2022. The purpose of the report was to assess the potential presence of environmental impacts at the Phase One Property due to activities at and near the Phase One Property. The report concludes that, *“it is Pinchin’s opinion that the Phase One Property is suitable for the purpose of filing a Site Plan Approval with the City of Ottawa based only on the completion of this Phase One ESA report”*.
- A Geotechnical Investigation was prepared by Paterson Group dated November 9, 2022. The objectives of the report were to determine the subsoil and groundwater conditions at this site by means of test holes and provide geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design. The report notes that the Subject Site is considered suitable for the proposed development from a geotechnical perspective.
- Detailed information and findings can be found in the reports which will accompany this submission.

3.2.1 Urban Design Guidelines for Development Along Arterial Mainstreets

The purpose of the *Urban Design Guidelines for Development Along Arterial Mainstreets (2006)* is to *“provide urban design guidance at the planning application stage in order to access, promote, and achieve appropriate development along Arterial Mainstreets”*. It is understood that the *Corridor – Mainstreet* designation under the new *Official Plan* replaces the previous *Arterial Mainstreet* designation under the old *Official Plan*. The urban design guidelines include an extensive list which the following summarizes how the proposed development addresses the applicable urban design guidelines:

- The proposed building has been located along the public street edges while respecting the existing development constraints such as municipal infrastructure easements and setbacks from overhead hydro infrastructure.
- New internal walkways will provide pedestrian circulation throughout the Subject Site while also providing a connection to the existing sidewalk along Lynhar Road.
- Soft landscaping elements proposed along Robertson Road and Lynhar Road provide adequate buffering of the drive-through facility from the public realm while enhancing and improving the streetscape. No trees are proposed along Lynhar Road due to an existing hydro easement which prohibits any encumbrances and the presence of overhead hydro infrastructure.
- The proposed development consists of a building height and overall scale that is compatible with the existing character of adjacent development.
- The proposed development is oriented on a portion of the Lynwood Centre's surface parking lot. As shown on the provided Architectural Elevations, Drawing A02 REV 1, prepared by McRobie Architects + Interior Designers, dated March 3, 2023, the proposed building design creates a visual interest along the public street frontages.
- The surface parking spaces have been oriented internally away from the public realm to reduce the visibility from Lynhar Road and Robertson Road.
- Waste and collection areas will be screened with both soft and hard landscaping elements to ensure adequate buffering is provided.

3.2.2 Urban Design Guidelines For Drive-Through Facilities

The purpose of the *Urban Design Guidelines for Drive-Through Facilities (2006)* is to “provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development of drive-through facilities”. The guidelines state that where drive-through facilities are located in areas identified as “Mainstreets”, the guidelines for *Mainstreets* also apply which were discussed previously as the Subject Site is designated as a *Corridor - Mainstreet*. The urban design guidelines include an extensive list which the following summarizes how the proposed development addresses the applicable urban design guidelines:

- Soft landscaping elements have been incorporated into the proposed development to help enhance and define the streetscape and street edge where the building has been setback due to existing development constraints such as municipal infrastructure easements and setbacks from overhead hydro infrastructure.
- The areas of the proposed development that front onto Lynhar Road and Robertson Road have been enhanced through soft landscaping elements.
- Customer entrance doors have been located close to the parking areas to provide convenient access with an internal walkway connection to the existing sidewalk along Lynhar Road to provide access for using alternative modes of transportation.
- The stacking lane is separated from parking areas by raised landscape islands, painted lines, and concrete curbs.
- The circulation of the proposed development has been designed to minimize the conflicts between pedestrians, other users, and vehicles.
- Landscaped areas are provided along the edges of the Subject Site where parking areas and the drive-through facility abut Lynhar Road and Robertson Road to provide visual screening and buffering.

- Waste and collection areas will be screened with both soft and hard landscaping elements to ensure adequate buffering is provided.
- Noise-generating areas have been designed away from sensitive uses such as existing residential.

3.3 Zoning By-law 2008-250

The Subject Site is currently zoned as *Arterial Mainstreet – AM* under the *City of Ottawa’s Zoning By-law 2008-250* as shown on **Figure 5**. The purpose of the *Arterial Mainstreet – AM* is to:

1. accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated *Arterial Mainstreet* in the *Official Plan*; and
2. impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

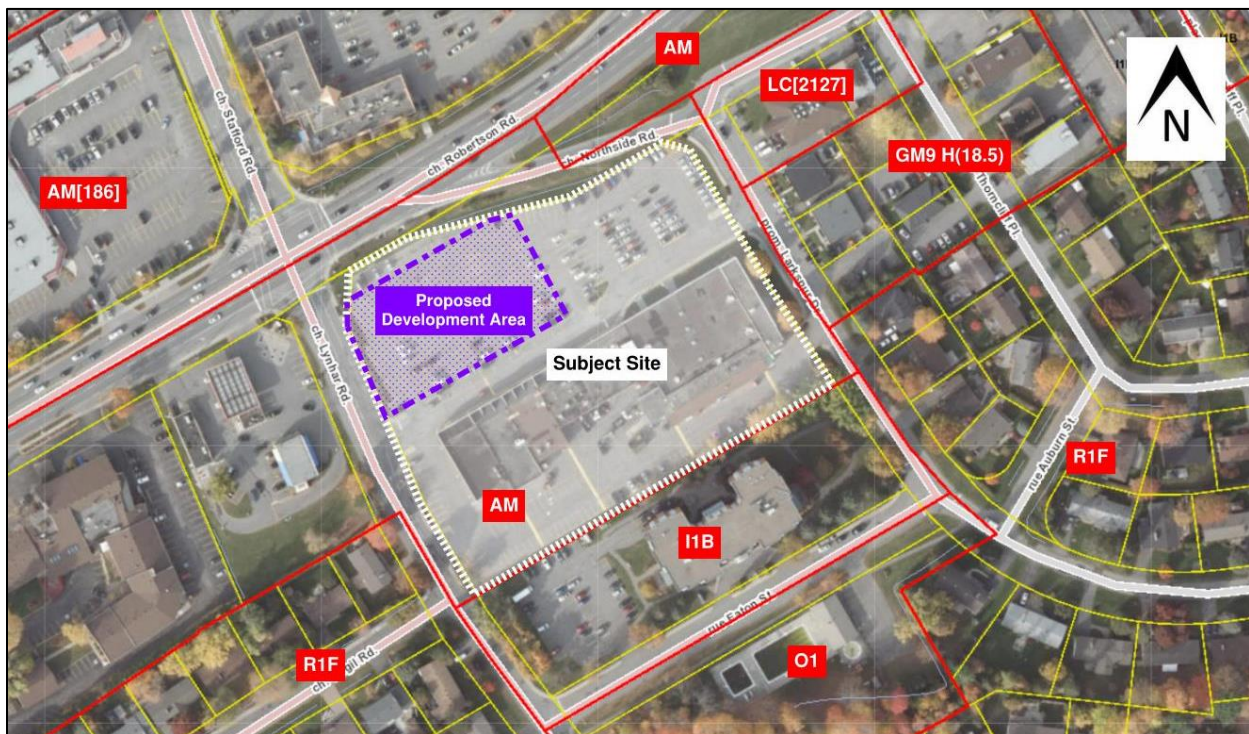


Figure 4: Excerpt of the Subject Site’s zoning from GeoOttawa.

- The proposed development will consist of land uses that are permitted within the *Arterial Mainstreet – AM* zone. These land uses include but are not limited to future offices, personal service businesses, restaurants, retail stores and drive-through facilities.
- City staff confirmed that Larkspur Drive is the front lot line since it is the shortest lot line that abuts a street.
- No amendments or minor variances to the existing zoning are being considered as the proposed development has been designed to comply with the *Arterial Mainstreet – AM* zone and other applicable provisions under *Zoning By-law 2008-250*.

4.0 PUBLIC CONSULTATION STRATEGY

- The City will be posting signage on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Public consultation will also be conducted with the local ward councillor.
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

5.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement (2020)*, conforms to the *City of Ottawa Official Plan (2022)* and applicable urban design guidelines, and complies with the provisions of *Zoning By-law 2008-250*. This Planning Rationale along with the associated technical studies supports the proposed development.

The Lynwood Retail Plaza is an appropriate and desirable addition to the Bells Corners community and represents good planning.

Yours truly,

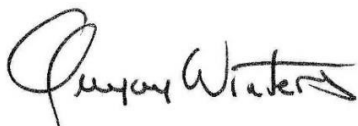
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Prepared by:



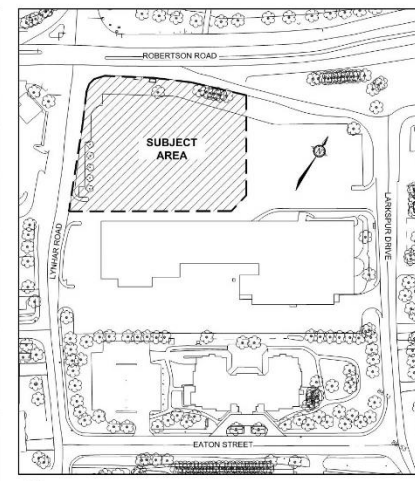
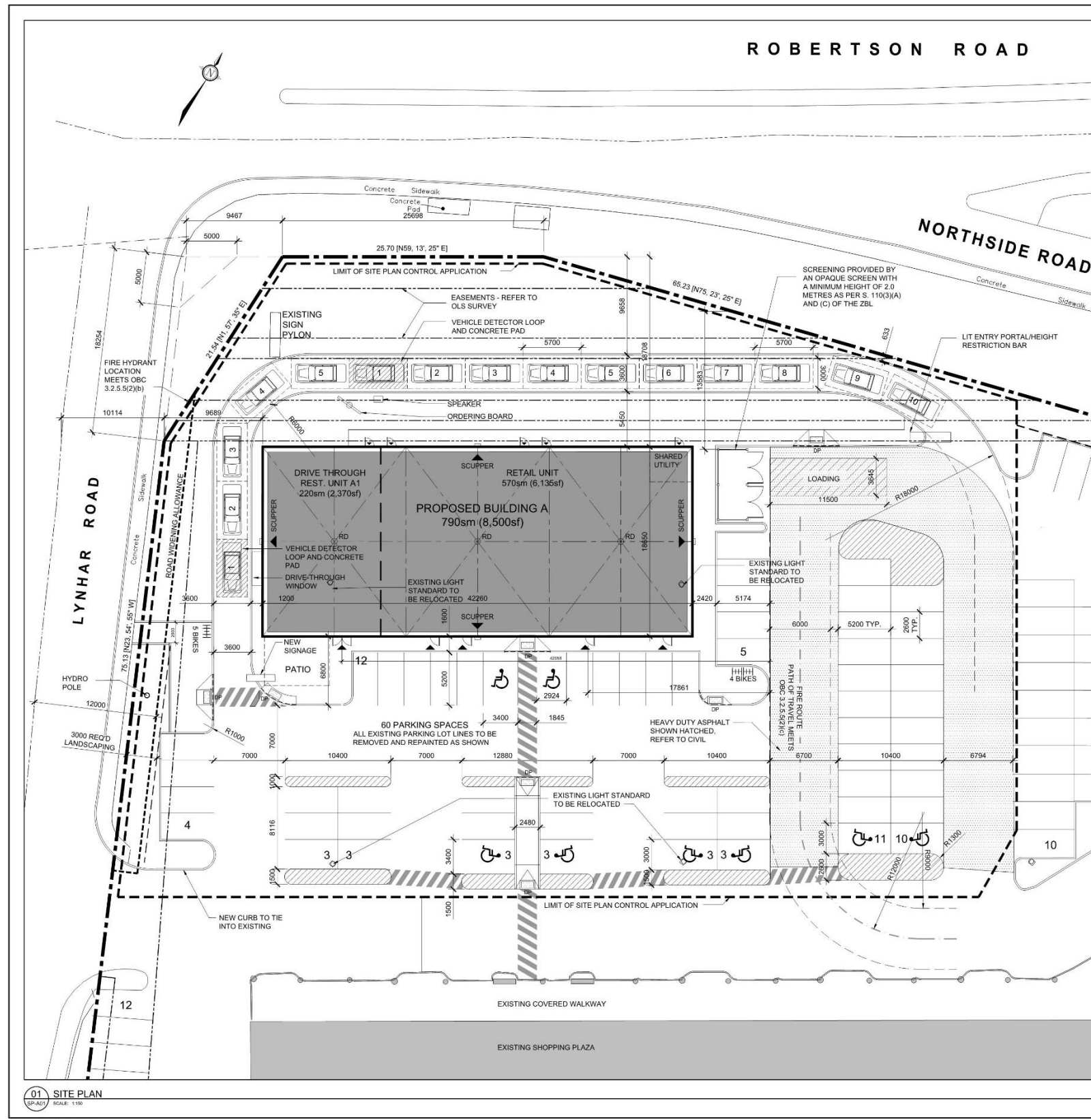
Robert Tran, M.PL.
Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP, RPP
Director, Planning & Development

Appendix A
Site Plan Drawing SP-A01, REV 1
Prepared by McRobie Architects + Interior Designers
Dated March 3, 2023



02 SITE, BUILDING AND ZONING INFORMATION
SCALE: NTS

SITE INFORMATION
SITE AREA: 19,014sqm (4.7 acres)

BUILDING INFORMATION
EXISTING: 4,831sqm (52,000sf)
PROPOSED BLDG. A: 790sqm (8,500sf)

ZONING INFORMATION
DESIGNATION: AM - ARTERIAL MAINT STREET ZONE

APPLICABLE PERMITTED NON-RESIDENTIAL USES:
Section 185:
• Animal Care Establishment
• Animal Hospital
• Bank
• Bank Machine
• Bar
• Car Wash
• Calling Establishment
• Convenience Store
• Drive-through Facility
• Medical Facility
• Office
• Personal Service Business
• Recreational and Athletic Facility
• Restaurant
• Retail Food Store
• Retail Store

REQUIRED SETBACKS - TABLE 185:
Non-Residential or Mixed Use Building
Front & Corner Yard: 10 minimum
Interior Side Yard: 7.5m minimum abutting a residential zone
Rear Yard: 3.0m abutting a street
Lot Width: No minimum
Lot Area: REFER TO PLAN FOR PROVIDED SET BACK DIMENSIONS

MAXIMUM FBH - TABLE 185(1):
None

MAXIMUM BUILDING HEIGHT - TABLE 185:
30.0m but in no case more than 9 storeys

MINIMUM WIDTH OF LANDSCAPED AREA - TABLE 110:
3.0m

PARKING (Section 101(6)(iii) & Table 101, Row N3):
Minimum Required (Shopping Centre Rate - 3.8/100sqm): 174
Existing Shopping Centre (4837sqm): 174
Proposed Building A (7900sqm): 28
Total: 202
Provided (Total Site): 222

BARrier FREE PARKING - CITY OF OTTAWA'S ACCESSIBILITY DESIGN STANDARDS:
MINIMUM REQUIRED: 3
TYPE A: 3
TYPE B: 4
PROVIDED: 3 TYPE A, 5 TYPE B

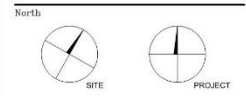
BICYCLE PARKING - SECTION 111 (TABLE 111(A)(F)):
MINIMUM REQUIRED: 1
PROVIDED: 9

LOADING - SECTION 113:
MINIMUM REQUIRED: 2
PROVIDED: 2

DRAWING LEGEND

- BUILDING ENTRANCE/EXIT
- BARrier FREE CURB RAMP WITH TACTILE WALKING SURFACE INDICATORS REFER TO OPTICAL OR AUDIO
- TYPICAL 4.5M WIDE WIDE BARrier FREE PARKING WITH PARKING ACCESSIBLE AREA
- VEHICULAR TRAFFIC DIRECTION INDICATOR
- PAINTED LINES IN PARKING LOT
- DEPRESSED CONCRETE CURB

*CONCRETE PADS AND FOOTING FOR NEW SIGNAGE SHALL BE OBTAINED BY STRUCTURAL ENGINEER (ICPE) IN THE PROVINCE OF ONTARIO



Revisions

No.	By	Description	Date
01	NH	ISSUED FOR SITE PLAN CONTROL	03 MAR 2023



Project
LYNW00D CENTRE REDEVELOPMENT

1826 ROBERTSON ROAD
Drawing
PROPOSED SITE PLAN

Scale AS NOTED
Stamp
Drawn NH
Checked JS

Project No. 19-142
Date 2022-12-09
Drawing No. **SP-A01**