

PLANNING RATIONALE AND DESIGN BRIEF – 1770 HEATHERINGTON

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Executive Summary

The City of Ottawa's Affordable Housing Branch has prepared this planning rationale in support of the development proposal for city-owned lands at 1770 Heatherington Road. The proposal involves Plan of Subdivision and Zoning By-law Amendment applications to permit a new public street and 158 new affordable dwelling units in various forms.

The city has been in possession of the subject lands for a number of decades, which have been primarily used as municipal yards since the 1960s and consisted of a municipal garage and an area for salt storage. This type of use ceased in 2012 and the lands have largely remained vacant, except for the construction of the Boys and Girls Clubhouse (built in 2021).

The proposed subdivision would be looking to establish a new U-shape public street with two connections onto Heatherington Road, one on the north and one on the south side of the Boys and Girls Clubhouse. The draft subdivision plan demonstrates an opportunity for a total of 41 new lots that could be created and individually serviced. These lots would vary from standalone lots for townhouse units, semi-detached units and entire low-rise apartments. Along with the creation of these lots and the new street, a new public park of approximately 3,237 square metres is proposed at the centre of the lands.

The proposed Zoning By-law Amendment is to rezone the existing General Industrial zone on the lands to a Residential Fourth Density zone and Open Space zone to accommodate the proposed residential use and public park. Included in the rezoning to R4 would be an Exception to allow for a reduction in parking requirements, particularly for the parking provided for the low-rise apartments. This proposal also seeks to rezone the Boys and Girls Clubhouse from the current industrial zoning with a special exception for the recreational use, to a more appropriate institutional zoning.

This report and the plans and studies submitted in conjunction with the applications demonstrate that the proposed new lots and park are appropriate for the use of the vacant lands and will contribute positively to the existing Heron Gate neighbourhood. It is our professional opinion that the proposal represents good land use planning and is in the public interest. It remains consistent with the 2020 Provincial Policy Statement and conforms with the intent of the City of Ottawa's Official Plan (2021).

Introduction

The City of Ottawa's Strategic Housing Projects branch is providing this Planning Rationale in support of a Plan of Subdivision and Zoning By-law Amendment application for a new multi-residential development at 1770 Heatherington Road. The site is in Ward 10 - Gloucester-Southgate, in the Heron Gate area of the city, just south of Walkley Road and north of the Walkley railyards.



Figure 1 Location of the project site (source: adapted from google maps 2023)

This plan of subdivision application proposes a new public street in the form of a U with two separate connections onto Heatherington Road, as shown in **Figure 2**. The proposal consists of a new public park, two (2) low-rise apartments, five (5) blocks of townhouses, sixteen (16) stacked townhouse units, and three (3) semi-detached dwellings, for a combined total of 158 dwelling units, all of which are proposed to have vehicular access from the new public street.

The intent of these city-initiated applications is to prepare these municipal lands and allow the development of affordable housing units. Once the development parcels have been created and the zoning is in place, the Strategic Housing Projects team intends to partner with affordable housing providers to obtain site plan approvals (where required), building permits, and construct the units.

This Planning Rationale will demonstrate how the proposed development is consistent with the Provincial Policy Statement 2020 (PPS) and conforms with the City of Ottawa's Official Plan (2021). This report also includes an Urban Design Brief that speaks to the proposed massing, urban form and how it adheres to relevant design guidelines.

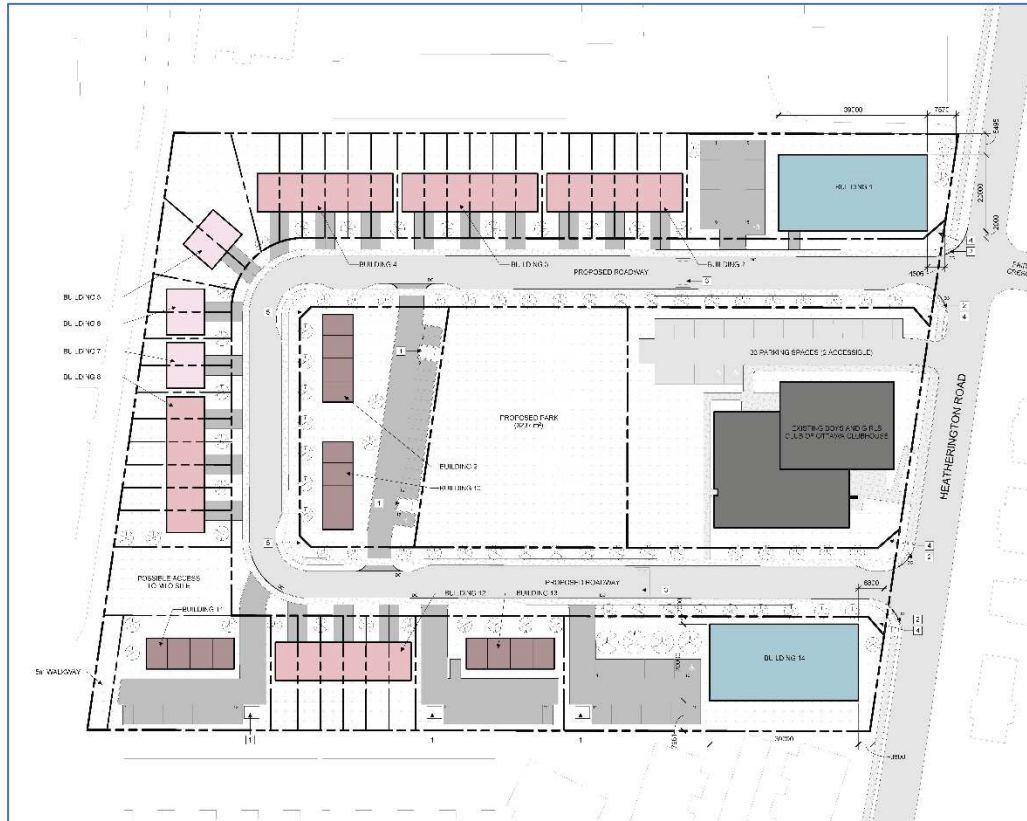


Figure 2 Concept Plan for 1770 Heatherington

Description of Subject Site

The legal description of the subject site is Part of Lot A on Concession 4 (Gloucester); Parts 1 to 5, Registered Plan 4R-33717. The Strategic Housing Projects team is currently working with City of Ottawa Legal Services and Surveys and Mapping to obtain absolute title on the subject lands. Absolute title will be required prior to registration of the subdivision.

The site has a rectangular shape with a north and south side lot line measuring approximately 205 meters. The east and west lot lines are approximately 158 meters long. The total area of the site is approximately 32,172.02 square meters (3.22 Ha) of which approximately 4,900 square metres is occupied by the Boys and Girls Clubhouse and the remaining 2.7 hectares is available for proposed subdivision development. The site is generally flat, with a slight grade from north to south and trees and shrubs on the north, south, and western edges of the site (refer to Figure 11 and Figure 12).

Location

The proposed subdivision development site at 1770 Heatherington Road falls within the Heron Gate neighbourhood, about 60 metres south of Walkley Road and to the north of the Walkley railyards.

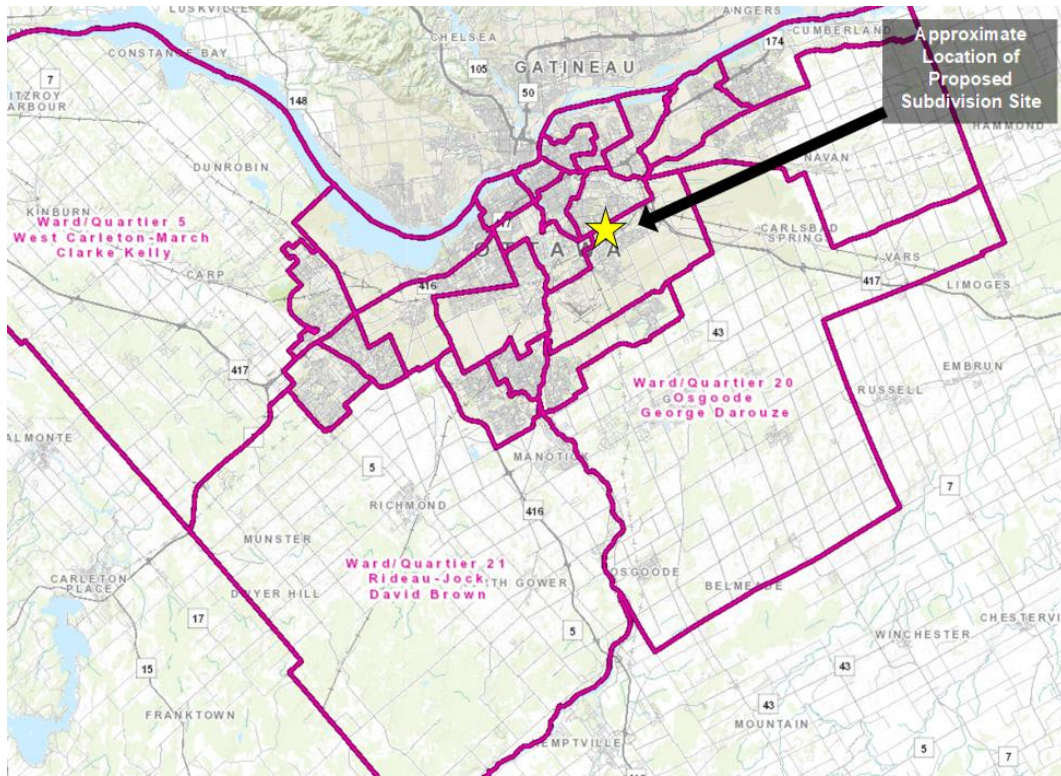


Figure 2 Key location map of proposed subdivision site (source: adapted from geottawa 2023)



Figure 4 Aerial of proposed subdivision site (source: adapted from GoogleEarth Pro 2024)

Site History

The city has owned this site since well before amalgamation. The site was previously used as a municipal works yard, from the mid-1960s to 2012, which consisted of industrial uses, such as a repair and maintenance garage for city vehicles, storing of gasoline and other associated products, and for salt storage.

Existing Conditions and Surrounding Context

Current use and activities

The proposed subdivision development site is currently partly occupied by the Boys and Girls Clubhouse, and the remaining site is vacant. The clubhouse is one of the four campuses of the Boys and Girls Club (BGC) of Ottawa, a charitable organization that provides a variety of recreation programs to kids and their families. This clubhouse was opened in 2022 (refer to Figure 5).



Figure 5 Taggart Parkes Family Club House on the proposed subdivision site

Access and Transportation Considerations of Subject Site

The site currently has only one access from Heatherington Road which is an unpaved gravel egress. The other three sides of the subject site are not accessible due to the neighboring properties (refer to Figure 1).

Pedestrian and vehicular movements

There is currently no designated traffic movement pattern on the proposed development site. There are cycleways and sidewalks outside the property located along Heatherington Road (refer to Figure 6). Internal vehicle circulation does not exist as the site is vacant and unused except for the part that is occupied by the Boys and Girls Clubhouse, which has dedicated parking on the north side of the building. There is also an internal walkway that wraps around the clubhouse.



Figure 3 Sidewalk, painted cycle track and 2 -lane Heatherington road with street parking

Existing environmental conditions

As mentioned above, there are a number of trees and shrubs along the perimeter of the subject lands. The majority of trees are Manitoba Maples and Eastern Cottonwoods. A Butternut survey was conducted which confirmed that no Butternuts are present on site. The Butternut survey as well as a Tree Conservation Report, detailing the number, condition and location of existing trees and recommendations for removal, are provided as part of the formal submission to support the subject applications.

Considering the municipal storage yard and garage that were previously on the lands, a Phase 1 and Phase 2 Environmental Site Assessment were conducted to determine whether there are any environmental concerns. The Phase 2 ESA noted the soil across the lands is impacted by sodium adsorption ratio (SAR), electrical conductivity (EC) as well as the

groundwater impacted by salt (NaCl), which will be managed by the Tier III Risk Assessment. The reports also refer to site remediation activities completed in 2012 and 2014 being successful in removing other contaminants that existed on the lands. A Record of Site Condition will be filed to the Ontario Ministry of the Environment to support the subject applications.



Figure 7 Site condition prior to significant earth moving occurred on the lands



Figure 8 Site condition after earth moving occurred as part of remediation efforts

Surrounding Context

Directly north of the site there are commercial uses, such as a grocery store, restaurant and other retail (refer to Figure 29). Further north, beyond Walkley Road, there are more commercial uses with big box stores followed by a residential area of low-rise detached and semi-detached dwellings. The area directly surrounding the site is largely residential. On the east side beyond Heatherington Road, there are townhouses and semi-detached dwellings and as well as mid-rise apartment buildings (refer to Figures 11 and 12). The western side consists of land owned by the Province of Ontario and used as a vehicle driving centre, followed by low- to mid-rise apartments further west.



Figure 9 Northeast side view, Heatherington and Walkley Rd. intersection



Figure 10 South side view from the proposed subdivision site



Figure 11 East side (left) and west side (right) view from the proposed subdivision site



Figure 12 2920 Fairlea Apartments, mid-rise to the east of 1770 Heatherington Road (source: 2920fairleacrescent.com) and Richlin Apartments, mid-rise residential to the west of 1770 Heatherington (Source: Google, May 2021).

Nearby Amenities

In addition to the uses immediately adjacent to the site, the project site has various local services within 2000 meters radius. These include elementary schools, high schools and major retail establishments such as Food Basics, Dollarama, and Herongate Mall. There are also a host of recreational centres and parks in the neighbourhood (seen in Figure 13).

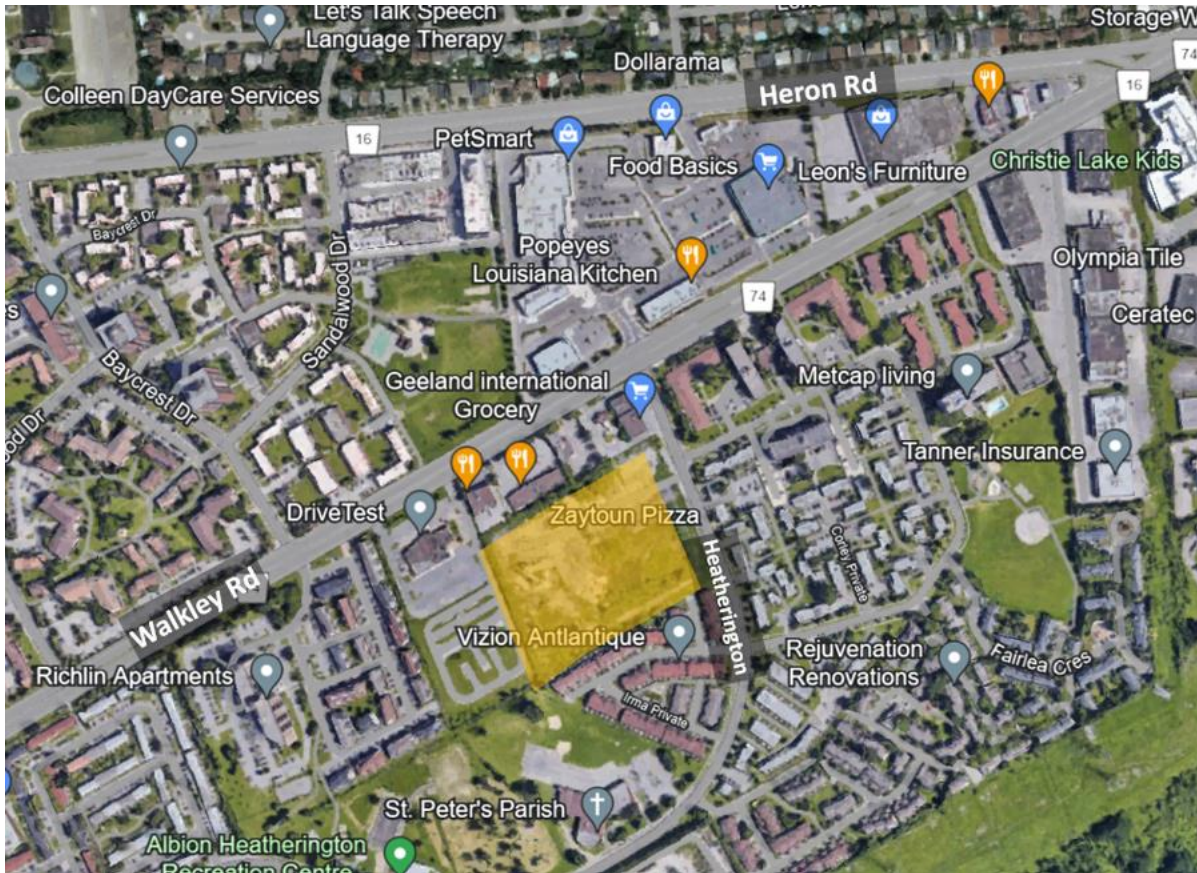


Figure 13 Surrounding use and activities of proposed subdivision (source: adapted from google map 2024)\

Servicing

The site has access to all major utilities including sanitary sewer, storm sewer, water service, natural gas, electrical, telecommunications – 10 to 50 Mbps bandwidth, waste management, and fire hydrants (see Figure 14). Note, the water service in the area is undersized and as a result, upgrade to a portion of the off-site water system will be proposed as part of the subdivision approvals.



Figure 14 Existing municipal sanitary and storm infrastructure (source: adapted from GeoOttawa 2024)

Transportation

The subject site is proposed to have two new local roadway connections, which provide access onto Heatherington Road from the eastern side of the subject site. Heatherington Road intersects with Walkley Road approximately 145 metres to the north of the subject site. To the south, approximately 145 metres away, Heatherington Road intersects with Fairlea Crescent. Adjacent to the northeast portion of the site there is a T-intersection where Fairlea Crescent intersects with Heatherington Road. Walkley is a major east-west arterial road connecting the subject site to 417 Highway in the east and Riverside Dr. arterial road in the west.

Access to public transit

There is an OTranspo bus stop (Stop 8400) right outside the subject site on Heatherington Road which is serviced by three routes – 44, 291, and 689 (refer to Figures 15 and 16). Route 44 provides service every 15 minutes or less on weekdays between 6 AM and 6 PM, whereas 291 Connexion provides service every 30 minutes during peak morning hours on weekdays connecting to the O-Train Line 1 at Blair Station from the east, Hurdman from the south, and Tunney’s Pasture from the west and southwest. 689 is a custom route to that runs once every weekday morning around 8 am. The site is within easy walking distance (145 m) to Walkley Road, which is designated as a Transit Priority Corridor under the Ottawa

Transportation Master Plan (see Figure 17), and the area is also serviced by transit routes 46 and 140. The subject site is well connected to transit, cycle and pedestrian networks.



Figure 15 OC Transpo Bus stop on Heatherington Road



Figure 16 Transit bus stop located in front of the Boys and Girls Clubhouse along Heatherington

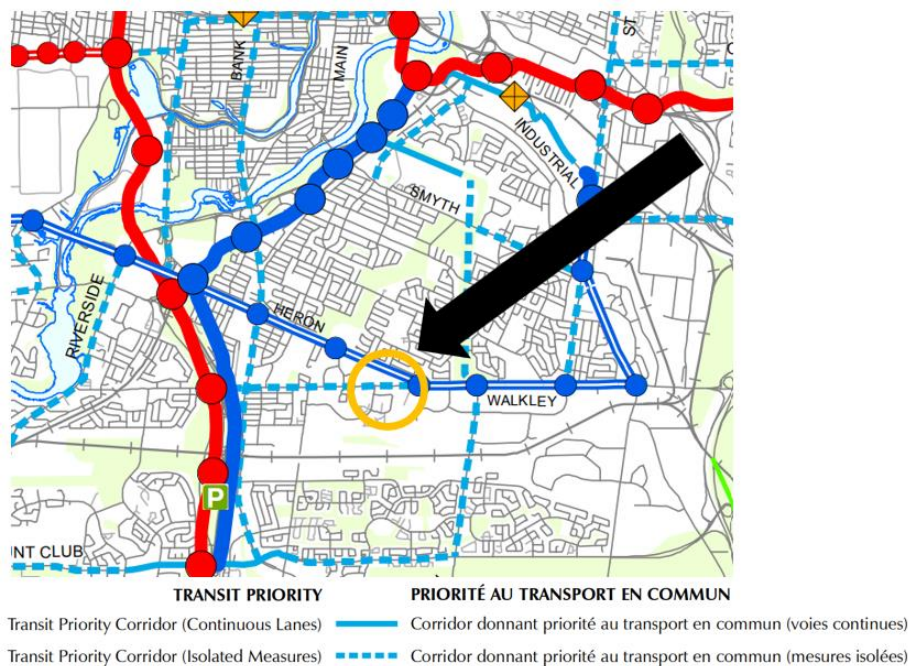


Figure 17 Transit Priority Corridor in the 2013 Master Transportation Plan

Demography

The subject site falls under Gloucester-Southgate ward 10 of the City. As per the City’s 2022 population estimates, ward 10 holds about 4.5% (approximately 48,620) of the city’s population residing in 20,020 households. The gross population density is 6 persons per hectare.

Climate Considerations

The area in which the subject site is located has witnessed the highest temperature of 32.5 Celsius in August 2022, maximum precipitation of 189.1 mm in August 2022, maximum wind speed of 65 km/h in December 2022 and a wind gust of 120 km/h in May 2022, and highest snowfall of 96.5 cm in January 2022 (source: weatherstats.ca). The site has no imminent environmental threat, but the city has witnessed tornado touchdown, flood and extreme snowfalls in the last few years. As a response to these, the city has prepared a “Climate Projections for the National Capital Region” report. It clearly states that “for new construction, climate change will influence future editions of the National Building Code of Canada. Municipal planning must account for climate impacts, including future flood risks”. Therefore, it is proposed that redevelopment will account for climate change during the design and construction phase.

Official Plan Designation

Regarding the Official Plan, the project site falls within the Outer Urban Area as show on Schedule A - Transect Policy Areas. The site is designated as Neighborhood land use within the Evolving Overlay as per Schedule B3 - Outer Urban Transect City of Ottawa Official Plan (refer to Figures 18 and 19). 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. The policies include guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Neighborhood designation allows for a variety of building types and densities, as well as low-rise construction up to four stories. Additionally, neighborhood designation will permit a variety of building forms to assist the provision of "missing-middle" housing and services that promote the development of "15-minute neighborhoods."

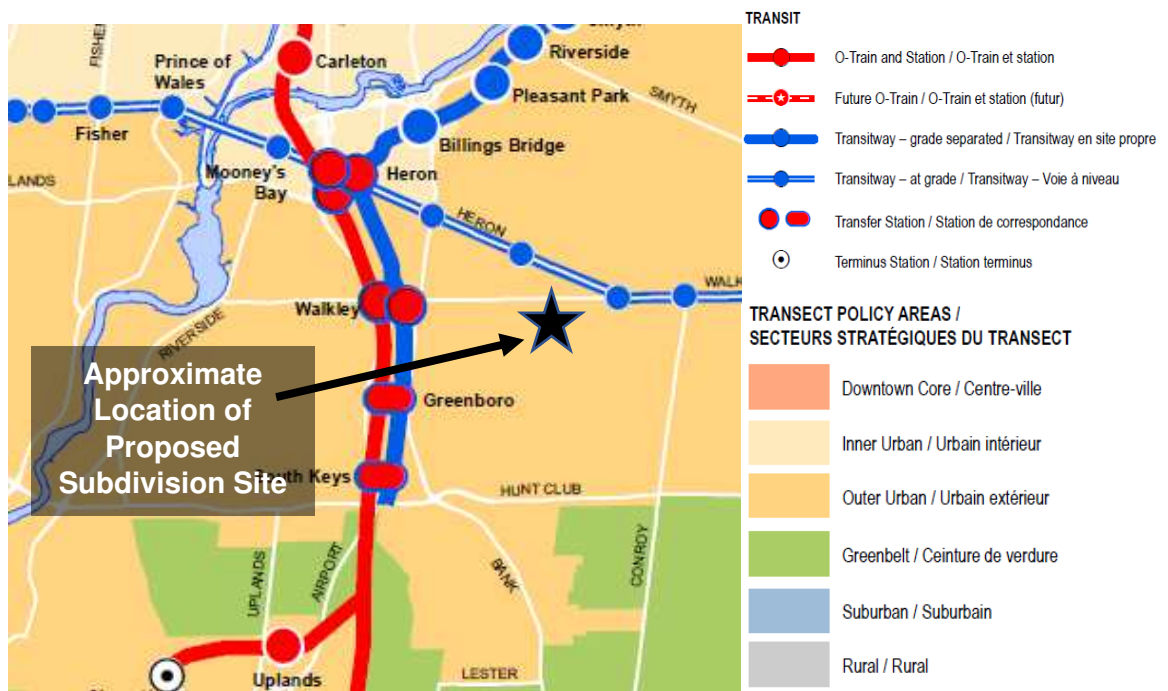


Figure 18 Schedule A - Transect Policy Areas, City of Ottawa Official Plan

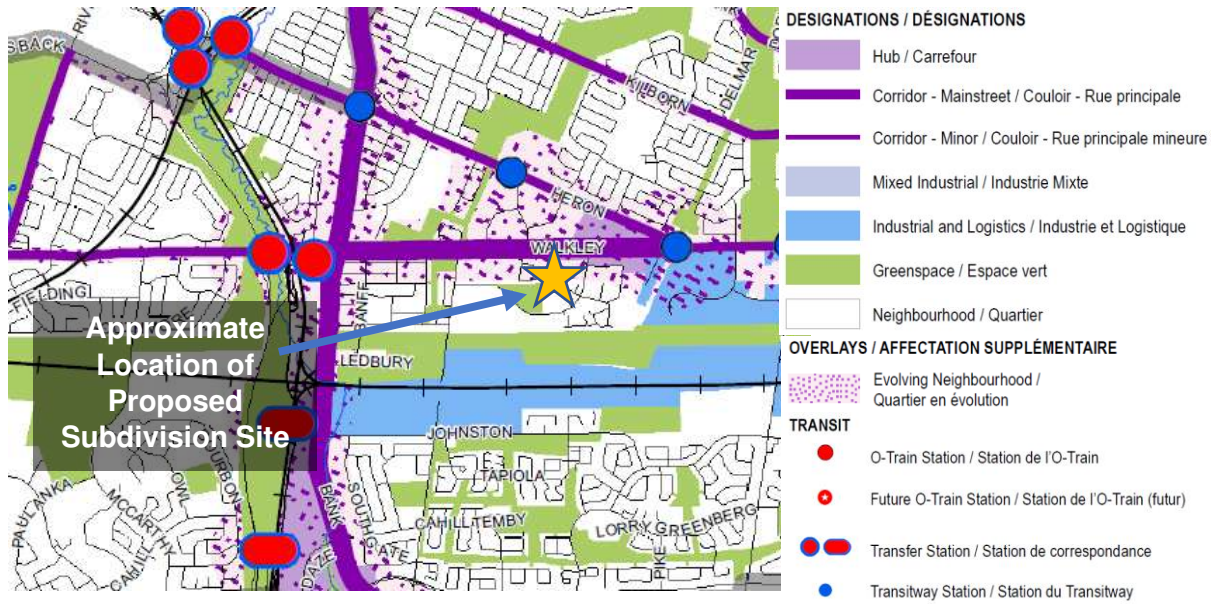


Figure 19 Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan

Secondary Plan

The project site is not subject to any secondary plan as per Annex 6 - Urban Areas Subject to a Secondary Plan for City of Ottawa (refer to Figure 20).

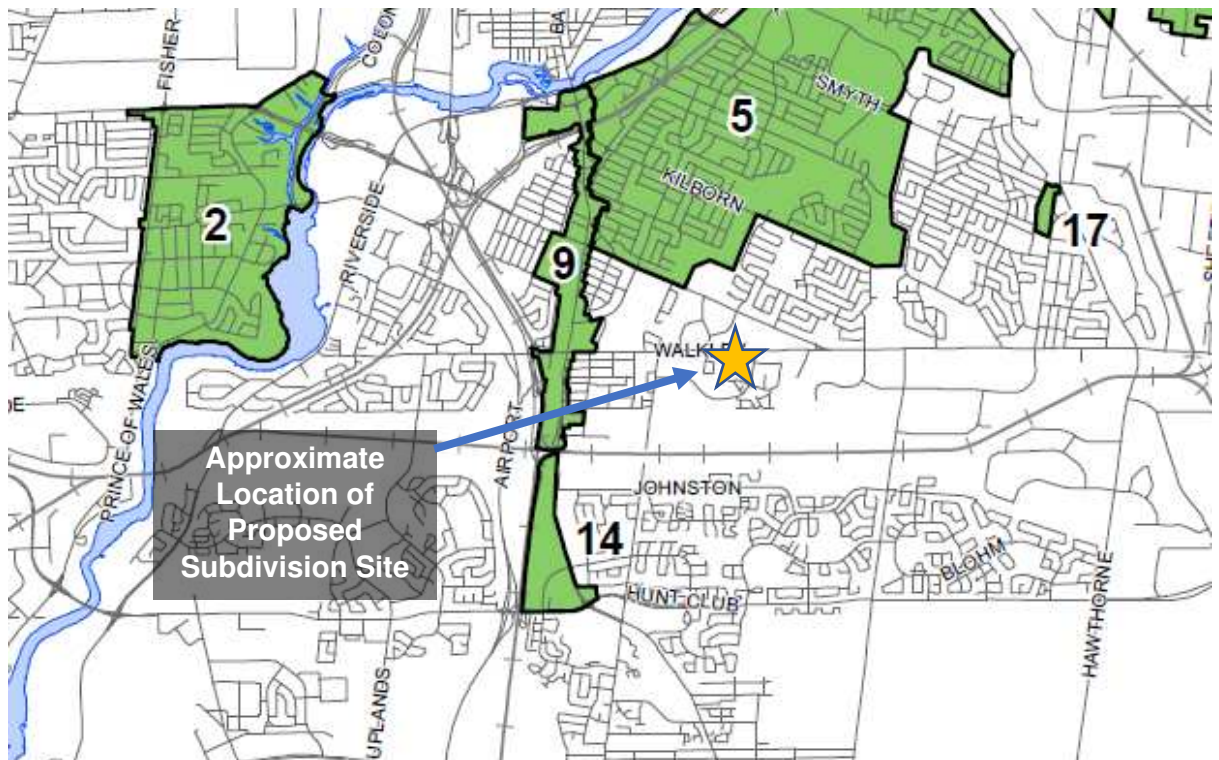


Figure 20 Annex 6 - Urban Areas Subject to a Secondary Plan, City of Ottawa Official Plan

Guidelines

The proposed development falls within the scope of the City of Ottawa's Urban Design Guidelines for Low-Rise Infill Housing. The review of these policies and conformity of the development can be seen in the Urban Design brief submitted with this report.

Zoning By-law

The subject site is zoned General Industrial, Subzone 1 with Exception 2663 (IG1[2663]), as per the City of Ottawa's 2008-250 Zoning By-law. The purpose of the General Industrial Zone is to permit a wide range of low to moderate impact light industrial uses and to provide development standards that would ensure the industrial uses would not impact any adjacent non-industrial uses. The IG1 subzone, specifically, has a variety of permitted uses, such as animal care, kennel, automobile body shop, automobile dealership, and automobile rental establishment. The provisions in the IG1 zone also prescribe a maximum of 80% lot coverage, 11-metre height maximum if within 20 metres from a residential zone and 22 metres in all other cases, along with a 3-7.5 m minimum interior side yard and rear yard, depending on the industrial use. The current zoning is not suitable for the proposed subdivision development and a Zoning By-law Amendment will be required to redevelop the subject site for residential uses in accordance with the concept plan.

Proposed Development

Background

Recent development applications on the lands

The development for the existing Boys and Girls Clubhouse on the site began in 2021 with a city-initiated Zoning By-law Amendment application (D02-02-21-0006) to add 'community centre' and 'urban agriculture' as permitted uses, as well as reducing the required parking and removing the requirement for a loading space. This application was followed by a Site Plan Control application approved in May 2021 (D07-12-21-0026). These applications were part of a \$20.1 million award from the Government of Canada's 'COVID-19 Resilience' funds combined with a \$5 million city investment to deliver a youth servicing facility in the Heatherington community. During the development of the Boys and Girls Clubhouse, city council and staff were aware of plans to develop the balance of the lands in accordance with the concept plan proposed as part of this application for Draft Plan of Subdivision.

Pre-consultation meetings

In relation to the subject applications, two pre-consultation applications and meetings were held to discuss the proposal. The first meeting was held in April 2022 (PC2022-0075), and the second in September 2023 (PC2023-0243). During these pre-consultations Development Review staff provided comments regarding the overall planning, urban design, engineering, transportation, forestry and environment components of the proposal. The meetings also generated two Study and Plan Identification Lists, detailing the requirements for the formal submission. The applications being submitted to support this development include the supporting plans and studies identified at pre-consultation and as further clarified through more recent email correspondence with development review staff.

Proposed Plan of Subdivision and Layout

The proposed plan of subdivision will establish a new public street in a U-shape, with two accesses onto Heatherington Road (see Figure 21). The standard 18-metre roadway cross section will be implemented, with sidewalks provided on both sides for pedestrian traffic. A new public park is proposed in the centre of the subdivision plan immediately behind the Boys and Girls Clubhouse. This conceptual proposal includes two (2) low-rise apartments, five (5) blocks of townhouses, sixteen (16) stacked townhouse units, and three (3) semi-detached dwellings, for a combined total of 158 dwelling units. The number of lots that could potentially be severed and registered is 41. As mentioned earlier in this report, the specifics on built form and site plans for these various dwelling types will be detailed in further applications.

The proposed development and dwellings will be serviced by municipal water, sanitary sewer and stormwater infrastructure which are available along Heatherington Road to service the site. The Site Servicing Study accompanying this submission confirms the availability of municipal services.

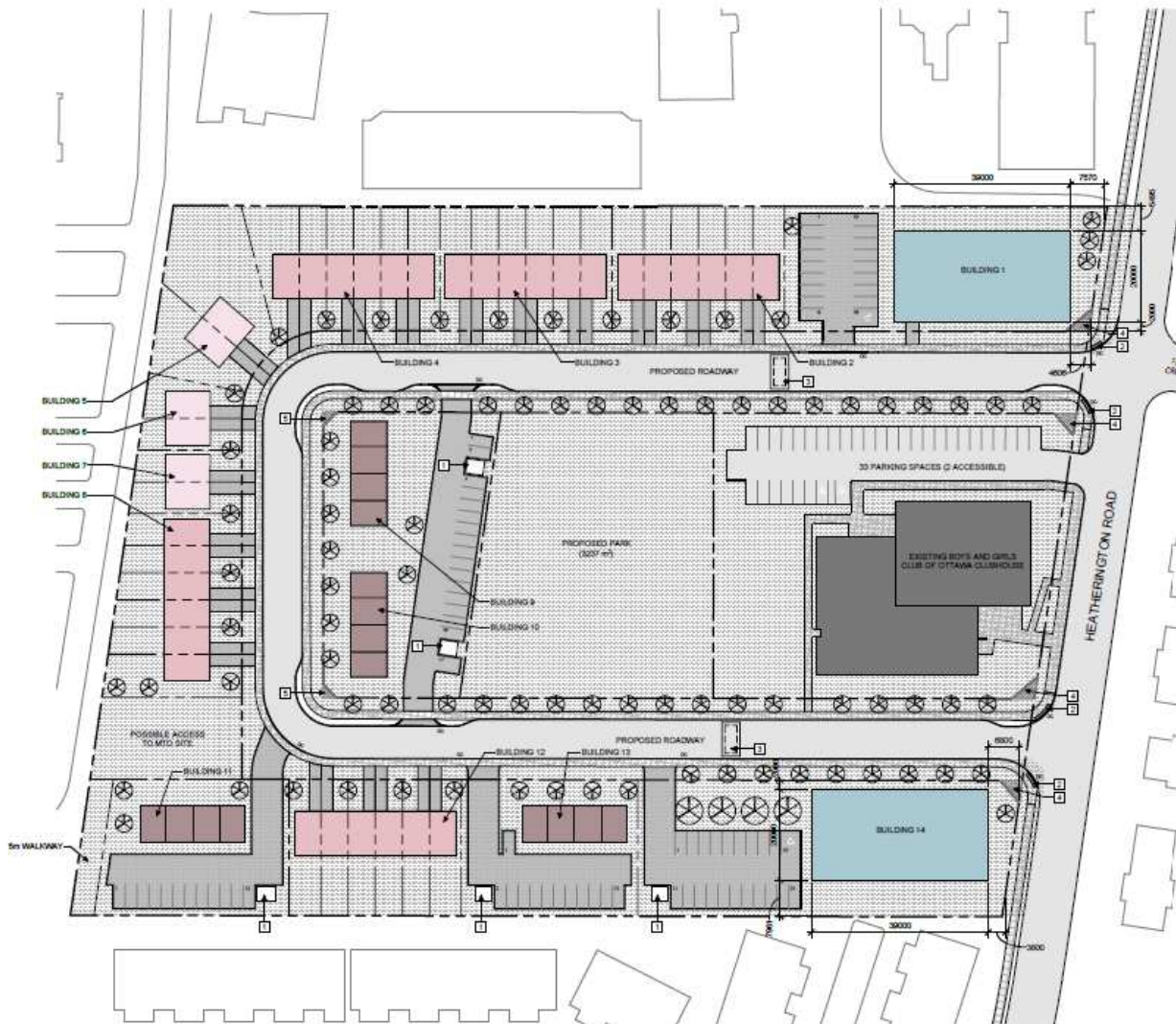


Figure 21 Latest subdivision concept plan

Proposed Zoning By-law Amendment

Considering the property is zoned General Industrial, Subzone 3 (IG3), a Zoning By-law Amendment application will be required to support the Plan of Subdivision. The proposed amendment is to rezone from IG3 to Residential Fourth Density, Subzone M (R4M) for the residential blocks and Open Space (OS) for the parkland block. In conjunction with the amendment, additional relief is sought to reduce the total parking requirements for the proposed residential uses. This proposed amendment also requests a rezoning of the Boys and Girls Clubhouse site from the current industrial zoning with special exceptions, to a more appropriate institutional parent zone. Further rationale regarding the zoning amendment can be seen in the policy considerations of this report.

On-Site Circulation & Parking

As mentioned above, the proposed new street will be in a U-shape and be 18 metres in width to provide space for bi-directional traffic and approximately 41 on-street parking spaces. The proposal identifies the conceptual locations of the private approaches for the stacked townhouse dwellings, surface parking areas for the apartments and individual driveways for the semi-detached and townhouse units. Regarding minimum parking requirements, the subject site is in Area C on Schedule 1A of the City's Zoning By-law 2008-250 (refer to Figure 22). As detailed later in this report, the proposed zoning by-law amendment includes a request for a special exception to reduce parking rates for residential uses from Area C standards to Area B standards. It also requests additional parking rate relief for the low-rise apartment use.

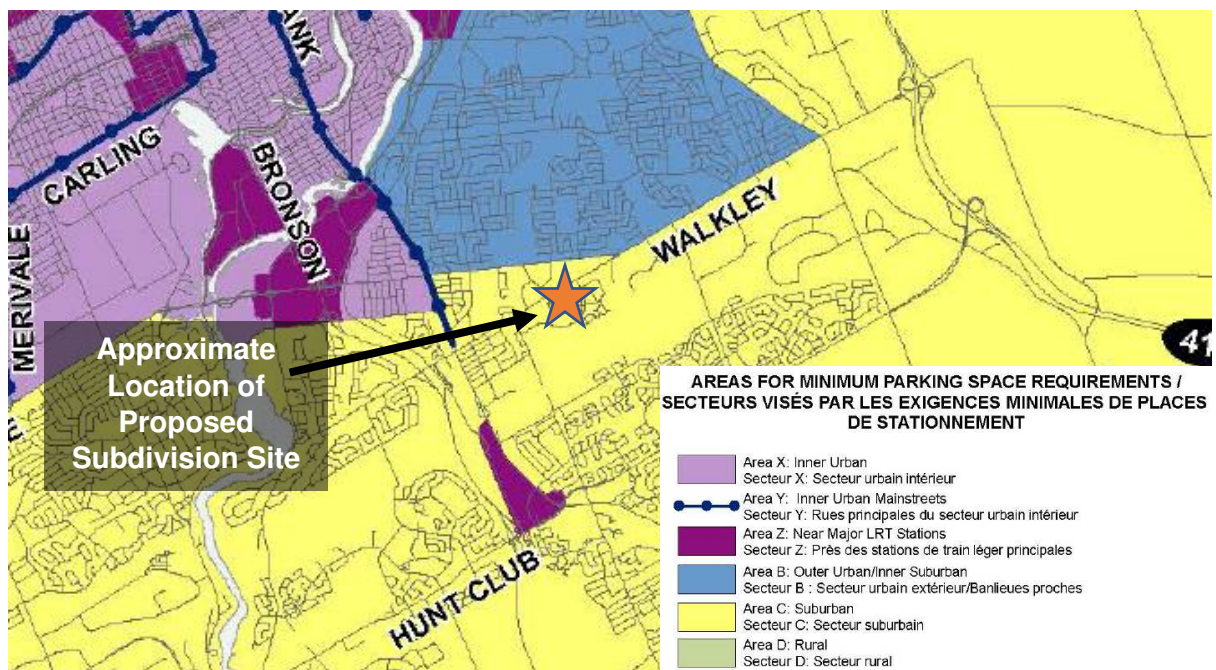


Figure 42 Schedule 1 A to Zoning By-law No. 2008-250, City of Ottawa Official Plan

Parkland Dedication and Greenspace

Approximately 3,237 square metres of land would be dedicated as parkland in relation to the proposed development. The parkland block is located in the centre of the subdivision, directly behind the Boys and Girls Clubhouse, and in close proximity to all of the proposed residential units as well as the residential neighbourhoods immediately adjacent to the subdivision lands (see Figure 23) Tree planting and landscaping of the park block will be

undertaken in accordance with the City of Ottawa Park Development Manual and in consultation with Parks staff.

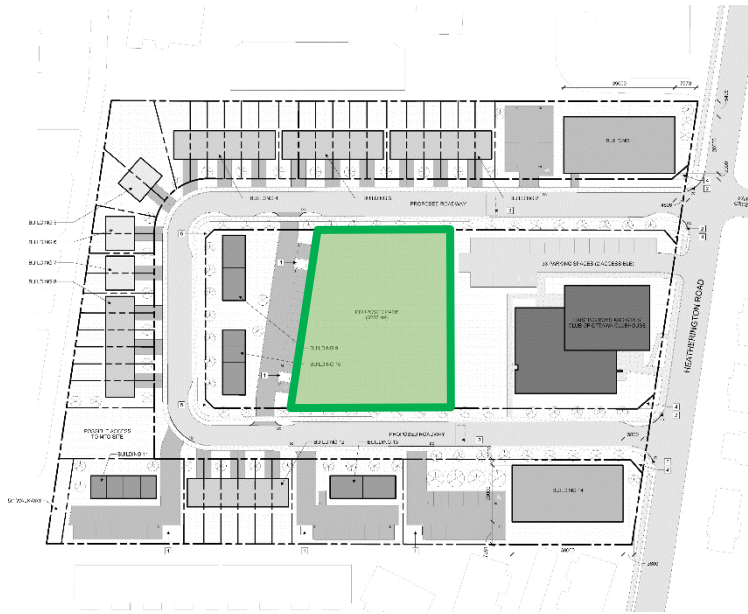


Figure 23 Parkland proposed as part of the subdivision.

Accessibility

The proposal will include buildings and parking areas that meet the City’s Accessibility Design Standards. These requirements will largely be met during the Site Plan Control process.

Design Brief

Along with this Planning Rationale report, an Urban Design Brief was prepared in support of the Plan of Subdivision and Zoning By-law Amendment applications. The discussion pertaining to Urban Design focuses is an initial analysis based on the request to subdivide the land and is not based on detailed architectural, landscape or engineering drawings. This section looks at applying the criteria found in the City of Ottawa’s Terms of Reference for Urban Design Briefs, as requested in the formal pre-consultation meetings for these applications.

Urban Design Guidelines for Low-rise Infill Housing

The [Urban Design Guidelines for Low-rise Infill Housing](#) was approved by City Council in July 2022 and is currently being re-reviewed by city staff. The existing Guidelines provide direction on ground-oriented infill development that will enhance streetscapes, be a good fit

within existing neighborhoods and provide housing designs that offer variety, quality and a sense of identity. Below are some of the guidelines that the proposed development satisfies:

| Design guidelines | How the proposal meets the guideline |
|---|---|
| 1.0 Streetscapes | |
| 1.2 Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration. | In the proposed development, the number of driveways and access to parking lots were minimized to enhance a pedestrian character, including the twinning of driveways for the townhouses. Further, the parking lots are mainly placed behind the dwellings and/or proposed to be screened using appropriate landscaping measures. |
| 1.3 Expand the network of public sidewalks, pathways and crosswalks to enhance pedestrian safety. | The proposal consists of a new local street that will have public sidewalks on both sides, and which connects to a new public park in the centre. Further, several speed humps will be introduced along the new street near the park to increase pedestrian safety for residents and visitors in the area. |
| 2.0 Landscape | |
| 2.1 Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees. | The concept plan shows adequate front yards for the towns and semi-detached dwellings to be able to provide landscaping. Driveways will be twinned wherever possible to enhance opportunities for planting of larger trees. |
| 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions. | The proposed development includes street trees along the new right-of-way, directly adjacent to the sidewalk, also creating a perimeter around the new public park. |

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| 3.0 Building Design (Built Form) | |
| 3.1.1 Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street. | The proposed development will consist of towns, stacked towns and semi-detached dwellings that have entrances along their ground floors to activate the street front and enhance the safety along the new street. Consideration for inclusion of ground-oriented units as part of the low-rise apartment will be given at the site plan control review stage. |
| 3.1.6 Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them. | The proposed dwellings in the subdivision plan will face the new public park behind the BGC Clubhouse. |
| 3.2.3 Where the new development is higher than the existing buildings, create a transition in building heights through the harmonization and manipulation of mass. | The site is directly adjacent to two-storey townhouses (across from Heatherington Road and to the south of the site). As a means of transition and maintaining the overall character of the area, the two proposed four-storey apartments will front onto Heatherington Road, followed by the buildings behind being built at heights that transition to lower number of storeys (starting at stacked towns, to townhouses and semi-detached dwellings). |
| 4.0 Parking and Garages | |
| 4.1 Where such features are permitted by the Zoning By-law, limit the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards. Reduce the width and length of driveways and parking spots and use permeable pavers to minimize the visual and environmental impacts of hard surface areas. | With the most recent concept plans, all driveways for the towns and semi-detached dwellings are twinned to provide more aggregated soft landscaped areas. Further, the parking lots for the stacked homes and low-rise apartments are either placed at the rear of the buildings or behind landscaped and treed areas to minimize the visual impacts of parking. |

Bird-Safe Design Guidelines

The City of Ottawa's [Bird-Safe Design Guidelines](#) were approved by Council in November 2020 and serves to provide direction for mid- to high- rise buildings in response to bird-glass collisions. These guidelines vary from glazing/window specifications, suggesting colour contrast to large glass surfaces and providing visual markers to signal to birds. As per the comments received from the City's Environmental Planner in the September 2023 pre-consultation meeting, the proposed low-rise apartments do not prompt the need to follow these guidelines. The Planner did specify that if the apartments were to be five storeys or higher than the guidelines would need to be considered, and it would be done during the Site Plan Control process.

Response to Urban Design Directions

This subsection looks to address the Urban Design comments received from city staff in the pre-consultation meeting held in September 2023:

Comment: Provide cross sections for proposed new public road. If only one sidewalk is provided, it is worth discussing/comparing the benefits of the location of the sidewalk on either side of the loop.

Response: The new public road will be 18-metres in width and there will be sidewalks on both sides of the new street with a street tree buffer.

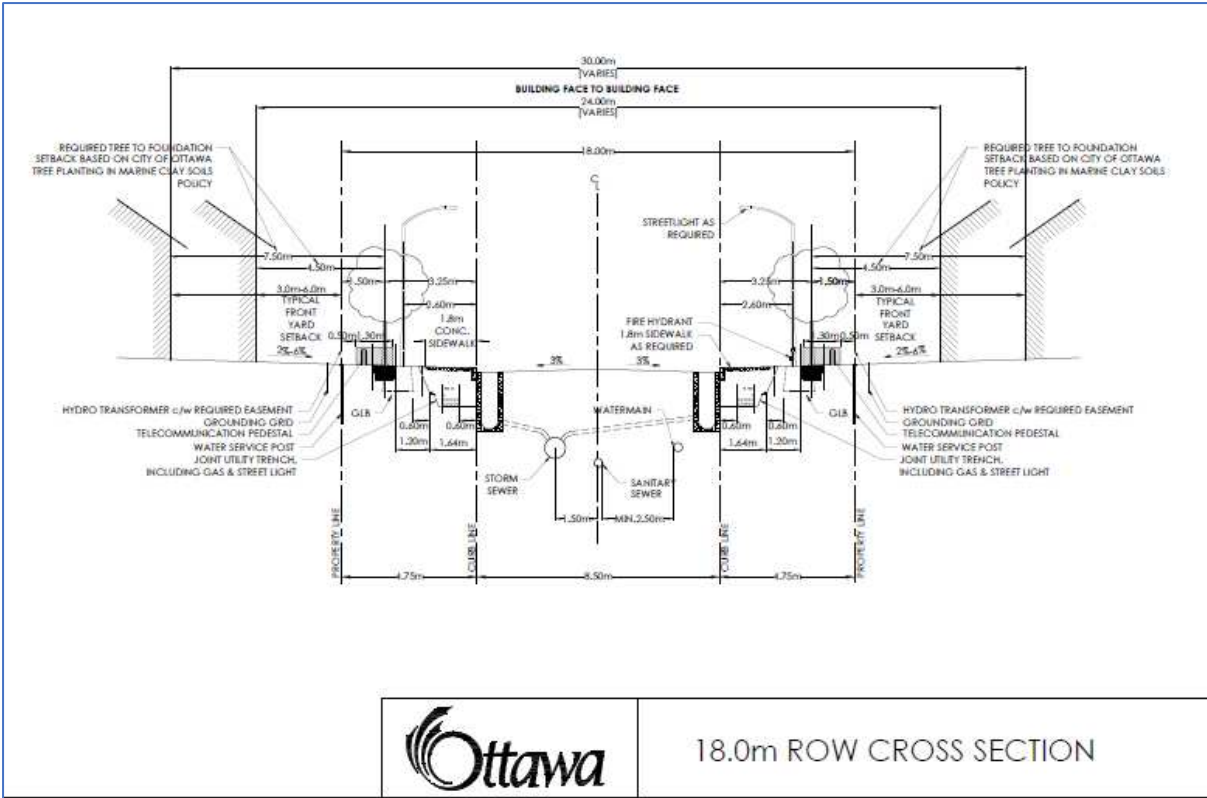


Figure 24 18-metre street section

Comment: We appreciate that the proposed interior public road aligns with Fairlea Crescent. Also appreciate the efforts made on the south-west corner of the site to connect to the surrounding community (potential future road connecting to MTO site and the pathway). Please consider revising the scheme to improve the park frontage and to add additional connections (example below)

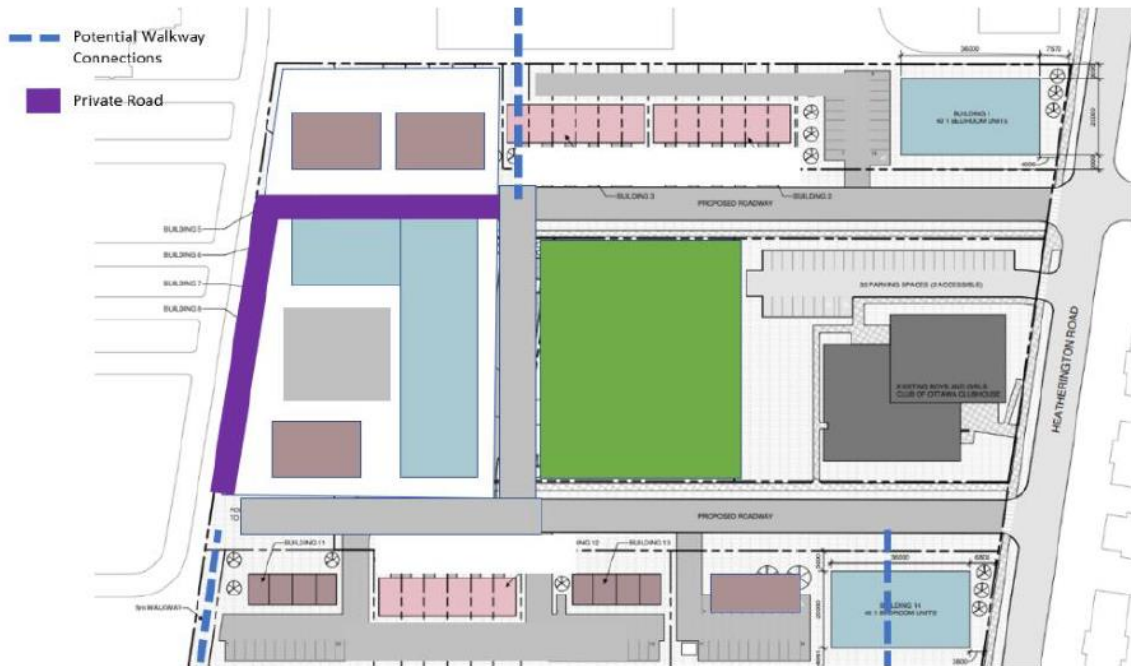


Figure 25 Proposed changes from Urban Design team

Response: Thanks for the recommendation, however, we are hesitant to consider a private road with the buildings pushed forward as it may create private areas that are not the most visible to the street (as it was referred to in another comment, CPTED concerns). The aim is to implement a design that focuses on clearly defined public spaces vs. private spaces, 'eyes on the street' and deliberate implementation of CPTED principals.'

Comment: Consider introducing more multi-unit housing options within a four-storey built form.

Response: During the plan of subdivision process, our civil engineers will review and determine servicing details to ensure flexibility for greater number of four-storey buildings/units. This subdivision application does not preclude the opportunity for more multi-unit and four-storey built forms to be built on the site. Further, *Section 3.2: Support Intensification* in the Official Plan indicates a target residential density per net hectare in Neighbourhoods in the Outer Urban Transect anywhere between 40 to 60 dwellings per net hectare. The proposed density for this development is 57.4 dwelling units per net hectare.

Comment: Ground floor activation required for all buildings. Consider townhomes at-grade for all apartment buildings.

Response: We have noted this comment, however buildings have yet to be designed. We anticipate that this consideration will be further reviewed at the site plan control stage.

Comment: All parking areas should be located at the rear so that they are not visible from the public realm. Consolidate parking entrances to limit the number of curb cuts. Parking for townhome units should also be accessed via a rear lane.

Response: Our recent concept plans shows that the driveways for the towns will be twinned and they will not have their own driveways, as it was previously shown. Note, we are still proposing towns at this time and a parking space would be required for each dwelling unit if the successful builder would be looking to establish separate ownership. Opportunities for rear lanes will be given further consideration once the individual blocks are being designed.

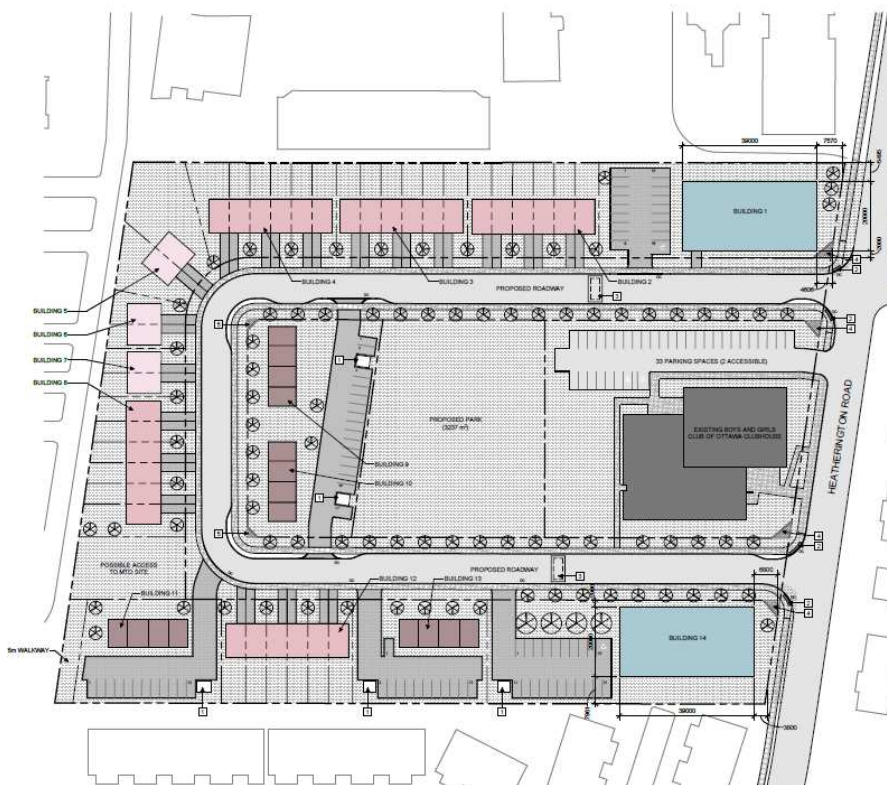


Figure 26 Latest subdivision concept plan

Comment: Consider how the previous salt-storage use on-site may affect sustainable landscaping on-site. Consult with the remediation group to determine what can be planted, and how (replacing the soils? Will the salt leach?). If large mature trees are unable to grow, the architecture of the buildings becomes that much more important and visible. If landscaping is a challenge due to the salt levels, consider other ways to provide landscaping on-site.

Response: Thank you, this is a great point. We will advise the landscape architects who will be responsible for the Landscape Plan to consider the previous salt storage use and its potential impacts to future landscaping. We have prepared a Phase 1 and 2 Environmental Site Assessment, as part of the formal submission, that they can reference.

Comment: Consider safe and accessible areas for bike parking.

Response: Noted, thank you. We will ensure adequate parking is considered/provided in the low-rise apartments as well as for the stacked towns when we issue our RFP.

Comment: Consider how lighting will be used on site and possible CPTED concerns. Will there be lighting installed on the private road/park?

Response: There will be city-standard lighting throughout the new public street and the parking lots and driveways will be sufficiently lit. The lighting provided within the park will be as recommended by the City's Parks Planner.

Comment: Explore ways to minimize the impact of all waste, loading and parking areas on the public realm experience.

Response: Noted, thanks. We will ensure the waste areas are zoning compliant and avoid impeding on the public experience.

Comment: As the design develops further, strive toward creating variation amongst the building designs. It is good to have a theme/consistent element throughout the building designs; however, creating variation in the individual building/unit designs will be critical in breaking-up the appearance of massing and in making it a visually interesting and successful built form. The building design variation does not necessarily have to be done with expensive fenestration, just a creative approach to the design details.

Response: Noted, thanks. This may be another reason to consider adding the caveat that successful RFP candidates must consult with Urban Design ahead of submitting for building permits (those not subject to the Site Plan Control process).

Design Research

A scan of the residential uses nearby was undertaken and it was determined that buildings varied between two to four storeys in height or greater. As seen in Figure 27, there are diverse dwelling types surrounding the subject site. Therefore the proposed low-rise buildings ranging from two to four storeys will integrate well into the surrounding context.



Figure 27 Scheme indicating nearby residential heights (derived from: Google Earth)

Design evolution and alternative options

To arrive at the proposed concept plan, there were several iterations of the plan presented to city staff. One of the first iterations (as seen in Figure 29), had a greater number of stacked dwellings and no low-rise apartments. The density on the lands was less than what is proposed today. In taking in some of staff's comments in 2022, we worked with CSV Architects to adjust the plan which led to something that resembles today's submission (Figure 28). Some of these comments were regarding Parcels B and F and how they were interior facing, resulting in more than half of the parcels being dedicated to surface parking. As a response, we opted to change the stacked dwellings for low-rise apartments. This allowed for greater density, and space for a landscape buffer along Heatherington Road and the new right-of-way as we tucked the surface parking towards the back of the apartments.



Figure 28 Earlier concept plan presented at April 2022 pre-consultation meeting with city staff

The concept plan shown in Figure 29 was brought to the second pre-consultation meeting with Development Review staff. During this meeting, staff proposed twinning the driveways for the townhouses to create larger soft landscaped areas, as opposed to individual driveways leading to their garages. Additionally, staff requested that a sidewalk be provided on both side of the new street along with street trees. These changes were made and can be seen in the most recent concept plan.

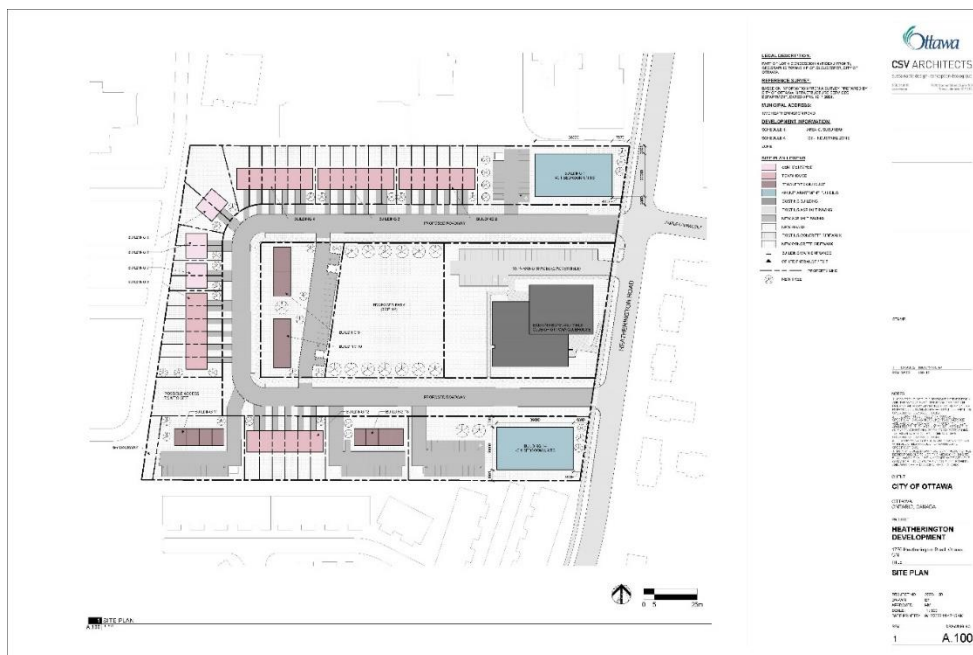


Figure 29 Earlier concept plan presented in September 2023 pre-consultation meeting with city staff

Policy Justification Intent

The proposed subdivision development for 1770 Heatherington Road will provide gentle intensification through a mix of building forms, from semi-detached townhouses, townhouses, stacked townhouses to low-rise apartment buildings. The development will add 158 affordable housing units that meet the needs of a diverse community consisting of different ages, family sizes, and income statuses.

Policy Context

The proposed site subdivision development is supported by policy guidelines established by provincial and local bodies such as the Provincial Policy Statement (2020), the City of Ottawa Official Plan (2021), and the 10-year Housing and Homelessness Plan.

Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) is a policy document that was issued under Section 3 of the Planning Act with the most recent version issued in May 2020. In general, the PPS recognizes that land use must be carefully managed to allow adequate development to meet all current and future needs while achieving efficient development patterns while avoiding significant or sensitive resources that may pose risk to public safety and health. The proposed plan of subdivision and zoning by-law amendment are consistent with the PPS. Below is a summary of the particular PPS policies which are relevant to the subject development:

Policy 1.1.1 Provides direction to sustain healthy, livable and safe communities by:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 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;
- 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;
- 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;
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Policy 1.1.2 Provides direction within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 Stipulates that settlement areas shall be the focus of growth and development.

Policy 1.1.3.2 Encourages land use patterns within settlement areas that have densities, and a mix of land uses which:

- efficiently use land and resources;
- 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;
- support active transportation;
- are transit-supportive, where transit is planned, exists or may be developed;

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.1 speaks to providing an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area,

Policy 1.4.3 encourages planning authorities to provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable needs of current and future residents of the regional area by:

- establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- permitting and facilitating 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;
- 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;

- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

Policy 1.5.1 speaks to promoting healthy, active communities by:

- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

Policy 1.6.3 stipulates the use of existing infrastructure and public service facilities should be optimized before consideration is given to developing new infrastructure and public service facilities.

Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

City of Ottawa Official Plan

The 2022 Official Plan (OP) serves as the municipal document directing land use and planning throughout the municipality. The OP focuses on growth through intensification and embeds environmental, climate and health resiliency and energy efficiency measures into the framework of our planning policies. The proposed subdivision and zoning applications conform to the policies of the Official Plan. Below is a review of OP policies which are applicable to the proposed development project.

Growth Management Framework (Section 3)

Section 3.2 provides overall direction for intensification across Ottawa with a goal to reach a 45 percent increase in the number of dwellings between 2022 and 2026. This Section also speaks to ensuring residential intensification is focused around the notion of creating 15-minute neighbourhoods, which is comprised of Hubs and Corridors.

The proposed subdivision will facilitate 158 new dwelling units and contribute to the 45% target, while being located adjacent to a hub and mainstreet corridor (Walkley Road).

Policy 3.2.10 and Table 3b encourages a pattern of development where 50% of new residential units in low-rise buildings in the Outer Urban Transect on lots that exceed 15-metres in width are large-household dwellings (defined by 3-bedroom units or greater).

The proposal seeks to include a number of development blocks that are greater than 15-metres in width (stacked townhouses and low-rise apartments). A large proportion of the dwellings proposed will be designed for large households, as data indicates that there is a significant need for larger units by families waiting for affordable housing in Ottawa. The Strategic Housing Projects branch will be setting criteria for larger unit sizes through the RFP evaluation criteria when looking for suitable housing providers.

City-Wide Policies (Section 4)

Mobility

Policy 4.1.2.9 speaks to providing adequate number of long- and short-term bicycle parking facilities

The proposed subdivision will offer both long- and short-term bicycle parking spaces that are safe, ideally covered, and usable at locations that are secure and accessible and that provide easy access to the building.

Policy 4.1.2.11 (b) (ii) speaks to consider sidewalks on at least one side of new local streets within the Outer Urban Transect.

The proposed subdivision will include a public road with sidewalks on both sides that connect to Heatherington Road. It will ensure continuous and direct connections to the new public park, public transit stops and other local destinations.

Policy 4.1.4.2. and 4.1.4.11 speak to reducing parking requirements when in proximity to hubs, corridors, or rapid transit stations to avoid large asphalt parking lots, as well as minimize the number of driveways and vehicle entrances.

The proposed zoning by-law amendment application will include an exception to reduce the number of parking required in the area to limit space dedicated to asphalt parking lots on the lands. Further, the individual driveways for the townhouses and

semi-detached dwellings are twinned to allow for larger soft-landscaping areas across the entire site and avoid disrupting pedestrian movement.

Housing

Policy 4.2.1.1 and 4.2.1.2 encourages a range of flexible and context-sensitive housing options in all areas of the city, while supporting production of missing middle housing to support the evolution of healthy walkable 15-minute neighbourhoods.

The proposed subdivision will include various types of housing units, such as studio, one, two- and three-bedroom units, within a variety of dwelling types including semi-detached units, townhouses, and stacked townhouses. These will cater to a variety of family sizes and will contribute to intensification, diversity in unit sizes, tenure, and price alternatives.

Policy 4.2.2.4 refers to the affordable unit targets in the City's 10-Year Housing and Homelessness Plan.

The proposed subdivision is expected to yield 158 affordable units, of which a proportion will seek to target deep affordability. This will add directly to the City's target of 20 per cent of all new residential units being affordable.

Policy 4.2.3.3 speaks to the city assisting non-profit housing providers through zoning by-law amendments with periodic omnibuses.

The proposed subdivision and zoning by-law amendment applications are being led by the City's Strategic Housing Projects branch. Once the new lots have been created and the zoning amendment has passed, the city will launch a Request for Proposals (RFP) to seek suitable housing providers to undertake site plan control approvals (where required), obtain building permits, build and manage the new dwellings. The Strategic Housing Projects branch is consulting with Development Review Services to determine where there might be additional opportunities to support non-profit providers through the site plan control process.

Parks and Recreation Facilities

Policies 4.4.1.2 and 4.4.1.3 provide direction to allocate lands during the development process, as per the city's Parkland Dedication By-law, particularly if the lands subject to development are larger than 4,000 square metres.

The subject lands are approximately 27,000 square meters and the proposal includes a new 3,237 square meter park in the centre block of the plan of subdivision. This will

contribute to the parks and greenspaces in the surrounding area for the proposed units and neighboring residential blocks, as well as complement the existing Boys and Girls Clubhouse.

Urban Design

Policy 4.6.5.3 speaks to reducing conflicts between vehicles and pedestrians while improving the attractiveness of the public realm and internalizing loading areas, utilities into the design of buildings and accommodating space for soft landscaping.

The proposed development seeks to create a new public street with sidewalks on both sides of the street to encourage safe pedestrian movement. No underground parking areas are proposed for the low-rise apartments, due to the expenses that would be associated; however, the surface parking proposed will be screened from the public realm with ample space to provide street trees and soft landscaping.

Policy 4.6.5.4 stipulates that development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards.

The proposal will include buildings and parking areas that meet the City's Accessibility Design Standards to address the needs of diverse users. These will be captured in the Site Plan Control process.

Policy 4.6.6.4 asks that amenity areas be provided in residential development in accordance with the Zoning By-law and applicable design guidelines.

The proposed low-rise apartments will provide adequate amenity areas for their residents, which will be captured in the Site Plan process. Further, the proposed subdivision includes a new park..

Policy 4.6.6.6 encourages low-rise buildings be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate.

The proposed low-rise apartments will have entrances at-grade, likely onto Heatherington Road, with several areas dedicated to soft landscaping. Consideration for detailed building design, such as façades and potential inclusion of elements such as balconies will be reviewed and finalized prior to building permit and during the Site Plan review process (where applicable).

Drinking Water, Wastewater and Stormwater Infrastructure

Policy 4.7.1 speaks to ensuring development conforms to approved servicing plans to protect and/or improve the quality and quantity of water.

The proposed subdivision would include a water main upgrade at the City's cost to meet the requirements for the proposed development. The proposal will meet other storm water, surface run-off, and site servicing requirements.

Natural Heritage, Greenspace and the Urban Forest

Policy 4.8.2 encourages the city to pursue an urban forest canopy target of 40 per cent.

The proposed subdivision would require majority of the 70 existing trees and shrubs to be removed to allow for site grading and to the construction of the proposed buildings. However, within the right-of-way and the residential lots, soft landscaping and new trees will be planted to compensate for those lost and efforts will be made to provide a surplus number of native species trees to add to the urban forest.

Policy 4.8.3.2 endeavors to ensure residents can access public greenspaces, either within a 5-minute walk, 10-minute walk or 15-minute transit ride.

The proposed subdivision includes a 3,237square metre park. In addition, there are three other parks, namely Sandalwood, Fairlea, and Heatherington Park, within 10-minutes of walking distance from the proposed development.

Outer Urban Transect, Neighbourhood Designation

The proposed subdivision site is within the Outer Urban Transect as per Schedule A - Transect Policy Areas. The site is designated as Neighborhood land use within the Evolving Overlay as per Schedule B3 - Outer Urban Transect City of Ottawa Official Plan. According to the neighborhood land use designation and evolving overlay policies outlined in Section 6.3 and Section 5.6 of the Official Plan, the proposed subdivision conforms with the following:

General policies pertaining to the Neighbourhood designation (Section 6.3)

Policy 6.3.1.2 speaks to the permitted building heights within Neighborhoods being limited to low-rise buildings, unless stipulated in the zoning of the property. According to the Official Plan low-rise is defined as building heights of up to 4 full storeys (inclusive).

The proposed subdivision is proposed to include only low-rise uses up to a maximum of four storeys in height.

Policies 6.3.1.4 (a), (b), and 6.3.1.5 speak to encouraging a range of housing options within Neighbourhood designations, particularly higher densities and heights closer to rapid-transit stations, corridors and major neighbourhood amenities.

The proposed subdivision will provide a full range of low-rise housing options, including missing middle housing such as stacked townhouses, as well as apartments, semi-detach dwellings and townhouses. This development represents intensification within the Heatherington neighbourhood which is in proximity to the Walkley Road and Innes Road corridors. Further, the 4-storey apartment buildings are proposed at the front of the subdivision lands, along Heatherington Road which is a collector road that connect to Walkley Road (arterial road).

Policy 6.3.2.6 speaks to considering innovative and compatible forms of housing that could involve condominium or strata severances or other types within a building.

Along with creating a new public road through the Plan of Subdivision, the forms of housing proposed will have opportunities to establish separate ownership through severances of the townhouses, stacked townhouses and semi-detached units. These units will also be independently serviced.

Policies pertaining to the Outer Urban Transect (Section 5.3)

Policy 5.3.1.2 (a) Speaks to development remaining low-rise within Neighbourhoods and along Minor Corridors in the Outer Urban Transect

The proposed subdivision is characterized by low-rise buildings that will include a mix of semi-detached, townhouses, stacked townhouses dwellings and two 4-storey apartments.

Policy 5.3.1.4 (b) speaks to properties designated Neighbourhood in the Outer Urban Transect will be predominantly ground-oriented with low-rise multi-unit dwellings permitted near frequent street transit routes.

The proposed subdivision conforms with the policy by providing predominantly ground-oriented multi-unit dwellings in proximity to corridors and placing the low-rise apartments on Heatherington Road where there is two existing transit routes.

Policy 5.3.4.1 (a) to (e) provides direction for Neighbourhoods within the Outer Urban Transect and allows up to 3-storeys in height and 4-storeys, where appropriate. These policies also speak to supporting missing middle housing and regulating built form to frame the public right-of-way.

The proposed subdivision supports a wide variety of housing types with a focus on lower-density missing-middle housing including low-rise apartments, semi-detached dwellings, stacked townhouses, and townhouses. The four-storey apartments are appropriately located adjacent to Heatherington Road, which is a collector.

Section 5.6.1.1 pertains to the Evolving Overlay and encourages gradual change in terms of density and urban built form patterns, particularly within Hubs and Corridors.

The proposed development largely conforms to the evolving overlay policies as it is 70 metres from Walkley Road, a Mainstreet Corridor, and adjacent to the hub identified at the intersection of Walkley and Heron Road. The proposed subdivision will provide a change in character from non-residential to residential use with new building forms, typologies, and two 4-storey apartments fronting Heatherington Road.

In sum, the proposal largely conforms with the Official Plan and meets the intent of many of its policies, particularly pertaining to: the policies regarding the Neighbourhood Designation in the Outer Urban Transect as well as its density target; the city-wide policies in regards to mobility, housing, parks and recreation facilities and urban design; and policies that fall within the growth management framework. The proposed development will facilitate 158 new affordable dwelling units on underutilized city lands while being supported by existing nearby services and amenities.

Zoning By-law 2008-250

Existing Zoning

The subject site is currently zoned *General Industrial Subzone 3 with Exception 2663 (IG3 [2663])*.

To permit the proposed development on the property, a zoning amendment is required to permit residential, parks and open space as permitted land uses. The proposed amendment also includes changing the IG zone for the existing Boys and Girls Clubhouse to a Minor Institutional zone (I1) to allow the existing use to continue within a more appropriate parent zone.

Requested Resident Parking Reduction for Ground-Oriented Units

| Use | *Existing Area C Parking Rate | Proposed Parking Rate based on Area B |
|------------------------|-------------------------------|---------------------------------------|
| Stacked Townhouse | 1.2 spaces / unit | 0.5 spaces / unit |
| Townhouse | 1 space / unit | 0.75 spaces / unit |
| Semi-detached dwelling | 1 space / unit | 1 space / unit |

Requested Resident Parking Reduction for Low-Rise Apartment

| Use | Existing Area C Parking Rate | Proposed Parking Rate |
|--------------------|------------------------------|-----------------------|
| Low-Rise Apartment | 1.2 spaces / unit | 0.25 spaces / unit |

The subject site is located within Area C on Schedule 1A, but is only 420 metres from the dividing line with Area B to the north of Walkley and Heron Roads. The neighbourhoods in Area B immediately north of Heron and Walkley Roads and the neighbourhoods to the south, including the subject site, have equivalent access to transit along the nearby corridors and within the area hubs which are discussed in more detail earlier in this report. Access to rapid transit from the subject site is also slightly closer to the subject site in Area C than it is for some portions of Area B immediately to the north. Based on proximity to transit, Area B parking rates are considered to be appropriate for the subject site.

Regarding the requested minimum resident parking rate reduction for the low-rise apartment buildings, the proposed rate of 0.25 spaces per unit will result in one in four units within the apartments having access to a resident parking space. All units within the 1770 Heatherington Road development are intended to be delivered at varying levels of affordability, with the units being under agreement with the City of Ottawa and the majority of clients coming from the City's Centralized Waiting List. There is currently an affordable housing crisis and there are many clients on the waiting list who would accept a unit without parking. Providing this reduction in parking for the apartment units builds in flexibility for our affordable housing partners to design the site and parking requirements based on operational need and reduces the likelihood of requiring a minor variance in the future. For example, supportive housing and affordable housing units that focus on units with lower bedroom counts typically require significantly less parking.



Figure 31: Schedule A1 of Zoning By-law 2008-250, as amended

The visitor parking rates are not proposed to be reduced and will conform to the current minimum rates. In all other cases, the parking will comply with the minimum requirements and provisions set out in the Zoning By-law.

A reduction in the resident parking rate to Area B standards for ground-oriented uses and to 0.25 spaces per unit for the low-rise apartments use is reasonable based on proximity to transit along adjacent corridors and area hubs, as well as distance from rapid transit. Allowing for reduced parking rates allows affordable housing providers to design their sites based on operational need, reduces additional time and money for variances in the future, and ultimately results in less land being used for cars and more affordable housing units being built.

The proposed wording for provisions within Exception XXX1 is:

- (1) Parking rate for low-rise apartments: 0.25 spaces per unit**
- (2) Parking rate for all other residential uses, other than low-rise apartments: comply with Area B standards in Schedule 1A for Minimum Parking Requirement Areas**

- 2) It is also suggested to rezone a portion of the lands to *Parks and Open Space (O1)*. The purpose of this zone is to:
 - permit parks, open space and related and compatible uses
 - ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

The proposed O1 zone will reflect the parkland dedication relating to the subject development and is consistent with typical zoning provided for neighbourhood parks. (see Figure 32).

- 3) Finally, it is also suggested to rezone the lands for the Boys and Girls Club to the more appropriate zone of *Minor Institutional with Exception XXX2 (I1 [XXX2])*. The purpose of this zone is to:

- permit a range of community uses, institutional accommodation and emergency service uses; and
- minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that such uses are of a scale and intensity that is compatible with neighbourhood character.

Exception XXX2:

The special exception to include with the I1 zone is to ensure that the existing provisions in Exception 2663 are included in the new zone.

The proposed I1 [XXX2] zone reflects the existing Boys and Girls Club which is a community place of assembly and recreational facility for families and children that participate in the club (see Figure 32).

The proposed wording of the provisions in the XXX2 is:

- (1) maximum gross floor area of a recreation and athletic facility: 1700 m²**
- (2) Minimum required parking for a community centre: 30 spaces.**
- (3) Loading spaces are not required for a community centre.**

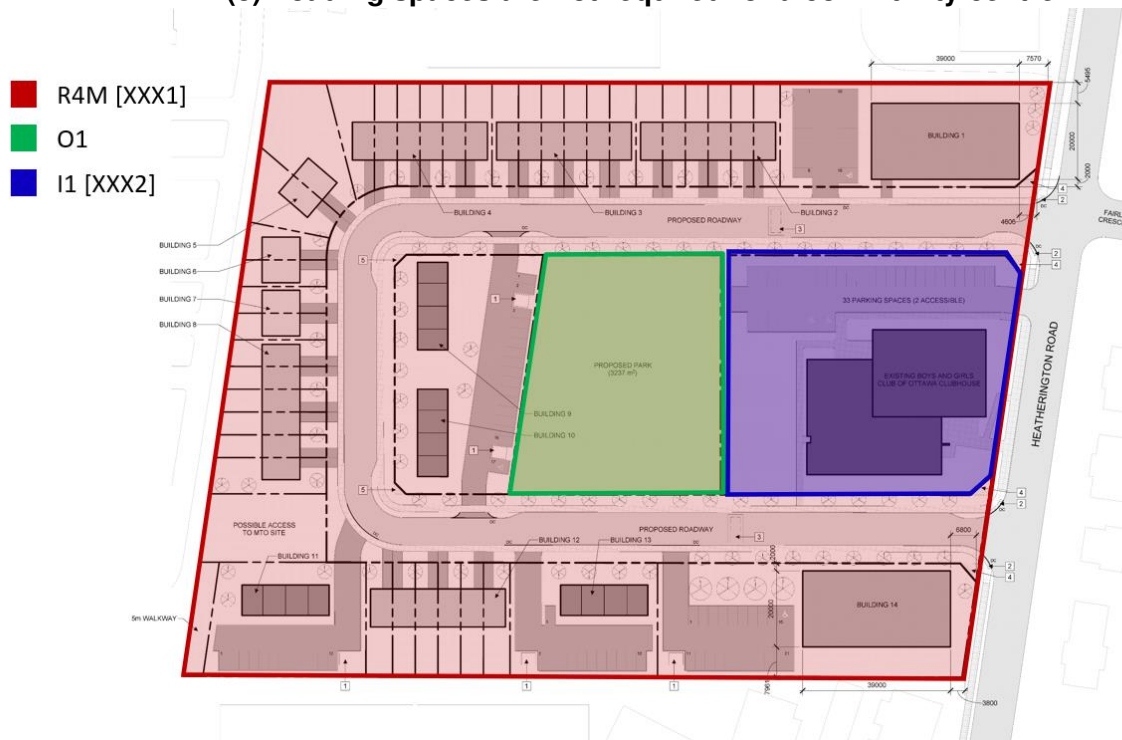


Figure 32: Proposed zoning of the subject site

Community and Stakeholder Engagement Plan

A revitalization strategy was created for the Heatherington Neighbourhood in 2018 by the City of Ottawa as part of the Building Better Revitalized Neighbourhoods (BBRN) strategic initiative. The objective of this program was to develop a vision and action plan to improve the health, vibrancy and livability of priority neighbourhoods in Ottawa. As part of this

initiative a two-stage consultation process was undertaken between January and May 2017 which included area residents, service providers and businesses located in the Heatherington area. Attendees were asked what their priorities were for their neighbourhood and what they would like to see built at 1770 Heatherington Road. Over 800 responses were received throughout the consultation process. Youth-focused community space and affordable housing were two of the priorities that ranked highly through the consultation process. The Heatherington revitalization strategy will continue to be used as a guide as the subject site continues to proceed through the pre-development process.

The City of Ottawa's Strategic Housing Projects branch is the applicant and will work alongside the Development Review team to ensure statutory and discretionary consultation requirements are adequately met.

Conclusion

It is our professional opinion that the Plan of Subdivision and Zoning By-law Amendment applications are appropriate and in the public interest for the following reasons:

- It is consistent with the 2020 Provincial Policy Statement
- It meets the intent and conforms with policies in the City of Ottawa Official Plan (2021), including the policies that determine the appropriate location for intensification and provision of affordable housing.

Ultimately, the proposed development will facilitate 158 new residential units on city lands that are currently vacant and near commercial and institutional uses, while adding a new public park for the surrounding residents to utilize.

Sincerely,



Mary Dickinson, MCIP RPP
Housing Developer II
Housing Solutions and Investments
Services



Justin Grift, MCIP RPP
Planner I
Housing Solutions and Investments
Services