

FOTENN

**3802 + 3812
Greenbank Road**



December 21, 2018

Planning Rationale

Zoning By-law
Amendment and Site
Plan Control



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Fotenn Consultants Inc. acting as agents for Greenbank Properties, is pleased to submit the enclosed Planning Rationale in support of a Major Zoning By-law Amendment and Site Plan Control Applications for lands municipally known as 3802 & 3812 Greenbank Road (the “subject property”) in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the property and compatible with adjacent development and the surrounding community. As well, the Rationale examines how the proposed development achieves the relevant urban design and compatibility objectives in order to determine if the development is appropriate for the subject property.

1.1 Purpose of Applications

Greenbank Properties wishes to re-develop the site and construct a one-storey local neighbourhood commercial building with 848m² of commercial space, up to 10 retail units, and 28 surface parking spaces. In order to proceed with the development as envisioned, Zoning By-law Amendment and Site Plan Control Applications are required.

1.1.1 Zoning By-law Amendment (ZBLA)

The existing property is currently zoned Development Reserve (DR).

The Zoning By-law Amendment (ZBLA) application requests a rezoning of the entire property to Local Commercial (LC) to facilitate the proposed one-storey commercial building. The ZBLA would revise various zone provisions of the LC Zone, including a reduced front yard setback, and rear yard setback as well as parking lot landscaping provisions.

1.1.2 Site Plan Control (SPC) Application

In addition to the ZBLA, a Site Plan Control application is also submitted to construct the building, surface parking, and landscape areas. The Site Plan Control application, supported by a range of technical studies (transportation, servicing, geotechnical, environmental, shadow analysis) will conform with the amended zoning for the property.

2.1 Subject Property



Figure 1 Site Context

The subject property consists of the lands municipally known as 3802 and 3812 Greenbank Road. The total area of the property is 2,840 m² (30,571ft²) and has a frontage of approximately 78 metres on Greenbank Road. Currently, the irregularly-shaped properties are undeveloped, and abut newly constructed residential detached, semi-detached, and townhouse buildings on the north, west, and south sides.

The subject property is generally flat, with a slight grade raise at the rear of the property. Some limited vegetation is present on the property but is generally in poor condition.

2.2 Surrounding Context

The subject properties are located along the western frontage of Greenbank Road in the Barrhaven community adjacent to the Quinn's Pointe neighbourhood. This section of Greenbank Road, south of the Jock River, is surrounded by predominantly low-profile residential uses.

The subject property is surrounded by the following land uses:

- / **North:** Abutting the subject property to the north, is a detached dwelling on a larger lot (approximately 3,560 square metres). This property and existing dwelling pre-date the large-scale residential growth in the area.

Further north, along the Greenbank Road corridor (Arterial Road) is the growing residential community of Half Moon Bay, which consists of a mix of low- and medium-density residential uses. The majority of buildings in this area have rear lotting conditions along Greenbank Road, with frontage on local

residential streets. Greenbank Road itself contains a substantial landscaped buffer and municipal sidewalks along both sides of the roadway.

- / **East:** Across Greenbank and further to the east is an established subdivision, including residential uses, schools and parkland. The private Stonebridge Golf Course is also located within this neighbourhood.
- / **South:** To the south of the subject property is a variety of low- and medium-density dwellings. Further south is active farmland.
- / **West:** Directly to the west, at the rear of the subject property are newly-constructed two-storey single detached dwellings. The natural grade of the lands slopes upwards to the west towards these residential dwellings.



Figure 2 Existing built form context along Greenbank Road.

2.3 Road, Transit, Pedestrian, and Cycling Network

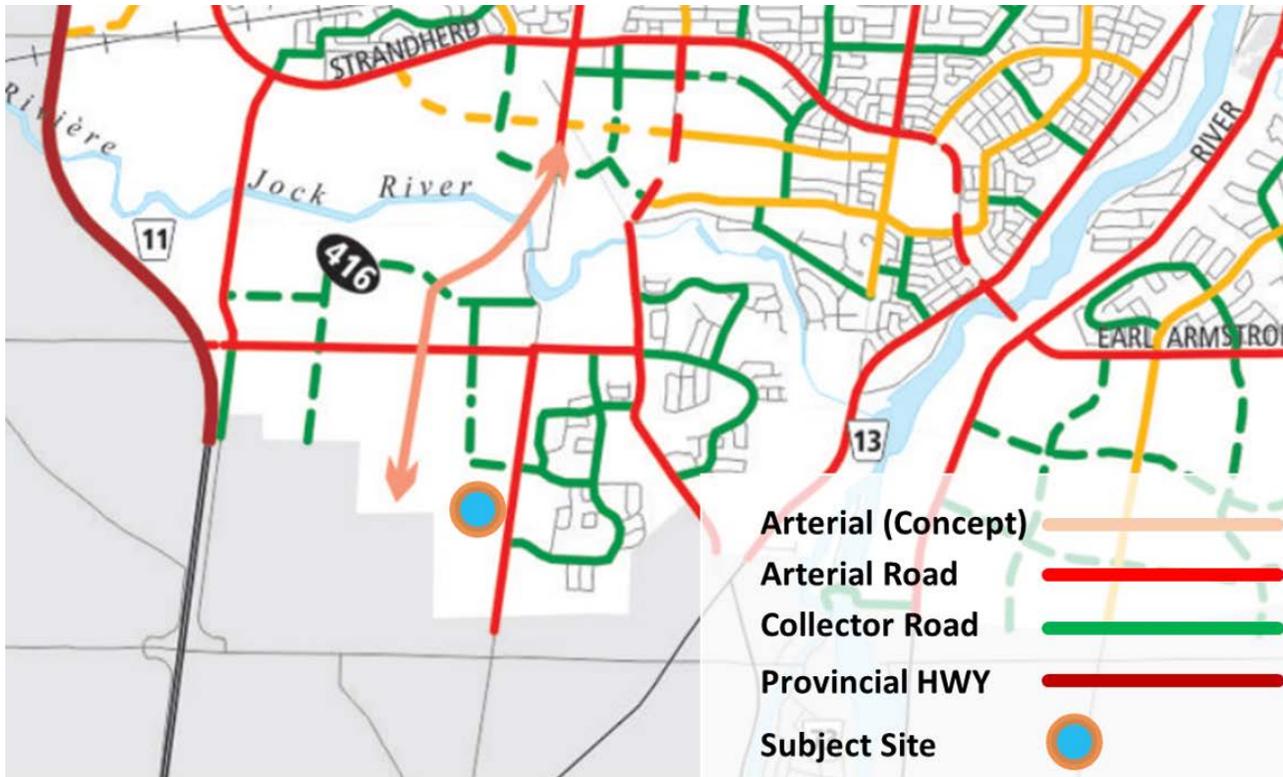


Figure 3 Urban Road Network (Official Plan Schedule E)

The subject property is well-served by the existing road network. Figure 3 the subject property fronts onto an Arterial Road (Greenbank Road), as shown on Schedule E of the Official Plan. Arterial roads are designed to carry large volumes of traffic over long distances.

The site also benefits from convenient access to Provincial Highway 416 to the west and other regional transportation routes.

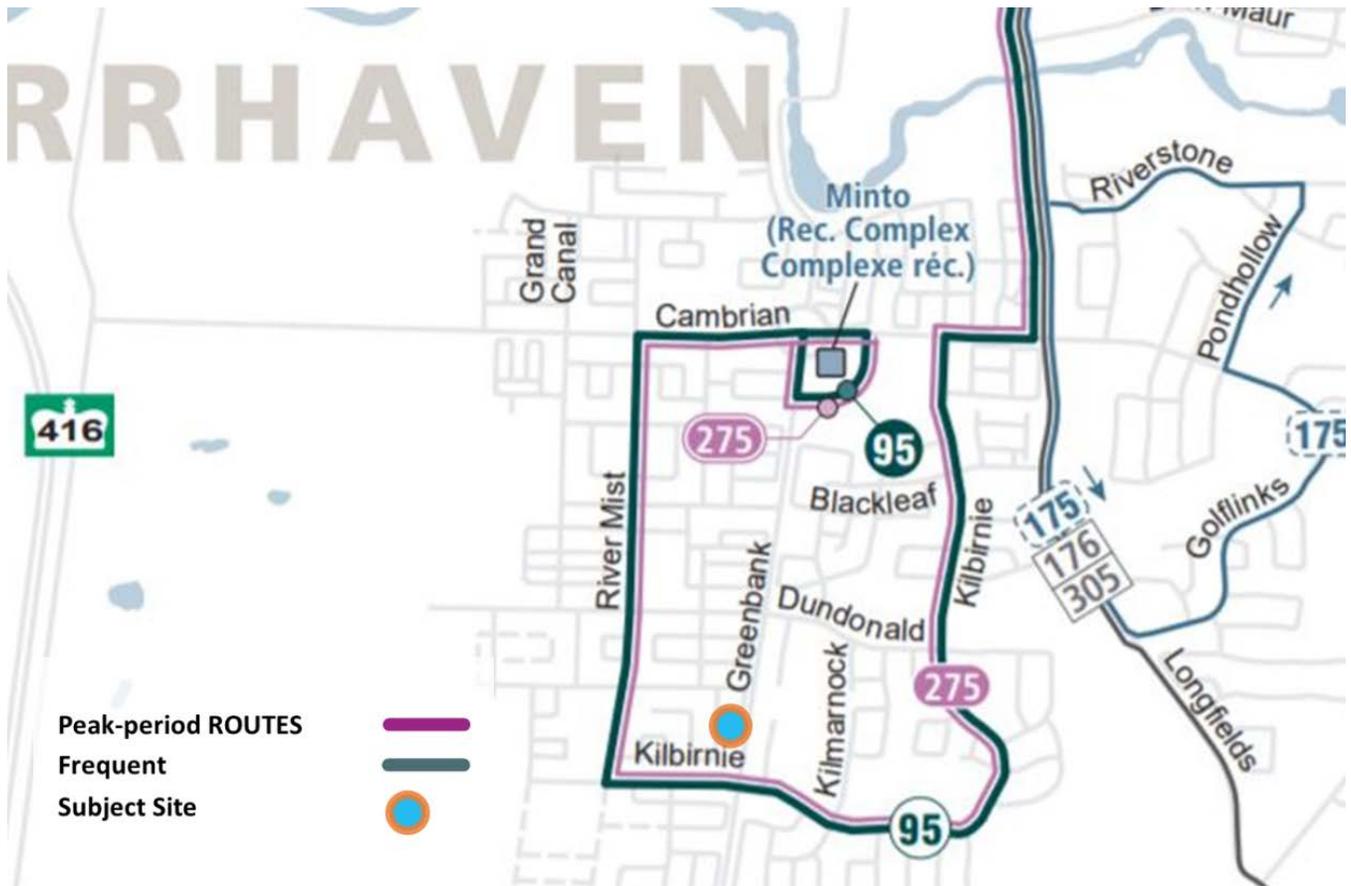


Figure 4 OC Transpo Map.

As shown above, the subject properties are located in close proximity to public transit routes that regularly connect to the Rapid Transit Network and future Light Rail Transit Line. Existing bus infrastructure and route programming offers efficient transit services to key amenity and employment areas.

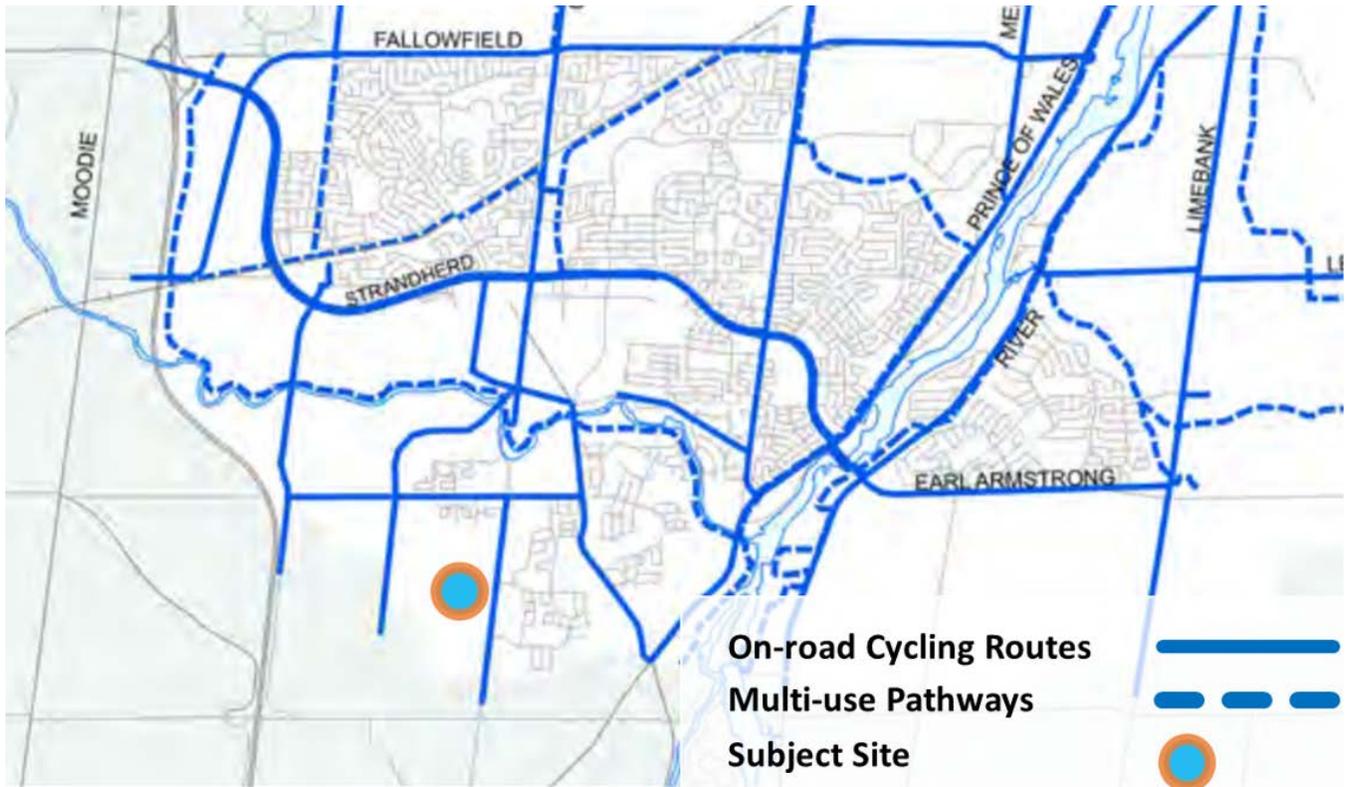


Figure 5 Schedule 'C' of the Official Plan, Primary Urban Cycling Network

As shown in Schedule C, the subject property is Connected to the Urban Cycling Network with access to several on-road cycling routes with city-wide connections. A multi-use pathway (MUP) is located in the Greenbank Road ROW directly abutting the subject site. The MUP will help to provide convenient access to the Subject Property to residents of the surrounding community while reducing the need for personal vehicle trips for those local amenity/commercial uses anticipated to locate in the proposed development.

3.1 Proposal Summary

The applicant proposes to construct a one-storey commercial/retail building with a total gross floor area of 848 m² (9,123 ft²) on the Subject Property. The building will be constructed on the northern portion of the property, while the southern portion of the property will accommodate surface parking for 28 vehicles, garbage storage facilities, and loading and delivery space.

Access and egress to the property is proposed to be located along Greenbank Road at the southern portion of the property, while leaving an appropriate separation distance to the intersection with Kilbirnie Drive to the south. The proposed development will contain between 8 -10 commercial units with pedestrian access provided from both the designated parking area, as well as directly from Greenbank Road.

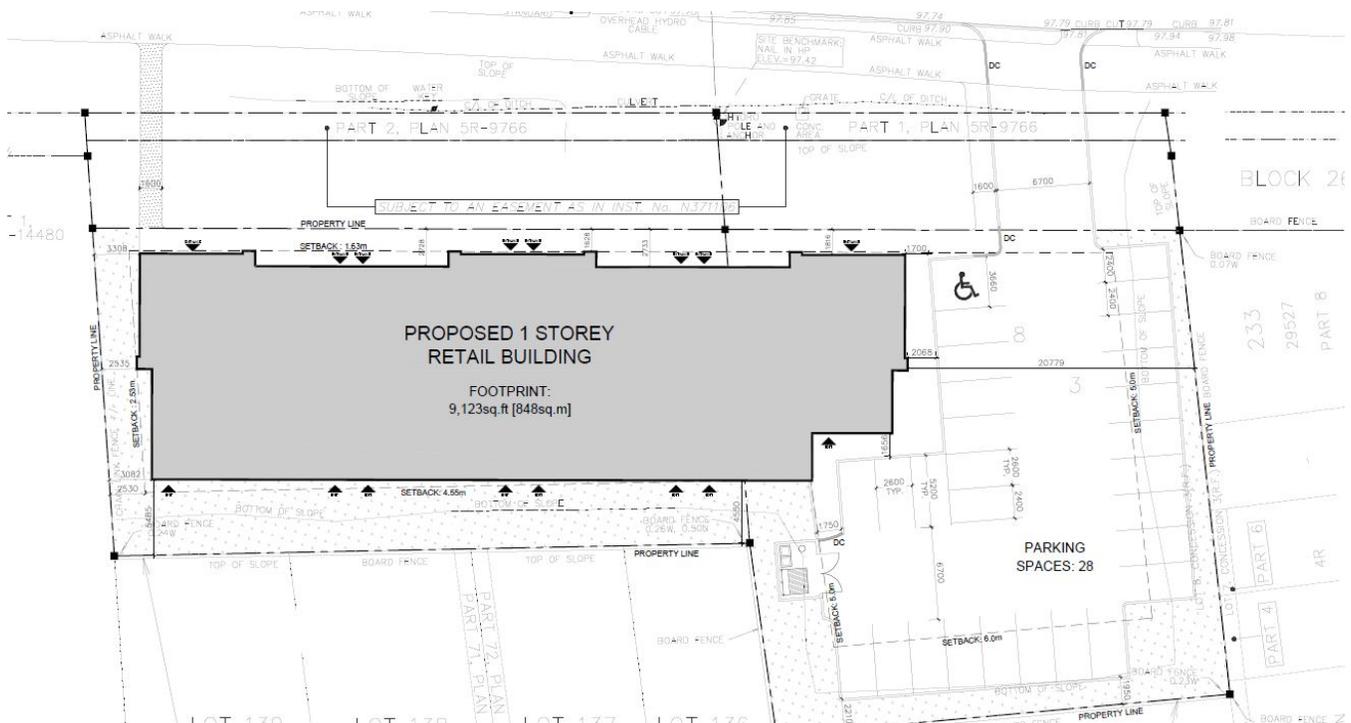


Figure 6 Proposed Site Plan.

The landscaping plan for the subject property includes abundant plantings utilizing both trees and shrubs to provide aesthetic value. The plantings also serve to visually screen the proposal from the nearby residential uses, particularly the parking and garbage storage areas.

3.1.1 Design Principles

The building, as illustrated below, was designed in accordance the following guiding principles:

- The proposed building provides significant direct street frontage.
- Through the proposed site layout, the surface parking lot is secondary to the building with landscaping and signage to screen the parking lot.
- The building's low profile fits and is compatible within the existing built form of the area.
- Design features to distinguish the façade (parapets, articulation, etc.) ensure a high-quality and positive contribution to Greenbank Road and the existing community.

- Mechanical equipment is screened and strategically located to ensure minimal noise or visual impacts on the neighbouring residents.
- Refuse storage is located to reduce any impacts on nearby residential uses.
- Each commercial unit is directly accessible to the multi-use pathway along Greenbank Road.



Figure 7 View of proposal from Greenbank Road.

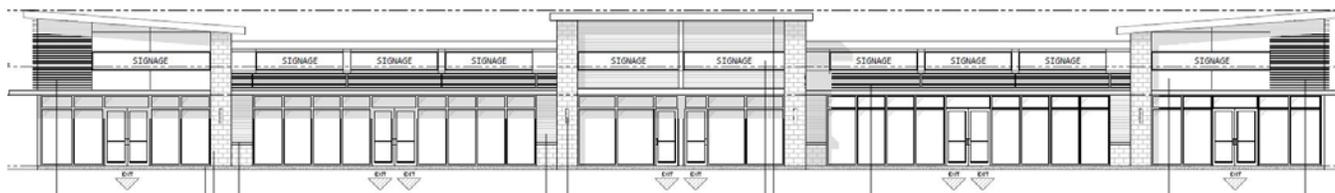


Figure 8 Elevation

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. The PPS provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters, “shall be consistent with” policy statements issued under the Act.

Section 1.1.1 of the PPS discusses objectives for managing and directing land use to achieve efficient and resilient development and land use patterns and identifies the ways in which healthy, livable and safe communities are sustained, including:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of uses to meet long-term needs; and
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Under Policy 1.1.3.1 the PPS states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 encourages land use patterns and densities within settlement areas that:

- / Efficiently use land and resources;
- / 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;
- / Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- / Support active transportation; and,
- / Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form. To this end, Policy 1.1.3.6 directs that new development taking place in *designated growth areas* should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure and public service facilities*.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted to minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 states that Long-term economic prosperity should be supported by:

- / Promoting opportunities for economic development and community investment-readiness;

Policy 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- / Promote compact form and a structure of nodes and corridors;
- / Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and,
- / Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies outlined in the PPS:

- / The development is located in a settlement area with existing services;
- / The proposed development will provide local amenities for the residential community in the surrounding area;
- / Facilitates walking and other modes of active transportation to meet basic daily needs; and
- / Contributes to a greater mix of uses in the community.

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

The City of Ottawa Official Plan provides a vision for the future growth of the city and a policy framework to guide the city's physical development to the year 2031.

4.2.1 Land Use Designation (OP Section 3.6.1)

The subject property is designated General Urban Area on Schedule B of the Official Plan (Figure 8). The General Urban Area designation permits the development of a comprehensive range and choice of residential and commercial uses to meet the needs of the community, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. In the General Urban Area, the City supports infill development and intensification in a way that will complement the existing characteristics of a subject property's location.

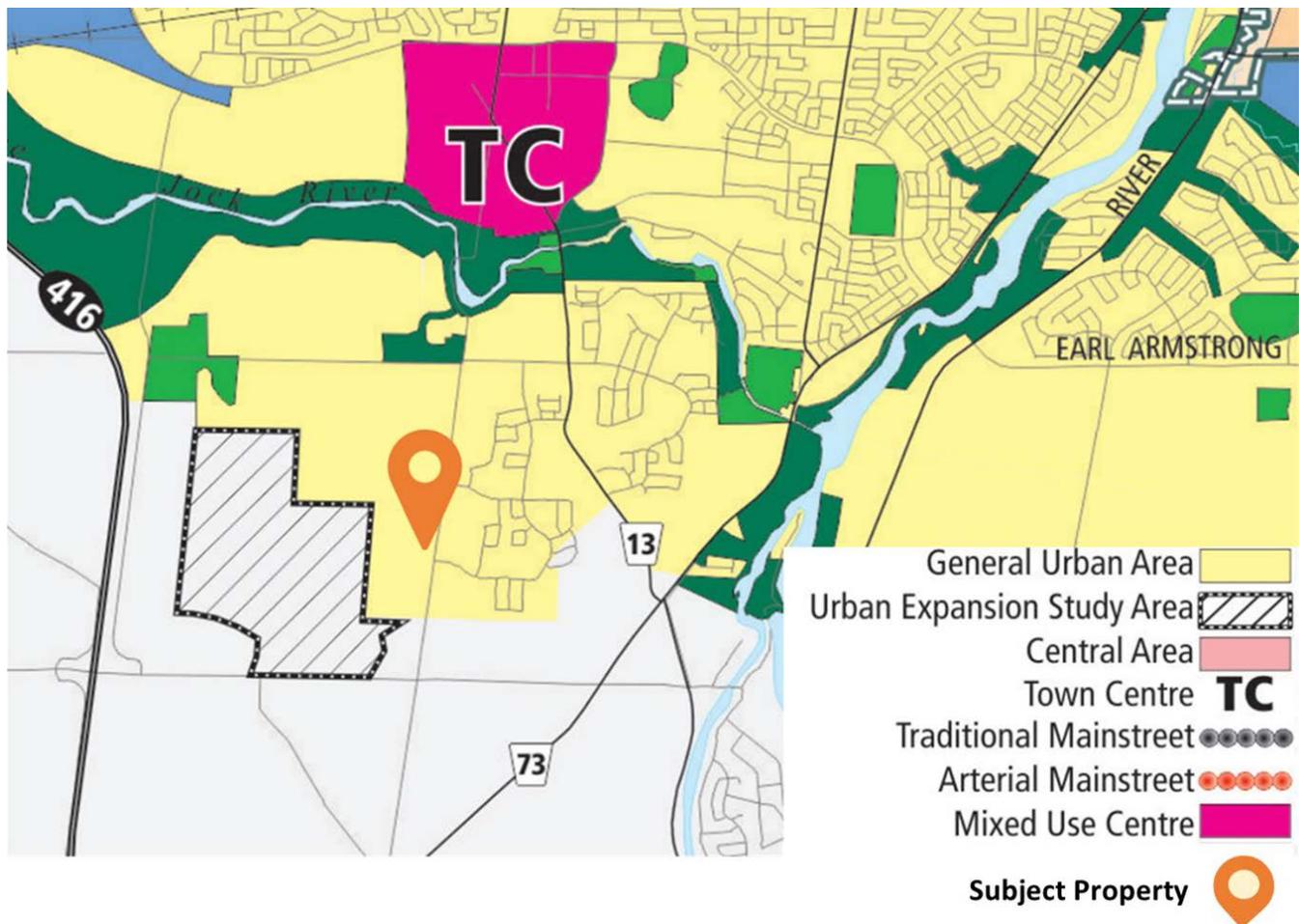


Figure 9 Extract from Schedule B - Urban Land Use Designations.

The following policies of the General Urban Area are of relevance to the proposed development:

- / **Policy 1** outlines a broad range of permitted uses for the General Urban Area, including various types of densities of commercial and retail uses.
- / **Policy 2** states that the evaluation of development applications will be in accordance with Sections 2.5.1 and 4.11 (Urban Design and Compatibility) of the Official Plan. **These sections are further evaluated below.**
- / **Policy 3** notes that when considering a proposal for infill or redevelopment in the General Urban Area, it is important to relate new developments to the existing community character so that it enhances and builds upon the desirable established patterns and built form.
- / **Policy 7** states that the General Urban Area shall permit uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. While permitting these types of uses, through applicable policy, the City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed.

Such uses will be directed to:

- o Locations along the rapid-transit system, or **an arterial** or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
 - o Suitable locations **on the perimeter** of, or isolated from, established residential neighbourhoods. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, or the presence of features such as significant depths of mature forest may be taken into account.
- / **Policy 8** indicates that throughout the General Urban Area, the City **will encourage the provision of a variety of small, locally-oriented convenience and service uses** that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:
- o Are compatible and complement surrounding land uses, and can be developed in accordance with Section 2.5.1 and Section 4.11;
 - o Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
 - o Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
 - o Are situated to take advantage of pedestrian and cycling patterns;
 - o Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

In consideration of the relevant policies of the General Urban Area, the proposed commercial low-rise building will contribute to achieving balance in land use types in this community, while respecting the desirable established patterns and built form. The proposal will integrate well into the existing context and has been designed to relate in scale and massing to the nearby low-rise residential character. The

subject property is also located along a key mobility corridor (Greenbank Road) benefiting pedestrians, cyclists, and vehicles.

4.2.2 Building Liveable Communities: Urban Design and Compatibility (Section 2.5.1)

Various design objectives are outlined in Section 2.5.1 to guide development. The following objectives and their principles are the most relevant to the proposed development:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity;
 - o **The proposed development will enhance the sense of community by providing an attractive building façade along the Greenbank corridor, while respecting the existing low-profile built form of the area.**
- / To define quality public and private spaces through development;
 - o **The development will better define and enhance the street edge through creating an architectural style that ultimately facilitates and encourages a more attractive street interface and pedestrian environment.**
- / To create places that are safe, accessible and are easy to get to, and move through;
 - o **The proposal includes direct and convenient access to the public ROW.**
- / To ensure that new development respects the character of existing areas;
 - o **Through providing a one (1) storey height and articulated built form and front façade, the proposed building respects the character of the area.**
- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice, and;
 - o **The proposed building has been designed to accommodate various commercial, office, and retail tenants and to respond to community needs overtime.**
- / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The subject properties are located within an area of the Barrhaven Community of Halfmoon Bay which is characterized as a low-rise residential character area. Due to its location on an Arterial Road the proposal should be responsive to design considerations within the Official Plan.

Overall, the proposal conforms to the broad objectives of Section 2.5.1 as it respects the character of the existing area, while enhancing the street at the pedestrian level, further defining the space effectively.

4.2.3 Urban Design and Compatibility (Section 4.11)

Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. As per Policy 2, the City will evaluate the development against the following criteria:

- / **Traffic:** The site is located along an arterial street with sufficient capacity for the anticipated increase in vehicle traffic to the property. A Traffic Impact Assessment has been submitted as part of the development applications which confirms that the proposed development will not generate a significant volume of traffic, and an appropriate Level of Service will be maintained along Greenbank Road.
- / **Vehicular Access:** Vehicular access to the property is provided from Greenbank Road by a driveway access on the southern portion of the lot. Through review the access and egress to the subject property

has been refined with amendments to the throat length and turning radii to ensure safety and ease of access.

- / **Parking Requirements:** The proposed parking provided complies with the minimum requirement of the Zoning By-law.
- / **Outdoor Amenity Areas:** Through site layout, incorporating a lower building profile, and strategically locating mechanical elements, the proposed building has been designed to reduce shadowing, overlook, and excessive noise in adjacent rear yards.
- / **Loading, Service and Outdoor Storage Areas:** There will be no outdoor storage associated with the operation of this building. As discussed in the TIA (attached), loading and service vehicles will utilize the same access as all other vehicles. The parking lot has been designed to accommodate infrequent use by service vehicles without causing undue performance issues for patrons and employees.
- / **Lighting:** Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuing no significant impacts on adjacent properties.
- / **Noise and Air Quality:** A noise study has been prepared which details results that are typical for similar environments. Appropriate building material and mechanical location and screening techniques are utilized in the proposed design to ensure no undue impacts to the neighbouring residential community.
- / **Sunlight:** Given the low-profile of the proposed building and the natural grade change between the neighbouring properties, no significant sun shadowing impacts are anticipated as a result of the proposed development.
- / **Microclimate:** No significant microclimate impacts are anticipated.
- / **Supporting Neighbourhood Services:** The surrounding community is well served by a full suite of community amenities including parks, recreational space, and schools. However, missing is the provision of community commercial services. The proposed development includes retail uses and contributes to the creation of a complete community with a variety of land uses.

The proposed development conforms to the Compatibility Policies set out in this Section of the Official Plan as the properties abut an Arterial Road node; a street typology well suited to accommodate and promote intensification and a broad mix of uses. Consistent with the proposed development, the Official Plan also supports commercial growth and intensification within areas designated General Urban Area.

Furthermore, the proposal promotes intensification and creates opportunities for new services and amenities in close proximity to residential communities while respecting the surrounding environment.

4.2.4 Ottawa Official Plan Right-Of-Way Requirements (Annex 1)

Section 2.3.1 of the Official Plan (OP) indicates that the City will protect rights-of-way (ROW) for the development of the future transportation network throughout the city. This involves identifying where lands will be acquired for new rights-of-way or the widening of existing rights-of-way. The table below indicates the ROW to be protected as it relates to the subject property.

Roadway	From	TO	ROW to be Protected	Road Typology
Greenbank	Cambrian	Barnsdale	37.5	Arterial

To accommodate this road widening the subject property will be reduced by approximately 7.7 to 8.4 metres in width (Figure 9). Considering the new widened ROW, the building will be set significantly back from the public walk way. Although the proposal is requesting a reduction in the front yard setback, it is our opinion that the wide right-of-way resulting from the dedication will ensure that the intent of the Zoning By-law provision is met.

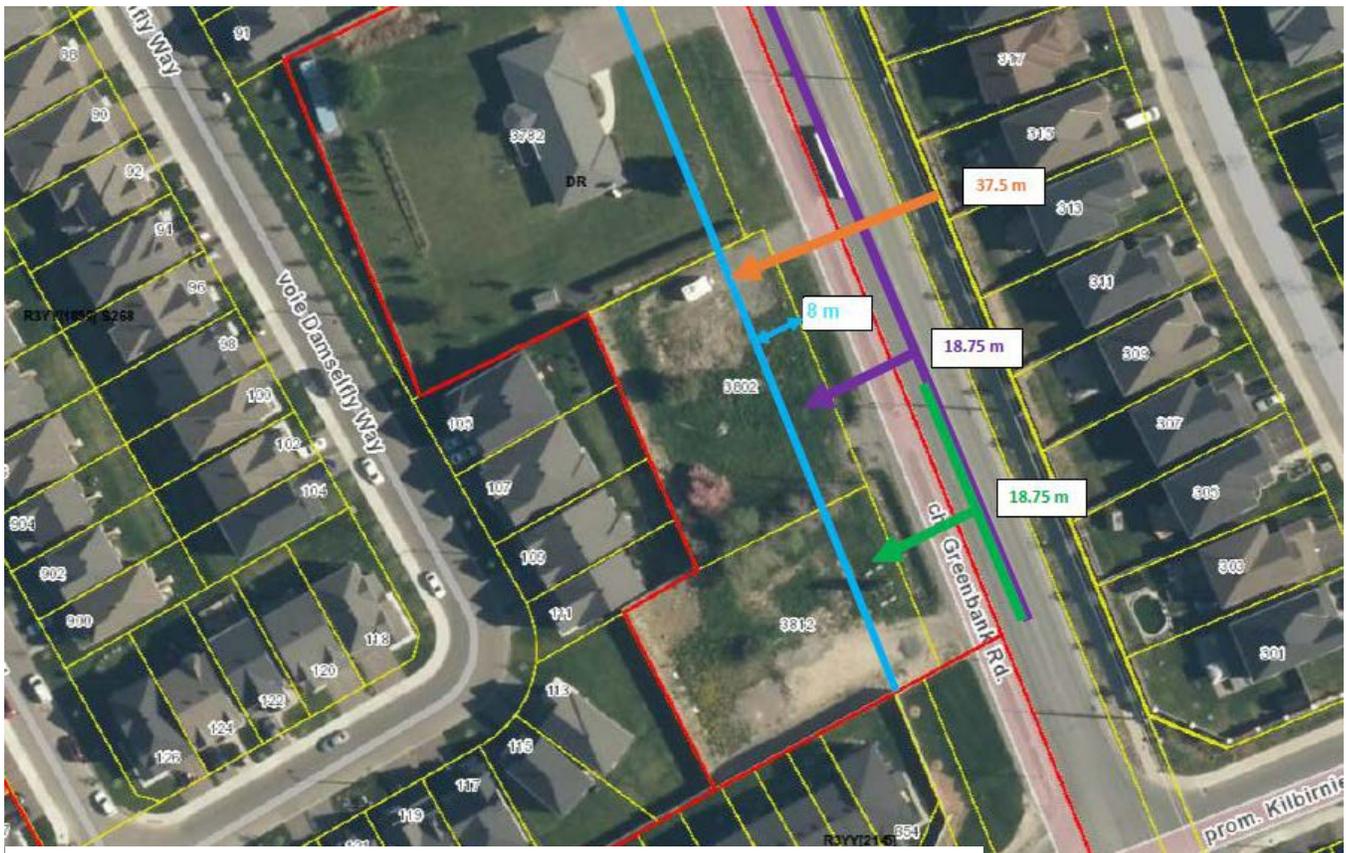


Figure 10: R.O.W requirement with new front property line in blue.

The image above demonstrates the new property line in blue and illustrates the significant future buffer between the existing sidewalk, roadway, and the proposed development.

The proposed development meets the policies of the Official Plan, including the General Urban Area policies and the urban design and compatibility policies of Sections 2.5.1 and 4.11. The subject property is located within the urban boundary and is serviced with municipal water, sanitary, and stormwater management services. The proposed commercial uses will contribute to the range of land uses in the area and will further the creation of a complete community. The property is located along an arterial street that has sufficient capacity to absorb the projected traffic generation.

4.3 Official Plan Amendment No. 150 (OPA 150)

In 2013, the City of Ottawa reviewed its Official Plan, which resulted in numerous changes to policy references and land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the

changes in December 2013. The Amendment was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH), then appealed by several parties.

Pre-hearings and settlements in 2018 resolved several outstanding appeals, bringing into full force and effect some policies of OPA 150. Other policies remain under appeal at the time of application submission.

OPA 150 proposes changes to some policies in the General Urban Area designation, including introducing a maximum building height of four storeys or less, except in particular cases. As the proposed development consists of a low-rise building, this change does not impact the proposed development.

New design criteria are also incorporated into the revised policies of Section 4.11, many of which relate to high-rise buildings. None of the changes have a significant impact on the proposed development.

The proposed development conforms to the policy revisions proposed through OPA 150.

4.4 Barrhaven South Community Design Plan

The subject property is located within the boundaries of the Barrhaven South Community Design Plan (CDP). The CDP represents the Council-approved vision for the long-term growth and development of Barrhaven South. The purpose of the CDP is to create a framework for the future development of the lands and augment the policy directions outlined in the City's Official Plan with more specific objectives for the Barrhaven South community.

In the CDP, the subject property is identified as Medium Density Residential, which is intended for ground oriented multiple unit dwellings such as triplexes, fourplexes and townhouses (block, stacked, back-to-back, and street) in the CDP. Further north along Greenbank Road is the only parcel in the CDP area that was designated Neighbourhood Commercial. This area, at the western corner of Cambrian and Greenbank was eventually developed as community recreational space, leaving a critical land use typology unrealized in the CDP area.

Given that the requested amendment to apply the Local Commercial Zone on the subject property, it is consequently expected that the amendment will apply to the CDP land use designation as well. The appropriate CDP designation for the proposed commercial development would be Neighbourhood Commercial, which is intended to provide opportunities for small-scale commercial areas that provide commercial and personal services to the surrounding neighbourhood.

As there are limited opportunities identified for Neighbourhood Commercial uses, and few remaining parcels that are appropriate for this type of development, the subject property represents an ideal location to accommodate the Neighbourhood Commercial designation.

The re-designation from Residential to Neighbourhood Commercial will help to achieve several objectives of the CDP and contribute to a vibrant community. Select policies of the CDP are included below supporting the proposed amendment to the CDP land use designation:

- / Section 5.1.1 Small-scale convenience retail stores are permitted in all land use categories at the intersection of two collector roads, and at the intersection of a collector road with an arterial road. Convenience stores are permitted at all rapid transit stations or stops throughout the community; and they can be located in a stand-alone building, or included with a dwelling. The intent is to provide convenience shopping within walking distance for all those living and working in the surrounding community.

Section 5.1.5 Neighbourhood Commercial Designation. The purpose of the Neighbourhood Commercial land use category is to provide opportunities for small-scale commercial areas that would provide commercial and personal uses to the surrounding neighbourhood.

- A range of commercial and service uses will be permitted, such as retail stores, food stores, restaurants, personal service uses, financial institutions, business, medical and professional offices, and entertainment and recreation uses. Automobile-related uses, such as gas stations or drive-through uses, will be permitted within the Neighbourhood Commercial land use category.

The proposed use on the subject property is supported by the objectives of the CDP as it is located along an arterial road and aims to provide convenience shopping within walking distance for all those living and working in the surrounding community.

Overall, the proposed development conforms to the policies set out in the Barrhaven CDP, by reinforcing and enhancing the character of the neighbourhood while providing more convenience amenity and service options to accommodate growth in the community.

4.4.1 Master Servicing Study

The Master Servicing Study (MSS) for the Barrhaven South community was developed concurrently with the CDP. The MSS demonstrates that growth objectives of the CDP can be serviced by extending existing municipal water and wastewater infrastructure; upsizing planned future wastewater infrastructure, and constructing stormwater management facilities.

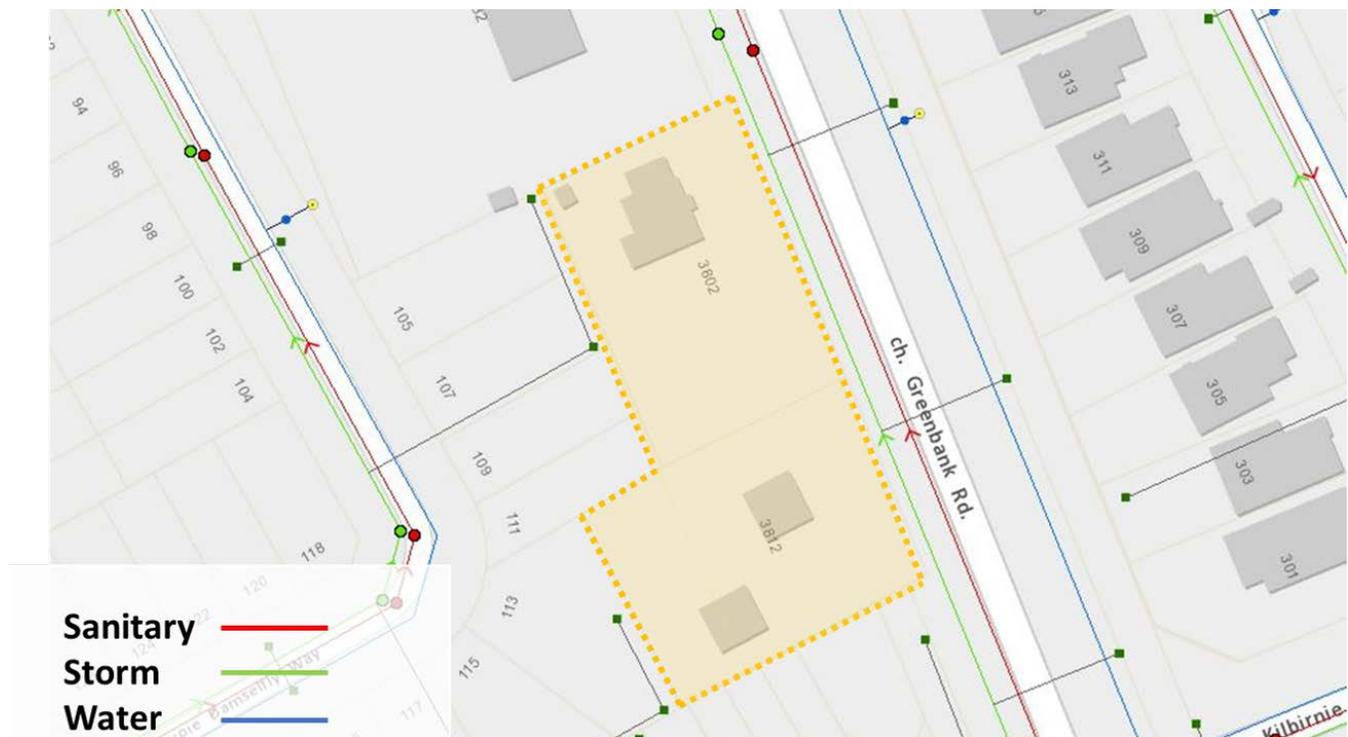


Figure 11 Existing Municipal Services.

The image above demonstrates the current location of municipal services in close proximity to serve the subject property.

The Site Servicing study conducted by DSEL indicates the proposed development will make efficient use of land, infrastructure, and existing municipal services in the area.

4.5 Arterial Mainstreet Design Guidelines

The City of Ottawa has developed a series of Design Guidelines for various contextual settings to be used during the review of development proposals to promote and achieve appropriate and high-quality design and development.

While there are no guidelines which specifically address Arterial Roadways, the guidelines developed for Arterial Mainstreet represent a useful reference when considering the proposed commercial development.

The proposed development achieves the following guidelines:

- / **Guideline 13:** Ensure that buildings occupy the majority of the lot frontage.
- / **Guideline 15:** Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture
- / **Guideline 20:** Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- / **Guideline 27:** Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.
- / **Guideline 36:** Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.
- / **Guideline 14:** Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.
- / **Guideline 41:** Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards in order to provide screening and enhance environmental benefits.

The proposed development meets several of the Design Guidelines.

4.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is currently zoned Development Reserve (DR) in the City of Ottawa's Comprehensive Zoning By-law (2008-250).

The purpose of the DR - Development Reserve Zone is to:

- / Recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;
- / Limit the range of permitted uses to those which will not preclude future development options; and
- / Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

The DR Zone is intentionally restrictive in order to preserve land for future development. Consequently, a Zoning By-law Amendment is required to implement appropriate and desirable development on the subject property. Through an analysis of the land use context, relevant policy, and discussions with involved stakeholders, the community, and City Staff, it was determined that the most suitable land use designation to pursue is the Local Commercial (LC) zone.

The purpose of the Local Commercial Zone is to:

- / Allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;
- / Restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;
- / Provide an opportunity to accommodate residential or mixed uses development; and
- / Impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

The proposed development for a single-storey local commercial building at an appropriate size and scale adheres to the intent of the Local Commercial Zone.

4.6.1 Local Commercial Zone Provisions

The table below evaluates the development proposal against the applicable performance standards. Areas of compliance are noted with a “✓” whereas non-compliance is noted with an “X”.

Table 1: Zoning Evaluation – Local Commercial Zone

Zoning Mechanism	Required	Proposed Development	Conformity
Minimum Lot Width (m)	No Minimum	78 metres	✓
Minimum Lot Area (m ²)	No Minimum	2,840m ²	✓
Maximum Building Height (m)	12.5 metres	6.6 metres	✓
Minimum Front Yard Setback (m)	3 metres	1.6 metres	X Due to road widening requirement which resulted in a significantly narrowed lot width.
Minimum Rear Yard Setback (m)	For a non-residential use building or a mixed-use building, from that portion of a lot line abutting a residential zone: 7.5 metres	4.5m	X Due to road widening requirement. However, due to the grade change and proposed landscaping, screened mechanical equipment,

			relocation of garbage, and the currently existing fencing, there are no anticipated negative impacts on the rear residential community.
Minimum Interior Side Yard Setback (m)	For a non-residential use building or a mixed-use building, from that portion of a lot line abutting a residential zone: 5 metres Other cases: No minimum	20.78 m 2.5m	✓ ✓
Floor area Maximum	<ul style="list-style-type: none"> - Each separate occupancy not to exceed 900 square metres in gross leasable area. - Total area occupied by all the separate occupancies combined not exceeding a gross leasable area of 3,000 square metres. 	848m ² total GFA. 848m ² total GFA.	✓ ✓
Minimum Width of Landscaped Area	Abutting a street: 3 m Abutting a residential zone: 3m	1m Side Yard: 2.5m to 3.3m Rear Yard: 4.5m	X However, the landscaped distance between the front walkway and the portion of the public ROW that includes the paved pathway and street is significant (approx. 14 metres) in this instance. X

	Other cases: No minimum		✓
Minimum Width of Landscaped Area Around A Parking Lot	<p>Abutting a street with more than 10 spaces: 3 metres</p> <p>Not abutting a street with more than 10 spaces: 1.5 metres.</p> <p>/ Minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area this can include the required buffer and also some interior landscaping in the form of islands and walkways to meet the 15%.</p>	<p>1 metre</p> <p>>15%</p>	<p>✗ However, the landscaped distance between the front walkway and the portion of the public ROW that includes the paved pathway and street is significant (approx. 14 metres) in this instance.</p> <p>✓</p>
Parking	<p>Day Care: 2 per 100m²</p> <p>Retail Use: 3.4 per 100m²</p> <p>Restaurant: 10 per 100m²</p> <p>Office: 2.4 per 100m²</p> <p>= approx.. 28 spaces.</p>	28	✓
Loading Space	None required in LC Zone	0	✓
Bicycle Parking Spaces	1 per 250 m ² of gross floor area	3	✓

Table 2: Permitted Uses in the Local Commercial Zone:

Animal Care Establishment	Municipal Service Centre Office
Animal Hospital	Payday Loan Establishment
Artist Studio	Personal Service Business
Bank	Post Office
Bank Machine	Recreational and Athletic Facility
Click and Collect Facility	Restaurant
Community Health	Retail Food Store
	Retail Store

and Resource Centre Convenience Store Day Care Drive-Through Facility Instructional Facility Library Medical Facility	Service and Repair Shop Small Batch Brewery Urban Agriculture
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The proposed retail and commercial use is permitted in the Local Commercial Zone of the City of Ottawa Comprehensive Zoning By-law (2008-250).

REQUESTED ZONING BY-LAW AMENDMENT

Through preliminary analysis and consultations, the Local Commercial (LC) zone has been identified as the most appropriate zone for the proposed commercial development. The LC zone is intended to facilitate opportunities for small-scale commercial uses that provide commercial and personal services to the surrounding neighbourhood. A rezoning on the property from Development Reserve to Local Commercial will permit locally-serving commercial uses in a predominantly residential area.

Overall, the proposed development generally complies with the City of Ottawa Comprehensive Zoning By-law. However, the requested Zoning By-law Amendment also incorporates site-specific performance standards to permit the requested development.

Required Relief from Local Commercial Performance Standards:

- / **Front yard Setback:** To reduce the required front yard setback to 1.6 metres, whereas the Zoning By-law requires 3 metres.
 - o The road widening won't be taken until the Site Plan Control stage, and the building will be classified as compliant until that time under Section 4 of the Zoning By-law.

The required ROW protection of 37.5 metres reduces the depth of the lot considerably, creating constraints in achieving the required front yard setback. However, limited portions of the main wall of the building are proposed at the reduced setback, and large portions of the front façade are set back a further 1.1 metres to 2.7 metres. These articulations in the façade are intended to improve the visual impact and massing along Greenbank Road.

The majority of Greenbank Road does not have residential frontage and only one detached dwelling has frontage along the roadway in the immediate vicinity of the Subject Property. Locating the proposed building with direct frontage to Greenbank Road will improve the aesthetic functioning of the street, as well as the pedestrian experience. Given the existing design of the public ROW, the building achieves a functional setback of approximately 10 metres, a significant distance from the road way and sidewalk.

- / **Rear Yard Setback:** To reduce the required rear yard setback to 4.5 metres whereas the City of Ottawa Zoning By-law Requires 7.5 metres.

Similar to the contextual constraints along the front lot line, the required ROW protection narrows the lot considerably, creating challenges in achieving the required rear yard setback. The rear yard setback ranges from 5.5 metres at the northern portion of the site to 4.5 metres to the south. Furthermore, the grade change and existing fence along the rear lot line reduce any visual impacts from the proposed building to the existing residential neighbours.

- / **Landscaping Buffer:** Reduce the Landscaping buffer to 1 metres abutting the street whereas the City of Ottawa Zoning By-law Requires 3 metres; and to 1 metre on the remainder of the property, whereas the City of Ottawa Zoning By-law Requires 1.5 metres.
- / **Landscaping buffer surrounding the parking lot:** Reduce the landscaping buffer bordering the parking lot to 1 metre abutting the street whereas the City of Ottawa Zoning By-law requires 3 metres; and to 2.5 metres on the side and rear of the parking lot whereas the City of Ottawa Zoning By-law requires 3 metres.

The proposal includes a suite of at-grade design and landscaping elements to ensure compatibility with the neighbouring properties and offset the deficiencies in the related Zoning By-law provisions. The design includes complementary landscaping and glazing surrounding the property and along Greenbank Road, which enhance the interface between the proposed building and the public ROW.

Due to the grade change, existing fence, ample landscaping, and low profile of the proposed building, there are limited negative impacts anticipated as a result of the requested zoning relief.



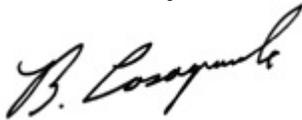
Figure 12 Existing context illustrating the grade change (left) and with the white dashed line indicating new front lot line (right).

It is our professional planning opinion that the proposed Zoning By-Law Amendment and Site Plan applications represent good planning and are in the public interest as follows:

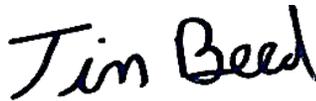
- / The development proposal is consistent with the policies of the Provincial Policy Statement;
- / The proposed development conforms to the Official Plan policies, including the policies of the General Urban Area and policies for urban design and compatibility;
- / The proposal conforms to the new policy direction set out in the Official Plan Amendment No. 150 with regards to land use, building design, and compatibility;
- / The proposed land use is already contemplated in the Barrhaven South Community Design Plan (albeit further north along Greenbank). This proposal represents the addition of an important land use in an appropriate location along an arterial road in proximity to residential uses. The community-serving commercial uses will provide important services and conveniences to the surrounding community; and
- / The proposed development meets the majority of performance standard provisions in the Zoning By-law.

Overall, the proposal advances several key provincial and municipal policy objectives. Based on this analysis, the proposed development represents good planning and is in the public interest.

Yours sincerely,



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