



1515 Earl Armstrong Road, Ottawa

Planning Rationale and Design Brief
Site Plan Control
December 20, 2022

Prepared for Urbandale Corporation

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

December 2022

© Fotenn Planning + Design

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0 Introduction

Fotenn Consultants Inc. ('Fotenn') has been retained by Urbandale Corporation ('Urbandale') to prepare a Planning Rationale and Design Brief in support of a Site Plan Control application for the lands known municipally as 1515 Earl Armstrong Road (the 'subject lands') in the Riverside South community of the City of Ottawa

Urbandale is seeking to develop the lands with a retail/commercial shopping centre. The lands are currently subject an active Plan of Subdivision application (D07-16-22-0010) which seeks to create three development blocks and a new public street through the site. The proposed development includes 11 retail buildings and one (1) office building for a total gross floor area of 12,762 m².

This Planning Rationale and Design Brief also fulfills the requirement of a Design Brief as outlined in the Design Brief Terms of Reference.

1.1 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will be undertaken in the months following submission of the application:

- / Notification of Ward Councillor
 - The Ward Councillor will be notified of the application and invited to discuss the proposed development.
- / Community "Heads Up" to local registered Community Associations
 - A 'heads up' notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff.

Subject Property and Surrounding Area

The subject lands are municipally known as 1515 Earl Armstrong Road, in the Riverside South community of the City of Ottawa at the northwest corner of Earl Armstrong Road and Limebank Road. The subject lands have a total area of approximately 6.15 hectares (61,529 square metres) with approximately 323 metres of frontage on Earl Armstrong Road and 172 metres of frontage on Limebank Road. The subject lands currently consist of undeveloped vacant land.



Figure 1: Subject Lands

2.1 Surrounding Context

The subject lands are located within the developing Riverside South community and are generally located east of the majority of existing built-up areas. The context surrounding the subject lands is described as follows:

North: Immediately north of the subject lands is a stormwater management pond and adjoining Nimiq Park. The subject lands also abut low-rise detached dwellings on Dusty Miller Crescent, west of the pond. Northwest and northeast of the subject lands are additional low-rise neighbourhoods, with a mix of dwelling types including detached dwellings, townhouses, and low-rise apartments. Further north at the corner of Limebank Road and Spratt Road is a neighbourhood retail shopping centre and St. Francis Xavier Catholic High School.

East: The subject lands abut Limebank Road to the east. On the east side of Limebank Road are vacant lands which are planned (site plan approved) as a retail shopping centre with a retail food store. Further east is the Mosquito Creek corridor and planned residential development lands. Southeast of the subject lands is a future retail shopping centre being developed by Morguard. That plan is currently in the final stages of Site Plan approval.



South: South of the subject lands are Earl Armstrong Road. The south side of Earl Armstrong Road are future development lands within the Riverside South Community Core. Further south is a transit corridor which includes the Limebank LRT

station (currently under construction) and a future BRT connection to Barrhaven to the west. “Main Street” is a future north-south street that will connect Earl Armstrong to the future east-west “Transit Street” that runs alongside the LRT corridor.

West: West the subject lands is a low-rise residential subdivision with a mix of detached, semi-detached, and townhouse dwellings. The community also includes a series of parks, a community centre, and schools in addition to the Earl Armstrong – North Woods woodlot. Further west, at the intersection with River Road is a retail shopping centre.

2.2 Transportation Network

As shown on Schedule C4 – Urban Road Network, both Earl Armstrong Road and Limebank Road are classified as existing Arterial Roads. These roads are intended to serve as major public and infrastructure corridors serving vehicles, pedestrians, cyclists, public transit buses, and public utilities. The proposed subdivision will have access to both Earl Armstrong Road and Limebank Road.

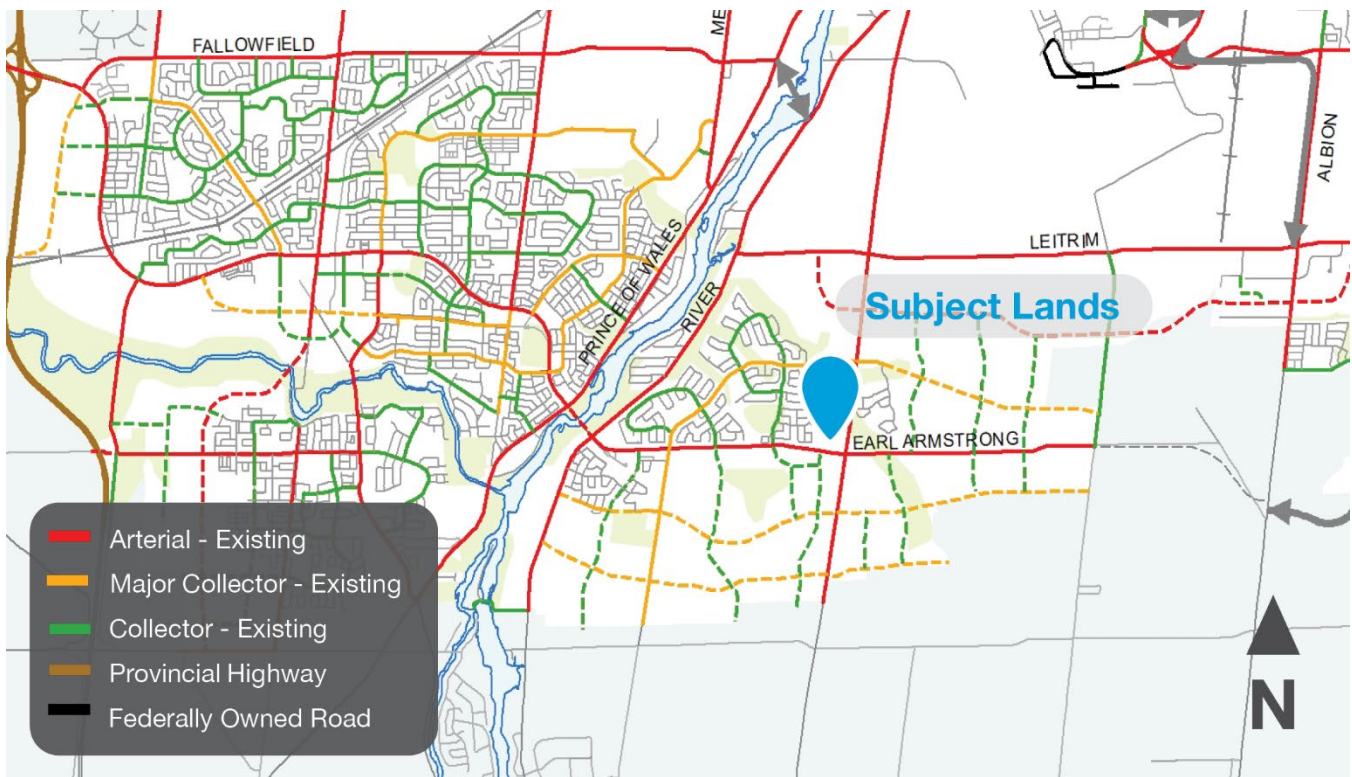


Figure 2: Schedule C4 - Urban Road Network

2.2.1 Transit Network

The subject lands are located within 400 metres walking distance of the future Limebank Station, currently under construction as part of the Trillium Line south LRT extension. Local buses will ultimately connect to Limebank Station to serve the immediate community and ultimately will travel west from the station to Barrhaven across the reserved BRT corridor. The subject lands are served today by peak-hour route 278 between Tunney’s Pasture Station and Riverside South or by Routes 99 and 299 north of the site.

3.0 Proposed Development and Design Brief

3.1 Proposed Development

The proposed development is a retail shopping centre that will provide much needed neighbourhood-oriented retail, restaurant and food store uses in the fast-growing community of Riverside South. The proposed development features approximately 9,219 square metres of retail space arranged through eleven (11) separate buildings and one office building with 3,662 square metres of office space. Buildings have been oriented towards the outer edge of the site to improve the pedestrian environment along the street and to screen surface parking areas from the major roads.

The previously proposed Plan of Subdivision includes a new 18-metre-wide public street linking Earl Armstrong Road to Limebank Road through the centre of the site. Along Earl Armstrong, the proposed road will align with the future “Main Street” to be constructed south of Earl Armstrong Road. This intersection also provides sufficient room to accommodate a roundabout at this intersection (as planned for in the Draft Riverside South Secondary Plan). The intersection location along Limebank has been coordinated with the approved site plan for the retail plaza to the east of Limebank.

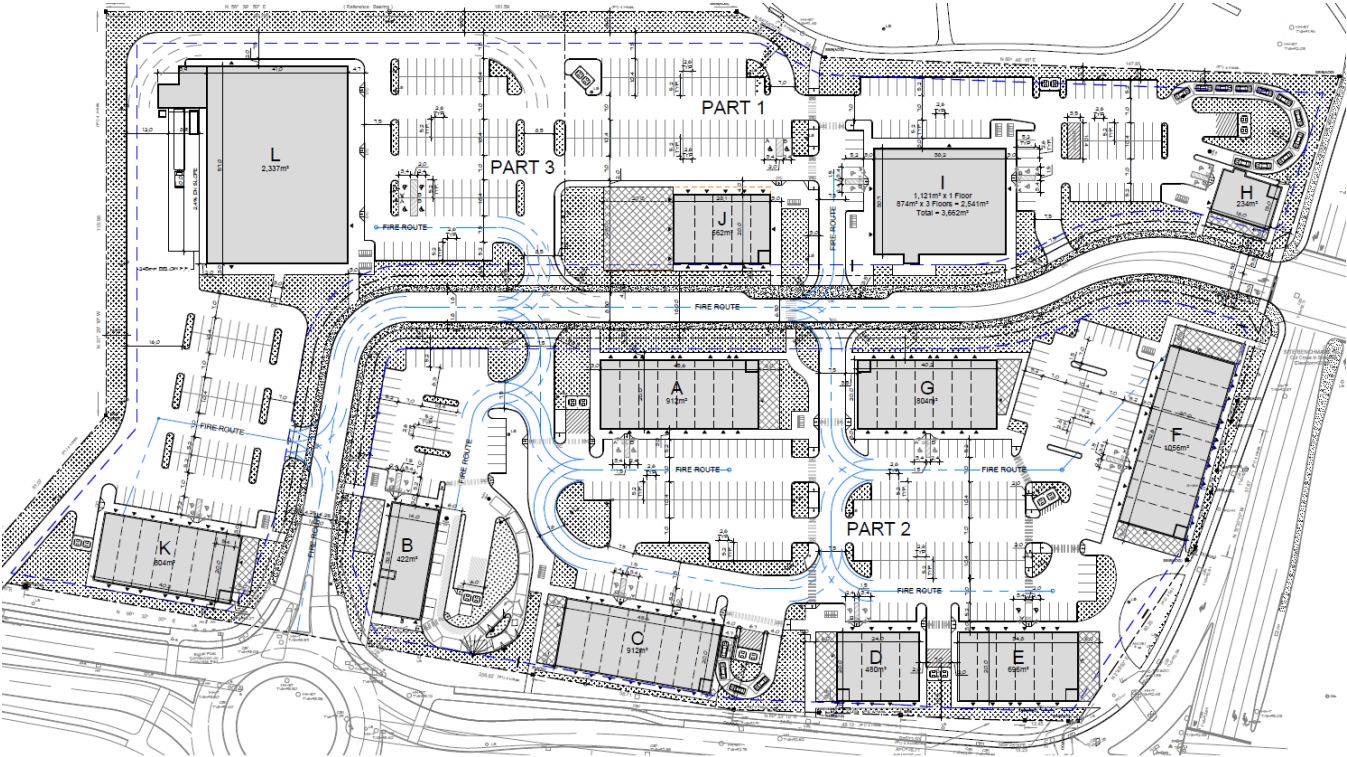


Figure 3: Proposed Site Plan

North of the new public street will be two (2) development blocks (Part 1 and 3 on the Site Plan). Within Part 1, the plan is for approximately 796 square metres of retail space in single-storey buildings (building H and J). Part 1 also includes 3,662 square metres of office space within a four (4) storey building (Building I on the Site Plan). A total of 293 surface parking spaces are planned to serve Part 1.

Within Part 3, 3,141 square metres of retail are proposed within buildings K and L. A total of 154 surface parking spaces are provided within Part 3 to serve the retail uses.

South of the public street is Part 2 on the Site Plan which is anticipated to include 4,458 square metres of retail space arranged within seven (7) buildings (A to G). A total of 171 vehicular parking spaces are envisioned within this area of the plan.

Pedestrian access is proposed to the public sidewalks along Limebank and Earl Armstrong from within the site, in addition to along the new public road. The proposed retail buildings are designed to frame the site, with parking provided in the rear. A pedestrian connection is envisioned to connect to the public open space and stormwater management pond north of the site and to further pedestrian connections to the residential community through Nimiq park and to Dusty Miller Crescent. Pedestrian paths are also provided across Earl Armstrong to the Main Street, and ultimately to the rapid transit station.

A total of 78 bike parking spaces have been incorporated throughout the site providing convenient bike parking spaces in proximity to the retail stores to encourage active transportation.

All vehicular access is proposed from the new public street, aside from a right-out access proposed to Earl Armstrong Road in the southwest corner of the subject lands. This access is proposed to facilitate truck movements through the site.

3.2 Building Mass and Scale

The proposed development includes a built form of low-rise commercial and office buildings. Buildings are generally located along the street edge with surface parking interior to the site. The low-rise built form is characteristic of the suburban transect and does not conflict with abutting properties with regards to transition. The commercial/retail buildings will be one storey. The proposed office building will be four (4) storeys. Figure 5 below illustrates the proposed built form and massing.



Figure 4: 3D Massing of the site, facing northwest

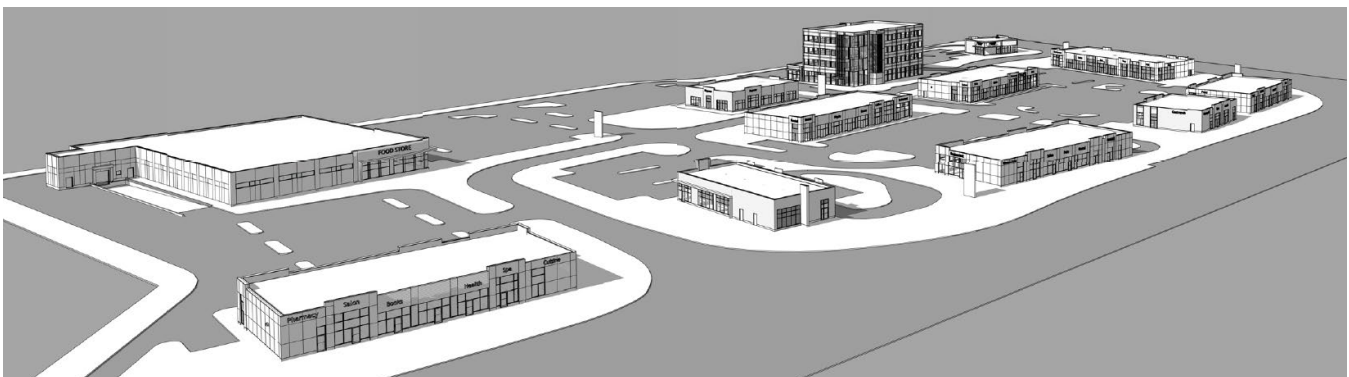


Figure 5: 3D Massing, looking northeast

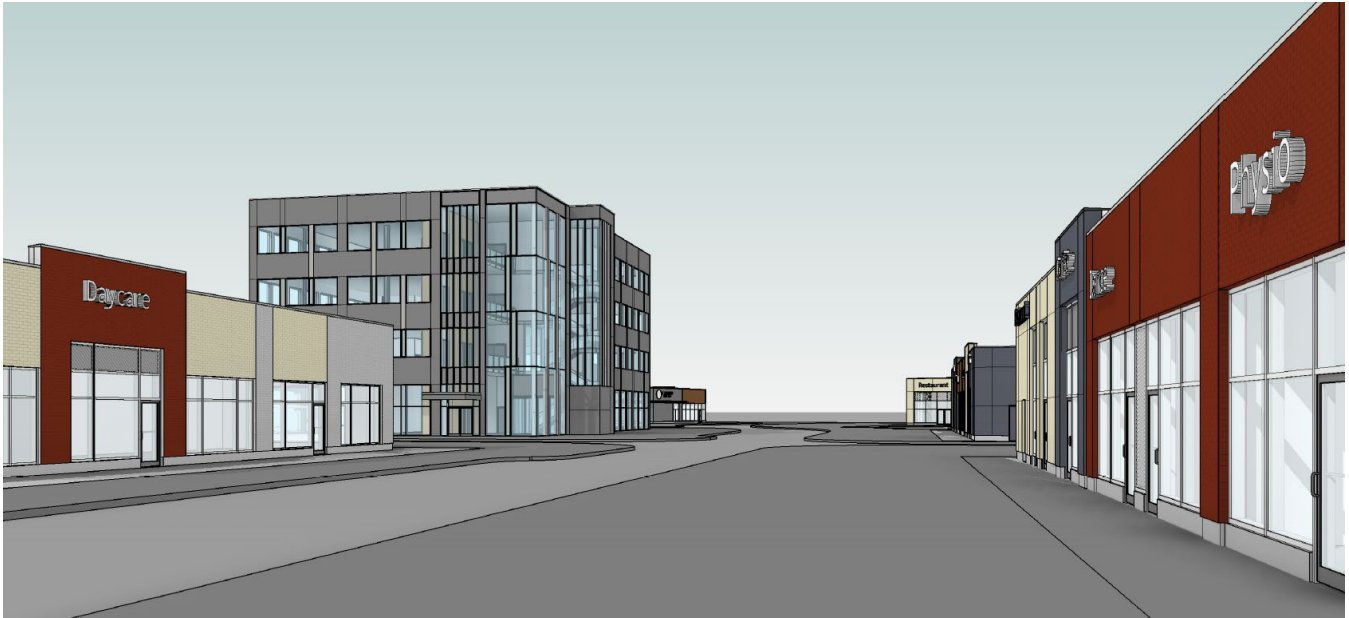


Figure 6: Street View looking east along the Proposed Public Street

3.3 Building Elevations

The proposed development includes buildings that will feature a variety of building materials including glazing at street level to create active frontages that are inviting to the public. Materials include precast concrete in a variety of colours and textures, including grey, beige and textured red brick. Blank walls are avoided, especially along public frontages, with doors and windows positioned to front onto public areas. The following elevation samples illustrated the proposed building design.



Figure 7: Sample Building Elevations

3.4 Landscaping

The proposed development includes significant landscaping throughout, including adjacent to the abutting low-rise residential area. A six (6) metre wide landscape buffer is provided along the north and west edges of the subject lands where it abuts existing residential uses. Landscaping within the buffer will include both deciduous and coniferous trees to provide screening.

Trees have been planted generally continuously along the new public street to create a good canopy along that street. Landscaped areas have also been integrated throughout the parking lots and along the public road frontages. In addition to significant landscaping within islands throughout the parking areas, specific attention has been paid to adding landscaping around buildings and along pedestrian sidewalks within the site. Parking islands will include shrub and deciduous tree plantings. Drive-through areas are well screened with perimeter landscaping and are strategically located to not interrupt pedestrian corridors and site circulation.

A landscaped entry court is proposed adjacent to the Earl Armstrong and Limebank intersection, providing an important pedestrian entry point into the site and giving space for larger trees and more plantings.

Policy and Regulatory Framework

4.1 City of Ottawa Official Plan (2022)

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

4.1.1 Transect and Land Use Designation

The subject lands are within the Suburban Transect and designated Hub, with the Evolving Neighbourhood Overlay applied, as shown on Schedule B6 – Suburban (Southwest) Transect of the Official Plan. The Suburban transect is intended to recognize the suburban pattern of development while supporting an evolution towards 15-minute neighbourhoods in a generally low to mid-density development form.

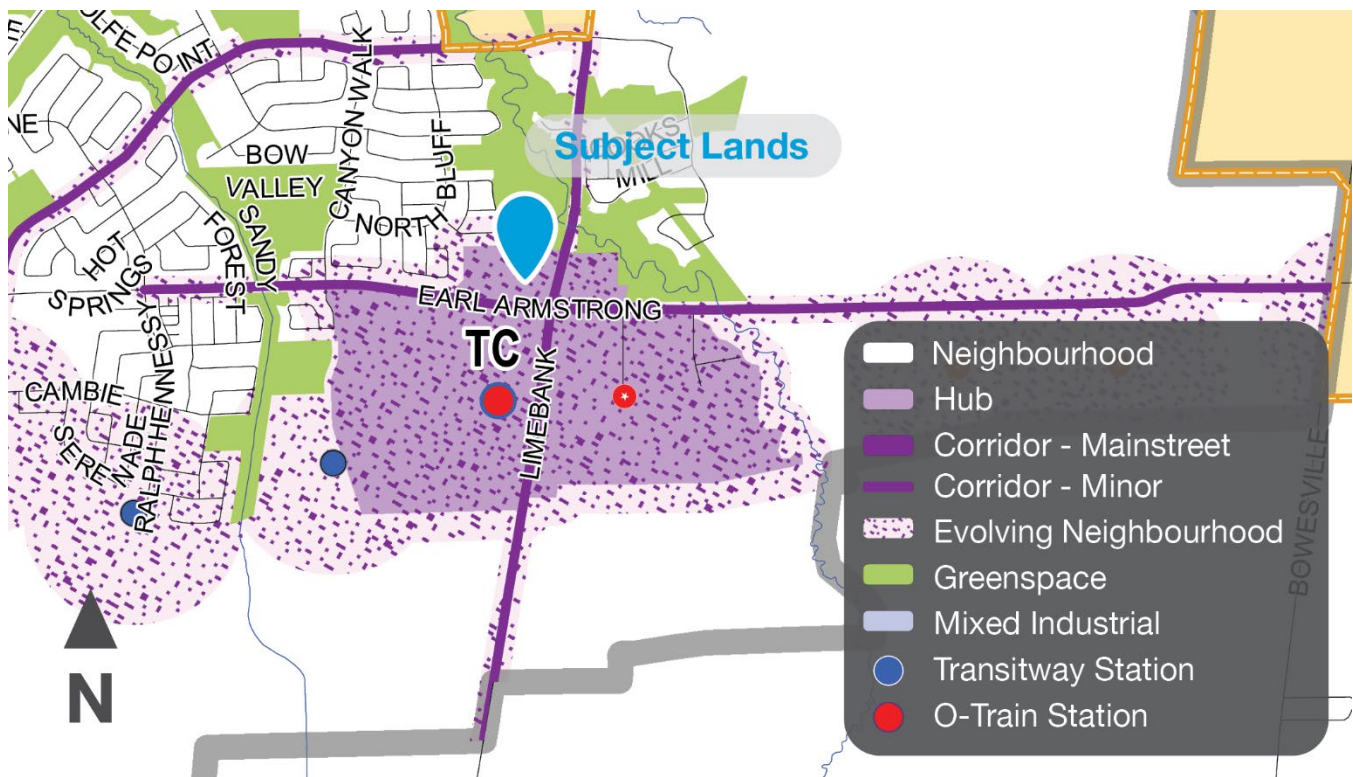


Figure 8: City of Ottawa Official Plan, Schedule B6 - Suburban Southwest

The subject lands are subject to the following policies for the Suburban Transect

Policy 5.4.1.2(d) states that within Hubs, high-rise (10-40 storeys) is generally permitted within 400 metres of a rapid transit station with mid-rise (5-9 storeys) along the periphery (generally within 800 metres of a rapid transit station).

Policy 5.4.3.2(b) states that surface parking within Suburban Hubs shall be located in the interior of the block, behind or beside the building, and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same street.

Policy 5.4.4.1 states that Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained, fully connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces.
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road uses;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location in site or a combination of these measures.

The subject lands are subject to the following policies for the Hub designation:

Policy 6.1.1.2(a) states that the strategic purpose of Hubs is to focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops.

Policy 6.1.1.3(b) encourages the development of large employment, commercial or institutional uses located close to the transit station.

Policy 6.1.1.3(f) states that buildings shall be established that:

- i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building façade design;
- ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
- iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

Policy 6.1.1.4(a) states that Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including drive-through facilities.

While the Official Plan envisions a move away from automobile-oriented land uses with Hubs, the proposed development, which includes drive-through facilities, is consistent with the vision for the subject lands in the Riverside South Community Design Plan and is permitted in the current GM26 zone of the Zoning By-law (discussed below).

Policy 6.1.2.4 states that within 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, the minimum building height and lot coverage shall be not less than 4 storeys with a minimum lot coverage of 70 per cent.

The proposed development does not conform to the minimum height and density outlined in the above noted policy however the proposed development complies with the in-force zoning for the subject lands which does not establish minimum heights or density targets. The proposed development is also consistent with the Riverside South Community Design Plan which envisions large-format retail uses on the subject lands. The Riverside South CDP is further discussed in Section 4.2 of this Planning Rationale.

The proposed development is consistent with the policies of the Suburban transect by providing commercial uses that will contribute to the evolution of the area towards a 15-minute neighbourhood.

4.1.2 Urban Design

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

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and access should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Policy 4.6.6.5 states that where large sites such as shopping centres are developed, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

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

The proposed development responds to the above noted urban design policies by providing for a site design that locates buildings along the public street edge while internalizing parking and loading and providing landscaping to screen parking where appropriate. The pedestrian network is prioritized throughout the site with direct pedestrian connections from the sidewalk to building entrances and through the site.

The proposed development generally conforms to the policies of the Official Plan, except for those which are contrary to the vision of the Community Design Plan and the existing zoning for the subject lands.

4.2 Riverside South Community Design Plan (2016)

In June 2016 Council approved an update to the Riverside South Community Design Plan (CDP). The CDP guides the future location and form of land use in the Riverside South community, including residential typologies, shopping areas, schools, parks, roads, and pathways.

The subject lands are designated "Mixed Use – Community Core Area" on the Land Use Plan. This area is envisioned to provide retail, office, entertainment, public and institutional services to the wider community. The Community Core is intended to have a variety of retail and service commercial uses that provide specialized goods and services to the wider community. Large format retail and service commercial uses totaling approximately 32,500 square metres of gross leasable floor area will be located within the Community Core, generally around the Earl Armstrong and Limebank intersection.

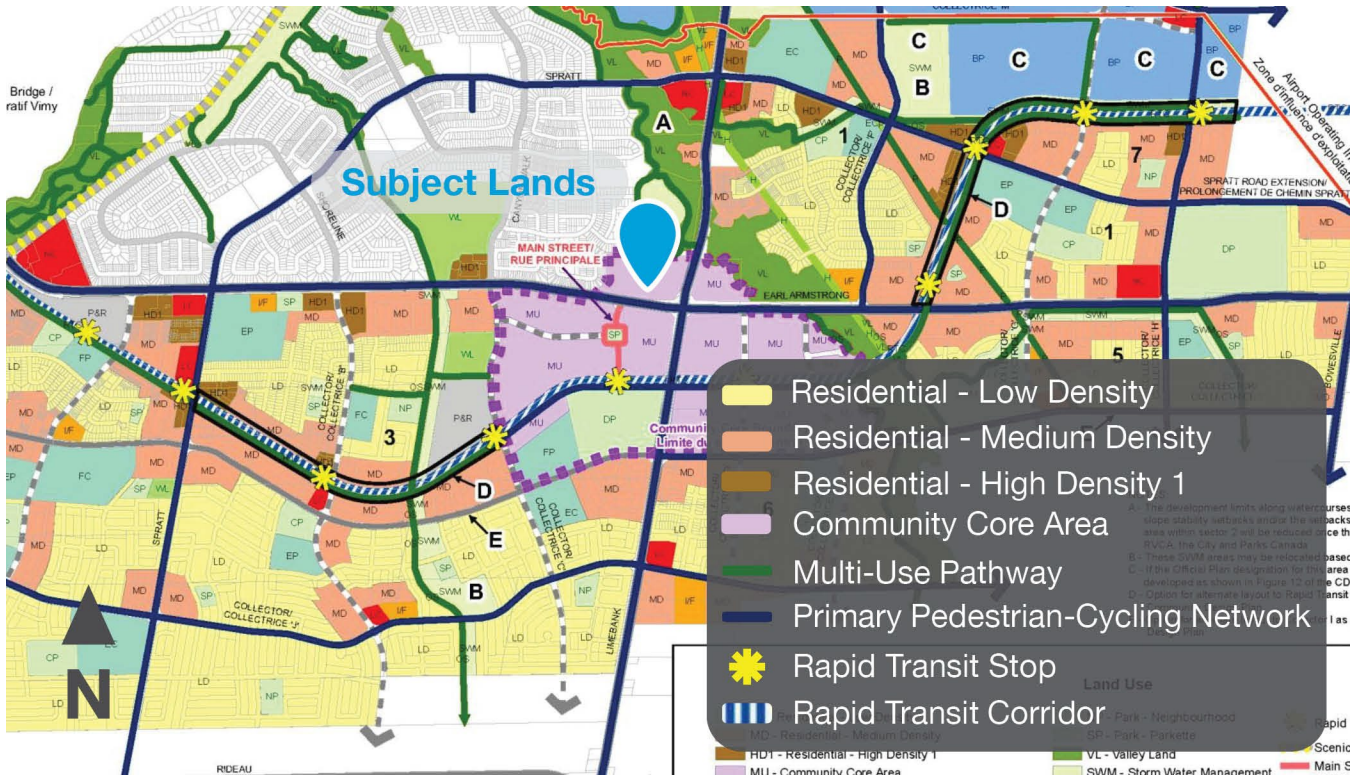


Figure 9: Riverside South Community Design Plan Land Use Plan

The CDP notes that the subject lands are intended to provide for up to approximately 18,600 square metres of gross leasable floor area in the form of large stores, such as building supply and home and auto supply stores, motor vehicle sales dealerships, and community level retail uses.

The proposed development envisions 12,881 square metres of retail and office on the subject lands, consistent with the CDP’s vision for the lands.

Section 5 of the CDP contains Community Core guidelines. These guidelines are generally related to site layout and design. The following guidelines are met by the proposed development:

Parking Areas

- / Main parking areas will generally be located within the interior of blocks.
- / Large surface parking areas will be broken into smaller areas by landscaped aisles and/or medians.
- / Tree planting within medians and other planting areas will be required in parking lots.
- / Pedestrian circulation will be clearly marked as pathways within parking areas. Pedestrian pathways will connect to building entries, walkways and/or sidewalks.
- / Access points for adjacent commercial and retail developments will be consolidated to reduce the number of driveways connecting to the public road system.

Walkways

- / Pedestrian movement throughout the Community Core will be facilitated by walkways that connect parking and other public areas to public street sidewalks.

Edge Streets

- / Buildings on edge streets should be located to provide a consistent street edge

- / Building elevations facing edge streets will have or will emulate a front façade with windows and doors and include functional entrances to animate the street and avoid blank walls.

Private Plazas and Patios

- / Entry into private spaces should be indicated through a change in walkway treatment, planting, signage and/or lighting.

Large Format Retail

- / Larger buildings (e.g. a department store) have generally been located at the greatest distance from the transit station and the Transit Street.
- / More intensive and/or smaller-scale uses and building forms which form part of the large format retail development (e.g. restaurants, book stores and convenience stores) have been located in proximity to the transit station and the Transit Street.
- / Façade and landscape treatment will incorporate the design theme established for the Community Core area. Typical corporate façade treatments should be modified to reflect the design theme.

Neighbourhood Commercial Built Form

- / Siting Criteria
 - Building fronts should be oriented to a public street and be located close to the street line, with main parking areas generally located behind or beside the building.
 - Buildings on corner sites should highlight the corner through massing and the use of special architectural features, such as towers, change of planes and/or change in material and colours.
 - On retail streets, buildings should be coordinated in architectural design, including materials, colours and height.
 - Buildings on corner sites should be located close to the corner to reinforce the street edge. Alternatively, a landscape area or forecourt may be used to define the street edge. • Walkways should connect entries to parking and to the public sidewalk.
 - Loading areas and garbage enclosures are not permitted in any front or flankage yard.
- / Building Elevations
 - Building elevations along or in proximity to a public street shall have a functional building frontage or emulate a functional frontage with windows and doors.
 - Entries, windows and/or other glazed surfaces on building façades at the street level are desirable from an aesthetic and safety design perspective.
 - Elevations facing a parking area should have windows to allow casual surveillance.

The proposed development complies with the Riverside South Community Design Plan.

4.3 Draft Riverside South Secondary Plan (2022)

City staff have prepared a Draft Riverside South Secondary Plan and implementing Zoning By-law Amendment to guide the development in Riverside South given the decision to bring LRT into the community as part of Stage 2. The latest public version of these documents was posted in May 2022.

The Secondary Plan will replace the existing Community Design Plan and statutory status to the policy directions for future growth within the areas surrounding the O-Train Trillium Line (Line 2) extension. The draft policies of the Secondary Plan are consistent with the policy direction established in the recently adopted Official Plan and focuses principally on transit-supportive designations and mobility targets.

The subject lands are designated “Community Core” in the March 2022 plan. The boundaries of the Community Core are relatively unchanged from the CDP (discussed above). Proposed policies for the Community Core state that it is to have a variety of mixed-use buildings, retail stores, restaurants, theatres, entertainment facilities, office space, and public spaces. Building heights are to be at least two (2) storeys with high-rise buildings closer to the rapid transit station.

Large-format commercial buildings and stand-alone uses should be sited close to, and framing the public street with active frontages, be designed to avoid long expanses of blank walls, and have parking located on the block's interior. Only the parcels abutting the Earl Armstrong and Limebank intersection are permitted to have large-format commercial uses and are to be designed to establish a clear visual and functional connection to uses across the street or on abutting parcels.

The draft Secondary Plan also includes several policies relating to the layout and design of sites which would be applicable to future Site Plan Control applications for the subject lands.

The proposed development generally conforms with the relevant policy direction of the draft Riverside South Secondary Plan by providing for commercial development that services the local community. The Secondary Plan anticipates large-format retail and drive-through facilities on the subject lands.

4.4 Urban Design Guidelines for Large-Format Retail

In 2006 the City of Ottawa released Urban Design Guidelines for Large-Format Retail. These guidelines are intended to promote and achieve appropriate development of large format retail stores. Large Format retail refers to large floor plate, one-storey retail outlets that are clustered on large sites. The design guidelines are intended to compliment Community Design Plans where they exist.

The following guidelines are met by the proposed development:

Streetscapes and Built Form

- Guideline 1 Set new buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.
- Guideline 2 Provide significant architectural or landscape features at the corner on corner sites where the building is set back further than 6.0 metres, to emphasize the public streets and enhance the streetscape.
- Guideline 3 Orient the long side of each building to be parallel to the public street.
- Guideline 4 Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent. Locate active uses at grade, such as restaurants, specialty in-store boutiques, food concessions and waiting areas
- Guideline 9 Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- Guideline 10 Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets.

Pedestrians and Cyclists

- Guideline 12 Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances.
- Guideline 13 Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.

Vehicles and Parking

- Guideline 18 Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.

- Guideline 19 Share vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape.
- Guideline 20 Design the site circulation to minimize the conflict between pedestrians and vehicles. This can be achieved by orienting car parking spaces to minimize the number of traffic aisles that pedestrians must cross.
- Guideline 21 Locating surface parking spaces at the side or rear of buildings.
- Guideline 23 Provide a consistent width of landscaped and pedestrian area across the site frontage.

Landscape and Environment

- Guideline 24 Plant street trees between 7.0 and 10.0 metres apart along public streets and along the length of internal pedestrian walkways. Plant trees in permeable surface areas, with approximately 10.0 square metres of soil area per tree.
- Guideline 26 provide a minimum 3.0 metre wide landscaped 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 27 Divide large parking areas into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved areas.

The proposed development is consistent with the urban design guidelines for large-format retail.

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

The subject lands are zoned “General Mixed Use Zone, Subzone 26 (GM26)” in the City of Ottawa comprehensive Zoning By-law (2008-250). The purpose of the GM Zone is to allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area designation of the Current Official Plan and to permit uses that are often large and serve or draw from broader areas and which may generate traffic while adequately mitigating these concerns.

Permitted uses within the GM zone include banks, convenience stores, offices, restaurants, retail stores, retail food stores, drive-through facilities, and day cares.

Subzone 26 permits additional uses including amusement centres, automobile dealerships, car washes, cinemas, hotels, parking lots and garages, and sports arenas. The subzone also restricts residential uses to low- and mid-rise apartments, dwelling units in a mixed-use building, and townhouses, with a maximum FSI equal to 50% of the permission, the residential uses being within a mixed-use building, and all residential being above the ground floor.

Further provisions of Subzone 26, include:

- / Building faces are required to occupy at least 45% of the width of street frontages along Earl Armstrong Road and Limebank Road within 6 metres of these streets;
- / A minimum of 50% of the area of the ground floor part of the walls facing a public street must consist of openings such as windows and customer entrances; and
- / Despite any other setbacks, the following applies:
 - o Minimum interior side yard abutting a residential zone: 9 metres,
 - o Minimum rear yard abutting a residential zone: 9 metres,
 - o Minimum width of landscaped area abutting a residential zone: 6 metres.

Per Section 93 of the Zoning By-law, a group of occupancies located in a GM zone that are designed, developed, and managed as a unit shall be considered as one lot for the purposes of applying zoning provisions and regulations. Currently there is no public road through the subject lands and therefore they are evaluated as one parcel.

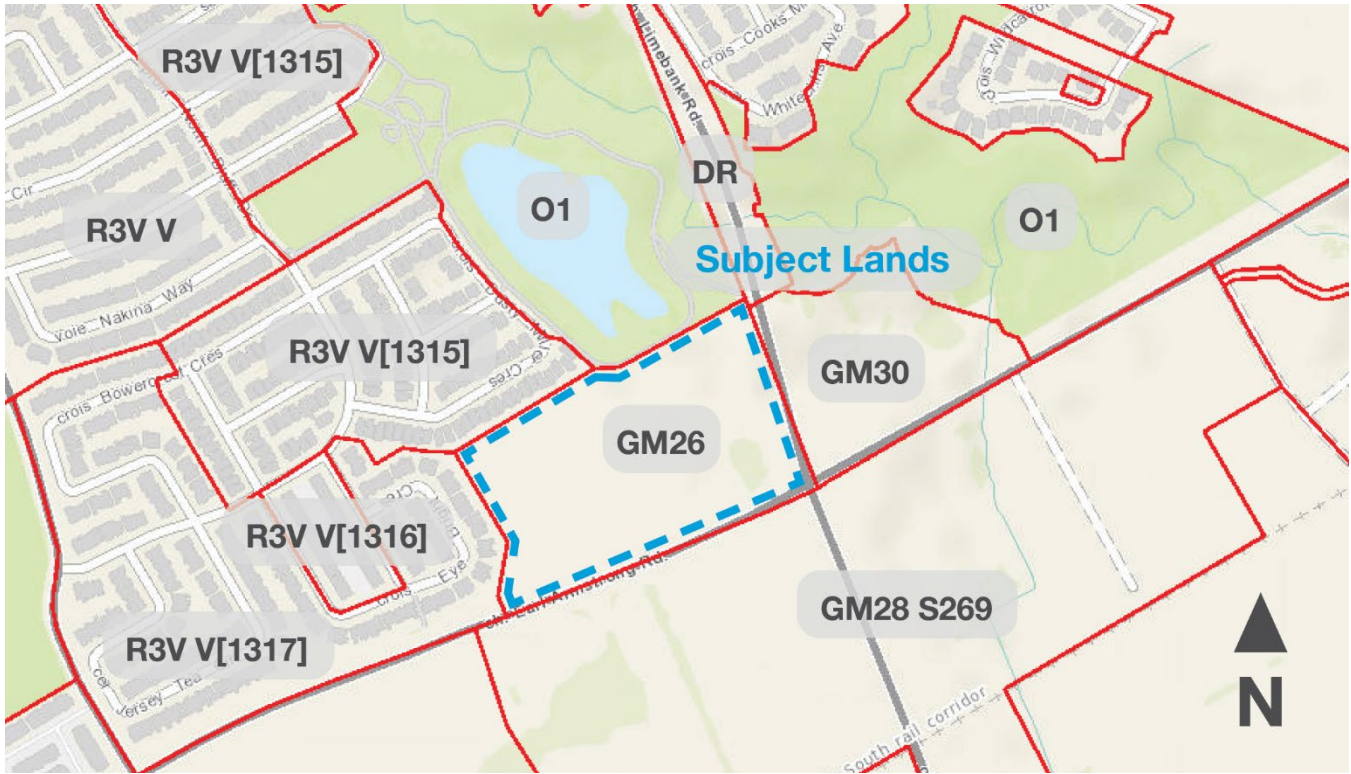


Figure 10: Zoning map showing subject lands and surrounding zones

The proposed development is compared to the relevant zoning provisions in the table below:

Zoning Mechanism	Required	Proposed	Compliance	
Minimum Lot Area	No Minimum	61,529m ²	Yes	
Minimum Lot Width	No Minimum	529 metres	Yes	
Minimum Front Yard Setback (Limebank)	3 metres	3 metres	Yes	
Minimum Corner Side Yard Setback (Earl Armstrong)	3 metres	3 metres	Yes	
Minimum Interior Side Yard Setback	9 metres	15.5 metres	Yes	
Minimum Rear Yard	Abutting a residential zone	9 metres	14.9 metres	Yes
Minimum Width of Landscaped Area	Abutting a residential zone	6 metres	6 metres	Yes
	Abutting a street	3 metres	3 metres	Yes
Minimum Frontage	Building faces must occupy at least 45% of the width of the street frontages along Earl	>45% within 6 metres	Yes	

Zoning Mechanism	Required	Proposed	Compliance
	Armstrong Road and Limebank Road within 6 metres of the lot lines abutting those streets		
Minimum Openings	A minimum of 50% of the area of the ground floor part of the walls facing a public street must consist of openings such as windows and customer entrances	>50%	Yes
Minimum Required Parking Shopping Centre: 3.6 spaces per 100m ² GLFA Office: 2.4 spaces per 100m ² of GLFA	332 + 88 = 400 spaces	612 spaces	Yes
Maximum Permitted Parking Shopping Centre: 4.0 spaces per 100m ² GLFA Office: 2.7 spaces per 100m ² of GLFA Retail store/food store: 4.0 spaces per 100m ² GFA Restaurant: No maximum	Shopping Centre + Office: 369 + 99 = 468 spaces Individual uses: No maximum	612 spaces	Yes*
Minimum Parking Space Dimensions	2.6 metres wide 5.2 metres long	2.6 metres wide 5.2 metres long	Yes
Minimum Driveway Width	6 metres	6 metres	Yes
Minimum Aisle Width	6.7 metres	7 metres	Yes
Minimum Required Loading Spaces Shopping Centre: 2 spaces (1 oversized)	2 spaces (1 oversized)	2 spaces (1 oversized)	Yes
Minimum Loading Space Dimensions	Standard: 3.5 metres wide x 7 metres long Oversize: 4.3 metres wide x 13 metres long	Standard: 3.5 metres x 40 metres Oversize: 4.3 metres x 40 metres	Yes
Minimum Required Bicycle Parking Shopping Centre: 1 space per 500m ² Office: 1 space per 250m ²	18 + 15 = 33 spaces	78 spaces	Yes
Drive-Through Provisions	Bank: - 3 before/at machine - 1 after machine Restaurant no order board: - 4 before/at service window Restaurant with order board: - 7 before/at order board and a minimum of 11	Queuing spaces are provided per the Zoning By-law	Yes
Drive-through Queuing Space Provisions	3 metres wide 5.7 metres long	3 metres by 5.7 metres	Yes

Zoning Mechanism		Required	Proposed	Compliance
Location of Drive-Throughs		No queuing line, drive-through window or order board may be located within 3 metres of a lot line abutting a residential zone	>3 metres from a lot line abutting a residential zone	Yes
Landscaped Area within a Parking Lot		A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area	>15%	Yes
Minimum Width of a Landscaped Buffer of a Parking Lot	Abutting a street	3 metres	3 metres	Yes
	Not abutting a street	3 metres	3 metres	Yes
Location of Refuse Collection		Located at least 9.0 metres from a lot line abutting a public street;	>9.0 metres	Yes
		Located at least 3.0 metres from any other lot line:	>3.0 metres	Yes
		Screened from view by an opaque screen with a minimum height of 2.0 metres	Screen to be provided.	Yes

*The maximum number of parking spaces is compliant when the occupancies are considered individually.

The proposed development complies with the zoning provisions for the GM26 zone.

5.0 Summary of Supporting Studies

The following offers a summary of supporting studies reviewed in the preparation of this Planning Rationale.

5.1 Phase 1 Environmental Site Assessment

Paterson Group prepared an update memo for their Phase 1 Environmental Site Assessment (ESA) prepared for the subject site and dated April 14, 2020. The update is to be read together with the 2020 report. The report has been prepared in accordance with O.Reg 153/04 and concludes that a Phase 2 ESA is not required.

5.2 Environmental Impact Assessment & Tree Conservation Report

IBI group prepared an Environmental Impact Study (EIS) and Tree Conservation Report (TCR) for the proposed subject site. The EIS and TCR were prepared to describe the natural heritage features of the subject site and to evaluate the potential for environmental impacts associated with the proposed development provides mitigation measures to offset those impacts.

The report concludes that the proposed development can be accepted with the condition that all the mitigation measures recommended are implemented.

5.3 Site Servicing Study

Municipal infrastructure designed to service the subject property was constructed as part of Phase 4 of the Riverside South residential development. More precisely, A 250mm diameter sanitary sewer stub was constructed north of the site which is tributary to sanitary sewers on Dusty Miller Crescent and will provide the sanitary outlet for the subject site.

Similarly, a 200mm watermain stub was provided at same location as the sanitary sewer and is also connected to the Phase 4 watermain network. In addition, the proposed private development and municipal roadway will be feed via a second watermain connection to the existing 400mm diameter watermain located on Earl Armstrong Road.

The storm sewer for the proposed municipal roadway and private site will ultimately outlet into an existing 1500mm diameter storm sewer located in the adjacent Pond 2 SWM block.

5.4 Transportation Overview – Technical Memorandum

IBI Group was retained by Urbandale Corporation to prepare a Transportation Overview in support of a Complex Site Plan Control application for a proposed commercial and office development to be located at 1515 Earl Armstrong Road in Ottawa. A TIA Step 4 report was prepared in support of the Draft Plan of Subdivision application and submitted to the City of Ottawa in May 2022.

As the TIA Step 4 report addressed the majority of the broader traffic impacts of the proposed development, the Transportation Overview focuses on providing an assessment of the design of the three individual blocks within the planned subdivision and ensure the development design is functional while also ensuring conformity with relevant by-law requirements and policy documents. The Transportation Overview Concludes that the proposed development can be safely accommodated by the adjacent transportation network.

6.0 Conclusion

It is Fotenn’s professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The proposed development generally conforms with the City of Ottawa Official Plan (2022), except where the Community Design Plan and Zoning By-law differ from the Official Plan;
- / The proposed development is consistent with the objectives and land use direction of the Riverside South Community Design Plan (2016), in which large-format retail uses were envisioned for the subject lands;
- / The proposed development conforms to the Draft Riverside South Secondary Plan;
- / The proposed development complies with the Urban Design Guidelines for Large-Format Retail; and
- / The proposed development complies with the provisions of the GM26 zone in the City of Ottawa Comprehensive Zoning By-law (2008-250).

Sincerely,



Thomas Freeman, B.URPL
Planner



Paul Black, MCIP RPP
Associate