

October 12, 2022

City of Ottawa  
Planning, Real Estate and Economic Development  
Development Review Branch (West)  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, Ontario, K1P 1J1  
By email only: [tracey.scaramozzino@ottawa.ca](mailto:tracey.scaramozzino@ottawa.ca)

**Attention: Tracey Scaramozzino**

**Reference: Response to First Review Comments  
Zoning By-law Amendment Application  
105, 4051, 4050 Sencha Terrace and 2 unaddressed parcels  
City File: D02-02-21-0110  
Novatech File: 121116**

Please find below in bold our responses to first review comments (including UDRP comments) on the above application. The responses are to be read along with the following documents, sent via a separate link:

- Revised architectural plans by Neuf dated September 6, 2022 including:
  - Massing
  - Pedestrian views
  - Site Plan (dated October 12)
  - 45 degree plane figures
- Additional architectural images by Neuf dated September 6, 2022 including:
  - Landscaping
  - Building entrances and pedestrian connections
  - Podium studies
- Additional 3D renders by Neuf dated September 9, 2022.
- Revised TIA by Novatech dated September 15, 2022
- Connections Master Plan by Novatech dated September 2022 showing pedestrian connections, parks and open space

All Plans:

1. *Ensure that the City file number is in legible font on the right-hand side and outside of the border.*

**Response: City file number is now shown on the architectural plans.**

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Rezoning (Tracey Scaramozzino):

1. *What height(s) is being requested through this application?*

**Response:** The following heights are being requested, to be 'H' suffixes to the proposed R5 zone.

Tower	Draft Plan Block	Height (storeys)	Height (metres)
A	11	30	91 m
B	12	21	64 m
C	15	18	55 m
D	16	8	25 m
E	24	12	37 m
F	20	12	37 m
G	19	6	19 m

2. *Have the bldgs. been designed/oriented to provide the least amount of shadowing on nearby properties?*

**Response:** Yes. The towers are arranged on a north-south axis central to the site abutting the re-aligned Greenbank Road. This minimizes off-site shadowing to the east and west. The tallest buildings are located in the north of the Subject Site closest to other high-rise development in the area and to take advantage of the future BRT stop that is immediately adjacent. The majority of the shadowing from the tallest buildings will fall onto the institutional site to the north. Using point towers rather than bar buildings also minimizes shadowing.

3. *This site is on the periphery of the Town Centre and as such, the heights need to transition to the lower density forms. How do these buildings transition down to 2-storey buildings? Please provide renderings to show the streetscape and angular plane etc. along Sencha Terrace and on the next street to the west.*

**Response:** Refer to the revised plans by Neuf. Plans A104 to 107 show the podiums stepping down to two storey and Plans A300 to A302 show the 45 degree plane.

4. *What amenities will be provided for residents of the buildings since the overall subdivision was not designed for this density?*

**Response:** The proposed buildings will be subject to S.137 – *Amenity Area* of the Zoning By-law at Site Plan stage. The Parkland Dedication By-law will also be applied. Note that a District Park is planned immediately south of the Subject Site. Parkland cash in lieu and Development Charges from this development will contribute to the development of this park.

The proposal will include some ground level commercial. Additional retail is available at the large commercial development at the junction of Greenbank Road and Strandherd Road – the Loblaws supermarket is a 7 minute walk from the Subject Site. The Community Benefits Charge may also apply. Together these will address the amenities required for the number of units proposed.

5. *How will the associated subdivision be impacted by the increase in height and density, when the original subdivision was approved with 4- and 5-storeys and 420 units and the current proposal is now for potentially 30-storeys and 1,125 units?*

**Response:** The Barrhaven Downtown Secondary Plan supports building heights up to 30 storeys within 400m of transit stations. In order to transition from a 30 storey building to low-rise development with a 45 degree plane, a separation distance of approximately 90-100m would be required between the two. Accordingly, if this guideline is strictly followed, the Subject Site which is adjacent to transit, could not be developed at anything approaching the heights and densities the Barrhaven Downtown Secondary Plan encourages. The impact of the additional height has been mitigated as much as possible from the associated subdivision to the east.

The associated subdivision should not be impacted by the increase in the number of units in itself. The additional traffic will not go through the subdivision but directly to Greenbank Road an arterial road which is being re-aligned. Additional transit users will enhance the viability of the future BRT. The additional residents will increase demand for retail and other services in the Town Centre, completing a 15 minute neighbourhood. For example, Loblaws is a 7 minute walk from the Subject Site.

6. *Section 37 Policies apply (any application over 7,000m<sup>2</sup> and minimum increase of 25% over as-of-right zoning). Discussions with Councillor Harder will be required to determine what the local priorities are.*

**Response:** The Community Benefits Charge will apply instead to any future Site Plans filed.

7. *The City will apply a 'holding provision' to any final rezoning, in order to restrict development until after Greenbank Road has been re-aligned.*

**Response:** A holding is an unnecessary additional requirement when Site Plan approval is required for all the blocks. If a holding was pursued it would only be applicable to the blocks that require a realigned Greenbank Road for adequate access (refer to comment response #3 in the Transportation section of this letter).

Engineering Drawings (John Sevigny):

*Geotechnical Investigation – Proposed Multi-Storey Buildings; 3370 Greenbank Road, prepared by Paterson Group Inc., Report No: PG5705-2, dated August 12, 2021*

- *This report satisfactorily supports the zoning. No further comments are forthcoming*

*Site Servicing Report, prepared by Novatech, Novatech File: 121116, Ref: R-2021-127, dated September 20, 2021*

- *This report satisfactorily supports the zoning. No further comments with respect to the zoning however, the applicant should be made aware that only one service connection is permitted to the ROW per block. This comment can be addressed at the time of a site plan application*

**Response:** Noted.

**Transportation (Josiane Gervais)**

**Transportation Impact Assessment**, 105, 4051, 4050 Sencha Terrace & 2 Unaddressed Parcels, prepared by Novatech, Consultant's Report# 121116, dated October 2021.

**Transportation Engineering Services**

1. Correct Table 2, Module 4.5 was included in the TIA report.

**Response: Table 2 is corrected in the revised TIA.**

2. Correct Table 18 to reflect 2040 conditions. The internal headings in the table indicate that the numbers are reflective of 2033 conditions.

**Response: Table 18 is corrected in the revised TIA.**

3. Confirm how much additional traffic Greenbank Road can carry from the development without exceeding capacity or creating a safety concern at the intersections. This will assist with the future site plan submissions.

**Response: Based on an aggressive background growth rate of 5% per annum, the Darjeeling Avenue and Jockvale Road access intersections are anticipated to operate with high delays under side street stop control without the addition of site traffic by the 2033 build-out year. However, Phases 1-3 of the development can be accommodated safely along the existing Greenbank Road corridor with traffic signals at the access intersections. As discussed with City staff previously, further interim analysis should be completed as each development proceeds to Site Plan Control. The timing of the traffic signal control at these intersections will be subject to analysis prepared for the future Site Plan Control applications.**

4. Currently the understanding is that construction of Greenbank Road realignment is unknown and therefore, our understanding is that the assumptions for realignment to occur post 2033 is to assess this conservative condition. Given this potential time frame, as suggested in the report, there is concern with the operation of the two subdivision accesses on Greenbank Road. A corridor study may be required to assess needs holistically on existing Greenbank Road between Darjeeling and Half Moon Bay if development proceeds prior to the realignment. Provide recommendations (turning restrictions, traffic signal installation, etc.) for interim needs to provide safe intersection operation.

**Response: Based on the analysis in the TIA, traffic signal control at both Darjeeling Avenue and Jockvale Road subdivision accesses will operate with a LOS C or better. The 95th percentile queue lengths are not anticipated to block upstream intersections.**

5. Suggest that the condition of restricting EB LT movements from the development at Darjeeling/Greenbank intersection during peak periods prior to Greenbank Road realignment be assessed.

**Response: The implementation of a peak period eastbound left turn prohibition at the subdivision access intersections is anticipated to result in traffic from the development**

either:

1. Travelling south on Greenbank Road to turnaround at the new Half Moon Bay mini-roundabout (approximately 850m-1km south of the development); or
2. Using Bending Way to access Jockvale Road back to Greenbank Road or to Longfields Road.

**Alternative route 1 is anticipated to result in an additional 5-10 minute travel time for drivers intending to travel north on Greenbank Road during peak periods.**

**Alternative 2 is anticipated to result in additional cut-through traffic along Bending Way. As a southbound left turn lane is not provided along Greenbank Road at Bending Way, the increase in southbound left turning vehicles may increase congestion along Greenbank Road and result in additional rear-end collisions.**

**Based on the foregoing, eastbound left turn prohibitions at the subdivision accesses is not recommended. As discussed in the TIA, traffic signal control at both Darjeeling Avenue and Jockvale Road subdivision accesses will operate with a LOS C or better. The 95th percentile queue lengths are not anticipated to block upstream intersections. The timing of the traffic signal control at these intersections will be subject to analysis prepared for the future Site Plan Control applications.**

6. Greenbank Road at Half Moon Bay is currently being reconstructed as a mini roundabout.

**Response: The analysis in the revised TIA has been updated to reflect a mini roundabout at the Greenbank Road/Half Moon Bay intersection.**

#### Traffic Signal Operations

7. Any synchro files showing analysis after Greenbank realignment will need to have timing reflecting the proposed geometry. Example being at Chapman Mills, with the center median bus lanes, NS lefts would need to be fully protected. NS lefts would also need to be protected at Darjeeling.

**Response: North/south left turn movements have been modelled as fully protected for the post Greenbank Road realignment analysis in the revised TIA.**

8. Confirm all flashing down walk times in future files are timed correctly, given that the functional design of the intersections is very large and cross many lanes. Current times in Synchro are too low. This will also increase side street min times.

**Response: The analysis presented in the original TIA assumed a two-stage east/west pedestrian crossings. The analysis in the revised TIA has been updated to reflect a one-stage pedestrian crossing and a 1.0m/s walk speed (consistent with Appendix C of the TIA Guidelines).**

9. Pedestrian calls #/hr will need to be coded into the Synchro.

**Response: Pedestrian calls have been added to the analysis in the revised TIA.**

10. Greenbank Rd. at Halfmoon Bay is currently being constructed into a roundabout. Any future modelling should reflect this.

**Response: The analysis in the revised TIA has been updated to reflect a mini-roundabout at the Greenbank Road/Half Moon Bay intersection.**

#### Traffic Signal Design

11. No comments to this TIA for this circulation.

**Response: Noted.**

12. Traffic Signal Design and Specification reserves the right to make future comments based on subsequent submissions.

**Response: Noted.**

13. Future considerations:
  - a. If there are any proposed changes in the existing roadway geometry or new geometry is to be introduced for the purpose of construction of a new TCS(s) or modifications to existing TCS(s), the City of Ottawa Traffic Signal Design and Specification Unit is required to complete a review for traffic signal plant design or re-design and provide the actual design/re-design to the proponent or involved consulting entity.
  - b. If the proposed traffic signals are warranted/approved for installation or modifications to existing TCS are approved, and RMA approved, please forward an approved geometry detail design drawings (dwg digital format in NAD 83 coordinates) including following: base mapping, existing and new underground utilities/sewers, new/existing catch basins locations, AutoTurn-Radius Modeling for approved vehicles and approved pavement markings drawings in separate files , no Xref files attached in master file(s), for detail traffic plant design lay out.
  - c. Please send all digital (CADD) design files to Peter.Grajcar@ottawa.ca 613-580-2424 ext. 23035. If not sure as per above request and more detail info needed as per input files, (i.e., format, etc.) please ask for our Dispatch checklist document and it will be gladly provided.

**Response: Noted. No changes to the roadway are proposed as part of the subject Zoning By-law Amendment application. The timing for any required roadway modifications will be determined through future Site Plan Control applications are advanced.**

#### Street Lighting

14. If the proposed TIS and future Site Plan are approved, please contact Barrie Forrester at 613-580-2424 ext 23332 (Barrie.Forrester@ottawa.ca) and a Street Lighting Coordinator will be assigned to oversee the approval and inspection of the Street Lighting Plant.

**Response: Noted.**

15. Please advise the developer the following:
- Full roadway lighting as per City of Ottawa policy is required. Send streetlight design including point by point light calculations for review and approval to the assigned Street Lighting Coordinator.
  - The developer will be 100% responsible for all associated street light costs.
  - City Street Lighting will require commencement of work notification so that we can inspect construction at all stages.
  - Upon completion we require as-builts in both e-format (Microstation & dwg). Once received, we advise Hydro that the City will accept the energy charges. With that authorization (plus an ESA certificate obtained by the developer or his electrical contractor) Hydro will then energize.
  - Any queries such as required light levels or approved materials can be directed to the assigned Street Lighting Project Coordinator.

**Response: Noted. No changes to the roadway are proposed as part of the subject Zoning By-law Amendment application. The timing for any required roadway modifications will be determined through future Site Plan Control applications are advanced.**

#### Transit Services

16. Comments were not provided. Please contact Transit at octdevelopmentreview@ottawa.ca directly.

**Response: Novatech reached out to Transit but did not receive comments.**

#### Development Review – Transportation

17. Table 17 alludes to a note above Deficiency (1) but is not described. Please elaborate.

**Response: The deficiency is based on a LOS E (i.e. v/c ratio greater than 0.9). A note has been added to Table 17 in the revised TIA.**

18. Greenbank Road/Market Avenue MMLOS description indicates the TkLOS is met, however as per Table 19 the target is not met. Please correct.

**Response: Based on the MMLOS analysis in Appendix J, the Greenbank Road/Marketplace Avenue currently achieves a TkLOS B, meeting the area target. Table 19 has been corrected in the revised TIA.**

19. Please include additional information about the phasing within the executive summary and conclusions sections. Also include a statement that clearly lets the reader know that the future Greenbank/Darjeeling/Jockvale Road intersection would result from an RMA, as it is not currently planned for within the interim subdivision infrastructure.

**Response: Information about phasing has been added to the executive summary and conclusions. The recommended statement has been included in Section 4.9.2 and included in the study conclusions.**

20. Please address the above comments and re-submit the TIA and digital files of ICA outputs (Synchro/Sidra/Rodel, if applicable).



**Response: A revised TIA is included with the resubmission documents.**

21. TIAs will be required for each block at the time of Site Plan Application.

**Response: Noted. TIA Screening Forms will be included in advance of the pre-consultation meeting as each phase proceeds to Site Plan Control. Based on the current concept plan and phasing presented in Section 1.2 of the TIA, full TIA's are anticipated to be required for Phases 1 (Blocks 15 and 16) and 2 (Blocks 11 and 12).**

Tree Conservation Report (Mark Richardson)

1. *This was a farmed area until @2015, and is not likely to have many/any significant trees on site.*
2. *No concerns at the zoning stage*
3. *If there are any significant trees, they will be reviewed at the Site Plan Approval stage.*

**Response: Noted.**

Forestry (Amanda Mitchell)

1. *Planting restrictions such as underground parking, limited soft-scaping, presence of sensitive marine clay, hydro wires and other services etc will make it challenging to ensure sizeable trees are planted at this site. Tree planting should be considered during the design phase and aim to accommodate medium to large species in order to maximize canopy cover.*

**Response: Noted. It is agreed that landscaping high-density is challenging, but suitable landscaping is still very much possible.**

1. *When designing tree planting locations please adhere to the following guidelines:*

*Minimum Setbacks*

- *Maintain 1.5m from sidewalk or MUP/cycle track.*
- *Maintain 2.5m from curb*
- *Coniferous species require a minimum 4.5m setback from curb, sidewalk or MUP/cycle track/pathway.*
- *Maintain 7.5m between large growing trees, and 4m between small growing trees. Park or open space planting should consider 10m spacing.*
- *Adhere to Ottawa Hydro's planting guidelines (species and setbacks) when planting around overhead primary conductors.*

*Tree specifications*

- *Minimum stock size: 50mm tree caliper for deciduous, 200cm height for coniferous.*
  - *Maximize the use of large deciduous species wherever possible to maximize future canopy coverage*
2. *Tree planting on city property shall be in accordance with the City of Ottawa's Tree Planting Specification; and include watering and warranty as described in*



the specification (can be provided by Forestry Services).

- Plant native trees whenever possible
- No root barriers, dead-man anchor systems, or planters are permitted.
- No tree stakes unless necessary (and only 1 on the prevailing winds side of the tree)

*Soil Volume*

- Please ensure adequate soil volumes are met:

Tree Type/Size	Single Tree Soil Volume (m3)	Multiple Tree Soil Volume (m3/tree)
Ornamental	15	9
Columnar	15	9
Small	20	12
Medium	25	15
Large	30	18
Conifer	25	15

*\*Please note that these soil volumes are not applicable in cases with Sensitive Marine Clay.*

*Sensitive Marine Clay*

- Please follow the City's 2017 Tree Planting in Sensitive Marine Clay guidelines

**Response: Noted.**

Environment (Sami Rehman):

1. Comments have not yet been received.

**Response: We await these comments, however we note that environmental issues were addressed at Draft Plan and registration of the subdivision. No further environmental input is considered to be warranted.**

Elevations/Urban Design (Randolph Wang):

3. The Design Brief and Planning Rationale lacks critical information to allow for an appropriate evaluation of the proposed built form design and the implementing rezoning application. Please include the following information in the resubmission:
  - More detailed planned context of the broader surrounding area and the built form vision for Barrhaven Downtown. This can be illustrated on a more detailed map and 3-d models that show all proposed and potential developments.

**Response: Refer to the 3D massing in the revised architectural plans by Neuf. Figure 1 below superimposes the proposal on Schedule A – Land Use of the Secondary Plan, showing its location relative to where 30 storey buildings are intended to locate (within the black circles). The Subject Site abuts lands to the north that are intended to have the highest concentration of density and mix of uses, reflecting its proximity to a number of transit stations. The Mixed Use Corridor designation to the north will be developed as a**

mid and high rise Town Centre and the development on the Subject Site will complement it.

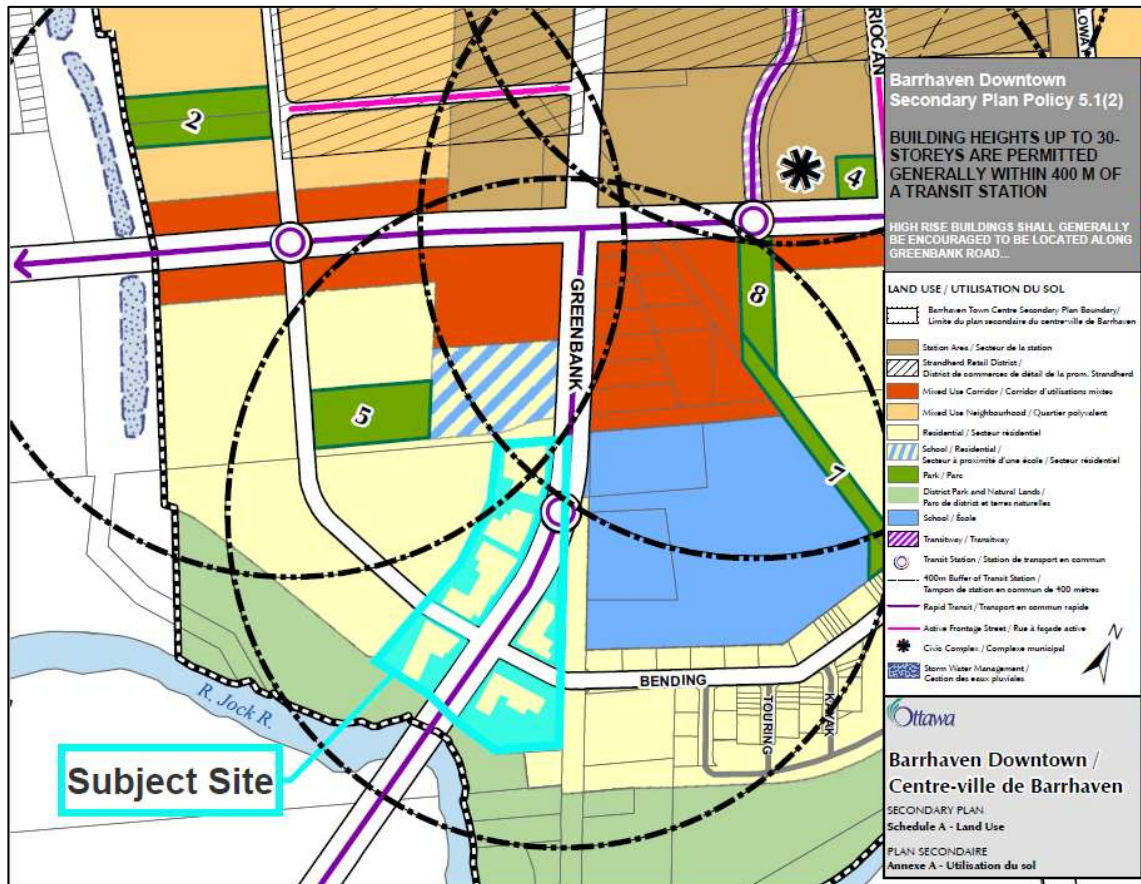


Figure 1: Proposal superimposed on Barrhaven Downtown Secondary Plan Schedule A - Land Use

- Illustration of built form relationship and transition between the proposed high-rise development and the immediate surrounding planned context, including areas in all four directions of the site. Transition can be illustrated by applying a 45 degree angular plane.

**Response:** Refer to 45 degree planes provided in the revised architectural plans by Neuf (Plans A300 to A302).

- More detailed information about the proposed buildings, including the uses, the GFA, the floor plate size of the tower and the tower setback if the proposed building is a high-rise.

**Response:** Note that specific uses, GFAs and floor plate sized are conceptual only for the Zoning By-law Amendment application. On a conceptual basis only, the use of Towers A to F is residential apartments with potential neighbourhood commercial at ground floor level in Towers A to D (i.e., less than 100m<sup>2</sup> GFA per building). The use of Tower G is Retirement Home. Refer to the table below for Unit Numbers, GFAs and the Floor Plate Sizes of the proposed towers that will be high-rise. Tower setbacks have been added to the revised Site Plan by Neuf (Plan A100).

Tower	Residential Units	Total GFA	Floor Plate Size
A	270	21,467m <sup>2</sup>	610m <sup>2</sup> (Floors 7-30)
B	161	14,783m <sup>2</sup>	658m <sup>2</sup> (Floors 3-21)
C	147	12,264m <sup>2</sup>	622m <sup>2</sup> (Floors 3-18)
D	80	5,664m <sup>2</sup>	NA (not a high-rise building)
E	141	11,843m <sup>2</sup>	757m <sup>2</sup> (Floors 5-12)
F	186	16,028m <sup>2</sup>	NA (not a high-rise building)
G	151	7,652m <sup>2</sup>	NA (not a high-rise building)

- *Site plan layout for each building, including pedestrian and vehicular circulations.*

**Response:** It is premature to provide a Site Plan layout for each building. This is the role of the Site Plan Approval process. Notwithstanding, each block (which has one or two buildings) is surrounded by sidewalks on all sides and the enclosed plan A103 by Neuf shows pedestrian and vehicular accesses.

- *Public realm concept, including street cross sections, POPS, and other elements.*

**Response:** The re-aligned Greenbank Road has an EA showing the cross-section. Similarly, cross-sections for the streets in the subdivision have been approved. In relation to the public realm and POPS, generally it is premature to provide a Site Plan layout for each block. However, Neuf have prepared a conceptual render (Plan A111) of the interface with the re-aligned Greenbank Road and the BRT stop, which is the key public realm for the proposal.

- *Alternative massing and site plan options.*

**Response:** After meeting with City urban design staff, an alternative site plan and massing option was presented, replacing the design initially submitted. These revised plans rotate the 30 storey tower to move it further from the low-rise development to the east, reduce the height of Tower C from 21 to 18 storeys and reduce the height of the podium to Sencha Terrace to a uniform two storeys.

Prior to the filing of this application an alternative massing/layout proposal was presented to the Ward Councillor. It concentrated the taller heights at the southern end of the site adjacent to the Jock River. It was not supported as the preference was to keep the Jock River corridor more natural and to concentrate the highest density as close to the future BRT as possible. Based on this, we don't consider it necessary to provide plans of this alternative.

- *A phasing plan, including interim conditions of the public realm during the construction process.*

**Response:** The development will be phased, moving from north to south (i.e. the towers will be built in rough alphabetical order). This will tie-in with the completion of the re-aligned Greenbank Road.

2. Please note the proposed development is subject to formal review by the City's Urban Design Review Panel. It is recommended that the proposed development be further developed, detailed, with the above noted information provided before submitting for UDRP review.

**Response: Noted.**

*In the absence of detailed contextual, development, and design information, it is difficult to tell if the proposed massing, height, and site plan are appropriate. The following are a few general design comments:*

- *The proposed massing may make sense from the perspective of a TOD where height and density are distributed based on their distances from a transit station. However, such a design may not make sense from other perspectives such as the requirement for appropriate transition and the creation of views. Further studies are required. It is crucially important to study and illustrate the built form vision for the entire Barrhaven Downtown and how the proposed development will contribute to achieving this vision. Overall, at this stage, it is unconvincing that the proposed built form is the most appropriate.*

**Response: The intent of the proposal is to achieve higher densities (though not the highest possible density permitted by the Secondary Plan) adjacent to the future BRT. The Subject Site abuts lands to the north that are intended to have the highest concentration of density and mix of uses, reflecting its proximity to a number of transit stations. The Mixed Use Corridor designation to the north will be developed as a mid and high rise Town Centre and the development on the Subject Site will complement it. The layout and design of the buildings minimizes the impact of the greater heights. It is the City's responsibility to "study and illustrate the built form vision for the entire Barrhaven Downtown". The City of Ottawa has already done this to the extent normally expected in the recent 2019 Secondary Plan.**

- *If high-rise developments are deemed appropriate at this location, the podium + tower approach to building form design is generally appropriate. The conceptual massing concept demonstrates considerable merits, particularly with respect to the design of various podiums. However, as a general comment it will be most appropriate to match the height of the podium with height of the buildings across the street. It is also most appropriate to include ground-oriented units in the podium when the development is across the street from low-rise residential dwellings.*

**Response: To be clear, high-rise developments have been deemed appropriate for this location, as set out in the 2019 Secondary Plan. The massing has been revised and the podiums facing Sencha Terrace and Mochi Circle are now two storey, to match the two storey townhouses across the street.**

- *There is a lack of efforts/demonstration on how the proposed development will contribute to place-making strategy in the neighbourhood and around the future BRT station.*



**Response: Neuf have prepared a conceptual render (Plan A111) of the interface with the re-aligned Greenbank Road and the BRT stop, which is the key public realm for the proposal.**

4. *In the absence of detailed site plan applications for the blocks the use of F.S.I should be considered in addition to zoning schedules.*

**Response: A detailed zoning schedule and 'H' height limit tightly control potential floor space. We believe a matching FSI is redundant.**

Parks (Jeannette Krabicka):

1. *Zoning*
  - a. *Parks & Facilities Planning has no comments, at this time, regarding the proposed Zoning Amendment application.*

**Response: Noted. Note that a District Park is planned immediately south of the Subject Site. Parkland cash in lieu and Development Charges from this development will contribute to the development of this park.**

2. *Future Considerations for Site Plan Approval*
  - a. *Parkland Dedication*
    - *The amount of parkland dedication that is required is to be calculated as per the City of Ottawa Parkland Dedication By-law No 2009-95.*
    - *Section 13 (1) of the By-law states that "The conveyance of land for park purposes or the payment of money in-lieu of accepting the conveyance is not required for development, redevelopment, subdivisions or consents, where it is known, or can be demonstrated that the required parkland conveyance or money in-lieu thereof has been previously satisfied in accordance with the Planning Act".*
    - *The proposed development is located within a subdivision where it is currently proposed that the parkland dedication requirement is being satisfied in the form of cash-in-lieu of parkland. Please refer to the Development Review file D07-16-17-0001. However, the application has not yet received final approval and has not been registered.*
    - *Therefore, currently, based on the potential future successful registration of the Subdivision, this Site Plan Application proposal is currently considered exempt from a parkland dedication requirement; however, this will be reviewed further as the application progresses.*
  - b. *Cost Sharing Agreement for Parks*
    - *As per OPA 159, Owners are required to share in the costs of the development of local parks – including parkettes, neighbourhood and community parks – so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the development of the parks and associated studies and plans, as well as the proportional share of the costs for each landowner. Please submit evidence that this proposed development is a party to a Landowner's Cost-Sharing Agreement for park development.*

**Response: Noted. We will submit evidence that this proposed development is a party to a**

**Landowner's Cost-Sharing Agreement for park development at Site Plan stage.**

Waste Management (Andre Laplante):

1. *Comments will be provided at the Site Plan stage.*

**Response: Noted.**

Conservation Authority (Eric Lalande, RVCA)

1. *The RVCA has reviewed the above noted rezoning. It appears that all propose development is outside of identified natural hazards. Further, the application maintains required setbacks to the Jock River. Please note that storm water quality protection will be required through site plan approval processes, and that the RVCA is currently reviewing the Jock River Reach 1 Subwatershed study, which may result in impacts site design.*

**Response: Noted.**

2. *The RVCA has no objections to the requested zone change but request the opportunity to review any future applications associated with this site.*

**Response: Noted.**

Community Comments:

*The following is a summary of comments received from the public:*

1. *The high-rise don't fit the character of the neighbourhood and should only be located downtown. Residents of Barrhaven want to feel like they live 'outside the city'.*
2. *Concern over the increase in traffic leading to more accidents and more gridlock. Construction should wait until after Greenbank Road is re-aligned and more turn-lanes are required to handle current and future traffic.*
3. *Shadow, privacy and lighting impacts on surrounding properties.*
4. *Reduction of property values.*
5. *Increase in crime due to the high-density.*
6. *Concern that this area was just rezoned a few years ago to 4- and 5-storey buildings and now the earlier decision is being ignored.*
7. *This increase will have a negative impact on the social network.*
8. *Negative Environmental effect on the lands, Jock River (due to lights and activities will be bad for the wildlife) and the trees.*

**Response: It is not usual practice for the applicant to respond to public comments.**

Urban Design Review Panel Comments (Formal Review, June 3, 2022):

*Summary*

- *The Panel thanked the proponent for coming to the UDRP but noted the proposal was premature. Given the importance of the development as precedent-setting, a more in-depth study and thorough presentation are needed for the Panel to provide meaningful feedback. The Panel suggested the proponent return for a second Formal Review.*

**Response:** The applicant is reluctant to return to UDRP on this application. We would remind the panel that this is a Zoning By-law Amendment application, not a Site Plan application and the level of information is commensurate with this. Each of the blocks will require a future Site Plan application, each of which will go to UDRP itself. It is submitted that this will be the time for additional UDRP review.

- *The Panel believes the proposal is a departure from the interpretation and vision of the Secondary Plan for this site.*

**Response:** The vision of the Secondary Plan is set out at p.3:

*The Barrhaven Town Centre will develop as a compact and transit-supportive Town Centre, acting as the centre of the growing Barrhaven community, acting as a meeting place for residents and providing opportunities for residents to live, work, and play in proximity to their homes.*

The proposal provides very compact development immediately adjacent to transit. By providing housing close to the commercial areas in Barrhaven, residents can live, work and play in proximity to their homes.

In more detail, six over-arching goals summarize the vision for the Town Centre:

- (1) Compact Urban Form - development that reflects a dense, compact and transit-supportive built form;*
- (2) High Quality Urban Design - high-quality design for all development, both public and private;*
- (3) Mixture of Land Uses - provision of a broad range of retail, office, institutional, and residential uses;*
- (4) Diverse and Accessible Greenspace Network - provision of a diverse and accessible greenspace network;*
- (5) Efficient Transportation System - provision of an efficient, multi-modal transportation network; and,*
- (6) Anticipation of Growth - a logical progression of on-street development from initial phases to a mature state reflecting the envisioned urban form (see Appendix B).*

The proposal is consistent with this vision, as applicable. As mentioned, it is very compact development immediately adjacent to transit that contributes to a 15 minute neighbourhood. Ground floor commercial will contribute to a mix of uses, although the majority of commercial uses are concentrated in the nearby Town Centre, a seven minute walk away. It provides opportunities for high quality urban design, to be finalized through Site Plan applications. The proposal is well connected to the extensive planned greenspace network, particularly to the south and east. In relation to anticipation of growth, the proposal will be staged, but represents a mature state, as envisages by the Secondary Plan.

**Specific to the Subject Site, the Secondary Plan designates it 'Residential':**



### **3.1.4 Residential**

**South of Chapman Mills Drive, the Town Centre takes on a more residential character. The Residential designation will provide urban housing options appropriate to the suburban Town Centre context in proximity to amenities and transit.**

- (1) Residential uses and parks are permitted and are encouraged to reflect the compact, dense, urban nature of the Town Centre.**
- (2) Buildings will have a minimum height of two-storeys.**
- (3) The minimum density for residential development is 50 units per net hectare.**

**The proposal is primarily residential. It provides urban housing (not defined, but assumed to primarily be apartments) appropriate to the Town Centre context in proximity to amenities and transit. High-rise development is common and appropriate in Town Centres (for example Kanata Town Centre has high rise apartments).**

#### *Context*

- *The Panel has some concerns with the density proposed due to the abrupt change with the surrounding context, the location of the towers and the transition to the low-rise neighbourhood. The proponent should consider a holistic approach and include the surrounding low-rise development as part of the proposal to understand how the proposed density fits within the greater context.*

**Response: Refer to the revised architectural plans which illustrate the transition to the low-rise neighbourhood.**

- *More studies are required to justify the number of towers and units proposed as the Panel had difficulty evaluating the proposal, given the lack of analysis of the site's surroundings.*

**Response: This is an emerging part of the City. All the information available on the site's surroundings has been provided. It is accepted that the interface between the proposal and surrounding area is important (see response to comment immediately above) but it is not clear what additional justification for the number of towers and units is required (as opposed to the specific built form/height).**

#### *Site Design*

- *The Panel appreciates the preliminary pedestrian views provided, but the Panel believes stronger ideas for place-making and open space for Landscape should be present.*

**Response: We remind the panel that this is a Zoning By-law Amendment application, not a Site Plan application and the level of information is commensurate with this. Large areas of open space are planned immediately to the south of the Subject Site. This is shown on the enclosed Connections Master Plan by Novatech.**

- *The Panel strongly suggests taking a percentage of the site for parkland dedication. The proponent should consider providing parkland dedication on Blocks 22 and 23*

*facing the riverfront to create a meaningful public space that could be programmed with amenities for the residents and provide access to the future pathway system.*

**Response: A District Park is planned immediately south of the Subject Site. Parkland cash in lieu and Development Charges from this development will contribute to the development of this park.**

- *The Panel notes the site plan illustrates the negative space between buildings but is lacking information about the public realm, pathways, connections, and road sections, which makes it difficult to comment on the appropriateness of the tower placement.*

**Response: The proposed Greenbank alignment has been added to the plans to provide further detail. However, the approved ROWs have always been on the plans. It is considered this is sufficient to judge the tower placement. Please refer to additional plans provided with this resubmission showing pathways on the Subject Site and connections to the surrounding area.**

- *The development turns its back to the community and does not relate to the local street. The proponent should be mindful of the relationship between the towers and the townhouses and consider the development as part of the community.*

**Response: The massing has been revised and the podiums facing Sencha Terrace and Mochi Circle are now two storey, to better match and address the two storey townhouses across the street. Building entrances have been added to the plans, showing access from this side of the development.**

- *The Panel expects the site access and servicing to be further developed at this stage of the process.*

**Response: Building entrances have been added to the plans, showing access from this side of the development. A TIA was filed with the application. The comment from City engineering staff on the Site Servicing Report was that: *“This report satisfactorily supports the zoning.”* The comment is in this letter.**

- *There was a suggestion to capitalize on the site's features, such as Longfields Drive and the existing road system and links to the river and integrate them into the development.*

**Response: Longfields Drive is an arterial road 500m to the east; it is hard to see how this a feature of the site. The Subject Site is connected to the existing road system and directly to the District Park and green space between the Subject Site and the river. Site Plan applications will detail any internal connections from the two southernmost blocks to the park, but notwithstanding, direct access is available via the sidewalks.**

#### *Scale and Massing*

- *An analysis should be undertaken to rationalize the design of the L-shaped building.*

**Response: Discussion with City Urban Design staff resulted in their acceptance of the L-shaped building. It provides a sheltered amenity space that faces south and the park and the river, perfect for residents of a retirement home.**

- *The Panel recommends the proponent develop a Master Plan showing transportation linkage, street connections, and public space distribution to evaluate whether the proposed density is appropriate.*

**Response: Please refer to the enclosed Connections Master Plan which clearly shows transportation linkages and street connections to the surrounding area, including large areas of public open space.**

- *The proponent should consider the development as a gateway site and a mid-rise node with high-rise buildings closer to the BRT station and more public access to the river. The low-density should have a height of 12 metres oriented towards the river.*

**Response: This comment is hard to decipher. The high-rise buildings are the closest to the BRT station. Public access to the river is immediate via sidewalks to the riverside park. No low density is proposed, although potentially it is referring to the four storey podium for Tower E (which is a high-rise building, 12 storeys). This would be approximately 12 metres high and is oriented towards the river.**

- *The Panel is concerned that the number of mid-rise-sized blocks would affect the inside units' liveability. There is a question about the deployment of the mid and high-rise buildings and how the amenity spaces of those buildings would work as the façades are quite long.*

**Response: This comment is hard to decipher. It is unclear how the *number* of mid-rise buildings could affect the inside unit's liveability - only one of the buildings is mid-rise (Building G, proposed to be a retirement home) and no floor plans for any of the buildings have been produced.**

**Note that the comments letters from OCDSB, CECCE, Hydro Ottawa, Enbridge, NavCanada, Rogers, Bell, Zayo and Canada Post have been reviewed and noted. They do not require specific responses here.**

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

**NOVATECH**



James Ireland, MCIP, RPP  
Project Planner | Planning & Development