



Proposed Canadian Tire Retail Store Expansion

2501 Greenbank Road, Ottawa ON

**Application for Site Plan Control Application
and Minor Variance**

Planning Rationale and Design Brief

May 2023

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DOCUMENT CONTROL PAGE

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1.0 Introduction

Canadian Tire Real Estate Limited is proposing to expand its existing Canadian Tire Retail Store to include more retail and warehouse space. The existing Canadian Tire store is located at the north end of the Barrhaven Town Centre area in Ottawa, municipally known as 2501 Greenbank Road. The store is at the northeast corner of Strandherd Drive and Greenbank Road with the expansion proposed to take place towards the Strandherd Drive frontage. The expansion towards Strandherd Drive will replace the existing garden centre which are proposed to be relocated towards Greenbank Road within the existing surface parking area which will displace existing parking spaces.

Figure 1-1: Site location (2501 Greenbank Road) with property parcels indicated (GeoOttawa)



1.1 Requested Planning Approvals

A **Site Plan Control Amendment** application is being sought at this time to facilitate the proposed expansion and associated site modifications. An Application for **Minor Variance** will also be required to support a reduction in the current site-specific parking rate.

- Variance to Urban Exception 184, the site-specific parking rate, to be reduced from 355 to 309.

The complete application for Site Plan Control Amendment and Minor Variance includes the following supporting plans and studies:

- Site Plan, Floor Plan, and Building Elevations package, prepared by Turner Fleischer Architects.
- Plan of Survey, prepared by Annis, O'Sullivan, Vollebakk Ltd.
- Tree Conservation Plan and Landscape Plan, prepared by Douglas W. Kerr & Associates Ltd.
- Arborist Report, prepared by Thomson Watson Consulting Arborists Inc.
- Level 1B LRT Proximity Study, prepared by Parsons.
- Stormwater Management and Servicing Report, prepared by Parsons.
- Site Grading and Servicing Drawings, prepared by Parsons.
- TIA Screening Form, prepared by Parsons.
- Geotechnical Investigation Report, prepared by EXP Services Inc.
- Phase One ESA, prepared by GHD Limited.

The Design Brief is included as a section within this Planning Rationale report. A pre-consultation meeting was held with City staff on December 22nd, 2022. Prior to this meeting a Transportation Impact Assessment (TIA) Screening Form was completed for the project. This TIA Screening Form was revised per pre-consultation comments. An annotated checklist of required plans and studies is appended to this Planning Rationale and Design Brief report along with a confirmation from the City of Ottawa file planner that it is an accurate summary of the pre-consultation comments and subsequent email correspondence clarifying submission requirements.

2.0 Context

The site is located in Barrhaven, a southwest suburban community outside of the Greenbelt within the city of Ottawa, Ontario. The site is at the corner of Strandherd Drive and Greenbank Road, two arterial roads in Barrhaven.

The site is at the northern extents of the Barrhaven Town Centre, which primarily consists of commercial land uses to serve the adjacent and regional residential communities. The Canadian Tire site is surrounded by similar low-rise, commercial land uses with surface parking lots, often consolidated into commercial plazas, to the north and south. The site is also adjacent to residential land uses to the west (across from Greenbank Road) and adjacent to the bus Transitway to the east (to the rear of the site) (**Figure 1-1** and **Figure 2-1**).

The site is currently accessed from an existing right-in right-out on Strandherd Drive, as well as an existing shared access on Greenbank Road. The access to/from Greenbank Road is shared with adjacent commercial land uses north of the site. These existing commercial uses north of the site (south of Berrigan Drive) include a supermarket, restaurants and drive-thrus, pharmacy, some offices and health services, and associated surface parking.

Figure 2-1: Site Context (GeoOttawa, 2021 Aerial Base with labels added)



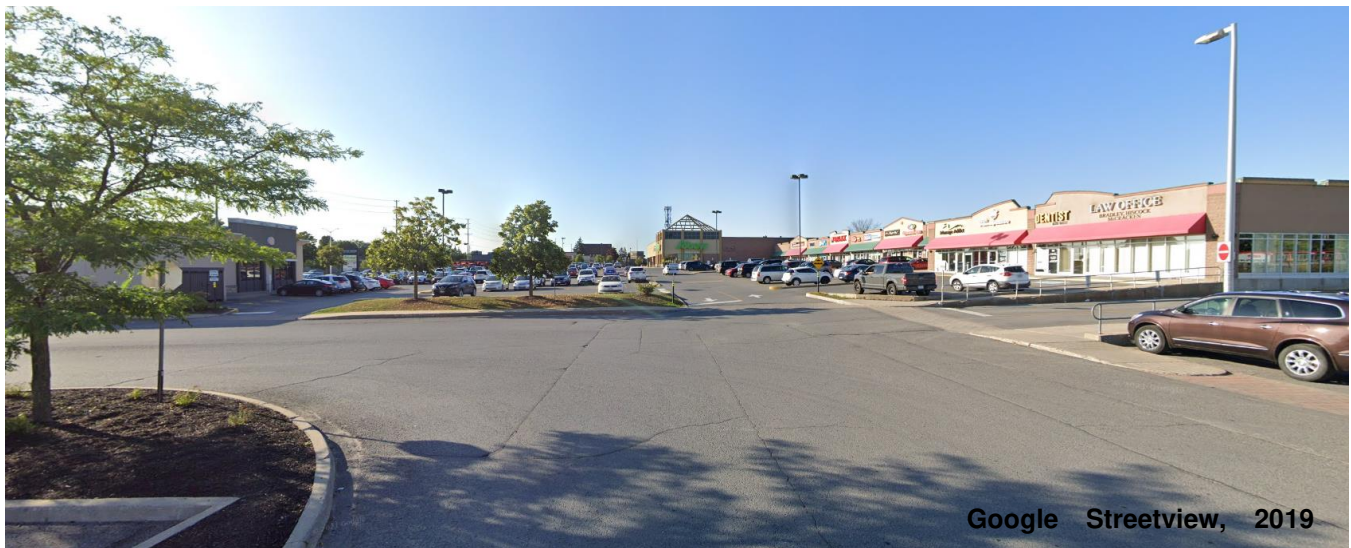
The existing Canadian Tire site façade as viewed from Greenbank Road is shown in **Figure 2-2** below. As shown, there is landscaping and generous boulevards facing Greenbank Road and the residential neighbourhood across from Greenbank Road.

Figure 2-2: Existing Canadian Tire site as viewed from Greenbank Road, facing east



The commercial land uses north of the site are shown in **Figure 2-3**.

Figure 2-3: Neighbouring commercial land uses north of the site, facing north



Commercial land uses to the south of the site, across the street from Strandherd Drive, are shown in **Figure 2-4**. These commercial land uses are also low-rise with surface parking lots and include clothing/goods stores, restaurants/drive-thrus, banks, etc. Further south is the Chapman Mills shopping centre, supermarkets, etc.

Figure 2-4: Commercial land uses south of the site, facing southwest across Strandherd Drive



The residential neighbourhood to the west of the site is located across the street from Greenbank Road and is primarily low-rise single family homes, typical of the suburban area development pattern. These residences are not accessed directly from Greenbank Road. The houses back onto Greenbank Road and there is a fence along Greenbank Road serving as a visual and noise barrier as shown in **Figure 2-5**.

Figure 2-5: Residential land uses west of the site, facing west across Greenbank Road.



The Canadian Tire site backs onto the Transitway, as shown in **Figure 2-6** and **Figure 2-7**. A direct pedestrian connection from the Canadian Tire site to the Standherd Transitway Station is provided at the north end of the site.

Figure 2-6: View of the Transitway, pedestrian pathway, site loading and parking spaces, facing east

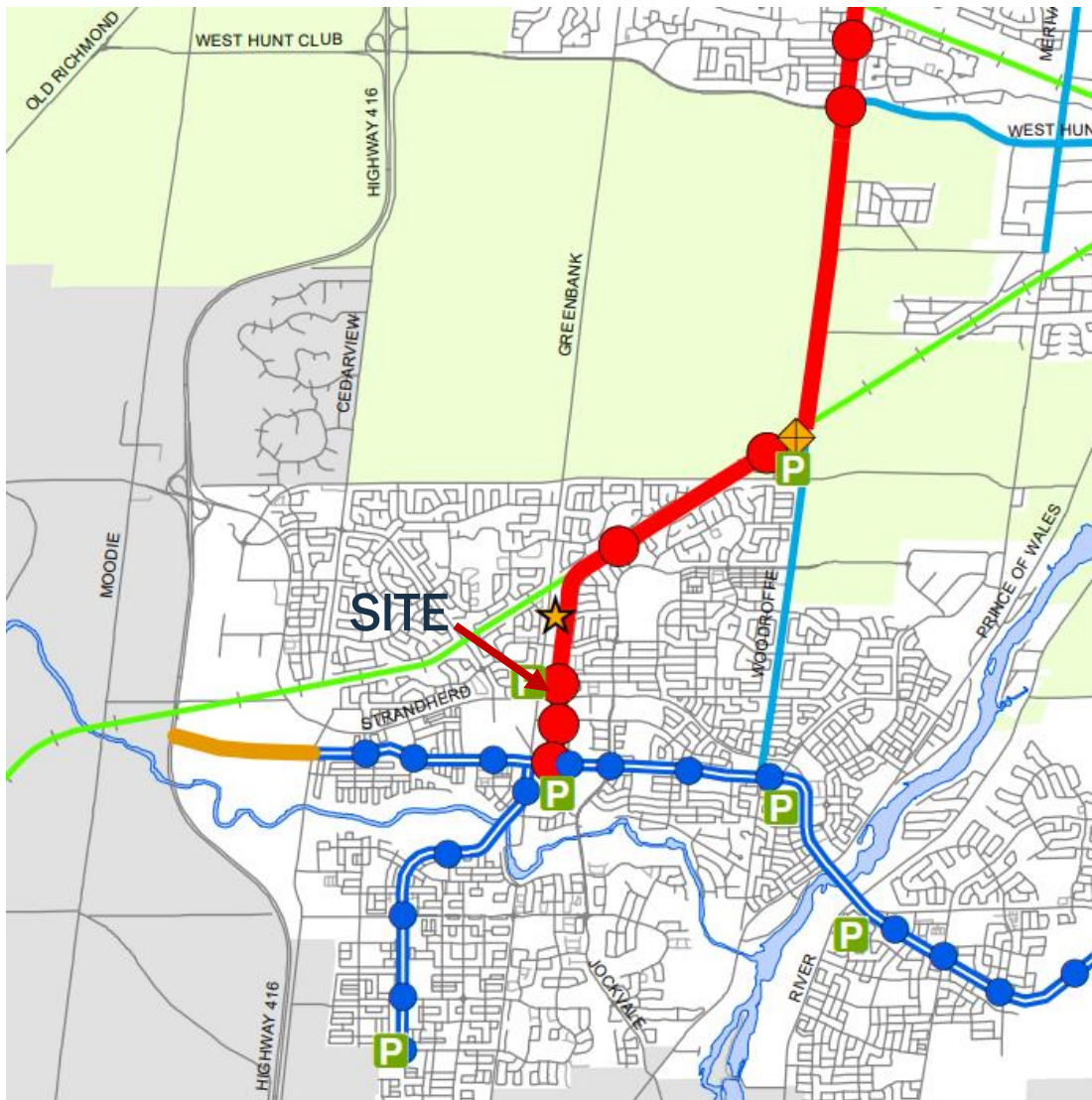


Figure 2-7: View of the Transitway and landscaping buffer towards the site, facing north



The Transitway is a bus rapid transit (BRT) corridor that is slated for eventual conversion into light rail transit (LRT) as part of Stage 3 LRT. **Figure 2-8** shows the Transitway station as its planned future use as a grade-separated rapid transit per Schedule C2 of the City of Ottawa Official Plan. Due to the proximity of the site to this corridor, a Level 1B LRT Proximity Study was required as part of this submission and is included under separate cover.

Figure 2-8: Transit Network with general site location added, Official Plan Schedule C2 – Transit Network – Ultimate



**RAPID TRANSIT
 TRANSIT LEVEL OF SERVICE 'A'**

- O-Train - Grade Separated Crossings —
- Transitway - Grade Separated Crossings —

TRANSIT LEVEL OF SERVICE 'B'

- O-Train - At-Grade Crossings —
- Transitway - At-Grade Crossings —

TRANSIT PRIORITY

- Transit Priority Corridor —

- Park and Ride P
- O-Train Station ●
- Transitway Station ●
- Conceptual Future Transit Corridor —
- Protected Transportation Corridor —
- Inter-regional Stations ◆
- Rail Yard ★
- Rail Corridor + + +
- Gatineau RapiBus - grade-separated —

**Note: The intensity of transit priority (e.g., continuous bus lanes or isolated transit priority measures) shall be as designated in the Transportation Master Plan.*

3.0 Development Proposal

The current development proposal is to expand the current building towards Strandherd Drive and relocate the Garden Centre to the south, within the existing parking area. The existing gas bar and car wash area is excluded from any site modifications. Site modifications include:

- Expansion of the existing building towards Strandherd Drive to include 650 sq. m of additional retail space as well as 559 sq. m of additional warehouse space.
- Relocation of the existing garden centre and frost house within the surface parking in the southern portion of the surface parking area. The relocated frost house is the same size as the existing frost house (241 sq. m).
- Reduction in the number of vehicle parking spaces from 355 spaces to 309 proposed spaces which includes 12 barrier-free spaces. This represents a reduction of 46 vehicle parking spaces.
- Existing compactor door and existing exit door in the loading space area to be relocated to adjacent locations.
- Existing refuse compound and existing stair in the loading space area to be modified.
- New landscaping is replacing displaced trees and augment tree and shrub planting on the site.
- Modifications near the main building entrance to include 4 new proposed e-commerce parking spaces to facilitate curbside pickup orders, and a proposed curb depression and sidewalk between the e-commerce spaces and the building.
- Refreshing of the building elevations with new colours and signage.

It is also of note that no modifications are planned for the existing pedestrian pathway providing access to/from the site and the Strandherd Transitway. This pedestrian pathway is north of the loading space area and is perpendicular to Greenbank Road, providing access to transit from Greenbank Road along the north side of the site.

The following photos show the existing garden centre and frost shader which are proposed to be replaced by the proposed building expansion:

Photo 1: View of existing garden centre and frost house area, looking east (Parsons, April 2023).

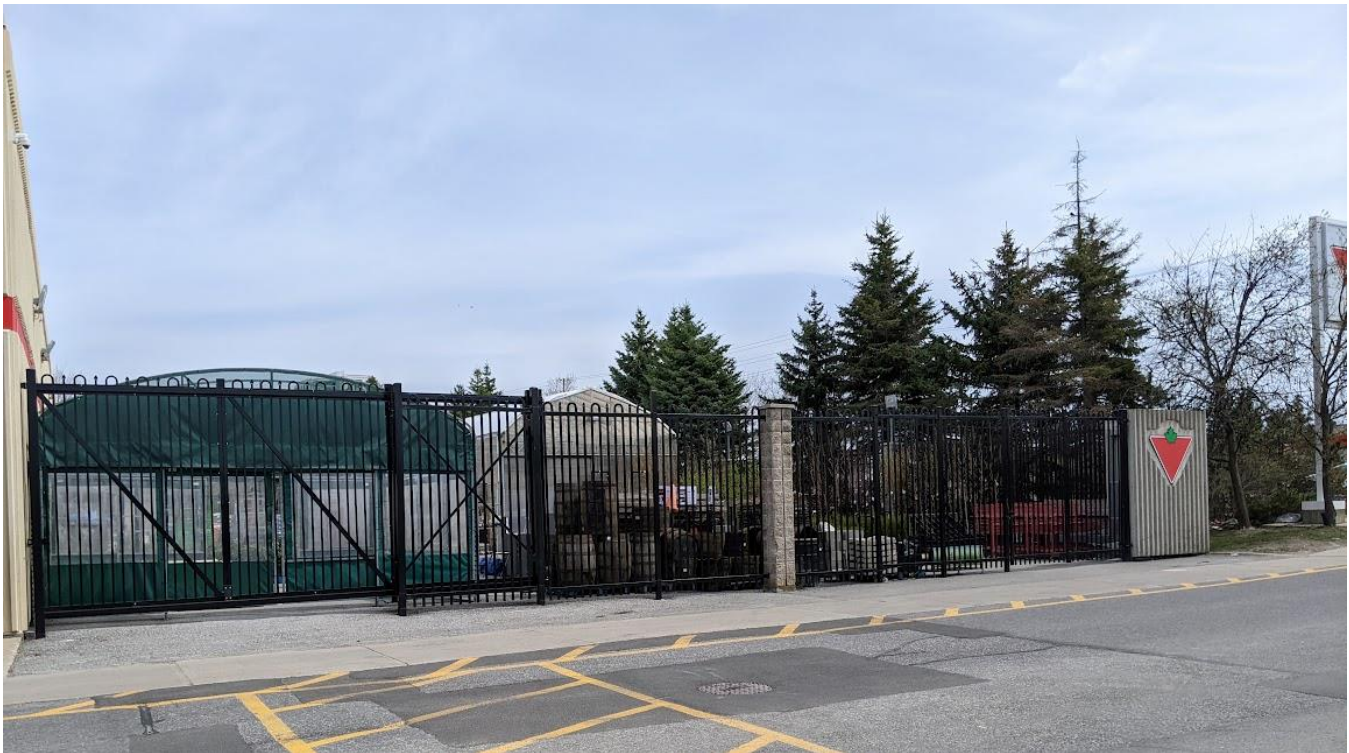


Photo 2: View of existing garden centre and frost house area, looking northeast towards the main building entrance (Parsons, April 2023).



Table 1 below shows the change in the site development statistics.

Table 1. Site Development Statistics

Component Use	Existing Area (sq. m.)	Proposed Area (sq. m.)	Proposed Change (sq. m.)
Retail	5,181	5,832	+650
Service	808	808	No change
Office	460	411	-50
Car Wash	112	112	No change
Gas Bar Convenience Store	107	107	No change
Garden Centre Frost House	241	241	No change
Total Gross Leasable Floor Area	6,691	7,291	+601
Other Statistics			
Warehouse Storage	3,116	3,675	+559
Garden Centre Compound	1,305	1,161	-144
Seasonal Soil Compound	0	269	269

3.1 Site Plan, Landscape Plan, Building Elevations

The Site Plan prepared by Turner Fleischer Architects Inc. for the proposed development is shown in **Figure 3-1**. The Landscape Plan prepared by Douglas W. Kerr & Associates and the Building Elevations prepared by Turner Fleischer Architects Inc. are shown in **Figure 3-2** and **Figure 3-3**. Full size digital plans are included in the complete application.

Figure 3-1: Proposed Site Plan, prepared by Turner Fleischer Architects.

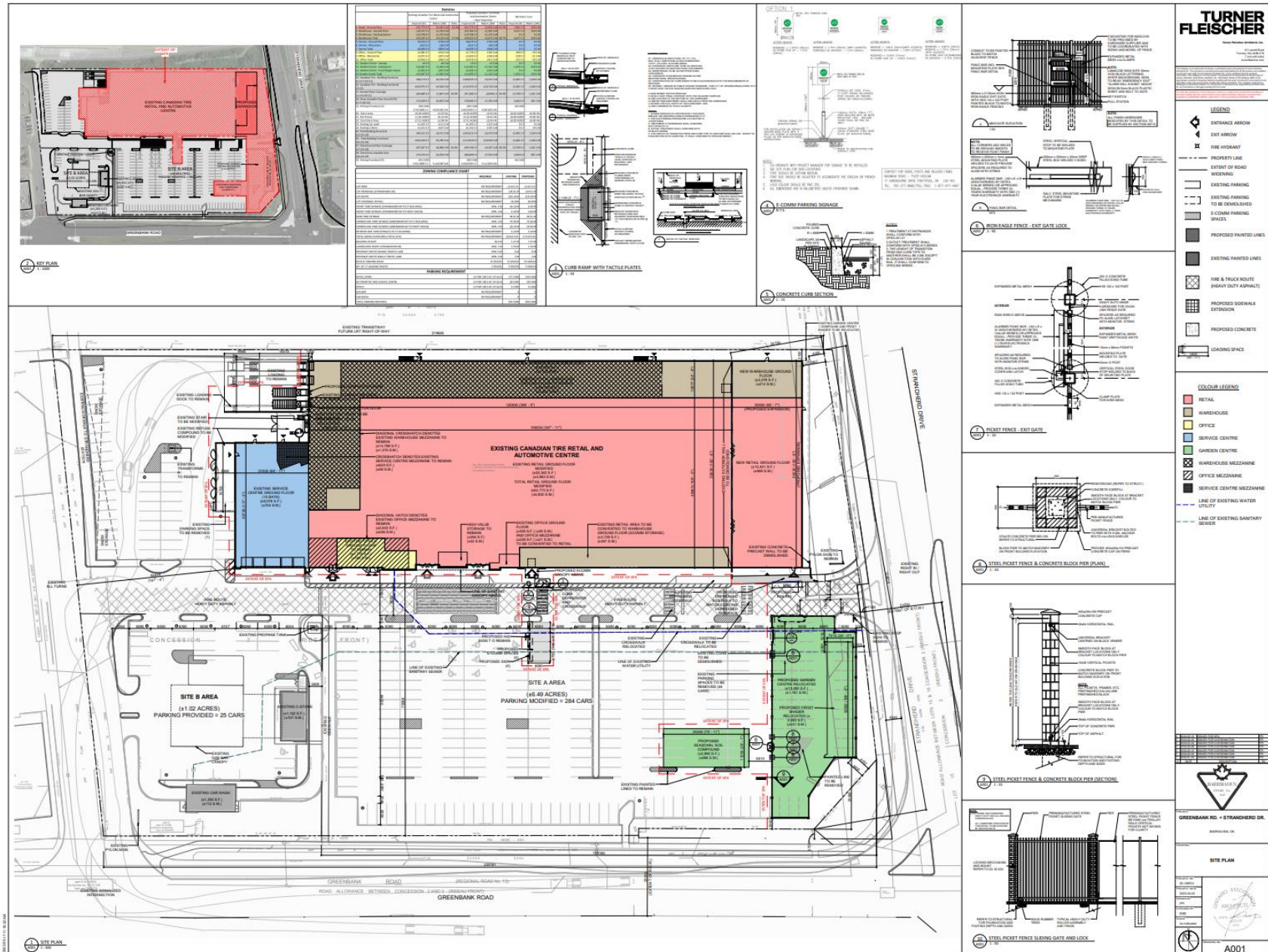


Figure 3-2: Proposed Landscape Plan, prepared by Douglas W. Kerr & Associates.

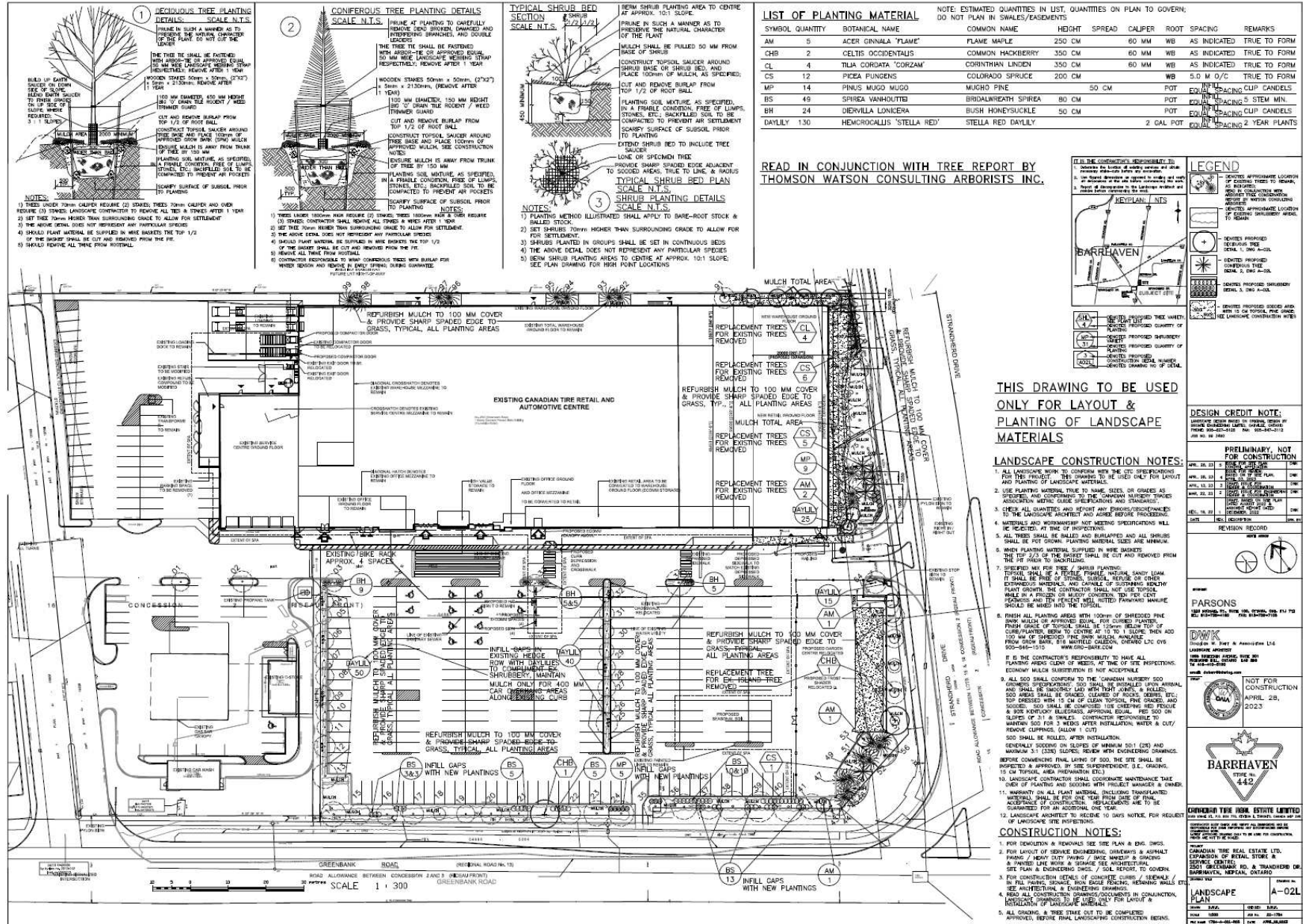


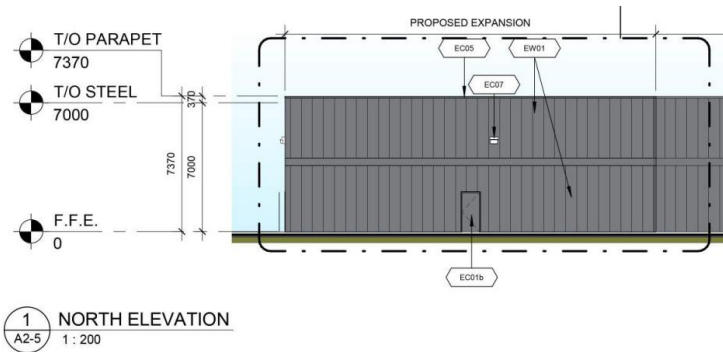
Figure 3-3: Proposed Building Elevations, prepared by Turner Fleischer Architects.



3.2 Design Brief

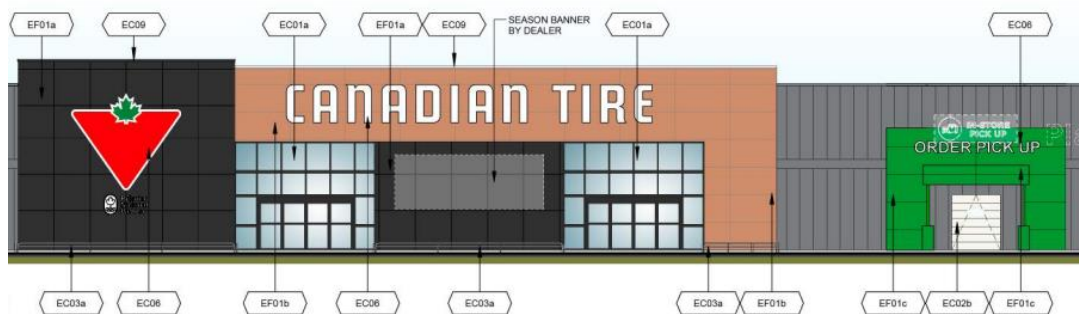
As noted, the development proposal is for a minor expansion to an existing store. As such, the general approach for the building elevations and building façades is to match and/or upgrade existing finishes. The materiality of the proposed building expansion is concrete panels in a steel wool colour, as shown in **Figure 3-4** and the full Elevations.

Figure 3-4: Proposed Building expansion. (Cropped building elevation, not to scale).



As part of the development proposal for the store expansion, the main building entrance will also be refreshed with updated colours and signage including glazed doors and windows. The updated entrance is shown in **Figure 3-5** and the full Elevations and will be in line with the latest Canadian Tire designs. The order pickup canopy is a new addition in a proposed green colour.

Figure 3-5: Proposed refreshed signage at main building entrance. (Cropped building elevation, not to scale).



The proposed architectural detail around the new Frost House is 12-foot ornamental type Iron Eagle fencing with cultured stone piers as shown in **Figure 3-6** and the full Elevations. The cropped elevation below shows the south elevation facing Strandherd Drive.

Figure 3-6: Proposed Frost House architectural detail (Cropped building elevation, not to scale).



Improved sustainability as a result of this proposed expansion is centered around the replacing of displaced trees and augmenting the tree and shrub planting on the site as per the Landscape Plan, Tree Conservation Plan, and Arborist Report.

4.0 Planning Rationale

This Planning Rationale has been prepared to review the provincial and municipal land use planning policies that guide development on the site. It provides our professional land use planning opinion on compliance with applicable policy. The Planning Rationale includes review of the Provincial Policy Statement (2020), City of Ottawa Official Plan (2022), City of Ottawa Comprehensive Zoning By-law (2008).

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act* (revised 2020), provides policy direction on matters of Provincial interest and sets the rules for land use planning in Ontario. It includes policies on managing growth, using and managing natural resources, protecting the environment, and public health and safety. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements.

The proposed site expansion is consistent with the policies of the PPS:

1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

1.1.1 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;

1.1.1 c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

1.1.1 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;

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;

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

The proposal is also consistent with Section 2.0 and 3.0 of the PPS that speaks to the Wise Management of Resources and Protecting Public Health and Safety.

Planning Response: The proposal promotes efficient development and land use patterns by intensifying a site adjacent to an existing transitway and future rapid transit station, which provides convenient and sustainable access to the site for employees and customers. The development proposal contributes to the provision of an appropriate range and mix of land uses by improving its capacity to continue to provide commercial goods and services required for daily life in an existing commercial node in proximity to existing and future residential development. The site does not contain nor is anticipated to impact any resources such as natural heritage or water, agriculture, minerals and petroleum, mineral aggregate or cultural heritage and archaeological resources, or natural and human-made hazards. The supporting plans and studies demonstrate that the proposed development can be accommodated on the site and that any impacts to the health and safety of the surrounding community or natural environment can be mitigated.

It is our professional opinion that the development proposal is consistent with the Provincial Policy Statement.

4.2 City of Ottawa Official Plan

A new Official Plan (OP) was adopted by Council on November 24th, 2021, as by-law 2021-386. The OP was approved by the Ontario Ministry of Municipal Affairs and Housing with 30 amendments and entered into full force and effect on November 4th, 2022.

The OP directs how the city will grow over time and sets out policies to guide the development and growth of the city to the year 2046 and beyond. The OP is laid out in thirteen sections. Section 8 (Greenbelt Designations) and Section 9 (Rural Designations) are not applicable to this application. Sections 11, 12 and 13 are regarding Implementation, Local Plans and Definitions. The remaining sections of the OP are reviewed below. It is important to note that the proposed development includes a minor expansion to an existing use as the policies are reviewed.

Section 2. – Strategic Directions – The Big Policy Moves – Section 2 of the OP includes five broad policy directions which are as follows:

1. *Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
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.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves are intended to be the foundation for Ottawa to become the most livable mid-sized city in North America and to promote an evolution to 15-minute neighbourhoods, which, as described in Move 4, include “a range of housing, shops, and services”.

Section 2.2 –Cross Cutting Issues – The OP includes six cross cutting issues, which are themes that have been identified as essential to a livable city and are implemented through multiple policies and sections of the OP:

1. *Intensification*
2. *Economic Development*
3. *Energy and Climate Change*
4. *Healthy and Inclusive Communities*
5. *Gender Equity*
6. *Culture*

The OP states that these themes are to be considered to the extent that urban planning or development decisions can play a role in achieving the City’s intent.

Section 3 – Growth Management Framework – The Growth Management Framework presented in the OP recognizes the different geographies within the municipality and designates growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently.

Section 4.0 – City-Wide Policies Section 4 of the OP includes city-wide policies related to Mobility; Housing; Large-scale Institutions and Facilities; Parks and Recreation Facilities; Cultural Heritage and Archaeology; Urban Design (4.6); Drinking Water, Wastewater and Stormwater Infrastructure (4.7); Natural Heritage, Greenspace, and the Urban Forest; Water Resources; School Facilities; and Generally Permitted Uses. The proposed development is reviewed according to Sections 4.6 and 4.7 which apply to this application.

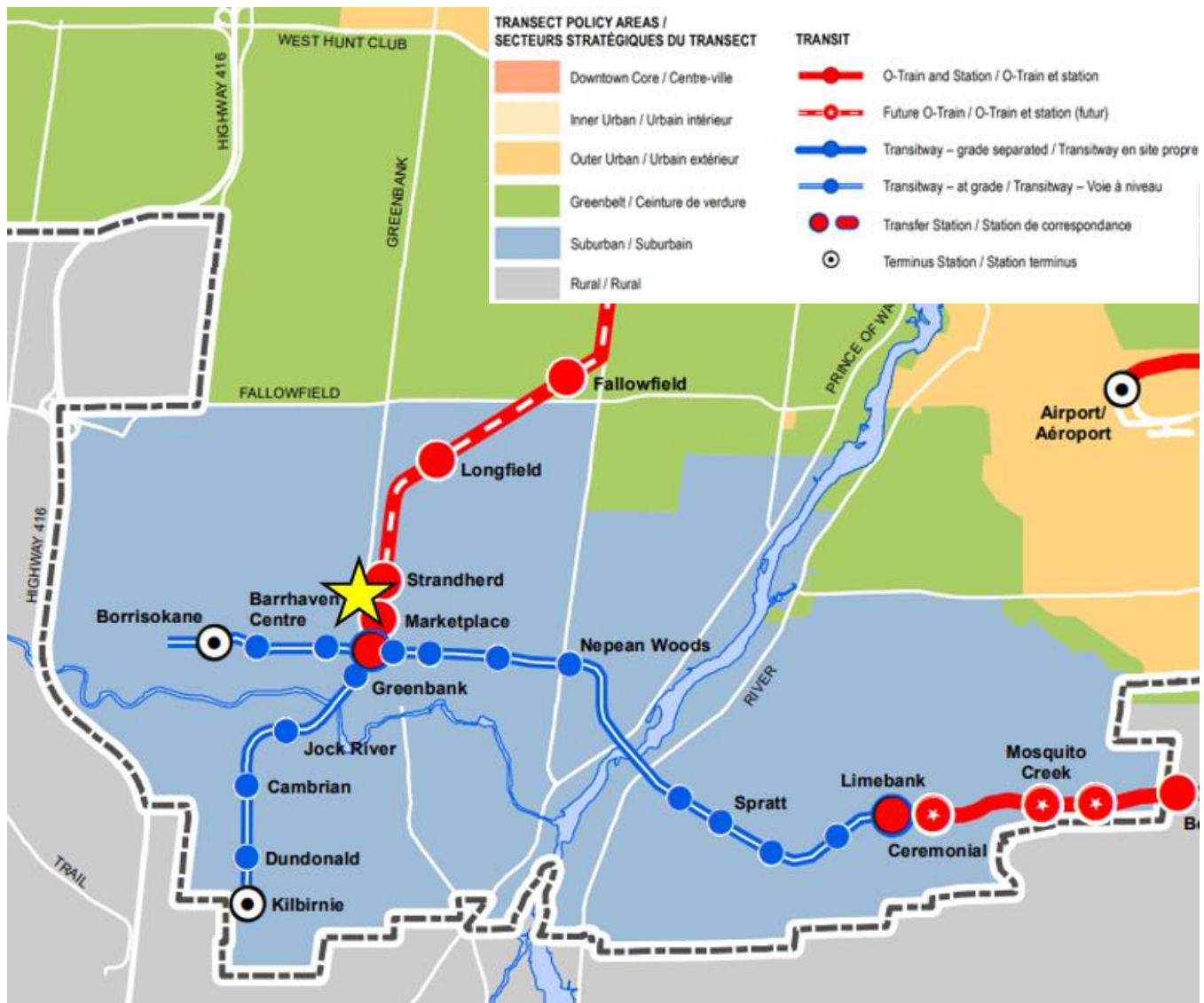
Section 4.6 – Urban Design. As described in the OP, “Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns both the built form and the public realm” The Plan encourages innovative design practices and technologies in site planning and building design. The site is located within a Tier 3 Design Priority Area which define the city at a local level. The objective is to transition to a more walkable environment from its current suburban form. As described in section 4.6.5, “*development in Hubs and along Corridors shall respond to context, transect area and overlay policies*”, and that “*development shall minimize conflict between vehicles and pedestrians*”.

Section 4.7 – Drinking Water, Wastewater and Stormwater Infrastructure. Policies related to drinking water, wastewater and stormwater infrastructure have been established to ensure that infrastructure in the city is safe, affordable,

environmentally sound and meets the need of the future. Development applications are required to mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management.

Section 5.0 – Transects. The Official Plan divides the city into six concentric policy areas called transects, presented in Schedule A. Each transect represents a different gradation in the type and evolution of the built environment, with the Downtown Core Transect the “most urban”. The site is located outside of the Greenbelt within the Suburban Transect (Suburban Southwest Transect) as shown in **Figure 4-1**.

Figure 4-1: Location of Site (star added) on Official Plan, Schedule A – Transect Policy Areas



5.4 – Transects – Suburban Transect – The OP describes the Suburban Transect as being comprised of neighbourhoods which generally reflect the conventional suburban model, characterized by the separation of land uses. This description generally applies to the site context where the site is surrounded by similar commercial land uses and low-rise building forms in in the surrounding commercial shopping centers of the Barrhaven Town Centre. The focus of the Suburban Transect includes to “solidify Town Centres with more employment and more urban-type development” while also noting that “the evolution of existing neighbourhoods is expected to be very gradual within a fundamentally suburban pattern, with more substantial changes focused to strategic locations”. The following policies guide development on the site:

Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods (s. 5.4.1.)

- 1) The Suburban Transect’s established pattern of built form and site design, in the existing built-up areas is suburban, as described in Table 6, reflective of the conventional model described in Table 8.

TABLE 6. GENERAL CHARACTERISTICS OF SUBURBAN BUILT FORM AND SITE DESIGN SUBURBAN
<i>Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way</i>
<i>Principal entrances oriented to the public realm but set back from the street</i>
<i>Larger lots, and lower lot coverage and floor area ratios</i>
<i>Variety of building forms including single storey</i>
<i>Generous spacing between buildings</i>
<i>Informal and natural landscape that often includes grassed areas</i>
<i>Private automobile parking that may be prominent and visible from the street</i>

TABLE 8. SUBURBAN BUILT FORM AND LAND-USE CHARACTERISTICS CONVENTIONAL (1980 TO PRESENT)
<i>Buildings and infrastructure, including highly programmed parks dominate the built landscape</i>
<i>Detached houses are the majority typology with a significant amount of semi-detached, townhouses and some low-rise apartments added to the housing mix</i>
<i>Isolated commercial centres, civic and institutional uses and residential uses with low to moderate street connectivity</i>
<i>Auto-oriented land-use pattern with some integration of local transit, cycling and pedestrian infrastructure</i>

- 2) The Suburban Transect is generally characterized by Low- to Mid-density Development... which will be...Low- along Minor Corridors (s. 5.4.1.2 b)

Enhance mobility options and street connectivity in the Suburban Transect (s. 5.4.2)

- 1) In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:
 - a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and
 - b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.

Provide direction to the Hubs and Corridors located within the Suburban Transect (s. 5.4.3)

- 2) Parking in Suburban Hubs shall be managed as follows:
 - b) Minimum parking requirements may be reduced or eliminated.

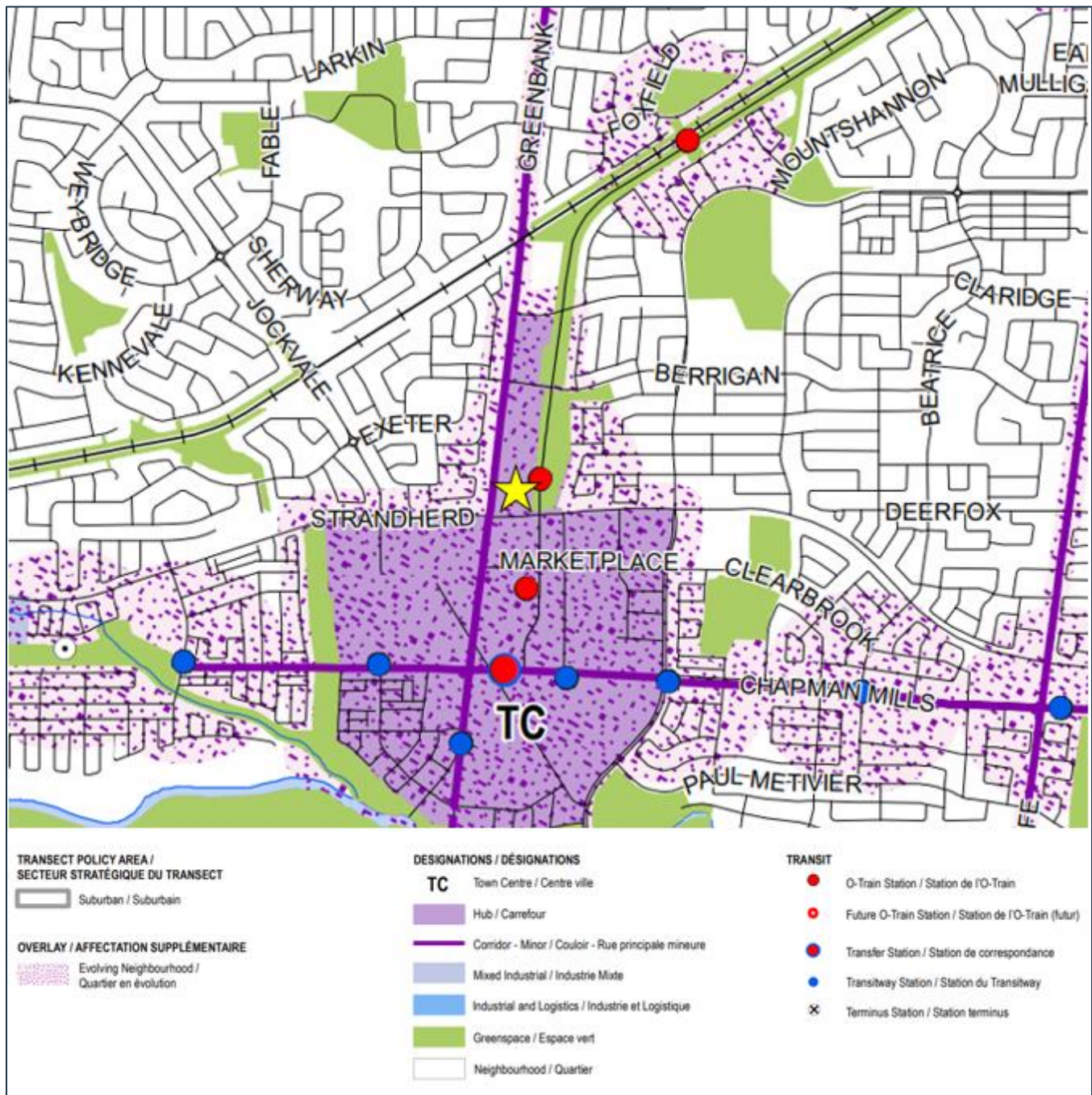
Section 5.6 Transects – Overlays – Evolving Overlay – The Official Plan states that Overlays “apply to complement the underlying designations”. Overlays provide additional policy direction and built form guidance. The site is subject to an Evolving Overlay. An Evolving Overlay is a type of “Built Form Overlay”. The OP states that the Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor and to lands within a 400-metre radius of a rapid transit station, both of which apply to the site. The proposed development represents a minor intensification of the site through expansion of an existing building. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

At the time of this report, the Zoning By-law had not been updated to implement these policies.

Section 6 – Urban Designations. Section 6 of the Official Plan describes the urban designations. The OP describes the urban designations based on function. The site is designated as **Hub** and **Corridor – Minor** on Schedule B6 – Suburban Southwest Transect, as indicated on **Figure 4-2**.

Figure 4-2. Location of site (star added) on Official Plan, Schedule B6 - Suburban Southwest Transect



Policies related to Hubs are contained within Section 6.1 of the OP. Hubs are areas centered on planned or existing rapid transit stations and are also intended as major employment centres. The following policies guide development as it relates to this application.:

Define the Hubs and set the stage for their function and change over the life of this Plan (s 6.1.1)

- 3) *Development within a Hub:*
 - g) *Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking, and cycling and as appropriate:*
 - i. Reduction or elimination of on-site minimum parking requirements
 - ii. Maximum limits on parking supply.

Set out direction for Protected Major Transit Station Areas (PMTSAs) (s. 6.1.2)

- 2) *Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.*
- 3) *Permitted uses within Protected Major Transit Station Areas include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses in Policy 2) above.*

With respect to policy 6.1.2.2), the gas station and service centre are existing uses on the site and the proposed development does make changes to these uses.

Policies related to Corridors are contained within Section 6.2 of the Official Plan. The Corridor designation applies to lands along specified streets, in this case Greenbank Road and Strandherd Drive, 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.

Define the Corridors and set the stage for their function and change over the life of this Plan (s.6.2.1).

- 1) *The Corridor designation applies to a lot abutting the Corridor...a maximum depth of 120 metres from the centreline of the street (s. 6.2.1.1 a).*
- 2) *Development within the Corridor Designation directs the highest densities adjacent to the street (s. 6.2.1.2) and for sites generally greater than one hectare in area or 100 metres in depth, shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit uses (s. 6.2.1.2 c)*

Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development (s.6.2.2).

- 2) *In the Minor Corridor designation, this Plan shall permit a mix of uses that support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:*
 - a. *Include residential-only and commercial-only buildings (s 6.2.2.2 a).*

Planning Response: The proposed development includes an addition to the existing Canadian Tire Store and relocation of the garden center along Greenbank Road displacing existing surface parking. The proposed development represents intensification of an existing site within the urban boundary and within the *Urban, Built-up Area* that will contribute to the on-going success of the store in the community and continue to support the employment within the Barrhaven Town Centre. Canadian Tire, as a recognized community retailer, contributes to 15-minute neighbourhood concept and the site can be conveniently accessed by pedestrians, cyclists and transit as well as vehicles. The proposal maintains the existing pedestrian connections to the municipal sidewalk along Greenbank Road and Strandherd Drive as well as the direct connection from the site to the adjacent Strandherd Transit Station. The proposed development also includes updates to the existing façade of the building to support the on-going success of the business.

The OP permits commercial uses within Hubs, and commercial-only buildings are a permitted use within the Minor Corridor designation. The building addition, towards Strandherd Drive, is planned to not preclude future intensification of the existing surface parking area or redevelopment of the site as the area transitions in the future to a denser and more

transit-oriented neighbourhood. The site today includes direct pedestrian connection from the municipal sidewalks along Greenbank Road and Strandherd Drive as well as a direct connection to the adjacent Strandherd Station. The OP supports the reduction (and elimination) of parking spaces within the Suburban Transect and Hub designations.

It is our professional opinion that the proposal is in general conformance with the Official Plan.

4.3 City of Ottawa Zoning By-law 2008-250 Consolidation

The City of Ottawa Zoning By-law 2008-250 Consolidation (as amended) establishes and regulates the use of land by implementing the policies of the City's Official Plan into site-specific development performance standards. The site is zoned General Mixed use, Special Exception 184 and subject to a height limitation of 18.5 metres (GM[184] H(18.5)) as shown in **Figure 4-3**. It is important to note that the Zoning By-law has not been updated since the adoption of the new Official Plan.

Figure 4-3: City of Ottawa Zoning By-Law Consolidation (2008-250, as amended)



The site is surrounded by Mixed Use Centre Zones south of Strandherd Drive, General Mixed Use Zone to the north, Residential 2nd Density Zone to the west across from Greenbank Road, and the Transitway to the east, which is located within a Parks and Open Space Zone.

The Zoning By-Law has not been updated since the adoption of the new Official Plan. As such the purpose of the General Mixed Use Zone remains and is to:

- *Allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan*
- *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.*

The General Mixed Use Zone permits the following non-residential uses, including the Canadian Tire Retail Store:

GM Permitted Uses

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

Urban Exception 184

Urban Exception 184 allows the additional permitted uses of automobile service station, car wash, and gas bar, which correspond to existing uses on the site. The exception prohibits all residential-use buildings. The exception as sets a site-specific parking rate of 355 spaces. The proposed development displaces existing parking spaces and reduces the on-site supply to 309 spaces. A minor variance is being sought to support the proposed development.

The general and zone-specific performance standards are listed in **Table 2** with their compliance noted. A zoning compliance chart is also included in the full page Site Plan submission.

Table 2. Zoning Compliance Table

Zone Mechanism	Zone Provision	Proposed Development	In Compliance (Yes/No)
a) Minimum Lot Area	No minimum	26,300 m ² .	Yes
b) Minimum Lot Width	No minimum	128 m	Yes
c) Minimum Front Yard and Corner Side Yard Setback			
i) ii) otherwise			
Greenbank Road (main building)	3 m	75.58 m	Yes
Greenbank Road (Frost House)	3 m	20.39 m	Yes
Strandherd Drive (main building)	3 m	6.46 m	Yes
Strandherd Drive (Frost House)	3 m	3.0 m	Yes
d) Minimum Interior Side Yard Setback			
iii) all other cases	No minimum	3.1 m	Yes
e) Minimum Rear Yard Setback			
iv) all other cases (north property line)	No minimum	44.91 m	Yes
f) Maximum Building Height	18.5 m (per site-specific exception)	1 storey (6.7m)	Yes
g) Maximum Floor Space Index	2	0.34	Yes
i) Minimum width of landscaped area around a parking lot (Section 110; for a parking lot containing 100 or more spaces, both abutting a street and not abutting a street)	3 m	No proposed changes to the existing parking areas or landscape buffers	Yes

The requirements bicycle parking is outlined in Section 111 of the By-Law. As the site meets the definition of a Shopping Centre, there is a requirement for 1 space per 500 m² of Gross Floor Area. A total of 12 spaces are provided for the existing Canadian Tire Retail Store, Gas Bar and Car Wash. The proposed development increases the Gross Floor by 601 m². This results in a requirement for two (2) additional bicycle parking spaces. A total of 25 spaces are provided with the proposed development.

Review of the site zoning and development history provides context to the site-specific parking provisions. In 2006, a minor variance to the City of Nepean Zoning By-Law 100-2000 was approved by the Committee of Adjustment to reduce on-site parking from 375 spaces to 355 spaces. In fact, this minor variance to 355 was conservative considering that the now adjacent Strandherd Transitway Station had not yet been constructed. Had the station been constructed, the site would have been eligible for a 50% reduction in the required parking spaces from 375 to 188 spaces. As the site is located adjacent to the now existing Strandherd Rapid Transit Station and with the main entrance to the building being located approximately 200 metres from the Transit Station, Table 101A would set the minimum required spaces. The required parking rate for the site under this provision would be 3.4 spaces per 100 m² of Gross Floor Area. With a total Gross Floor Area of 7,510 m², the minimum parking requirement would be 255 spaces, whereas 309 spaces are being provided. Being located within 400 metres of a rapid transit station, a maximum parking rate of 4 spaces per 100 m² of Gross Floor Area also applies to the site. This would equate to a maximum parking supply of 360 spaces. As the site-specific parking rate is dated, and should the general parking rate provisions be applied, the site would meet both the minimum parking and maximum parking requirements.

Planning Response: The Zoning By-law establishes and regulates the use of land by translating the policies of the Official Plan to site-specific development performance standards. The Canadian Tire Retail store is a permitted use within the General Mixed Use Zone and the automotive uses including service centre, gas bar and car are permitted by exception as well as a site specific parking rate. The site complies with relevant zoning standards such as setbacks and height maximums, the provision of landscaping and bicycle parking. The vehicle parking rate also complies with the minimum and maximum supply based on its location adjacent to a rapid transit station should there not have been a site-specific parking rate.

Following approval of the Minor Variance Application, it is our professional opinion that the development proposal is in conformance with the City of Ottawa Zoning By-law.

5.0 Request for Minor Variance

In support of a request for Minor Variance, this section reviews the requested relief in accordance with the four tests that are set out in Ontario *Planning Act* (Section 45(1)):

1. The variance is desirable for the appropriate development or use of the lot;
2. The variance conforms to the general intent and purpose of the Official Plan;
3. The variance conforms to the general intent and purpose of the Zoning By-law; and
4. The variance is minor in nature.

In addition to the analysis provided in Section 4 of this Planning Rationale as it pertains to the general conformance with the Official Plan and Zoning By-Law our planning response to the four tests is further provided and summarized in Table 3 below.

Table 3: Responses to the Four Tests for Minor Variances

Criteria	Planning Response
<p>1. Desirable for the appropriate development or use of the lot.</p>	<p>The variance will permit the orderly intensification of the site allowing the building to be extended towards Strandherd Drive and creating a building edge along the street. The extension of the building towards Strandherd Drive will displace the existing Garden Centre which is proposed to be relocated within the existing parking area of the site.</p> <p>The building addition is located a minimum of 6.46 metres from Strandherd Drive, leaving a generous landscape area between the building and the sidewalk to enhance the public realm. Where some trees require removal, new planting are proposed.</p> <p>The proposed Garden Centre will assist in shielding the remaining parking spaces from Strandherd Drive and Greenbank Road in addition to the already established landscape buffer. The existing landscape buffer along Greenbank Road will be augmented with new shrubs to further shield the surface parking area from the road.</p> <p>The new site for the Garden Centre will in turn displace existing parking spaces. The proposed parking spaces represent a sufficient supply that meets the minimum requirement that would otherwise be required by By-law. A reduction in parking spaces is also desirable and appropriate due to the site’s adjacency to Strandherd Station on the existing Transitway and connected by an existing pedestrian connection that leads directly to the entrance of the store.</p> <p>It is our professional planning opinion that the minor variance is desirable and appropriate for the proposed development.</p>
<p>2. Conforms to the general intent and purpose of the Official Plan.</p>	<p>The proposed development represents a minor intensification of an existing and permitted use in the Hub and Minor Corridor Designation of the OP recognizing its location within the Suburban Transect of the City that is characterized by low-rise buildings with generous setbacks and surface parking areas.</p> <p>The OP supports the reduction or elimination of parking spaces within Hubs that would support an evolution to future development and intensification over time.</p> <p>The proposed development with its existing and continued direct connections to the municipal sidewalks and Strandherd Station and the provision of bicycle parking spaces and a reduced parking supply, supports the objective of prioritizing pedestrians, cyclists and transit users.</p> <p>It is our professional planning opinion that the minor variance conforms to the general intent and purpose of the Official Plan.</p>

Criteria	Planning Response
<p>3. Conforms to the general intent and purpose of the Zoning By-law.</p>	<p>The Zoning By-law establishes and regulates the use through general and site-specific development performance standards. The Canadian Tire Retail store is a permitted use within the General Mixed Use Zone and the automotive uses including service centre, gas bar and car are permitted by exception.</p> <p>The site complies with relevant zoning standards such as setbacks and height maximums, the provision of landscaping and bicycle parking.</p> <p>While a site-specific parking rate exists, it was established prior to the construction of the adjacent rapid transit station where reduced parking rates and maximum parking rates would have and now apply. In consideration of this new condition, the minimum number of parking spaces required by the Zoning By-Law would be 255 spaces and a maximum of 360 spaces. The proposed development is in conformance with these provisions as it is providing 309 spaces.</p> <p>It is our professional planning opinion that the minor variance conforms to the general intent and purpose of the Zoning By-Law.</p>
<p>4. Is Minor in nature.</p>	<p>The Planning Act does not provide a definition of what is considered “minor”, leaving the interpretation of scale regarding any requested variances to be made on a case-by-case basis. While percentage calculations may be indicative, if the first three tests are met, the variances can often be considered minor. The variance requested is from the required parking rate of 355, whereas 309 spaces are proposed (a reduction of 46 spaces). As the proposed parking supply supports the objective of reduced or no parking areas within Hub areas of the plan around Rapid Transit Stations, and the proposed parking supply is in accordance with that required under the current Zoning By-law, spill over parking is not anticipated to occur. Further, the proposed development maintains its existing connectivity to the adjacent municipal sidewalks and the Strandherd Transit Station and offers parking for bicycles, supporting the use of active transportation modes accessing the site.</p> <p>It is our professional planning opinion that the scale of the proposed variance can be considered minor.</p>

6.0 Planning Conclusion

This application for Site Plan Control and Minor Variance is to facilitate the expansion of an existing Canadian Tire site situated in the northern extents of the Barrhaven Town Centre. The proposal makes efficient use of land by intensifying an existing commercial land use within an existing built-up area and reducing the amount of vehicle surface parking and promotes active transportation trips by providing direct pedestrian connections to the adjacent municipal sidewalks and Strandherd Transit Station and provides bicycle parking above the minimum requirements.

The minor variance application seeks relief from the site-specific minimum parking requirement. It is our professional planning opinion that the proposed redevelopment meets the tests of a minor variance as outlined in Section 45 of the *Planning Act* in that the reduction in vehicle parking adjacent to a transit station is desirable for the appropriate development of the lot, the proposal meets the general purpose and intent of the Official Plan and Zoning By-law, and that the variance is minor in nature. It is also our opinion that the proposed development is consistent with the Provincial Policy Statement.

It is our professional opinion that the implementation of the development proposal will result in good land use planning and should be approved.

Respectfully Submitted,



Rachel MacKnight, M.Pl
Planner



Pamela Whyte, MCIP, RPP
Manager of Planning
Parsons Ottawa



Appendix A: Annotated Pre-consultation Checklist

Required. Historical geotechnical report can be sufficient with update letter from engineer stating conclusions still stand, and separate testing memo to complete section 6.10 of historical geotech report.



APPLICANT'S STUDY AND PLAN IDENTIFICATION LIST

Legend: **S** indicates that the study or plan is required with application submission.
A indicates that the study or plan may be required to satisfy a condition of approval/draft approval.

For information and guidance on preparing required studies and plans refer [here](#):

S/A	ENGINEERING		S/A
S	1. Site Servicing Plan	2. Site Servicing Study / Assessment of Adequacy of Public Services	S
S	3. Grade Control and Drainage Plan	4. Geotechnical Study / Slope Stability Study	S
	5. Composite Utility Plan	6. Groundwater Impact Study	
	7. Servicing Options Report	8. Wellhead Protection Study	
	9. Transportation Impact Assessment (TIA)	10. Erosion and Sediment Control Plan / Brief	S
S	11. Storm water Management Report / Brief	12. Hydro geological and Terrain Analysis	
	13. Hydraulic Water main Analysis	14. Noise / Vibration Study	
	15. Roadway Modification Functional Design	16. Confederation Line Proximity Study	
S/A	PLANNING / DESIGN /		S/A
	17. Draft Plan of Subdivision	18. F	
	19. Draft Plan of Condominium	20. Planning Rationale	S
S	21. Site Plan	22. Minimum Distance Separation (MDS)	
	23. Concept Plan Showing Proposed Land Uses and Landscaping	24. Agrology and Soil Capability Study	
	25. Concept Plan Showing Ultimate Use of Land	26. Cultural Heritage Impact Statement	
S	27. Landscape Plan	28. Archaeological Resource Assessment Requirements: S (site plan) A (subdivision, condo)	
S	29. Survey Plan	30. Shadow Analysis	
	31. Architectural Building Elevation Drawings (dimensioned)	32. Design Brief (includes the Design Review Panel Submission Requirements)	S
	33. Wind Analysis	May be part of Planning Rationale.	
S/A	ENVIRONMENTAL		S/A
S	34. Phase 1 Environmental Site Assessment	35. Impact Assessment of Adjacent Waste Disposal/Former Landfill Site	
	36. Phase 2 Environmental Site Assessment (depends on the outcome of Phase 1)	37. Assessment of Landform Features	
	38. Record of Site Condition	39. Mineral Resource Impact Assessment	
	40. Tree Conservation Report	41. Environmental Impact Statement / Impact Assessment of Endangered Species	
	42. Mine Hazard Study / Abandoned Pit or Quarry Study	43. Integrated Environmental Review (Draft, as part of Planning Rationale)	
S/A	ADDITIONAL REQUIREMENTS		S/A
S	44. Applicant's Public Consultation Strategy (may be provided as part of the Planning Rationale)	45. Tree Conservation Report	S
	46. Site Lighting Certification Letter	47. Urban Design Brief	S

Meeting Date: December 22 2022

Application Type: Site Plan Control

File Lead (Assigned Planner): Craig Hamilton

Infrastructure Approvals Project Manager: Tyler Cassidy

Site Address (Municipal Address): 2501 Greenbank Dr *Preliminary Assessment: 1 2 3 4 5

*One (1) indicates that considerable major revisions are required before a planning application is submitted, while five (5) suggests that proposal appears to meet the City's key land use policies and guidelines. This assessment is purely advisory and does not consider technical aspects of the proposal or in any way guarantee application approval.

It is important to note that the need for additional studies and plans may result during application review. If following the submission of your application, it is determined that material that is not identified in this checklist is required to achieve complete application status, in accordance with the Planning Act and Official Plan requirements, the Planning, Real Estate and Economic Development Department will notify you of outstanding material required within the required 30 day period. Mandatory pre-application consultation will not shorten the City's standard processing timelines, or guarantee that an application will be approved. It is intended to help educate and inform the applicant about submission requirements as well as municipal processes, policies, and key issues in advance of submitting a formal development application. This list is valid for one year following the meeting date. If the application is not submitted within this timeframe the applicant must again pre-consult with the Planning, Real Estate and Economic Development Department.



From: [Hamilton, Craig](#)
To: [MacKnight, Rachel \[NN-CA\]](#); [Whyte, Pamela \[NN-CA\]](#)
Cc: [Croft, Paul \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Noise Study RE: Pre-con Follow-up - 2501 Greenbank Road
Date: Friday, March 24, 2023 12:00:13 PM
Attachments: [image003.png](#)

Good morning Rachel,

The below list of required plans and reports is correct for this application.

Regards,

Craig Hamilton

Planner I | *Urbaniste I*

Development Review, South | *Examen des projets d'aménagement, Sud*

Planning, Real Estate and Economic Development Department | Services de la planification, des biens immobiliers et du développement économique

City of Ottawa | *Ville d'Ottawa*

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From: Rachel.Macknight@parsons.com <Rachel.Macknight@parsons.com>

Sent: March 24, 2023 10:47 AM

To: Hamilton, Craig <craig.hamilton@ottawa.ca>; Pamela.Whyte@parsons.com

Cc: Paul.Croft@parsons.com

Subject: RE: Noise Study RE: Pre-con Follow-up - 2501 Greenbank Road

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ATTENTION : Ce courriel provient d'un expéditeur externe. Ne cliquez sur aucun lien et n'ouvrez pas de pièce jointe, excepté si vous connaissez l'expéditeur.

Hello Craig,

Please see attached the annotated plans and study list. As below, could you confirm if this is correct and/or let me know if you see anything that should be added or revised? The intention of this is to summarize the conclusions we have made over the course of our communication... for the benefit of both the application team and the reviewing authority once we make our first SPC application submission.

Thank you and happy Friday,

Rachel

Rachel MacKnight

Planner | Urbaniste

rachel.macknight@parsons.com