



4159 Obsidian Street, Ottawa

Planning Rationale
Zoning By-law Amendment and Site Plan Control
May 15, 2025



Prepared for Mattamy

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Mattamy Homes (“Mattamy”) to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development of the property municipally known as 4159 Obsidian Street (the “subject site”) in the City of Ottawa. The intent of the Zoning By-law Amendment application is to establish a low-rise Planned Unit Development on the subject site.

1.1 Plans and Studies

Please find enclosed the following plans and studies in support of the Site Plan Control application:

- / This Planning Rationale prepared by Fotenn Planning + Design, dated 15 May 2025;
- / Construction Management Plan prepared by CGH, dated 8 April 2025;
- / Environmental Site Assessment – Phase 1 prepared by Paterson Group dated 11 April 2025;
- / Geotechnical Study prepared by Paterson Group dated 23 April 2025;
- / Transportation Impact Assessment prepared by CGH dated April 2025;
- / Plan of Survey prepared by JD Barnes dated 7 December 2022;
- / Noise Control Study prepared by Gradient Wind dated 8 May 2025;
- / Landscape Plan prepared by NAK dated 13 March 2025;
- / Site Plan prepared by Korsiak dated 13 May 2025;
- / Elevations prepared by Bim Studio dated 10 March 2025;
- / Zoning Confirmation Report prepared by Fotenn Planning + Design dated 15 May 2025;
- / Design Brief prepared by Fotenn Planning + Design dated May 2025;
- / Civil Engineering Plans prepared by Stantec dated 14 May 2025; and,
- / Site Servicing and Stormwater Management Report prepared by Stantec dated 14 May 2025.

1.2 Application History

The subject site was previously subject to Plan of Subdivision (D07-16-21-0024) and Zoning By-law Amendment (D02-02-21-0077) applications, which subdivided the subject site from the parcel to the north municipally known as 3718 Greenbank Road (also known as Phase 8 of Mattamy’s Half Moon Bay South community) and applied the existing zoning to both parcels.

1.3 Purpose of the Applications

The purpose of the applications is to permit the development of 93 stacked, back-to-back townhouse dwellings in six (6) blocks. The blocks range in size from 12 units to 30 units. In order to permit the proposed development, the following applications are required:

- / A Zoning By-law Amendment to modify the existing General Mixed Use Zone, Exception 2800, Height Limit of 14.5 metres (GM[2800] H(14.5)) as follows:

- Remove the minimum requirement for 50% commercial space of the ground floor to be occupied by non-residential uses.
 - Reduction of Minimum Required Interior Side Yard Setback from 7.5 m to 3 m
 - Reduction of Minimum Required Resident and Visitor Parking from 112 resident spaces and 19 visitor spaces to 96 resident spaces and 18 visitor spaces
- / Site Plan Approval for the development of the subject site in accordance with the enclosed plans and studies.

2.0

Subject Site and Surrounding Context

2.1 Subject Site

The subject site, municipally known as 4159 Obsidian Street, is located in Barrhaven South, in Ward 3 (Barrhaven West), and is bounded by a low-rise planned unit development consisting of back-to-back stacked townhouse dwellings to the north, Obsidian Street to the west, the Greenbank Re-Alignment corridor to the east and vacant land to the south. The subject site is a rectangular shaped lot with an area of 12,221 square metres, with approximately 117.8 metres of frontage abutting Obsidian Street and a depth of approximately 103.9 metres. The subject site represents Phase 7 of Mattamy's Half-Moon Bay South community. The subject site is currently an unimproved, vacant parcel of land with sloped grading.



Figure 1: Context Graphic Depicting the Subject Site.



Figure 2: Left, Looking Northeast to Subject Site from Obsidian Street; Right, Looking West Towards Subject Site from Rye Grass Way

2.2 Surrounding Context

North: Immediately north of the subject site is a three (3) storey, low-rise back-to-back stacked townhouse dwelling development by Mattamy. This development spans the distance between Dundonald Drive to the north and the subject site. This development is characterized by back-to-back stacked townhouse blocks arranged around the perimeter of the property with parking and drive aisles located internal to the property. Further north is Dundonald Drive which runs perpendicular to Obsidian Street. Abutting Dundonald Drive is Black Raven Park, just to the northeast of the subject site across the realigned Greenbank Road corridor.

East: Immediately abutting the subject site to the east is land allocated for the Greenbank Road Re-Alignment and Southwest Transitway Extension. Further east, Rye Grass Way runs parallel to the Greenbank Re-Alignment and abutting this street is a residential development featuring two (2)-storey single detached and townhouse dwellings. A future public elementary school is also located east of the subject site.

West: The subject site abuts Obsidian Street to the west. Epoch and Eminence Streets are perpendicular to Obsidian Street and feature two (2) storey detached and townhouse dwelling typologies. Further west is Elevation Park.

South: Immediately south of the subject site are vacant lands known municipally as 3882 Barnsdale Road. The lands are anticipated to accommodate a mix of uses, including a future westward extension of Kilbirnie Drive just under 30 metres to the south from the subject site, and a future Park and Ride further south (as envisioned by the Barrhaven South Urban Expansion Area Community Design Plan). Further south is a low-rise residential neighbourhood featuring low-rise detached and townhouse dwelling typologies in two and three-storey configurations. This neighbourhood is bounded by Barnsdale Road to the south, which is an arterial road.



Figure 3: Left, Mattamy's Back-to-Back Townhouse Product to the North of the Subject Site; Right, Low Rise Residential Detached Housing Typology Abutting Rye Grass Way to the East of the Subject Site.



Figure 4: Left, Low Rise Residential Townhouse Housing Typology Abutting Epoch Street to the West of the Subject Site; Right, Vacant Land Located South of the Subject Site.

2.3 Transportation Network

2.3.1 Urban Road Network

Obsidian Street is identified as a Local Road which is intended to provide access to properties and neighborhoods rather than serving as a major route for through traffic. Local Roads are found within residential neighbourhoods and are designed for lower speeds and shorter trips. Local Roads connect homes and other destinations to collector or arterial roads, which handle higher volumes of traffic.

The subject site is also located north of a proposed collector road which is anticipated to extend Kilbirnie Drive. Collector Roads are ones that serve neighbourhood travel to and from Major Collector or Arterial Roads and usually provides direct access to adjacent lands. The subject site is also served by existing nearby Collector Roads, such as Dundonald Drive to the north and River Mist Road to the east.

The subject site abuts the proposed Greenbank Road Re-Alignment to the east (Figure 5), a proposed Arterial Road. The closest existing Arterial Roads are Cambrian Road to the north of the subject site and Greenbank Road to the east of the subject site. Arterial Roads function as major infrastructure corridors, accommodating both vehicles, municipal infrastructure, and public transit.



Figure 5: Schedule C4 – Urban Road Network (City of Ottawa Official Plan)

2.4 Transit Network

2.4.1 Rapid Transit

As per Schedule C2 - Transit Network of the Official Plan (Figure 6), the subject site is located less than 100 metres from a future Bus Rapid Transit (BRT) Transitway Station and Park-and-ride located at the intersection of the Greenbank Road Re-Alignment with Kilbirnie Drive. There is a second Transitway Station planned within 400m north of the subject site, at the intersection of Dundonald Drive and the Greenbank Road Re-Alignment.

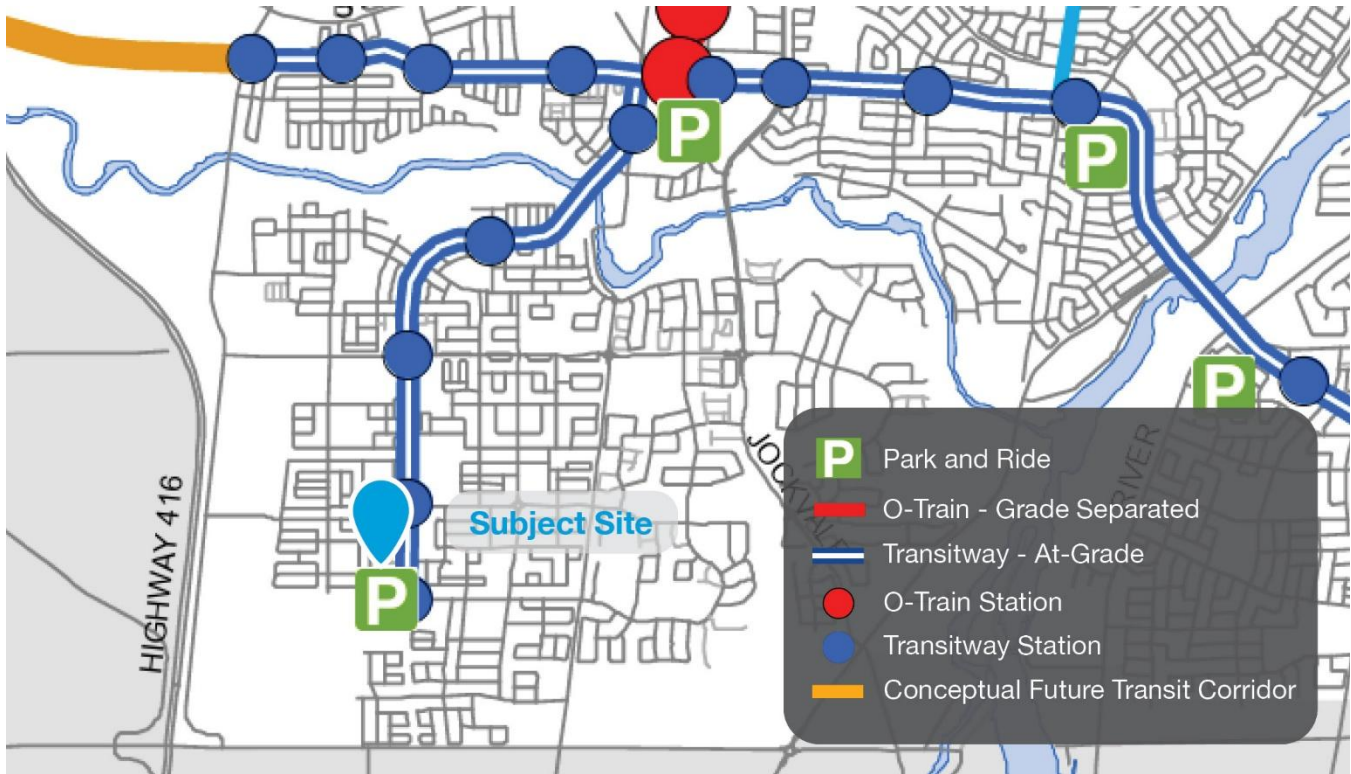


Figure 6: Schedule C2 – Transit Network - Ultimate (City of Ottawa Official Plan)

2.4.2 Active Transportation

Schedule C3 – Active Transportation Network – Urban Major Pathways shows that an active transportation route is located east of the subject site along the existing Greenbank Road (Figure 7). The Greenbank Road major pathway leads north to additional major pathways along the north and south side of the Jock River.

The new Greenbank Realignment will add bike lanes in both directions on the new road and connect to existing active transportation networks in the area.

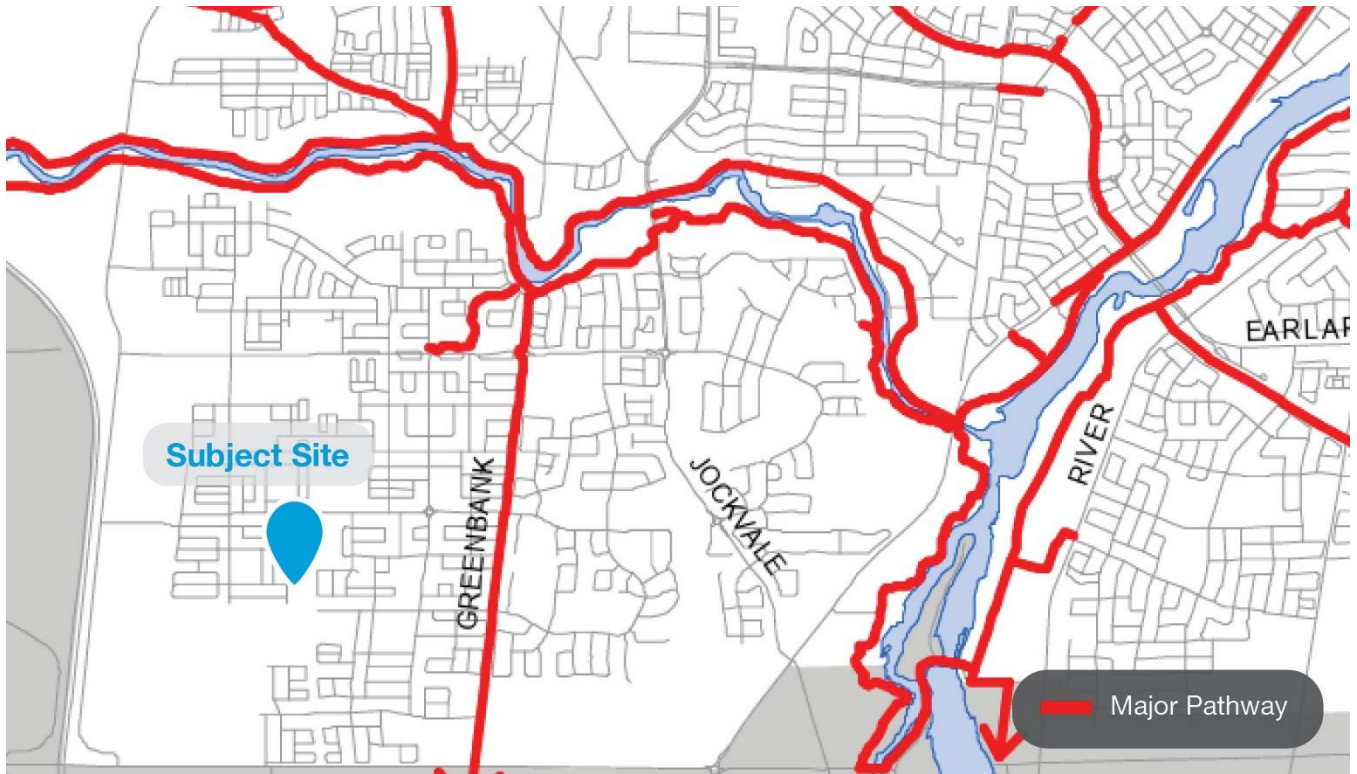


Figure 7: Schedule C3 – Active Transportation Network – Urban Major Pathways (City of Ottawa Official Plan)

3.0

Proposed Development

Mattamy is proposing to develop the subject site as a Planned Unit Development (PUD) consisting of 93 stacked, back-to-back townhouse dwellings in six (6) blocks. Blocks 1 and 2, adjacent to the future realigned Greenbank Road corridor, are proposed to contain 15 and 30 units, respectively. The remaining four (4) blocks (Blocks 3 through 6) are each proposed to contain 12 units. The townhouse blocks will be arranged around the perimeter of the subject site with parking internal to the development (Figure 8).

Vehicle access to the subject site is proposed to be from the residential block to the north of the subject site at 3718 Greenbank Road, which has existing accesses to Obsidian Street. A total of 114 parking spaces and 48 bicycle parking spots are proposed to be provided on the subject site. In-ground refuse bins will also be located within the parking lot area internal to the subject site.

The development features one (1) outdoor communal amenity area. Private outdoor amenity spaces are proposed in the form of porches and balconies. Pedestrian circulation throughout the subject site will be provided by a series of walkways that provide connections from the sidewalk along Obsidian Street through the subject site. Pedestrian accesses are also proposed to connect to the future realigned Greenbank Road corridor.

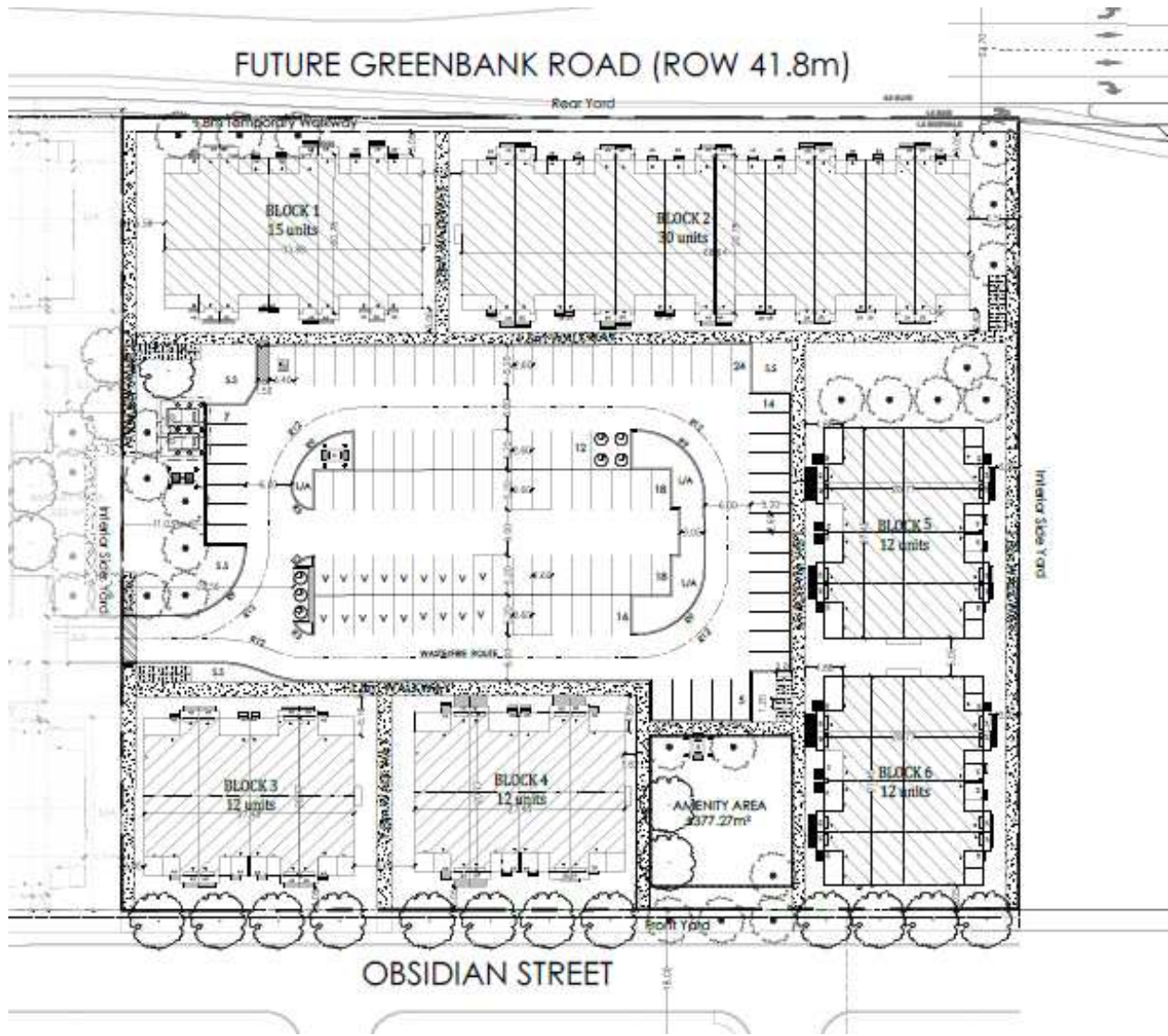


Figure 8: Excerpt from the Site Plan for the Proposed Development at 4159 Obsidian Street

The proposed products used throughout the development are stacked back-to-back townhouses (Figure 9). Similar models have recently been constructed in Mattamy's Promenade development in Barrhaven and Traditions development in Stittsville, among other developments. All proposed residential blocks are three (3) storeys in height. The massing of the proposed blocks is broken up by façade setbacks, varied materials, consistent window patterns, and balconies.



Figure 9: Rendered Elevation of Stacked Back-to-Back Townhouse Dwelling Block by Mattamy



Figure 10: Front Elevation of a 12-unit Stacked Back-to-Back Townhouse Block

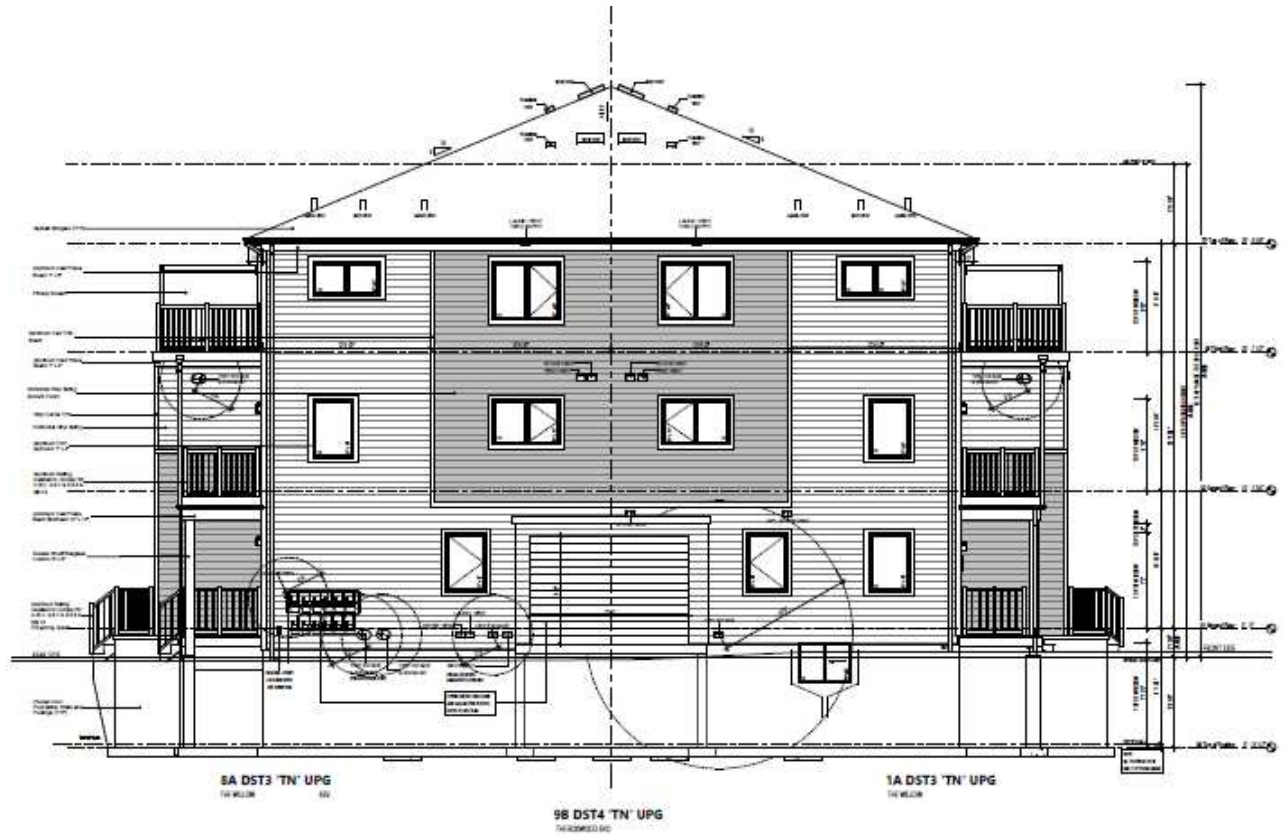


Figure 11: Side Elevation of a 12-unit Stacked Back-to-Back Townhouse Block

4.0

Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

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

The following comments from Chapter 1 – Vision are applicable to the subject site:

- Para 2 Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.
- Para 4 Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.

The proposed development increases the supply and mix of housing options, offering locally appropriate low-rise housing in a compact, stacked back-to-back townhouse typology. The proposed development responds to market needs and local demand by providing additional housing options in a compact and transit-supportive design, in a location with existing and planned infrastructure and public service facilities.

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities.
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

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

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

3.9.1 Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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;

The proposed development is consistent with the PPS (2024). The subject lands are in a settlement area of the City of Ottawa which has existing and planned infrastructure and public service facilities. The proposed development supports the provision of an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. The proposed stacked townhouse dwelling typology is an efficient, compact development form that will add diversity to the housing options available in the Barrhaven South area and the City of Ottawa.

The proposed development will allow for the logical extension and efficient use of existing infrastructure, such as roads, water, stormwater, and wastewater infrastructure. The proposed development efficiently uses land and is transit-supportive. The development of the subject site is therefore consistent with the policies of the PPS.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The

Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions (“Big Policy Moves”) as the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions include the following:

1. **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa’s existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
2. **By 2046, the majority of trips in the city will be made by sustainable transportation.**
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa’s current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
3. **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa’s distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area’s context, age and function in the city.
4. **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City’s resiliency to the effects of climate change.
5. **Embed economic development into the framework of our planning policies.**
In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development will implement several Big Policy Moves objectives, specifically intensification, sustainable transportation, urban and community design, and climate mitigation and resiliency. Although a greenfield development, the proposed development represents a positive evolution towards a more intensive use of the area through the creation of a 93-unit PUD on a vacant lot. The development supports sustainable transportation by providing a dense built form in proximity to a future public transit corridor and proposing adequate bicycle parking. The proposed development contributes pedestrian connections to existing and future public rights-of-way, locating buildings so that dwellings have a convenient access to nearby public sidewalks. The proposed amendment to incorporate residential-only uses onsite recognizes the need for land use flexibility, particularly in light of the anticipated construction timelines for the realigned Greenbank corridor.

4.2.2 Cross-Cutting Issues

Section 2.2 of the Official Plan states that some of the City’s policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

/ Intensification

- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

The proposed development addresses the cross-cutting issues by providing dense, compact development in a greenfield area in proximity to existing road networks and infrastructure. The development is sensitive to the issues of Energy and Climate Change by providing efficient development patterns in proximity to a future Park and Ride site and provides access to existing transit infrastructure.

4.2.3 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject site is located within the Suburban (Southwest) Transect on Schedule A (Figure 12). The Suburban Transect is characterized by its location outside the Greenbelt and conventional suburban model of the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.



Figure 12: Schedule A - Transect Policy Areas (City of Ottawa Official Plan)

Schedule B6 of the Official Plan further informs the City's land use planning and growth management objectives through assigning land-use designations. The subject site is designated Neighbourhood, with the Evolving Neighbourhood Overlay also applying (Figure 13).

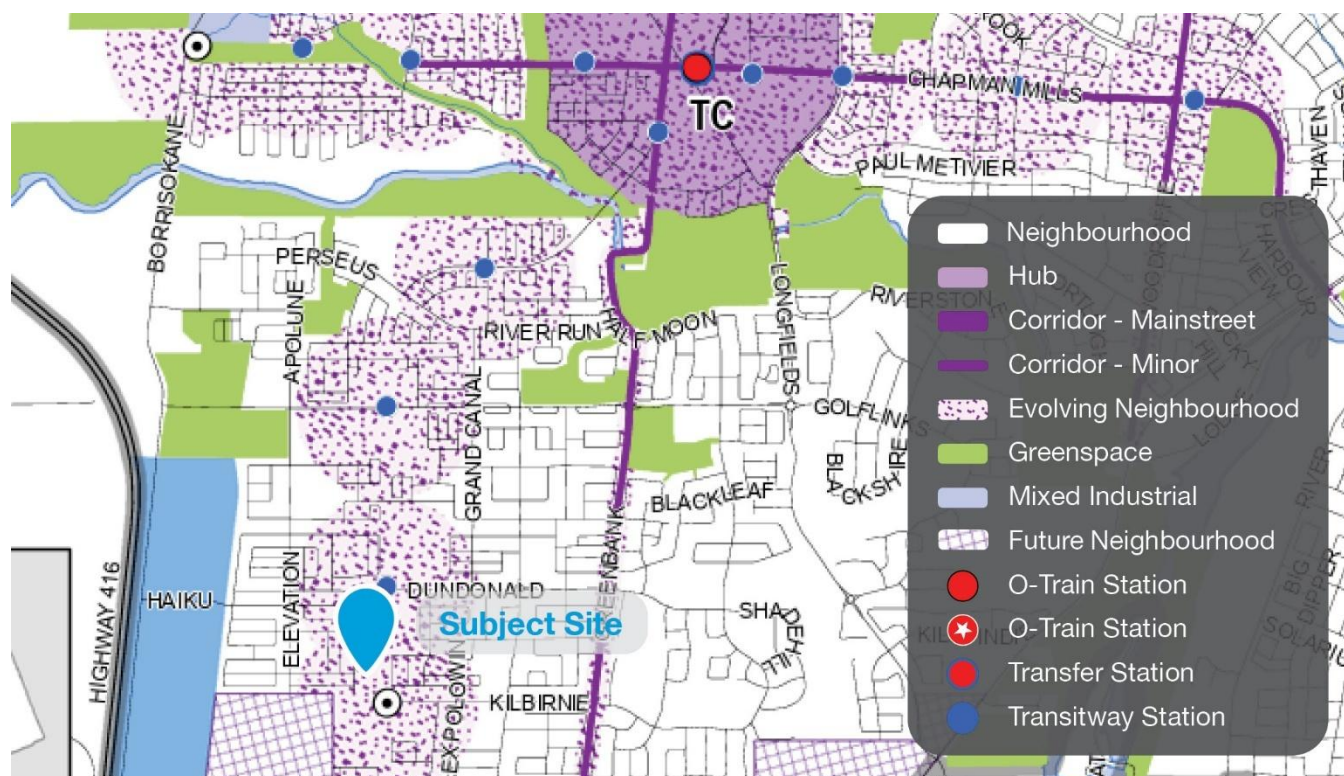


Figure 13: Schedule B6 - Subject Site Within the Neighbourhood Designation (City of Ottawa Official Plan)

4.2.3.1 Suburban (Southwest) Transect

Section 5.4 describes policies that apply to the Suburban Transect. This section notes that the Suburban Transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods in suburban parts of the City. This includes development at densities that support transit and the function of hubs and corridors, the diversification of the housing stock, and an evolution to a more “urban” pattern of design.

Section 5.4.1, Policy 2 states that development within the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods.

Section 5.4.1, Policy 3 states that in the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:
 - i) Multi-unit dwellings in Hubs and on Corridors; and
 - ii) Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes.

Section 5.4.2 Policy 1 states that in the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:

- a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations;

Section 5.4.4, Policy 1 provides direction for new development in the Suburban Transect. Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments.
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

Section Policy 5.4., Policy 2 states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield, within which the subject site is located, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

Section 5.4.5 provides direction to Neighbourhoods located within the Suburban Transect. Policy 1 of Section 5.4.5 states that Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law

shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

The proposed low-rise development of the subject site is permitted and envisioned in the Suburban Transect. The proposal contributes to a diversity of housing forms developed in a compact, dense manner, and in close proximity to future rapid transit.

4.2.4 Evolving Neighbourhood Overlay

The Evolving Neighborhood 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 Overlay intends to provide built form direction for the urban area where intensification is anticipated to occur.

Policy 1 of Section 5.6.1 states that the Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

Policy 2 states that where the Evolving Neighborhood Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

Policy 3 states that in the Evolving Neighborhood Overlay, the City:

- 1) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regard to density, built form and site design in keeping with the intent of Sections 3 and 5 of the Official Plan;

The proposed development provides the opportunity for greater densities within close proximity to a future arterial road and rapid transit station, while respecting the existing and planned character of the surrounding residential area.

4.2.4.1 Neighbourhood Designation

Neighborhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual, integrated, sustainable, and internally compatible development. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

Section 6.3.1 aims to define neighbourhoods and set the stage for their function and change over the life of the Official Plan. The following policies are relevant to the subject site and proposed development:

- 2) Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings within the Neighbourhood designation.
- 3) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - c) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - d) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - e) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
 - f) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
 - g) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
 - h) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.
- 4) The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - i) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
 - j) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and

- k) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The proposed development provides low-rise, neighbourhood-appropriate missing middle residential uses, with the stacked back-to-back townhouse dwellings being located in proximity to a future BRT corridor.

4.2.5 Housing

Section 4.2 of the Official Plan discusses the importance of increasing the supply of a broad range of housing typologies throughout the city. The following policies apply to the proposed development:

- 4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city
 - 1. A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
 - b. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c. Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure; and
 - d. Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability.

This proposal contributes to a range of dwelling types and sizes in the Barrhaven South area, which will accommodate a variety of housing needs.

Policy 2 of Section 4.2.1 states that the City shall support the production of a missing middle¹ housing range of mid-density, low-rise, multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

All of the dwelling units in this proposal are low-rise multi-unit housing in the form of stacked back-to-back townhouses. The proposed development provides the opportunity for greater densities within close proximity to a future arterial road and rapid transit station, while respecting the existing character of the surrounding residential area.

4.2.6 Urban Design

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

Policy 3 of Section 4.6.5 states that development shall minimize the conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading area, mechanical equipment and

¹ The City of Ottawa Official Plan defines Missing Middle Housing as low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

utilities into the design of the building. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Policy 4 of Section 4.6.6 states that 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.

Policy 6 of Section 4.6.6 states that low-rise buildings shall 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. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development meets the City's urban design policies. In particular, the proposed development minimized conflict between vehicles and pedestrians and internalizes parking and garbage collection to the interior of the subject site; provides quality private and communal amenity spaces in excess of the Zoning By-law's requirements; responds to context and transect area policies as outlined above; includes areas for soft landscaping, main entrances near grade, front porches and balconies; and provides a built form that will complement the surrounding context.

4.3 Barrhaven South Urban Expansion Area Community Design Plan (2018)

The subject site is located within the boundaries of the Barrhaven South Urban Expansion Area (BSUEA) Community Design Plan (CDP). The BSUEA is a Greenfield development area established by the City of Ottawa and the Ontario Municipal Board as part of the City of Ottawa's 2009 Official Plan review. The purpose of the BSUEA CDP is to guide the future development of the area. The role of the CDP is to provide a basis for land use planning and good urban design for this new community.

The BSUEA is generally located east of Borrisokane Road, north of Barnsdale Road, southwest of the existing Barrhaven South CDP lands, and west of existing Greenbank Road. The total land area of the BSUEA is approximately 122 hectares, which is distributed amongst six landowners.

4.3.1 CDP Vision

The vision for the development of the BSUEA CDP area is to create new, liveable neighbourhoods that link with the identity and character of the existing Barrhaven South Community. To achieve this vision a number of goals were established. The CDP will:

- 1) Provide a comprehensive framework to manage new development through a Land Use Plan that supports safe connectivity and movement for pedestrians, cyclists, transit-users, and motorists;
- 2) Direct an appropriate integration between existing communities to the north and the new community;
- 3) Direct the creation of a high-quality public realm and built environment that places emphasis on quality of life, aesthetics, and sense of place;
- 4) Direct the provision of a range of housing types and densities to support a diversity of ages and income levels;
- 5) Direct the incorporation of pedestrian-friendly and bicycle-friendly design that encourages greater use of walking and bicycles for daily transportation;
- 6) Facilitate community-wide access to the planned Park & Ride station;
- 7) Direct for the provision of design with regard for existing natural features and processes, including low-impact technologies and green infrastructure;
- 8) Plan for parks and greenspaces that preserve and enhance the natural environment, if possible.

This CDP will achieve these goals through the fulfillment of a number of related objectives. The objectives are to:

- 1) Establish a Land Use Plan assigning policy designations to each land parcel in the CDP area;
- 2) Extend existing road and pathway corridors into the CDP area to ensure efficient connections with adjacent communities;
- 3) Plan for landscaping elements, recreational infrastructure, and compatible land uses and urban design to create a high-quality public realm and built environment;
- 4) Permit a range of housing types in the CDP area by demarcating low-density and higher-density areas in appropriate locations;
- 5) Plan for multi-modal streets, sidewalks, and pathways to enable active modes of transportation. Design a fully connected street and block network;
- 6) Connect the Park and Ride to multiple modes of transportation to ensure accessibility from across the community;
- 7) Account for green infrastructure and low-impact technologies in designing street rights-of-way, parks, and other public facilities;
- 8) Locate parks to capitalize on existing trees and natural features, if possible;
- 9) Implement the relevant objectives and strategic directions advanced by the City's "Building Better and Smarter Suburbs (BBSS)" and "Complete Streets" initiatives; and
- 10) Guide the character and form of development and the mix of housing types within the community through a Demonstration Plan and area-specific urban design guidelines.

The proposed development of the subject site is in accordance with the vision, goals, and objectives outlined in the BSUEA CDP. In particular, the proposed development consists of a low-rise built form that appropriately frames and provides direct pedestrian connectivity to the surrounding public streets, while remaining compatible in use and massing with the surrounding area. The development plan is connected to the surrounding neighbourhood to facilitate movement for pedestrian, cyclists, transit-users and motorists. The development also provides housing that supports a diversity of ages and income levels. The design incorporates pedestrian-friendly and bicycle-friendly design to encourage greater use of walking and bicycles for daily transport.

4.3.2 Land Use Plan

The Land Use Plan for the Barrhaven South Urban Expansion Area with the subject site location is shown below (Figure 14).



Figure 14: The Barrhaven South Urban Expansion Area CDP, Subject Site Indicated

The subject site is designated Commercial in the CDP's Land Use Plan.

The Commercial area proposed northwest of the intersection of Kilbirnie Drive and realigned Greenbank Road is intended to accommodate a mix of small-scale commercial uses to serve the personal and commercial needs of residents of the CDP area and adjacent neighbourhoods.

Permitted uses will include:

- / Retail, retail food, and convenience stores
- / Restaurants
- / Banks and other financial services
- / Service and repair uses
- / Personal service businesses
- / Recreational and athletic facilities
- / Professional offices
- / Medical facilities
- / Instructional facilities
- / Animal care establishments and hospitals
- / Post office
- / Municipal service centre

- / Higher density residential development
- / Private parks and open spaces
- / Click-and-collect pick-up points

Buildings in the commercial area will be low rise, with a maximum height of four (4) storeys. The buildings are encouraged to be sited along the realigned Greenbank Road frontage to define the street edge and create more active streetscapes. Development within the Commercial area shall be subject to the Community Design Guidelines found in Section 7 of this CDP.

Although the proposed development does not incorporate commercial uses as intended within the Commercial designation, it nonetheless represents a permitted use as it consists of a higher density residential development.

4.3.3 Community Design Policies and Guidelines

The CDP's design policies and guidelines provide a framework for the overall identity and structure of the CDP area, as well as for the characteristics of new buildings, streetscapes, and parks within the community.

Section 7.1.1 provides the following Streetscape Policies:

1. Along arterials, access from local roads will be limited, except as an offset modified grid street pattern that does not allow for full directional access.
2. Arterials shall be lined with large trees.
3. High-density residential or commercial buildings fronting directly onto an arterial will be set back an appropriate distance from the public right-of-way to maintain a consistent streetscape and ensure safety for users and motorists.
4. Along collector and local streets, residential dwellings will face the street.
5. Buildings backing onto the community edges, such as arterials, should be designed to provide a strong edge condition and reinforce the image of the community. A landscape edge should also be provided.
6. The design of the collector streets will be consistent with the City of Ottawa "Road Corridor Planning and Design Guidelines – Urban Collectors" (2008) and any subsequent updates.
7. Development in the CDP area will provide for a framework of complete streets.
8. Acoustic Fencing (noise walls) will be discouraged on collector streets.
9. Window Streets will not be permitted along collector streets.

The proposed development meets the above policies and guidelines, in particular by providing residential uses that face and provide a strong edge condition along the abutting public streets.

Section 7.3 of the CDP provides policies and guidelines for site design and built form:

7.3.1 Policies for All Residential Site Design and Building

1. A variety of housing densities and designs will be provided to enhance the streetscape.
2. Front entrances should face and be visible from the street.
3. Projecting garages will be avoided.

4. Small scale service and retail will be permitted on corner lots on Collector streets. To permit these uses in strategic locations, use of the “-c” suffix may be considered through the Zoning By-law Amendment process for the CDP area. No additional parking is to be provided on such sites.

7.3.2 Guidelines for Residential Site Design and Building

1. Residential dwellings should be located close to the street to reinforce a strong street edge.
2. Residential dwellings located on window streets should face the street, and incorporate a high quality of architectural design and detail.
3. Residential dwellings that face or flank a park or school should incorporate a high quality of architectural interest.
4. Driveways should be designed to avoid conflict with the driveways of adjacent uses, such as schools, parks, commercial blocks, etc.
5. Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard.
6. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.

The proposed development respects the Policies and Guidelines for Residential Site Design and Building. Stacked townhouse front entrances face and are visible from the street, and add to the variety of housing densities and designs along the streetscape. Projecting garages are also avoided in this development. Stacked townhouse dwellings are located close to the street to reinforce a strong street edge with windows facing the street.

7.3.4 Guidelines for High-Density Residential Site Design and Building

1. All residential apartments should be located close to a public street with a principal façade and entry facing a street or public open space. For buildings that are interior to the site, the main entrance should be oriented toward the interior driveway and where applicable, the amenity area.
2. Surface parking areas, excluding private driveways, should primarily be to the side or rear of buildings.
3. Architectural design on all elevations should be consistent.
4. Parking areas should be screened from the public street through landscaping.
5. Visitor parking spaces should be provided in visible and convenient locations that are in proximity to building entrances.
6. Bicycle parking spaces for both residents and visitors should be provided.
7. Service areas should be located at the rear of the building and screened from public view.
8. Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot.
9. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.
10. Interior driveways should have the look and feel of a narrow public street and include sidewalks on at least one side. They should be posted and designed at a maximum of 20 km/h or less.

The proposed development respects the Guidelines for High-Density Residential Site Design and Building. The stacked townhouse buildings are located in close proximity to abutting public streets, with several entrances facing Obsidian

Street and realigned Greenbank Road. Vehicle parking is located internal to the site. Visitor and bicycle parking will be provided in accordance with Zoning By-law requirements.

4.4 Transit-Oriented Development Guidelines (2007)

The purpose of the Transit-Oriented Development (TOD) guidelines is to provide guidance in achieving well-designed and successful Transit-Oriented Development. The guidelines are organized in the following sections: Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment.

The proposed developments meets several applicable guidelines, including the following:

- / Guideline 1: Provide transit-supportive land uses within 600 metres walking distance of a rapid transit station;
- / Guideline 2: Discourage non-transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user;
- / Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit;
- / Guideline 8: Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station;
- / Guideline 10: Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.
- / Guideline 32: Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law;
- / Guideline 35: Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.

4.5 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods provide guidance for development of large lots within the City of Ottawa's urban area that has not been developed previously, or that has the potential to be extensively redeveloped. These design guidelines illustrate the City's expectations during the development review process for greenfield neighbourhoods within the Urban Area of the City of Ottawa. The guidelines' objectives include the protection of environmental features, the creation of attractive and comfortable streetscapes, and the encouragement of transit-oriented development.

The following guidelines relate to, and are addressed by, the proposed development:

- / Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.
- / Guideline 10: Create a walkable neighbourhood with pathways, trails, and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities, and parks.
- / Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.
- / Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

- / Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.
- / Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.
- / Guideline 46: incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment.

4.6 Building Better and Smarter Suburbs: Strategic Direction and Action Plan (2015)

In 2015, Council approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

1. Street Network and Land Use
2. Parks and Open Space
3. Stormwater Management
4. School Sites
5. Parking
6. Road Rights-of-Way
7. Rear Lanes
8. Trees
9. Utility Placement

Although several of the above core topic areas are not applicable to the subject site, the proposed development meets the following objectives and strategic directions of the BBSS initiative:

1. Street Network and Land Use

- / Objective – Design the street network to enhance access to public facilities and services; prioritize pedestrian and cycling access for short trips, and walking/cycling connections to transit stations and Park and Ride lots for longer distance trips.
- / Strategic Direction 3 – Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).
- / Strategic Direction 9 – Avoid reverse frontage lots (rear yards abutting public streets) within a community.

2. Parks and Open Space

- / Objective – Provide access to a range of parks and open space features within reasonable walking distances.

5. Parking

- / Objective – Minimize the potential for conflicts between sidewalk users and vehicles in driveways.

6. Road Right-of-Way

- / Objective – Balance the needs of all elements within the street
- / Objective – Create beautiful tree-lined streets as a key component of the public realm.

8. Trees

- / Objective – Select appropriate tree species for the local environment.
- / Objective – Achieve suitable conditions to ensure mature tree development.

9. Utility Placement

- / Objective – Locate utilities to be compatible with urban design objectives.
- / Objective – Minimize the impact of utilities on the streetscape.

The proposed development meets many of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan. Parking within the subject site is managed in a way which avoids conflicts and maximizes space for other land uses and forms of transportation that can conveniently access nearby parks. The proposed development has also been designed in a manner which allows for some street tree planting.

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

The subject site is currently zoned General Mixed-Use Zone, Urban Exception 2800 with a height suffix of 14.5 metres GM[2800] H(14.5). The purpose of the General Mixed-Use Zone is to:

- 1) allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- 2) limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- 3) permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- 4) impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The following non-residential uses are permitted in the GM zone:

- | | |
|-----------------------------|-----------------------------|
| / animal care establishment | / municipal service centre |
| / animal hospital | / office |
| / artist studio | / payday loan establishment |
| / bank | / personal brewing facility |
| / bank machine | / personal service business |
| / catering establishment | / place of assembly |

/ click and collect facility	/ place of worship
/ community centre	/ post office
/ community health and resource centre	/ recreational and athletic facility
/ convenience store	/ research and development centre
/ day care	/ residential care facility
/ diplomatic mission	/ restaurant
/ drive-through facility	/ retail food store
/ emergency service	/ retail store
/ funeral home	/ service and repair shop
/ home-based business	/ shelter
/ home-based day care	/ storefront industry
/ instructional facility	/ technology industry
/ library	/ training centre
/ medical facility	/ urban agriculture

The following residential uses are permitted in the GM zone:

/ apartment dwelling, low rise	/ retirement home
/ apartment dwelling, mid rise	/ retirement home, converted
/ bed and breakfast	/ rooming house
/ dwelling unit	/ stacked dwelling
/ group home	/ townhouse dwelling
/ planned unit development	

Urban Exception 2800 specifies that the minimum setback for all yards abutting a lot containing a residential use is 7.5 metres and that a minimum of 50% of the ground floor must be occupied by non-residential uses. Urban Exception 2800 also permits car wash and gas bar uses.



Figure 15: Subject site within the Local Zoning Context.

The following table summarizes the proposed development's compliance with the applicable zoning. Areas of non-compliance are noted with an "N".

Table 1: Zoning Evaluation

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Principal Land Use(s)	Several residential (including Planned Unit Development and stacked dwelling uses) and non-residential uses are permitted	Planned Unit Development Stacked dwellings	Y
Ground Floor Use(s)	A minimum of 50% of the ground floor must be occupied by non-residential uses	No non-residential uses are proposed	N
Minimum Lot Width	No minimum	117.7 m	Y
Minimum Lot Area	No minimum	12,221 m ²	Y
Minimum Front Yard Set Back	3 metres	3.05 metres	Y

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Minimum Interior Side Yard Setback	North (facing a residential use): 7.5 metres	3.05 m (north)	N
	South (for a residential use building higher than 11 m in height, not facing a residential use): 3 m	3.05 m (south)	Y
Minimum Rear Yard Setback iv)all other cases	No minimum	3.05 metres	Y
Maximum Building Height	14.5 metres	11.2 metres	Y
Maximum Floor Space Index	2	0.9	Y
Minimum Width of Landscaped Area	Abutting a street (west front lot line abutting Obsidian): 3 m	Abutting Obsidian Street: 3.05 metres	Y
	Abutting a residential zone (north interior side lot line): 3 m	Abutting a residential zone: 3.05 metres	
	Other cases: no minimum		
Minimum Required Parking Spaces Section 101	Residential: 1.2 spaces / unit 1.2 x 93 units = 112	96 parking spaces	N
Minimum Required Visitor Parking Spaces Section 102	0.2 spaces / unit 0.2 x 93 units = 19	18 visitor parking spaces	N
Minimum Parking Space Dimensions Section 105 and 106	Standard Size: 2.6 x 5.2 metres	2.6 x 5.2 metres	Y
Location of Parking Section 109	In the GM Zone, no person may park a motor vehicle: (a) in a required front yard; (b) in a required corner side yard; or in the extension of a required corner side yard into a rear yard.	No parking is proposed in the front yard	Y
Minimum Required Bicycle Parking Section 111	0.5 spaces / dwelling unit 93 units x 0.5 bicycle spaces = 47 bicycle spaces	48 spaces	Y
Minimum Landscaped Area of a Parking Lot	15%	25%	Y

Zoning Mechanism	Requirement	Proposed	Compliant (Y/N)
Minimum Required Width of a Landscaped Buffer of a Parking Lot (100 or more spaces)	Abutting a street: 3 m Not abutting a street: 3 m	Abutting a street: > 3 m Not abutting a street: > 3 m	Y
Outdoor Refuse Collection and Refuse Loading Areas Section 110	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: / located at least 9 m from a lot line abutting a public street / located at least 3 m from any other lot line / screened from view by an opaque screen with a minimum height of 2 m / where an in-ground refuse container is provided, the screening requirement above may be achieved with soft landscaping	Outdoor refuse collection and refuse loading areas in the parking lot are: / located at least 9 m from the nearest lot line abutting a public street / located at least 3 m from any other lot line / are in-ground refuse containers, with screening to be achieved with soft landscaping	Y
Minimum Separation of Buildings Within a PUD Section 131	1.2 m	5.05 m	Y
Minimum setback for any wall of a residential use building to a private way Section 131	1.8 m	> 1.8 m	Y
Minimum width of Private Way within a PUD Section 131	6 m	6 m	Y
Amenity Area Provisions Section 137	Minimum required amenity area (6 m ² per dwelling unit): 558 m ² Minimum required communal amenity area (50% of required total): 279 m ² Communal amenity area must be aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Total amenity area: 1,626 m ² Total communal area: 377.27 m ² Communal areas aggregated into areas of more than 54 m ²	Y

A Zoning By-law Amendment is required to remove the requirement for non-residential uses on the ground floor of the subject site; to reduce the minimum interior side yard setback requirement from the north lot line; and to reduce required resident and visitor parking. The proposed amendment is discussed in greater detail below.

4.7.1 Proposed Zoning By-law Amendment

The following Zoning By-law Amendments are required to the existing GM[2800] H(14.5) zoning:

- / Removal of the minimum requirement for 50% commercial space of the ground floor to be occupied by non-residential uses

The subject property will be developed as an entirely residential project consisting of a PUD featuring several blocks of stacked, back-to-back townhouse dwellings. The proposed low-rise residential use is permitted and envisioned in the Official Plan's Suburban Transect and Neighbourhood designation. Further, although the CDP intends for the Commercial area to accommodate a mix of small-scale commercial uses, the CDP's Commercial designation also permits higher-density residential uses.

The CDP notes that this Commercial area is intended to accommodate a mix of small-scale commercial uses to serve the personal and commercial needs of residents of the CDP area and adjacent neighbourhoods. Nonetheless, the proposed development represents a permitted use as a higher density residential development. Further, the proposed development advances several City Official Plan goals, chiefly the contribution to a mix of housing types and the siting of higher-density housing in close proximity to a future transit station.

- / Reduction of Minimum Required Interior Side Yard Setback from 7.5 m to 3 m

Whereas the GM zone requires a 7.5 metre interior side yard setback where abutting a lot containing a residential use, the proposed development incorporates a reduced interior side yard setback of 3.05 metres. The interior side yard setback requirement of 7.5 metres would be more appropriate if the subject site were to be developed with a non-residential use that was less compatible with the residential use to the north. Given the proposed development's residential nature and the parent GM zone's minimum side yard setback requirement for a residential use greater than 11 metres in height is 3 metres, the proposed reduction is considered appropriate.

- / Reduction of Minimum Required Resident and Visitor Parking from 112 resident spaces and 19 visitor spaces to 96 resident spaces and 18 visitor spaces

The proposed development would incorporate 96 resident parking spaces and 18 visitor parking spaces, whereas the Zoning By-law requires 112 resident parking spaces and 19 visitor parking spaces. The proposed parking reductions are appropriate given the subject site's close proximity to a future Bus Rapid Transit corridor and station.

5.0 Parkland Dedication

This submission contemplates a Cash-in-Lieu of Parkland approach instead of the conveyance of land on the subject site for a public park. The policy framework and reasons for this approach are discussed below.

5.1 Policy Framework

5.1.1 Official Plan

The Official Plan provides guidance for Parkland Dedication for this project through the following sections:

Section 4.4.1 Policy 2 states that all development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
- b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
 - iii) Be of a usable shape, topography and size that reflects its intended use;
 - iv) Meet applicable provincial soil regulations; and
 - v) Meet the minimum standards for drainage, grading and general condition.

Section 4.4.1 Policy 3 states that for Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.

Section 4.4.1 Policy 5 states that the Park Development Manual will set out the park typologies to define and standardize the park development process for projects to the satisfaction of the Department responsible for parks and recreation.

Section 4.4.4 Policy 1 states that for areas with a Future Neighbourhood Overlay and in the Outer Urban and Suburban transects, the City has the following preferences:

- a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;
- b) In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;
- c) For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and
- d) For lands with facilities such as recreation centres and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be considered, or at least where an immediate co-development is unfeasible, the facility development should be designed to consider the loading of the addition of residential storeys above through future development.

5.1.2 Parkland Dedication Requirement

Per Section 4(1) of the City's Parkland Dedication By-law (2022-280), the required parkland conveyance for a stacked dwelling use at a density greater than 18 dwelling units per net hectare is 1 hectare per 300 dwelling units, or 1 hectare per 500 dwelling units where cash-in-lieu of parkland is proposed. Where the conveyance is comprised entirely of cash-in-lieu of parkland, the payment of cash-in-lieu of parkland shall not exceed an amount equivalent to 10% of the gross land area.

Further direction regarding conveyance of parkland is given through the Province's *More Homes Built Faster Act, 2022*. The *Planning Act* notes that the conveyance of land for park purposes is to be calculated at a rate of one (1) hectare for each 600 net residential units proposed, and that cash-in-lieu of parkland is to be calculated by using a rate of one (1) hectare for each 1,000 net residential units proposed or such lesser rate as may be specified in the by-law. The *Planning Act* also notes that in the case of land proposed for development that is five hectares or less in area (as is the case for the subject site), the maximum required conveyance or cash-in-lieu of parkland shall be 10 per cent of the land or value of the land.

It is also important to note that parkland was previously collected through a Plan of Subdivision application that included the subject site. As the subject site was considered to be developed with a commercial use, the parkland collected for the site was 244.3 square metres (i.e. equivalent to 2 per cent of the land area being developed, per the Parkland Dedication By-law and the *Planning Act*).

The proposed parkland dedication requirements thus appear to be as follows:

Parkland Requirement	Conveyance of Parkland	Cash-in-Lieu of Parkland
93 residential units	1 ha/600 units: 1,550 m ²	1 ha /1,000 units: 930 m ²
Minus Commercial Requirement (already provided)	2 per cent of land area: 244.3 m ²	2 per cent of land area: 244.3 m ²
Subtotal	1,305.7 m ²	685.7 m ²
Maximum 10 Per Cent of Land Area Being Developed	1,221.7 m ²	1,221.7 m ²
Total	1,221.7 m²	685.7 m²

5.2 Proposed Parkland Approach

For the proposed development, a cash-in-lieu of parkland approach is recommended for the following reasons:

No Park has Been Identified for the Subject Site in the CDP

The Barrhaven South Urban Expansion Area CDP has not identified a park in the area occupied by the subject site. This CDP already features two large community parks, a neighbourhood park and a parkette in other areas of the CDP area.

Existing Parkland Dedication within the CDP area

While the subject site is identified as Commercial in the CDP and the proposed onsite mix of uses would increase the parkland dedication, the CDP calculated total required parkland for the CDP area based on a previous Parkland Dedication By-law. Per Table 4 of the CDP, parkland dedication was required for residential purposes (other than

apartments) at densities of 18 dwellings per net hectare or more at a rate of 1 hectare per 300 units, whereas the *Planning Act* now requires dedication for the same residential purposes at a rate of 1 hectare per 600 units.

Section 5.1.4 of the CDP also identifies a projected over-dedication of 0.93 hectares (though subject to possible reductions in size at the time of Plan of Subdivision approval(s) and/or increases of dwelling units within the CDP area). It is likely that an over-dedication continues to apply within the CDP area, thus allowing for the provision of additional units on the subject site with a low risk of it resulting in an under-dedication of parkland for the Barrhaven South Urban Expansion Area.

Location of the Subject Site

The subject site occupies an area that is identified for increased residential density. The Official Plan supports greater densities along rapid transit corridors. The conveyance of parkland for lands in close proximity to a planned rapid transit station would detract from the opportunity to increase transit-supportive density in the area.

Proximity to Existing Large Parks and Provision of Amenity Spaces

The subject site is in close proximity to existing large public parks. Elevation Park is located approximately 200 metres to the west of the subject site and Black Raven Park is located approximately 100 metres to the northeast of the subject site. Both existing parks feature sports fields. These existing parks satisfy the need for parkland for the proposed development.

Further, the proposed development would incorporate 1,626 square metres of total amenity space, including 377.27 square metres of communal amenity space; the provided areas far exceed zoning requirements for amenity space, and as such provide additional outdoor recreational space for the future development's residents.

Size of Parkland

Although the policy framework notes a preference for the City to require conveyance of parkland where at least 400 square metres of parkland would be generated, the resulting parkland dedication from the proposed development would be relatively small, at approximately 0.12 hectare. The City's policy framework indicates a preference for larger park properties within the Suburban Transect.

Given the above, cash-in-lieu of parkland would be more appropriate for the development of the subject site. Please also refer to a later by NAK Design Strategies, dated May 9, 2025 and provided under separate cover as part of this application submission, also outlining a rationale in favour of a cash-in-lieu of parkland approach.

6.0

Public Consultation Strategy

The City of Ottawa has developed a Public Notice and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - A formal pre-application consultation meeting was held with City staff and the applicant team on November 22, 2024.
- / Notification of Ward Councillor
 - The Ward Councillor, David Hill, will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
 - The applicant also intends to meet with the Ward Councillor to discuss the applications at a later date.
- / City of Ottawa Public Notification Process
 - A "Heads Up" notification to the local registered community association will be completed by the City of Ottawa during the application process.
 - A sign will be posted by the City on the subject site.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - It is anticipated that the community information session may be held via an online formation such as a Zoom webinar or another similar platform.
- / Public Meeting (if required)
 - The proposed Zoning By-law Amendment would qualify as a Minor Zoning By-law Amendment application, with no requirement for a public meeting should Ward Councillor concurrence be obtained.
 - Should a statutory public meeting be required through the City's Planning & Housing Committee, notification will be undertaken by the City of Ottawa.

7.0 Conclusion

It is our professional planning opinion that the proposed development, as contemplated by the enclosed Zoning By-law Amendment and Site Plan Control applications, is appropriate and represents good development for the following reasons:

- / The proposed development increases residential density near future transit, consistent with the PPS (2024);
- / The proposal conforms with the growth management and land use designation policies of the Official Plan. More specifically, the proposed residential use is permitted in the neighbourhood designation of the Suburban Transect.
- / The proposed development meets the intent of the Barrhaven South Urban Expansion Area CDP which contemplates low-rise development for the subject site;
- / The proposed development meets several applicable design guidelines, including the City's Urban Design Guidelines for Greenfield Neighbourhoods and Transit-Oriented Development Guidelines; and,
- / The proposed developments meets the majority of the applicable zoning provisions, while the requested amendments are reasonable and supported by the applicable policy framework.

Should you have any questions related to the contents of this letter or the application, please do not hesitate to contact the undersigned.

Sincerely,



Nico Church, RPP MCIP
Senior Planner



Mark Ouseley, MES
Planner