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Residential  
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Restoration

## Zoning By-law Amendment

105, 4051, 4050 Sencha Terrace & 2 Unaddressed  
Parcels



Prepared for: Claridge Homes (South Nepean) Inc.

## **Zoning By-law Amendment**

105, 4051, 4050 Sencha Terrace & 2 Unaddressed Parcels

Prepared By:

**NOVATECH**

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

September 27, 2021

Novatech File: 121116  
Ref: R-2021-102

September 27, 2021

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON K1P 1J1

**Attention: Tracey Scaramozzino, Planner II**

**Reference: Zoning By-law Amendment – 105, 4051, 4050 Sencha Terrace & 2  
Unaddressed Parcels  
Our File No.: 121116**

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Novatech has prepared this Planning Rationale on behalf of Claridge Homes (South Nepean) Inc. to support a Zoning By-law Amendment application for several parcels known municipally as 105, 4051, 4050 Sencha Terrace & 2 Unaddressed Parcels. Claridge Homes (South Nepean) Inc.

Claridge Homes (South Nepean) Inc. is proposing a zoning amendment for the Subject Site to conform to the policies of the Barrhaven Downtown Secondary Plan that permits greater building heights and density within 400 metres of transit stations.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

**NOVATECH**



James Ireland, MCIP, RPP  
Project Planner

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## 1.0 INTRODUCTION

Novatech was retained by Claridge Homes (South Nepean) Inc. to prepare a Planning Rationale in support of a Zoning By-law Amendment application to allow for the development of a greater height than what is currently permitted on the properties municipally known as 105, 4051, 4050 Sencha Terrace and 2 Unaddressed Parcels (hereafter 'Subject Site'). The purpose of the Amendment is to bring the zoning into greater conformity with the Barrhaven Downtown Secondary Plan that permits greater building heights and density within 400 metres of transit stations.

The Planning Rationale also addresses the Section 1 requirements of the City of Ottawa's Terms of Reference for a Design Brief, with the Section 2 requirements addressed in the separate dedicated Design Brief document. This Planning Rationale should be read in conjunction with the Design Brief.

## 2.0 CONTEXTUAL ANALYSIS

### 2.1 Site Location and Local Context

The Subject Site forms part of the Burnett Lands Subdivision by Claridge Homes (South Nepean) Inc. (City File No. D07-16-17-000), which is approximately 15.6 hectares in total on the west side of Greenbank Road and north of the Jock River. The subdivision was draft plan approved on June 12, 2020, and is currently under development for new roads and services to support residential dwellings. The subdivision was approved for a development of approximately 667 residential units.

As the approved subdivision has not yet been registered, the current legal description of the site (3370 Greenbank Road) is:

PART LOT 13 CONCESSION 3 (RIDEAU FRONT), NEPEAN PARTS 3 AN 4 PLAN 4R30926 SUBJECT TO AN EASEMENT OVER PART 3 PLAN 4R30926 AS IN NS176578 TOGETHER WITH AN EASEMENT OVER PART LOT 13 CONCESSION 3 (RIDEAU FRONT) NEPEAN PARTS 1 AND 2 PLAN 4R30926 AS IN NS176578 SUBJECT TO AN EASEMENT IN GROSS OVER PART 4 ON 4R31105 AS IN OC2029951 CITY OF OTTAWA

The lands within the Burnett Lands Subdivision that are subject to this application are the future development blocks along the frontage of the future Greenbank Road realignment (i.e. Blocks 11, 12, 15, 16, 19, 20, and 24) outlined in Figure 2 below. A copy of the approved draft plan of subdivision dated March 10, 2020, including the blocks subject to this application, is included in Appendix A.

The Subject Site is surrounded by the following:

- Vacant land and future residential uses (referred to as the 'Caivan Lands' – City File No. D07-16-19-0015) to the north,
- Jock River to the south,
- St. Joseph Catholic High School and residential uses to the east, and
- Future residential uses under development by Claridge to the west.

A Block of land on the Caivan Lands immediately to the north of the Subject Site are zoned Institutional and Mixed Use. It is understood that the Block is being reserved for a future school.

When Greenbank Road is re-aligned to run through the site, it is understood that the 'old' Greenbank Road will remain as a local road to provide access to the school. South of the site is a large open space block and the Jock River.

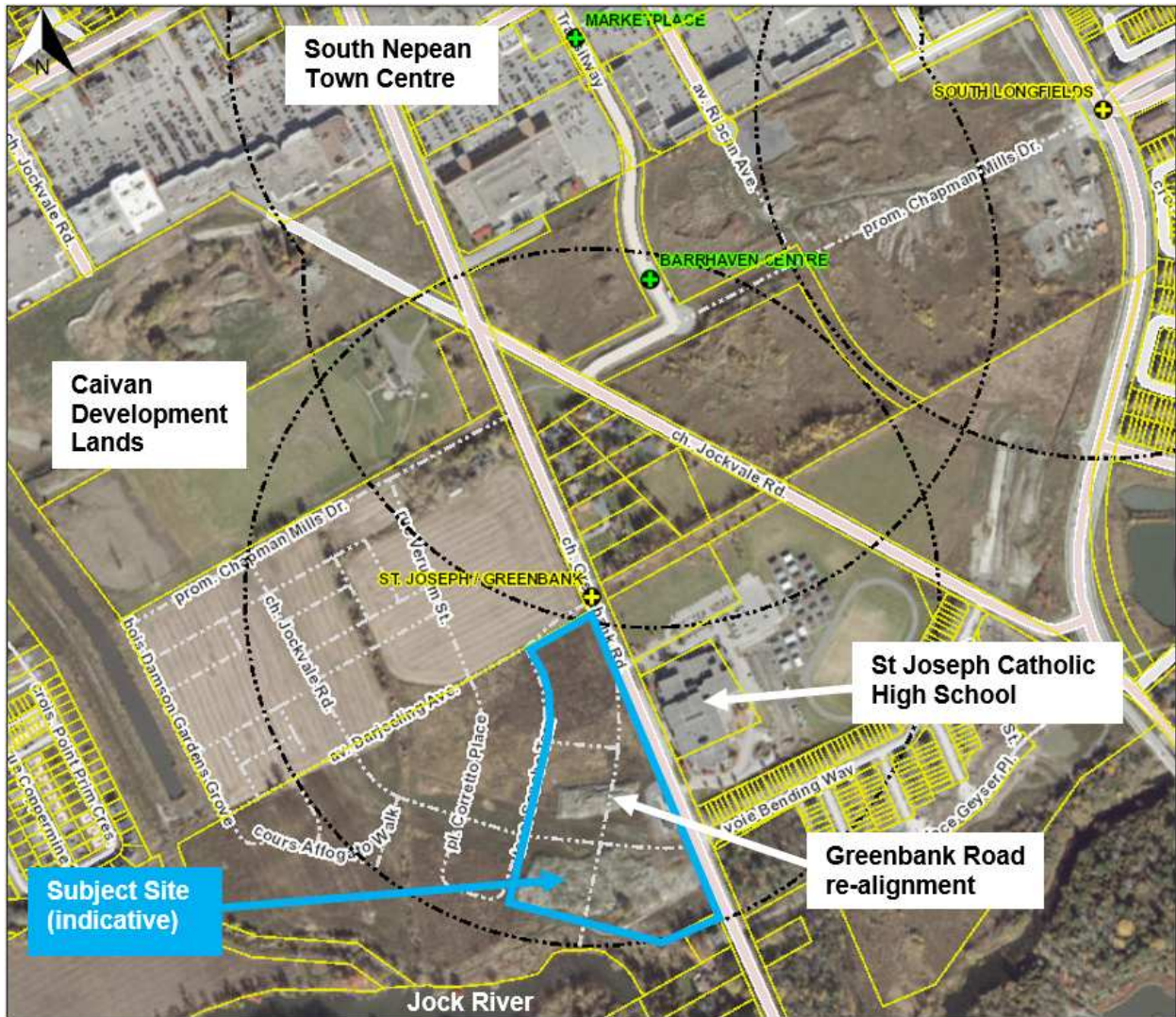


Figure 1: Subject Site and Surrounding Area The names of existing transit stations are outlined in green and future transit stations are outlined in yellow with 400m radii for all stations also shown (source GeoOttawa).



Figure 2: Approved Draft Plan (June 2020)

### **3.0 THE PROPOSAL**

#### **3.1 Pre-Application Consultation**

A pre-application consultation meeting was held with City Staff on July 19, 2021 to discuss the application for Zoning By-law Amendment and submission requirements. Following the meeting, the City provided comments that have been considered and integrated into the proposed design, as described below.

#### **3.2 Conceptual Development Proposal**

The proposed Amendment will conceptually permit the development of approximately 1,125 dwellings on Blocks 11, 12, 15, 16, 19, 20, and 24. The preliminary concept plan consists of one mid-rise and five high-rise residential buildings containing 974 units, and one mid-rise retirement home building containing 151 units. It is anticipated that driveways to the proposed development will be via the internal roadways of the subdivision and the existing Greenbank Road, which will be converted to a local road after construction of the future Greenbank Road arterial road alignment and Bus Rapid Transit. The development is anticipated to be built-out in five phases with an ultimate build-out of 2040. The preliminary phasing is summarized as follows:

- Phase 1: Blocks 15/16 – 2025 Build-out
- Phase 2: Blocks 11/12 – 2029 Build-out
- Phase 3: Block 24 – 2033 Build-out
- Phase 4: Block 19 – 2037 Build-out
- Phase 5: Block 20 – 2040 Build-out

Beyond the first phase, the proposed phasing is subject to market demands and will be determined through future Site Plan Control applications. The design of the buildings will be finalized through individual future Site Plan Approval applications. Tower and podium-built form is proposed, with appropriate tower separations and transition to the neighbouring area. The apartments will be one and two bedrooms.

#### **3.3 Zoning By-law Amendment**

The implemented zoning for the Burnett Lands Subdivision is 'Residential Third-Density' subzone Z with exceptions (R3Z [2532] and R3Z [2535]), 'Residential Fourth-Density' subzone Z with an exception and the Residential Neighbourhood Commercial suffix (R4Z [2533]-c), 'Residential Fifth-Density' subzone R with an exception and the Residential Neighbourhood Commercial suffix (R5Z [2534]-c) and 'Parks and Open Space' (O1).

It is proposed to rezone the whole site to a suitable R5 sub-zone, to be finalized with City staff. An appropriate 'H' suffix height limit will be applied to each block to reflect the proposed building heights. The Amendment does not propose a change to the use. All the proposed uses – low, mid and high-rise apartment buildings and retirement home are permitted in the R5 zone. The '-c' suffix will be retained to enable Residential Neighbourhood Commercial regulations apply as set out in Section 141.





Figure 3: Looking towards the proposal from the south east

### 3.4 Planning Context

#### 3.4.1 City of Ottawa Official Plan

The Subject Site is designated as a Mixed Use Centre and Town Centre on ‘Schedule B: Urban Policy Plan’ in the *Official Plan*.

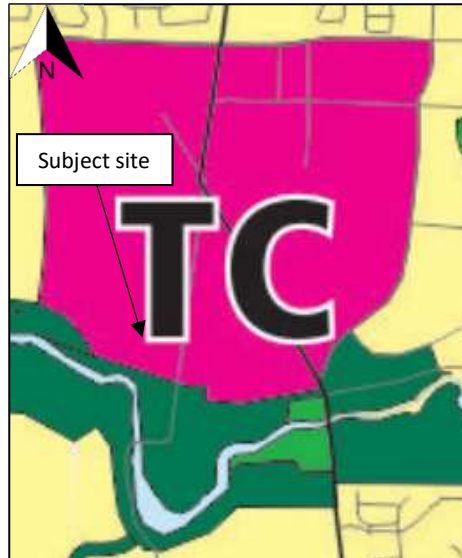


Figure 4: Mixed Use designation in pink

*Official Plan* ‘Schedule C – Primary Urban Cycling Network’ identifies a spine route on the existing Greenbank Road and a proposed spine route on its re-alignment. There are multi-use pathways along both sides of the Jock River to the south of the site and along the Burnett Municipal Drain to the west.



Figure 5: Spine routes in blue and MUPs in green

Official Plan 'Schedule D – Rapid Transit Network' shows existing Bus Rapid Transit (BRT) approximately 400m north east of the site (Barrhaven Centre Station). When Greenbank Road is re-aligned, BRT service will be extended south across the Jock River. The entirety of the Subject Site is within 400m of the future St Joseph/Greenbank BRT Station.

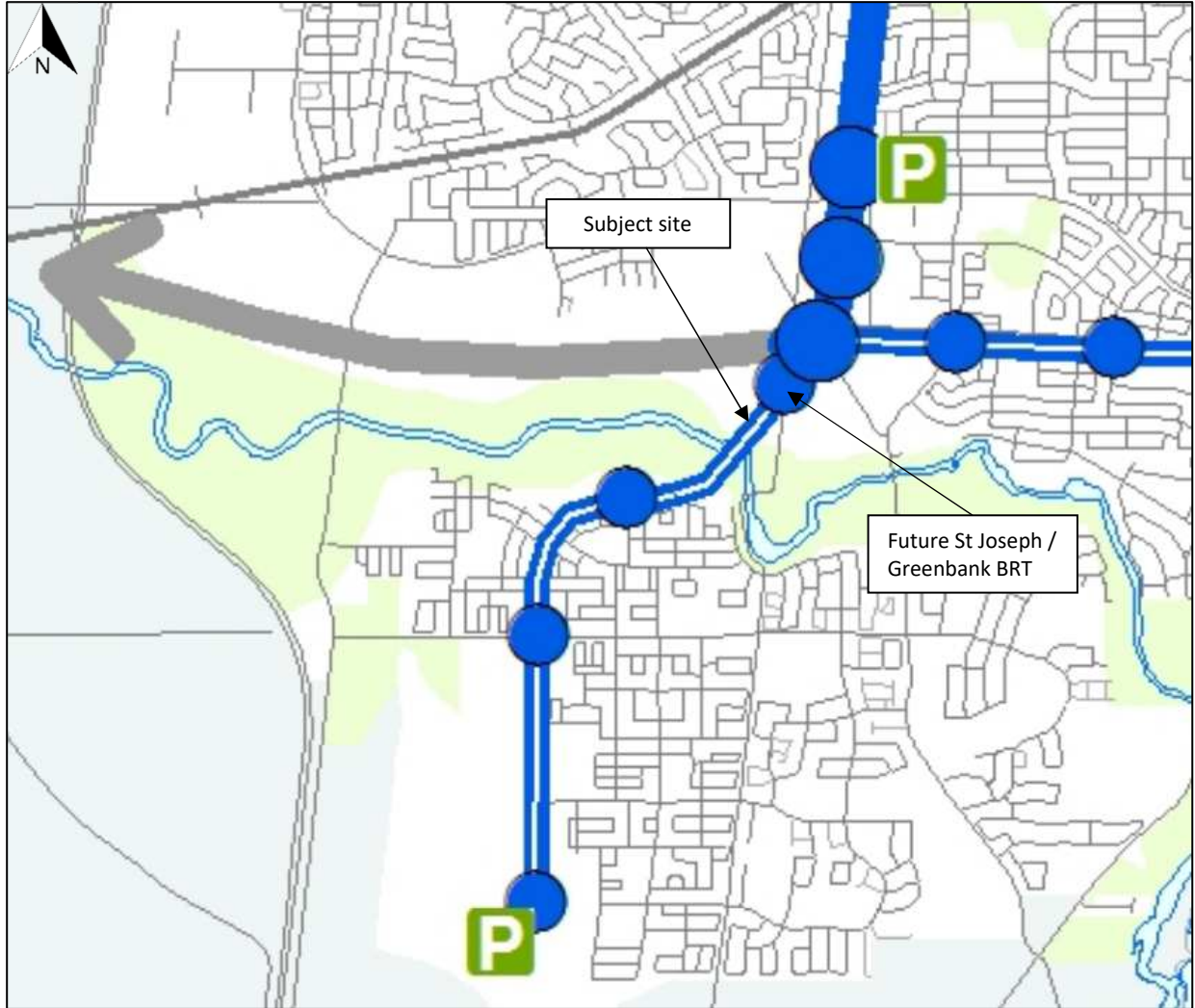


Figure 6: BRT in blue. Chapman Mills Drive extension in grey

*Official Plan* 'Schedule E – Urban Road Network' designates Greenbank Road north of the school as an arterial road and its re-alignment as a proposed arterial road (red). The future Chapman Mills is a major collector (yellow) and the extension of Jockvale Road is a minor collector (green). Annex 1 to the *Official Plan* lists this section of the Greenbank Road re-alignment as 41.5m wide but subject to varying widening requirements of the Greenbank Road Environmental Study Report (December 2006). This is reflected in the approved Draft Plan.



Figure 7: Hierarchy of surrounding roads

Per Official Plan 'Schedule K – Environmental Constraints', the Subject Site does not contain any Environmental Constraints and was approved for development through the previous subdivision application.

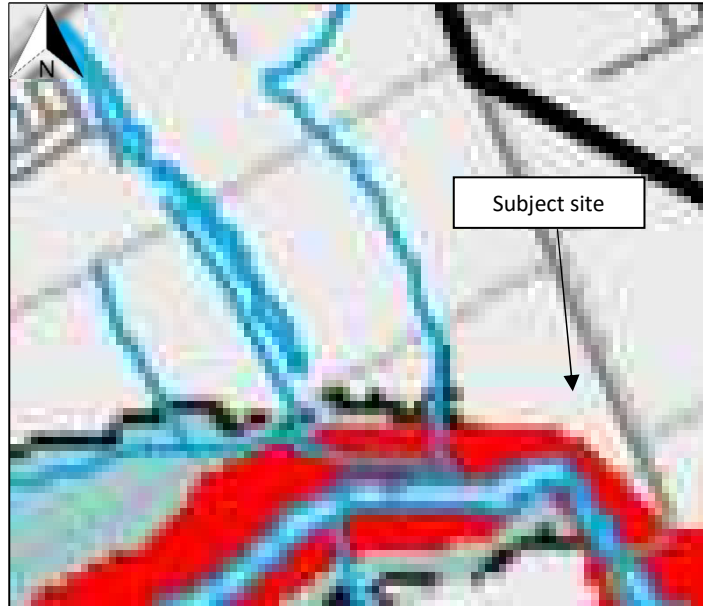


Figure 8: Excerpt of Schedule K

Per Official Plan 'Schedule L3 – Natural Heritage Overlay System (South)' the Subject Site does not contain any Natural Heritage features non Flood Plain and was approved for development through the previous subdivision application.

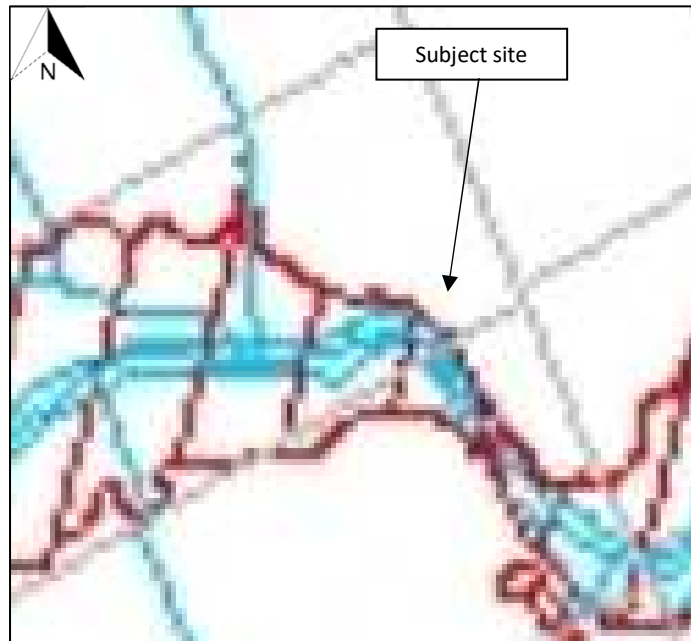


Figure 9: Floodplain in red

### 3.4.2 Draft City of Ottawa Official Plan

The draft Official Plan (OP) is before Planning Committee in late October. If it is approved by Committee and subsequently by Council, it would come into affect in early 2022 subject to approval to the Ministry of Municipal Affairs. The transition provisions of the draft OP state the following:

#### *Zoning By-law Amendments*

*If a complete application is received by no later than the day before the new Official Plan is adopted (October 27, 2021), it will be processed on the basis of existing Official Plan policy provided it is consistent with the 2020 Provincial Policy Statement.*

*For complete applications received after the day before the new Official Plan is adopted on October 27, 2021), but before Ministry approval of the Official Plan, any reports going forward to Committee and Council under this circumstance must be evaluated against the existing Official Plan and must also include an evaluation of the application against the Council approved new Official Plan (and the new Secondary Plan, where applicable). In the period between Council approval of the New OP and the Minister's approval of the New OP, City staff will apply whichever provision, as between the Current and New OP, is more restrictive.*

#### *Zoning By-law amendments that conform to the new Official Plan but not the current Official Plan*

*Council can pass the by-law after the new Official Plan is adopted but it only comes into force if the relevant policies authorizing it are approved by the Minister. Pursuant to the Planning Act, section 24, subsections (2) and (2.1) Council may pass a by-law that does not conform with the official plan but will conform to the new Official Plan once it comes into effect. If the new Official Plan does not come into effect the by-law has no force and effect.*

Accordingly the applicable sections of the draft OP are set out below, and assessed against the proposal at Section 4.3.



As shown below (Fig.11), per draft Official Plan Schedule C1 - Protected Major Transit Station Areas (PMTSA), the subject site is in a Protected Major Transit Station Areas:

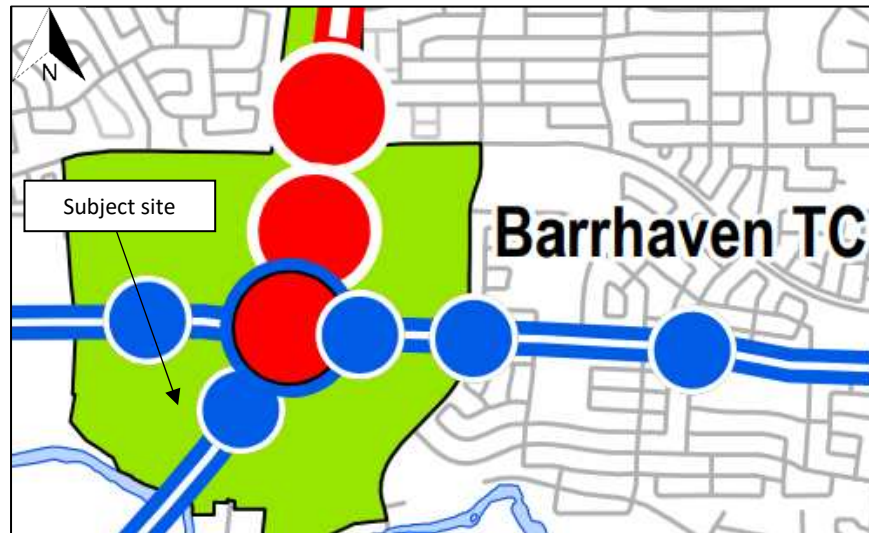


Figure 11: Schedule C1, PMTSA in green

The future transitway on Greenbank Road is also shown on Schedule C2 - Transit Network and the pathway along the Jock River to the south of the subject site is shown on Schedule C3 - Active Transportation Network (neither schedule is reproduced here). Schedule C4 - Urban Road Network is as per the current OP (at Section 3.4.1 above) so is also not reproduced. In Schedule C16 – Road Classification and Rights-of-Way the Greenbank Road Re-alignment has a 41.5m Right of Way with an additional note that states “*Subject to varying widening requirements of Greenbank Road ESR*” the same in the current Official Plan. As shown below (Fig.12), per draft Official Plan Schedule C7 – Design Priority Areas, the subject site is in a Design Priority Area:

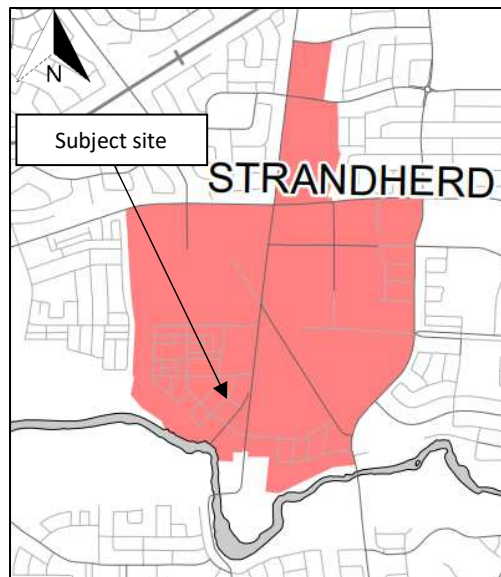


Figure 12: Schedule C7, Design Priority Area in pink



Per draft Official Plan Schedule C11-B - Natural Heritage System (South) the subject site is designated Urban Area with no Natural Heritage Features (schedule not reproduced here). As shown below (Fig.13), per draft Official Plan Schedule C12 - Urban Greenspace there is Open Space Designated to the south and west of the subject site.

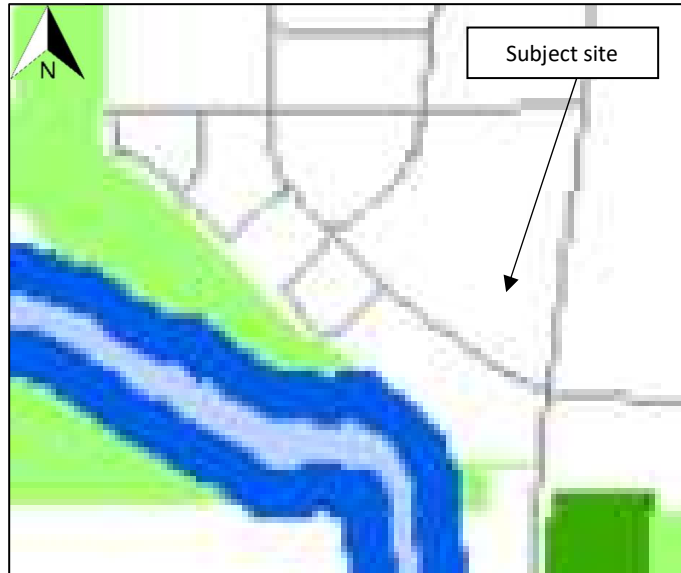


Figure 13: Schedule C12, Open Space in pale green

As shown below (Fig. 14), per draft Official Plan the extract of Schedule C15 - Environmental Constraints in Figure 14 shows that there are unstable slopes to the south of the subject site and the Jockvale River Floodplain to the west.

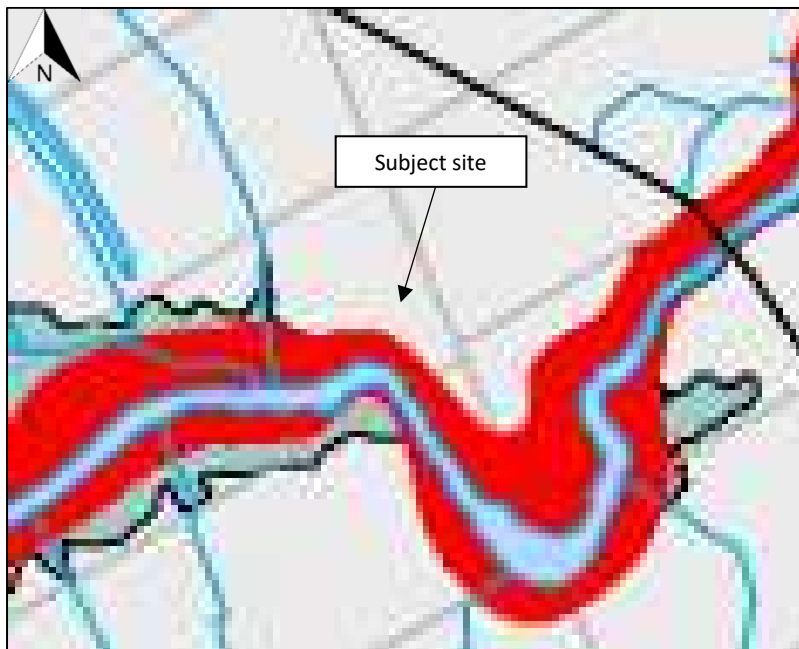


Figure 14: Schedule C15, unstable slopes in red and Floodplain in green

### 3.4.3 City of Ottawa Zoning By-law 2008-250

The site is currently in four residential zones in five areas (one zone is in two areas). Moving from the north to the south they are: R4Z [2533] -c, R3Z [2532], R3Z [2535] and R5R [2534] -c. Low, mid and high-rise apartment buildings are proposed across the site. Low-rise apartment building is permitted in the R4 zone and all three types of apartment building are permitted in the R5 zone. In the other zones they are not permitted. A retirement home is a permitted use at its location which in the R5R zone. The four exceptions that apply on the site set minimum and maximum heights and setbacks. The maximum heights set are four storeys for all zones, except for the R5 zone which has a five storey limit. The '-c' suffix indicates that the Residential Neighbourhood Commercial regulations apply as set out in Section 141 of the Zoning By-law.

It is proposed to rezone the site – refer to Section 3.3 for details.



Figure 15: Existing Zoning

## 4.0 PLANNING POLICY

### 4.1 Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed development is consistent with the applicable PPS policies:

#### 4.1.1 Building Strong Healthy Communities

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

*Policy 1.1.1 Healthy, liveable and safe communities are sustained by:*

- (a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term*
- (b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- (d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- (g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- (h) promoting development and land use patterns that conserve biodiversity; and*
- (i) preparing for the regional and local impacts of a changing climate.*

The proposed development contributes to a healthy, liveable and safe community because it:

- is a compact building form which minimizes land consumption and servicing costs;

- diversifies the housing choice in the area to cater to people of all ages and life stages; and
- does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development.*

The Subject Site is in the Settlement Area.

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive; and*

The proposed development efficiently uses land and existing infrastructure. The location within a Town Centre is close to facilities and supports nearby transit.

Section 1.4 of the PPS provides policies on housing. The relevant policies are addressed below:

*Policy 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: permitting and facilitating:*

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

The proposed development offers one and two bedroom apartments and retirement home units to accommodate various needs.

*(b) 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;*

Appropriate levels of infrastructure and public service facilities exist to support the proposed residential development.

*(c) promoting densities for new housing which 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 density of the proposed development represents an efficient use of land, resources, infrastructure, and supports the proposed rapid transit station within the Town Centre.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

*Policy 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:*

*(a) the use of existing infrastructure and public service facilities should be optimized*

A Conceptual Servicing Report prepared by Novatech and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the reports for details.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

*Policy 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

*a) promote compact form and a structure of nodes and corridors;*

A compact residential built form is proposed at a node based on a BRT station.

*b) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The proposed development provides 1125 dwellings within 400m of a BRT station.

#### 4.1.2 Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage.

*Policy 2.1.1 Natural features and areas shall be protected for the long term.*

The Official Plan does not identify any natural features on the site.

Section 2.2 of the PPS provides policies on Water.

*Policy 2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

No sensitive surface or ground water features exist on or adjacent to the Subject Site.

Section 2.3 of the PPS provides policies on Agriculture.

*Policy 2.3.1 Prime agricultural areas shall be protected for long-term use for agriculture.*

The Subject Site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

*Policy 2.4.1 Minerals and petroleum resources shall be protected for long-term use.*

No mineral or petroleum resources exist on or adjacent to the Subject Site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

*Policy 2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

No mineral aggregate resources exist on or adjacent to the Subject Site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

*Policy 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

*Policy 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

Archaeological resources and potential were investigated and cleared as part of the registration of the subdivision. An Archaeological Resource Assessment was not required by City staff for this application.

*Policy 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The Subject Site is not adjacent to protected heritage property.

#### 4.1.3 Protecting Public Health and Safety

Section 3.1 of the PPS provides policies on Natural Hazards.

*Policy 3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

The proposed development is not occurring within natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

*Policy 3.2.1 Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*

*Policy 3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

A Phase 1 Environmental Site Assessment was not required by City Staff for this application.

## **4.2 City of Ottawa Official Plan**

### **4.2.1 Land Use Designation and Compatibility**

Per Section 3.6.2 of the *Official Plan*, the Subject Site is within a Mixed-Use Centre and a Town Centre. The section speaks to the importance of these centres (South Nepean is one of three in Ottawa):

*Town Centres and Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide.*

Policy 1 goes on to describe the criteria a Town Centre should meet. Criteria a), b) and C) are of particular relevance:

- a. *Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;*
- b. *There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;*
- c. *High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;*

The proposal is a good example of a site and a development that meets all these criteria. It proposes buildings higher than 10 storeys within 800m of a rapid transit station.

Policy 5 outlines the uses that Mixed Use Centres permit high density residential.

Policy 9 provides that: *“All development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular:*

1. 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, pedestrian-friendly environment and creating a place with visual interest;
2. Will, where possible, contribute to a range of housing options in the area.

An assessment against the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11 is made in the sections directly below. The proposal contributes to housing options in the area as it provides one and two bedroom rental apartments, in addition to a retirement home.

Policy 10) requires that:

*“Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. Amongst other things, the Zoning By-law and community design plans will: Require residential uses in the form of apartments and other multiples at a medium or high density”.*

The Downtown Barrhaven Secondary Plan supports high density residential apartments. The purpose of this Zoning By-law Amendment application is to bring the By-law into line with the Secondary Plan. The proposal is consistent with this policy.

#### **4.2.2 Official Plan Section 2.5.1**

Pursuant to Policy 4 in this section, the Ottawa Urban Design Review Panel will participate in the enhanced review of the urban design elements of this development application as it is located within a design priority area.

Section 2.5.1 of the *Official Plan* presents Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:

*To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The South Nepean Town Centre has evolved into a primarily retail centre with significant residential development emerging in recent years in its north east corner along Greenbank Road. Lepine is developing high-rise rental apartments on McGarry Terrace. The mid-rise Waterford Grand Retirement Residence has recently been completed at the corner of Greenbank Road and Marketplace Avenue. Stacked townhouses and low-rise apartments are to the south of this.

The residential character of the town centre is of mid-rise to high-rise development, consistent with its compact area and proximity to existing and future transit. The proposal is consistent with this character and will build on the existing developments and implement the vision of the recent Barrhaven Downtown Secondary Plan, with its support for high-rise development close to transit.

*To define quality public and private spaces through development.*

The proposed development is an example of high-quality design that will be visible from public spaces and serve as a gateway development at one of the principal entrances to Barrhaven and the Town Centre, adding to the experience of the public. As a private space for the tenants the



buildings will have various features that enhance the building's urban design contribution and make it a desirable place to live.

*To create places that are safe, accessible and are easy to get to, and move through.*

The Subject Site is within 400m of an existing BRT station and immediately adjacent to a future BRT station, making it easy to get to. The small block sizes along Greenbank Road ensure the development is easy to move through.

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

This section of the South Nepean Town Centre has an emerging mid to high rise character, with contemporary residential architecture consistent with development in the last 20 years. The proposal is consistent with this.

*To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]*

The proposal provides one and two bedroom apartments and retirement units along with a retirement home. The site is unlikely to change in the future.

*To understand and respect natural processes and features in development design.*

The Subject Site not affected by Natural Heritage Overlay System Overlay or the features identified. The development's greatest environmental feature is the provision of high-density housing close to transit.

*To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

The proposed building is a compact form of development which reduces land consumption. The building's location encourages the use of transit. The building will meet applicable energy efficiency requirements.

#### **4.2.3 Official Plan Section 4.11**

Pursuant to Policy 1 in this section, a Design Brief is required. In accordance with Section 4.11 of the *Official Plan*, development applications are evaluated against compatibility criteria to measure their appropriateness within the surrounding local context.

##### Building Design

5. *Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*
  - a. *Setbacks, heights and transition;*
  - b. *Façade and roofline articulation;*
  - c. *Colours and materials;*

- d. *Architectural elements, including windows, doors and projections;*
- e. *Pre- and post-construction grades on site; and*
- f. *Incorporating elements and details of common characteristics of the area.*

The towers are located at the edge of the South Nepean Town Centre, separated from Half Moon Bay by the Jock River. The proposed towers are in an area that is currently mostly undeveloped. The closest existing development is double storey townhouses in Minto's recently developed Quinn's Pointe subdivision and a three storey school, separated from the Subject Site by the 20m wide Greenbank Road ROW. Townhouses of two to three storeys will be developed to the west of the site. The transition to these will be managed with building separation and low-rise podiums in the proposal.

- 6. *The City will require that all applications for new development:*
  - a. *Orient the principal façade and entrance(s) of main building(s) to the street.*
  - b. *Include windows on the building elevations that are adjacent to public spaces;*
  - c. *Use architectural elements, massing, and landscaping to accentuate main building entrances.*

Although the design of the buildings has not yet been finalized (it will be subject to individual Site Plan approval applications), the design is intended to meet all these requirements.

- 7. *The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:*
  - a. *Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.*

Although not at the intersection of an arterial and collector road, the Site highly visible from the re-aligned Greenbank Road as it crosses the Jock River and functions as a 'gateway' to the South Nepean Town Centre when approaching from the south. The tower elements are located and arranged to match Greenbank Road's alignment and provide a strong entry statement whilst also providing a streetwall to Greenbank Road.

- 8. *To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*

9. *Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. [Amendment #150, LPAT July 19, 2019]*

Although the design has not been finalized, it is intended that servicing and loading areas, utilities and other required mechanical equipment will be integrated into the design of the buildings, being located either in the basement or on the tower rooftops behind a screening enclosure.

12. *Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.*
13. *Building height and massing transitions will be accomplished through a variety of means, including:*
  1. *Incremental changes in building height (e.g. angular planes or stepping building profile up or down);*
  2. *Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);*
  3. *Building setbacks and step-backs. [Amendment #150, LPAT July 19, 2019]*

The towers are located at the edge of the South Nepean Town Centre, separated from Half Moon Bay by the Jock River. The proposed towers are in an area that is currently mostly undeveloped. The closest existing development is double storey townhouses in Minto's recently developed Quinn's Pointe subdivision and a three storey school, separated from the Subject Site by the 20m wide Greenbank Road ROW. Townhouses of two to three storeys will be developed to the west of the site. The transition to these will be managed with building separation and low-rise podiums in the proposal.

#### High-Rise Buildings

14. *High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:*
  - a. *pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;*
  - b. *public views, including view planes and view-sheds referred to in Policy 3 above*
  - c. *proximity to heritage districts or buildings,*

- d. *reduced privacy for existing building occupants on the same lot or on adjacent lots,*

The conceptual layout with podiums and towers layout and small block sizes is designed to minimize the impacts of high-rise development on pedestrian amenity. The proposal does not have any undue impacts on public views. The view planes and view-sheds referred to in Policy 3 are only applicable downtown. The Subject Site is not in proximity to heritage districts or buildings. No undue impacts on privacy on or off site are expected.

15. *Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;*

- a. *The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.*
- b. *The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.*
- c. *Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.*

The conceptual design is consistent with this criterion, using a tower and podium format with appropriate floor plate sizes and tower separations.

#### Outdoor Amenity Areas

*Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.*

19. *Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.*

The closest ground level amenity area is across the intersection of Greenbank Road and Jockvale Road and behind the townhouse it serves. A similar situation exists for the future townhouses across Sencha Terrace to the west. This separation distance ensures that the proposed development will have no impact the outdoor amenity areas of the closest residential area.

### 4.3 Draft City of Ottawa Official Plan

As described at Section 3.4.2, the draft Official Plan (OP) is also applicable. An Assessment against the relevant sections is made below.

In Schedule B6 - Suburban (Southwest) Transect, the subject site is designated Town Centre, Hub and Evolving Neighbourhood. Greenbank Road is a Mainstreet Corridor and a (future) transitway station is shown at the junction of Greenbank Road and Darjeeling Avenue.

Section 6 sets out policy for the Schedule B designations.

At 6.1, Hubs are described as:

*“...areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.”*

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. Providing sufficient patronage for transit is a key policy:

*“Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher-density and mixed-use communities around transit stations.”*

The strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;*
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;*
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and*
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).*

Insofar as it is relevant to a Zoning By-law Amendment, development in Hubs:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
- c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not*

*limited to: i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;*

The subject site is entirely within walking distance of a proposed transit station. The proposal provides high density development – in mid and high-rise apartment buildings – that will make a significant contribution to sustaining the transit station. The retention of the Residential Neighbourhood Commercial zoning suffix allows for mixed use. The layout of the site, with the Greenbank Road realignment connecting the buildings directly to the station, is ideal for connectivity to transit.

The entire hub is affected by the Evolving Overlay, described as:

*“The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.”*

The subject site is current vacant and undeveloped, with areas with a suburban character to the east. The overlay allows for the subject site to have a more urban character.

The current alignment of Greenbank Road is designated Mainstreet Corridor. It is suggested that this should be corrected to designate the realigned road as the current alignment will revert to being a local road. Notwithstanding, the Mainstreet Corridor designation will apply to the subject site. Corridors are outlined as follows:

*The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two subdesignations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.*

Section 6.2.2 Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development:

*1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.*

The retention of the Residential Neighbourhood Commercial zoning suffix allows for ground floor commercial use.

Section 4 of the OP sets out City Wide Policies. Section 4.6 covers Urban Design. Relevant policies are addressed below:

#### *4.6.1 Promote design excellence in Design Priority Areas*

The proposal is in a Design Priority Area. A Design Brief forms part of the application and the proposal will be subject to UDRP.

*4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its considering liveability*

*1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In*

addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
  - I. Within a designation that is the target for intensification, specifically: Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - II. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.
- 2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

For the proposal, the reference to 'by other means' in 2) is taken to refer to the Urban Design Guidelines for High-Rise Buildings. The 45 degree plane from the guidelines is shown below:

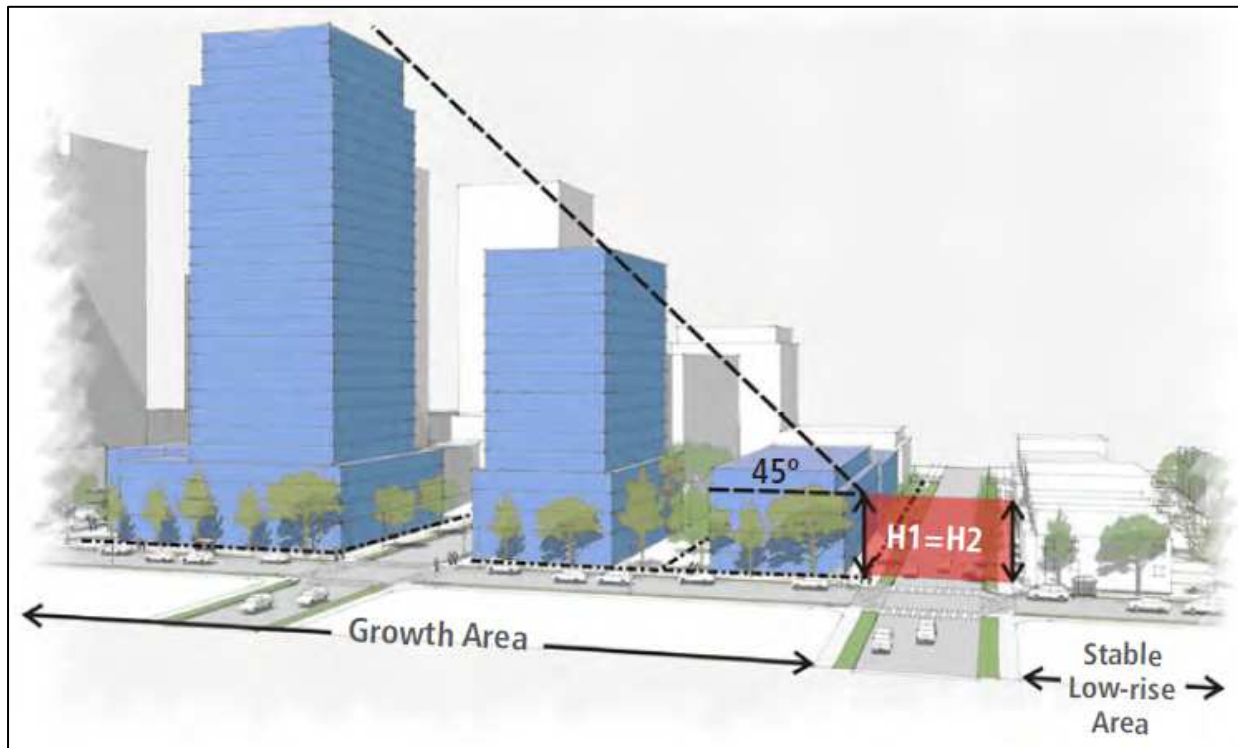


Figure 16: Diagram 1-3 from the Urban Design Guidelines for High-Rise Buildings showing the 45 degree plane

The Barrhaven Downtown Secondary Plan supports building heights up to 30 storeys within 400m of transit stations. This is consistent with both the current and draft Official plans, both which encourage higher densities close to transit.

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 (i.e. the height difference between a typical low-rise building and a 30 storey building, laid out horizontally) would be required between the two.

As there is existing low rise development within 400m of transit stations in the Secondary Plan area, it will be difficult for this policy to be implemented whilst meeting this guideline. Based on a desktop review, the 400m radius from the proposed BRT station at St Joseph/Greenbank which the subject falls within does not appear to contain a location where a 30 storey building could meet this required separation distance from existing or planned low rise development. If the opportunity for high-rise development on the subject site is not taken, the opportunity to locate high density close to transit in the secondary plan area is lost.

High-rise development has been approved in the Secondary Plan area where the 45 degree plane is not achieved, A 16 storey building has been built at 150 Longfields Drive which is in the Secondary Plan area and within 400m of transit. A nine storey building has also been built at 125 Longfields Drive. Two and three storey existing development is located across Longfields Drive from these buildings. Based on Diagram 1-3 in the Guidelines, the 45 degree plane is not achieved.

To maximize the separation distance, the proposed buildings are oriented pushed close to Greenbank Road, maximizing the separation from existing low rise development to the east and future low rise development to the west. On this basis the proposal provides a suitable transition to the low rise development, consistent with other high rise development in the Secondary Plan area.



Figure 17: The interface between mid and high-rise and existing low-rise development on Longfields Dr. looking north to Marketplace Ave.



4) *Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*

- a) *Provide protection from heat, wind, extreme weather, noise and air pollution; and*
- b) *With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*

To be confirmed at Site Plan application stage, but it is intended that amenity areas will comply with the Zoning By-law. The Pedestrian Level Wind Study by Gradient Wind dated September 17, 2021 concluded that: *“Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, pathways, and in the vicinity of pedestrian building access points are considered acceptable, without mitigation, according to the comfort guidelines in Section 4.4.”*

8) *High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.*

9) *High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23 metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.*

The massing plans show adequate tower separation, with towers addressing Greenbank Road. The proposed design format is for a base, middle and top, with floor plates consistent with 750m<sup>2</sup>. The architecture is, consistent with contemporary high-rise development with expressed balconies, large areas of glazing and high quality materials.

10) *Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.*

The proposal does not affect the potential for 41+ storeys on adjacent lots.

#### **4.4 Barrhaven Downtown Secondary Plan**

The Barrhaven Downtown Secondary Plan was adopted by Council in 2019. 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).*

Schedule A of the plan (Land Use) designates the Subject Site Residential which is described at Section 3.1.4 as:

*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.*

Section 5.0 Built Form sets out:

*The Barrhaven Town Centre is envisioned as a compact, mixed-use, transit-supportive community and as such is intended to develop with a mix of different building heights, massing and typologies. The established minimum densities are intended to ensure minimum densities to support rapid transit in the Town Centre are achieved while providing flexibility in terms of housing types, building massing, and building heights.*

- 1) *Developments within the Town Centre shall have regard for the Barrhaven Downtown Design Guidelines in Appendix A and for other applicable design guidelines.*
- 2) *Building heights up to thirty-storeys are permitted generally within 400 metres of transit stations identified on Schedule A. High-rise buildings shall generally be encouraged to be located along Greenbank Road, Chapman Mills Drive and Longfields Drive and shall demonstrate compatibility with surrounding uses in accordance with the appropriate policies of the Official Plan.*

The Subject Site is not in the Town Centre so 1) does not apply. In relation to 2), the Subject Site is within 400m of transit stations identified on Schedule A. Furthermore, the proposed high rise buildings will be located on Greenbank Road. Compatibility with surrounding uses in accordance with the appropriate policies of the Official Plan is addressed in Section 4.3 of this Planning Rationale.

#### 4.5 Urban Design Guidelines for High-Rise Buildings

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential buildings are proposed. Following is an assessment of the proposal against the applicable sections of the guidelines.

##### Context

*Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.*

The proposed development will create the streetwall context for this section of Greenbank Road as it will develop at approximately the same time as Greenbank Road is re-aligned. The massing diagrams show a podium appropriate for the Greenbank Road cross-section, to be formalized via the final zoning text and schedule.

*An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.*

Note that Section 4.6.6 of the draft OP references this policy. Refer to the assessment of the proposal against this policy at Section 4.3 of this Planning Rationale.

##### Built Form

*Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:*

*a. high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.*

The massing diagrams show a base-middle-top form, to be formalized via the final zoning text and schedule.

##### Placement

2.13 *Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):*  
*a. where there is an existing context of streetwall buildings, align the facades of the base with adjacent building facades;*

*b. in the absence of an existing context of streetwall buildings, create a new streetwall condition to allow for phased development and evolution.*

The exact design of the individual buildings will be addressed via Site Plan Control applications. The intention is to construct buildings with podiums that create a new streetwall condition on both sides of the re-aligned Greenbank Road.

Height and Transition:

- 2.15 *The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW (Diagram 2-6) to provide sufficient enclosure for the street without overwhelming the street.*

The exact design of the individual buildings will be addressed via Site Plan Control applications. The intention is to construct buildings with podiums equal to the width of the re-aligned Greenbank Road ROW.

- 2.19 *For sites where the adjacent context is lower-scale and not anticipated to change:*
- a. the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings (Diagram 2-6 and 2-7); and*
  - b. provide a transition in height on the base through setbacks and architectural articulation (Diagram 2-6 and 2-7).*

The exact design of the individual buildings will be addressed via Site Plan Control applications. The intention is to construct buildings with podiums to match the height of the neighbouring buildings. The towers are pushed close to Greenbank Road, maximizing the separation from existing low rise development to the east and future low rise development to the west.

Articulation and materials:

- 2.20 *Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:*
- a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context (Figure 2-13);*
  - b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes (Figure 2-14); and*
  - c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.*

The exact design of the individual buildings will be addressed via Site Plan Control applications; however, it is anticipated that the ground level will have extensive glazing and multiple entrances.

- 2.24 *Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (Figure 2-15):*
- a. the maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup> (Diagram 2-8);*

Floorplate sizes will be settled through the via the final zoning text and schedule. It is intended that floor plates will be 750m<sup>2</sup> or smaller.

- 2.25 *Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:*
- a. the minimum separation between towers should be 23m (Diagram 2-9);*

The exact design of the individual buildings will be addressed via Site Plan Control applications. It is intended that the separation distance between towers will be 23m or more.

- 2.29 *Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:*
- a. a step back of 3m or greater is encouraged.*
- b. the minimum step back, including the balconies, should be 1.5m; and*

The exact design of the individual buildings will be addressed via Site Plan Control applications. Notwithstanding, a tower and podium format is proposed and will have appropriate step backs.

- 2.35 *The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.*

The exact design of the individual buildings will be addressed via Site Plan Control applications.

- 2.36 *Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.*

The exact design of the individual buildings will be addressed via Site Plan Control applications.

### Pedestrian Realm

- 3.1 *Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:*
- a. the pedestrian clearway must be within the ROW;*
- b. on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and*
- c. on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public-private transition.*

The exact design of the individual buildings will be addressed via Site Plan Control applications.

- 3.8 *Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.*

The longest block is approximately 100m. It is submitted that mid-block connections will not be required. Notwithstanding, this can be addressed via Site Plan Control applications if necessary.

## 5.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign on the Subject Site that provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or Questions. Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>). A consultation will be held with the local Councillor. A public meeting will be held when the application goes to the City of Ottawa's Planning Committee. Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff. Full details are available under 'Community and Neighbourhood Notification' on the City's website.

## 6.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official Plan and the Barrhaven Downtown Secondary Plan and respects the Urban Design Guidelines for High-rise Buildings, insofar as they apply to a Zoning By-law Amendment application. The proposed amendment to the Zoning By-Law 2008-250 to accommodate the height of the proposed buildings can be approved as it allows for more efficient land use and concentration of population within 400m of higher order transit.

This planning rationale and design brief, along with the associated technical studies, supports the proposed development. The proposed development is compatible in scale with the existing residential development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

Sincerely,

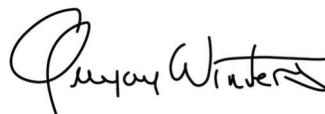
### NOVATECH

Prepared by:



James Ireland, MCIP, RPP  
Project Planner

Reviewed by:



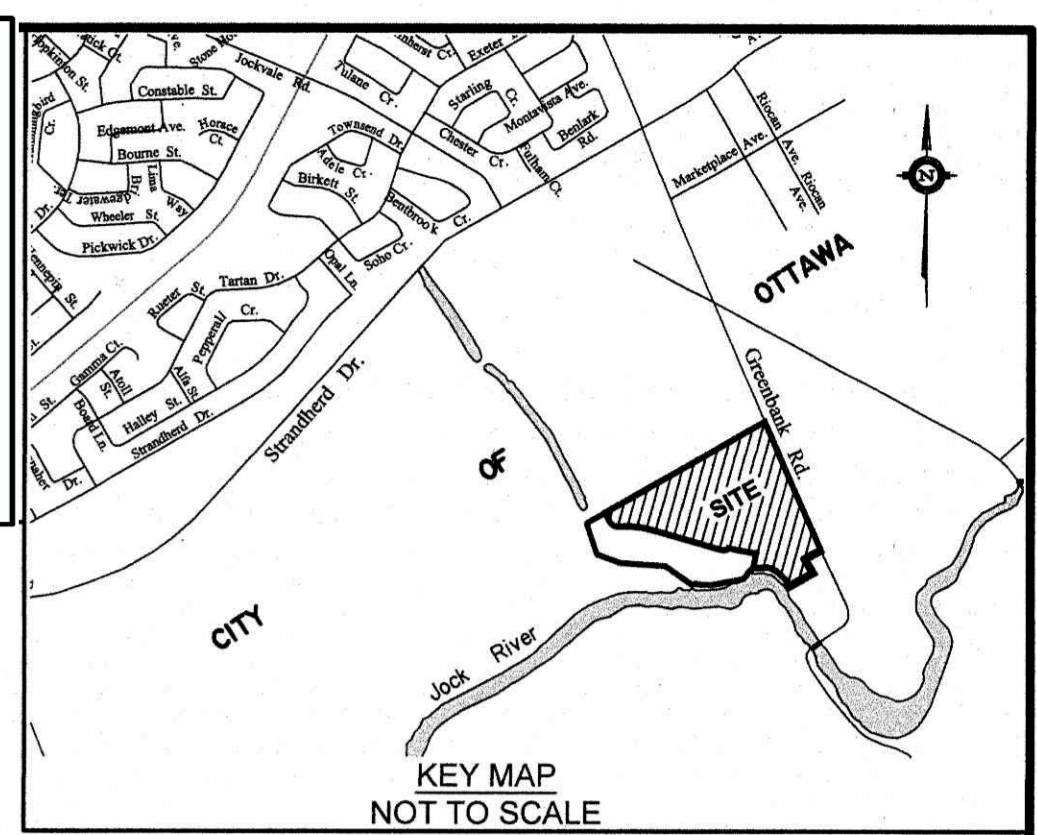
Greg Winters, MCIP, RPP  
Senior Project Manager

# Appendix A

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED May 22, 2020, THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS 12 DAY OF JUNE, 2020.

*[Signature]*

LILY XU, M.C.P., R.P.P. MANAGER  
DEVELOPMENT REVIEW SOUTH  
PLANNING, INFRASTRUCTURE AND ECONOMIC  
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



**DRAFT PLAN OF SUBDIVISION OF  
PART OF LOT 13  
CONCESSION 3 (RIDEAU FRONT)  
Geographic Township of Nepean  
CITY OF OTTAWA**  
Prepared by Annis, O'Sullivan, Vollebek Ltd.

Scale 1:1000  
0 10 20 30 40 Metres

Metric  
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT:  
The boundaries of the lands to be subdivided and their relationship to adjoining lands have been accurately and correctly shown.

March 10/20  
Date  
*[Signature]*  
T. Hartwick  
ONTARIO LAND SURVEYOR

**OWNER'S CERTIFICATE**

This is to certify that we are the owners of the lands to be subdivided and that this plan was prepared in accordance with our instructions.

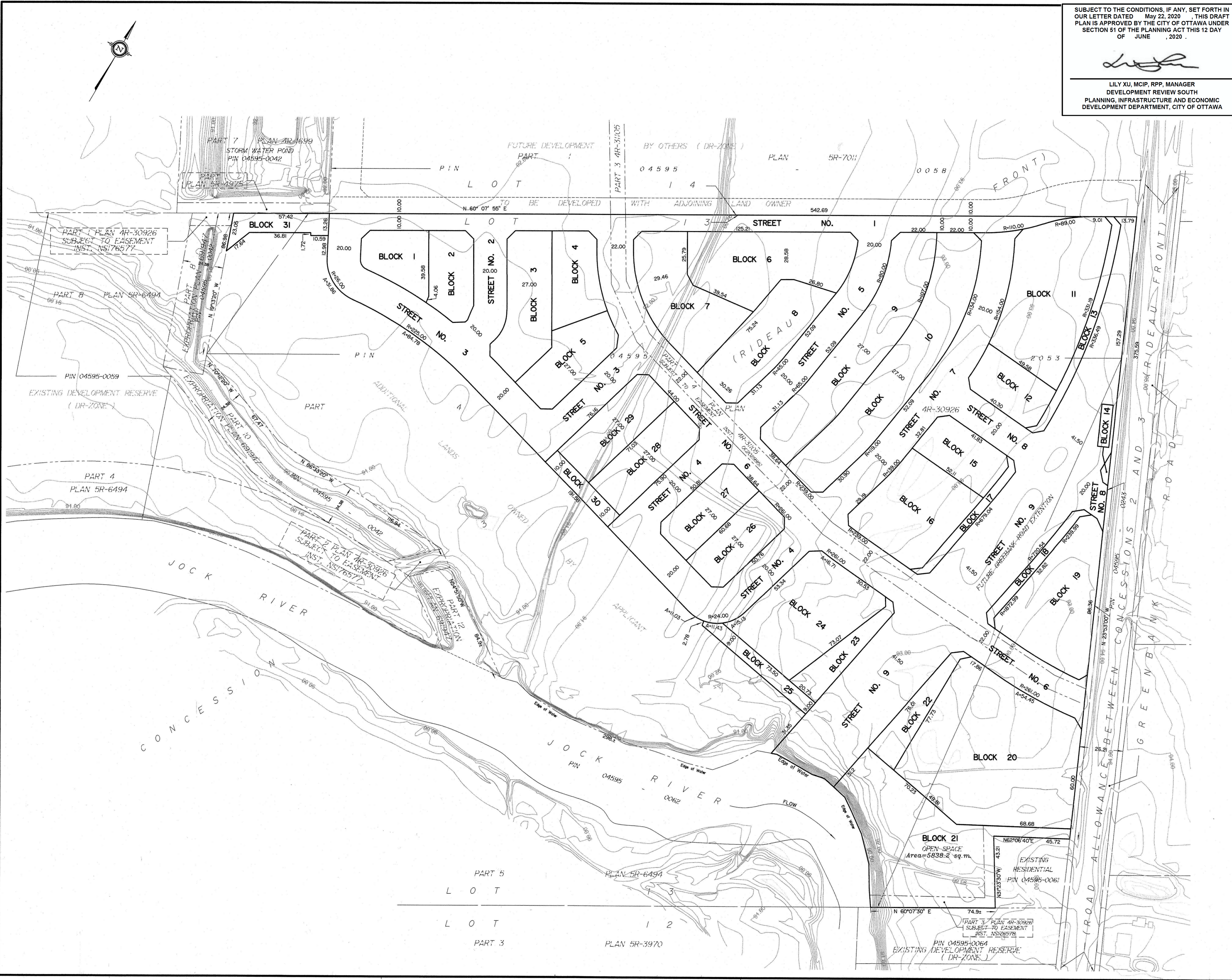
March 10/20  
Date  
*[Signature]*  
Jim Burghout  
CLARIDGE HOMES (SOUTH NEPEAN) INC.  
I have the authority to bind the corporation.

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT**

- (a) see plan
- (b) see plan
- (c) see plan
- (d) multi-family residential housing, park land, open space
- (e) see plan
- (f) see plan
- (g) see plan
- (h) City of Ottawa
- (i) see soils report
- (j) see plan
- (k) sanitary, storm sewers, municipal water, bell, hydro, cable and gas to be available
- (l) see plan

REVISION SCHEDULE			
NO.	REVISION	DATE	BY
F2 D8	ADDED GREENBANK AS STREET	OCT. 28, 2019	N
F2 D7	ADDED BLOCKS 27 AND 28	JUNE 20, 2019	N
F2 D6	REMOVED BLKS 26 AND 27	APR. 29, 2019	N
F2 D5	REVISIONS	MAR. 20, 2019	DG
F2 D4	REVISIONS	JAN. 16, 2019	N
F2 D3	REVISIONS	NOV. 13, 2017	DG
F2 D2	REVISIONS	SEPT. 8, 2017	N
F2 D1	REVISION	SEPT. 5, 2017	N
1	PLAN PREPARED	2017	??

**ANNIS, O'SULLIVAN, VOLLEBEK LTD.**  
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Email: Nepean@anniso.com  
Ontario Land Surveyors  
Use No. 16396-15, Claridge P.L.L.C. CS, RF, NP, DPS, F2, D8



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