



March 5, 2014

Jeffrey Ostafichuk, Planner II  
Planning and Infrastructure Portfolio  
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City of Ottawa  
4th Floor, 110 Laurier Avenue West  
Ottawa, ON, K1P 1J1

Re: Site Plan Control Application  
Alium Investments (Greely) Limited  
7107 Marco Street, 5640 Bank Street, and part of 7041 Mitch Owens Road

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Dear Mr. Ostafichuk

FOTENN Consultants Inc. has been retained by Alium Investments (Greely) Limited to assist in preparing a Site Plan Control application for the properties known as 7107 Marco Street, 5640 Bank Street, and part of 7041 Mitch Owens Road. Please accept this planning rationale as part of the Site Plan Control Application, which assesses the appropriateness of the proposed large-format retail centre and the requested Site Plan Control application in the context of the surrounding community and the applicable policy and regulatory framework.

In support of the Site Plan Control Application, the following reports/studies and plans have been submitted:

- Site Plan, prepared by ADA Architects, drawing no. A1.1 (55 copies);
- Key Site Plan, Site Plan Showing Truck Routes, prepared by ADA Architects, drawing no. A1.1a (55 copies);
- Building Elevations, prepared by APA Architects, drawings no. A3.1a-f (3 copies);
- Landscape Plan, prepared by Marton Smith Landscape Architects, drawings no. L1-4 (55 copies);
- Grading Plan, prepared by WMI & Associates Ltd., drawing no. GR (55 copies);
- Site Servicing Plan, prepared by WMI & Associates Ltd., drawing no. SS (55 copies);
- Sediment & Erosion Control Plan, Sediment Area Bed Plan, Details & Notes, prepared by WMI & Associates Ltd., drawing no. SED, BIO1, BIO2, BIO3 (5 copies);
- Water Facility & Fire Storage Plan, prepared by WMI & Associates Ltd., drawing no. WF (5 copies);
- Stormwater Management Plan, prepared by WMI & Associates Ltd., drawing no. SWM (5 copies);
- Storm Drainage Plan, prepared by WMI & Associates Ltd., drawing no. STM (5 copies);
- Sanitary Drainage Plan, prepared by WMI & Associates Ltd., drawing no. SAN (5 copies);
- Detail Sheet 1, prepared by WMI & Associates Ltd., drawing no. DS1 (5 copies)



- Topographical Plan, prepared by Annis, O'Sullivan, Vollebekk Ltd. (5 copies);
- Geotechnical Investigation, prepared by BAE & Associates Environmental Inc. (4 copies);
- Site Servicing & Stormwater Management Report, prepared by WMI & Associates Ltd. (6 copies);
- Hydrogeological Evaluation, prepared by Ian D. Wilson Associates Ltd. (5 copies);
- Traffic Impact Assessment Update, prepared by Stantec Consultants Ltd. (12 copies);
- Planning Rationale, prepared by FOTENN Consultants (4 copies);
- Scoped Environmental Impact Study, prepared by Michalski Nielsen Associates Ltd. (6 copies);
- Phase 1 Environmental Site Assessment, prepared by BAE & Associates Environmental Inc. (5 copies);
- Phase 2 Environmental Site Assessment, prepared by BAE & Associates Environmental Inc. (4 copies);

## **HISTORY OF APPLICATIONS**

The lands known as 7107 Marco Street, 5640 Bank Street, and part of 7041 Mitch Owens Road were previously subject to a Zoning By-law Amendment application, which rezoned the lands from Mineral Extraction Zone Subzone 2 (ME2) and Rural Commercial with Exceptions (RC[153r]) to Rural Commercial with Exceptions (RC[753r]).

## **PURPOSE OF THIS APPLICATION**

This letter is in support of a Site Plan Control application for approximately 4.72 hectares (11.66 acres) of land located southwest of the intersection of Bank Street and Mitch Owens Road (Figure 1). Approval of this application will permit the proponent to construct a multi-building, large-format retail shopping centre comprising of approximately 9,878.8 square metres (106,200 square feet) of retail space, with surface parking.

## **SUBJECT LANDS AND SURROUNDING AREA**

The subject lands are located south of the City of Ottawa's urban boundary, in the northeast corner of the Village of Greely. More specifically, the lands are located immediately southwest of the intersection of Bank Street and Mitch Owens Road.

The subject lands have a total area of 4.72 hectares, with approximately 185 metres of frontage along Bank Street, approximately 285 metres of frontage along Mitch Owens Road, and approximately 35 metres of frontage along Marco Street, abutting the proposed stormwater pond. The lands are currently vacant with the exception of a hydro corridor, consisting of one hydro tower and above ground power lines, located within an easement that crosses the subject lands in a north-south direction. The site plan has been designed to accommodate this infrastructure (i.e. building placement and site improvements such as parking, access, lighting, etc.).



The lands also abut a portion of an unopened municipal right-of-way (ROW), Esther Street. The ROW runs north from Marco Street, into the commercial lands. No access is proposed to Esther Street, a local residential roadway.

The western portion of the subject lands was formerly used for aggregate extraction but has since been rehabilitated. Adjacent land uses include the following:

*North:* across Mitch Owens Road is a mineral extraction pit and St. Mary Catholic School, which is situated to the immediate northwest of the intersection of Mitch Owens Road and Bank Street.

*South:* a residential subdivision characterized by single-detached dwellings.

*East:* across Bank Street is vacant land zoned for rural commercial uses.

*West:* a residential subdivision characterized by single-detached dwellings.



FIGURE 1: SUBJECT PROPERTY AND SURROUNDING CONTEXT

## PROPOSAL

The Owners propose the development of a retail shopping centre on the subject lands (Figure 2). At present, the subject lands comprise of three (3) separate lots, however, all three (3) lots will be joined under one ownership prior to the development of the shopping centre. The development will include three (3) buildings along Mitch Owens Road, one (1) building framing Bank Street, and a multi-unit building on the southern edge of the site accommodating approximately nine (9) commercial units, for a total of approximately thirteen (13) units on site. The buildings are designed to be flexible and

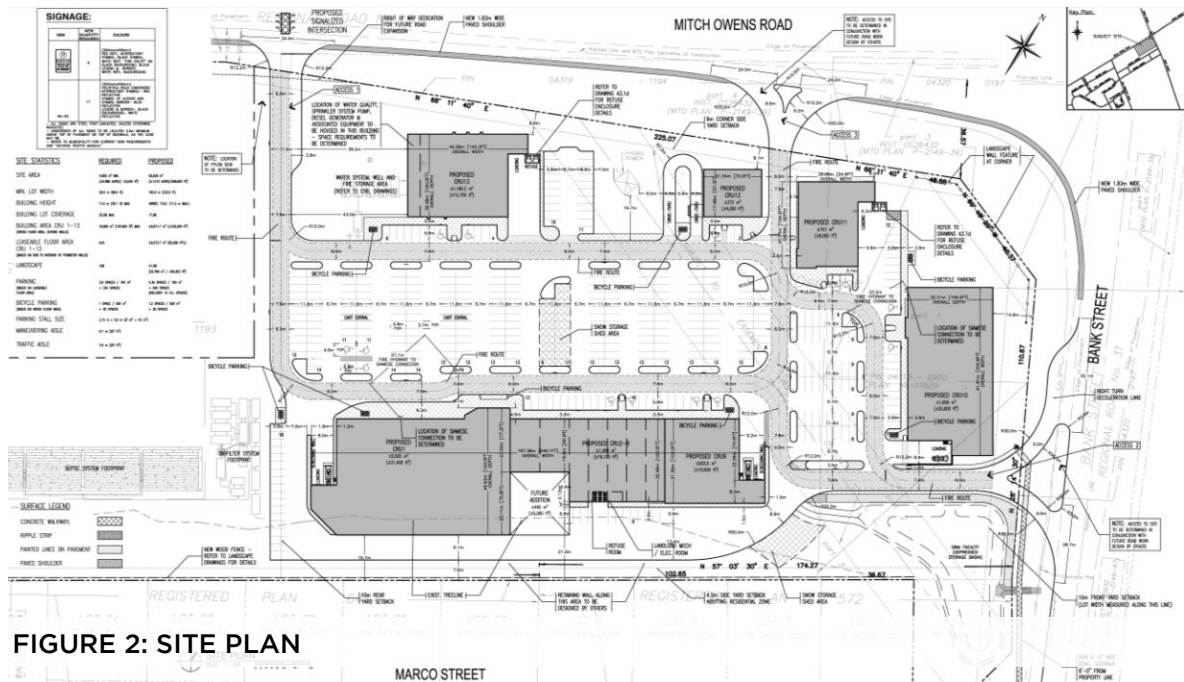


accommodate a variety of retail tenants including restaurants, banks, retail stores, etc. All six (6) buildings will be one-storey in height, with a maximum building height of 11 metres.

The proposed buildings range in floor area from approximately 372 square metres to 2,920 square metres and have a total combined area of 9,878.8 square metres. The buildings have been located and oriented to the outer edges of the Subject Property, and around a central parking area containing a total of 400 surface parking spaces (4.36 spaces/100 square metres gross leasable floor area) in a grid network. This rate exceeds the minimum required for a Shopping Centre in Area D, which is 3.6 spaces/100 square metres gross leasable floor area. The parking approach is reasonable given that the large retail site is located along arterial roads, not well-served by transit and in an area characterized by low-density residential. The additional parking does not undermine the site's ability to provide sufficient and appropriate areas for landscaping. Landscaping is provided in the form of parking lot islands and buffers, as well as around the property, amounting to approximately 41% landscaped area (22,798 square metres). A stormwater retention pond is proposed in the southeast corner of the subject lands, at the intersection of Bank Street and Marco Street, and a septic system is located on the west end of the property.

One (1) building with an associated drive-through has been proposed within the development along Mitch Owens Road, away from the intersection with Bank Street and with an approach from within the property. The drive-through is strategically located and designed to limit traffic conflicts and reduce visibility of the queuing lane and drive-through window.

The primary entrance is a signalized intersection proposed on the west end of the site from Mitch Owens Road, which provides access to the two (2) east-west spines of the site. An additional north-south spine starts at the north end of the site with a right-in, right-out entrance along Mitch Owens Road. The drive aisle terminates at the southeast end of the site at another right-in, right-out entrance with Bank Street.



## POLICY AND REGULATORY FRAMEWORK

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it is currently with the Ministry of Municipal Affairs and Housing (MMAH) for the Minister's Decision and final approval. For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003, Consolidated May 2013 remain in full force and effect and have been reviewed and analysed for the proposed development. In addition, although OPA 150 is not yet in full force and effect, the new policies relevant to the proposed development have been taken into consideration as the intended direction of City Council.

### CITY OF OTTAWA OFFICIAL PLAN (2003 CONSOLIDATION)

The preamble of Section 2.2.1 of the Official Plan (OP) indicates that growth in the rural area, which historically represents 10% of growth in the City, will be focused in Villages in order to improve access to community services and facilities and to reduce land use conflicts in the rural area. The proposed development is within the boundaries of the Village of Greely.

#### 'Village' Land Use Designation

The subject lands are designated Village on Schedule A – Rural Policy Plan of the Official Plan (Figure 2). The Village designation encourages “a variety of land uses to provide for the daily needs of the rural community and to ensure that they remain distinctly rural in character and scale” [Section 3.7.1.1]. The proposed development will bring much needed



retail and other commercial uses to a predominantly residential area of Greely, while having regard for the Design Guidelines for Rural Villages, described below.

Policy 4 of Section 3.7.1 states that the intensity and distribution of land uses within a Village will be determined in the context of any plan for the Village contained in Volume 2 of the Official Plan, or a community design plan where such a plan has been undertaken. In this case, the Greely Community Design Plan applies and is described below as well.

Policy 7 of Section 3.7.1 permits retail and commercial services, though not in excess of 10,000 m<sup>2</sup> Gross Leasable Floor Area (GLFA). The proposed development has a GLFA of approximately 9,273.7 m<sup>2</sup> and therefore will not exceed this limit.

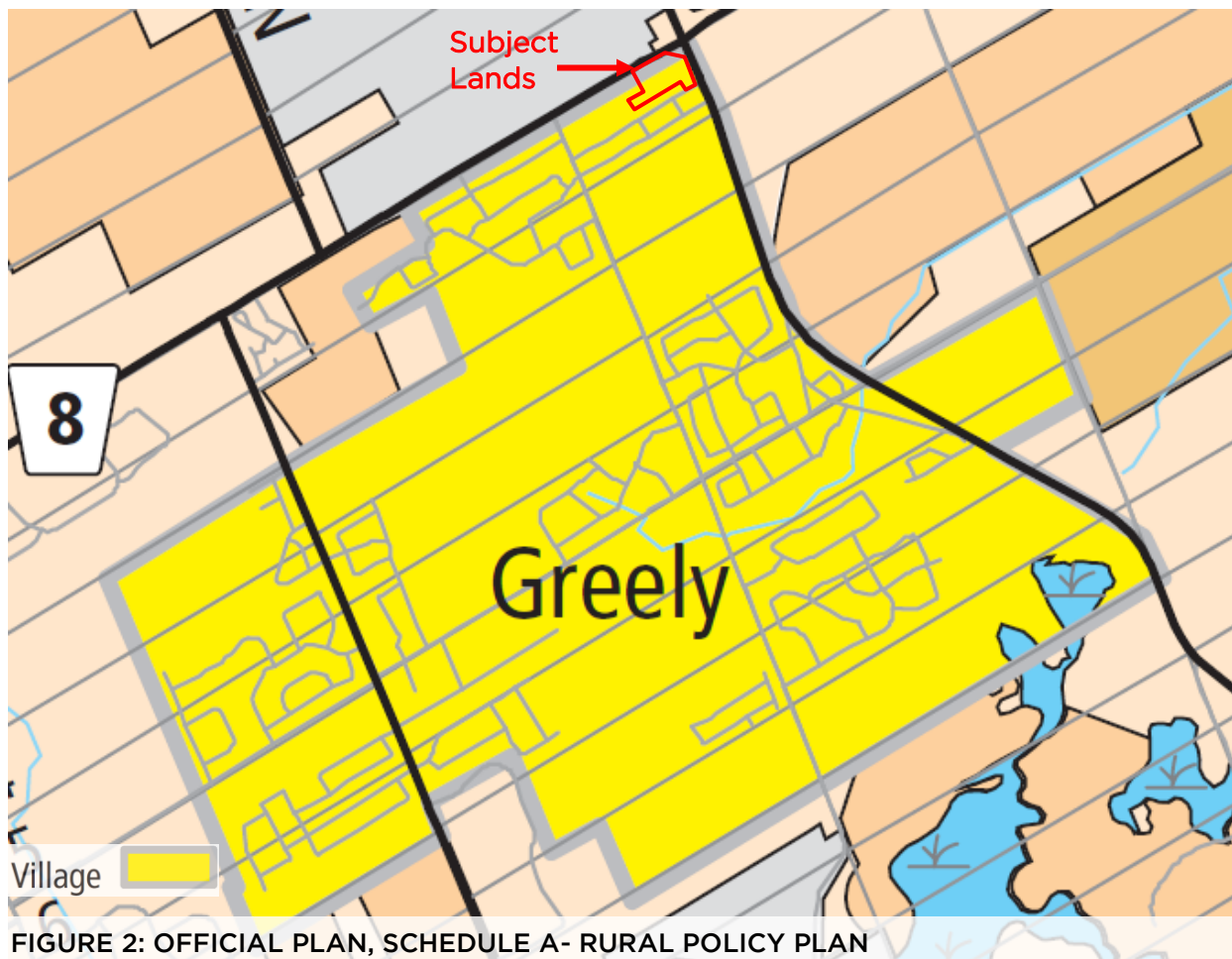


FIGURE 2: OFFICIAL PLAN, SCHEDULE A- RURAL POLICY PLAN

### Design Considerations

Policy 12 of Section 3.7.1 states that the design of future development must be compatible with Sections 2.5.1 and 4.11 of the Official Plan. Design principles identified in Section 2.5.1 that are particularly relevant to the proposed development include the following:



DESIGN PRINCIPLES	PRINCIPLES ADDRESSED
“To enhance the sense of community by creating and maintaining places with their own distinct identity.”	The proposed development is a shopping centre, thereby enhancing the sense of community by creating a ‘place’ and ‘destination’ for residents of Greely.
“To create places that are safe, accessible and are easy to get to, and move through.”	The shopping centre is to be located in an area which is highly accessible, at the intersection of Bank Street and Mitch Owens Road – two existing Arterial roads. The proposed development also provides a total of 400 surface parking spaces to service the retail units, including 15 barrier-free spaces.
“To ensure that new development respects the character of existing areas.”	The shopping centre is designed to respect the character of the existing Village by having regard for the City's <i>Rural Village Design Guidelines</i> and the <i>Urban Design Guidelines for Large-Format Retail</i> .

### Urban Design and Compatibility

Section 4.11 of the Official Plan provides direction on urban design and compatibility. Policy 2 of this section identifies the following areas in which new development must be compatible with the surrounding community:

COMPATIBILITY CRITERIA	CRITERIA ADDRESSED
TRAFFIC:	The Transportation Report confirms that there is sufficient roadway and intersection capacity to accommodate site-generated traffic. The proposed development is not expected to negatively impact on the function of the surrounding arterial roadways.
VEHICULAR ACCESS:	Vehicular access to the proposed development will be via right-in, right-out entrances on Bank Street and Mitch Owens Road, and via a full movement access on Mitch Owens Road. Access will be designed to be safe and efficient.
PARKING REQUIREMENTS:	The proposed development provides a total of 400 surface parking spaces to service the retail units. This includes 15 barrier-free parking spaces throughout the development.
OUTDOOR AMENITY AREAS:	The proposed development will not impact on the outdoor amenity areas of the surrounding properties.
LOADING AREAS, SERVICE AREAS, AND	Given the nature of the proposed development as a retail shopping centre, several loading areas have been integrated into the site. Generally, these areas have been integrated into



OUTDOOR STORAGE:	the side of the proposed buildings, and are screened from the street with screen walls to reduce the impact on the pedestrian environment along the street. The two loading areas adjacent to the multi-unit building are accessed from the front of the buildings in order to reduce the impact on the low-rise residential development south of the site.
LIGHTING:	Lighting on the site is designed in order to reduce light spill over onto surrounding properties.
NOISE AND AIR QUALITY:	No significant noise and air quality impacts from the proposed development on the surrounding properties are expected, and screening is used to negate any potential impacts on the properties to the south.
SUNLIGHT:	The proposed development will not create shadowing impacts on any of the surrounding properties.
MICROCLIMATE:	The proposed development is not expected to negatively impact the microclimate of any of the surrounding properties.
SUPPORTING NEIGHBOURHOOD SERVICES:	As described above, the proposed development is located within the Village of Greely. The community will contribute positively to the amenities within the area by accommodating needed retail options.

## SERVICING

Schedule 8 of the Infrastructure Master Plan (2009) indicates that the entire Village of Greely, with the exception of a small area in the southwest corner of the Village, is identified as a *Private Services Area*. This is reiterated in the draft Infrastructure Master Plan (2013), where this area is designated *Private Wells, Private Wastewater Systems* in Schedule 6. Section 2.3.2, Policy 7 of the Official Plan states that all development outside of Public Service Areas will be on the basis of private services. As such, development on the subject lands is on the basis of well and septic systems.

## GREELY COMMUNITY DESIGN PLAN (CDP)

The overall goal of the Greely Community Design Plan (CDP) is to ensure that all future development within the Village is developed in a sensible and sustainable manner adhering to the general development principles established as part of the community consultation process.

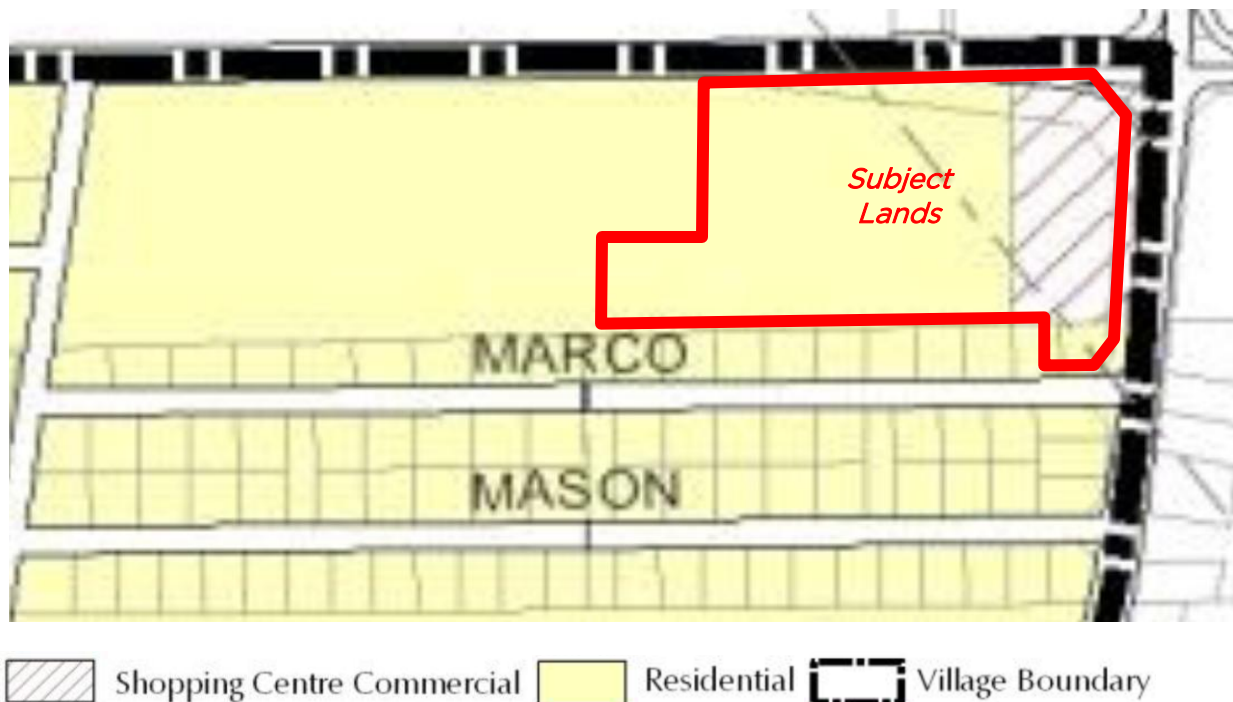
### Land Use

Schedule A- *Land Use* of the CDP designates the eastern end of the subject lands *Shopping Centre Commercial* and the western end of the subject lands, as well as the southeast corner, *Residential* (Figure 3).





One of the main principles of the Greely CDP is that future development should accommodate a range of housing types and commercial opportunities while maintaining the rural village character (Principle #4 in Section 2.2). The proposed development will realize this principle by adding commercial opportunities in the form of a shopping centre to the primarily residential north area of the Village of Greely.



**FIGURE 3: COMMUNITY DESIGN PLAN SCHEDULE A - LAND USE**

The Shopping Centre Commercial designation seeks to provide for retail commercial activities in the form of shopping centres that require larger parcels of land and that are automobile-oriented. The only use that the designation permits is a shopping centre containing one or more freestanding buildings with commercial and service uses. The CDP provides policies for the Shopping Centre designation in Section 4.4. The relevant policies are addressed in the following ways:

- All of the plans and studies that were identified by Staff in the pre-application consultation meeting are included in the Site Plan Control application package [Policy 1];
- The previously approved Zoning By-law Amendment ensured that these lands designated Shopping Centre Commercial are zoned in a separate commercial zone [Policy 2];
- Pedestrian links from the proposed shopping centre to the outlying residential areas are addressed by the provision of new sidewalks [Policy 3];
- The proposed development incorporates one vehicular access along Bank Street and two vehicular accesses along Mitch Owens Road [Policy 4];



- The design of the proposed shopping centre has regard to the City's Rural Village Design Guidelines and the Urban Design Guidelines for Large-Format Retail [Policy 5];

## **DESIGN GUIDELINES FOR RURAL VILLAGES**

The purpose of the Design Guidelines for Rural Villages is to provide design guidance to assess, promote and achieve appropriate development in Villages. The guidelines are applied at the development review stage for a variety of applications including for Site Plan Control. The proposed development advances several of these guidelines including:

- Helps define a community entry point at Mitch Owens Road and Bank Street through a landscaped wall feature at the corner [Guideline 1];
- Provides pedestrian connections to the adjacent residential development to the south, and vehicular connections to the Village of Greely and future development [Guideline 3];
- Proposes retail stores that are smaller than traditional big box stores. Further, the combined area of the proposed retail stores is less than 10,000 square metres, which limits the visual and economic impacts of the proposed development [Guideline 7];
- Provides a direct pedestrian connection to the residential development along Marco Street [Guideline 9];
- Ensures a prominent attractive feature is developed at the highly visible location at the corner of Mitch Owens Road and Bank Street [Guideline 10];
- Uses a common scale and height of development to complement the existing context, to make sure new buildings are compatible with their surroundings [Guideline 19];
- Proposes buildings that respect the village context by following these Design Guidelines, as well as those for Large Format Retail [Guideline 20];
- Orients buildings to frame the street, focusing buildings along Bank Street and Mitch Owens Road, which serves to frame these two roads [Guideline 22];
- Incorporates landscaped buffers for parking lots along both frontages, as well as within the parking lot areas [Guideline 39]; and,
- Ensure the pedestrian and cycling network is continuous and connects to the village core and village destinations [Guideline 40].

## **URBAN DESIGN GUIDELINES FOR LARGE-FORMAT RETAIL**

The Urban Design Guidelines for Large-Format Retail implement both the design objectives and the vision of the Official Plan, specifically in the areas of streetscape and built form, pedestrians and cyclists, vehicles and parking, landscaping and environment, signs, and servicing and utilities. The proposed development advances several of these guidelines including:

- Sets new buildings back close to the lot lines on Bank Street and Mitch Owens Road while respecting the required setbacks, in order to define the street edge and provide space for pedestrian activities and landscaping [Guideline 1];



- Provides significant landscape features at the corner of Bank Street and Mitch Owens Road [Guideline 2];
- Orients the long side of the buildings to be parallel to the public street [Guideline 3];
- Areas in front of a blank wall that faces the public street are landscaped and projections, recesses, arcades, awnings, screens, and texture are used to reduce the visual size of any unglazed walls [Guideline 6];
- Site furnishings such as bike racks are provided at building entrances [Guideline 8];
- The development is based on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time and provide direct connections to the surrounding street network [Guideline 10];
- Provides continuous, direct, safe and clearly defined pathways from public sidewalks on Bank Street to the proposed shopping centre and parking areas. [Guideline 12];
- Connects pedestrian walkways between adjacent properties in order to facilitate circulation between the residential development in the south and the proposed development. This guideline will be applied further when the lands to the immediate west are developed in the future [Guideline 13];
- Walkways are distinguished from driving surfaces by using varied paving treatments and by raising walkways to curb level [Guideline 15];
- Site circulation is designed to minimize the conflict between pedestrians and vehicles. Car parking spaces are oriented in a grid pattern to minimize the number of traffic aisles that pedestrians must cross [Guideline 20];
- Provides more than the required 6 metres of landscaping across the site frontage on Mitch Owens Road, and more than the required 10 metres of landscaping along the Bank Street frontage. At present, there are no sidewalks/pedestrian areas located along Mitch Owens Road or Bank Street, but a new sidewalk is proposed along Bank Street [Guideline 23];
- Trees, shrubs, and other vegetation have been proposed considering their tolerance to urban conditions [Guideline 25];
- Parking areas have been divided into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved areas [Guideline 27];
- Trees are planted in landscaped islands within parking areas [Guideline 28]; and,
- Garbage areas have been screened in the same materials as the buildings [Guideline 47].

#### **CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)**

The entire Subject Property is zoned Rural Commercial, Exception 753r (RC[753r]) in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 4). The purpose of the RC zone is to:



- permit the development of highway and recreational uses which serve the rural community and visiting public;
- accommodate a range of commercial uses including services for the traveling public as well as agriculture-related, vehicle-oriented and construction products and services;
- permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan, and
- regulate development in a manner that has a minimal impact on the surrounding rural area or villages.

Exception 753r stipulates that the lot line abutting Bank Street is the front lot line, and that the lands zoned RC[736r] are considered one lot for zoning purposes. The exception permits the following additional uses:

bank, catering establishment, instructional facility, library, medical facility, office, personal service business, retail food store, service and repair shop,

and prohibits the following uses:

amusement park, automobile dealership, automobile rental establishment, automobile service station, bar, campground, car wash, detached dwelling, dwelling unit, heavy equipment and vehicle sales, rental and servicing, hotel, kennel, and parking lot.

Exception 753r also stipulates that clause 217(1)(c) does not apply, which would have limited the retail store use to the sale of agricultural, construction, gardening or landscaping-related products, equipment or supplies. The proposed development is expected to accommodate retail food store, retail store, bank, personal service business, and/or other uses permitted by the by-law.

The exception also stipulates that a seven meter wide landscaped buffer consisting of soft landscaping must be provided along the part of the lot line which abuts the rear lot line of the lots addressed 7055 to 7099 Marco Street inclusive.

Further, the exception calls for loading spaces and refuse collection areas to not be located between the main building and the residential zone. As such, these spaces are screened and located on either side of the multi-unit building on the south edge of the Subject Property, with access from the front of the building.

Although the proposed parking rate exceeds the By-law due to the retail proposed and the transportation context, the overall development incorporates approximately 41% of the site as landscaping, well above the By-law requirement of 15%. The landscaped areas respond well to the rural residential and commercial character of the Greely area.

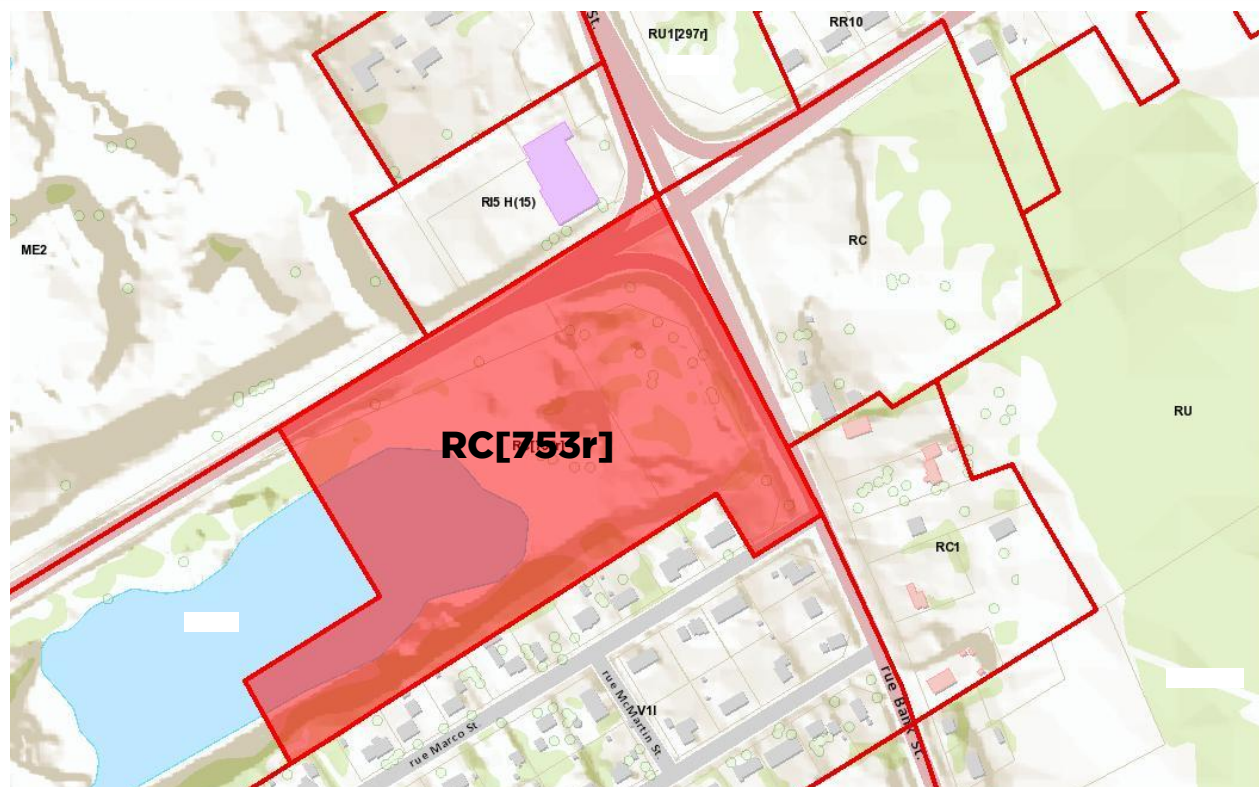


FIGURE 4: CITY OF OTTAWA ZONING BY-LAW

The following table compares the zoning provisions of the RC zone to the proposed development:

ZONING MECHANISM		REQUIRED (MINIMUMS, UNLESS OTHERWISE NOTED)	PROVIDED
LOT AREA (m <sup>2</sup> )		4,000	55,639
LOT WIDTH (m)		30	162.6
FRONT YARD SETBACK (m)		10	>10
BUILDING HEIGHT (m)		11 (maximum)	11
INTERIOR SIDE YARD SETBACK (m)	Abutting residential zone	4.5	>4.5
	All other zones	3	N/A
CORNER SIDE YARD SETBACK (M)		6	>6
REAR YARD SETBACK (M)		10	>10
LOT COVERAGE (%)		25 (maximum)	17.9
LANDSCAPING OF YARDS		15%	41%



ZONING MECHANISM	REQUIRED (MINIMUMS, UNLESS OTHERWISE NOTED)	PROVIDED
OUTDOOR STORAGE	Outdoor storage permitted in interior side and rear yard only; must be screened and concealed from view from abutting streets and from abutting non-commercial or non-industrial zones	Outdoor storage is not proposed
PARKING SPACE RATE (SHOPPING CENTRE IN AREA D)	3.6 spaces/100 m <sup>2</sup> GLFA = 334 spaces	4.36 spaces/100 m <sup>2</sup> GLFA = 400 spaces (incl. 15 handicap spaces)

## OVERVIEW OF PLANS & TECHNICAL STUDIES

In addition to this planning report, a number of plans and studies have been submitted in support of a Site Plan Control application. The following provides an overview of these plans and studies.

### SITE SERVICING AND STORMWATER MANAGEMENT REPORT

A Site Servicing and Stormwater Management Report was prepared by WMI & Associates Limited, which demonstrates how the proposed commercial development can be serviced and integrated into the existing community of Greely, without imposing any adverse effects. The report concludes that the proposed design is capable of adequately servicing the proposed development, and that the stormwater management system can be constructed and maintained as a functional method of treating all stormwater run-off generated at the site.

### GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation report was prepared by BAE & Associates Environmental Inc. The report recommends processes for site preparation, excavation, structural fill, foundation design, floor slab subgrade preparation, floor slab design, pavement subgrade preparation, pavement design, and septic and tile bed areas. It also outlines drainage and groundwater considerations and earthquake conditions.

### SCOPED ENVIRONMENTAL IMPACT STUDY

A scoped environmental impact study was prepared by Michalski Nielsen Associated Limited, which addressed potential concerns regarding the use of the subject property by bobolink and meadowlark. The study concludes that there are no concerns with the proposed development.





## **HYDROGEOLOGICAL EVALUATION**

A Hydrogeological evaluation was conducted by Ian D. Wilson Associates Limited, which evaluated the well and sewage construction and conditions on site. The report concludes that the on-site wells have safe yields and recommends that at least two production wells are utilized to meet the design flow for the proposal. It finds that the quality of the water is acceptable, and provides recommendations for a sewage system, which have been incorporated into the Site Servicing plan.

## **TRAFFIC IMPACT ASSESSMENT UPDATE**

A Traffic Impact Assessment Update was prepared by Stantec Consultants Limited, which updated the findings of a 2012 impact assessment report prepared by GENIVAR, and to confirm the transportation improvements required at the Bank Street at Mitch Owens Road intersection. The update concludes that two improvements are required to ensure sufficient roadway and intersection capacity to accommodate site-generated traffic.

## **PHASE 1 ENVIRONMENTAL SITE ASSESSMENT**

A Phase 1 Environmental Site Assessment was prepared by BAE & Associates Environmental Inc. to reveal any environmental concerns on or near the subject property. The report concludes that the potential environmental impairment from imported fill being brought onsite does exist and recommends further testing of the soil and groundwater to confirm that the site is free from environmental liabilities through a Phase 2 Environmental Site Assessment.

## **PHASE 2 ENVIRONMENTAL SITE ASSESSMENT**

A Phase 2 Environmental Site Assessment was prepared by BAE & Associates Environmental Inc. and concludes that there is no chemical contamination associated with the imported fill or current or historical activities at the subject property. It finds no evidence of offsite impaction or likely future impaction, and does not recommend any further environmental investigation.

## **CONCLUSIONS**

The proposed Site Plan Control application complies with the policies and objectives of the Official Plan, Community Design Plan, Village Design guidelines and Design Guidelines for Large-Format Retail, and meets all required zoning provisions.

We look forward to the opportunity to discuss this application further with you once you have had the opportunity to review the submitted plans. Please do not hesitate to contact us at 613.740.5709 x288 or x233 if you have any questions regarding any aspect of the application. Please advise us in writing of the timelines for the technical circulation of the application materials, and if additional copies are required.

Thank you in advance for your consideration,



Mike Dror  
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