

March 25, 2025

Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment
101 Centrepointe Drive, Fourth Floor
Ottawa, ON K2G 5K7

**RE: Minor Variance Application
3845 Cambrian Road**

Committee of Adjustment
Received | Reçu le

2025-03-26

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by Loblaw Properties Limited ("Loblaw") to prepare a cover letter in support of a Minor Variance application on their behalf for the property known municipally as 3845 Cambrian Road in the City of Ottawa ("the subject property"). The subject property is legally described as Part of Lot 10, Concession 3 (Rideau Front), Geographic Township of Nepean, City of Ottawa.

Loblaw is planning to develop the subject property with a shopping centre consisting of a retail food store and a building with multiple commercial units; the proposed development is subject to an ongoing Site Plan Control application (file no. D07-12-23-0058). The purpose of this Minor Variance application is to obtain relief from the required east Interior Side Yard Setback provision of the Zoning By-law for the proposed retail food store. Relief from the Zoning By-law's minimum required width of an aisle accessing a loading aisle is also being sought out of an abundance of caution.

Please find enclosed the following materials in support of the application:

- / This cover letter/report explaining the nature of the application;
- / The completed Minor Variance application form;
- / A cheque in the amount of \$3,446.00, payable to the City of Ottawa;
- / Site Plan, prepared by Turner Fleischer Architects, dated March 7, 2025;
- / Elevations, prepared by Turner Fleischer Architects, dated April 3, 2024; and,
- / Transportation Impact Assessment, prepared by CGH Transportation, dated March 12, 2025 [Digital Only].

Please contact the undersigned at saunders@fotenn.com or church@fotenn.com with any questions or requests for additional materials.

Sincerely,



Evan Saunders, M.PL
Planner



Nico Church, MCIP RPP
Senior Planner

FOTENN

Ottawa

396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7
613.730.5709

Kingston

The Woolen Mill
4 Cataraqui Street, Suite 315
Kingston, ON K7K 1Z7
613.542.5454

Toronto

174 Spadina Avenue, Suite 304
Toronto, ON M5T 2C2
416.789.4530

fotenn.com

1.0 Introduction

1.1 Subject Property

The subject property, known municipally as 3845 Cambrian Road, consists of an undeveloped, rectangular-shaped lot located at the intersection of Cambrian Road and the future Greenbank Road in the Barrhaven West Ward (Ward 3) in the City of Ottawa. The subject property has an area of 15,003.57 square metres and a frontage of 67.45 metres along Cambrian Road to the north, and will have 195.69 metres of frontage along the future new Greenbank Road to the east. The subject property has undergone several development applications under the previous owner, including a Plan of Subdivision and Zoning By-law Amendment. The subject property is currently the subject of an active Site Plan Control application related to the development of the proposed retail food store and a second, smaller building with several commercial occupancies.



Figure 1: Aerial photo of subject property

1.2 Surrounding Context

North: The subject property is bounded by Cambrian Road to the north, with lands planned to accommodate future commercial or retail development further to the north beyond Cambrian Road.

East: The subject property is bounded by the future new Greenbank Road to the east, with a large parcel that is in the process of being developed with a shopping centre including a food retail store, and a low-rise residential neighbourhood located to the east of the right-of-way. Dowitcher Park and a park-adjacent pathway are also located along the future New Greenbank Road corridor, within the neighbourhood to the east of the subject property.

South: The subject property is bordered by future residential subdivision lands, which also incorporate a parcel zoned for an institutional use or a park. Uses further south consist of a low-rise residential neighbourhood and larger undeveloped parcels, particularly along the new Greenbank Road corridor.

West: The subject property is bordered by a large, undeveloped parcel zoned for either low-rise residential uses or an institutional use. At this time, the lands are being considered for the development of a school. This parcel is followed by a low-rise residential subdivision keeping in character with the area, and the Cambrian Woods lands at the intersection of Cambrian Road and Borrisokane Road.

1.3 Transportation Network

1.3.1 Road Network

The subject property is bordered by Cambrian Road to the north, identified as an existing “Arterial Road”, and new Greenbank Road to the east, identified as a future ‘Arterial Road’ on Schedule C4 – Urban Road Network of the Official Plan (Figure 2). The southward extension of Greenbank Road, through the City-initiated “Greenbank Realignment and Southwest Transitway Extension” project, is currently in the detailed design stage. The proposed development provides for access onto the subject property in the interim condition exclusively from Cambrian Road, with an ultimate buildout contemplating two (2) additional accesses from Greenbank Road.

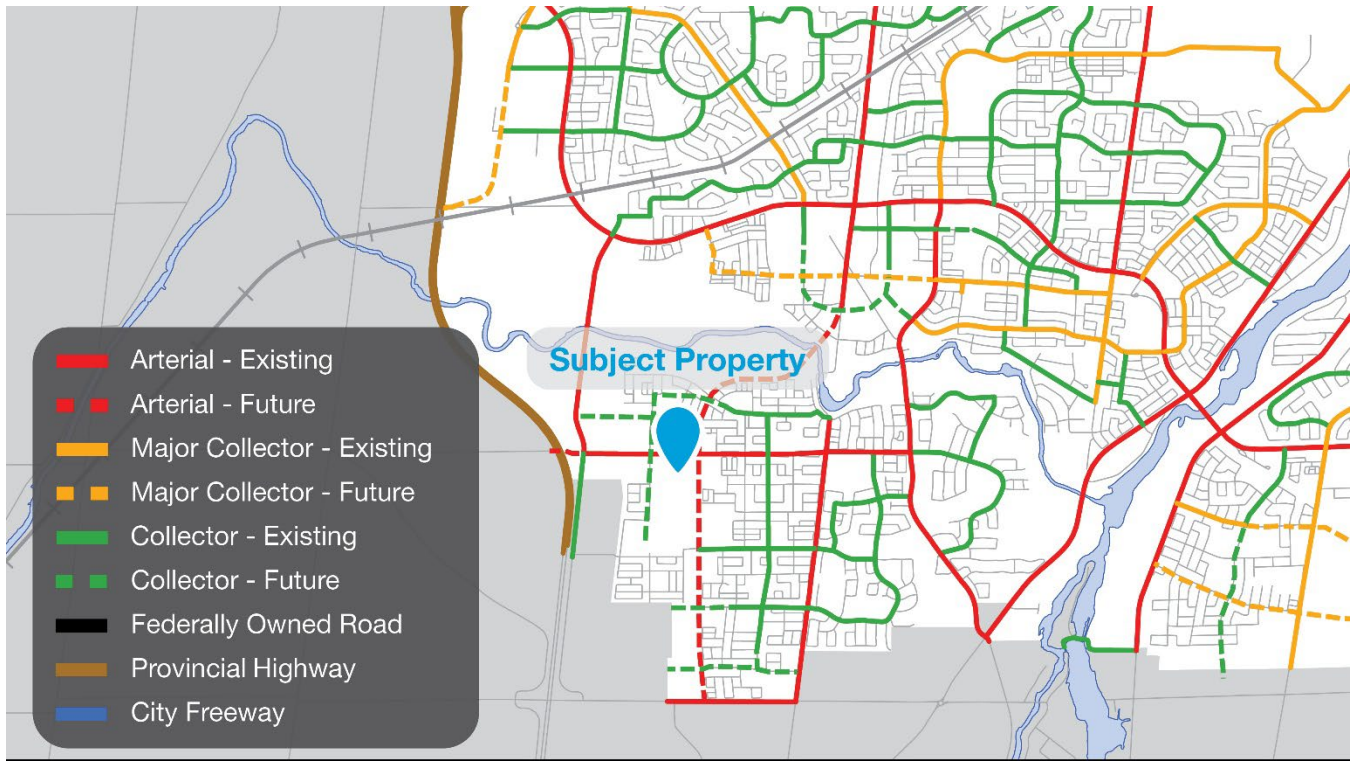


Figure 2: Subject Property on Schedule C4 - Urban Road Network of the Official Plan.

1.3.2 Transit Network

The subject property is located adjacent to the planned bus rapid transit (BRT) corridor proposed to extend along future Greenbank Road southward until approximately Barnsdale Road (Figure 3). The proposed transit service represents a bus transitway with at-grade crossings, providing a northward connection to the Barrhaven Town Centre transit hub. The ongoing Greenbank Road Realignment and Southwest Transitway Extension (GRSWTE) project has proposed the transitway be located on dedicated interior lanes of Greenbank Road, with a station platform currently proposed to the south of

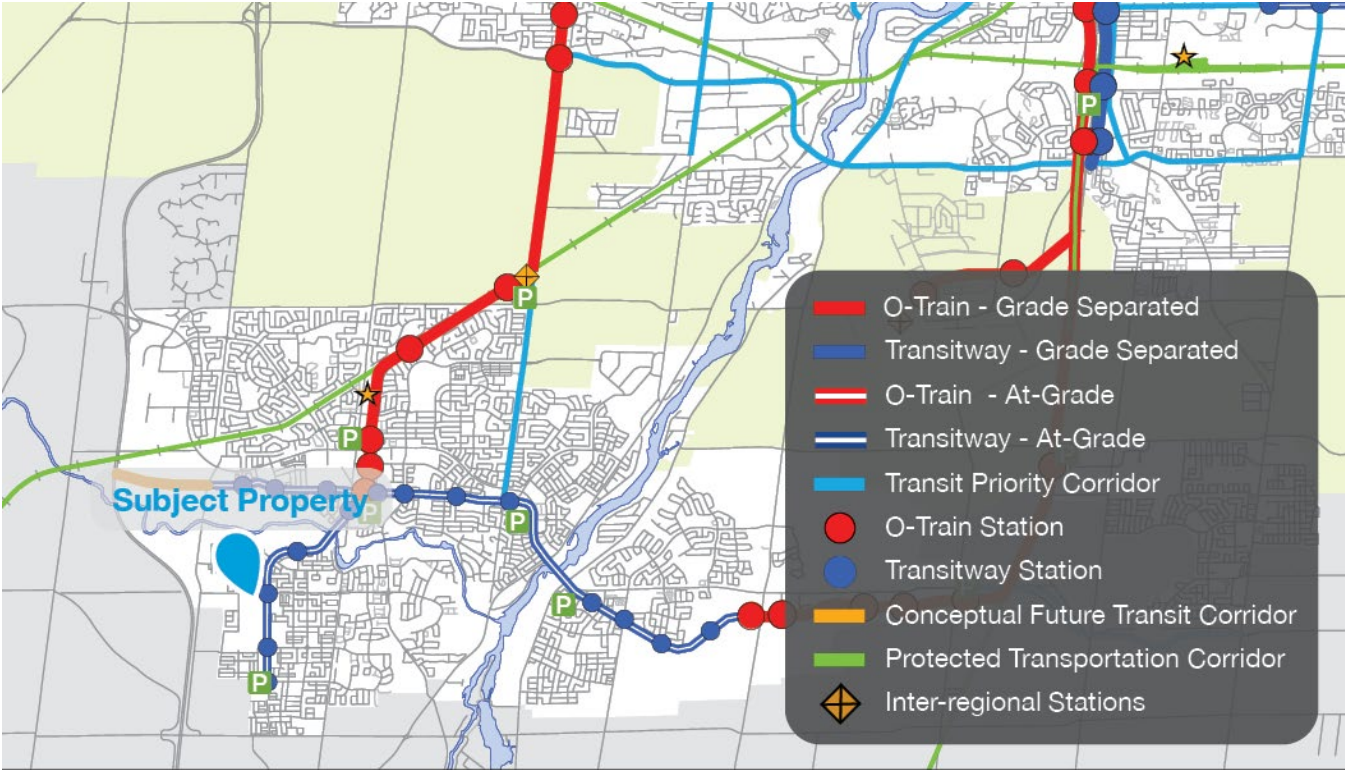


Figure 3: Schedule C2 - Transit Network (Ultimate)

Cambrian Road, adjacent to the subject property. Ongoing communication and coordination with the GRSWTE team continues to inform the site planning process and has come to influence the overall layout and design of the site.

2.0 Proposed Development

2.1 Project Overview

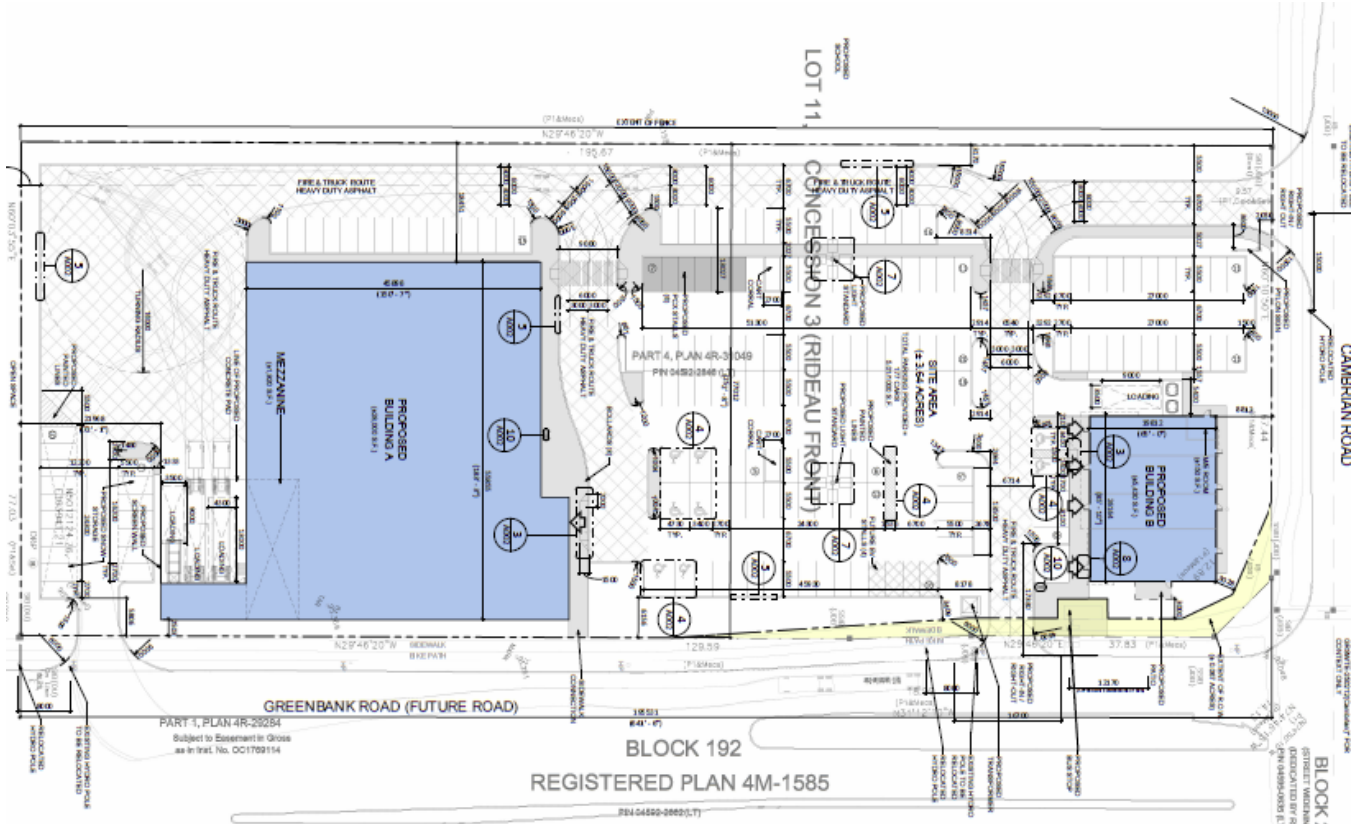


Figure 4: Proposed Ultimate Site Plan depicting the full build-out of part of the subject property, including the proposed access from Future Greenbank Road.

The owner is proposing to develop the subject property with a shopping centre consisting of two (2) commercial buildings (Figure 4):

- / Building A (located in the southern portion of the subject property) will consist of a one (1) storey + mezzanine retail food store with a Gross Floor Area (GFA) of approximately 2,779.66 square metres. Building A will be located in close proximity to the east lot line along the future new Greenbank Road, with the main entrance located near the northeast corner of the building (in proximity to both the parking lot and the future Greenbank Road right-of-way). The mezzanine will consist of mechanical and electrical space, offices, and washrooms. Loading for Building A will be located at the rear of the building.

Per comments received from staff as part of the ongoing Site Plan Control technical review process, the east elevation of Building A has been improved to feature an upgraded façade, reflecting the desired street-oriented character along future Greenbank Road while taking into account the functional requirements of the proposed grocery store..

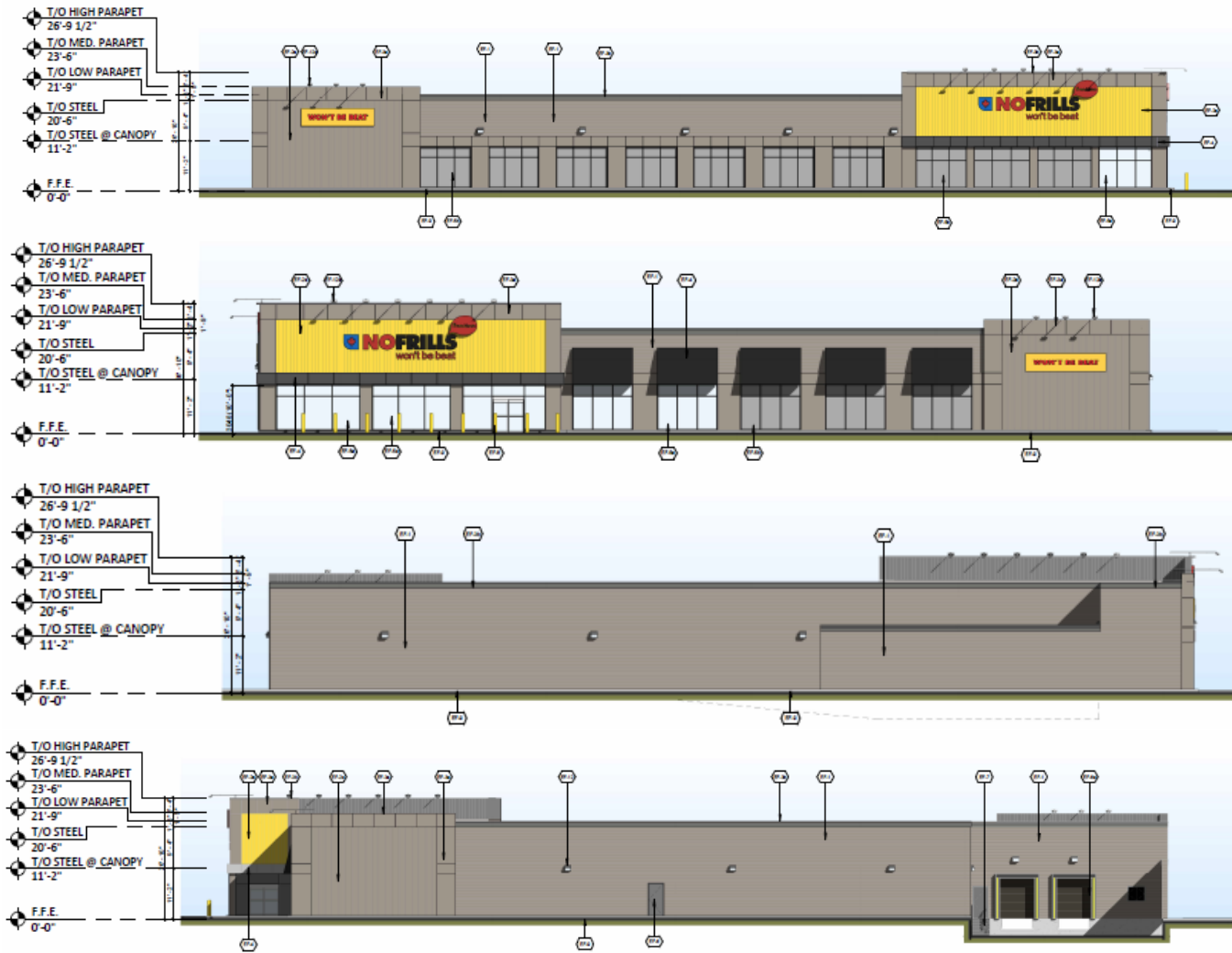


Figure 5: Elevations of the primary grocery store building (From top: East, North, South, and West)

- / Building B (located at the northeast corner of the subject property, near its intersection with Cambrian Road and the future new Greenbank Road) will consist of a one (1) storey commercial rental unit (CRU) building with several occupancies, with a GFA of approximately 504.5 square metres. Entrances to the commercial units will face south, with a sidewalk connection providing access to the future Greenbank Road right-of-way. Loading for Building B will be located to the west of the building.

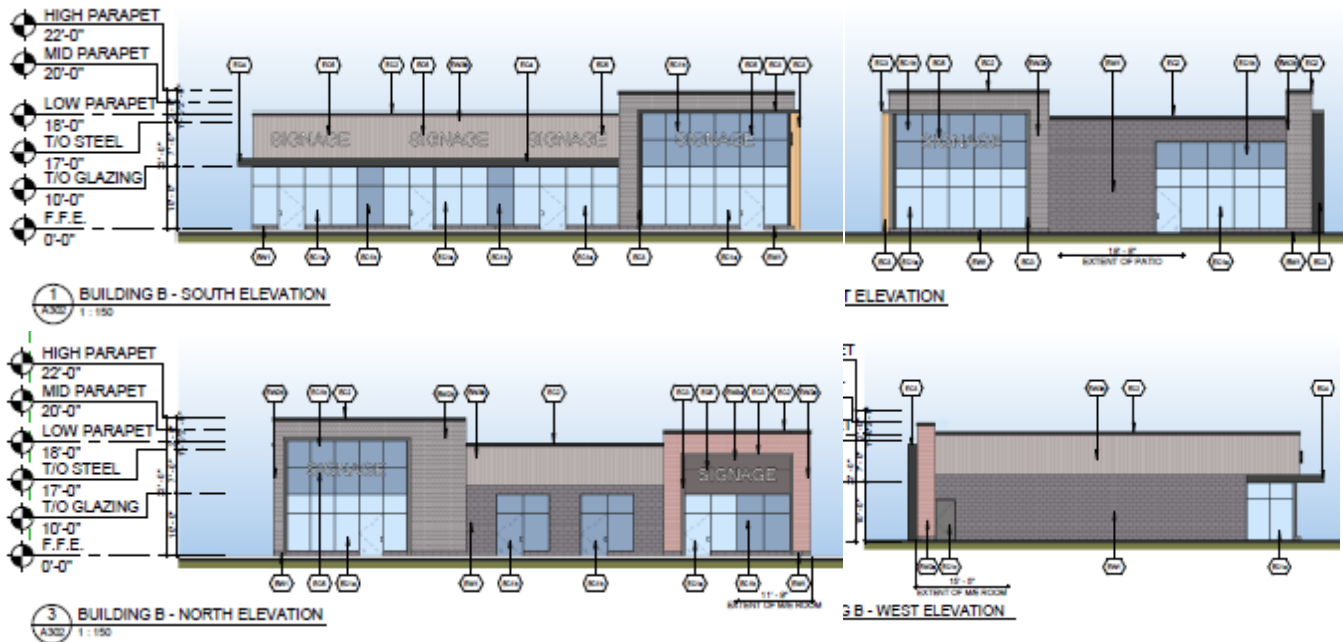


Figure 6: Elevations of the proposed CRU (Clockwise from top left: South, East, West, and North)

Vehicular access to and from the subject property will be provided via a right-in, right-out driveway off Cambrian Road to the north. Surface parking is proposed to be located in large part between the two (2) commercial buildings, with additional parking located to the west of Building B and at the rear of Building A; in total, 177 parking spaces are proposed. Two (2) additional vehicle accesses will be provided via the future realigned Greenbank Road once the right-of-way is opened.

2.2 Requested Minor Variances

The proposed development seeks relief from the City of Ottawa Comprehensive Zoning By-law (2008-250) as follows:

- / The proposed development seeks a minimum interior (east) side yard setback of 2.5 metres, whereas the Zoning By-law requires a minimum interior side yard setback of 5 metres for a non-residential building from any portion of a lot line abutting a residential zone. The planned function of the abutting lands to the east is to accommodate the southward extension of the realigned Greenbank Road and the integrated Bus Rapid Transit corridor. Once the abutting lands become an opened, public right-of-way, the subject property’s east side yard condition will become a corner side yard, for which a minimum 3-metre setback is required.
- / Additionally, the proposed loading space associated with the CRU, was determined to have an access aisle width of less than the 9 metres required through the Zoning By-law. The loading space access aisle width requirements do not strictly apply to this loading space, as it does not represent a ‘required’ space; however, this application is seeking relief from the Zoning By-law out of an abundance of caution in order to provide flexibility in the case of future lot reconfigurations, or other circumstances which may bring the development into zoning non-compliance.

3.0 Policy & Regulatory Framework

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards. Decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The following PPS policies are applicable to the subject site:

2.1 Planning for People and Homes

6. Planning authorities should support the achievement of complete communities by:
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation;
 - d) are transit supportive, as appropriate; and,
 - e) are freight-supportive.

2.4 Strategic Growth Areas

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

2.8 Employment

2.8.1 Supporting a Modern Economy

- 1) Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; and,
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

3.3 Transportation and Infrastructure Corridors

- 3. Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The proposed development aligns with the policy direction of the Provincial Planning Statement (PPS) regarding the establishment of a new grocery store and outbuilding on the subject property. The site is located within the City of Ottawa settlement area on a serviced lot, adjacent to a future arterial road and integrated Bus Rapid Transit (BRT) corridor along Greenbank Road. This development represents an efficient use of land in proximity to both existing and planned residential and commercial areas, as well as established and future infrastructure.

The proposed Minor Variance respects the planned context along the future Greenbank Road, supporting the efficient and appropriate development of the subject property.

3.2 City of Ottawa Official Plan (2022)

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

3.2.1 Transect and Land Use Designation

Suburban Transect

The subject property falls under the 'Suburban Transect' on Schedule A – Transect Policy Area of the Official Plan. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt and is characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus in the suburban transect is to complete those neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhoods.

Policy 2a of Section 5.4.1 states that development shall be low-rise within Neighbourhoods in the Suburban Transect.

Policy 1 of Section 5.4.4 states that greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;

- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures.

The siting of the proposed retail food store along future Greenbank Road seeks to frame the street, planned active transportation corridor, and sidewalk, creating an inviting environment for all modes of transportation. The siting of the building along the eastern property line also helps to locate the site-functions, including truck loading, internal to the property rather than adjacent to the right-of-way and public realm. Trees and other plantings can be placed on the subject property’s frontages with Cambrian and new Greenbank Roads. The proposed Minor Variances align with the priorities identified through the policies of the Suburban Transect.

Neighbourhood Designation

The subject property is designated as ‘Neighbourhood’ with an ‘Evolving Neighbourhood’ Overlay on Schedule B6 – Suburban (Southwest Transect) of the Official Plan, as seen in Figure 7. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development; where the Evolving Overlay applies, development should result in the gradual well-planned transformation of the neighbourhood.

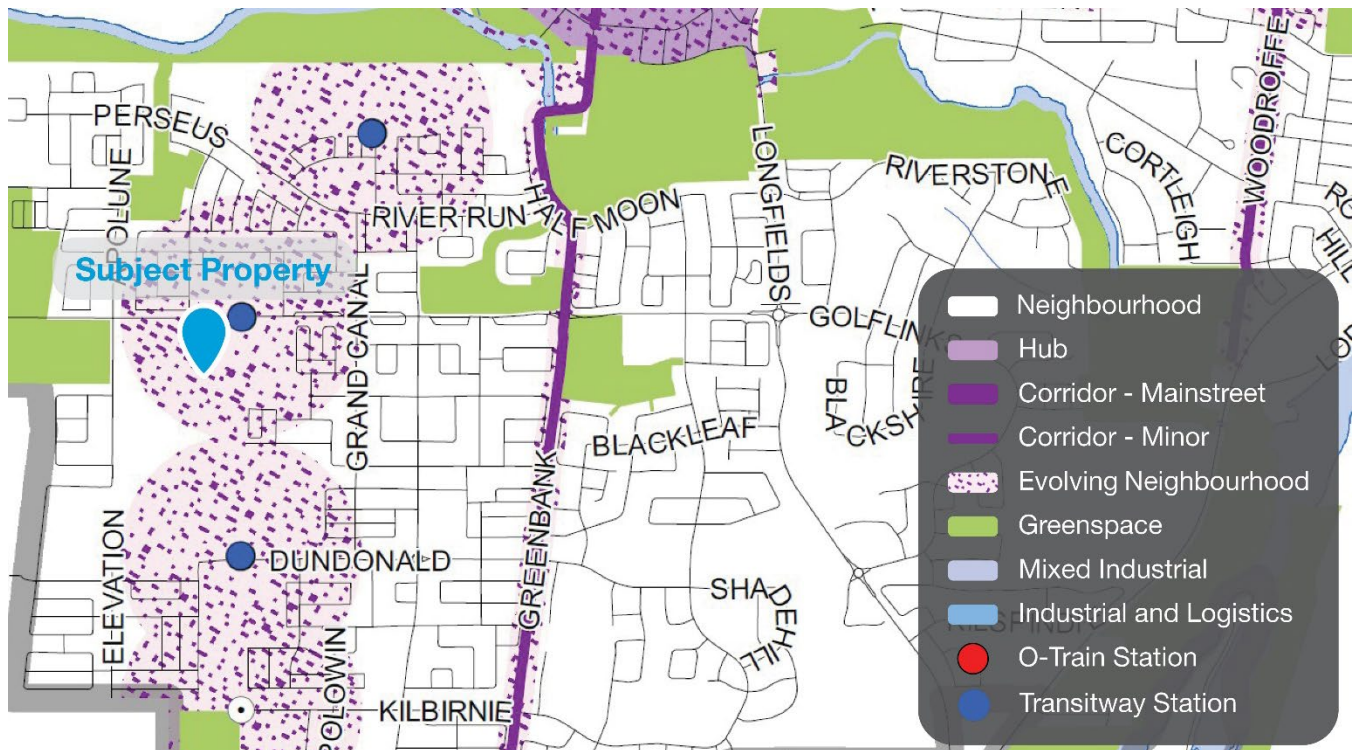


Figure 7: Subject property on Schedule B6 – Suburban (Southwest) Transect of the City of Ottawa Official Plan.

Policy 2 of Section 6.3.1 states that permitted building heights in Neighbourhoods shall be Low-rise.

Per Policy 4(e) of Section 6.3.3, the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including limited large-scale non-residential uses and include office-based employment, greenspace, largescale institutions and facilities and other smaller institutional functions.

Policy 1 of Section 6.3.3 states that, where a new large-scale non-residential land use is proposed, the City will evaluate such development based on meeting all of the following criteria:

- a) The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation;
- b) The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;
- c) The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and
- d) A site design is provided in accordance with transect and overlay policies.

The proposed variances represent a condition which respects the goals and policies of the Neighbourhood designation through the establishment of a grocery store within a growing neighbourhood, along the future Greenbank BRT corridor. The specific variances seek to accommodate both interim and full build-out scenarios, prioritizing the internalization of loading spaces within the site and helping to ensure safe and functional circulation through the site. As part of the proposed development, the facade treatments and visual screening create a positive interface between the subject property, the proposed uses, and the public realm along Cambrian Road and future Greenbank Road.

The proposed Minor Variances therefore conform with the policies of the Neighbourhood designation as it relates to the siting of the building along the future Greenbank Road frontage and loading space access aisle width.

Evolving Overlay

The Evolving Neighbourhood Overlay is applied generally to areas within 150 metres of Hubs and Corridors and to lands within a 400-metre radius of a rapid transit station to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The proposed development does not represent an intensification project as it consists of the development of a greenfield property with commercial uses. However, the proposed development contributes to the Evolving Overlay's overarching goals by allowing for more diverse functions of land and delivering urban design which emphasizes the transit-adjacent nature of the context through features such as a reduced setback along a primary corridor and the strategic siting and functionality of operational elements such as truck loading.

3.2.2 Urban Design

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

Policy 3 of Section 4.6.5 promotes urban design measures which prioritize the attractiveness of the public realm, including internalizing functional site elements, such as loading spaces.

Through reducing the access aisle requirements for the loading space associated with Building B, the loading area can be better integrated within the site, minimizing its impact on the surrounding public realm. This adjustment helps separate

service-related functions from pedestrian-oriented spaces, both within and surrounding the subject property. Additionally, the proposed reduction in the interior side yard setback along the east side of Building A is intended to facilitate truck movement along the west side of the building. This condition will serve the grocery store until the future establishment of realigned Greenbank Road, ensuring continued operational efficiency during the transition period.

Overall, the proposed variances aim to provide appropriately sized and well-functioning loading spaces that effectively serve the buildings on-site. At the same time, they incorporate measures to enhance visual screening and maintain a clear separation between loading activities and public-facing areas, supporting a more seamless and attractive urban environment.

Policy 5 of Section 4.6.6 identifies opportunities for greater urban design on large sites being developed with large-scale uses, such as retail, and seeks to promote elements of site design which support walkable 15-minute neighbourhoods. Policy 5(a) speaks to building orientation on the site, highlighting the importance of locating buildings along public streets with minimum built frontages. Policy 5(b) directs sites to consider internal circulation networks and their impacts on walkability and pedestrian-oriented design. Finally, Policy 5(d) promotes materiality, façade treatments, and design elements which consider the pedestrian experience and relationship to the public realm.

The proposed east interior side yard setback reduction would place the proposed retail food store in closer proximity to the future realigned Greenbank Road corridor, in line with the City's priorities for high-volume corridors and in support of 15-minute neighbourhoods. Additionally, the reduced setback allows for truck movements in the interim and final condition to access the site along the interior edges of the subject property, promoting greater pedestrian safety through the site through the separation of on-site travel modes.

In response to City staff feedback, and in light of the proposed reduction in the interior side yard setback, the east façade of Building A has been improved to include greater articulation, creating a more appealing frontage abutting the public realm interface. The proposed condition seeks to respect, and enhance the street-oriented character along realigned Greenbank Road as it continues to develop and evolve.

Overall, the proposed Minor Variances achieve the priorities established through the applicable policies of the Official Plan, and specifically the relevant policies of the Suburban Transect and Neighbourhood Designation as they relate to the proposed development.

3.3 Barrhaven South Community Design Plan (CDP)

The purpose of the Barrhaven South CDP, which was approved by Council in September 2006, is to provide a framework for the development of the Barrhaven South community, which fulfills the policy directions outlined in the City's Official Plan. More specifically, the CDP establishes a wide range of design guidelines and development principles with respect to land uses, street systems, parks and greenspace, the community core, employment area, institutional uses, and residential lot and building configuration.

3.3.1 Land Use Designation

The subject property is designated 'Community Core' on the Land Use Plan of the Barrhaven South Community Design Plan, as seen in Figure 8. The purpose of the Community Core land use category is to provide an area that will be the "heart" of the Barrhaven South community. This area is located where the key transportation routes of the community intersect, and where commercial activities and services will be concentrated. The intent for this area is to meet the commercial and personal service needs of the community in an intimate, human-scale and pedestrian-friendly atmosphere.

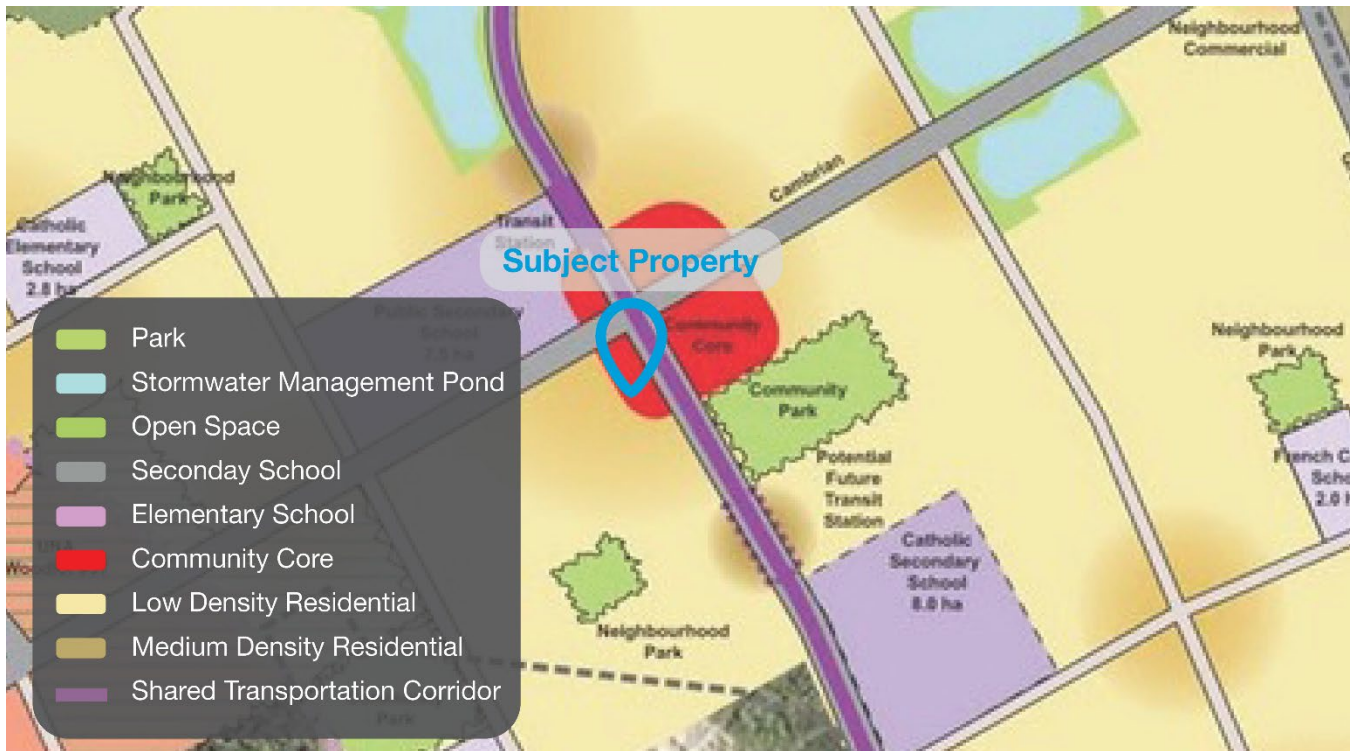


Figure 8: Subject property on the Land Use Plan of the Barrhaven South Community Design Plan.

Permitted uses include:

/ **Commercial and service uses:**

- **Retail stores,**
- **Food stores,**
- Restaurants,
- Personal service uses,
- Financial institutions,
- Business, medical and professional offices, and
- Entertainment and recreation uses.

/ **Civic uses, such as:**

- Community centres,
- Gymnasiums,
- Municipal offices, and
- Libraries.

/ **Residential uses, such as:**

- **Live/work units, and**
- Low-rise and mid-rise apartments.

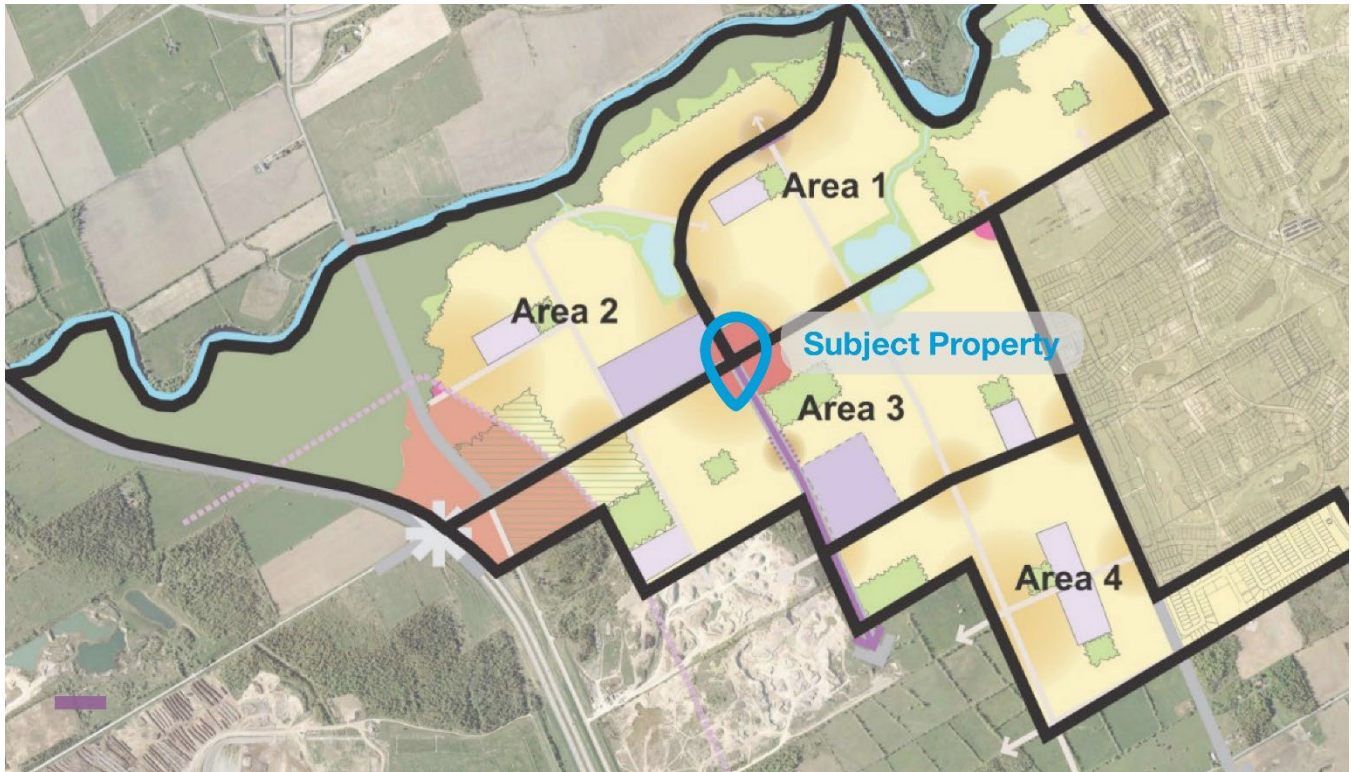


Figure 9: Subject property on Sub-Planning Areas – Demonstration Plan of the Barrhaven South Community Design Plan.

3.3.2 Community Design Guidelines

While many of the community design guidelines outlined here are common to all developing communities, they have been interpreted in the context of Barrhaven South, addressing its unique physical context and setting, the range of proposed uses and the opportunities that exist to capitalize broadly on the amenities and features of this new community.

To this end, the design guidelines have been organized in layers that address the broadest aspects of the public realm first:

- / The overall community identity,
- / Streets,
- / Parks and greenspace, and
- / The community core.

These broad, community-wide considerations are then followed with design guidelines related to specific land uses:

- / The Residential Areas,
- / Employment and Retail Areas, and
- / Institutional Uses

The proposed development meets the following guidelines:

General Guidelines for Overall Community Identity

- / Buildings will be designed to address major transportation routes such as arterial and collector roads by fronting onto the street to enhance the streetscape and to create a sense of the community for travellers along these routes (Guideline 6.2.7);
- / Neighbourhood and building design should consider and incorporate, where possible, measures that promote accessibility. This can be done through the planning and design of linkages and the parks network, and the design and construction of commercial, industrial, institutional and residential buildings (Guideline 6.2.8).

Community Core

- / Create a strong architectural statement throughout the Community Core, in particular for those buildings framing the intersection of Greenbank Road and Cambrian Road (Guideline 6.5.1);
- / Building setbacks are intended to be close to lot lines with direct access from the sidewalk adjacent to the street (Guideline 6.5.2);
- / Ensure that corner buildings have similarly articulated façades on both streets. Increased massing is desirable at corner locations (Guideline 6.5.4);
- / The design of buildings shall be human scale. This will be achieved by animating the ground level - through uses and design - and by avoiding the overpowering effects of upper floors (Guideline 6.5.8);
- / Overall visual interest should be coordinated through the use of plantings, decorative paving, site furniture, signage and lighting (Guideline 6.5.11);
- / All development at grade will be pedestrian-oriented and barrier-free (Guideline 6.5.15);
- / Sidewalk depths should be maximized along storefronts to enhance the pedestrian environment and accommodate building projections and amenities (Guideline 6.5.18);
- / Signage should complement the architectural style, scale and proportions of the building(s) (Guideline 6.5.21);
- / Service and loading areas should be located so that they are not visible from the street and will be screened from the public realm. Waste and recycling receptacle areas ideally should be located within buildings (Guideline 6.5.26);
- / All utility, transformers and HVAC equipment should be screened from the street and adjacent properties (Guideline 6.5.29).

The proposed site layout prioritizes a safe, pedestrian-oriented design, positioning the grocery store to effectively frame the future Greenbank Road, a key active transportation and transit corridor in the area. The requested variances enhance the visual appeal of the commercial core through high-quality architectural expression, efficient site circulation, and appropriate buffering of operational elements from the public realm.

Overall, the proposed Minor Variance aligns with the intent of the Barrhaven South Community Design Plan.

3.4 City of Ottawa Zoning By-law (2008-250)

The subject property is zoned General Mixed-Use Zone, Exception 1628 (GM[1628]). The purpose of the General Mixed Use Zone is to:

- / Allow residential, commercial and institutional uses, or mixed use development;
- / 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 10: Zoning map of the subject property (outlined in blue) and surrounding area.

Permitted non-residential uses in the GM zone include the following:

/ animal care establishment	/ funeral home	/ research and development centre
/ animal hospital	/ home-based business	/ residential care facility
/ artist studio	/ home-based day care	/ restaurant
/ bank	/ instructional facility	/ retail food store
/ bank machine	/ library	/ retail store
/ catering establishment	/ medical facility	/ service and repair shop
/ click and collect facility	/ municipal service centre	/ shelter
/ community centre	/ office payday loan establishment	/ storefront industry
/ community health and resource centre	/ personal brewing facility	/ technology industry
/ convenience store	/ personal service business	/ training centre

/ day care	/ place of assembly	/ urban agriculture
/ diplomatic mission	/ place of worship	
/ drive-through facility	/ post office	
/ emergency service	/ recreational and athletic facility	

Urban Exception 1628 also applies to the subject property. The exception prohibits the following land uses:

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

Urban Exception 1628 also includes site-specific provisions relating to a variety of performance standards encouraging greater built form density, including increased maximum building height, removal of FSI restrictions, elimination of minimum front and corner side yard setbacks for mixed-use buildings, and elimination of minimum landscaped areas.

The proposed retail food store use is permitted in the GM[1628] zone. Although the exact occupancies in Building B have not yet been determined, the GM[1628] zone permits several types of commercial uses that will be appropriate for the proposed building.

The proposed development's compliance with applicable performance standards is outlined in the table below.

Table 1: GM[1628] Zone Provisions

Provisions	Requirement	Provided	Compliance
Minimum Lot Width	No minimum	70.4m	YES
Minimum Lot Area	No minimum	~15,100m ² (1.51 Ha)	YES
Minimum Front Yard Setback	3m	8.8m	YES
Minimum Interior Side Yard Setback (West)	For a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone: 5m	18.4m	YES
Minimum Interior Side Yard Setback (East)*	For a non-residential building, from any portion of a lot line abutting a residential zone: 5m	2.5m	NO
Minimum Rear Yard Setback	From any portion of a rear lot line abutting a residential zone: 7.5m	21.9m	YES
Maximum Building Height	24m, 6 storeys	7.48m	YES

Provisions		Requirement	Provided	Compliance
Minimum Landscape 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	Yards not used for driveways, aisles, parking, or loading spaces are landscaped.	YES
Location of Parking		In the GM zone, no person may park a motor vehicle: <ul style="list-style-type: none"> / In a required front yard; / In a required corner side yard; / In the extension of a required corner side yard into a rear yard. 	Parking located more than 3m from the front lot line	YES
Outdoor Refuse Collection		All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: Located at least 9.0m from a lot line abutting a public street Screened from view by an opaque screen with a minimum height of 2.0m (or soft landscaping)	Refuse collection located at least 9.0m from a lot line abutting a public street Proposed soft landscaping will screen earth bins adjacent to Building B.	YES
Parking Requirements		Area C: Shopping Centre (3,664m ²): 3.6 per 100 square metres of gross leasable floor area: 119	177	YES
Vehicle Parking Space Dimensions		Must be 2.6m-3.1m by (min.) 5.2m Up to 40% of required parking may be 2.4m x 4.6m	5.5m x 2.7m	YES
Bicycle Parking		Shopping Centre (1 per 500 square metres of GFA): 7 spaces	10 spaces	YES
Drive Aisle	Parking Lot	Driveway: Minimum 6.0m Drive Aisle: Minimum 6.7m	6.7m	YES

Provisions		Requirement	Provided	Compliance
Width (Double Traffic Lane)				
Loading Spaces Rates and Provisions		Shopping Centre: 1 space per 2000-4999 square metres (3,298 square metres): 1	4 Loading Spaces	YES
Regular Loading Space Dimensions		3.5m by 7m	3.5m by 9m	YES
Minimum Width of Aisle Accessing Loading Space		For a 60 to 90 degree angle of aisle accessing loading space: 9m (standard size) 17m (oversized space)	Building A: Standard space: > 9m Oversized space: > 17m Building B: Standard space: 6.54 metres	YES YES*
Oversized Loading Spaces		½ of required spaces	1	YES
Oversized Loading Space Dimensions		4.3m by 13m	4.3m by 13m	YES

* The Zoning By-law provisions of Section 113(5) distinguish between the requirements of required loading spaces and those in excess of the requirement. Those spaces in excess of the zoning requirement are not subject to the regulations governing their size, access widths, etc. In the case of the loading space provided for the CRU building, as a non-required space, the provisions do not explicitly apply, resulting in full zoning compliance; however, this application proposes to legalize these specifications in order to ensure compliance with the zoning requirements out of an abundance of caution.

4.0 Four Tests of the Planning Act

Section 45 (1) of the Planning Act (R.S.O. 1990, c. P.13) outlines the “four tests” for determining the suitability of a proposed Minor Variance. If all four tests are met, the Committee of Adjustment is authorized to grant a variance.

variances being sought relate to Section 187(3)(d)(i) and Section 113 of the Zoning By-law and are outlined in further detail below:

/ **Section 187(3)(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 metres

The proposed development, specifically, Building A, features a 2.5-metre setback from the east property line, whereas the Zoning By-law requires 5 metres.

/ **Section 113(5)(b) Minimum Width in metres of Aisle Accessing Loading Space, by Angle of Loading Space:**

- (iii) 60 degrees to 90 degrees: Standard Space - 9 metres.

The proposed development features an aisle width of 6.5 metres for the loading space associated with Building B, whereas the Zoning By-law requires a minimum aisle width of 9 metres for loading spaces angled at 90 degrees.

The above-noted proposed variances are evaluated against the four tests prescribed by Section 45(1) of the Planning Act below:

1) The variances are minor in nature.

I. Reduced Setback

The proposed setback reduction represents a context-sensitive and appropriate encroachment into the required interior side yard setback, recognizing the planned function for the lands to the east as a right-of-way rather than as potential residential uses. Given the planned function of these lands, the reduced setback is not anticipated to result in undue impacts on these lands or their anticipated use, nor on the lands located to the east of the planned right-of-way – located an additional 41 metres to the east, as it is currently planned to support a retail food store and park. Additionally, the proposed variance does not present any undue impacts in the interim condition, prior to the establishment of the future Greenbank Road, as the lands will remain undeveloped until such point.

The impacts anticipated by non-residential uses in proximity to residential zones and uses is mitigated, in this case, by a substantial separation, in excess of 5 metres, as it should be evaluated as a right-of-way rather than as a residential zone. The planned function of these lands eliminates the potential sensitivities which accompany uses anticipated in the R3YY zone, and therefore, the potential for undue impacts is also eliminated as it relates to the proposed Minor Variance.

II. Reduced Loading Space Aisle Width

The proposed drive aisle providing access to the loading space associated with the CRU building (Building B), measures 6.54 metres approaching the loading space and 6.71 metres beyond the loading space. As depicted on the turning templates provided as part Transportation Impact Assessment (TIA) (Figure 11), the provided turning radius and curb alignment allows for sufficient entry and exit turning movements by trucks accessing the loading space. The reduced aisle width is therefore shown to not affect the ability of trucks to access this space, minimizing adverse impacts on the functionality of the subject property as well as adjacent properties.

The proposed Minor Variances are therefore minor in nature.



Figure 11: Exit (top) and entry (bottom) turning templates from the proposed CRU loading space on the subject property (Transportation Impact Assessment, prepared by CGH Transportation, dated March 25)

2) The variances are considered desirable for the appropriate development and use of the property.

I. Reduced Setback

Recognizing that the lands to the east of the subject property are designated as a future right-of-way, the proposed setback along this lot line establishes a desirable building placement and relationship to the adjacent lands in alignment with the planned function. This setback reflects a condition commonly found along commercial interfaces with rights-of-way, contributing to a well-defined street edge along the future Greenbank Road. Additionally, it ensures that key on-site functions, such as truck movements and parking, are contained within the site rather than positioned directly adjacent to the public realm.

The relatively narrow lot width presents development constraints, particularly given that the proposed retail food store is highly dependent on truck access. Consequently, the site layout has been carefully designed to accommodate both the interim and full build-out conditions. Prior to the realignment of Greenbank Road, the proposed configuration will facilitate truck access at the rear of the retail food store, ensuring functional site circulation while maintaining a pedestrian-friendly streetscape.

The reduced setback also enhances pedestrian connectivity to the east of the grocery store. Its placement relative to the future Greenbank Road right-of-way provides a direct link to the planned sidewalk and bike paths under the GRSWTE project. By aligning the building entrance accordingly, this connection strengthens the development's integration with the transit-oriented design of realigned Greenbank Road's future infrastructure and transitway.

Further supporting pedestrian-oriented design, the east elevation and overall façade treatment have been refined to create a more engaging interface with the public realm along Greenbank Road. The introduction of landscaping, fenestration, and a street-oriented architectural character—combined with the reduced setback—fosters a direct relationship between the proposed building and the evolving streetscape. These enhancements contribute to a welcoming pedestrian experience while reinforcing the urban character of the corridor.

The proposed variance, therefore, ensures that the site is developed efficiently while responding to the planned context of the area and maintaining an orientation that aligns with the broader vision for realigned Greenbank Road.

II. Reduced Loading Space Aisle Width

The proposed development features four (4) loading spaces associated with both the primary retail food store building (Building A) as well as the CRU (Building B), in excess of the applicable Zoning By-law requirements. The location of the CRU on the subject property and its relationship to the site access points requires the loading space to be accessed via the internal parking lot circulation network and drive aisle. The drive aisle supporting the CRU's standard loading space is deficient by approximately 2.3 metres, but the accompanying truck turning templates illustrate that the space can be adequately accessed without issue or impacts on the on-site circulation network.

The proposed variance will thus help the development achieve an efficient, compact internal layout.

The proposed variances are desirable for the appropriate development and use of the property.

3) The variances maintain the general intent and purpose of the Zoning By-law.

I. Reduced Setback

The proposed variance seeks to reduce the required side yard setback to reflect the planned function of the lands to the east as the future extension of Greenbank Road. While the current zoning prescribes a setback intended to mitigate impacts on adjacent residential uses, this requirement does not align with the actual and planned context of these lands.

Presently, the lands to the east are zoned R3YY, a designation that suggests a residential function. However, these lands are owned by the City of Ottawa and are not intended to support residential development. Instead, they are designated in the Official Plan as a future Arterial Road, forming part of the Greenbank Road realignment. Additionally, the adjacent lands

beyond the future right-of-way are zoned General Mixed-Use (GM) and are anticipated to support a retail food store. Given these factors, the current zoning does not accurately reflect the long-term land use intentions for this area.

With the realignment of Greenbank Road, the subject condition will transition from an interior side yard to a corner side yard. Under this future condition, zoning provisions would require a minimum setback of 3 metres. While the proposed setback does not strictly conform to this anticipated requirement, the development has been designed to align with the broader objectives of the GM zone and the evolving streetscape.

Despite the reduced setback, the proposal remains consistent with the intent of the Zoning By-law by ensuring an appropriate interface with the surrounding community. The GM zone's setback provisions primarily aim to minimize impacts on sensitive land uses, which is not a concern in this case given the planned arterial function of the adjacent lands. Additionally, the site design – including enhanced façade treatments and pedestrian-oriented elements – supports a strong relationship with the public realm while mitigating any potential impacts. As such, the requested variance maintains the zoning's core purpose while allowing for a more efficient and contextually appropriate development.

The purpose and intent of the relevant Zoning By-law provisions is maintained as the proposed encroachment of a non-residential use is not accompanied by any recognized or planned sensitivities on these adjacent lands, and allows for an appropriate, context-sensitive framing of a future public street.

II. Reduced Loading Space Aisle Width

The Zoning By-law mandates minimum aisle widths accessing required loading spaces associated with commercial uses. The proposed development features four (4) loading spaces across the site, servicing both the primary retail food store as well as the CRU – exceeding the one (1) space required by the Zoning By-law for the entire development. Per Section 113(5) of the Loading Space provisions of the Zoning By-law, and through confirmation from City planning staff, loading spaces provided in excess of the Zoning By-law requirements are not required to comply with the regulations for loading spaces depicted in Table 113B. While the provided loading space associated with the CRU would otherwise not be required to comply with zoning provisions, such as the minimum aisle width (Table 113B(b)), this application seeks to legalize this space out of an abundance of caution and in order to ensure future lot configurations would not bring this condition into non-compliance.

The Zoning By-law requires minimum loading space access aisle widths in order to ensure orderly onsite truck delivery operations. Per the enclosed Traffic Impact Assessment, the proposed CRU loading space access aisle and circulation network have been shown to be sufficient in servicing the loading space without concern, as intended by the relevant Zoning By-law provisions.

The proposed Minor Variance therefore meets the general intent and purpose of the Zoning By-law.

4) The variances maintain the general intent and purpose of the Official Plan.

The subject property is located in the Suburban Transect and is designated Neighbourhood with the Evolving Overlay within the City of Ottawa Official Plan. The applicable policies of the Official Plan speak to encouraging the development of uses such as retail food stores, in support of adjacent residential areas. The proposed development is permitted through the relevant policies as it relates to land use, parking, building height, and general site layout.

I. Reduced Setback

Policies of Section 4.6 of the Official Plan, speaking to urban design, emphasize the importance of locating buildings and store entrances along public street frontages, helping to frame the street and support the goals of the Official Plan in creating supportive 15-minute neighbourhoods. The proposed Minor Variance presents a building massing which has been sited 2.5 metres from the eastern property line in recognition of the planned future for this frontage as the realigned Greenbank Road street edge. The proposed setback allows for the building to frame the adjacent public realm and create a

stronger interface with the future right-of-way, in a fashion encouraged in areas recognized as transit adjacent. In particular, the proposed building entrance is located in close proximity to the future public right-of-way and features a direct pedestrian connection with no vehicle conflicts. The proposed development seeks to ensure the ultimate buildout of the area will represent a built form and public realm relationship as desired through the applicable policies and priorities of the Official Plan.

II. Reduced Loading Space Aisle Width

Broadly, the policies of the Official Plan seek to ensure effective site functionality and efficient development, in part through internalizing loading areas. As described previously, the overall site layout has prioritized the street interface, where possible, locating loading spaces interior to the site. As such, in order to service the CRU loading space, the internal circulation network of the parking lot is utilized. Without compromising efficient development patterns on the site, the parking lot drive aisle adjacent to the loading space has been designed to serve both cars as well as loading vehicles. The drive aisles leading to the loading space, while deficient in relation to the Table 113B, provide adequate maneuverability for loading vehicles to access the space without sacrificing safe and efficient passenger vehicle movements through the site.

The Minor Variances therefore meet the intent and purpose of the Official Plan.

5.0 Conclusion

In our professional opinion, this Minor Variance application represents good planning and meets the applicable evaluation criteria established in Sections 45(1) of the Planning Act. The application upholds sound land use planning principles and is in the public interest.

Please contact the undersigned at saunders@fotenn.com and church@fotenn.com with any questions or requests for additional material.

Sincerely,



Evan Saunders, M.PL
Planner



Nico Church, MCIP RPP
Senior Planner