

FOTENN

3194 JOCKVALE ROAD



December 21, 2018

Planning Rationale

Zoning By-law
Amendment and Draft
Plan of Subdivision



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On behalf of Richcraft Group of Companies, Fotenn Consultants Inc. has prepared the following Planning Rationale in support of Zoning By-law Amendment and Draft Plan of Subdivision Applications for the subject lands known municipally as 3194 Jockvale Road and legally described as being Part of Lot 15, Concession 3 (Rideau Front) Geographic Township of Nepean, in the City of Ottawa. The purpose of the applications is to permit the development of a compact, mixed-use, transit-oriented community within the South Nepean Town Centre (SNTC). The proposed development includes a medium-density residential block west of the realigned Jockvale Road and an extension of the existing Strandherd Retail Centre on the lands east of Jockvale.

1.1 Application History

The subject lands and their surrounding area have been contemplated as a Town Centre for the growing community of South Nepean since well before amalgamation – a design report for the SNTC was first prepared in 1994 by the former City of Nepean, and a Secondary Plan followed in 1997. After a number of years of minimal development activity, the City of Ottawa developed an updated Urban Design Strategy for the area, followed by a Community Design Plan process in 2006, and an update to the Secondary Plan.

In 2013, Fotenn submitted Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Site Plan applications on behalf of Trinity Development Group and Caivan Communities (D01-01-13-0023, D02-02-13-0123, D07-16-13-0030, D07-12-13-0240) for their respective lands on the west side of Greenbank Road. The Trinity applications, which applied specifically to the subject lands, were ultimately withdrawn prior to consideration by the Planning Committee or Council while the Caivan Official Plan Amendment was ultimately approved.

In April 2018, Fotenn submitted an Official Plan Amendment (D01-01-18-0006) on behalf of Richcraft and Minto Communities that proposed revisions to the South Nepean Town Centre Secondary Plan (SNTC Secondary Plan). The amendment seeks to stimulate development within the largely vacant Town Centre to create the originally envisioned compact, mixed-use and transit-supportive community. The proposed amendments maintain the previous goals and objectives for the SNTC to become compact, mixed-use, walkable, pedestrian-scaled, and transit-supportive, but does so in a largely mid-rise form recognizing the suburban location of the Town Centre, and the bus rapid transit (BRT) service. Consistent with the Provincial Policy Statement and the Official Plan, the amended Secondary Plan continues to support the evolution of the Town Centre, and intensification in proximity to the rapid transit network while also stimulating the development of vacant lands in the short term.

1.2 Purpose of Current Applications

The intent of the current applications is to permit the development of the subject lands into a compact, mixed-use and transit-supportive community in accordance with the Provincial Policy Statement, the City of Ottawa Official Plan's policies for Town Centres, and the revised Secondary Plan. These applications implement the revised vision for the Town Centre, as presented in the OPA submitted by Fotenn in April 2018 on behalf of Richcraft and Minto (File No. (D01-01-18-0006)).

1.2.1 Zoning By-law Amendment

A Zoning By-law Amendment is requested to rezone the subject lands from “Development Reserve” to “Mixed-Use Centre” to reflect the Official Plan designation and facilitate the development of the lands according to the proposed concept plan. Special exceptions will provide additional direction for the development of the lands.

1.2.2 Plan of Subdivision

The proposed Plan of Subdivision would create development blocks within the lands and would also establish public roads, and parks to facilitate the proposed development. The proposed plan includes a total of seven (7) blocks for development, including one (1) block for residential uses, five (5) blocks for retail uses, and one (1) block for a municipal park. The plan also creates two (2) public streets – the north-south extension of Jockvale

Road from the lands to the north, and the east-west Street No. 1 connecting the Jockvale extension to Greenbank Road. The latter roadway assumes that the balance of the road width (10 metres) will be provided on the lands to the south, per the Community Design Plan and Secondary Plan.

2.0 SITE DESCRIPTION AND CONTEXT

2.1 Site Conditions

The subject lands are located within the South Nepean Town Centre, in middle of the rapidly expanding community of Barrhaven. The subject lands are approximately 10.61 hectares in size, and front onto Greenbank Road to the east, and the Kennedy-Burnett Drain and Stormwater Management Facility (SWMP) to the west. The subject lands are currently vacant.

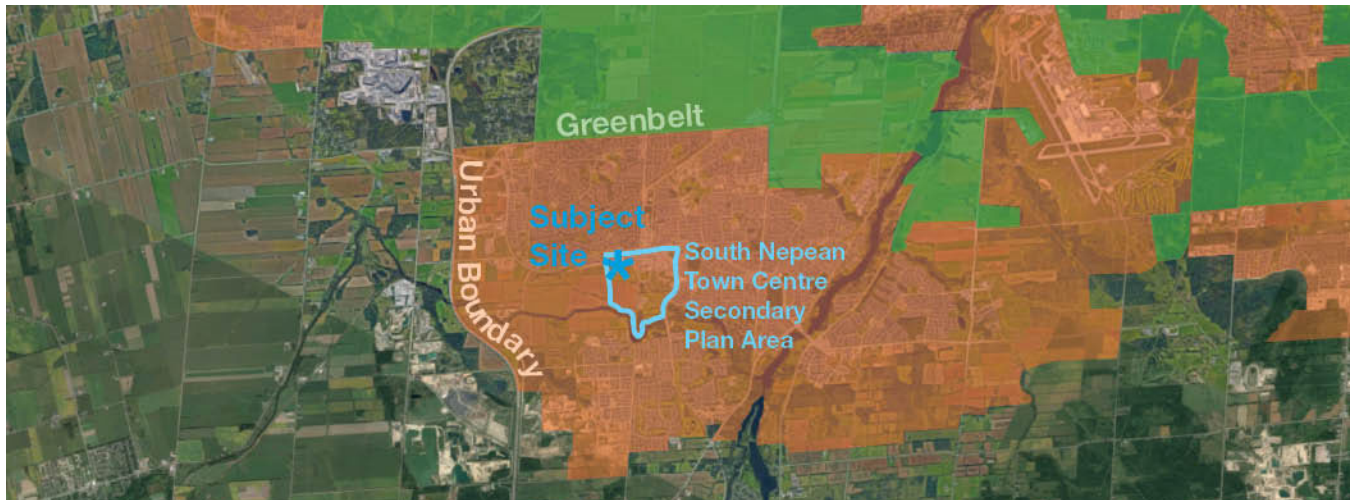


Figure 1: Subject Lands in the Urban Context

2.2 Surrounding Area

Significant development has already occurred in the areas surrounding the Town Centre, the vast majority of which are low-rise residential neighbourhoods. The Town Centre itself has seen relatively little development to-date, outside of the Strandherd Retail District, as shown in Figure 2.

The Strandherd Retail District is located to the north and east of the subject lands, characterized by large-format retail stores and surface parking lots. Many of these were developed in the early 1990s and now serve an important function as a retail node for the growing Barrhaven community.

The following uses surround the subject lands:

North – A large-format retail centre commonly known as the “Barrhaven Town Centre” with a wide variety of uses including retail stores, a gas bar, a cinema, restaurants, banks and a retail food store;

East – Greenbank Road, the Chapman Mills Marketplace, a large-format retail centre and future development lands;

South – Vacant development lands within the Town Centre. South of the future Chapman Mills Drive are proposed residential subdivisions extending to the Jock River; and,

West – The Kennedy-Burnett Drain and stormwater management pond, and lands currently being developed as a low-rise residential subdivision by Minto Communities.

The subject lands are well served by existing and planned community amenities and city infrastructure. As shown in Figure 2, the property is in proximity to existing and planned BRT Stations, to the planned cycling network, and to both existing and planned roads.

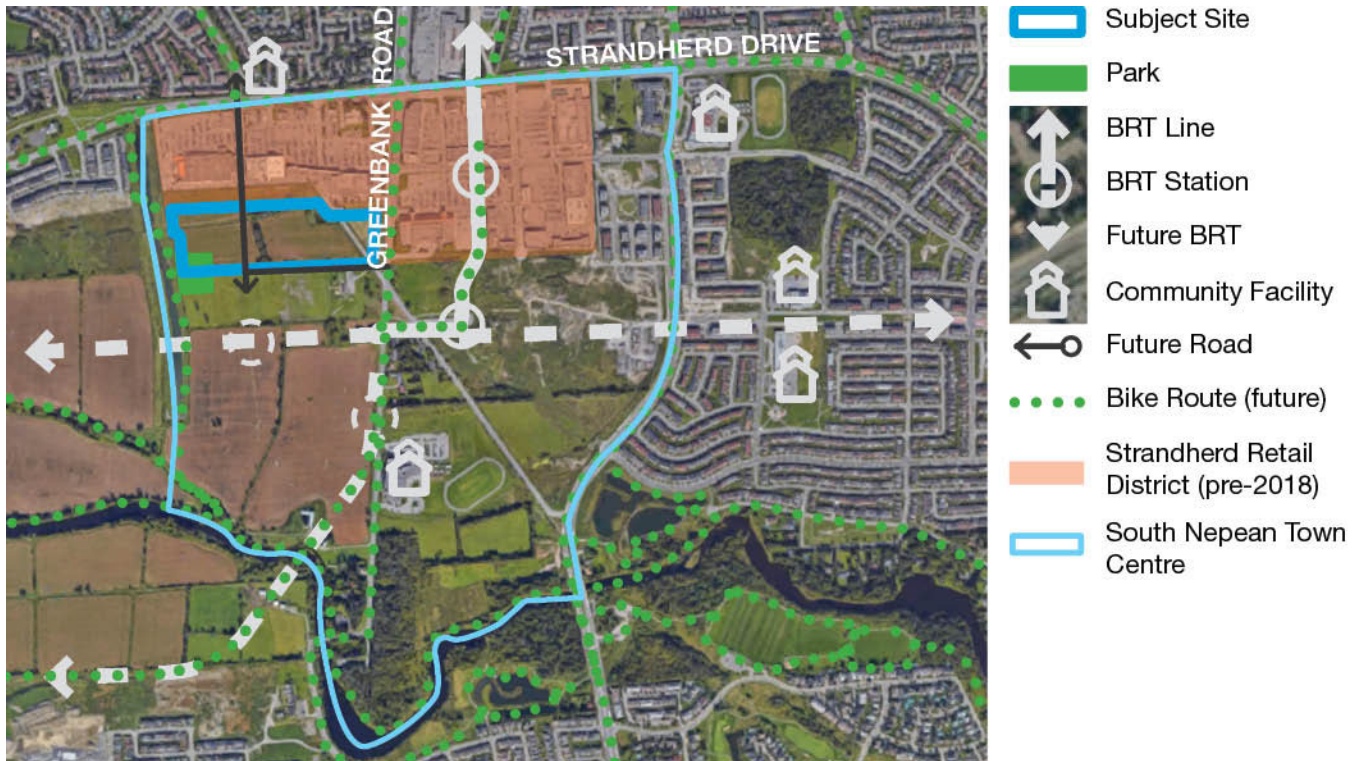


Figure 2: Subject Lands in the Context of South Nepean Town Centre

There are also many community facilities, noted in Figure 2, located in proximity to the subject lands. St. Joseph High School (English Catholic), completed in the early 2000s, is located southeast of the subject lands along Greenbank Road, while primary schools (English Public, English Catholic, French Catholic) and a high school (French Catholic) are located immediately west of the Town Centre. The heritage Jockvale School building, north of the subject lands across Strandherd Drive, is used as a gathering space for many different community groups and is an important neighbourhood facility. The Jock River and District Park along its shore are important greenspace corridors structuring the southern edge of the SNTC.

3.0 PROPOSED DEVELOPMENT

The proposed development consists of three (3) larger development parcels of which one (1) has been reserved for residential uses, and the others for retail uses. A fourth parcel is reserved for public parkland. The Concept Plan prepared in support of the applications shows the intended site layout for each of the blocks and identifies the blocks as A, B, and C. Future Site Plan Control applications will deal with the details for each of the development blocks, refining layouts, landscaping, building design and materiality.

As shown in Figure 3, Jockvale Road will be re-aligned to travel north-south, bisecting the proposed development into western and eastern development blocks. A new east-west road, is proposed at the southern edge of the subject lands, with half of the 20-metre right-of way dedication being provided by Richcraft and the remainder by the landowner to the south.

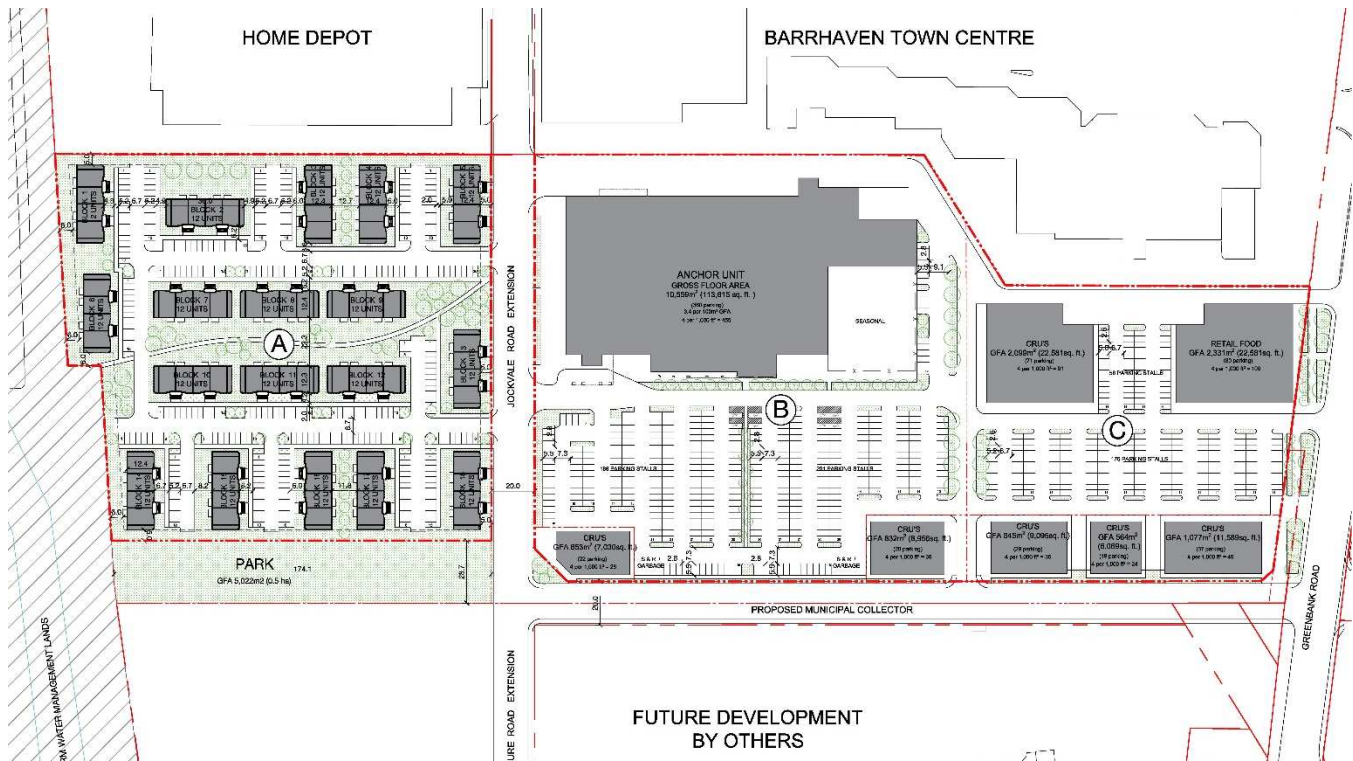


Figure 3: Site Concept Plan

Block A is the western development block, located west of Jockvale Road. The block is intended to be a compact, mid-rise residential community consisting of 216 units of stacked townhouses arranged along private streets with surface parking. A total of 324 surface parking spaces are provided for the units, broken up with landscaping and sidewalks. The proposed density is 64 units per gross hectare or 132 people per gross hectare.

Vehicular access to the community is provided from Jockvale Road via two separate entrances. Effort has been made to create an active, pedestrian-oriented residential neighbourhood with extensive landscaping and pedestrian facilities. Connections to abutting blocks ensure good pedestrian and active transportation access to the rest of the community. The neighbourhood is structured by a centrally-located communal amenity space that connects from Jockvale Road in the east to the Kennedy Burnett stormwater facility (SWP) in the west via a recreational pathway. The orientation of the stacked townhouses, with entrances fronting on lanes, and the absence of garages helps to define the streetscape and create a more urban streetscape experience.

The retail blocks, which include both Block B and C on the Concept Plan, are intended to accommodate a range of retail uses. Consistent with the proposed amendments to the Secondary Plan, these lands will serve the increasing demand for retail, entertainment and commercial services in the rapidly growing community of Barrhaven. In general, Barrhaven is lacking retail given its growing population and the proposed development will provide additional options for residents while also creating jobs within the local community.

Block B, is anchored by a large retail tenant building fronting south with outparcels located in the east and west corners of the block. An internal drive aisle separates Block B from Block C, which is proposed for a range of mid-size retail units. Consistent with the proposed Official Plan Amendment, the south and east frontages of Block C are “active frontage streets” and as such have a higher percentage of building wall abutting the street edge, and will feature glazing and customer entrances direct from the street.

Together, Blocks B and C have a total of 18,960 square metres of retail area within eight (8) buildings. Access to the interior of the retail lands is provided through a right-in/right-out access off of Greenbank Road, and full movement intersections along the future collector road and Jockvale Road. A total of 621 parking spaces are provided for the retail uses, with 389 spaces on Block B, and 232 spaces located on Block C. The parking areas are screened from the street edge through landscaped buffers. The parking lots are also broken up with a series of islands that will allow for additional landscaping.

Loading areas are provided to the north of the anchor retail building and two mid-sized retail buildings, abutting the existing loading and service areas for the Barrhaven Town Centre plaza to the north. Loading areas for the outparcels at the southeast corner of the site are located between the buildings with full screening from the street to mitigate any impacts on streetscape and pedestrian experience.

The proposed retail outparcels have been strategically located along the proposed east-west street to define the streetscape and arranged so as to not preclude future intensification. Landscape buffers are provided along Greenbank Road, Jockvale Road and the proposed east-west road, with significant landscaped area provided internal to the blocks in the form of landscaped islands and strips.

The final component of the proposed development is the dedication of a 0.5 hectare block of parkland, located in the southwest corner of the subject lands. This dedication will be adjoined by an equivalent dedication on the lands to the south, to create a 1.0 hectare neighbourhood park as identified in the amended Secondary Plan. The proposed park block has approximately 29 metres of frontage along Jockvale Road. Visually, the park will be the terminus of the proposed east-west road. Functionally the park will create a new connection between the proposed development and the existing Strandherd Retail District to the larger open-space network via pathway connections to multi-use pathways within the Kennedy-Burnett stormwater facility. In concert with the proposed communal amenity area and site landscaping, the park will create a coherent structure of open space for the entire development.

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under Section 3 of the Planning Act, provides direction on matters of provincial interest related to land use planning and development. Decisions affecting planning matters “shall be consistent with” the PPS.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification.

The proposed development represents an efficient use of land by increasing the range of uses and amenities within the South Nepean Town Centre, supporting the development of a complete community. Both the mix of land uses and the densities proposed support the efficient use of land and the City’s infrastructure investment, in particular the existing and planned BRT system serving the Town Centre.

Section 1.3 contains Employment policies and encourages planning authorities to provide for an appropriate range and mix of employment uses to meet long-term needs, while also encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

The proposed development supports the Employment objectives of the PPS by providing commercial and retail land uses that meet the needs of the community and provide a context-appropriate source of employment within the expanded Strandherd Retail District.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs; and
- / Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed.

The requested Zoning Amendment and Plan of Subdivision applications are consistent with the policies of the PPS that seek to direct development to locations where infrastructure and public service facilities are available, and at densities that support active transportation and planned or existing transit service. The provision of strong pedestrian/active transportation pathways within the proposed development will encourage alternative modes of transportation. Further, the mix of uses within the expanded Town Centre will provide neighbourhood-serving commercial amenities and employment in proximity to higher-order transit and residential uses, contributing to the creation of a complete community.

4.2 City of Ottawa Official Plan

Volume one of the City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. This Rationale assesses the proposed development in relation to Section 2 of the Official Plan, which provides Strategic Directions for growth and development within the City, and Section 3, which addresses land use designations. The design and structure of the development is assessed based on criteria set out in Section 4 of the Official Plan. Reference is also made to Schedules in Section 6 of the OP that outline the City’s planned cycling infrastructure, transit, and roads.

4.2.1 Section 2: Strategic Directions

The area of Ottawa outside the Greenbelt is expected to grow by 62,000 households by 2031. At the same time, the City of Ottawa has set an urban boundary; the City's requirement for housing, employment and other purposes over a 20-year planning horizon must be accommodated within the boundary. To ensure this is achieved, the City has set intensification targets for various areas. The Official Plan sets a target density of 120 people and jobs per gross hectare for the Barrhaven (South Nepean) Town Centre.

Section 2.2.2 "Managing Growth" emphasizes that meeting these density targets is important not only to ensure that adequate supply is created within the Urban Area, but also to support the development of compact, mixed-use communities that support transit use. By providing a mix of uses at appropriate densities, development and infilling of Town Centres will create 'mini-downtowns' that are anchored by major transit stations and nodes. By adding a density and range of uses at these locations, Town Centres serve the local community, supporting active transportation, and reinforcing the City's investments in transit and other infrastructure.

The residential portion of the proposed development – Block A – will exceed the density targets set out in Figure 2.3 of the Official Plan, while Blocks B and C provides a mix of uses that will better allow those living in the SNTC and the broader region to work and shop locally, encouraging transit use and active transportation. Blocks B and C have been designed with rational circulation patterns to permit future intensification.

4.2.2 Section 3.6.2 Mixed-Use Centres and Town Centre

The Official Plan designates the Lands "Mixed-Use Centre" and makes them subject to the Town Centre overlay, as shown in Figure 4

The Mixed-Use Centre designation applies to areas that have been identified as strategic locations on the rapid-transit network and that are accessible by transit, walking, cycling, and automobile and are adjacent to one or more arterial roads. They offer substantial opportunities for new development or redevelopment and are to be characterized by a diversity of transit-supportive uses such as offices, schools, hotels, hospitals, large institutional buildings, community facilities and services, retail and entertainment uses, services, high- and medium-density residential uses and mixed-use development containing any combination of these uses.

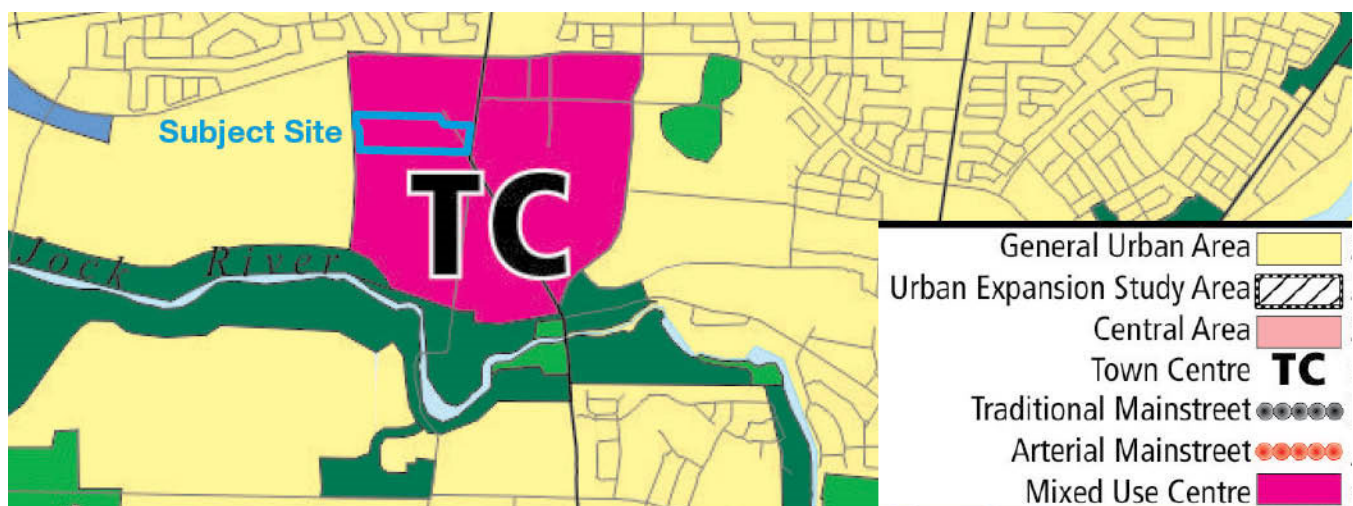


Figure 4: Official Plan Designations (Official Plan Schedule B)

The Town Centre overlay on Schedule B sets employment targets of at least 10,000 jobs for the SNTC. The Planning Rationale prepared by Fotenn for the 2018 Official Plan Amendment (D01-01-18-0006) application noted

that major office uses are unlikely to locate within the Town Centre over the horizon of the Secondary Plan, making the provision of other forms of employment, such as retail, entertainment and services, critical to achieving the Official Plan’s employment targets for the South Nepean Town Centre.

Mixed-Use Centres are intended to optimize the use of land through provisions for compact, mixed-use development. Zoning By-laws should allow for a mix of uses within the same building or in adjacent buildings; provide for the highest density adjacent to the transit station; ensure that all development achieves target densities for residential and employment; require high or medium density residential development; limit parking in proximity to transit stations; and allow for redevelopment of surface parking areas, among other objectives.

The Official Plan states that all development applications for Mixed-Use Centres will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, and pedestrian-friendly environment.

The proposed development provides for a mix of uses that will help advance the objectives of the Mixed-Use Centre designation. The mix of residential and retail uses will contribute to the creation of a complete community while also helping to achieve the employment targets and function of the Town Centre. The project includes residential development at transit-supportive densities and retail uses that will serve the immediate residents, as well as the surrounding community.

The requested Zoning By-law Amendment and Plan of Subdivision will permit development that is compact, mixed-use, and transit-supportive in conformity with the Mixed-Use Centre land use designation of the Official Plan.

4.2.3 Transportation and Transit

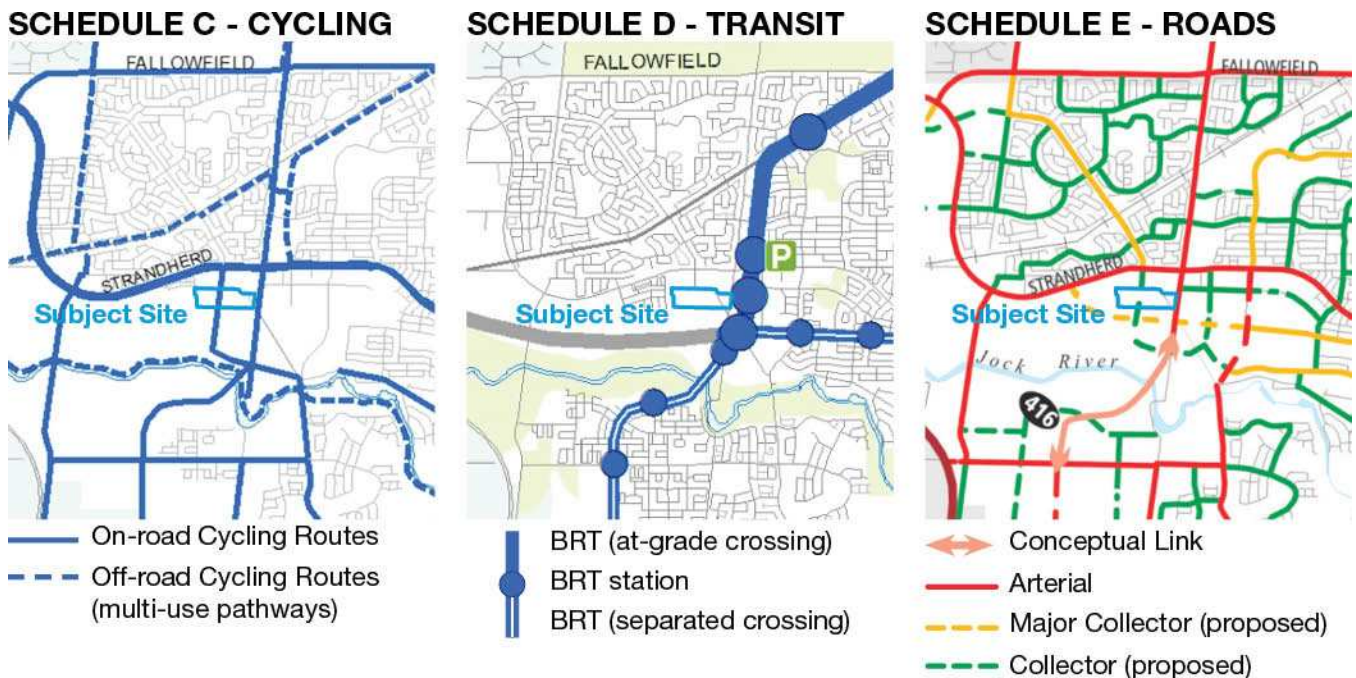


Figure 5: Planned Transportation Infrastructure in and around the Subject Lands

As emphasized in Section 2 and Section 3 of the Official Plan, land use and development must be structured by, and supportive of, transit and transportation investment. Schedules C, D and E of the Official Plan set out the existing and planned Cycling, Rapid Transit and Urban Road networks respectively. These City infrastructure systems, planned and existing, are refined in the SNTC Secondary Plan (current and as amended). However, as shown in Figure 5 **Error! Reference source not found.**, considerable transportation infrastructure exists and is planned to connect the Town Centre internally and to the rest of the city.

The development applications will permit the development of the subject lands as a mixed-use, transit-supportive development providing homes, jobs, and services in proximity to the City's transportation infrastructure.

Annex 1 of the Official Plan sets out right-of-way (ROW) protection for existing and new roads. The following ROW protections apply to the subject lands:

- / Greenbank Road – 37.5 m
- / Collectors (Jockvale Road) – 26 metres
- / Local roads (Other Roads) – 20 metres
- / Lanes (within Residential Block) – 6 metres

The proposed Plan of Subdivision respects the ROW protections in Annex 1, with 50% (10 metres) of the ROW protection for the local road at the south boundary of the property being protected on the subject lands and the balance to come from the lands to the south.

4.2.4 Parkland and Open Space

The Official Plan recognizes that park and leisure areas are important and necessary elements of complete communities, providing the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace. Good parks must be well-distributed within communities, easily accessible from homes and well-connected to the greenspace network. The Official Plan also states that parks will be linked through connections with other greenspace as it is developed, for example, stormwater management facilities. Parks must be easily accessible from active transportation and have street frontage.

Under Section 42 of the Planning Act, a municipality may require conveyance of parkland as a condition of development. The Secondary Plan (Section 7.4 Policy 2) requires the “standard measures” dedication rate set out in the City of Ottawa Parkland Dedication By-law (2009-95). This is equal to 5% of the site area being developed for residential purposes and 2% of the gross area of the site being developed for commercial purposes. On the basis of a landowner's agreement, Richcraft will dedicate land at a higher rate to provide adequate area for the park identified in the amended Secondary Plan (proposed).

Based on the “standard measures” rate, the required minimum parkland dedication is as follows:

- / 5% of gross residential site area: 3.86 ha * 0.05 = 0.193 ha
- / 2% of gross commercial site area: 6.698 ha * 0.02 = 0.134 ha
- / Total: 0.327 ha

The proposed park shown on the Concept Plan is 0.5 hectares in size within the Richcraft lands, with an equal area to be provided on the lands to the south. This dedication exceeds the minimum dedication of 0.327 hectares required by the Secondary Plan and the Planning Act.

The proposed location of the park has been amended to respond to comments received on the initial OPA submission but remains generally consistent with the direction of the CDP and Secondary Plan. The park provides a connection between the Strandherd Retail District, and sidewalks to the Kennedy-Burnett stormwater feature, which provides connections to the wider open space network. In addition to the

public park, the proposed development provides a communal open space within the residential block (Block A) that also connects via pathway to the pathway along the stormwater management facility.

4.2.5 Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan which prompted numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013. OPA 150 was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals.

In recent months, negotiated settlements have resulted in some policies from OPA 150 being incorporated into the Official Plan, and are now in full force and effect. Other policies remain under appeal. This Planning Rationale incorporates these recently settled policies, and outstanding appeals are not expected to impact the policies relevant to the proposed development; namely, the OP density targets and the designation-specific policies.

4.3 South Nepean Town Centre Secondary Plan

As discussed above, Official Plan Amendment (D01-01-18-0006) was submitted in April 2018 to amend the Secondary Plan to reflect changes to the South Nepean Town Centre policy and development context. Significant changes were made to the density targets, land-use designations and permissible height ranges to facilitate appropriate development of the land given current market conditions. The vision of the Secondary Plan, as outlined by six goals below, remains virtually unchanged by the Amendment.

| Goal | Discussion |
|--|--|
| Compact Urban Form | The proposed development contributes to the creation of a compact, transit-supportive Town Centre. Priority has been placed on defining the streetscape and public realm through buildings and high-quality urban design. |
| High Quality Urban Design | The proposed development creates an active and vibrant streetscape with buildings located close to the street and landscaped space throughout the blocks to break up large areas of asphalt. |
| Mixture of Land Uses | A strong mix of medium-density residential and commercial uses is proposed for the subject lands. The proposed uses respond to the needs of local and regional residents while supporting the creation of employment opportunities within the Town Centre. |
| Diverse Greenspace Network | The proposed public park and private greenspace within the residential block will contribute to the diversity of greenspaces within the Town Centre, while also contributing to a connected network of open spaces through direct connections and active transportation pathways, creating a strong framework of open spaces that offer a variety of experiences to neighbours and visitors. |
| Efficient Transportation System | The development builds a well-connected and designed grid of pedestrian, cyclist, and vehicular routes that connect to larger transportation and transit systems in Ottawa, supporting transit ridership and ensuring the efficient movement of goods and people. |
| Anticipation of Growth | The portion of the development between the future Jockvale Road and Greenbank Road responds to existing market conditions while allowing flexibility for future intensification through the location of buildings and circulation patterns. Emphasis has been placed on the creation of a positive streetscape experience through the location of building frontages. |

The proposed revision to the Secondary Plan included the designation of “Active Street Frontages” within the Town Centre that are intended to be the focus of urban design and streetscaping to ensure a vibrant streetscape. The proposed amendments recognize that the previous intention for all streets in the Town Centre to be activated at the ground floor was not possible.

On the subject lands, the Greenbank Road frontage, and the south frontage of Block C are proposed as active frontage streets with the following requirements:

- / The maximum setback from a designated active frontage street is 5 metres;
- / At least 50% of the lot width measured at the building setback along the active frontage street must be occupied by one or more building walls;
- / A minimum of 50% of the surface area of the ground floor façade of non-residential and mixed-use buildings facing an active frontage street must be comprised of transparent glazing;
- / The ground floor façade of non-residential and mixed use buildings facing an active frontage street must include a customer entrance access door from each individual occupancy to the active frontage street; and,
- / No vehicle parking is permitted between a building and the lot line abutting an active frontage street.

4.3.1 Land Use Policies – Mid-rise Mixed Use

As shown in Figure 6, the subject lands fall within the Strandherd Retail District and are now designated “Mid-rise Residential” west of the Jockvale realignment, and “Mid-Rise Mixed Use” between Jockvale and Greenbank. For the lands designated “Mid-Rise Mixed Use,” the designation-specific policies and urban design policies of the Secondary Plan are superseded by the new Section 3.10 “Strandherd Retail District,” which sets out district-specific policies, addressed in Section 4.3.2 of this Planning Rationale.

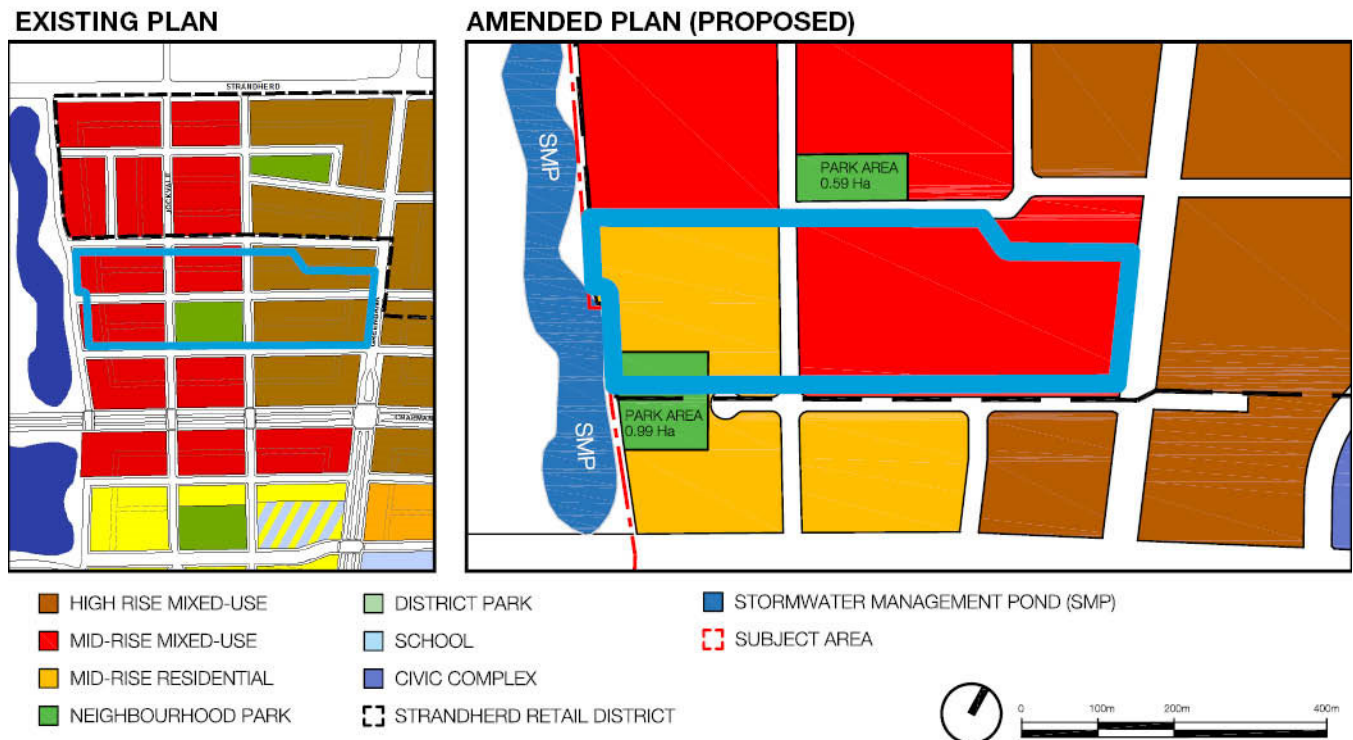


Figure 6: Secondary Plan Use - Existing and Proposed 2018 Amendment

The Mid-Rise Residential policy area is intended to accommodate the majority of the Town Centre's ground-oriented multiple unit dwellings including street, block and stacked townhouses. The amended height ranges for this designation are two (2) to four (4) storeys.

In response to the technical comments received on the OPA, it is proposed that the Mid-rise Residential designated lands (Block A) be removed from the Strandherd Retail District overlay and the park block on the Richcraft lands has been re-oriented to provide frontage onto the Jockvale Road realignment.

The proposed Zoning By-law Amendment would implement the proposed policies of the Mid-Rise Residential land use designation with a low-rise, stacked townhouse housing form.

4.3.2 Land Use Policies - Strandherd Retail District

The Strandherd Retail District has become an important retail node for the broader South Nepean community. The 2018 amendment to the SNTC Secondary Plan recognizes increased need for the services and function of the district, and proposed an expansion to include the subject lands.

Within the district, retail uses, including large-format retail uses, are permitted. The minimum height for buildings is 6.7 metres, with a maximum height as per the underlying designation – in the case of Blocks B and C on the subject lands, the maximum height permitted would be nine (9) storeys.

Future intensification and redevelopment of large surface parking lots is encouraged through the policies, provided that it does not jeopardize the acquisition of public streets and parkland, and that it contributes to the creation of a continuous street wall along designated active-frontage streets.

The lands designated Mid-rise Mixed-Use within the Strandherd Retail District are exempt from the Urban Design policies of Section 4 of the Secondary Plan, however regard should be had to them in any development proposed.

The proposed Zoning By-law Amendment implements the proposed expansion of the Strandherd Retail District to provide additional retail opportunities to serve the growing Barrhaven community while protecting for future intensification of the blocks.

4.3.3 Density Targets

Minimum density targets are identified in Sections 3.2 through 3.6 of the amended SNTC Secondary Plan. All development within the Town Centre is required to demonstrate how these targets are being met. Specific targets are provided for residential uses within the Mid-rise Mixed Use and the Mid-rise Residential designations.

As addressed in the Secondary Plan OPA Amendment application, the previous densities set out in the Secondary Plan were not supportable by market conditions – development of all the dwelling units anticipated in the original Secondary Plan would create a 68-year market supply of housing for Barrhaven/Nepean South, clearly making full build-out of the Town Centre infeasible over the short-to-medium term. Therefore, the amended specific density target for lands within the Mid-rise Residential designation is 50 units per net hectare.

Specific densities for the commercial portion of development are not set out in the SNTC Secondary Plan. However, in the spirit of Policy 4 of Section 3.1 of the Secondary Plan, assessment of the proposed densities of the planned Mid-Rise Mixed Use portion of the development has been conducted following the same methodology employed in the SNTC Secondary Plan amendment.

The proposed Zoning By-law and Plan of Subdivision applications seek to permit the proposed development, with the expectation that the retail blocks may intensify in the future as market conditions allow, through separate development applications. Policy 7.3.3 of the SNTC Secondary Plan permits initial development of a

block that does not meet the density targets of the Secondary Plan, provided that minimum height targets are met and that the initial phase does not preclude future intensification.

The densities proposed in the Zoning By-law and Plan of Subdivision applications are appropriate to market conditions and meet the goals of the Official Plan and SNTC Secondary Plan related to transit-supportive densities, compact development and liveable communities.

The table below provides a summary of the densities proposed by the Concept Plan. As with the proposed amendment to the Secondary Plan, the following assumes a dwelling occupancy rate of 2.06 persons per household for apartments and assumes that employment is 1 employee per 45 square metres of retail area.

| Block on Concept Plan | Proposed Gross Area (ha) | Net Area (ha) ^A | Net Density Target (units/ha) | Proposed Units | Proposed Employment Gross Floor Area (m ²) | Projected Population ^B | Projected Employment ^C | Density (people and jobs/gross hectare) |
|-----------------------|--------------------------|----------------------------|-------------------------------|----------------|--|-----------------------------------|-----------------------------------|---|
| A | 3.36 | 2.35 | 50 | 216 | - | 445 | - | 132 |
| B | 3.87 | 3.48 | 120 | - | 12,044 | - | 268 | 69 |
| C | 2.06 | 1.85 | 120 | - | 6,916 | - | 154 | 75 |
| Other | 1.32 | - | - | - | - | - | - | - |
| TOTAL | 10.61 | | | 216 | 18,960 | 445 | 422 | |

^A Net area equals 70% of gross area (ha) for Mid Rise Residential areas and 90% of gross area (ha) for all other designations.

^B Assumes dwelling occupancy rate of 2.06 persons per household for townhouses.

^C Assumes that all employment is retail at a rate of 1 employee per 45 square metres.

The proposed 216 dwelling units and 18,960 square metres of retail area are anticipated to generate a population of approximately 445 people, and approximately 422 jobs. Together, based on a gross area of 10.61 hectares for the Richcraft lands, the proposed development will have a combined density of 93 people and jobs per gross hectare.

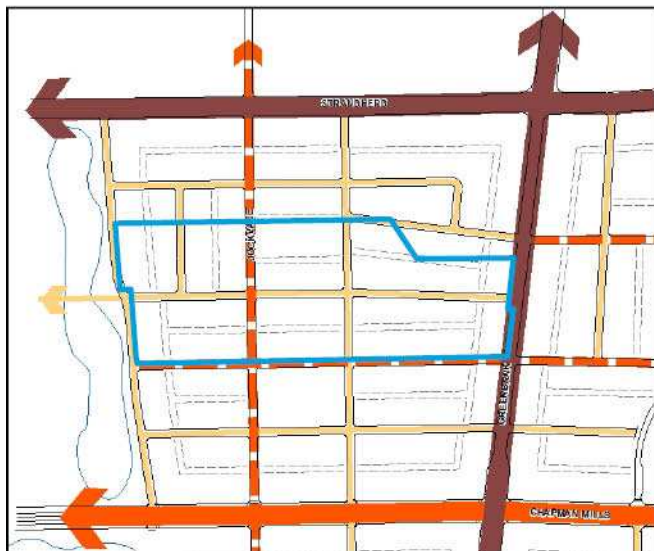
Within the Mid-Rise Residential designation (Block A), the target net density is 50 units/hectare. The proposed development will have a density of 92 units per net hectare, exceeding the target. The Mid-Rise Mixed Use lands are within the proposed enlargement of the Strandherd Retail District and as a result no minimum density applies. As the lands intensify in the future, the target of the underlying policy designation (120 units/net hectare) will apply.

4.3.4 Transportation and Transit

The SNTC Secondary Plan refines the circulation patterns for traffic, active transportation and transit. The amended Secondary Plan has updated these circulation patterns, as shown in Figure 2 and Figure 7.

It should be noted that the realignment of Greenbank Road and the extension of the Transitway are subject to Environmental Assessments and planning processes.

EXISTING PLAN



AMENDED PLAN (PROPOSED)

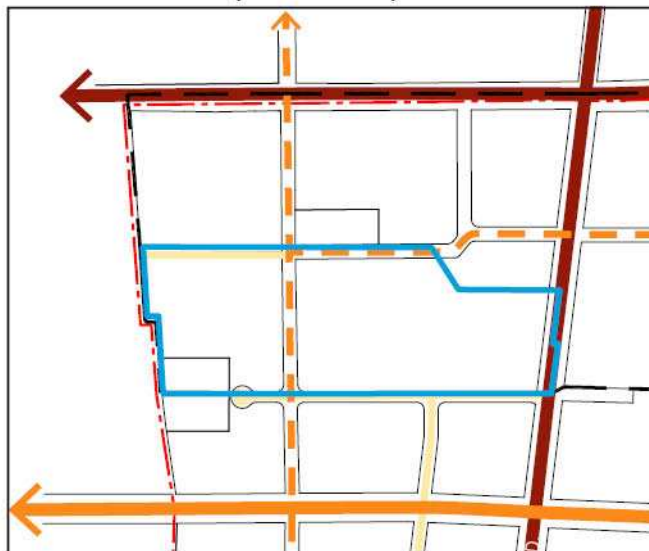


Figure 7 SNTC Secondary Plan - Road Network

The Plan of Subdivision creates right-of-way allowances that comply with the amended SNTC Secondary Plan road network.

Parking is to be provided at the rate set out in the Zoning By-law. Section 5.4 of the SNTC Secondary Plan addresses parking. It generally encourages parking to be located on streets and within structures, but where surface parking is provided, it must have a limited number of access points from the primary street, not be located between the public right-of-way and building fronts (or sides, for corner buildings), and must not detract aesthetically from the streetscape.

The proposed parking layout for this development locates parking in small on-street clusters for the residential units, and internal to the site with a consolidated number of access points for the commercial lands, conforming to the SNTC Secondary Plan policies.

4.4 Urban Design

The subject lands are located within a City of Ottawa Design Priority Area and are therefore subject to the Urban Design Review Panel. Urban design and compatibility are important aspects of a site's development, and the City of Ottawa provides a number of criteria, guidelines and tools to ensure that development meets high standards of urban design. Two sections of the Official Plan – Section 2.5.1 and Section 4.11 – set out criteria that must be followed by all developments. In addition, the City has published a number of Design Guidelines to which development proposals should have reference. These criteria are discussed below.

4.4.1 Official Plan Section 2.5.1 – Urban Design and Compatibility

Section 2.5.2 of the Official Plan contains design objectives that are intended to be applied to new development. The applicable design objectives are met by the proposed development in the following ways:

| Objective | Discussion |
|--|--|
| Enhances sense of community by creating and maintaining places with their own distinct identity | The proposed development responds to the suburban context of the surrounding neighbourhood and the envisioned “Town Centre” identity. The development introduces medium-density residential uses in proximity to transit infrastructure. The commercial component of the development reflects the existing development in the Strandherd Retail District while moving towards a more pedestrian-oriented, active street front ultimate form. |
| Defines quality public and private spaces through development | The development clearly defines and connects public and private spaces through a network of public streets, public parkland and communal private open space that is well-connected by pedestrian routes and local street. The residential units are ground-oriented, contributing to an engaging pedestrian experience, while the commercial units are arranged to front onto the public street frontages, contributing to the creation of a vibrant, active public realm. |
| Creates places that are safe, accessible and are easy to get to, and move through | The proposed network of streets and drive aisles creates a modified grid that provides many points of connection, particularly for pedestrians. Sidewalks, trails, paths and cycle lanes further connect the site internally and to larger active transportation networks. |
| Respects the character of existing areas | Existing development within the SNTC and the broader area is reflected in the land uses, density, massing, location and design of the proposed development components, while striving to achieve a more compact and active form. |
| Creates adaptable and diverse places that can evolve over time | The proposed development creates a development that will be able to adapt and evolve over time. Within the retail blocks, a grid pattern of streets and driveways provide the framework for potential future intensification and development. |

4.4.2 Official Plan Section 4.11 – Urban Design and Compatibility

Section 4.11 builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the following evaluative criteria: traffic, vehicular access, outdoor amenity areas, loading areas, service areas, outdoor storage, lighting, noise, air quality, sunlight, microclimate, and neighbourhood services. These compatibility criteria have been evaluated in relation to the proposed development as follows:

| Criteria | Evaluation |
|-----------------------------|--|
| Traffic | A Transportation Impact Assessment (TIA) is being prepared for the proposed development but was not available for review at the time of writing. Based on previous reports from the proposed Official Plan Amendment, the existing road network has been constructed to accommodate the proposed development within the Town Centre. |
| Vehicular Access | The proposed development provides appropriate vehicle access points from the new and existing streets with a right-in/right-out access to Greenbank Road and full movement accesses into the retail centre and the residential block. The proposed accesses will not impact on surrounding land uses. |
| Parking Requirements | A variance to the required parking rate for a Shopping Centre is proposed for Blocks B and C. A total of 621 spaces are provided whereas the By-law |

| Criteria | Evaluation |
|---|--|
| | requires 645 spaces. Given the proximity of the lands to the transit network, the proposed reduction is considered appropriate. Parking for the residential use will be provided per the required rates. A total of 281 spaces are provided for the residential units, with an additional 43 spaces provided for visitors. Bicycle will be provided in accordance with the minimum rate set out in the Zoning By-law in appropriate areas throughout the site. |
| Outdoor Amenity Areas | There are no existing outdoor amenity areas that will be impacted as a result of the proposed development. |
| Loading Areas, Service Areas and Outdoor Storage | Loading and service areas for the retail uses are provided and well-screened from adjacent uses and public streets. |
| Lighting | Lighting for the development will be compliant with City of Ottawa Standards regarding light spillage onto adjacent properties. |
| Noise and Air Quality | Noise and air quality will be designed according to the City of Ottawa's standards. |
| Sunlight | The profile of the proposed buildings will preserve access to sunlight for uses on the site and in surrounding uses. |
| Microclimate | Microclimate impacts are not anticipated as a result of the proposed development. |
| Supporting Neighbourhood Services | The residential component of the development will support the use of proposed parks and existing commercial amenities in proximity to the development, as well as City services including the BRT line. The commercial component of the development will provide critical services and amenities to residents within the SNTC and Barrhaven as a whole. |

4.4.3 South Nepean Town Centre Secondary Plan - Urban Design

The SNTC Secondary Plan sets the objective to achieve high-quality urban design for all development. Key to this goal is the development of a strong community image through building design signage and planting; transition between areas with different densities; the development of attractive streetscapes through public realm design, built form, and design measures in public areas; and the use of 'green' technologies in the design of new buildings and infrastructure.

Section 4.0 of the Secondary Plan contains prescriptive policies to shape urban design within the Town Centre Area. Relevant policies include:

- / **Policy 2:** Buildings must be minimum two (2) fully-functioning storeys in height;
- / **Policies 3 and 4:** Buildings and principal entrances must be oriented towards the public street;
- / **Policies 6:** Frontage must be maximized along all public streets;
- / **Policy 7:** Front facades should be within 5 metres of the front lot line;
- / **Policy 8:** Ground floor uses must be active and be flush with grade;
- / **Policy 9:** Buildings must have dynamic facades; and
- / **Policy 11:** Parking must not detract from the aesthetic appearance of any public streetscape.

The proposed Zoning By-law Amendment seeks to ensure that the proposed development will meet these policies along the designated Active Frontage Streets in the proposed Official Plan Amendment. The

Official Plan Amendment seeks to place greater importance on strategic frontages rather than requiring that each street achieve these design principles.

The Secondary Plan also references urban design guidelines contained within Section 5.2 of the South Nepean Town Centre Community Design Plan. The proposed development responds to the following relevant guidelines:

- / **Guidelines 1 and 2:** Orient principal entries to the primary street, or, if applicable, to parks and plazas, so that they are connected to the sidewalk and clearly identifiable.
- / **Guideline 5:** The development provides a smooth transition in height and massing between adjacent planned areas of higher and lower density.
- / **Guideline 12:** Design non-residential buildings so that any visible facades are articulated through windows, projections and recesses, and are not simply blank walls.
- / **Guideline 13:** Design buildings with commercial uses at grade with transparent windows and doors that occupy at least 80% of the linear building frontage for the ground floor and at least 50% for all upper storeys. Ensure windows are at least 2.5 metres in height, are located within 1.0 metre of the ground, and views into the store interior are not blocked.
- / **Guideline 19:** Locate bicycle parking at commercial sites in highly visible, well-connected and convenient locations.
- / **Guideline 20:** Build sidewalks that are at least 2.0 metres wide on all streets and provide direct pedestrian access from the public sidewalks to all building entries. In heavy pedestrian traffic areas, such as along a transit street, build sidewalks that are at least 3.0 metres wide.
- / **Guideline 23:** Landscape the space between buildings and the sidewalk with foundation planting, street trees, street furniture, and hard landscape connections to public sidewalks.
- / **Guideline 26:** Service areas for delivery, loading and garbage pick-up are located to the rear or side of buildings and well-screened from the public street to improve the aesthetic appeal of the streetscape. Access to these areas is centralized at a few locations to reduce vehicular interruptions along the public street.
- / **Guideline 28:** Required surface parking is located, to the greatest extent possible, to the interior of the site. Driveways and site access have been consolidated to minimize pedestrian and vehicular conflicts on the sidewalk and maximize the space for landscaping and on-street parking.
- / **Guideline 29:** Minimum 3-metre landscaped areas buffer all surface parking from public right-of-ways
- / **Guideline 37:** Design stormwater management facilities to accommodate opportunities for public access, interpretation, and education and also to protect and enhance natural features and functions. Ensure that ponds are not entirely fenced and that any required fencing is decorative in nature.
- / **Guideline 39:** Design all trails and pathways to be barrier-free, with clear signage, special pavement treatment at points where they cross streets, and with adequate amenities, such as seating, trash receptacles, lighting, and educational information.

4.4.4 Urban Design Guidelines for Large-Format Retail

These Urban Design Guidelines apply to retail outlets that are characterized by large floor plates, one-storey construction and regional market catchments. In responding to these guidelines, Large-Format Retail developments can be developed that achieve high-quality architectural design, comfortable pedestrian environments and engaging streetscapes, while preserving potential for future intensification. The proposed development responds to the following relevant guidelines:

- / **Guideline 1:** Set new buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.
- / **Guideline 3:** The long side of each proposed building is oriented parallel to the public street
- / **Guideline 10:** The proposed Concept Plan and Plan of Subdivision create a lot pattern and internal circulation pattern that allows logical movement throughout the site and will accommodate rather than preclude future intensification.

- / **Guideline 13:** Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.
- / **Guideline 14:** Provide unobstructed pedestrian walkways that are a minimum 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary access and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.
- / **Guideline 27:** The parking lot is proposed to be divided into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved areas.

4.4.5 Transit-Oriented Development Guidelines

The City of Ottawa has created Transit-Oriented development guidelines to ensure that development within a buffer of transit-stations facilitates and encourages transit use. These goals are achieved through, among other measures, protecting pedestrian routes, developing an engaging streetscape, creating appropriate active transportation routes and providing appropriate pedestrian/cyclist amenities. Many of the guidelines correspond with guidelines from the SNTC Secondary Plan; other relevant guidelines include:

- / **Guideline 7:** Buildings are located close to each other along the front of the street to encourage ease of walking between buildings and to public transit.
- / **Guideline 29:** Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.

4.4.6 Urban Design Guidelines for Greenfield Neighbourhoods

The City of Ottawa developed these guidelines to illustrate the City's expectations during the development review process for new greenfield neighbourhoods. The guidelines apply to whole developments at a high level. The guidelines complement those contained in any applicable community design plans or secondary plans. The following guidelines are those that apply to the development but were not more strongly stated in other urban design documents:

- / **Guideline 2:** A connected network of parks, greenspaces and public lands structured by existing open spaces, and connected by pathways and sidewalks, is proposed. This network will be easily accessible on foot or bike from homes throughout the neighbourhood.
- / **Guideline 10:** The proposed mixed-use neighbourhood is walkable, with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.
- / **Guideline 11:** New streets in the proposed development connect rationally to existing and planned streets in adjacent parcels.

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

Two separate zones currently apply to the subject property. As shown in Figure 8, the majority of the subject lands are currently zoned "Development Reserve – DR". The remainder of the lands are zoned "Mixed-use Centre, Exception 187, Maximum Height 20 metres (MC[187] H(20))". Exception 187 limits the gross leasable floor area to 35,000 square metres and sets a minimum front-yard setback from Strandherd Drive of 3 metres.

The purpose of the DR Zone is to recognize lands intended for future urban development in areas designated as General Urban Area and limit the range of uses to those which will not preclude future development. The MC zone is the appropriate zone given the Official Plan and Secondary Plan designations for the subject lands.

Site specific zoning provisions are proposed to reflect the Secondary Plan (as amended) and to respond to the proposed development plan.



Figure 8 Current Zoning of the Subject Lands

5.1 Zoning By-law Amendment

It is proposed to amend the Zoning By-law to rezone all of the subject lands to the Mixed-use Centre (MC) zone. Special exception zones are proposed for Block A, and Blocks B and C that would provide specific direction for the development of each of those blocks. Blocks B and C would also have a maximum height permission of 36 metres, or approximately nine (9) storeys.

The Mixed-Use Centre Zone is the appropriate zone to implement the Official Plan and Secondary Plan designations. The purpose of the MC – Mixed-Use Centre Zone is to ensure that the areas designated Mixed-Use Centres in the Official Plan accommodate a combination of transit-supportive uses including community recreation, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses. The Zone permits the location of these uses in a compact and pedestrian-oriented built form, either in mixed-use buildings or side-by-side in separate buildings.

Special Exception XXXX is proposed for Block A and would prohibit non-residential uses consistent with the policies of the Mid-Rise Residential designation of the lands in the SNTC Secondary Plan.

Special Exception XXXY would prohibit high-rise buildings (10+ storeys) through the maximum height permission, and would require a minimum height of 6.7 metres, consistent with the proposed policies of the SNTC Secondary Plan. The minimum parking requirement for shopping centres is reduced from 3.4 to 3.2 spaces per 100 square metres of Gross Leasable Area, consistent with the image of a Town Centre and as a result of the proximity to the transit network. Outdoor storage would be permitted in specific circumstances, and active frontage street policies as follows would apply to the east and south frontages of Block C only:

- / Maximum setback from active frontage street: 5 metres;
- / At least 50% of the lot width measured at the building setback along the active frontage street must be occupied by one or more building walls;
- / A minimum of 50% of the surface area of the ground floor façade of non-residential and mixed-use buildings facing active frontage streets must be comprised of transparent glazing;
- / The ground floor façade of non-residential and mixed-use building facing an active frontage street must include a customer entrance access door from each individual occupancy to the active frontage street; and,
- / No vehicle parking is permitted between a building and the lot line abutting an active frontage street.

Finally, the proposed public park block would be rezoned to “Parks and Open Space Zone (O1)” to permit the proposed park use.

The full proposed zoning details are included as an appendix to this report.

5.2 Plan of Subdivision

Policy 5 of Section 7.2 of the SNTC Secondary Plan requires all development to proceed by Plan of Subdivision. The enclosed plan of subdivision, summarized in the table below **Error! Reference source not found.**, divides the subject lands into development parcels.

| Block No. | Area (ha) | Use |
|-----------|-----------|---|
| Block 1 | 3.332 ha | Future mid-rise residential neighbourhood |
| Block 2 | 3.595 ha | Large-format retail |
| Block 3 | 1.679 ha | Large-format retail |

| Block No. | Area (ha) | Use |
|---------------|-----------|-------------------------|
| Block 4 | 0.350 ha | Retail pad |
| Block 5 | 0.155 ha | Retail pad |
| Block 6 | 0.154 ha | Retail pad |
| Block 7 | 0.502 ha | Park |
| Block 8 | 0.052 ha | Greenbank Road widening |
| Jockvale Road | 0.415 ha | Road |
| Street No. 1 | 0.376 ha | Road (10m) |

5.2.1 Ontario Planning Act

The Ontario Planning Act regulates land use planning on Ontario. Section 51, and more specifically sub-section 24, includes criteria for the evaluation of proposed plans of subdivision. These criteria are discussed below.

| Criteria | Discussion |
|--|---|
| (a) The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2 of the Planning Act. | The proposed development supports several matters of provincial interest as defined by the Provincial Policy Statement, 2014. In particular, the proposed subdivision represents the orderly development of safe and healthy communities. The proposed development will also contribute to the adequate provision of a full range of housing and of employment opportunities. |
| (b) Whether the proposed subdivision is premature or in the public interest | The proposed subdivision is in the public interest, and the development of the land is timely. Development has already occurred around the SNTC and the proposed subdivision will allow development of a mixed-use Town Centre to serve these communities. |
| (c) Whether the plan conforms to the official plan and adjacent plans of subdivision | The plan conforms to the Official Plan and the amended Secondary Plan (proposed). The alignment of roads and public infrastructure and amenities, such as parks, has been coordinated with adjacent landowners. |
| (d) The suitability of the land for the purposes for which it is to be subdivided | The lands are free from environmental constraints, do not contain significant natural heritage or archaeological resources, and are well located with respect to existing and planned infrastructure. The lands are suitable for the proposed development. |
| (e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them | As outlined in the enclosed materials, the location and standards of the proposed road parcels conform with the amended Secondary Plan (proposed), are suitable for the proposed purposes, and link to the established highway system. |

| Criteria | Discussion |
|---|--|
| (f) The dimensions and shapes of the proposed lots | The proposed lots are of a rational shape and distribution; in particular, the proposed lots in Blocks B and C of the development will permit development that supports active street frontages, per City of Ottawa policy. |
| (g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land | The enclosed studies establish the appropriateness of the land for the proposed development and demonstrate that adequate infrastructure can be provided. Therefore, no restrictions are proposed for the lands to be subdivided, beyond the proposed zoning and the City of Ottawa's regulatory requirements. |
| (h) Conservation of natural resources and flood control | The subject lands have not been identified as a flood risk, do not contain significant natural heritage features, and contain no significant natural resources. Adequate stormwater management will be provided based on the 2017 CH2M Kennedy-Burnett Stormwater Management Facility and Functional Design Report." Therefore, the proposed subdivision is consistent with the conservation of natural resources and flood control. |
| (i) The adequacy of utilities and municipal services | The City of Ottawa has planned for medium-density development in the SNTC since 2006, and existing and planned utilities and municipal services are adequate to meet the needs of the proposed subdivision, as demonstrated in the enclosed plans and studies. |
| (j) The adequacy of school sites | A number of schools are found in the vicinity of the subject site, including St. Joseph High School (English Catholic) to the southeast of the subject lands along Greenbank Road, primary schools (English Public, English Catholic, French Catholic) to the west of the SNTC, and a high school (French Catholic) also immediately west of the Town Centre. |
| (k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes | It is proposed to convey 0.5 hectares of land for a public park, exceeding the requirements of the SNTC Secondary Plan, the Official Plan and the Planning Act. |
| (l) The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy | Given the nature of a Plan of Subdivision application, the applicant is limited in the manners by which they can maximize energy efficiency in design. The necessity to reduce energy use and carbon footprint of the built environment will be transferred forward to the individual Site Plan Control applications for the |

| Criteria | Discussion |
|---|--|
| | development blocks being established within the subdivision itself. |
| (m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of the Planning Act. | The subject lands are within the Site Plan Control area established by the City of Ottawa, and development of the subdivided parcels will be subject to Site Plan Control. This process will address detailed design matters, including energy efficiency. |

The proposed development satisfies the criteria of Section 51(24) of the Planning Act for the review of draft Plans of Subdivision.

INTEGRATED ENVIRONMENTAL REVIEW

Section 4.7.1 of the City of Ottawa Official Plan outlines the circumstances under which an IERS shall be required, and the items to be included therein. As noted above, City staff have identified this project as requiring an IERS in order to register the Plan of Subdivision. Accordingly, this letter-report has been prepared to fulfil the articles described in Policy 2 of Section 4.7.1. They are listed and addressed below:

6.1 Technical Study Overview

6.1.1 Stormwater Management

Analysis of stormwater capacity undertaken by DSEL in April-May 2018 indicate that the projected stormwater runoff for development following the amended Secondary Plan (proposed) than for the original secondary plan. As the proposed development for the subject lands conforms to the amended Secondary Plan, the stormwater management approach set out in the 2017 report by CH2M entitled the “Kennedy-Burnett Stormwater Management Facility and Functional Design Report” are expected to be sufficient to appropriately manage the stormwater runoff generated by this development.

6.1.2 Adequacy of Existing Services Report

The servicing assessment conducted by DSEL for the proposed SNTC Secondary Plan Amendment assessed water and wastewater servicing capacity for the amended Secondary Plan. This servicing brief found that the proposed land uses will result in equivalent or reduced water supply and wastewater servicing requirements as compared to the 2006 Community Design Plan. Therefore, existing and proposed infrastructure planned to support the 2006 CDP lands is considered adequate to service the proposed land use plan.

6.1.3 Geotechnical Investigation

A geotechnical investigation was conducted by Paterson Group in 2012 for proposed commercial development on the subject lands, and made recommendations regarding permissible grade raises, foundation design and excavation. Due to the presence of a silty clay layer, the proposed development is subject to grade raise restrictions. Grade raises exceeding these restrictions, alternative measures must be investigated to reduce the risk of long-term post construction settlement.

6.1.4 Environmental Site Assessment

An update to the 2012 Phase I Environmental Site Assessment was conducted by Paterson Group in November 2018. The original assessment found no evidence of contamination related to identified minor potential concerns. The update found no significant changes to the subject site or surrounding lands and did not recommend a Phase II ESA.

6.1.5 Archaeological Report

While the subject lands are identified by the City of Ottawa archaeological resource management plans as having archaeological potential, a property inspection conducted by Paterson Group found that the site has been totally stripped of topsoil. This condition removes all archaeological potential.

6.1.6 Tree Conservation Report

The Tree Conservation Report prepared by McKinley Environmental Solutions in December 2018 found that the majority of tree stands on the subject lands consist of planted landscaping features or disturbed recent regrowth stands and have comparatively little ecological value. No tree retention within the development area is recommended. Trees falling at the edge of or outside the development area are recommended to be retained. As a butternut sapling was found within the development area, the Ontario Endangered Species Act (ESA) requires proponents to fulfill regulatory requirements.

6.2 Environmental Features Map

The Tree Conservation Report prepared by McKinley Environmental identified no significant environmental features. Likewise, no environmental constraints or natural heritage systems are present on the subject lands per

Schedules K or L2 of the Official Plan. A map of existing tree stands created by McKinley Environmental Solutions is shown in Figure 9.



Note: This is not a legal land
 . All dimensions and locations
 are approximate.



Figure 9: Environmental Features

6.3 Potential Environmental Concerns

The environmental studies itemized above indicate that all potential concerns can be sufficiently mitigated with respect to the development.

6.4 Environmental Interactions Between Studies

The environmental interaction between the studies prepared for this project are consistent in their conclusions and approach to mitigation measures. There are no apparent issues which necessitate revision or clarification to the final studies.

6.4.1 Mitigation Measures

The following mitigation measures have been recommended by the prepared studies:

- / Pursue stormwater servicing as outlined in the “Kennedy-Burnett Stormwater Management Facility and Functional Design Report” (CH2M, 2017);
- / Utilize clay seals in service trenches to reduce long-term lowering of groundwater levels;
- / A Ministry of Environment, Conservation and Parks (MOECP) permit to take water will be required if more than 50,000 L/day are to be pumped during the construction phase (See Geotechnical Investigation for additional recommendations);

-
- / Implement measures to protect trees on adjacent properties, including marking of trees to be retained and protection of the critical root zone of retained trees (See enclosed Tree Conservation Report for full Tree Protection Mitigation Measures);
 - / Protect wildlife during tree clearing by following the City of Ottawa’s “Protocol for Wildlife Protection During Construction,” and by pre-stressing the site with a loud noise to encourage wildlife to leave the area, and by conducting vegetation clearing from north to south and/or east to west, to encourage the wildlife away from existing development;
 - / Conduct no vegetation clearing between April 15th and August 15th to avoid impacting migratory birds’ nests (See Tree Conservation Report for full Wildlife Protection mitigation measures); and,
 - / Provide compensation for Butternut trees, as required.

6.5 Design with Nature

By responding to and adhering with the environmental recommendations and mitigation measures provided for this project, the applicant is in line with the aspirations of the “design with nature” approach at the scale possible given the Plan of Subdivision application.

6.6 Design Team Review

This statement has been coordinated with the sub-consultants involved in the design and studies prepared for this project and reflects the conclusions provided in the reports described above.

6.7 Energy Efficiency

Given the nature of a Plan of Subdivision application, the applicant is limited in the manners by which they can maximize energy efficiency in design. The necessity to reduce energy use and carbon footprint of the built environment will be transferred forward to the individual Site Plan Control applications for the development blocks being established within the subdivision itself.

7.0 CONCLUSIONS

In considering the proposed Zoning By-Law Amendment and Plan of Subdivision in the context of the surrounding community and the applicable policy framework, it is Fotenn’s professional opinion that the proposed development represents good planning and is in the public interest.

The proposed Zoning By-law Amendment and Plan of Subdivision are consistent with the Provincial Policy Statement and conform to the City of Ottawa’s Official Plan. The development conforms to the South Nepean Town Centre Secondary Plan (as proposed for amendment), and the proposed zoning details and plan of subdivision will facilitate the development of the lands in a manner consistent with the vision of the Secondary Plan.



Paul Black, MCIP RPP
Senior Planner



Bria Aird, M. Pl.
Planner

Block A (Residential) – MC[xxxx]

- / The following uses are prohibited:
 - o amusement centre
 - o animal care establishment
 - o animal hospital
 - o apartment dwelling, mid-rise
 - o apartment dwelling, high rise
 - o artist studio
 - o bank
 - o bank machine
 - o bar
 - o broadcasting studio
 - o cinema
 - o click and collect facility
 - o community health and resource centre
 - o convenience store
 - o court house
 - o day care
 - o diplomatic mission
 - o drive-through facility
 - o emergency service
 - o hospital
 - o hotel
 - o instructional facility
 - o library
 - o medical facility
 - o municipal service centre
 - o museum
 - o nightclub
 - o office
 - o parking garage
 - o parking lot
 - o payday loan establishment
 - o personal service business
 - o place of assembly
 - o planned unit development
 - o post office
 - o post-secondary educational institution
 - o production studio
 - o recreational or athletic facility
 - o research and development centre
 - o residential care facility
 - o restaurant
 - o retail food store
 - o retail store
 - o school
 - o service and repair shop
 - o shelter
 - o small batch brewery
 - o sports arena
 - o storefront industry
 - o technology industry
 - o theatre
 - o training centre
 - o urban agriculture

Blocks B and C (Retail) – MC[xxxy] H(36)

- / The following uses are prohibited:
 - Apartment dwelling, high rise
- / Minimum Building Height: 6.7 metres
- / Maximum Building Height: 36 metres
- / Outdoor storage accessory to the use on the lot,
 - a. is prohibited in a front yard, and
 - b. Is permitted in all other yards provided it is concealed from view from abutting streets and non-commercial zones, and provided it does not cover more than 20% of the lot area.
- / The lot line abutting the municipal collector (the south lot line) is considered to be the front lot line.
- / The minimum parking rate for Shopping Centre use is 3.2 spaces per 100 square metres of gross leasable area.

- / Lands zoned MC[xxxx] H(36) are one lot for zoning purposes.
- / The following provisions apply to lots abutting the active frontage streets shown as Area A on Schedule AAA:
 - Maximum setback from active frontage street: 5 metres;
 - At least 50% of the lot width measured at the building setback along the active frontage street must be occupied by one or more building walls;
 - A minimum of 50% of the surface area of the ground floor façade of non-residential and mixed-use buildings facing active frontage streets must be comprised of transparent glazing;
 - The ground floor façade of non-residential and mixed-use building facing an active frontage street must include a customer entrance access door from each individual occupancy to the active frontage street; and,
 - No vehicle parking is permitted between a building and the lot line abutting an active frontage street.

Park – O1

Rezone the proposed 0.5ha park to Open Space (O1).

Schedule AAA – Active Frontage Streets

