

16-1509-BON

August 14, 2017

Mary Dickinson, MCIP, RPP
Planner
City of Ottawa
110 Laurier Avenue West, 4th floor
Ottawa, ON
K1P 1J1

Dear Ms. Dickinson:

**Re: 2015 Robertson Road
Application for Site Plan Control**

Please find attached the following submission materials in support of an application for Site Plan Control at the above noted site:

- Application form for Site Plan Control (1 original and 2 copies);
- Cheque in the amount of \$19,890.00 for Site Plan Revision, Manager Approval, Public Consultation;
- Combined covering letter and planning brief (3 copies);
- Combined Grade Control and Drainage/Erosion and Sediment Control Plan (includes servicing connections) (15 copies);
- Transportation Brief (6 copies);
- Site Servicing and Stormwater Management Brief (including Hydraulic Water main analysis) (6 copies);
- Geotechnical Study (4 copies);
- Site Plan (15 copies);
- Landscape Plan (15 copies);
- Survey Plan (2 copies);
- Elevations and Floor Plans (3 copies); and
- Pavement Structure Memo (3 copies).

This covering letter provides a description of the existing conditions and contains a review of the applicable land use planning policies including the Provincial Policy Statement (PPS), the Official Plan (OP) policies, and Zoning By-law provisions. The conclusions indicate that the proposed drive-through and parking lot reconfiguration is appropriate given the site context and relevant policy framework.

Application Summary

The client is proposing a revision of the present Site Plan for the property located at 2015 Robertson Road. The intention is to reconfigure the parking lot to allow for the development of a new drive-through for the easterly building which will be associated with a fast-food restaurant (see **Exhibit 'A'**).

The existing property is an irregular 6,537m² lot with 78.8m of frontage on Robertson Road. The client is not proposing any new structures, however the easterly building has been divided into three separate commercial areas through previous applications to Building Code Services. No changes are being proposed for the westerly building. The proposal is in line with zoning by-law aside from minor variances which will be filed to address landscaping setbacks and available drive-through queuing spaces.

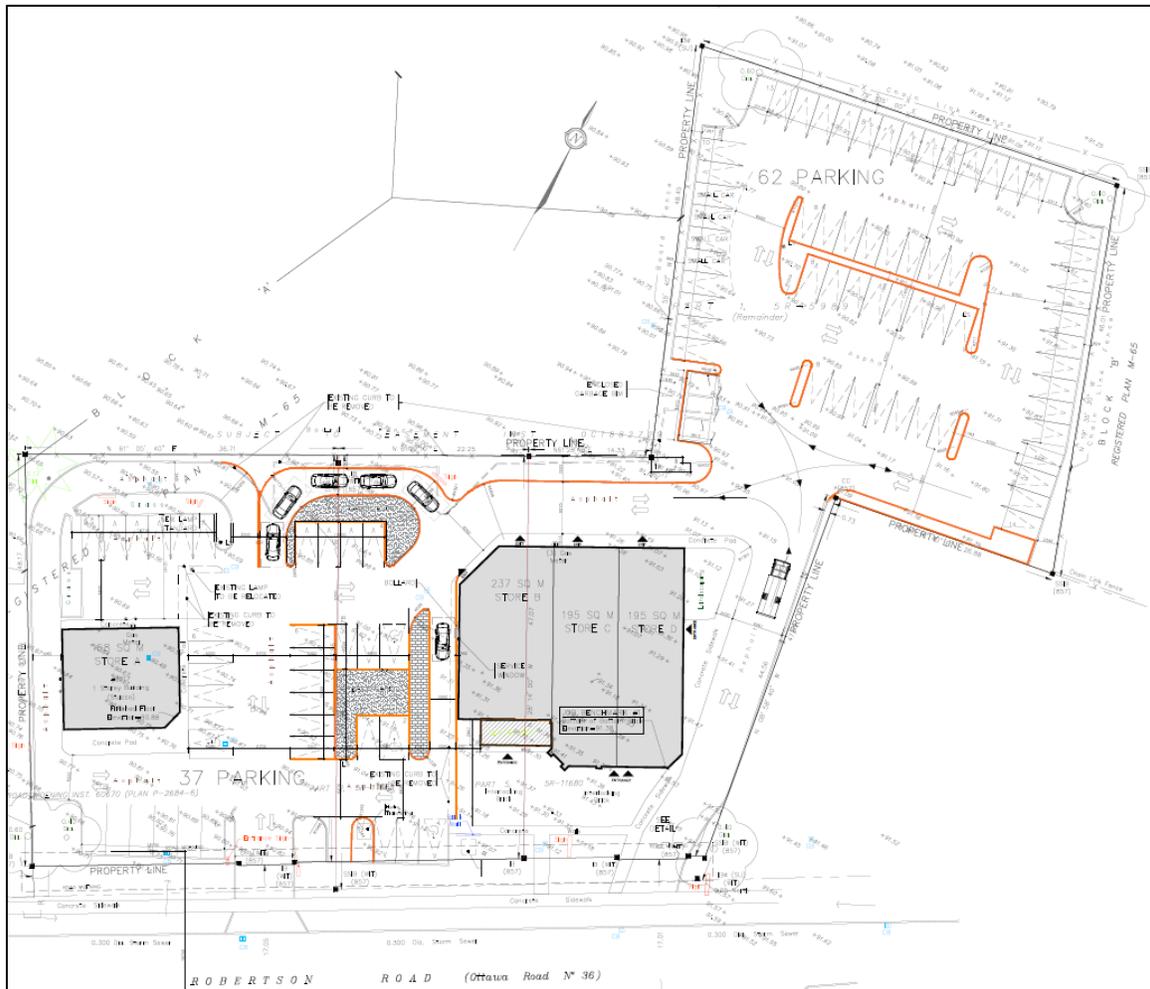


Exhibit 'A' – Proposed Site Plan

Conformity with the Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with an appropriate mix of housing, employment, open spaces and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities. The relevant policies to the subject application are as follows.

Section 1.1.1 provides policy guidance for efficient development and land use patterns. The relevant policies are discussed below. This section states: "*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;

The proposal is efficient in that it makes use of an existing developed site and existing structures to provide for uses that are more economically competitive in the current market.

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

By modifying the present easterly building to allow for three commercial tenancies including a drive-through for the westernmost occupant, greater utility and efficient functionality is given to existing developed land without necessitating the development of a greenfield parcel elsewhere.

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

The revised parking lot design has increased the supply of barrier-free parking stalls and located them closer to the building entrance where possible.

These are the PPS policies which pertain to the site and proposal in question. This proposal does not offend any PPS policies.

Conformity with the City of Ottawa Official Plan

The City of Ottawa Official Plan (“OP”) was adopted in 2003 and provides a vision for future growth of the city and a policy framework to guide future development. The OP recently underwent a 5-year review and Official Plan Amendment (OPA) No. 150 was approved by Council in December 2013. It is the policies of OPA 150 that will be analyzed with respect to the Subject Application.

According to Schedule ‘B’ of the Official Plan, the lot is currently designated as an Arterial Mainstreet. The proposed development is in line with the policies set out in the Section 3.6.3 of the Official Plan for Arterial Mainstreets.

One of the long-term aspirations for Mainstreets per the Official Plan is that of intensification and increases in density. Although sites such as the Subject Property will eventually move toward greater density, the timeline for this is reliant on shifts in market demand and municipal infrastructure projects occurring further into the future. The drive-through being proposed is ideal because it provides an opportunity for the presently existing buildings to remain attractive to lessees and viable economic and employment contributors in the short-term timeframe before intensification and redevelopment becomes a viable avenue for this portion of Robertson Road.

While many portions of the site will remain as existing given that no structural additions have been proposed, the reconfiguration of the parking lot has allowed for improved landscaping and better consideration to pedestrian access points; in direction with Policy 2 of the Arterial Mainstreet designation.

Policies 6 and 7 preclude the development of drive-throughs and street-fronting surface parking on Traditional Mainstreets. These restrictions do not apply to Arterial Mainstreets, however it is noted that City staff will assess the implementation for the latter, and such is the basis for this Site Plan Control application.

There are no Official Plan policies otherwise relevant to this application.

Conformity with the City of Ottawa Comprehensive Zoning By-Law

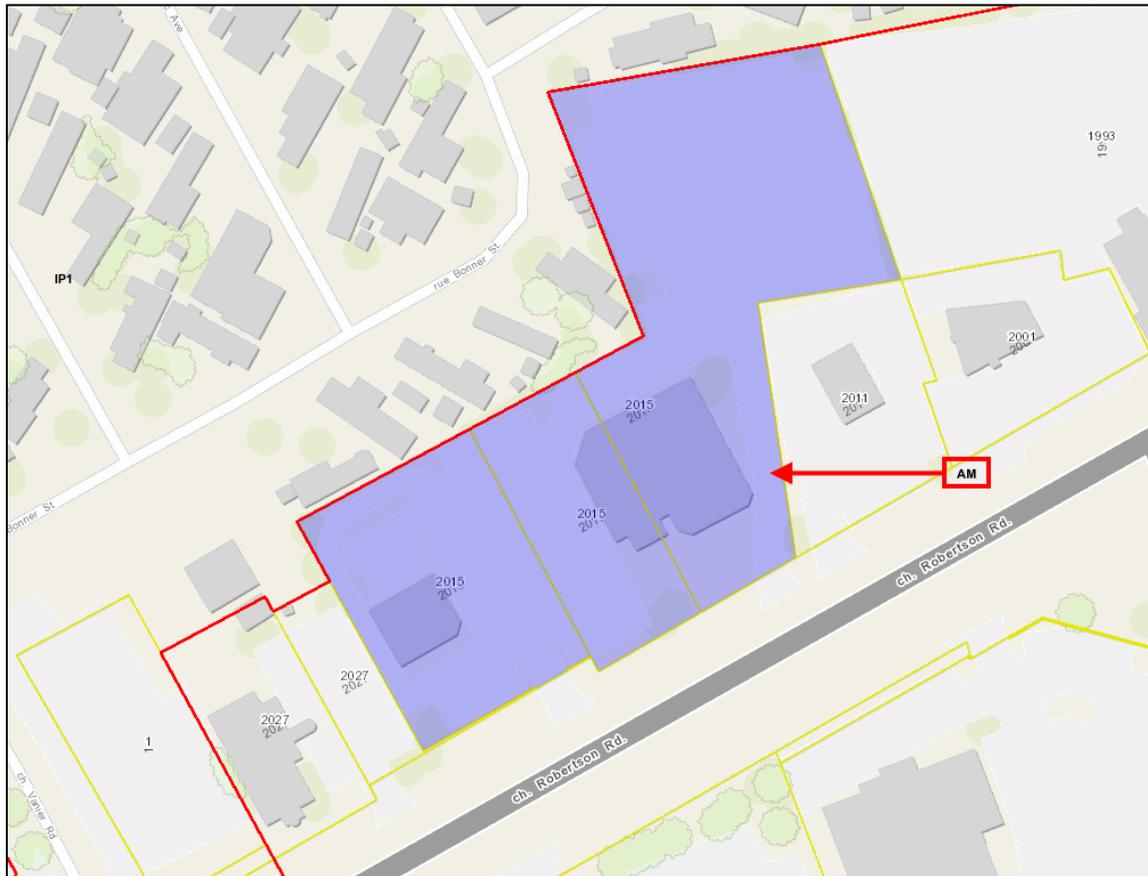


Exhibit 'B': Subject Property Zoning

As per **Exhibit 'B'** above, the property is subject to the Arterial Mainstreet (AM) zone. The purpose of the AM zone is to (1) *accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and (2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*

This proposal is in line with the above intentions as it will facilitate a mix of uses that are compatible with surrounding uses.

The AM zone is broad in the uses permitted, including the desired “drive-through facility” use. The provisions of the AM zone as they compare to the Subject Property are laid out below:

AM Zone Provisions			
I ZONING MECHANISMS	II PROVISIONS	III PROPOSED	
(a) Minimum lot area	No minimum	6,537m ²	
(b) Minimum lot width	No minimum	78.8m	
(c) Minimum front yard and corner side yard setback	(i) non-residential or mixed use	No minimum	Compliant
	(ii) residential use building	3m	N/A
(d) Minimum interior side yard setback	(i) abutting a residential zone	7.5 m	N/A
	(ii) all other cases	No minimum	Compliant
(e) Minimum rear yard setback	(i) abutting a street	3 m	N/A
	(ii) rear lot line abutting a residential zone	7.5 m	N/A
	(iii) for a residential building	7.5 m	N/A
	(iv) all other cases	No minimum	Compliant
(f) Maximum building height	(v) in all other cases	30 metres but in no case greater than nine storeys	1.5 storeys; no new buildings proposed
(h) Maximum floor space index	(i) for AM zones, where majority of parking is at grade	2, unless otherwise shown	Compliant
Landscaping			
Section 110: Minimum Required Landscaping	Perimeter or interior landscaping required in a parking lot	15% of 5,255m ² = 788m ²	805m ²
	Landscape Buffer Width IV – For a parking lot containing more than 10 but fewer than 100 spaces	(a) abutting a street: 3m	Variance required
		(b) not abutting a street: 1.5m	Variance required
Parking and Access			
Parking Spaces	West Building = 237m ² /100 x 5 = 12(-10%) = 11	98 spaces	
	East Building = 548m ² /100 x 4 = 22(-20% for drive-thru) = 18		
Drive-Through	West Building: Existing, left as-is	N/A	
	East Building: Restaurant: 7 to order board, 4 to order = 11	5 to order board + 1 to order = 6 (minor variance required)	

As demonstrated, the subject property complies with all AM zoning provisions. Minor variances will be sought to address zoning deficiencies related to landscape buffers and drive-through queueing.

This planning brief demonstrates that the proposed application for Site Plan Control is justified under the Provincial Policy Statement, Ottawa Official Plan, and Ottawa Comprehensive Zoning By-law. Accordingly, this proposal reflects good planning principles.

Conclusions

- a. The proposed development complies with the Provincial Policy Statement.
- b. The proposed development complies with the Arterial Mainstreet policies set out in OPA 150.
- c. The proposed development is not offensive to the policies set within the Zoning By-Law; however minor variances will be required to address deficient landscape buffers and drive-through queueing.

We trust that you will handle this application expeditiously. If you have any questions or require clarification on any matters, please do not hesitate to contact the undersigned.

Yours truly,

Bill Holzman

William S. Holzman, MCIP, RPP
President
Holzman Consultants Inc.

Attach
c.c. J. Bonn

2015 Robertson – Site Plan Submission Letter.docx