

11-1086-TAR

December 6, 2012

Mr. Richard Buchanan.
Program Manager, Development Review
Outer Urban Area
Planning and Growth Management Department
City of Ottawa
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario K1P 1J1

**Re: Application for Site Plan Control
1021 St. Laurent Blvd., City of Ottawa**

Dear Mr. Buchanan:

Further to our discussions and pre-application consultation on May 15, 2011 with City Staff (led by Kersten Nitsche); please accept this material as the submission for the application for Site Plan Control for the above noted project:

- Completed application for Site Plan Control,
- Application fee in the amount of \$17,139.97
- 35 paper prints of the following plans:
 - Site Plan SA14, July 20, 2012,
 - Landscape Concept, L-1, Rev. 3, October 19, 2012,
 - Pedestrian Circulation Plan, PC-1, October 19, 2012,
 - Existing Conditions Plan, EX-1, Rev. 1, November 30, 2012,
 - Grading Plan, GP-1, Rev. 1, November 30, 2012,
 - Site Servicing Plan, SSP-1, Rev. 1, November 30, 2012,
 - Erosion Control Plan, EC-1, Rev. 1, November 30, 2012,
- 3 coloured paper prints of the following:
 - Building Elevations, September 26, 2012,
 - 3 different Perspective View, September 26, 2012,
- 6 copies of the Functional Servicing and Stormwater Management Report, Rev. 1, December, 2012,
- 12 copies of the Transportation Brief, November 30, 2012,
- 5 copies of the Phase 1 Environmental Site Assessment update, October 2012,
- 5 copies of the Phase 2 Environmental Site Assessment, November 2012,
- 2 copies of the Survey Plan 4R-20129,
- Cd of the above material.

The application seeks approval for the redevelopment of the above noted site to demolish a single large tenant (Zellers) to be replaced by a 2 storey large format retail store (Target) in the same location at the easterly section of the overall property. Site works will include significant planting along the St. Laurent Blvd. street edge, relocating parking that currently exists within the widened St. Laurent Blvd. road allowance and general improvements to the on-site pedestrian linkage system. As such, the geotechnical report pertinent to the proposed Target store can only be produced once the existing Zeller's building is demolished. Having said that, a preliminary Geotechnical Investigation is underway and we understand that you will deem the application complete in the absence of that submission. It was also agreed that an abbreviated Planning Rationale, in the form of a covering letter would suffice for the purposes of introductory land use planning rationale.

The Site Plan includes the site statistics and confirms that the project complies with the current zoning of the subject land.

The site is surrounded by commercial development along both sides of St. Laurent Blvd., high density residential and open space park to the east, and additional commercial to the south. Most of the surrounding development is original 1980's construction although certain sites, including the subject property, have recently introduced some street fronting commercial retail buildings along St. Laurent Blvd.

The subject property is within a very large geographic area that is designated as **Arterial Mainstreet**. This designation would permit the intended use. The relevant provision from Section 3.6.3 is as follows;

The Mainstreet designation in this Plan identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.

Mainstreets are at different stages of development. Each of these streets displays its own distinctive character depending largely upon the period during which it developed. They typically perform a dual role of providing adjoining neighbourhoods with a range of daily goods and services and, because they traverse many communities, they also provide more specialized functions that serve the needs of others living beyond the borders of any one neighbourhood.

The policies acknowledge this diversity and provide for change and renewal that takes into account the character of the street and adjacent areas. Over time, it is the City's intent that Mainstreets will achieve more compact, mixed-use, pedestrian-oriented development patterns. In older mainstreets, these patterns will be reinforced. [Amendment #76, August 04, 2010]

This Plan encourages intensification along Mainstreets. Intensification is most likely to occur through the redevelopment of such sites as vacant lots, aging strip

malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings.

And;

Two general distinctions can be made:

- Mainstreets generally developed prior to 1945, designated as Traditional Mainstreets, typically set within a tightly knit urban fabric, with buildings that are often small-scale, with narrow frontages and set close to and addressing the street, resulting in a more pedestrian-oriented and transit friendly environment. They generally have a four-lane cross-section, on-street parking or the potential to provide for it, and limited on-site parking. Land uses are often mixed, with commercial uses at the street level and residential uses on the upper levels.*
- Mainstreets generally developed after 1945, designated as Arterial Mainstreets, typically present an urban fabric of larger lots, larger buildings, varied setbacks, lower densities and a more automobile-oriented environment, often within a divided cross section of four or more lanes. They generally do not provide on-street parking. Parking lots are often located between the buildings and the street, and the predominant existing land use is single-purpose commercial.*

The later applies to the Subject Property.

And;

While these designations generally match typical conditions, they are also intended to guide future development in cases where the City wishes to see a Mainstreet evolve in a denser, more pedestrian-oriented form. It is also recognized that there are stretches of Traditional Mainstreets that do not entirely reflect the above-noted pre-war vintage description. These inner suburban areas, built in the 1950s and 1960s, display a blend of Traditional and Arterial Mainstreet characteristics. For these areas, this Plan promotes redevelopment in a fashion that locates buildings close to the street and is more pedestrian-oriented. [Amendment #76, August 04, 2010]

And;

On Arterial Mainstreets, development will occur in a way that facilitates the gradual transition to a more urban pattern of land use. This means that, over time, more residential uses will be introduced, where appropriate. On Arterial Mainstreets, development will occur in a way that facilitates the gradual transition to more intensive forms of development. This could mean that, over time, higher density employment and residential uses could be introduced, where appropriate. Uses may be mixed within buildings and/or on the same lot, parking lots between the building and the street could be redeveloped and built upon, and the pedestrian environment will be improved.

The relevant policies are found in Section 3.6.3 as follows;

Policies

1. Traditional Mainstreets and Arterial Mainstreets are each designated on Schedule B. The former are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. The latter also are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function. Additional Mainstreets may be identified in Developing Communities, the policies and designations for which will be found in the appropriate Community Design Plan.
2. The boundary of the Traditional and Arterial Mainstreet designation is flexible depending on site circumstance and lot configuration, but generally applies to those properties fronting on the road so designated. It may also include properties on abutting side streets that exist within the same corridor. On lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be considered to be non-conforming by virtue of not being located adjacent to the street. Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:
 - multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s).
 - attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities.
 - an enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes.
 - measures of sufficient size and quality to relieve the visual impact of surface parking areas.
 - the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages.
 - the provision of coordinated signage, and
 - over time, a development that is oriented to the Mainstreet.
3. A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. Where a Mainstreet abuts an Employment Area, the zoning by-law may prohibit noise-sensitive uses on the Mainstreet where appropriate.
4. Major Urban Facilities are permitted on Arterial Mainstreets as set out in Section 3.6.7.
5. Traditional and Arterial Mainstreets, or portions thereof, represent important areas for the preparation of Community Design Plans in accordance with the policies of Section 2.5.6. Community Design Plans and development

proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

6. New gas bars, service stations, automobile sales and drive-through facilities will not be permitted on Traditional Mainstreets in order to protect and enhance the pedestrian environment. However, there may be exceptional circumstances where a drive-through facility may be located on a Traditional Mainstreet where the intent of this Official Plan regarding Traditional Mainstreets can otherwise be preserved. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular accesses will be used to minimize the interruption of the Traditional Mainstreet street frontage and ameliorate the impact on the pedestrian environment. Existing gas bars, service stations, automobile sales and drive-through facilities located on Traditional Mainstreets that are permitted under the zoning existing on the date of adoption of this Plan, will continue to be permitted in the zoning by-law as permitted uses and encouraged to redevelop over time in a manner that achieves the street's planned function and character. New gas bars, service stations, automobile sales, and drive-through facilities are permitted on Arterial Mainstreets and will be evaluated on the basis of the Design Objectives and Principles in Section 2.5.1, any applicable Council-approved design guidelines, and the Compatibility policies set out in Section 4.11. [OMB decision #2649, September 21, 2006]
7. On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment. On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11.
8. Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. Any proposal for infill or redevelopment will be evaluated in light of the objectives of this Plan. This Plan supports building heights up to six storeys on Traditional Mainstreets and up to nine stories on Arterial Mainstreets. Greater building heights may be considered in accordance with policies 7 through 13 of s.4.11. [Amendment #76, OMB File # PL100206, August 18, 2011]
 - o Specific building heights are established in the zoning by-law based on a Community Design Plan or other Council-approved study;
 - o The proposed building height conforms with prevailing building heights or provides a transition between existing buildings;
 - o The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station;

- *The development incorporates facilities, services or matters as set out in Section 5.2.1 with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;*
- *Where the application of the provisions of Section 2.5.1 and Section 4.11 determine that additional height is appropriate.*

The policies that are underlined above are most relevant to the proposed redevelopment of the Subject Property. It cannot be discounted that significant redevelopment of this site and the adjacent site to the south owned by the same company, have introduced street edge buildings and an improved pedestrian system on the southern parcel. This proposed redevelopment improves the on-site pedestrian circulation on this portion of the overall site but does not introduce any more street edge buildings since the size and shape of the proposed building (Target) does not lend itself to doing so. Existing contracts/leases on the site have limitations on what can be done in front of their buildings which also impacts on the ability to relocate the proposed store. That being said, it does meet the intensification policies and the multi-storey objectives for Mainstreets.

Other reinforcing policies are found in Section 2.1 of the Official Plan that deals with the growth management objectives. This section introduces the growth management strategy that is intended to distribute jobs/employment opportunities throughout the urban the City of Ottawa.

The following introductory statement found in Section 2.1 is relevant;

The city's employment is expected to grow by about 170,000 by 2031, with urban job growth slightly higher outside the Greenbelt than inside it (these areas are shown in Figure 1), and some additional employment occurring in the rural areas. Projected growth to 2031 in population, households and employment (by place of work) is shown in Figure 2.2 for urban areas inside and outside the Greenbelt and for the rural area.

The following excerpt from Figure 1 illustrates this objective;

Projected Growth in Population, Households and Employment, City of Ottawa, 2006 to 2031

Employment				
	2006	2011	2021	2031
Inside Greenbelt	432,000	457,000	482,000	506,000

And;

Ottawa will meet the challenge of this growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be

directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking because destinations are conveniently grouped together. This direction will also contribute to the needs of an aging population by enhancing accessibility to health services and community facilities. Future development, whether in new communities or in already established areas that are suited to accommodating growth, will be compact and efficient from a servicing point of view. [OMB decision #1582, June 17, 2005]

By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities.

And;

This Plan meets the challenges of growth over the next 20 years by pursuing strategic directions in four key areas:

One of these key areas is *Creating Liveable Communities*, with the following methodology;

- *Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.*

The approval of the addition will in part help to satisfy these growth strategy objectives of the Official Plan.

Section 2.2.2 of the Official Plan indicates how this challenge will be met. The following is a relevant policy;

Consequently, within the designated urban area, growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets, and large tracts of vacant land.

And;

Policies

Definition of Intensification

1. *Residential intensification means intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:*
 - a. *Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;*

- b. *The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.*
- c. *Infill development;*
- d. *The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and*
- e. *The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.*

[Amendment #76, OMB File # PL100206, September 07, 2011]

- 2. *Employment intensification means intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by:*
 - a. *Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;*
 - b. *Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);*
 - c. *Infilling of vacant or underutilized land within employment areas;*
 - d. *Replacing uses with a low number of employees with uses having a higher number of employees.*

[Amendment #76, OMB File # PL100206, September 07, 2011]

- 3. *All intensification will occur in accordance with the provisions of Section 2.5.1, Urban Design and Compatibility, and 4.11, Urban Design and Compatibility, and with Section 4.6.1, Heritage Buildings and Areas.*

The proposed development would satisfy the Subsection 2. through the additional gross floor area being sought.

The relevant Official Plan policies dealing with Section 2.5 are as follows;

Urban Design

Community design generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City. The components of our communities where urban design plays a key role, include:

- *Built form, including buildings, structures, bridges, signs, fences, fountains, statues and anything else that has been constructed, added or created on a piece of land;*

This is explained through a series of Design Principles that include;

4. To ensure that new development respects the character of existing areas.

Principles:

Design should:

- *Integrate new development to complement and enliven the surroundings.*
- *Allow the built form to evolve through architectural style and innovation.*
- *Complement the massing patterns, rhythm, character, and context.*

The criteria to satisfy Section 2.5.1 is as follows;

Compatibility

The City's growth management strategy includes intensification of development in the urban area over the next 20 years and concentrating rural development in Villages. Introducing new development in existing areas that have developed over a long period of time requires a sensitive approach to differences between the new development and the established area. This Plan provides guidance on measures that will mitigate these differences and help achieve compatibility of form and function. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification.

In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' among those functions that surround it. Generally speaking, the more a new development can incorporate the common characteristics of its setting in its design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being 'the same as' the existing development. Where a new vision for an area is established through a Community Design Plan or other similar Council-approved planning exercise, addressing compatibility will permit development to evolve toward the achievement of that vision while respecting overall community character.

And the Official Plan 2.2.2.3 sets out the need to address Section 4.11 in terms of compatibility criteria within the intensification policies;

The applicable criteria in Section 4.11.2 for the intended development have been examined and the results are as follows;

Policy	Impact
Traffic: Roads should adequately serve	The proposed development is

the development, with sufficient capacity to accommodate the anticipated traffic generated;	supported by a Transportation Brief which concludes that the new generated traffic contributes only 1% to 5% in increased traffic volumes, and that no off-site transportation impacts or requirements are recommended.
Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite;	The Transportation Brief has examined the parking, site circulation, accesses and pedestrian/transit usage and concludes that the layout is acceptable from that perspective. There are changes proposed to the existing private accesses.
Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas;	Parking will be provided in accordance with Zoning Bylaw 2008-250 as amended. There is ample on-site parking for employees and clients within the parking lot.
Building Height and Massing: New buildings should have regard to the area context – the massing and height of adjacent buildings, and planned function for the area;	The proposed development has been designed to evolve towards the building heights and massing anticipated by the policies of the Official Plan.
Outdoor Amenity Areas: The development should respect the outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping are other mitigative design measures;	There is no requirement of an amenity area for this type of project.
Loading Areas, Service Areas, Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas, parking and areas used for outdoor storage should be mitigated;	These activities are being proposed within the development in safe and convenient locations. Specifically the proposed location of the loading area for the replacement building has been shifted away from the pedestrian access route across the mid section of the site and to a location adjacent to the service area of the adjacent Metro store.
Lighting: The potential for light spillover	There will be redesigned building

or glare from any lighting source onto adjacent light sensitive areas should be avoided or mitigated;	lighting that will be pleasant and non-intrusive for the abutting uses. There is no change to the site lighting resulting from this redevelopment. All building mounted light fixtures will be sharp cut-off fixtures that ensure no spill over onto adjacent residential properties and, at the same time, provide illumination that creates a safe and pleasant site lighting environment.
Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions;	No new adverse impacts of noise or air quality issues would arise from this development.
Sunlight: the development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures;	There are no negative impacts from shadowing anticipated from the redevelopment of the site.
Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;	There are no adverse impacts anticipated regarding any of these issues.
Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas.	No adverse impacts to neighbourhood services are anticipated while this project introduces expanded services for the surrounding neighbourhood.

There are relevant design guidelines that have been approved by City Council that are intended to assist in guiding both the proponents and City Staff when designing and subsequently reviewing development applications in areas that have applicable guidelines.

During the pre-application consultation meeting, City Staff suggested that for the proposed redevelopment of the Subject Property, the relevant guidelines would be the Arterial Mainstreet Urban Design Guidelines and the Large Format Retail Urban Design Guidelines.

We have examined these guidelines and point out the following intentions of each and the main principles as follows:

Arterial Mainstreet

The introductory statement from the guidelines is as follows;

The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. Specific site context and conditions will also be reviewed in conjunction with these guidelines.

The reference to ‘specific site context and conditions’ is relevant to the proposed redevelopment of the Subject Property as there is an existing shopping centre/strip retail towards the rear of the site and the proposed development would replace in the same location an aging and out of date retail store with a modern multi-storey new retail offering to the Ottawa marketplace.

The objectives of these guidelines are as follows;

- *To foster compatible development that will contribute to the recognized or planned character of the streets*
- *To promote a comfortable pedestrian environment and create attractive streetscapes*
- *To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets*
- *To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets*
- *To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential*
- *To enhance connections that link development sites to public transit, roads and pedestrian walkways*

In terms of addressing each objective, the following is relevant to the proposed development;

- The proposed development is actually more compatible with the existing built form along both sides of St. Laurent Blvd., including relatively new projects such as the development to the immediate south. There are no plans that we are aware of in this particular section of the road where multi-storey retail buildings are being proposed.
- The existing pedestrian linkages are being upgraded through this redevelopment, both to the proposed building and across the site to the adjacent residential development to the east.
- The proposed building has been carefully designed to include a higher quality than what currently exists. The project has been analyzed to consider whether such a significantly large building could be located along the street edge and due to the presence of a number of existing street

- edge buildings along this stretch of St. Laurent Blvd. within the site, it was not feasible to do so. Previous redevelopment added street edge buildings including the retail building at the corner of St. Laurent Blvd. and Donald Street, the Boston Pizza restaurant and the multi-tenanted building along the street frontage. These have adequately addressed this issue.
- This project deals with one of the intended uses that already existed on the site.
 - Connections to and from the adjacent roads and through the site have been improved through the proposed redevelopment.

In general, the proposed redevelopment has made an effort to address these objectives in a manageable way and a number of the specific guidelines included in the document.

Large Format Retail

The following opening statement in these guidelines is relevant;

Large-Format Retail is a term applied to 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. Large-format stores, commonly referred to as "big-box" stores, serve a region-wide market and typically locate at highly visible locations at major intersections or adjacent to highways.

Purpose and Application

The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of large format retail stores. Specific site context and conditions will also be reviewed in conjunction with these guidelines.

These guidelines are to be applied throughout the City for all large format retail development. When large-format retail projects are located in areas identified as Mainstreets, the guidelines for Mainstreets also apply.

That being said, the project is not specifically subject to these guidelines since the proposed development is for a two storey building.

In terms of zoning, the subject property is presently zoned AM under City of Ottawa Comprehensive Zoning By-law 2008-250 which is an Arterial Mainstreet Zone. This zoning essentially extends along both sides of St. Laurent Blvd. and captures mainly non-residential development built from as early as the 1970's to the present day. The surrounding zonings are R5A to the east, Am to the north and west and south. .

The Zoning Bylaw contains the following description of this zone:

The purpose of the AM – Arterial Mainstreet Zone is to:

- (1) accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated **Arterial Mainstreet** in the Official Plan; and*
- (2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*

This is consistent with the Arterial Mainstreet designation in the OP.

The list of permitted uses in the AM zone is substantial and includes the following;

*amusement centre
amusement park
animal care establishment
animal hospital
artist studio
automobile dealership
automobile rental establishment
automobile service station
bank
bank machine
bar
broadcasting studio
car wash
catering establishment
cinema
community centre
community garden
community health and resource centre
convenience store
day care
diplomatic mission
drive-through facility
emergency service
funeral home
gas bar
hotel
instructional facility
library
medical facility
municipal service centre
museum
nightclub
office*

park
parking garage
personal service business
place of assembly
place of worship
post office
production studio
recreational and athletic facility
research and development centre
residential care facility
restaurant
retail food store
retail store
school
service and repair shop
small batch brewery
sports arena
technology industry
theatre
training center

The intended use that being a retail store, falls within this list of permitted uses.

There are also residential uses that include the following list;

apartment dwelling, low rise
apartment dwelling, mid-high rise
bed and breakfast
converted dwelling
dwelling unit
townhouse dwelling
group home
home-based business
home-based day care
planned unit development
retirement home
retirement home, converted
rooming house
rooming house, converted
rooming unit
stacked dwelling

There is a 25.0 metre height limitation for the site through the standard AM provisions found in Table 185 below.

The provisions of the AM zone, including minimum front yard and side yard setback requirements associated with the addition, and related elements are being complied with in all respects by the proposed site redevelopment.

The applicable provisions are as follows;

TABLE 185 - AM ZONE PROVISIONS

I ZONING MECHANISMS			II PROVISIONS
(a) Minimum lot area			No minimum
(b) Minimum lot width			No minimum
(c) Front yard and corner side yard	(i) non-residential or mixed-use buildings	Minimum	No minimum
	(ii) residential use building	Minimum	3 m
(d) Minimum interior side yard	(i) abutting a residential zone		7.5 m
	(ii) all other cases		No minimum
(e) Minimum rear yard	(i) abutting a street		3 m
	(ii) rear lot line abutting a residential zone		7.5 m
	(iii) for a residential use building		7.5 m
	(iv) all other cases		No minimum
(f) Maximum building height	(i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone (By-law 2011-124)		11 m
	(ii) in any area up to and including 20 metres from a property line abutting a R4 zone (By-law 2011-124)		15 m
	(iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124)		20 metres, or as shown on the zoning map
	(iv) more than 30 metres from a property line abutting a R1 – R4		25 metres, or as shown on the zoning map

	zone	
	(v) in all other cases	25 metres, or as shown on the zoning map
(g) Maximum floor space index	(i) if 80% or more of the required parking is provided below grade	3.5
	(ii) in all other cases	2, unless otherwise shown
(h) Minimum width of landscaped area	(i) abutting a residential zone	3 m
	(ii) in all other cases	No minimum, 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
(i) Minimum width of landscaped area around a parking lot		see Section 110 – Landscaping Provisions for Parking Lots

- (4) Outdoor storage is permitted subject to:
- (a) being located in an interior side yard or rear yard;
 - (b) being completely enclosed and screened from a public street, and from residential or institutional zone; and
 - (c) the provisions of subsection 185(4) (b) above does not apply to automobile dealership.
- (5) For other applicable provisions, see Part 2 – General Provisions, Part 3 – Special Use provisions, and Part 4 – Parking and Loading Provisions.

The parking requirements are addressed in Table 101 of the Zoning Bylaw. The Site Plan contains a summary of the required parking and provided spaces as per the intended use. The proposed redevelopment of the subject property would comply with these requirements as it would be considered as a shopping centre for the purposes of calculating required parking.

The Site Plan complies with the Zoning Bylaw in all respects for the proposed development lands. Certain legal non-conforming rights to certain provisions would appear to be applicable.

In summary, it is our professional planning opinion that the proposed development of the subject property represents sound land use planning and complies with the City of Ottawa's Official Plan and Zoning Bylaw.

The additional floor area will assist in generating the service retail job opportunities for this area of the City of Ottawa.

Finally, staff confirmed that since the proposed building is greater than 40 metres back from the front lot line/right-of-way for St. Laurent Blvd., the project is exempt from the Urban Design Review Panel (email from Doug James to the undersigned dated April 5, 2012).

We trust that you will deem this application complete and expedite the processing of same. If you have any questions, please contact the undersigned.

Yours truly,

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

Attachments

c.c. Stefan Wisnioski

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