

Proposed Commercial Development

3850 Cambrian Road

Application for Site Plan Control

Planning Rationale and Design Brief

April 2023

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DOCUMENT CONTROL PAGE

CLIENT:	Choice Properties Ltd. Partnership
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1.0 Introduction

Choice Properties Limited Partnership is proposing to construct a new commercial development in Ottawa, Ontario. The proposed location is within an emerging residential community (Half Moon Bay) in Barrhaven South and is addressed municipally as 3850 Cambrian Road, at the intersection with the future realigned Greenbank Road (**Figure 1**). The site is adjacent to existing low-rise residential land uses and across Cambrian Road and the future realigned Greenbank Road from other commercial development sites. A pre-consultation meeting was held with City staff on July 13, 2022.

Figure 1: Site Location (3850 Cambrian Road) with property parcels (yellow) GeoOttawa, 2023



This Planning Rationale has been prepared as a requirement of a **Site Plan Control Application**. It is intended to be of helpful assistance to the City of Ottawa in evaluating the proposal in the context of land use policies of the Provincial Policy Statement, the City of Ottawa Official Plan, and the Zoning By-law Consolidation as well as applicable Design Guidelines. In addition to this Planning Rationale, the application includes the following supporting plans and studies:

1. Survey Plan, prepared by Annis O'Sullivan Vollebekk Ltd.;
2. Site Plan, prepared by Turner Fleischer Architects Inc.;
3. Building Elevations, prepared by Turner Fleischer Architects Inc.;
4. Landscape Plan, prepared by Ron Koudys Landscape Architects Inc.;
5. Site Servicing & Stormwater Management Report prepared by Parsons Inc.;
6. Erosion/Sediment Control & Existing Conditions Plan, Site Servicing Plan, Grading Plan, Details, Post-Development Drainage Areas, prepared by Parsons Inc.;
7. Electrical Photometric Site Plan, prepared by Hammerschlag & Joffe Inc.;
8. Geotechnical Study, prepared by SLR Consulting (Canada) Ltd. and GeoTerre Ltd.;
9. Noise Impact Study, prepared by SLR Consulting (Canada) Ltd.;
10. Phase 1 Environmental Site Assessment, prepared by SLR Consulting (Canada) Ltd..
11. Phase 2 Environmental Site Assessment, prepared by SLR Consulting (Canada) Ltd..
12. Transportation Impact Assessment, prepared by CGH Transportation Inc.

The Design Brief is included as a section within this Planning Rationale report and prepared in collaboration with Turner Fleischer Architects Inc.

2.0 Context

The site is located in the Barrhaven South area (Half Moon Bay Community), south of the Jock River and Strandherd Drive, and east of Highway 416 (**Figure 2**). The site has frontage onto Cambrian Road and will also have frontage along its east lot line onto the future realigned Greenbank Road. The current alignment of Greenbank Road is more than 1 km to the east of the site.

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



The site is a vacant commercial development site, adjacent to recently developed and developing residential properties to the north and, west and future commercial properties to the south and east. The following context photos were taken in April 2023 and depicts the site as well as the adjacent developments. As shown in **Figure 3** and **Figure 4**, the site is currently vacant. The site is adjacent to two- and three-storey residential land uses to the north and west.

Figure 3: View of the site and adjacent residential properties to the west and north (Parsons, April 2023).



Figure 4: View of the site and adjacent residential properties to the north (Parsons, April 2023).



Figure 5 shows Cambrian Road with a view to the west. The recent residential development adjacent to the site can be seen extending westward along the north side of Cambrian Road including the new sidewalk which extends towards the site.

Figure 5: View of Cambrian Road, looking west from the site (Parsons, April 2023).



Figure 6 is looking east along Cambrian Road and depicts residential development, a sign of the emerging residential community (Half Moon Bay).

Figure 6: View of Cambrian Road, looking southeast from the site (Parsons, April 2023).



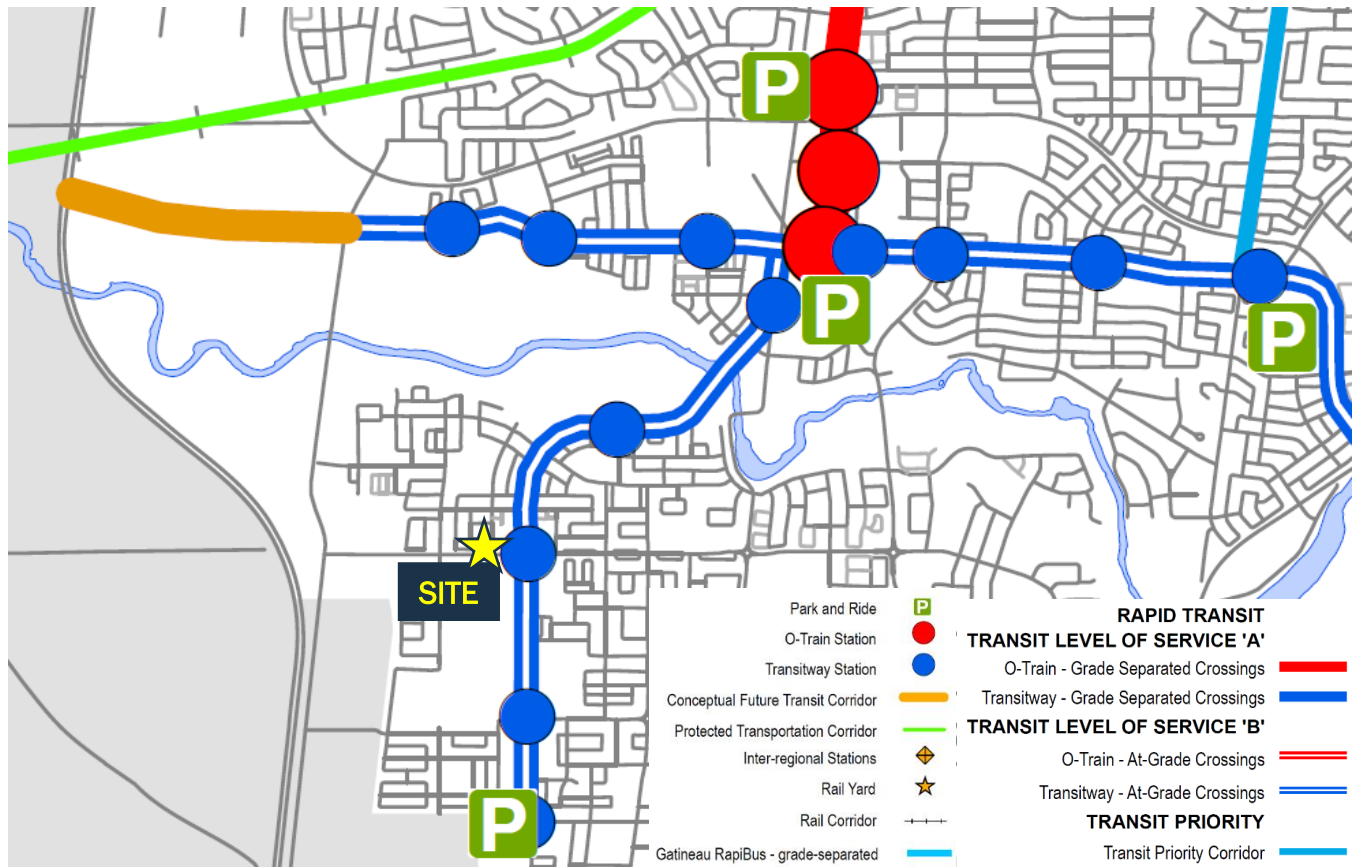
The lands directly south of the site, opposite Cambrian Road, are currently vacant and under development for commercial uses as shown in **Figure 7**.

Figure 7: View to the south of the site (Parsons, April 2023).



The site is planned to be served by bus rapid transit (Transitway) within the realigned Greenbank Road in the future. The bus rapid transit is proposed to radiate south, east, and west of the Barrhaven Town Centre LRT station associated with the future Stage 3 LRT (**Figure 8**; LRT is indicated in red and bus transit is indicated in blue).

Figure 8: Transit Network with site location indicated, Official Plan Schedule C2 – Transit Network – Ultimate



3.0 Development Proposal

The development proposal is for a commercial development intended for several retail and service units, including a pharmacy totaling 3,317 square meters (s.m.) of Gross Floor Area (GFA) with associated surface parking and landscape buffers.

- Retail building A is proposed on the northern portion of the site. Retail building A will be the largest building on the site (1,561 s.m. of GLFA) and is intended to be occupied by a pharmacy.
- Retail building B (576 s.m. GLFA) is proposed to the west and connected to Retail building A. It is proposed to be subdivided into two commercial retail units.
- Retail building C (780 s.m. GLFA) is located on the south portion of the site along Cambrian Road. Retail building D (399 s.m. of GLFA) is located on the southeast corner of the site.
- The loading dock will be located behind Building B, screened from view of both Cambrian Road and future realigned Greenbank Road. Access to this loading dock will be from Cambrian Road in the near-term, prior to the completion of the realigned Greenbank Road. A screen/retaining wall is proposed on the north side of this loading dock area and along the east and a portion of the north property line.
- An 1800mm sidewalk will provide pedestrian access from the future sidewalk on Cambrian Road into the site. Pedestrian crossings are included within the internal surface parking lot to enable pedestrian access to all proposed commercial buildings on the site. Pedestrian access into the side from the sidewalk along future realigned Greenbank Road is also provided. Pedestrian access to the future sidewalk along Greenbank Road will be integrated.
- 122 vehicle parking spaces are provided (3 above the minimum), including 4 Universally Accessible parking spaces.
- 16 bicycle parking spaces are located near the entrances of Retail building A and Retail building D, providing convenient access from future realigned Greenbank Road.

- Landscape buffers are provided around the edges of the site, with a 3 m landscape buffer along the west and north sides of the site between the adjacent residential uses, as well as a consistent 3 m landscape buffer provided to Cambrian Road behind the 2-metre public sidewalk. A 3.0 metre landscape area that includes a sidewalk is also provided along the future realigned Greenbank Road based on the existing property extents. The landscaping along Retail building A is of a shorter height than elsewhere on the site to be compatible with drainage swales and overhead hydro at this same location. The surface parking areas also contain landscaped portions.

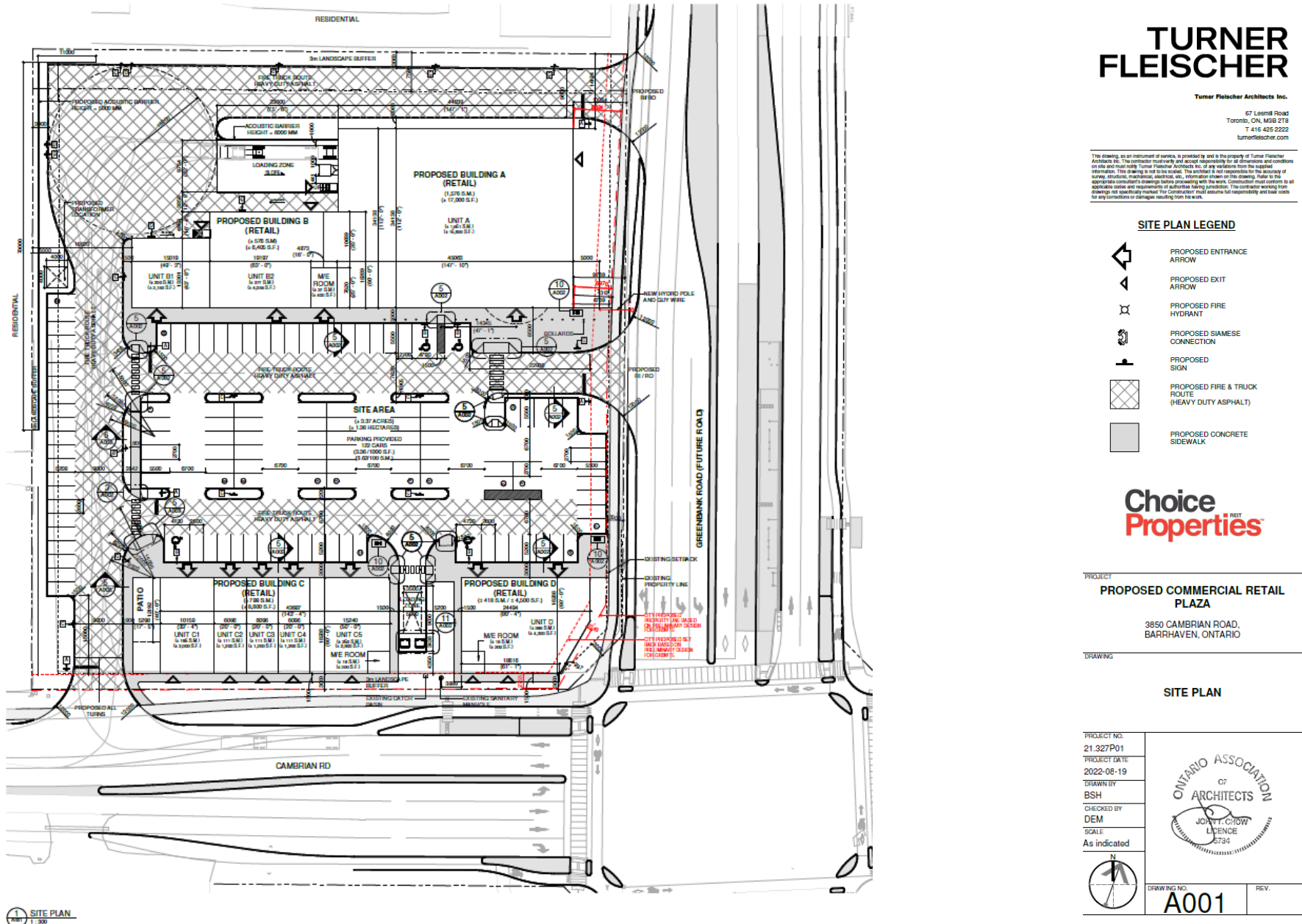
Table 1. Site Development Statistics

Component Use	Proposed Gross Floor Area (sq. m.)
Proposed Retail A Area	1,561
Proposed CRU B	576
Proposed CRU C	780
Proposed CRU D	399
Total Gross Leasable Floor Area	3,317
Total Vehicle Parking Spaces Provided	122
Total Bicycle Parking Spaces Provided	16

Vehicular access will be provided from Cambrian Road in the immediate term, as well as from the future realigned Greenbank Road once it is constructed. The site grading will match the existing conditions along the residential properties on the north and west side of the subject site. Grading along Cambrian Road and future Greenbank Road will tie-in to existing conditions at the time of development and will be coordinated with the future road project to plan a smooth transition in the future. The timing and duration of construction of the future Greenbank Road realignment is still under review by the City of Ottawa.

The Site Plan prepared by Turner Fleischer Architects Inc. for the proposed development is shown in **Figure 9**. A full-page digital Site Plan, Building Elevations, and Landscape Plan are included in the complete application package.

Figure 9: Development Proposal - Site Plan



TURNER FLEISCHER

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 Toronto, ON, M3B 2T8
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The drawing, as an instrument of service, is provided by and is the property of Turner Fleischer Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Turner Fleischer Architects Inc. of any variations from the supplied information. This drawing is not to be scaled. The architect is not responsible for the accuracy of survey, structural, mechanical, electrical, etc. information shown on this drawing. Refer to the appropriate consultant's drawings before proceeding with the work. Contractor must confirm to all applicable codes and requirements of applicable building jurisdiction. The contractor working from drawings not specifically marked 'For Contractor' must assume full responsibility and bear costs for any corrections or damage resulting from the work.

SITE PLAN LEGEND

- PROPOSED ENTRANCE ARROW
- PROPOSED EXIT ARROW
- PROPOSED FIRE HYDRANT
- PROPOSED SIAMESE CONNECTION
- PROPOSED SIGN
- PROPOSED FIRE & TRUCK ROUTE (HEAVY DUTY ASPHALT)
- PROPOSED CONCRETE SIDEWALK

Choice Properties

PROJECT
PROPOSED COMMERCIAL RETAIL PLAZA
 3850 CAMBRIAN ROAD,
 BARRHAVEN, ONTARIO

DRAWING
SITE PLAN

PROJECT NO.
 21_327P01
 PROJECT DATE
 2022-08-19
 DRAWN BY
 BSH
 CHECKED BY
 DEM
 SCALE
 As indicated



DRAWING NO. **A001** REV.

1 SITE PLAN
 1:300

3.1 Design Brief - Building Design & Sustainability

The site is situated at the corner of Cambrian Road and Greenbank Road, bounded by residential developments to the north and west. A landscape buffer creates a natural delineation between the two areas comprised of greenspace and various tree species. Three proposed buildings, one storey in height, frame the perimeter of the site, with parking located in the center providing accessibility to all buildings. Pedestrian walkways connect each parking bay to ensure safe and accessible means to each retail unit. Bicycle racks are positioned throughout for active travel to and from the site.

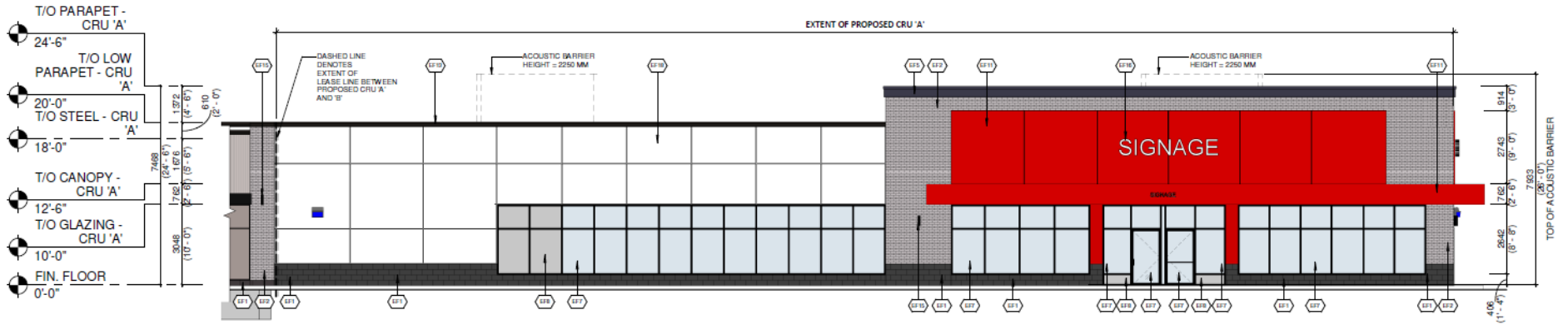
Glazed façades provide transparency into the retail bay, framed by slender architectural portals extending proud of the façade. Warm wood tones are applied to the inner face of the portal while ACM panels wrap continuously around the front and exterior. The extrusion of the portals provides retailers with an additional surface for unique signage opportunities at various scales. The portals shelter the pedestrians from the elements as they come to and from each unit and generate shade for the interior of the units. The façades are distinguished by a different material palette comprised of brick, architectural block, and accents of vertical metal siding. The mix of light and semi-dark colours help reduce heat absorption onto the façade, maintaining a cool building face. The consistency of materiality and design on all building faces maintains a harmonious exterior and encourages street front appeal from the main roads. This coupled with landscaping creates an inviting presence into the site from the road, fostering density to retailers. The variation in materials is an extension of the characteristics found in the surrounding residential and commercial contexts and allows the site to evolve with future developments.

The Elevations prepared by Turner Fleischer Architects Inc. for the proposed development is shown in **Figure 10** and Landscape Plan prepared by Ron Koudys Landscape Architects is shown in **Figure 11**.

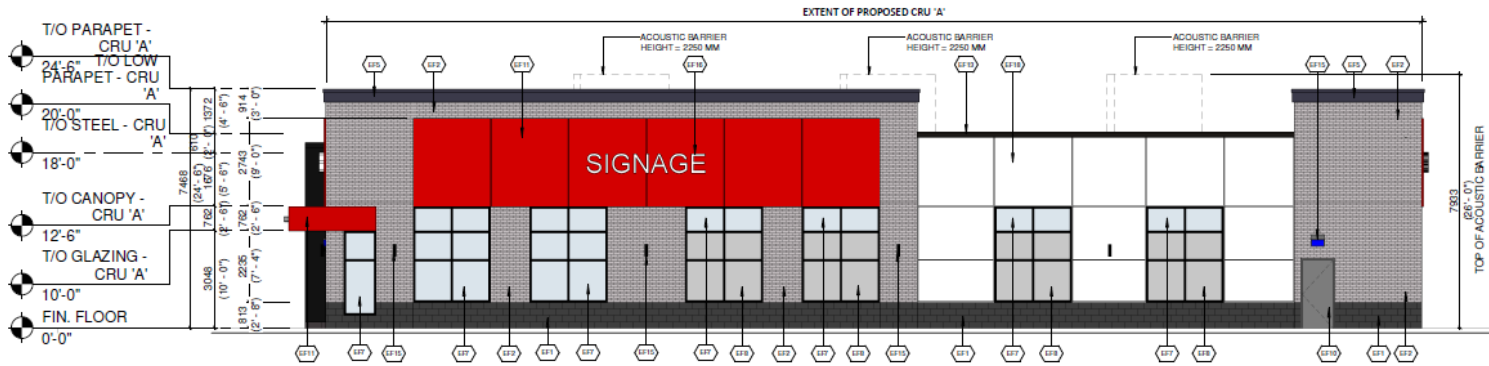
The site incorporates the following sustainability elements:

- Bicycle racks are positioned throughout for sustainable travel to and from the site.
- The portals shelter the pedestrians from the elements as they come to and from each unit and generate shade for the interior of the units.
- The mix of light and semi-dark colours help reduce heat absorption onto the façade, maintaining a cool building face.
- Light coloured roof will help reduce heat transfer/absorption onto building.
- Building design will incorporate water efficiency, indoor air quality control and energy efficiency with mechanical and electrical systems such as LED lighting (interior/exterior).

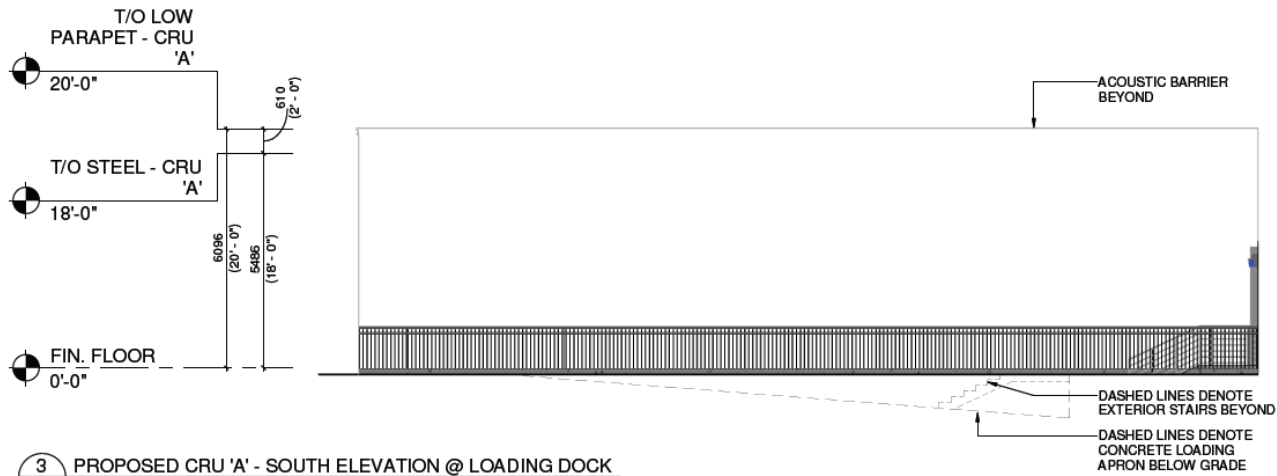
Figure 10: Development Proposal - Building Elevations



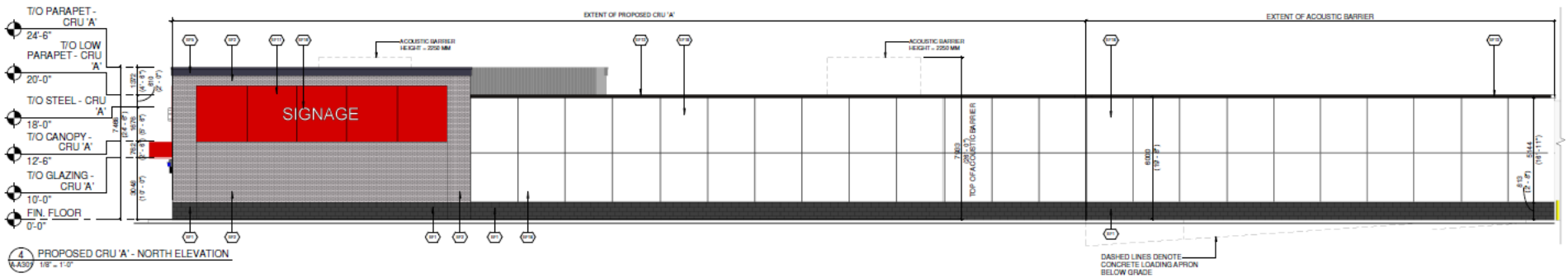
1 PROPOSED CRU 'A' - SOUTH ELEVATION
 1/8" = 1'-0"



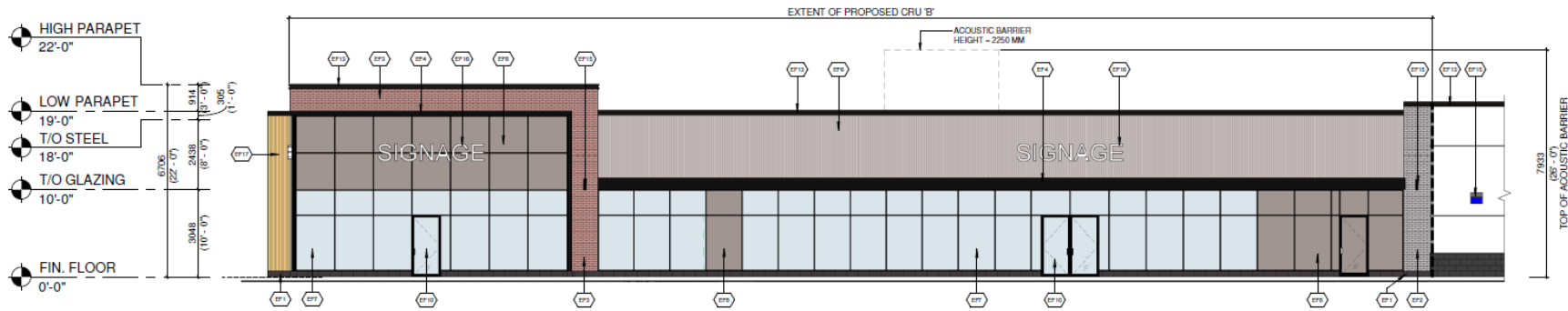
2 PROPOSED CRU 'A' - EAST ELEVATION
 1/8" = 1'-0"



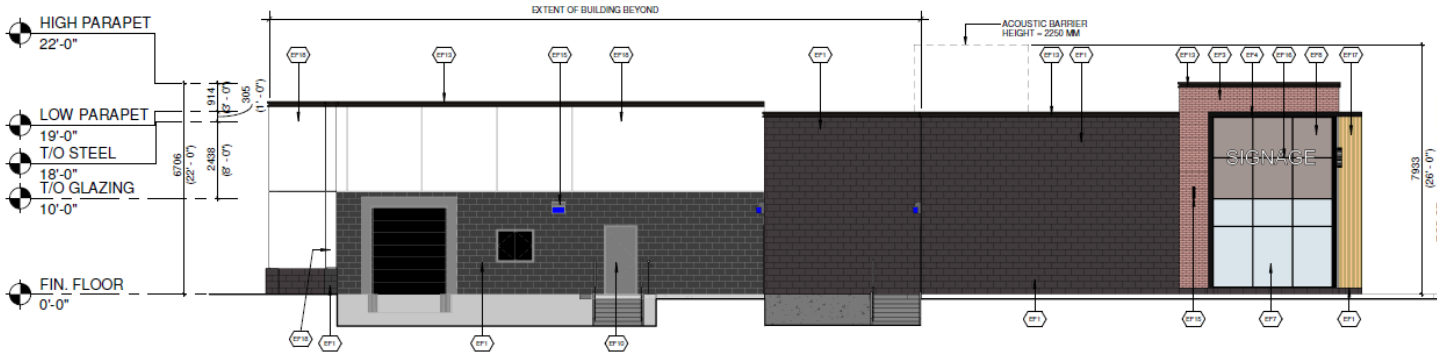
3 PROPOSED CRU 'A' - SOUTH ELEVATION @ LOADING DOCK
 A-A301 1/8" = 1'-0"



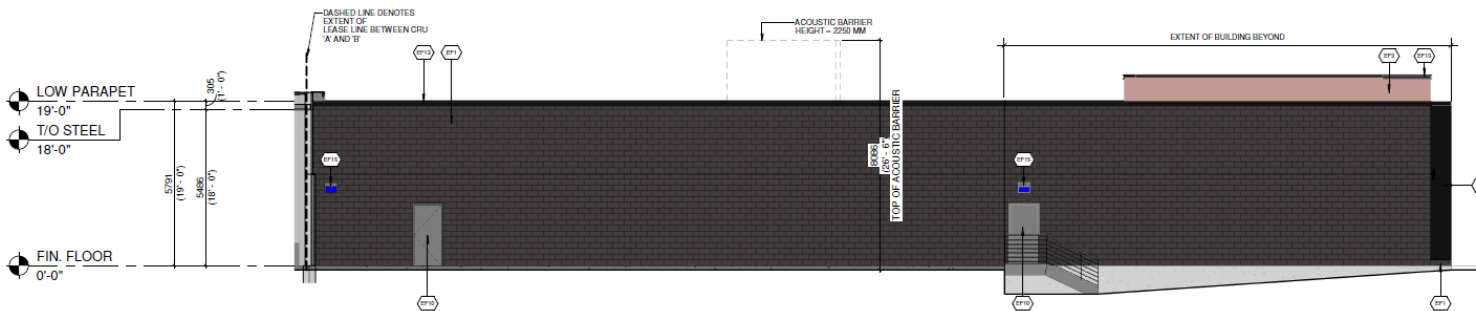
4 PROPOSED CRU 'A' - NORTH ELEVATION
 A-A302 1/8" = 1'-0"



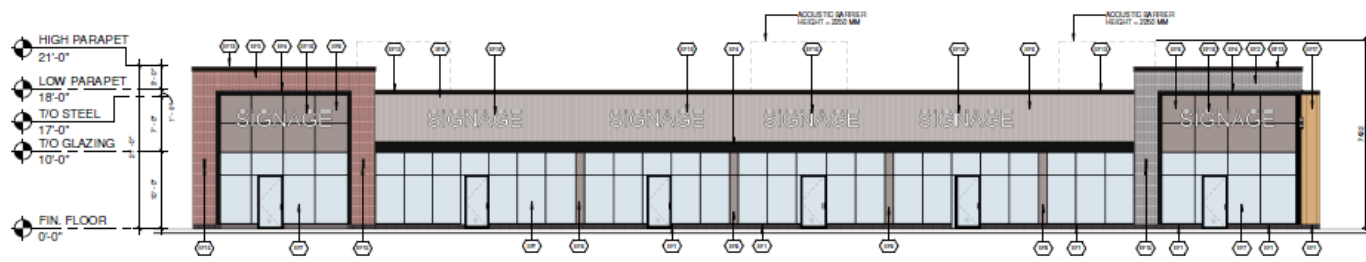
1 PROPOSED CRU 'B' - SOUTH ELEVATION
 B-A301 1/8" = 1'-0"



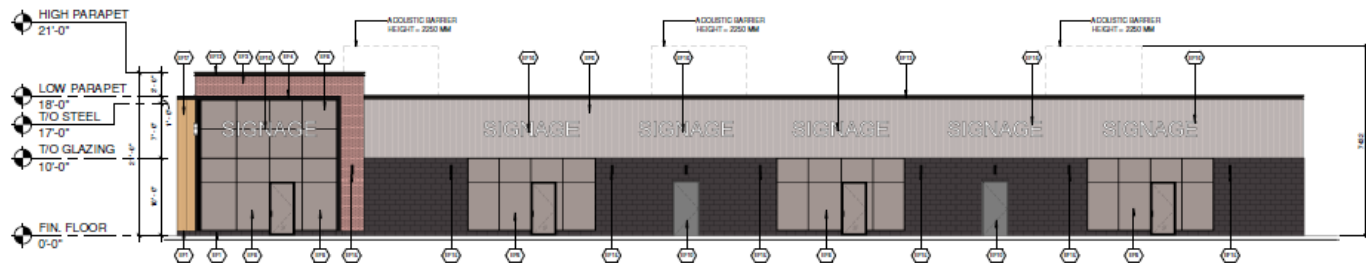
2 PROPOSED CRU 'B' - WEST ELEVATION
 B-A301 1/8" = 1'-0"



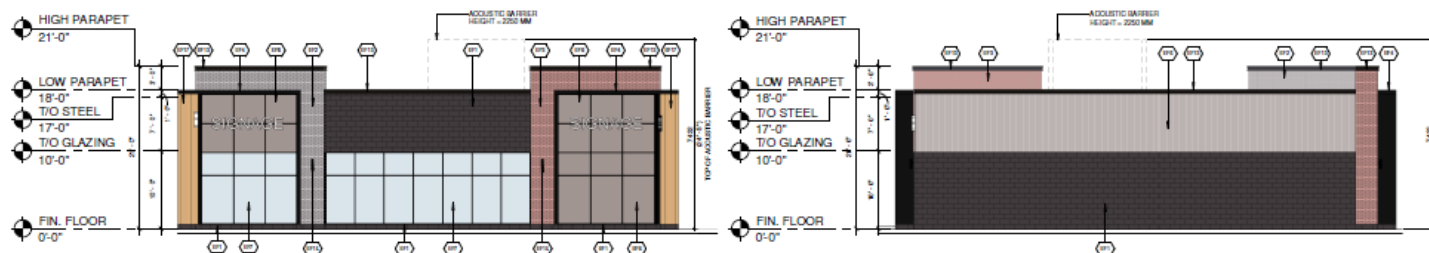
3 PROPOSED CRU 'B' - NORTH ELEVATION
 B-A301 1/8" = 1'-0"



1 PROPOSED CRU 'C' - NORTH ELEVATION
 1/8" = 1'-0"



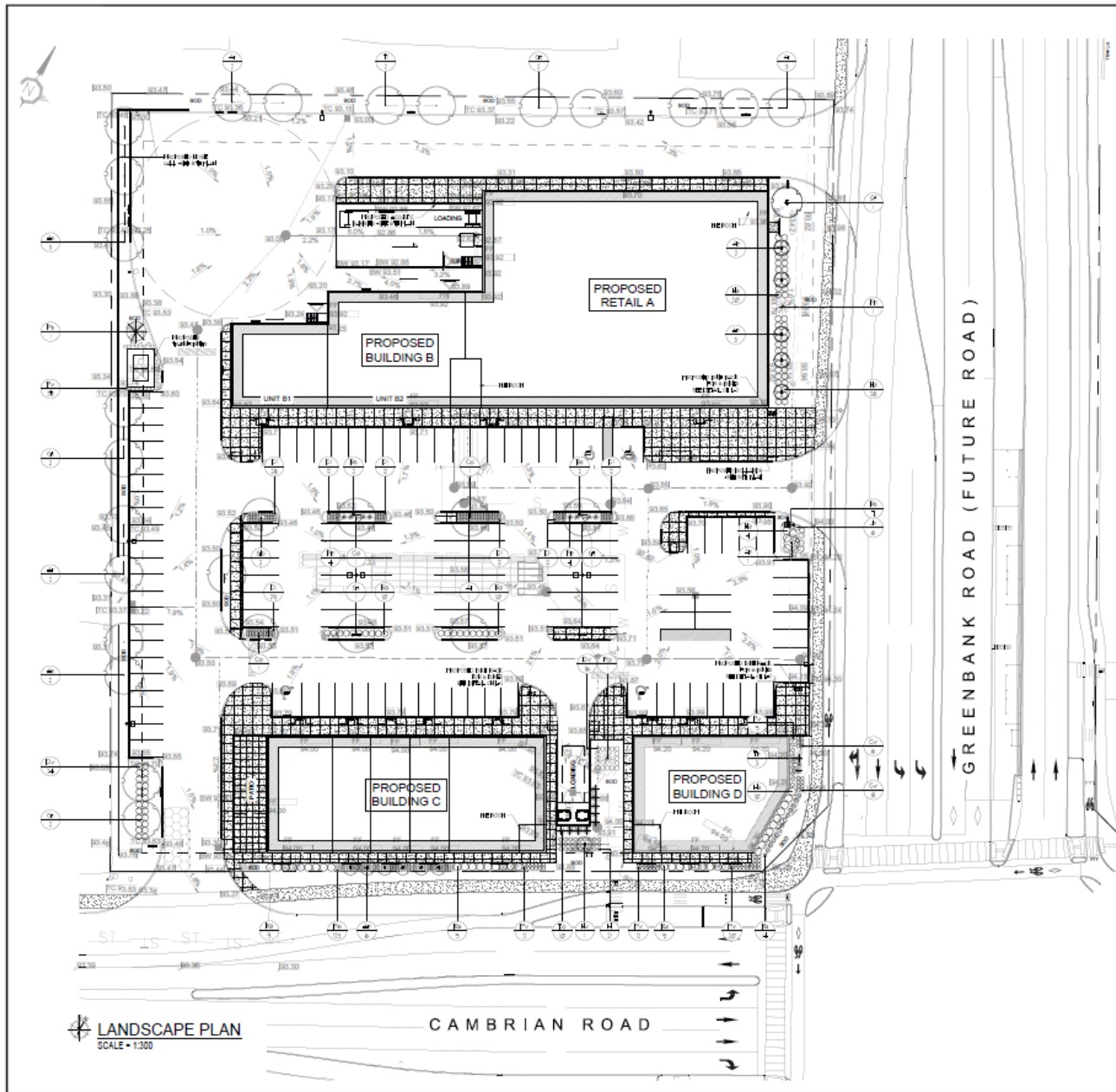
2 PROPOSED CRU 'C' - SOUTH ELEVATION
 1/8" = 1'-0"




3 PROPOSED CRU 'C' - WEST ELEVATION
 1/8" = 1'-0"

4 PROPOSED CRU 'C' - EAST ELEVATION
 1/8" = 1'-0"

Figure 11: Development Proposal – Landscape Plan



**RON KOUDYS
LANDSCAPE
ARCHITECTS INC.**





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Barry R. Murphy, O.A.L.A. C.S.L.A. DATE

NO.	DESCRIPTION	DATE
4-FR-023	ISSUE FOR PERMIT	4
4-FR-053	ISSUE FOR REVIEW	3
4-FR-023	ISSUE FOR COORDINATION	2
14-FR-023	ISSUE FOR PERMIT	1
DATE	DESCRIPTION	NO.

PROJECT LOCATION
 14-1701 DAVIS ST 4-FR-023
 LONDON ONTARIO

PROJECT TITLE

**PROPOSED COMMERCIAL
(NORTH PARCEL)**

CAMBRIAN RD.
BARRHAVEN, ONTARIO

DRAWING TITLE

**LANDSCAPE
PLAN**

<p>1-10 PROJECT NO: 2202</p>	<p>SCALE AS NOTED</p>	<p>DRAWN BY BRIAN</p>
<p>DATE 22-306U SPA</p>		<p>L-1</p>

4.0 Planning Rationale

This Planning Rationale has been prepared to review the provincial and municipal land use planning policies that guide development on the site. It provides our professional land use planning opinion on compliance with applicable policy and guidelines.

4.1 Provincial Policy Statement (2020)

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

The proposed commercial node development meets the following policies of the PPS:

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

1.1.1 b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

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

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

f) are transit-supportive, where transit is planned, exists or may be developed;

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

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

Planning Response: The development proposal contributes to the provision of an appropriate range and mix of land use by providing opportunity for a range of commercial land uses immediately adjacent to an existing built-up residential area that will continue to develop as part of a planned community. The development will provide for long-term needs such as commercial goods and pharmacy services required for daily life and good health for residents while also providing area employment opportunities. The proposal promotes efficient development and land use patterns by developing a site that will make use of planned infrastructure extensions and is adjacent to a future bus transit station and transitway, which will provide convenient access to the site for employees and customers. The site does not contain nor is anticipated to impact any resources such as natural heritage or water, agriculture, minerals and petroleum, mineral aggregate or cultural heritage and archaeological resources. The supporting plans and studies demonstrate that the proposed development can be accommodated on the site and that any impacts to the health and safety of the surrounding community or natural environment can be mitigated such as through landscape screening and noise walls, drainage swales and other on-site stormwater management systems.

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

4.2 City of Ottawa Official Plan (2022)

In November 2021 Council adopted a new Official Plan (OP) for the City. In November 2022, the Ministry of Municipal Affairs and Housing approved the Official Plan with modifications at which time it came into full force and effect and not subject to appeals.

Section 2.1 - The Big Policy Moves - The Official Plan includes five broad policy directions which are Growth Management; Mobility; Urban and Community Design; Climate, Energy and Public Health; and Economic Development. These themes are intended to be the foundation for Ottawa to become the most livable mid-sized city in North America over the next century and to promote an evolution to 15-minute neighbourhoods. The proposed development is consistent with these broad policy directions. Close proximity between the surrounding existing and planned residential neighbourhoods to goods and services provided by the proposed commercial node is consistent with the vision of a livable mid-sized city; consistent with the evolution to 15-minute neighbourhoods as part of the Growth Management big policy move; and consistent with Economic Development policy goals. The proposed development is also in alignment with the Mobility goal, as the existence of local commercial development in Barrhaven South provides the opportunity for nearby residents to access services via short trips and sustainable modes of transportation.

Section 2.2 - Cross-cutting Issues – Intensification and economic development are identified as cross-cutting issues which are addressed and implemented throughout multiple sections of the Official Plan. It is noted that intensification includes ensuring that the various elements that make up a complete 15-minute neighbourhood are keeping up with the increases in population. The proposed development is a commercial land use that will support existing and ongoing adjacent residential development and associated population increases in the area.

Section 3 – Growth Management Framework – The proposed development is within the Ottawa urban boundary and the proposed commercial use will be an asset that can help support continued residential development in the surrounding neighbourhoods.

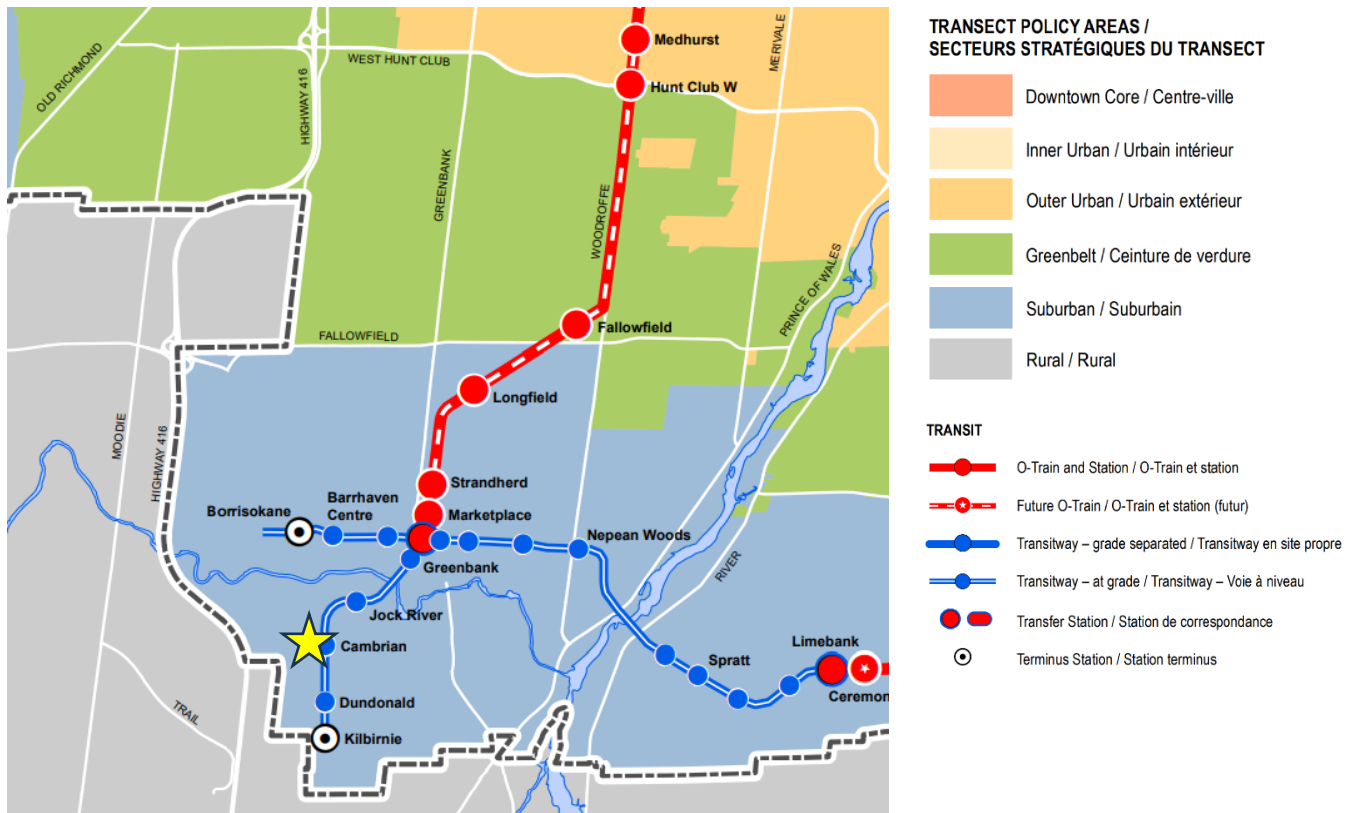
Section 4.6 – City-Wide Policies, Urban Design – S 4.6.1 is aimed at promoting design excellence in Design Priority Areas. The site is not within a Design Priority Area. The site is within Barrhaven South, 2-3 km south of the Barrhaven Town Centre area, and is not subject to a Secondary Plan. The Urban Design Guidelines for Large-Format Retail would apply to the site and these guidelines are reviewed in Section 4.3 of this Planning Rationale.

Section 4.7 – City-Wide Policies, Drinking Water, Wastewater and Stormwater Infrastructure S. 4.7.1(8) requires proof of legal and sufficient outlet for proposed stormwater management and drainage systems as a condition of Site Plan Control approval. Per the Site Servicing & Stormwater Management Report submitted as part of this complete application, the new commercial units within the proposed development will be served with a new on-site sanitary system. Each building will have its own sanitary service. The additional flow from the commercial development to the municipal sanitary sewer was accounted for in the Half Moon Bay Subdivision design, so the capacity of the downstream sanitary sewer is considered adequate. Likewise, water servicing and fire protection for the proposed commercial development will be provided by a new on-site 200mm watermain connected to the existing 400mm watermain on Cambrian Road, and analysis shows that the proposed system has the required capacity to provide domestic and fire protection demands. Regarding stormwater, any additional flow will be stored on-site using underground storage chambers and the piping system. The site stormwater runoff ultimately discharges to the Jock River. There is no on-site stormwater quality treatment required as the runoff from the site is conveyed to the Clarke Pond before discharging in the Jock River.

Section 5.4 – Suburban Transect – The Official Plan divides the City into six concentric policy areas called transects. Each transect represents a different gradation in the type and evolution of the built environment. The OP notes that the Suburban Transects generally feature classic suburban built form and site design such as moderate front yard setbacks and generous spacing between buildings. The Site is located southwest of the Greenbelt within the Suburban Transect (

Figure 12). The Official Plan describes the Suburban Transect as being comprised of neighbourhoods which generally reflect the conventional suburban model, characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Figure 12. Location of Site on Official Plan, Schedule A – Transect Policy Areas



Goals, objectives, and policies to guide future development in the Suburban Transect include S 5.4.1, *Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods*. The proposed development is in alignment with this policy as the goods and services provided by the commercial node will be important elements of a 15-minute neighbourhood, where residents’ daily needs can be met within a convenient walking distance.

Section 5.6 – Overlays – Built form overlays are meant to provide direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed. The site is subject to the *Evolving Neighbourhood* overlay, which signals a gradual evolution over time to support intensification. The *Evolving Neighbourhood* overlay is applied to neighbourhoods in close proximity to Hubs and Corridors and within a 400-metre radius of a rapid transit station. The latter applies to the site, as it is adjacent to the proposed Cambrian rapid transit stop. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law (s. 5.6.1.1.1), by providing:

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

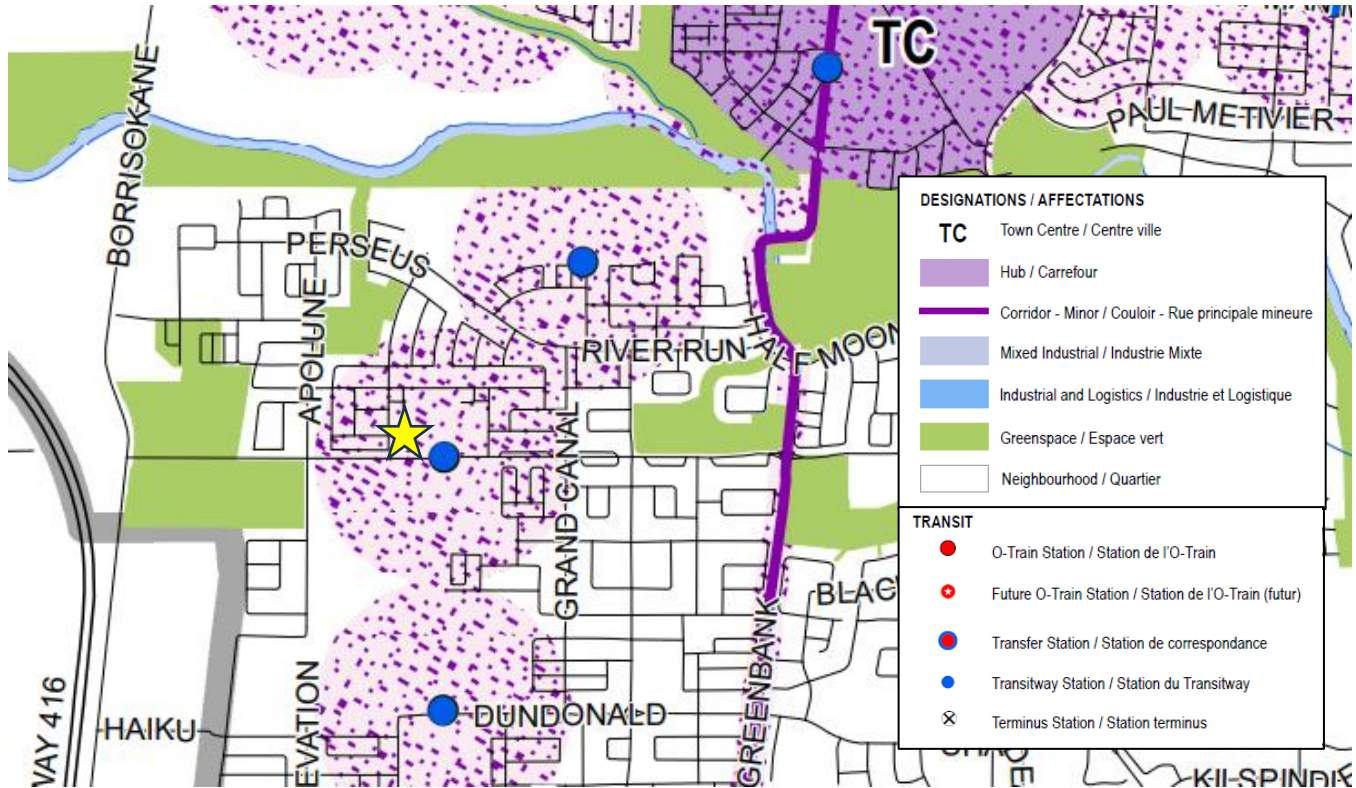
At the time of this report, the Zoning By-law had not been updated to account for these policies.

Section 6 – Urban Designations – Section 6 of the Official Plan describes the urban designations. The OP describes the urban designations based on function. The Site is designed as **Neighbourhood**.

Section 6.3 – Neighbourhoods – The site itself is designated Neighbourhood on Schedule B6 (**Figure 13**). Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development (S.6.3). The

Neighbourhood designation permits a mix of residential and non-residential building forms and densities (S.6.3.1). Permitted building heights in this designation are to be generally low-rise. Neighbourhood designations within the Suburban Transect have no minimum height requirements and 5.4.5(1) of the OP states that “generally, zoning will permit at least 3 storeys but no more than 4 storeys”.

Figure 13. Location of Site on Official Plan, Schedule B6 - Suburban (Southwest) Transect



Planning Response: The proposed development is for the construction of a commercial development containing commercial retail and service units with associated surface vehicular and bicycle parking. This development supports the City of Ottawa municipal policy aim of 15-minute neighbourhoods containing a mix of uses which enable residents to shop and work in the communities they live in. The development is complementary to the on-going residential development adjacent to the site as it will provide goods and services necessary for daily life of area residents. The proposal is consistent with the cross-cutting strategic direction of economic development, as the proposed commercial development on the site will contribute to the future economic vitality and convenience of this emerging Barrhaven South community. The proposed retail and service uses are permitted within the Neighbourhood designation.

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

4.3 Urban Design Guidelines for Large-Format Retail (2006)

The City of Ottawa *Urban Design Guidelines for Large-Format Retail* is a Council-approved document intended to provide urban design guidance at the planning application stage to promote appropriate development of large-format retail stores. The Guidelines define large-format retail as “large floor plate, one-storey retail outlets, usually operated as part of a chain, that locate on individual sites or that cluster on a large site, sometimes adjacent to each other”. The Guidelines support the Zoning By-law, Official Plan, and other planning studies as they may apply to development sites.

The Guidelines’ objectives are centered around enhancing the following aspects of the development:

- Architectural design;
- Landscaping, public open space, environmental performance;
- Pedestrian environments;
- Streetscape along public streets and public space;

- Character and quality of the host district/neighbourhood; and
- Future intensification potential.

Some of the Guidelines reflected in the proposed site design are:

Guideline	Comment
Guideline #8: Provide site furnishings, such as benches, bike racks and shelters, at building entrances and amenity areas.	There are bike racks located at the entrance of Retail building A. A commercial patio is also proposed on the side of Retail building C, along the corner of the building and the proposed site access from Cambrian Road.
Guideline #11: Provide an unobstructed 2.0 meter wide sidewalk in the public right-of-way across private access driveways	The proposed Site Plan includes 2.0 m wide sidewalks in the public right-of-way for pedestrian access across the site entrances from both Cambrian Road and the future Greenbank Road realignment.
Guideline #12: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances.	The proposed Site Plan includes pedestrian access from Cambrian Road and the future realigned Greenbank Road and through the parking the building entrances.
Guideline #21: Locating surface parking spaces at the side or rear of buildings.	The proposed Site Plan sites commercial retail units framing the street on Cambrian Road, with parking located behind these building, screened from view.
Guideline #25: Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt and heat. Give preference to native species of the region that are of equal suitability.	Regionally appropriate species are selected within the landscape plan which were selected with consideration to their tolerance to urban conditions including heat and salt.
Guideline #29: Provide a minimum 3.0m wide landscaped area, which may include a solid wall or fence in addition to planting, at the edges of sites that are adjacent to residential or institutional properties.	The proposed Site Plan includes 3.0 m landscaped buffers along all edges of the site.

Planning Response: The development proposal follows best practices for public realm site planning as articulated in the City of Ottawa’s *Urban Design Guidelines for Large-Format Retail*. A consistent 3-metre landscape buffer is provided to Cambrian Road behind the 2-metre public sidewalk and includes a 2.0 metre sidewalk along Greenbank Road. Vehicle parking is oriented so that it is either shielded behind the buildings from the public street.

It is our professional opinion that the development has considered the applicable Urban Design Guidelines.

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

The City of Ottawa Zoning By-law 2008-250 Consolidation (as amended) establishes and regulates the use of land by implementing the policies of the City’s Official Plan into site-specific performance standards. The site is zoned General Mixed Use Special Exception 1628 (GM[1628]) (**Figure 14**). The purpose of the General Mixed Use zone is:

- Allow residential, commercial and institutional uses, or mixed-use development in the **General Urban Area** and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

Figure 14: City of Ottawa Zoning By-Law 2008-250 Consolidation



The site is within a mixed use node surrounded by existing residential land uses. Immediately to the north of the rear lot line of the site is another GM mixed use zone which has existing residential development, and the interior side lot line to the west borders an R3YY residential zone. Mixed use zoning also extends to lots south of Cambrian Road and east of the future realigned Greenbank Road as shown in **Figure 14**.

Permitted Uses in GM Zone

The General Mixed-Use Zone permits a number of residential uses including low- and mid-rise apartment dwellings, as well as stacked and townhouse dwellings. The GM zone also permits the following non-residential uses, including retail store:

- | | |
|----------------------------|---------------------------|
| animal care establishment | municipal service centre |
| animal hospital | office |
| artist studio | payday loan establishment |
| bank | personal brewing facility |
| bank machine | personal service business |
| catering establishment} | place of assembly |
| click and collect facility | place of worship |

community centre	post office
community health and resource centre	recreational and athletic facility
convenience store	research and development centre
day care	residential care facility
diplomatic mission	restaurant
drive-through facility	retail food store
emergency service	retail store
funeral home	service and repair shop
home-based business	shelter
home-based day care	storefront industry
instructional facility	technology industry
library	training centre
medical facility	urban agriculture

Urban Exception 1628

This site-specific Urban Exception 1628 additionally permits the following uses:

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

The exception removes the maximum FSI restriction (which is 2 unless otherwise shown in the GM zone), and also modifies the provisions for maximum building height, front and corner side yard requirements for mixed-use buildings only, and minimum landscaped areas. The compliance of the proposed development with the applicable zoning is noted in **Table 2**.

Table 2. Zoning Compliance Table, GM [1628], modified from Table 187 in the Zoning By-law

Zone Mechanism	Zone Provision	Proposed Development	In Compliance (Y/N)
a) Minimum Lot Area (m²)	No minimum	13,637 s.m.	Yes
b) Minimum Lot Width (m)	No minimum	102 m	Yes
c) Minimum Front Yard and Corner Side Yard Setback			
i) for a mixed-use building	No minimum (per exception)	n/a	n/a
ii) otherwise	3 m	3 m	Yes
d) Minimum Interior Side Yard Setback			
i) for a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone	5 m	18.8 m	Yes
ii) 1. for a residential use building for a building equal or lower than 11 m in height	1.2 m	n/a	n/a
ii) 2. for a residential use building for a building higher than 11 m in height	3 m	n/a	n/a
iii) all other cases	No minimum	n/a	n/a
e) Minimum Rear Yard Setback			
i) abutting a street	3 m	n/a	n/a
ii) from any portion of a rear lot line abutting a residential zone	7.5 m	14.1 m	Yes
iii) for a residential use building	7.5 m	n/a	n/a
iv) all other cases	No minimum	n/a	n/a
f) Maximum Building Height	24 m or 6 storeys (per site-specific exception)	1 storey (6.7m)	Yes

g) Maximum Floor Space Index	No maximum (per site-specific exception)	0.25	Yes
h) Minimum Width of Landscaped Area	No minimum landscaped areas, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped (per site-specific zoning exception)	varies	Yes
i) Minimum width of landscaped area around a parking lot	3 m (per Section 110; for a parking lot containing 100 or more spaces, both abutting a street and not abutting a street)	3 m	Yes

It is important to note that the frontage along the future realigned Greenbank Road presently respects the required 3.0 metres front and corner side-yard setback to the buildings and between parking areas and the street. Should the City of Ottawa request additional land to accommodate boulevard features of the future realigned Greenbank Road (to be determined as part of a detailed design exercise), the landscape area adjacent to the parking areas may be reduced or eliminated (subject to the ultimate design details) and the setback to Building D may also be less than the required 3.0 metres. It is our understanding that these two performance standards would become legally non-conforming in the future in accordance with Section 4 (1) of the Zoning By-law.

Storage

The zoning provisions also note that storage must be completely enclosed within a building. The proposed Site Plan does not include any outdoor storage areas.

Vehicle and Bicycle Parking

- Per the site’s location within Area C - Suburban of Schedule 1A of the Zoning By-law and the development form meeting the definition of a Shopping Centre, the site is subject to a minimum vehicle parking rate of 3.6 spaces per 100 m² of Gross Leasable Floor Area. This results in 119 required vehicle parking spaces as a minimum, whereas 122 vehicle parking spaces are provided, meeting requirements.
- Per the site’s location within Area C of Schedule 1 of the Zoning By-law and the development form meeting the definition of a Shopping Centre, the site is subject to a minimum bicycle parking rate of 1 space per 500 m² of gross floor area. This results in 7 required bicycle parking spaces as a minimum, whereas 18 bicycle parking spaces are provided, exceeding requirements.

Planning Response: Retail store is a permitted use within the General Mixed Use Zone. The development proposal conforms with all development standards of the GM Zone and urban exception 1628. The front and corner yard setbacks of 3.0 m to Cambrian Road and to the future realigned Greenbank Road achieve the City Zoning By-law required minimum measured from the existing property lines. It is our understanding that if the City takes land as a condition of Site Plan Approval, or in the future as the detailed design and property requirements for the realigned Greenbank Road is confirmed, the 3-metre corner side yard setback on future Greenbank relative to the existing property line would be considered to satisfy the setback requirement at the time of approval.

It is our professional opinion that the development proposal is in conformance with the City of Ottawa Zoning By-law.

5.0 Planning Conclusion

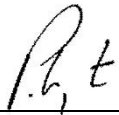
This application for Site Plan Control Approval is to facilitate a commercial development in an emerging planned neighbourhood in Barrhaven South (Half Moon Bay). The proposal will diversify the area land use by providing a commercial land use adjacent to existing built-up and planned residential uses, and will make use of planned infrastructure extensions, consistent with the Provincial Policy Statement. The development proposal will provide needed commercial and pharmaceutical services to the adjacent developing residential community, thereby contributing to the City of Ottawa Official Plan policy goal of 15-minute neighbourhoods. The proposed retail store use is a permitted use in the Neighbourhood designation of the Official Plan, as well as a permitted use in the General Mixed Use Zone of the City's Comprehensive Zoning By-law. The proposal will respect the provisions in the Zoning By-law relative to the existing property lines. The accompanying plans and studies demonstrate that anticipated impacts on the neighbouring properties can be mitigated effectively and the site has been designed in consideration of Council-approved Design Guidelines.

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

Respectfully Submitted,



Rachel MacKnight, M.Pl
Planner
Parsons Ottawa



Pamela Whyte, MCIP, RPP
Manager of Planning
Parsons Ottawa



Appendix A: Pre-consultation Correspondance

Formal Pre- Application Consultation Meeting Notes

File #: PC2022-0183

File Type: Site Plan Control

Location: 3850 Cambrian Road

Wednesday, July 14, 2022 from 10 am – 11 am

Attendees

City of Ottawa

Sean Moore, File Lead

Ben Brummelhuis, Planning Student

Bruce Bramah, Infrastructure Project Manager

Jeffery Shillington, Senior Project Manager

Mike Giampa, Transportation Project Manager

Note: Josee Vallee the Greenbank re-alignment Transportation Project Manager and Ann O'Connor the Urban Designer for the Pre-application Consultation were not able to attend. Comments are added to this document and attached to the email.

Notes & Comments

Planning Comments, Sean Moore

- The proposed development are retail stores located in parking area C suburban. Area C permits a minimum of 3.4 parking spaces per 100m² of Gross Floor Area for retail stores. The minimum parking spaces required for the proposal is 116 spaces. The proposed amount of parking is 145 parking spaces. Please reduce the parking by 29 spaces. Parking reduction along the western side in favour of soft landscaping is preferred.
- Please provide bike parking on the site. The minimum number of required bike parking spaces is 13 spaces. Please also consider providing additional bike and sheltered bike parking that is large enough to accommodate e-bikes and cargo bikes.
- Please consider incorporating green technologies to the site, such as electric-vehicle parking. Please identify any green technologies being used as part of site and/or building design in the Planning Rationale at the time of application submission.
- Please demonstrate the elevations along streets that provide as much real glass looking into the units. For retail units along Cambrian, if they are not 'through units,' please ensure there is glazing at the top to illuminate the back of the unit

which faces the street. On Corner lots, landscaping is preferred over a blank wall at the corner of Cambrian and the future re-aligned Greenbank.

- Please demonstrate on the site plan how pedestrians would access the site in an efficient and safe way via the pedestrian pathway that leads from the west side onto the commercial block.
- The future re-aligned Greenbank Road (10 years away from construction) will connect to the commercial block and have BRT transit stations in the median. Future redevelopment of the block in 15 years is the longer-term goal of the site. In the interim period, the proposal would serve as a local commercial node with good pedestrian access from the adjacent subdivision.

Infrastructure Project Manager comments, Bruce Bramah

- Please see attached comments titled “3850 Cambrian Comments Bruce Bramah

Urban design comments, Ann O’Connor

- A design brief that follows the provided Terms of Reference is required upon submission of the application
- The subject site is within a Design Priority Area (DPA) as it falls within the Barrhaven South Community Core area. While the proposal is not subject to the Urban Design Review Panel (because the heights are below four-storeys), the design of the building is expected to adhere to the standards laid out in the Official Plan for developments within a DPA.
- Consider flipping the surface parking and Building C, such that Building C is closer to Greenbank Road (future road) and has frontage along this Arterial Road and a corner presence.
- Where windows do not directly show the unit, explore providing true display windows, with approximately a 1metre depth behind the glass (as opposed to a poster directly behind glass).
- Reconsider the interface with the neighbouring context to the west. These residential units are rear-lotted, such that their backyards face this parking lot. Add additional landscaping along this western edge and adjust the vehicular circulation such that the internal road aligns with this landscaping and there are no surface parking spaces fronting onto this rear yard condition.
- Consider and illustrate how the pedestrian connection existing to the west will be accommodated on site, with things such as pedestrian pavement markings for safe crossing through the parking lot.
- Increase the landscaping along the edge condition on the northern lot line.
- Explore tree plantings and landscaping opportunities throughout the site.

- Please clearly illustrate the sidewalk along abutting public roads.

Transportation Project Manager comments, Mike Giampa

- Submit a screening form.
- If a TIA is warranted proceed to scoping.
- The application will not be deemed complete until the submission of the draft step 2-4, including the functional draft RMA package (if applicable) and/or monitoring report (if applicable). Although a full review of the TIA Strategy report (Step 4) is not required prior to an application, it is strongly recommended.
- Synchro files are required at Step 4.
- Ensure that the Cambrian and Greenbank EAs are followed for right of way requirements and the intersection control at Cambrian and Greenbank temporary road.
- All maintenance of the temporary road will be at the applicant's expense.
- Corner sight triangle: 5m x 5m
- A Stationary Noise Impact Study is required if there are noise sensitive land uses within 100m
- The throat length requirements should follow the TAC guidelines.

Greenbank Realignment, Jessie Boulet (Stantec)

- Re-aligned Greenbank Road and South-West Transitway (GRSWTE) geometry reference appears to be incorrect on the developer's plan
 - Recommended to share the latest geometry drawing for coordination once 50% design update is complete
- Proposed south-bound auxiliary turn lanes on GRSWTE will require additional property beyond the protected (41.5m wide) city ROW fronting this property
 - Proposed works will need to be coordinated with these requirements
 - The proposed back of GRSWTE sidewalk is competing with Building A and Building D
 - Setbacks for buildings proposed adjacent to GRSWTE will need to consider Hydro Ottawa requirements for separation from overhead pole mounted conductors
 - Additional property required at intersection for larger sightline triangle, sidewalk encroachment and traffic signal plant
- Curb line for proposed northern-most access on GRSWTE may be competing with adjacent property (private owner)
- The right-in/right-out access in the middle of the development may negatively impact intersection operation

- Are proposed traffic volumes available for the site?
- It may not be feasible to implement a full movement access on Cambrian Road as proposed
 - A center median is proposed on Cambrian for the extents of the future eastbound left turn-lane on the approach to GRSWTE
 - Cambrian Road is envisioned as a divided Roadway with center median in ultimate condition (per EA completed from GRSWTE to Jockvale)
- Developer to confirm proposed servicing locations; is the intent service all building with existing stubs from Cambrian Road



Date: July 13, 2022

Site Location: 3850 Cambrian

Type of Development: Residential (townhomes, stacked, singles, apartments),
 Office Space, Commercial, Retail, Institutional, Industrial, other _____

Owner/Agent: _____

Assigned Planner: Sean Moore

Attendees: _____

All servicing criteria shall be in accordance with the Design Brief for the Half Moon Bay West Subdivision Phase 1, Mattamy Homes, 3rd Submission, Dated September 5, 2018

Water:

Connection point: Existing service stubs off Cambrian

- Watermain Frontage Fees to be paid (\$190.00 per metre) Yes No

Boundary conditions:

Civil consultant must request boundary conditions from the City's assigned Project Manager prior to submission. Boundary conditions only require the proposed demands of the new building. The existing and proposed building demands will be required in the modelling upon submission.

- Water boundary condition requests must include the location of the service(s) and the expected loads required by the proposed developments. Please provide all the following information:
 - o Location of service(s)
 - o Type of development and the amount of fire flow required (as per FUS, 2020).
 - o Average daily demand: ___ l/s.
 - o Maximum daily demand: ___ l/s.
 - o Maximum hourly daily demand: ___ l/s.
- Fire protection (Fire demand, Hydrant Locations)

Sanitary Sewers:

Connection point: Existing service stubs off Cambrian

Is a monitoring manhole required on private property? Yes No

- The designer should be aware there may be limited capacity in the downstream sanitary sewer system. The sanitary demand needs to be coordinated with the City Planning Dept. to determine if the existing sanitary sewer system has sufficient capacity to support the proposed rezoning. Provide sanitary demands to the City project manager for coordination.

Storm Sewers:

Connection point: Existing service stubs off Cambrian

Storm Water Management:

Quality Control:

- Quality control achieved from the Clark Pond.
- Please contact the Rideau Valley Conservation Authority to provide any additional quality control or LID requirements.

Quantity Control:

- Allowable Runoff coefficient (C): C = the lesser of the existing pre-development conditions to a maximum of 0.5.
- Time of concentration (Tc): Tc = pre-development; maximum Tc = 10 min
- Allowable flowrate: Control the 100-year/5-year storm events to the existing 5-year storm event.

Ministry of Environment, Conservation and Parks (MECEP)

All development applications should be considered for an Environmental Compliance Approval, under MECP regulations.

- a. The consultants determine if an approval for sewage works under Section 53 of OWRA is required and determines what type of application. The City's project manager may help confirm and coordinate with the MECP as required.
- b. The project will be either transfer of review (standard), transfer of review (additional), direct submission, or exempt as per O. Reg. 525/98.



- c. Pre-consultation is not required if applying for standard or additional works (Schedule A of the Agreement under Transfer Review.
- d. Pre-consultation with local District office of MECP is recommended for direct submission.
- e. Consultant completes an MECP request form for a pre-consultation. Sends request to moeccottawasewage@ontario.ca
- f. [ECA applications are required to be submitted online through the MECP portal. A business account required to submit ECA application. For more information visit https://www.ontario.ca/page/environmental-compliance-approval](#)
- g. [It is unclear if the proposed development will remain as one property. An ECA will be required where the stormwater management services more than one property parcel.](#)

NOTE: Site Plan Approval, or Draft Approval, is required before any Ministry of the Environment and Climate Change (MOECC) application is sent.

General Service Design Comments

- The City of Ottawa requests that all new services be located within the existing service trench to minimize necessary road cuts.
- Monitoring manholes should be located within the property near the property line in an accessible location to City forces and free from obstruction (i.e. not a parking).
- Where service length is greater than 30 m between the building and the first maintenance hole / connection, a cleanout is required.
- The City of Ottawa Standard Detail Drawings should be referenced where possible for all work within the Public Right-of-Way.
- The upstream and downstream manhole top of grate and invert elevations are required for all new sewer connections.

Services crossing the existing watermain or sewers need to clearly provide the obvert/invert elevations to demonstration minimum separation distances. A watermain crossing table may be provided.

All development applications should be considered for an Environmental Compliance Approval (ECA) by the Ministry of the Environment, Conservation, and Parks (MECP):

- a. Consultant determines if an approval for sewage works under Section 53 of OWRA is required. Consultant then determines what type of application is required and the City’s project manager confirms. (If the consultant is not clear if an ECA is required, they will work with the City to determine what is required. If the consultant it is still unclear or there is a difference of opinion only then will the City PM approach the MECP.
- b. The project will be either transfer of review (standard), transfer of review (additional), direct submission, or exempt as per O. Reg. 525/98.
- c. Pre-consultation is not required.
- d. Standard Works ToR, Draft ECA’s are sent to the local MECP office (moeccottawasewage@ontario.ca) for information only
- e. Additional ToR, draft ECAs require a project summary/design brief and require a response from the local MECP (10 business day window)
- f. **Site Plan Approval, or Draft Approval, will be required before an application is sent to the MECP**

Refer to application tables for lists of required supporting plans and studies– ZONING BY-LAW – Municipal servicing

– SITE PLAN APPLICATION – Municipal servicing

Legend:

The letter **S** indicates that the study or plan is required with application submission.
 The letter **M** indicates that the study or plan may be required with application submission.

For information on preparing required studies and plans refer to:

<http://ottawa.ca/en/development-application-review-process-0/guide-preparing-studies-and-plans>

S/A	Number of copies	ENGINEERING		S/A	Number of copies
S	1	1. Site Servicing Plan	2. Assessment of Adequacy of Public Services / Site Servicing Study / Brief	S	1
S	1	3. Grade Control and Drainage Plan	4. Geotechnical Study / Slope Stability Study	S	1
	1	5. Composite Utility Plan	6. Groundwater Impact Study		1
	1	7. Servicing Options Report	8. Wellhead Protection Study		1
M	1	9. Community Transportation Study and/or Transportation Impact Study / Brief	10. Erosion and Sediment Control Plan / Brief	S	1
S	1	11. Storm water Management Report / Brief	12. Hydro-geological and Terrain Analysis		1
S	1	13. Water main Analysis	14. Noise / Vibration Study	M	1
	1	15. Roadway Modification Design Plan	16. Confederation Line Proximity Study		1

Meeting Date: 2022-Jul-13

Application Type: Site Plan Control

File Lead: Sean Moore

Engineer/Project Manager: Bruce Bramah

Site Address: 3850 Cambrian

*Preliminary Assessment: 1 2 3 4 5



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

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

SITE PLAN APPLICATION – MUNICIPAL SERVICING REQUIRED ENGINEERING STUDIES AND ASSESSMENTS

Notes:

- 4. Geotechnical Study / Slope Stability Study – required as per Official Plan section 4.8.3. All site plan applications need to demonstrate the soils are suitable for development. A Slope Stability Study may be required with unique circumstances (Schedule K or topography may define slope stability concerns).
- 10. Erosion and Sediment Control Plan – required with all site plan applications as per Official Plan section 4.7.3.
- 11. Stormwater Management Report/Brief - required with all site plan applications as per Official Plan section 4.7.6.
- 14. Noise and Vibration Study – a Noise Study will be required if the noise sensitive development is proposed within 250 metres of an existing or proposed highway or a railway right-of-way, or 100 metres of an arterial or collector roadway or rapid-transit corridor. A Vibration Study will be required if the proposed development is within 75 metres of either an existing or proposed railway ROW. A Noise Study may also be required if the proposed development is adjacent to an existing or proposed stationary noise source.
- 35. An Impact Assessment of an Adjacent Waste Disposal/Former Landfill Site study is required for development proposals within 500 metres of a solid waste disposal site or other appropriate influence area or former landfill site. For contaminated sites a Record of Site Condition or letter of continued use is required.
- 39. A Mineral Resource Impact Assessment study is required, as per Official Plan section 3.7.4 adjacent to an unlicensed Limestone Resource or Sand and Gravel Resource Area (very limited uses considered within 500 metres of Limestone Resource Area or 300 metres of Sand and Gravel Resource Area). A study is required
 - adjacent to, or within 300 metres of, a licensed pit
 - adjacent to, or within 500 metres of, a licensed quarry



APPLICANT'S STUDY AND PLAN IDENTIFICATION LIST

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

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

S/A	ENGINEERING		S/A
S	1. Site Servicing Plan	2. Site Servicing Study / Assessment of Adequacy of Public Services	S
S	3. Grade Control and Drainage Plan	4. Geotechnical Study / Slope Stability Study	S
	5. Composite Utility Plan	6. Groundwater Impact Study	
	7. Servicing Options Report	8. Wellhead Protection Study	
A	9. Transportation Impact Assessment (TIA)	10. Erosion and Sediment Control Plan / Brief	S
S	11. Storm water Management Report / Brief	12. Hydro geological and Terrain Analysis	
	13. Hydraulic Water main Analysis	14. Noise / Vibration Study	S
	15. Roadway Modification Functional Design	16. Confederation Line Proximity Study	

S/A	PLANNING / DESIGN / SURVEY		S/A
	17. Draft Plan of Subdivision	18. Plan Showing Layout of Parking Garage	
	19. Draft Plan of Condominium	20. Planning Rationale	
S	21. Site Plan	22. Minimum Distance Separation (MDS)	
	23. Concept Plan Showing Proposed Land Uses and Landscaping	24. Agrology and Soil Capability Study	
	25. Concept Plan Showing Ultimate Use of Land	26. Cultural Heritage Impact Statement	
S	27. Landscape Plan	28. Archaeological Resource Assessment Requirements: S (site plan) A (subdivision, condo)	
S	29. Survey Plan	30. Shadow Analysis	
S	31. Architectural Building Elevation Drawings (dimensioned)	32. Design Brief (includes the Design Review Panel Submission Requirements)	S
	33. Wind Analysis		

S/A	ENVIRONMENTAL		S/A
S	34. Phase 1 Environmental Site Assessment	35. Impact Assessment of Adjacent Waste Disposal/Former Landfill Site	
	36. Phase 2 Environmental Site Assessment (depends on the outcome of Phase 1)	37. Assessment of Landform Features	
	38. Record of Site Condition	39. Mineral Resource Impact Assessment	
	40. Tree Conservation Report	41. Environmental Impact Statement / Impact Assessment of Endangered Species	
	42. Mine Hazard Study / Abandoned Pit or Quarry Study	43. Integrated Environmental Review (Draft, as part of Planning Rationale)	

S/A	ADDITIONAL REQUIREMENTS		S/A
	44. Applicant's Public Consultation Strategy (may be provided as part of the Planning Rationale)	45. Site Lighting Plan	
S	46. Site Lighting Certification Letter	47.	

Meeting Date: July 13, 2022

Application Type: *Site Plan Control - Standard*

File Lead (Assigned Planner): Sean Moore

Infrastructure Approvals Project Manager: Bruce Bramah

Site Address (Municipal Address): 3850 Cambrian

*Preliminary Assessment: 1 2 3 4 5

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