



3845 Cambrian Road

Planning Rationale + Design Brief
Site Plan Control
May 10, 2023



Prepared for Loblaws Properties Limited

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Loblaw Properties Limited (“Loblaw”) to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the development of the property municipally known as 3845 Cambrian Road (“the subject property”) in the City of Ottawa with a shopping centre consisting of a retail food store and an additional commercial building.

1.1 Application Materials

The following materials are being submitted in support of the Site Plan Control application:

- / **Site Servicing & Stormwater Management Report**, prepared by Parsons, dated May 2023;
- / **Erosion/Sediment Control & Removals Plan**, prepared by Parsons, dated May 1, 2023;
- / **Site Servicing Plan**, prepared by Parsons, dated May 1, 2023;
- / **Grading Plan**, prepared by Parsons, dated May 1, 2023;
- / **Detail Page 1**, prepared by Parsons, dated May 1, 2023;
- / **Detail Page 2**, prepared by Parsons, dated May 1, 2023;
- / **Post-Development Drainage Areas**, prepared by Parsons, dated May 1, 2023;
- / **Geotechnical Investigation**, prepared by Toronto Inspection Limited, dated November 13, 2018;
- / **Site Plan & Floor Plan**, prepared by Turner Fleischer, dated May 8, 2023;
- / **Site Details**, prepared by Turner Fleischer, dated May 1, 2023;
- / **Building A – Floor Plan**, prepared by Turner Fleischer, dated May 1, 2023;
- / **Building A Elevations**, prepared by Turner Fleischer, dated May 1, 2023;
- / **Building B Elevations**, prepared by Turner Fleischer, dated May 1, 2023;
- / **Planning Rationale and Design Brief**, prepared by Fotenn Planning + Design, dated May 9, 2023;
- / **Transportation Impact Assessment**, prepared by CGH Transportation, dated May 5, 2023;
- / **Landscape Plan**, prepared by Ron Koudys Landscape Architects, dated May 2, 2023;
- / **Landscape Details**, prepared by Ron Koudys Landscape Architects, dated May 2, 2023;
- / **Topographical Plan of Survey**, prepared by Annis, O’Sullivan, Vollebakk Ltd., dated March 28, 2023; and
- / **Phase 1 Environmental Site Assessment**, prepared by EXP, dated May 4, 2023.

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property, known municipally as 3845 Cambrian Road, consists of a roughly rectangular undeveloped shaped lot located at the intersection of Cambrian Road and the future Greenbank Road in the Barrhaven West Ward (Ward 3) in the City of Ottawa. The subject property has an area of 15,003.57 square metres and frontages of 67.45 metres Cambrian Road to the north and 195.69 metres along future new Greenbank Road to the east.

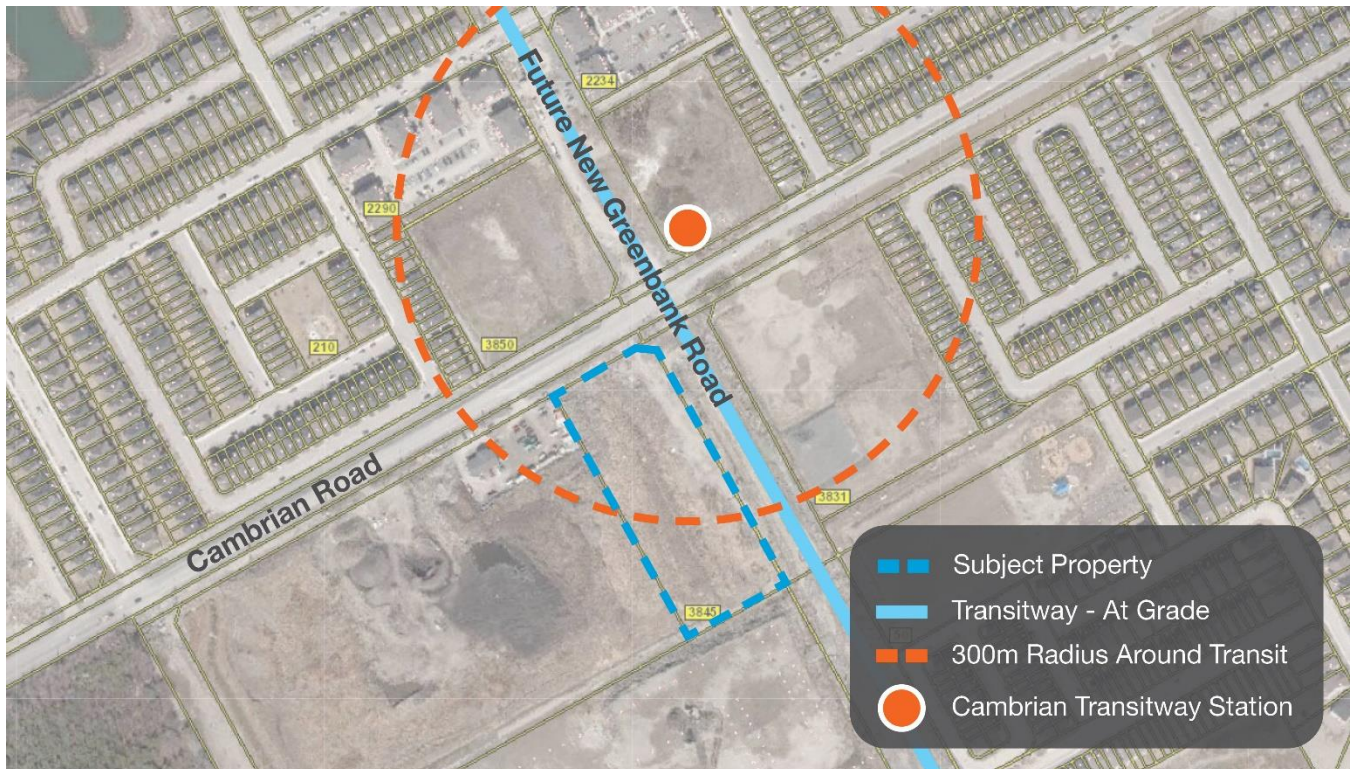


Figure 1: Aerial photo of subject property.

2.2 Surrounding Context

North: The subject property is bounded by Cambrian Road to the north, followed by an undeveloped parcel and a mixture of low-rise residential development.

East: The subject property is bounded by the future new Greenbank Road to the east, followed by a large parcel that is in the process of being developed with a shopping centre including a food retail store, and low-rise residential neighbourhood. Dowitcher Park and a park-adjacent pathway are also located along the future New Greenbank Road corridor, within the neighbourhood to the east of the subject property.

South: The subject property is bordered by future residential subdivision lands, which also incorporate a parcel zoned for an institutional use or a park. Uses further south consist of a low-rise residential neighbourhood and larger undeveloped parcels, particularly along the new Greenbank Road corridor.

West: The subject property is bordered by a large, undeveloped parcel zoned for either low-rise residential uses or an institutional use school. This parcel is followed by a low-rise residential subdivision keeping in character with the area, and the Cambrian Woods lands at the intersection of Cambrian Road and Borrisokane Road.

2.3 Transportation Network

2.3.1 Road Network

The subject property is bordered by Cambrian Road to the north, identified as an existing “Arterial Road”, and new Greenbank Road to the east, identified as a future ‘Arterial Road’ on Schedule C4 – Urban Road Network of the Official Plan (Figure 2).

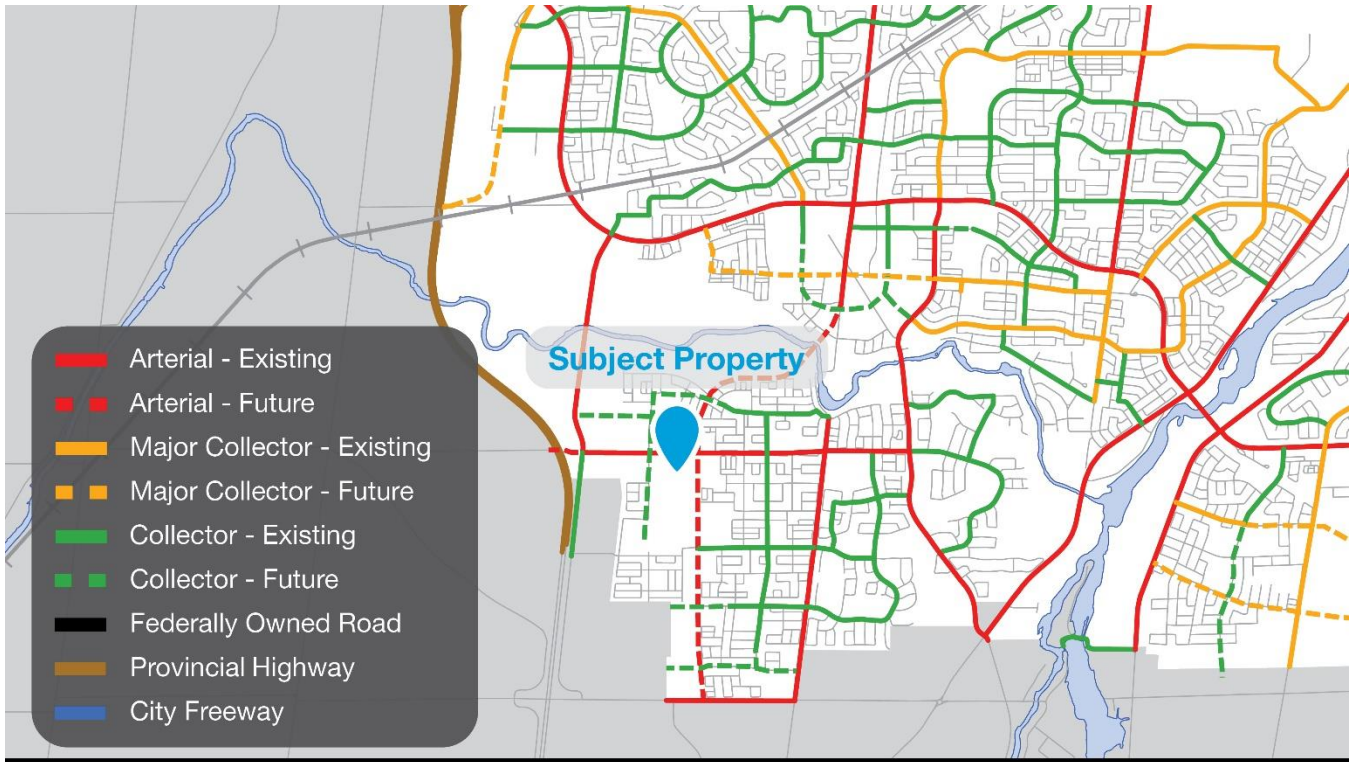


Figure 2: Subject Property on Schedule C4 - Urban Road Network of the Official Plan.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

2.3.2 Transit Network

The subject property is located south, with a 300-metre walking distance radius of the future Cambrian Transitway Station, and fronts onto a future Transit Priority corridor (new Greenbank Road) as seen in Figure 3 below.

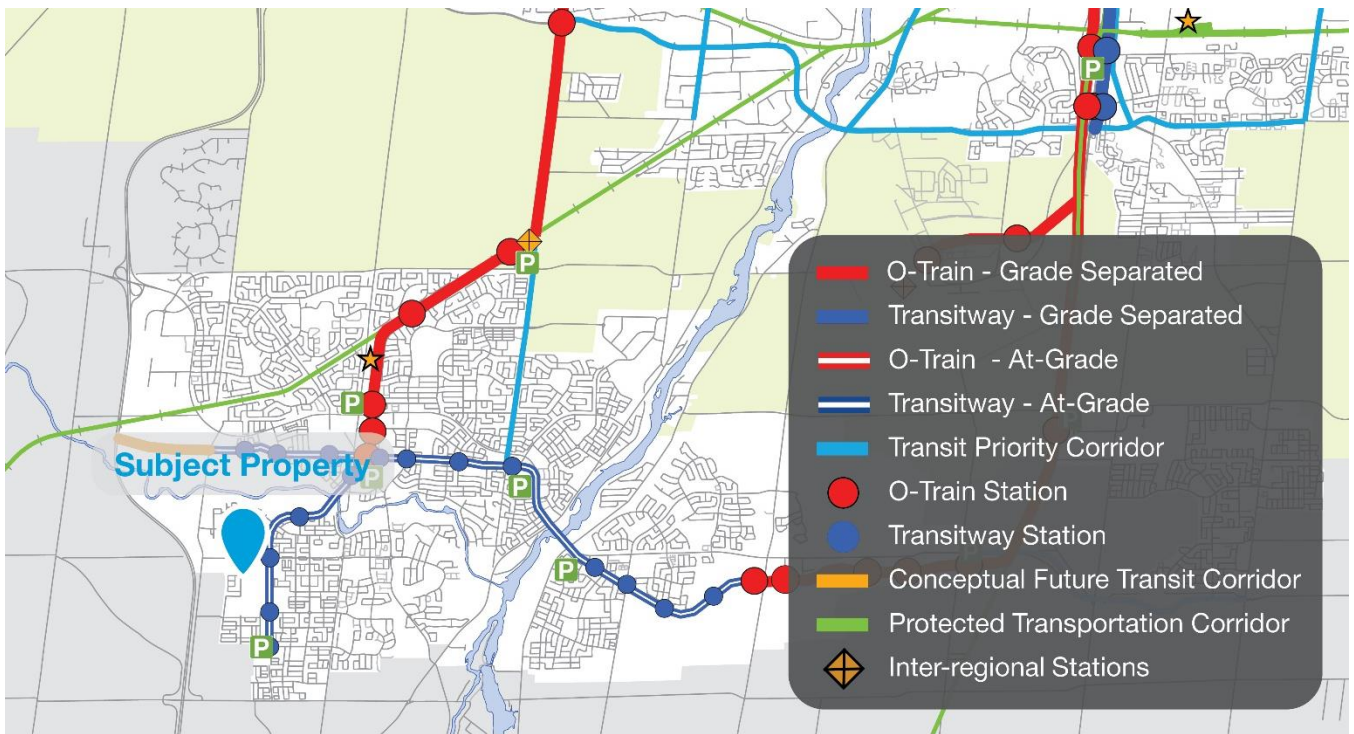


Figure 3: Subject property on Schedule C2 – Transportation Network (Ultimate) of the Official Plan.

2.3.3 Cycling Network

The subject property is adequately serviced by Ottawa’s greater cycling network, being within a short distance of a Major Pathway connection to the east along the existing Greenbank Road, as seen in Figure 4 below. The cycling accesses allow bicycle connections to various other routes throughout the City and rapid transit, promoting multi-modal transportation.

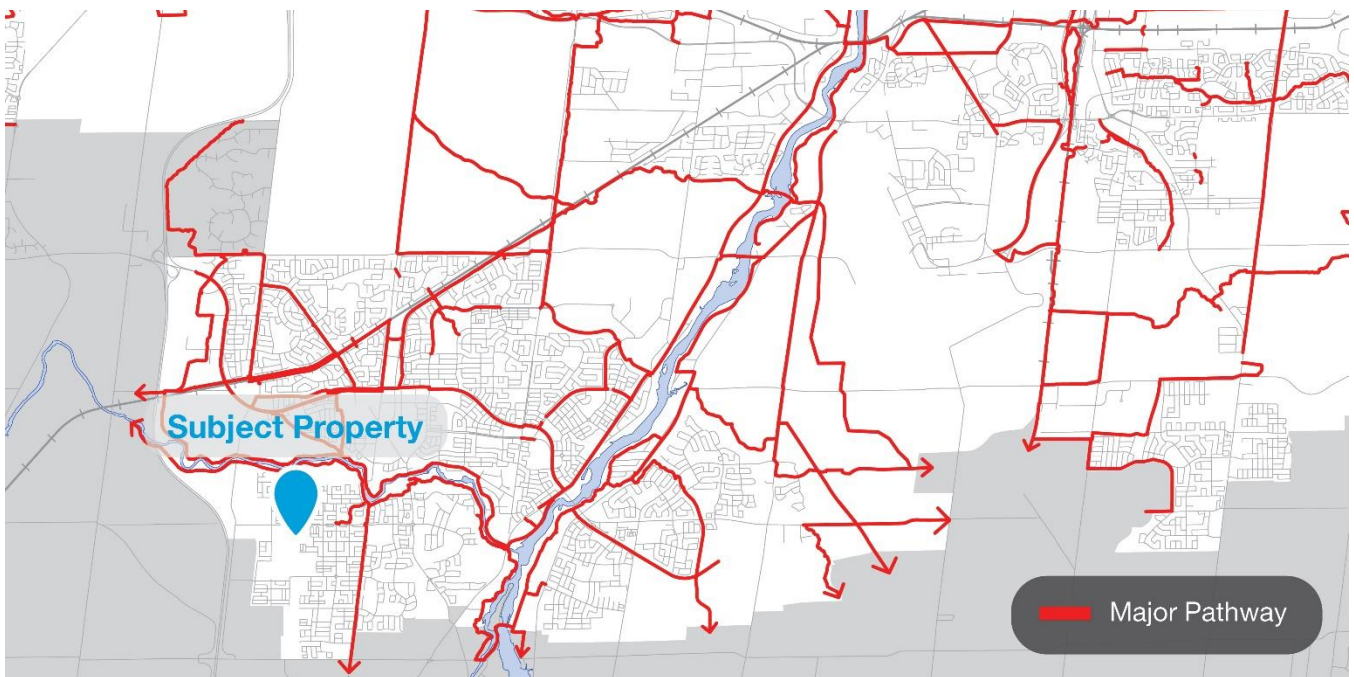


Figure 4: Subject property on Schedule C3 – Active Transportation Network of the City Official Plan.

3.0 Proposed Development

3.1 Project Overview

Loblaw is proposing to develop the subject property with a shopping centre consisting of two (2) commercial buildings (Figure 5):

- / Building A (located in the southern portion of the subject property) will consist of a one (1) storey + mezzanine retail food store with a Gross Floor Area of 3,446 square metres. Building A will be located in close proximity to the east lot line along the future new Greenbank Road, with the main entrance located near the northeast corner of the building (in proximity to both the parking lot and the future Greenbank Road right-of-way). The mezzanine will consist of mechanical and electrical space, offices, and washrooms. Loading for Building A will be located at the rear of the building.
- / Building B (located at the northeast corner of the subject property, near its intersection with Cambrian Road and the future new Greenbank Road) will consist of a one (1) storey commercial building with several occupancies, for a Gross Floor Area of 483 square metres. Entrances to the commercial units will face south, with a sidewalk connection providing access to the future Greenbank Road right-of-way. Loading for Building B will be located to the west of the building.

Vehicular access to and from the subject property will be provided via a right-in, right-out driveway off Cambrian Road to the north. Surface parking is proposed to be located in large part between the two (2) commercial buildings, with additional parking located to the west of Building B and at the rear of Building A; in total, 181 parking spaces are proposed. An additional vehicle access will be provided via the future realigned Greenbank Road once the right-of-way is opened.

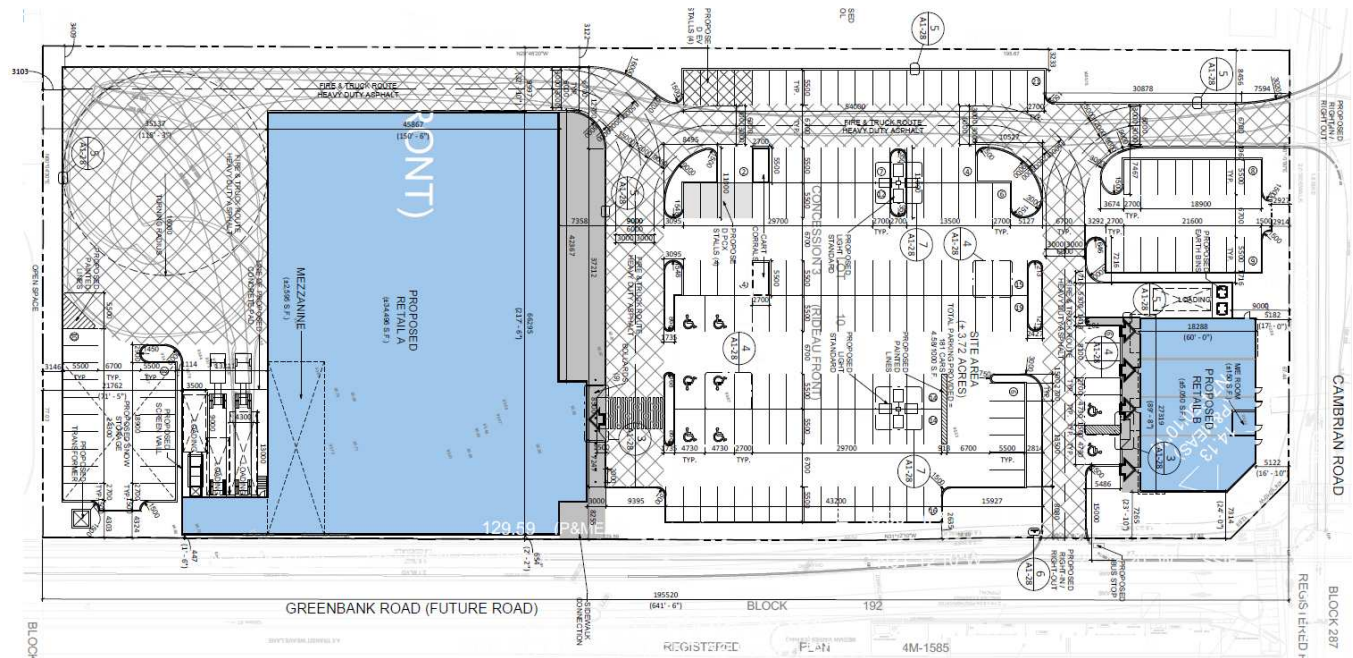


Figure 5: Excerpt from the Site Plan of the Proposed Development

3.2 Design Brief

3.2.1 Massing and Scale

Building A

The massing of the proposed No Frills food retail store keeps a low-rise profile overall with a building height of 8.1 metres (26.9 feet), with protruding changes in elevations to highlight the main entrance and building edges. The second storey of the proposed building will consist of a 241 square-metre mezzanine with mechanical and electrical space, offices, and washrooms. The building's placement away from the southern and western lot lines will help ensure there is no massing impact on the abutting institutional and/or residential properties. The proposed building height of 8.1 metres and minimal setback from the lot line along the future Greenbank Road right-of-way allow for an appropriate, human-scaled framing of the public street.

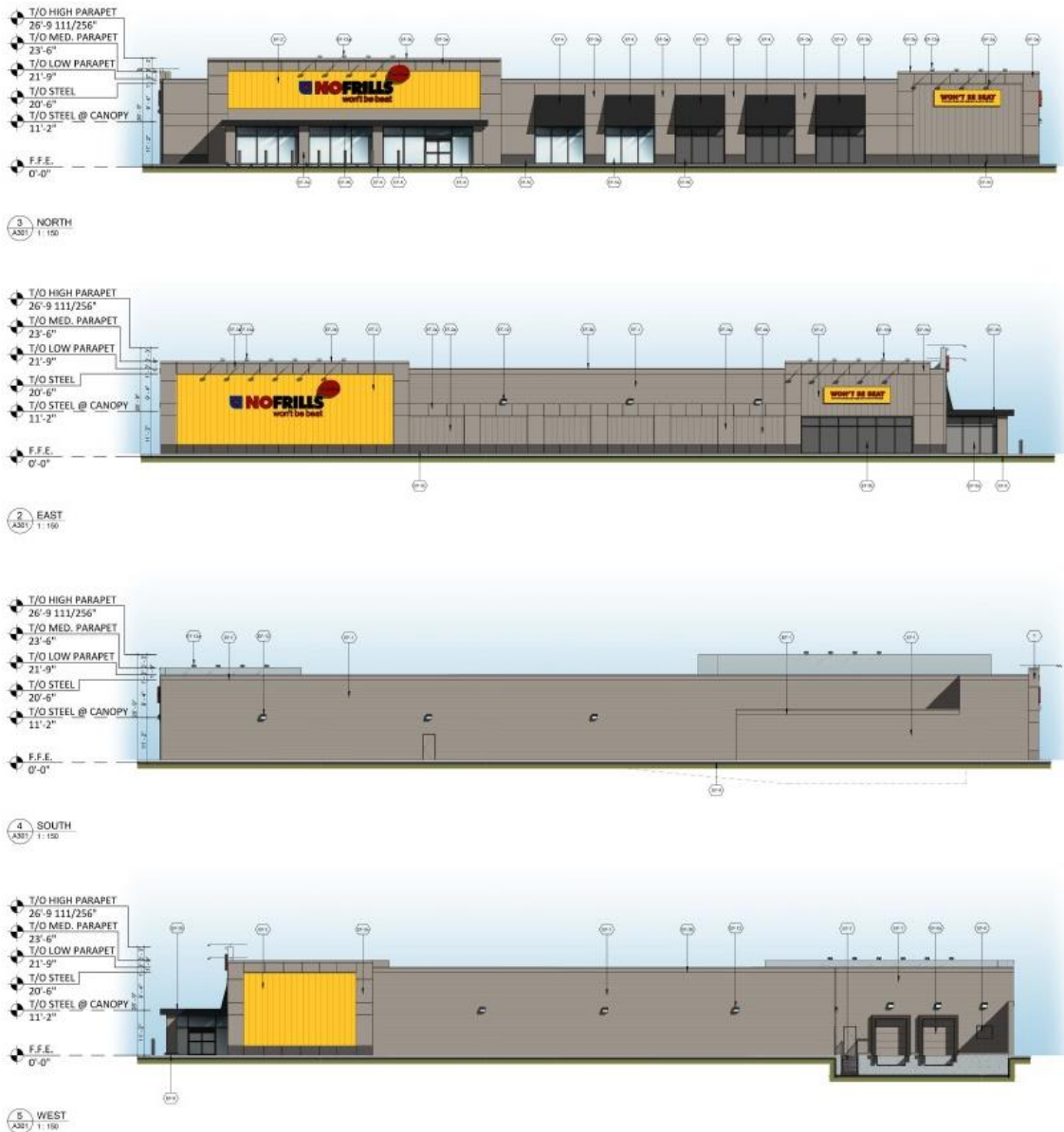


Figure 6: Proposed Building A Elevations

Building B

The massing of the proposed retail/commercial Building B is consistent with the low-rise nature of the surrounding neighbourhood, with a building height of 6.7 metres. The building is placed closer to the northeastern corner of the site, engaging with the frontages along Cambrian Road and New Greenbank Road.



Figure 7: Proposed Building B Elevations

3.2.2 Relationship to Public Realm

The proposed development features easily identifiable, distinct signage associated with Loblaw brands and active glass entrances. Both buildings incorporate a sidewalk connection which links the active entrances of the buildings with a future public sidewalk along the future Greenbank Road right-of-way to the east of the subject property. The proposed buildings are located in proximity to the lot lines abutting Cambrian Road and the future Greenbank Road, which will help adequately frame the streets with a human-scaled built form.

3.2.3 Building Design

Building A

Building A is cast in a recognizable grocery store building format, with a mixture of horizontal and vertical pre-painted galvanized sheet steel siding panels in grey and yellow colours, continuous cornice and high parapet cornice finishing,

and vinyl canopies creating visual interest for on-lookers. The northern façade of Building A has a clearly defined entrance with appropriate glazing. Some glazing, signage, and material variation is also present along the building's eastern façade, which will be visible from the future Greenbank Road right-of-way.



Figure 8: A close-up elevation of the proposed building design of Building A.

Building B

The front façade of Building B is broken up into four (4) distinct sections through variations in colours and materials such as concrete masonry, brick masonry, and metal siding panels, while maintain a significant amount of glazing that creates active an inviting, active entrance condition. Glazing and signage will also be incorporated on the north and east façades, which face existing (Cambrian Road) and future (Greenbank Road) public rights-of-way.



1 BUILDING B - SOUTH ELEVATION
A301 1 : 100



2 BUILDING B - NORTH ELEVATION
A301 1 : 100

Figure 9: A close-up elevation of the proposed building design of Building B.

3.2.4 Sustainability

The proposed retail food store incorporates several sustainable design elements, including but not limited to the following:

- / The parking lot includes four (4) electric vehicle parking spaces in proximity to the retail food store's main entrance.
- / Loblaw implements a computer-controlled building energy management system to control energy more efficiently. This system ensures that all mechanical, electrical and refrigeration systems operate at maximum efficiency.
- / Loblaw implements several efficient lighting management practices in its stores (such as reducing internal lighting during non-operating hours, use of motion-activated lighting, installation of LED lighting, etc.).
- / From a water management perspective, all new stores are designed with low flow/volume fixtures.
- / Stormwater is designed as control flow, consistent with the principles of blue roof systems.
- / Loblaw implements a detailed "Material Recovery and Waste Reduction Plan" for each store in order to reduce the amount of waste sent to landfill sites. This plan typically includes:
 - / a dedicated compactor for "old corrugated cardboard";

- / a second compacting unit for general non-organic trash; and
- / all recyclable paper, plastic, cans and bottles are separated, stored and shipped to a recycling facility on a regular basis.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy 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 encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, among others:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
 - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; 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;
 - 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; [and]
 - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs[.]
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 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.
- 1.1.3.6 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

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

The proposed development is located within the City of Ottawa settlement area, on a serviced lot, in close proximity to the proposed Cambrian Transitway station. The site presents an opportunity for efficient use of land in proximity to existing and proposed residential, commercial, and institutionally zoned development. The proposed development will incorporate adequate pedestrian connections from the future Greenbank Road right-of-way, thereby encouraging active transportation to and from subject property.

The proposed development introduces another grocery store option into a serviced area, which provides economic competitiveness for residents on products required to meet basic needs. The retail food store and additional commercial uses provide an increased range of products and services in proximity to local residents. The proposed commercial uses will also provide a range of employment opportunities in the neighbourhood.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.

Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development responds to the Strategic Directions of the Official Plan by developing a large greenfield property located in a serviced settlement area adjacent to and surrounded by the City's existing built-up area. The proposed development of the subject property will locate greater commercial density and create new jobs in an area with existing residents, supporting reduced vehicle trip lengths.

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

4.2.3 Transect and Land Use Designation

Suburban Transect

The subject property falls under the 'Suburban Transect' on Schedule A – Transect Policy Area of the Official Plan, as seen in Figure 10. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt and is characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus in the suburban transect is to complete those neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhoods.



Figure 10: Subject Property on Schedule A – Transect Policy Areas of the Official Plan.

Policy 2a of Section 5.4.1 states that development shall be low-rise within Neighbourhoods in the Suburban Transect.

Policy 1 of Section 5.4.4 states that greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- b) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures.

The proposed low-rise development is strategically located close to existing and planned residential neighbourhoods and a planned bus rapid transit corridor and station. The proposed development’s walkway connections to planned sidewalks along Cambrian Road and Greenbank Road will encourage pedestrian access to and from the site. The subject property’s proximity to two (2) existing or planned arterial roads, along with the proposed access being located as far away as possible from the intersection of the two (2) arterial roads, will allow for safe and appropriate traffic flow and capacity.

Neighbourhood Designation

The subject property is designated as ‘Neighbourhood’ with an ‘Evolving Neighbourhood’ Overlay on Schedule B6 – Suburban (Southwest Transect) of the Official Plan, as seen in Figure 11. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development; where the Evolving Overlay applies, development should result in the gradual well-planned transformation of the neighbourhood.

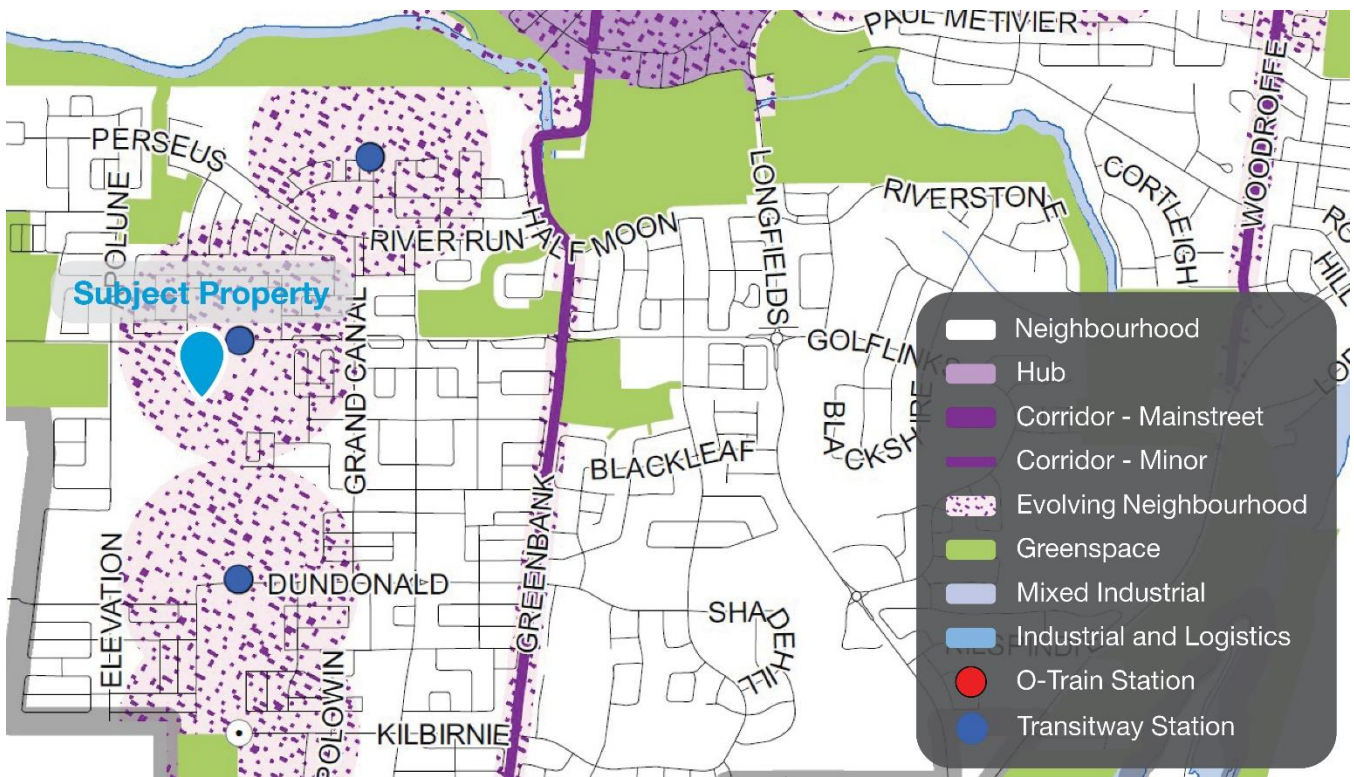


Figure 11: Subject property on Schedule B6 – Suburban (Southwest) Transect of the City of Ottawa Official Plan.

Policy 2 of Section 6.3.1 states that permitted building heights in Neighbourhoods shall be Low-rise.

Per Policy 4(e) of Section 6.3.3, the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including limited large-scale non-residential uses and include office-based employment, greenspace, largescale institutions and facilities and other smaller institutional functions.

Policy 1 of Section 6.3.3 states that, where a new large-scale non-residential land use is proposed, the City will evaluate such development based on meeting all of the following criteria:

- a) The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation;
- b) The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;
- c) The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and
- d) A site design is provided in accordance with transect and overlay policies.

The proposed development's low-rise nature is suitable and integrates well within the Neighbourhood designation. The proposed large-scale non-residential development helps achieve the Official Plan's goal of guiding the evolution of neighbourhoods generally towards the model of 15-minute neighbourhoods by providing a retail food store and other commercial uses in close proximity to surrounding residential areas. The proposed development is also located adjacent to a future bus rapid transit network along the realigned Greenbank Road corridor.

Evolving Overlay

The Evolving Neighbourhood Overlay is applied generally to areas within 150 metres of Hubs and Corridors and to lands within a 400-metre radius of a rapid transit station to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The proposed development does not represent an intensification project as it consists of the development of a greenfield property with commercial uses. However, the proposed development contributes the Evolving Overlay's overarching goals by allowing for more diverse functions of land in the Barrhaven South area and providing commercial uses that may help support a greater future population density.

4.2.4 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Policy 3 of Section 4.6.5 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Policy 4 of Section 4.6.5 states that development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed buildings share common accesses and parking, emphasizing an efficiency in site design, while locating the primary loading area to the rear of Building B. Both buildings are proposed to abut existing or future rights-of-way, thereby limiting the amount of surface parking adjacent to the public realm. The proposed development also demonstrates accessibility by providing an appropriate amount of accessible parking spaces (per the City's Accessibility Design Standards) which are in proximity to building entrances.

Policy 5 of Section 4.6.6 states that, where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
- b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
- d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

Per Policy 6 of Section 4.6.6, low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed shopping centre development locates both buildings along planned or existing public streets, with store entrances being easily accessible via direct pedestrian connections from the nearby rights-of-way. Façade treatments

are upgraded with signage, glazing, and variations in materiality where abutting the public realm. The proposed low-rise buildings will integrate well with the surrounding context.

4.2.5 Generally Permitted Uses – Retail Food Store

Certain land uses are considered to be characteristic and supportive of the daily life and functioning of the applicable designation. For convenience, these uses have been grouped as generally permitted uses and shall be generally permitted.

Policy 1 of Section 4.11 states that food is a basic requirement for a healthy, walkable 15-minute neighbourhood, and the Zoning By-law shall facilitate provision of food sales, preferably through grocery stores, in order to ensure residents live within close proximity to food within the Downtown, Inner Urban, Outer Urban and Suburban Transects and within Villages in the Rural Transect.

Retail food store is a generally permitted use per the Official Plan. The proposed development will locate a retail food store and other commercial occupancies in close proximity to residential neighbourhoods that are currently underserved by retail and personal and professional services.

Overall, the proposed development conforms to the policies of the City of Ottawa Official Plan.

4.3 Barrhaven South Community Design Plan

The purpose of the Barrhaven South CDP, which was approved by Council in September 2006, is to provide a framework for the development of the Barrhaven South community, which fulfills the policy directions outlined in the City's Official Plan. More specifically, the CDP establishes a wide range of design guidelines and development principles with respect to land uses, street systems, parks and greenspace, the community core, employment area, institutional uses, and residential lot and building configuration.

4.3.1 Land Use Designation

The subject property is designated 'Community Core' on the Land Use Plan of the Barrhaven South Community Design Plan, as seen in Figure 12. The purpose of the Community Core land use category is to provide an area that will be the "heart" of the Barrhaven South community. This area is located where the key transportation routes of the community intersect, and where commercial activities and services will be concentrated. The intent for this area is to meet the commercial and personal service needs of the community in an intimate, human-scale and pedestrian-friendly atmosphere.

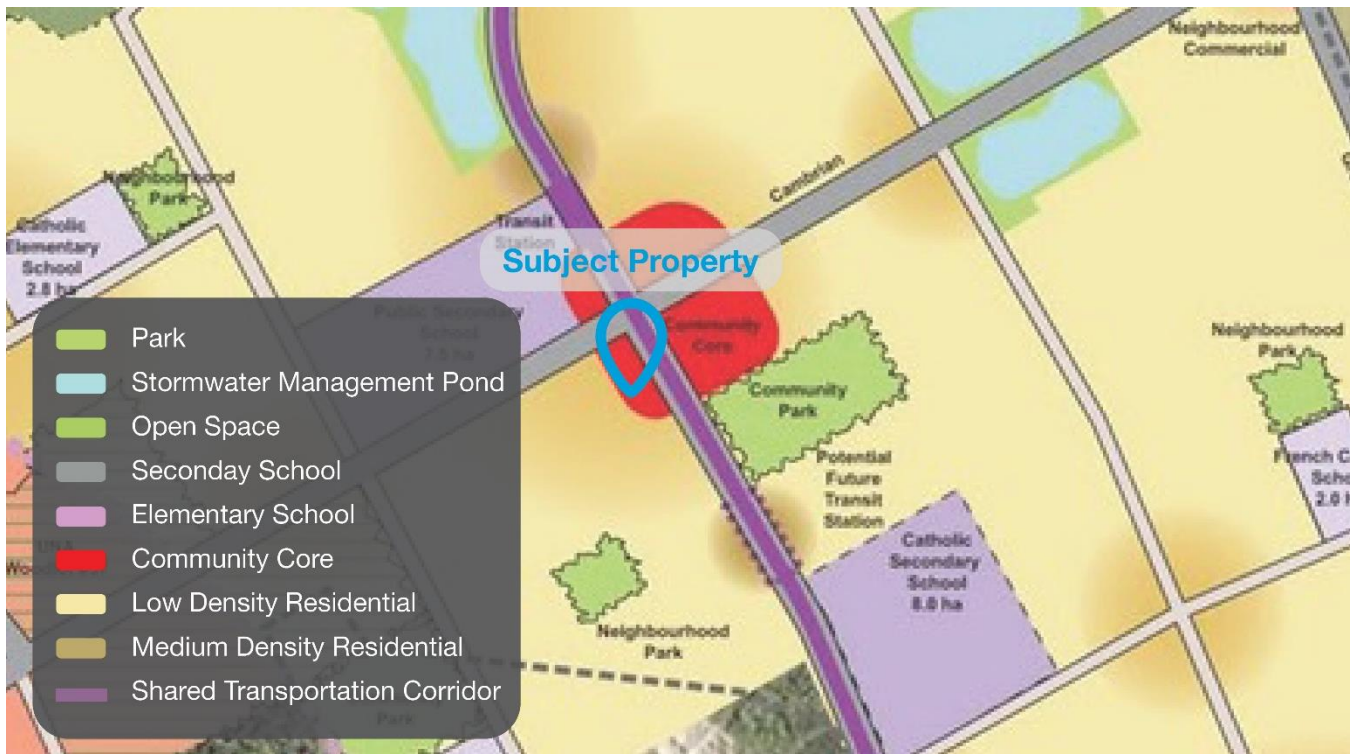


Figure 12: Subject property on the Land Use Plan of the Barrhaven South Community Design Plan.

Permitted uses include:

- | | | |
|--|--|---|
| <p>/ Commercial and service uses:</p> <ul style="list-style-type: none"> - Retail stores, - Food stores, - Restaurants, - Personal service uses, - Financial institutions, - Business, medical and professional offices, and - Entertainment and recreation uses. | <p>/ Civic uses, such as:</p> <ul style="list-style-type: none"> - Community centres, - Gymnasiums, - Municipal offices, and - Libraries. | <p>/ Residential uses, such as:</p> <ul style="list-style-type: none"> - Live/work units, and - Low-rise and mid-rise apartments. |
|--|--|---|

Automobile-related uses, such as gas stations or drive-through uses, will not be permitted within the Community Core land use category.

The proposed development is permitted under the CDP, as the 'Community Core' land use designation permits 'Food stores' and 'Retail stores' (along with various other commercial uses). The addition of the retail food store in the Community Core and other commercial occupancies will help meet the commercial and personal service needs of the community.

4.3.2 Employment Targets

Four (4) sub-planning areas have been identified in order to identify and track density targets and unit mix over time. The subject property falls under the 'Area 3' sub-planning area, as seen in Figure 13. The density targets include:

- / The projected overall density for the Barrhaven South Community,
- / Unit targets and mix for each of the four (4) sub-planning areas,
- / Projected population by sub-planning area, and
- / Employment projections.

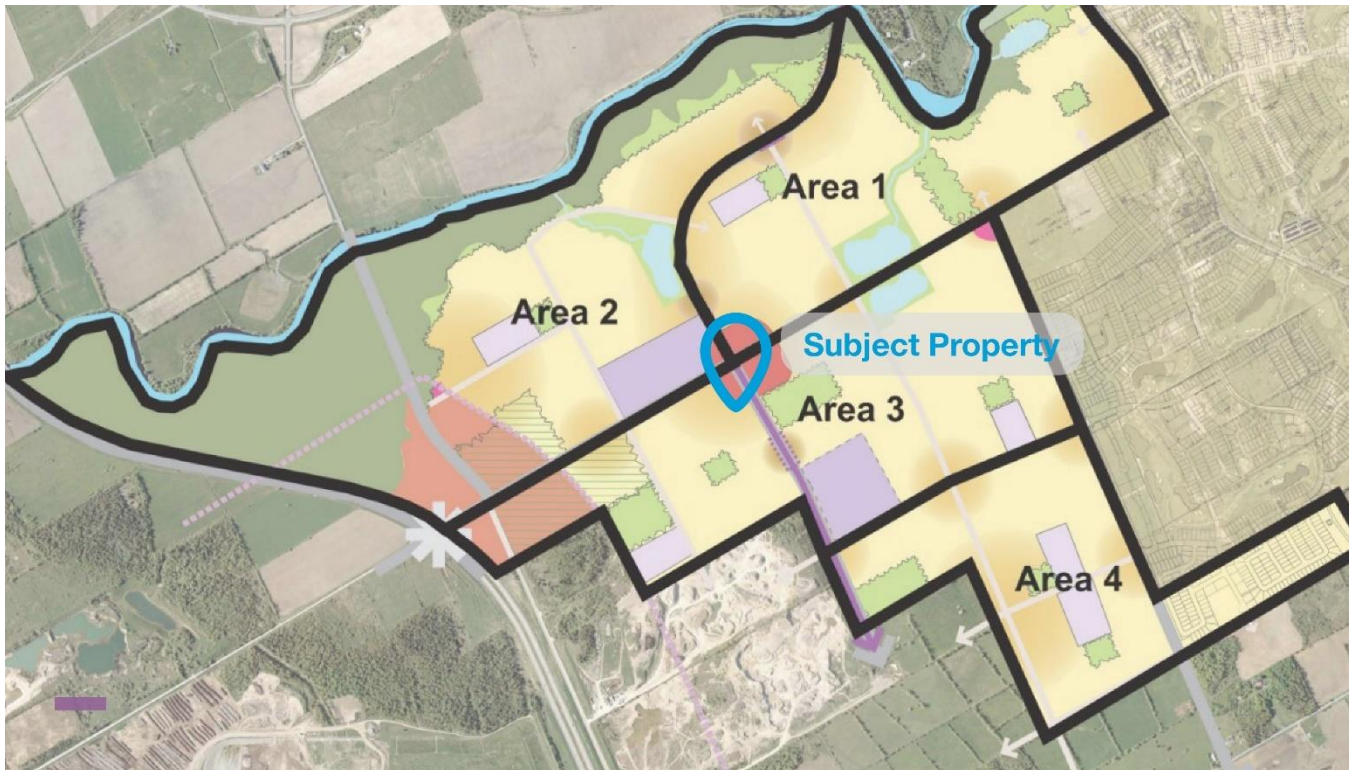


Figure 13: Subject property on Sub-Planning Areas – Demonstration Plan of the Barrhaven South Community Design Plan.

As the proposed development is non-residential in nature, only the employment projections will apply to the proposed development. The employment projection for the 'Community Core + Neighbourhood Commercial' designation under the 'Area 3' sub-planning area is 204 jobs.

The proposed development will help meet the CDP's employment targets by providing several jobs within the Community Core designated area.

4.3.3 Community Design Guidelines

While many of the community design guidelines outlined here are common to all developing communities, they have been interpreted in the context of Barrhaven South, addressing its unique physical context and setting, the range of proposed uses and the opportunities that exist to capitalize broadly on the amenities and features of this new community.

To this end, the design guidelines have been organized in layers that address the broadest aspects of the public realm first:

- / The overall community identity,
- / Streets,
- / Parks and greenspace, and
- / The community core.

These broad, community-wide considerations are then followed with design guidelines related to specific land uses:

- / The Residential Areas,
- / Employment and Retail Areas, and
- / Institutional Uses

The proposed development meets the following guidelines:

General Guidelines for Overall Community Identity

- / Buildings will be 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 (Guideline 6.2.7);
- / Neighbourhood and building design should consider and incorporate, where possible, measures that promote accessibility. This can be done through the planning and design of linkages and the parks network, and the design and construction of commercial, industrial, institutional and residential buildings (Guideline 6.2.8).

Community Core

- / Create a strong architectural statement throughout the Community Core, in particular for those buildings framing the intersection of Greenbank Road and Cambrian Road (Guideline 6.5.1);
- / Building setbacks are intended to be close to lot lines with direct access from the sidewalk adjacent to the street (Guideline 6.5.2);
- / Ensure that corner buildings have similarly articulated façades on both streets. Increased massing is desirable at corner locations (Guideline 6.5.4);
- / 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 (Guideline 6.5.8);
- / Overall visual interest should be coordinated through the use of plantings, decorative paving, site furniture, signage and lighting (Guideline 6.5.11);
- / All development at grade will be pedestrian-oriented and barrier-free (Guideline 6.5.15);
- / Sidewalk depths should be maximized along storefronts to enhance the pedestrian environment and accommodate building projections and amenities (Guideline 6.5.18);
- / Signage should complement the architectural style, scale and proportions of the building(s) (Guideline 6.5.21);
- / Service and loading areas should be located so that they are not visible from the street and will be screened from the public realm. Waste and recycling receptacle areas ideally should be located within buildings (Guideline 6.5.26);
- / All utility, transformers and HVAC equipment should be screened from the street and adjacent properties (Guideline 6.5.29).

The proposed development advances a significant number of building, parking, pedestrian, signage, and servicing community design guidelines through strategic site placement on a constrained site.

Overall, the proposed development conforms with the intent of the Barrhaven South Community Design Plan.

4.4 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station

and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community (Guideline 3);
- / Lay out new pedestrian connections, permitting pedestrian movement throughout the site (Guideline 4);
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16);
- / Design access driveways to be shared between facilities (Guideline 36);
- / Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes (Guideline 38);
- / Design parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access (Guideline 41); and,
- / Locate loading areas off the street and behind the buildings (Guideline 43).

The proposed development responds to the relevant Transit-Oriented Development Guidelines from a shopping centre perspective.

4.5 Urban Design Guidelines for Large-Format Retail

Approved by Council in May 2006, the Urban Design Guidelines for Large-Format Retail provides urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of large format retail stores. The proposed development achieves several of the guidelines, including:

- / Orient the long side of each building to be parallel to the public street (Guideline 3);
- / 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 (Guideline 6);
- / Locate front doors to be visible, and directly accessible, from the public street (Guideline 9);
- / 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 (Guideline 10);
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances (Guideline 12);
- / Provide unobstructed pedestrian walkways that are a minimum 2.0 metres wide along any façade with a customer entrance, along any façade 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 (Guideline 14);
- / 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 (Guideline 20);
- / Provide a minimum 3.0 metre wide landscaped area, which may include a solid wall or fence in addition to planting, at the edges of sites that are adjacent to residential or institutional properties (Guideline 29);
- / Landscape any area between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to public sidewalks (Guideline 31);

- / Allow for retailer brand identification where there are multiple buildings and uses on a site, but avoid individual corporate image, colour, and back-lit signs from dominating the site (Guideline 39);
- / Design sign illumination to be task-oriented and avoid glare/light spillover toward adjacent land uses (Guideline 40);
- / Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area (Guideline 41);
- / Eliminate visual clutter (Guideline 42);
- / Enclose all utility equipment within buildings or screen it from both the public street and private properties to the rear and ensure that noise is attenuated. This includes utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors (Guideline 45);
- / Share service and utility areas between different users within a single building or between different buildings, to maximize space efficiencies (Guideline 46);
- / Design garbage enclosures that are external to the building with the same materials as the building and ensure that the wall height is sufficient to completely conceal garbage dumpsters (Guideline 47);
- / Design secondary doors, such as emergency exit doors, to blend in with the building façade (Guideline 51).

The proposed development positively addresses several of the City's Urban Design Guidelines for Large-Format Retail.

4.6 Barrhaven South Community Core Concept Plan and Design Framework (2015)

The Barrhaven South CDP stipulates that a Community Core Concept Plan and Design Framework be prepared prior to land development within the 5.9 hectare Community Core. In 2015, Fotenn prepared this document, which contains guidelines to help shape a distinct community core for the Barrhaven South Community. This document provides direction for built form, architecture, streetscape, and the pedestrian realm.

The subject property is located within the designated Community Core (Figure 14).



Figure 14: Excerpt from the Concept Plan of the Community Core surrounded by residential mix and institutional uses (subject property outlined in blue)

The proposed development nonetheless meets some of the Concept Plan and Design Framework guidelines, such as the following:

- / Development shall be between 1 and 6 storeys in height, primarily located along the street edges. 1.5 storey buildings are 1 storey buildings that will be articulated to provide visual height (1.1);
- / Reduce building setbacks for street facing buildings (max 3m). Setbacks can be increased to accommodate strategic public spaces (1.4);
- / Longer building facades shall be broken up to include a variety of architectural treatments to give the impression of multiple smaller occupancies. This will add interest to the pedestrian realm (1.10);
- / Buildings should be articulated to enhance the street corner. Treatments could include building setbacks (max 3m), a 45 degree cut, or the inclusion of a public amenity space such as seating and patios to further augment the pedestrian realm (1.11);
- / Signage shall also be located and designed to enhance the architectural theme, scale, and proportions and minimize stand alone signs (1.13);
- / Provide a landscaped area (3m +/-) where the community core is abutting a residential or institutional use (2.3);

- / Sidewalk depths should be maximized along store frontages to accommodate pedestrian amenity space i.e. patios, benches, planters, etc. (2.9);
- / All development at grade shall be pedestrian-oriented and barrier free (3.4);
- / Designated parking spaces for environmentally-friendly vehicles is encouraged in parking areas (4.1);
- / Parking will not be permitted abutting the public realm at the future intersection of Cambrian and Greenbank roads (4.5);
- / All servicing, utility, loading, and mechanical equipment shall be screened from the public eye as much as practically possible (5.3);
- / Waste and recycling shall be screened or located within buildings where possible (5.4);

The proposed development positively addresses several of the Barrhaven South Community Core Concept Plan and Design Framework guidelines.

4.7 City of Ottawa Zoning By-law (2008-250)

The subject property is zoned General Mixed-Use Zone, Exception 1628 (GM[1628]). The purpose of the General Mixed Use Zone is to:

- / Allow residential, commercial and institutional uses, or mixed use development;
- / Limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / Permit 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 the anticipated impacts are adequately mitigated or otherwise addressed; and
- / Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.



Figure 15: Zoning map of the subject property (outlined in blue) and surrounding area.

Permitted non-residential uses in the GM zone include the following:

- / animal care establishment
- / animal hospital
- / artist studio
- / bank
- / bank machine
- / catering establishment
- / click and collect facility
- / community centre
- / community health and resource centre
- / convenience store
- / day care
- / diplomatic mission
- / drive-through facility
- / emergency service
- / funeral home
- / home-based business
- / home-based day care
- / instructional facility
- / library
- / medical facility
- / municipal service centre
- / office
- / payday loan establishment
- / personal brewing facility
- / personal service business
- / place of assembly
- / place of worship
- / post office
- / recreational and athletic facility
- / research and development centre
- / residential care facility
- / restaurant
- / retail food store
- / retail store

- / service and repair shop
- / shelter
- / storefront industry
- / technology industry
- / training centre
- / urban agriculture

Urban Exception 1628 also applies to the subject property. The exception prohibits the following land uses:

- / Funeral parlour
- / Drive through facility
- / Place of worship
- / Technology industry
- / Research and development industry

Urban Exception 1628 also includes site-specific provisions relating to a variety of performance standards encouraging greater built form density, including increased maximum building height, removal of FSI restrictions, elimination of minimum front and corner side yard setbacks for mixed-use buildings, and elimination of minimum landscaped areas.

The proposed retail food store use is permitted in the GM[1628] zone. Although the exact occupancies in Building B have not yet been determined, the GM[1628] zone permits several types of commercial uses that will be appropriate for the proposed building.

The proposed development's compliance with applicable performance standards is outlined in the table below.

Table 1: GM[1628] Zone Provisions

Provisions	Requirement	Provided	Compliance
Minimum Lot Width	No minimum	70.4m	YES
Minimum Lot Area	No minimum	15,100 square metres (1.51 Ha)	YES
Minimum Front Yard Setback	3m	5.2m	YES
Minimum Interior Side Yard Setback (West)	For a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone: 5m	9.9m	YES
Minimum Interior Side Yard Setback (East)*	For a non-residential building from any portion of a lot line not abutting a residential zone: 0m	0.4m	YES
Minimum Rear Yard Setback	From any portion of a rear lot line abutting a residential zone: 7.5m	21.8m	YES
Maximum Building Height	24m, 6 storeys	8.1m	YES
Minimum Landscape Area	No minimum landscaped areas, except that where a yard is provided and not	Yards not used for driveways, aisles,	YES

Provisions		Requirement	Provided	Compliance
		used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	parking, or loading spaces are landscaped.	
Location of Parking		In the GM zone, no person may park a motor vehicle: <ul style="list-style-type: none"> / In a required front yard; / In a required corner side yard; / In the extension of a required corner side yard into a rear yard. 	Parking located more than 3m from the front lot line	YES
Outdoor Refuse Collection		All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: <p>Located at least 9.0m from a lot line abutting a public street</p> <p>Screened from view by an opaque screen with a minimum height of 2.0m (or soft landscaping)</p>	9.0m <p>Proposed soft landscaping will screen earth bins adjacent to Building B.</p>	YES
Parking Requirements		Area C: Shopping Centre (3,929m ²): 3.6 per 100 square metres of gross leasable floor area: 141	181	YES
Vehicle Parking Space Dimensions		Must be 2.6m-3.1m by (min.) 5.2m <p>Up to 40% of required parking may be 2.4m x 4.6m</p>	5.5m x 2.7m	YES
Bicycle Parking		Shopping Centre (1 per 500 square metres of GFA): 7 spaces	8 spaces	YES
Drive Aisle Width (Double Traffic Lane)	Parking Lot	Driveway: Minimum 6.0m Drive Aisle: Minimum 6.7m	6.7m	YES

Provisions	Requirement	Provided	Compliance
Loading Spaces Rates and Provisions	Shopping Centre: 1 space per 2000-4999 square metres (3,687 square metres): 1	4 Loading Spaces	YES
Regular Loading Space Dimensions	3.5m by 7m	3.5m by 9m	YES
Minimum Width of Aisle Accessing Loading Space	For a 60 to 90 degree angle of aisle accessing loading space: 9m (standard size) 17m (oversized space)	Required loading spaces have a minimum drive aisle width of 9m Oversized space: > 17m	YES
Oversized Loading Spaces	½ of required spaces	1	YES
Oversized Loading Space Dimensions	4.3m by 13m	4.3m by 13m	YES

*It should be noted that the subject property currently abuts a lot line to the east which will become a public right-of-way (realigned Greenbank Road) in the future. Given that this is currently a parcel that is not yet an opened right-of-way, the lot line condition to the east should be considered to be an interior side lot line at the time of submission of this application. Since the City-owned parcel that consists of the unopened future right-of-way is zoned “Development Reserve” (DR), there is no minimum required setback from the subject property’s lot line abutting this parcel; therefore, the proposed 0.4-metre setback from the east interior side lot line and the proposed placement of parking spaces at a minimum distance of 2.6 metres from the east interior side lot line are compliant with the existing zoning.

It should be recognized that the above is only an interim condition, and that the City intends to construct a public street along the abutting parcel to the east in the future. The GM[1628] zone requires a three (3) metre setback from a corner side lot line, which will be the condition for the subject property’s east lot line upon the opening of the realigned Greenbank Road right-of-way. The proposed 0.4-metre setback allows for the construction of a building wall that will appropriately frame the public realm at a human scale with an upgraded building façade. Further, Urban Exception 1628 notes that there are no minimum required front or corner side yard setbacks for mixed-use buildings. Although the proposed retail food store is not a mixed-use building, it will similarly frame the street with a visually interesting building wall and provide and greater proximity to active transportation users. The proposed 0.4-metre setback is thus considered appropriate. Meanwhile, the proposed parking layout, which will encroach into a future required corner side yard, will allow for the supply of sufficient parking and the provision of based on industry standards for the type of development proposed. Visual impacts related to the parking lot can be mitigated through landscaping.

The proposed development meets the above-noted zoning provisions for the subject property. Compliance with all applicable zoning provisions will be confirmed through the City’s Site Plan Control application technical review process.

5.0 Supporting Studies

5.1 Site Servicing and Storm Water Management Report

Parsons Inc. was retained by Loblaw Properties Limited to provide engineering services for the proposed development through a Site Servicing and Storm Water Management Report, dated May 2023. The purpose of the report was to summarize the proposed site servicing, grading and drainage design, document the proposed method of attenuating stormwater runoff from the subject site, and the measures to deal with erosion and sediment control measures to be undertaken during construction. Stormwater management items addressed included the following:

- / Establishing the allowable post-development release rate from the site;
- / Calculating the post-development runoff from the site;
- / Determining the required on-site stormwater storage volume and storage area.

The report concludes that the 100-year storm event peak flow will be controlled to an allowable discharge of 347.6 L/s. Stormwater storage is provided up to and including the 100-year storm in underground chambers and on building rooftops prior to discharging to the municipal storm sewer system. On-site stormwater quality treatment is not required as this site is part of the area serviced by the Clarke Pond.

The water servicing of the building addition will be provided by a new on-site 200mm watermain with two new fire hydrants. The maximum fire flow of the two proposed buildings was estimated at 83.0 L/s. A water model was used to confirm that adequate pressure in the system could be maintained during a fire flow demand. However, pressure in the City system during average day demands is too high and will trigger the addition of pressure reducing valves inside the buildings.

The sanitary servicing of the site will be provided by an on-site sanitary sewer connected to the existing 500mm sanitary along Cambrian Rd. The peak sanitary flow for the proposed development, including infiltration, is calculated to be 0.67 L/s.

Grading and drainage measures will ensure proper drainage of the site, while erosion and sediment control measures will minimize downstream impacts due to construction activities.

5.2 Geotechnical Investigation

Toronto Inspection Ltd. was retained by Loblaws Properties Limited to conduct a Geotechnical Investigation for 3850 Cambrian Road and 3845 Cambrian Road (the subject property), dated November 13, 2018. The purpose of the geotechnical investigation was to determine the subsoil and groundwater conditions within the two parcels, based on the information obtained at the boreholes and provide recommendations for the design and construction of the structure. In particular, geotechnical data was to be provided for:

- / General founding conditions
- / Foundation design bearing pressures
- / Construction recommendations
- / Excavation recommendations

A total of twelve sample boreholes were drilled on the site, with boreholes BH-7 to BH-12 being drilled on the subject property. The majority of the boreholes were drilled using a track-mounted drill rig, equipped with hollow stem augers, sampling rods and a drop hammer, supplied by a specialist drilling contractor, while BH-11 and BH-12 were drilled through mud drilling.

The report offered engineering design recommendations for the following categories:

- / Site preparation;
- / Foundation design;
- / Floor slab construction;
- / Earthquake consideration;
- / Excavation and backfilling;
- / Pavement construction;
- / Impervious collars on sub-surface storm and sewer pipes; and
- / Minimum planting distances.

Overall, the report recommended that all geotechnical aspects of the project be reviewed and confirmed under the appropriate geotechnical supervision, to routinely check such items.

5.3 Transportation Impact Assessment

CGH Transportation was retained by Loblaw's Properties Limited to prepare a Transportation Impact Assessment according to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines. The following summarizes the analysis and results presented in this TIA report:

Proposed Site and Screening

- / The proposed site includes a 34,496 sq. ft. of grocery store and a 5,050 sq. ft. of retail store totaling 39,546 sq. ft
- / The concept plan includes one new full-movement access on Cambrian Road in the interim condition
- / In the ultimate condition, a right-in/right-out access is proposed on Re-Aligned Greenbank Road corridor, and the access on Cambrian Road will be two right-in/right-out access
- / The development is proposed to be completed as a single phase by 2025
- / The trip generation and location triggers were met for the TIA Screening

Existing Conditions

- / Cambrian Road is an arterial road, and River Mist Road and Apolune Street are collector roads in the study area
- / Sidewalks are provided on both sides of Cambrian Road east of Seeley's Bay Street, River Mist Road, and Apolune Street and on the west side of Grand Canal Street
- / Paved shoulders are provided on both sides along Cambrian Road between Borrisokane Road and Cambrian Road at Apolune Street/Elevation Road
- / Re-Aligned Greenbank Road will be a spine cycling route, and Cambrian Road, Apolune Street, and River Mist Road are local route
- / The Transportation Master Plan Part 1 identifies Re-Aligned Greenbank Road for designation as a crosstown bikeway
- / Within the study area, there are a total of two collisions during the 2016-2020 time period, and no further collision review is required as part of this study
- / During peak hours in the existing conditions, the study area intersections operate well

Development Generated Travel Demand

- / The proposed development is forecasted to produce 105 two-way people trips during the AM peak hour and 320 two-way people trips during the PM peak hour
- / Of the forecasted people trips, 68 two-way trips will be vehicle trips during the AM peak hour and 152 two-way trips will be vehicle trips during the PM peak hour based on a 74% (61%) modal share target
- / Of the forecasted trips, 10% are anticipated to travel north and the west, 50% to the east, and 30% to both the south
- / The proposed trip generation rates and modal shares are consistent with the surrounding area context and do not unduly impact the surrounding road network

Background Conditions

- / The signalized intersection of Cambrian Road at Apolune Street/Elevation Road, including the planned auxiliary lanes will be analyzed at all future horizons
- / All growth is assumed to be captured within the background development; therefore, no annual growth rate will be applied
- / Within the study horizons, a temporary road will be constructed on the south leg of the Cambrian Road at future Re-Aligned Greenbank Road intersection to serve as interim access for the future grocery site on the southeast quadrant of the intersection
- / The background conditions identify capacity constraints related to the intersection control at the Cambrian Road at River Mist Road intersection
- / The capacity issues at Cambrian Road at River Mist Road and at Grand Canal Street are due to the background developments and are considered the responsibility of the City
- / In the short term, motorist behavior may start to change to take alternative routes through the community to avoid these constraints
- / Ultimately, the signalization of the intersections would be a local improvement for operations at these intersections, and more regional solution is the Re-Aligned Greenbank Road implementation south beyond Cambrian Road

Development Design

- / The proposed development is a retail development with surface parking for both automobiles and bicycles
- / Future pedestrian and cycling facilities along Cambrian Road and future Greenbank Road are planned to be provided beyond the study horizon
- / Two loading zones are provided within the development
- / The delivery trucks and garbage collection vehicle turning templates during the interim condition were reviewed to confirm movements will be permitted on site
- / The proposed bus stop on the future Re-Aligned Greenbank Road may need to be shifted approximately 5.25 metres north of the proposed location
- / Access #1 is approximately 65 metres from the future Re-Aligned Greenbank Road and Cambrian Road intersection, and cannot be located further away from the intersection, therefore considered acceptable
- / Access #2 would be located within 40 metres of the future Re-Aligned Greenbank Road and Cambrian Road intersection
- / The right-in/right-out restrictions on the future access conditions necessitate accesses be provided on both Cambrian Road and Re-Aligned Greenbank Road
- / The interaction between the bus stop and access was considered and it was preferred to limit the interaction of vehicles weaving around a stopped bus to enter the driveway

- / On the north side of Cambrian Road, the 3850 Cambrian Road development has an access proposed approximately 30 metres to the west of Access #1, and general automobile and larger truck (garbage truck) movements will have no overlap in travel sweeps

Parking

- / The site provides a total of 181 vehicle surface parking spaces and at least 8 bicycle parking spaces
- / The minimum parking requirements are satisfied

Boundary Street Design

- / Cambrian Road does not meet the pedestrian MMLOS targets and needs less than 30 km/h operating speed
- / Cambrian Road does not meet the bicycle MMLOS targets in the existing condition but will be met in the future condition
- / No mitigation for the boundary street design of Cambrian Road is required as part of this application and require higher level City adjustments to the road operations, such as speed limits
- / Future Re-Aligned Greenbank Road will not meet the pedestrian MMLOS target and needs at least 2 metre-wide of sidewalk and boulevard, and should be rationalized through the City's design team

Access Intersections Design

- / The site accesses are proposed to be 6.7-metres-wide and operate with minor approach stop-controlled
- / Once the Re-Aligned Greenbank Road is constructed by the City, the Access #2 can be opened and both accesses will operate as right-in/right-out
- / The throat length requirement of 25.0 metres, per TAC, will be met at Access #1
- / The throat length of Access #2 will depend on the final design for Re-Aligned Greenbank Road and is expected to be between 10 and 15 metres.
- / No concerns are noted with the proposed configurations and are considered to meet the intentions of TAC in function and future operations
- / Access #1 operates well and no issues are noted

TDM

- / Supportive TDM measures to be included within the proposed development should include:
 - Provide a multimodal travel option package to new/relocating employees
- / Providing more than the minimum bicycle parking required will help in achieving the mode shares for the proposed development and is recommended

Transit

- / The proposed development is anticipated to generate an additional 1 AM and 4 PM peak hour two-way transit trips
- / The existing transit service is expected to be accommodate these increased riders and be predominantly localized trips within Barrhaven South
- / Negligible impacts are noted on the transit movements and no decrease in transit LOS at the study area intersections are noted as a result of forecasted site-generated traffic
- / It is expected that the local transit service may be reconfigured or improved by the City once the Re-Aligned Greenbank Road and Cambrian Road widening are completed, and it is outside of the study horizons

Network Intersection Design

- / The capacity issues are due to the background developments and are considered the responsibility of the City to address through DC funding
- / No changes on the intersections within the study area are required
- / No change to the existing signalized control is recommended for the network intersections
- / The MMLOS targets will not be met the pedestrian and bicycle LOS at the intersections of Cambrian Road at Apolune Street/Elevation Road in the future conditions within the study horizon years
- / Cambrian Road at Apolune Street/Elevation Road would require crossing distances of a maximum of two lane-widths per crossing and protected left-turn on each approach to meet the PLOS at this intersection
- / Cambrian Road at Apolune Street/Elevation Road would require improved left-turn configurations on each approach to meet the BLOS at this intersection
- / The City will be responsible for exploring options to address the area PLOS and BLOS deficiencies for Cambrian Road at Apolune Street/Elevation Road
- / The MMLOS review for the Re-Aligned Greenbank Road is considered a responsibility of the City and their current design exercise. As they are currently working through this design, any review within this study would be premature

The TIA concluded that from a transit perspective, the proposed applications proceed.

5.4 Phase I Environmental Site Assessment

EXP was retained by Loblaws Properties Limited to complete a Phase One Environmental Site Assessment (ESA) of the properties at 3845 and 3850 Cambrian Road. This Phase One ESA was conducted in accordance with the Phase One ESA standard as defined by O.Reg. 153/04, and in accordance with generally accepted professional practices.

Based on the Phase One ESA findings, a Phase Two ESA is not required. As such, a Record of Site Condition (RSC) can be filed for the subject property based on the Phase One ESA alone, should an RSC be a requirement in support of Site Plan approval.

6.0 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - A formal Pre-Application Consultation Meeting was held with City Staff and the applicant team on January 18, 2022.

- / Notification of Ward Councillor
 - An email was sent Councillor David Hill to inform him of the upcoming application.
 - The applicant team met with Councillor Hill on May 8, 2023, to discuss the proposed development.
 - The Ward Councillor will also be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.

- / City of Ottawa Public Notification Process
 - A 'Heads Up' notification to local registered community associations will be completed by the City of Ottawa during the application process.
 - Signs will be posted on the subject property by the City.

- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.

7.0 Conclusion

It is our professional opinion that the proposed Site Plan Control application to permit the development of the subject property with a shopping centre consisting of a retail food store and an additional commercial building constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing of an efficient, cost-effective pattern of development located in an area with available infrastructure and public service facilities. The proposed development will also positively contribute to a mix of uses in the area.
- / The proposed development complies with the 'Suburban Transect' and 'Neighbourhood' designations of the City of Ottawa Official Plan (2022) by proposing a shopping centre including a retail food store which integrates well into the surrounding low-rise context. The proposed development will provide commercial services and products in close proximity to existing and planned residential neighbourhoods.
- / The proposed development meets the intent of the Barrhaven South Community Design Plan by proposing a retail grocery store in the 'Core' designation, that additionally contributes to the employment density projections of the designation.
- / The proposed development meets several of the City's applicable Transit-Oriented Development Guidelines, Urban Design Guidelines for Large Format Retail, and Barrhaven South Community Core Concept Plan and Design Framework guidelines.
- / The proposed development meets the majority of the applicable requirements in the City of Ottawa Zoning By-law (2008-250). A future Minor Variance application or Minor Zoning By-law Amendment application will address the performance standard(s) requiring relief from the applicable zoning.
- / The proposed development is supported by technical studies and plans submitted as part of this application.

Sincerely,



Bipin Dhillon, MPA M.PL
Planner



Nico Church, MCIP RPP
Senior Planner