



## **900 Chapman Mills Drive, Ottawa**

Planning Rationale + Design Brief  
Site Plan Control  
August 26, 2024



Prepared for Mattamy

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# 1.0 Introduction

Fotenn Planning + Design has been engaged by Mattamy Homes to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application for the development of 900 Chapman Mills Drive in the Barrhaven community of the City of Ottawa.

## 1.1 Application History

In 2013, Fotenn submitted Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Site Plan applications on behalf of Trinity Development Group and Caivan Communities for their respective lands on the west side of Greenbank Road. The Trinity applications, which applied specifically to 3194 Jockvale Road, were ultimately withdrawn prior to consideration by the Planning Committee while the Caivan Official Plan Amendment (File No. D01-01-13-0023) was ultimately approved on March 5, 2015 as Official Plan Amendment 144 (OPA 144).

In April 2018, Fotenn submitted an Official Plan Amendment (D01-01-18-0006) on behalf of Richcraft and Minto Communities that proposed revisions to all lands within the South Nepean Town Centre Secondary Plan (SNTC Secondary Plan). The amendment sought to stimulate development within the largely vacant Town Centre to create what was originally envisioned for the area: a compact, mixed-use and transit-supportive community. The Official Plan Amendment was adopted by City Council on December 11, 2019 but was subsequently appealed. The appeal was withdrawn in September 2020 and the new “Barrhaven Downtown Secondary Plan” is now in full force and effect.

In April 2019, Fotenn submitted Zoning By-law Amendment (D02-02-19-0047) and Plan of Subdivision (D07-16-19-0015) applications on behalf of Caivan Communities for the lands at 3288 Greenbank Road. The proposed Zoning By-law Amendment application sought to rezone the subject lands from ‘Development Reserve - DR’ to ‘Residential Fourth Density Zone – R4’, ‘Residential Fifth Density Zone – R5’, and ‘Parks and Open Space Zone – O1’ in order to better reflect the Official Plan designation and the emerging policies of the new Barrhaven Downtown Secondary Plan, as amended. The proposed Plan of Subdivision created a total of eight (8) blocks, of which six (6) are intended for residential uses, one (1) for parkland, and (1) for a school site. Additionally, seven (7) public streets were created as part of the subdivision. This includes five (5) local streets as well as the north-south extension of Jockvale Road and the planned east-west extension of Chapman Mills Drive, which bisects the Kennedy-Burnett Drain and Stormwater Management Facility. The draft Plan of Subdivision was approved in February 2020 while the Zoning By-law Amendment was approved in November 2020. The Subdivision was subsequently registered as Plan 4M-1691.

The subject property is located at 900 Chapman Mills Drive and is Block 3 on the registered Plan of Subdivision 4M-1691.

## 1.2 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- / Pre-Application Consultation Meeting
  - A pre-application consultation meeting was held with city staff and the applicant team on February 17, 2023.
- / Notification of Ward Councillor, David Hill
- / Community Heads Up
  - City staff will contact the Ward Councillor and community organizations
- / Technical Circulation
  - City staff will circulate the applications internally within the City of Ottawa and to external technical agencies and community associations within the area.

- The technical circulation lasts 14 days.

/ On-site Sign

- The City will post an on-site sign advising the public of the proposed development and advising how comments can be submitted to the file lead.

## Site Context and Surrounding Area

The subject property is located at the southwest corner of the future Greenbank Road/Chapman Mills Drive intersection, municipally known as 900 Chapman Mills Drive within the Barrhaven Downtown (Town Centre) area. The parcel has approximately 87 metres of frontage along Greenbank Road to the east, 119 metres of frontage along the future Chapman Mills Drive to the north, and 102 metres of frontage along Verulam Street to the west. The site as a total area of 12,377 square metres.

Verulam Street is a new street constructed as part of the subdivision and provides access to the subject property from Darjeeling Avenue to the south. In the future, Verulam Street will also connect to Chapman Mills Drive in the north. The east-west extension of Chapman Mills Drive from its current terminus at Longfields Drive in the east, across the north portion of the subject property and continuing past the Kennedy-Burnett Drain to the west, is planned. This planned extension will also serve as a transit corridor as bus rapid transit stops are planned for several sites within the Barrhaven Downtown (Town Centre), including the Chapman Mills Station which will be located at the intersection of Jockvale Road and Chapman Mills Drive, west of the subject lands and the planned future LRT terminus station at Chapman Mills Drive to the east of Greenbank Road.

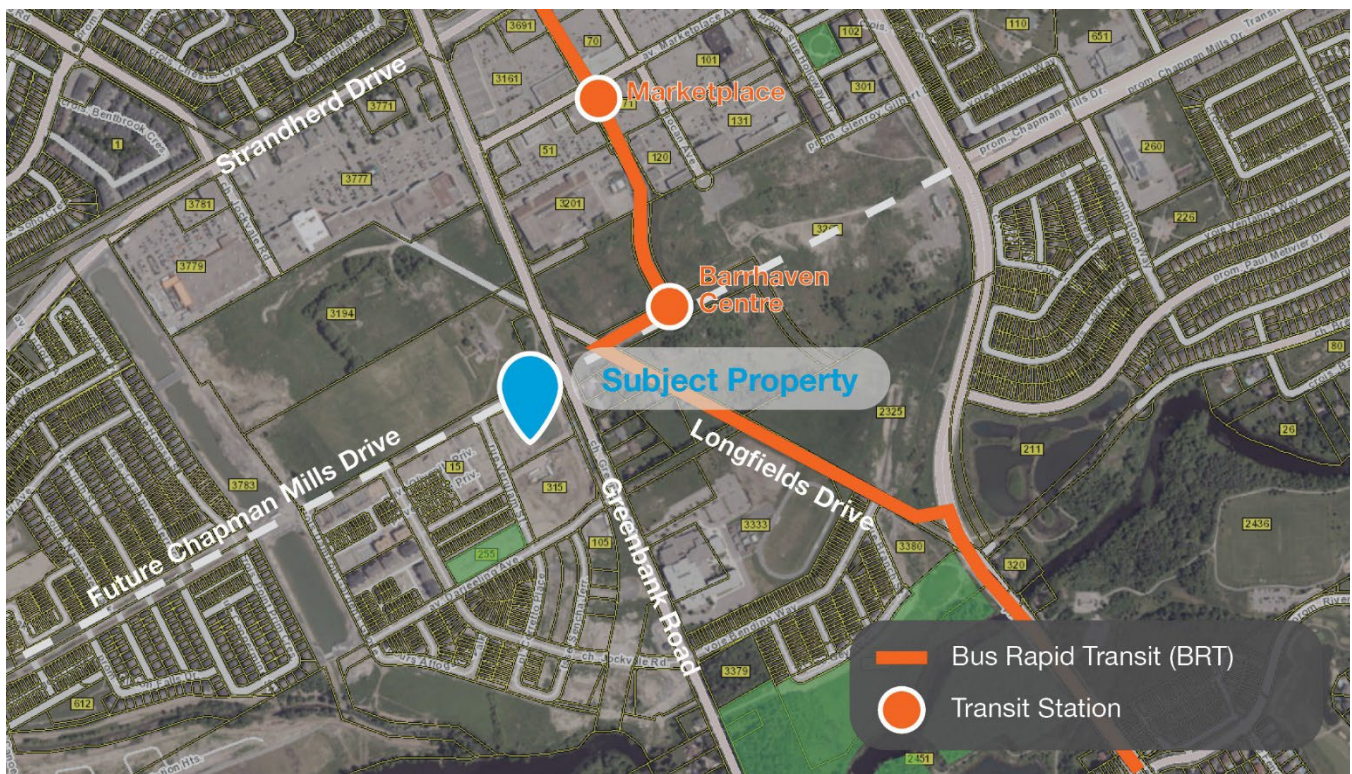


Figure 1: Site Context

### 2.1 Surrounding Area

The following uses surround the subject lands:

**North** – North of the subject property is a driving range and mini golf operation, and a large-format retail centre commonly known as the “Barrhaven Town Centre” with a wide variety of uses including retail stores, a gas bar, a cinema, restaurants, banks and a retail food store;

**East** – East of the subject property is Greenbank Road and St. Joseph High School. Further east are future development lands.

**South** – Located south of the subject lands is a school block along Greenbank Road. Further south are residential lands under development extending to the Jock River; and

**West** – To the west of the subject property are blocks of residential development that have been previously constructed. These blocks generally consist of stacked townhouse dwellings. Further west is the Kennedy Burnett stormwater pond with additional residential development lands beyond.







## 2.2 Transportation Network

The subject property is located at the intersection of multiple existing and proposed roads, as shown on Schedule E of the City of Ottawa Official Plan and shown on Figure 2, below. Chapman Mills Drive is identified as a future Major Collector Road, west of Longfields Drive. Schedule E also identifies the realigned Jockvale Road as a collector road looping through the Barrhaven Downtown district.



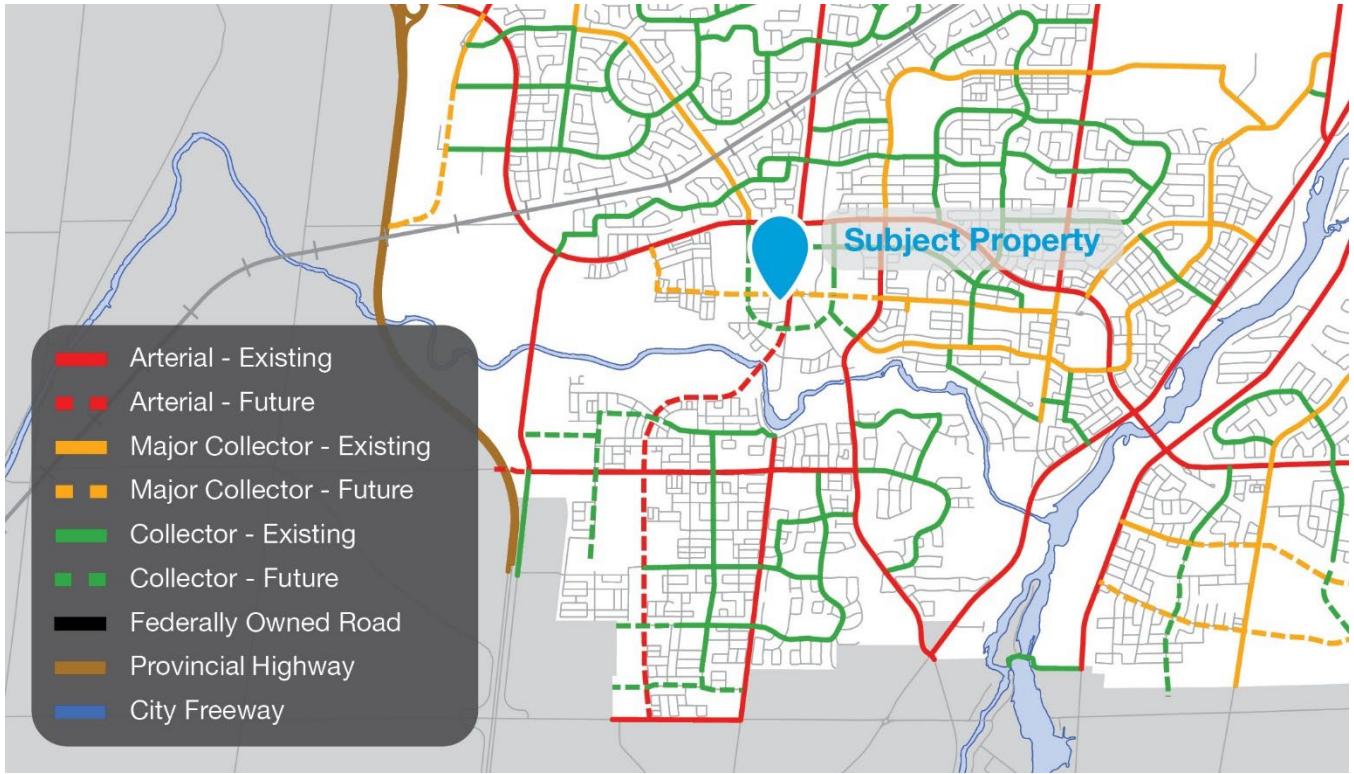


Figure 2: Schedule E – Urban Road Network (Ottawa Official Plan)

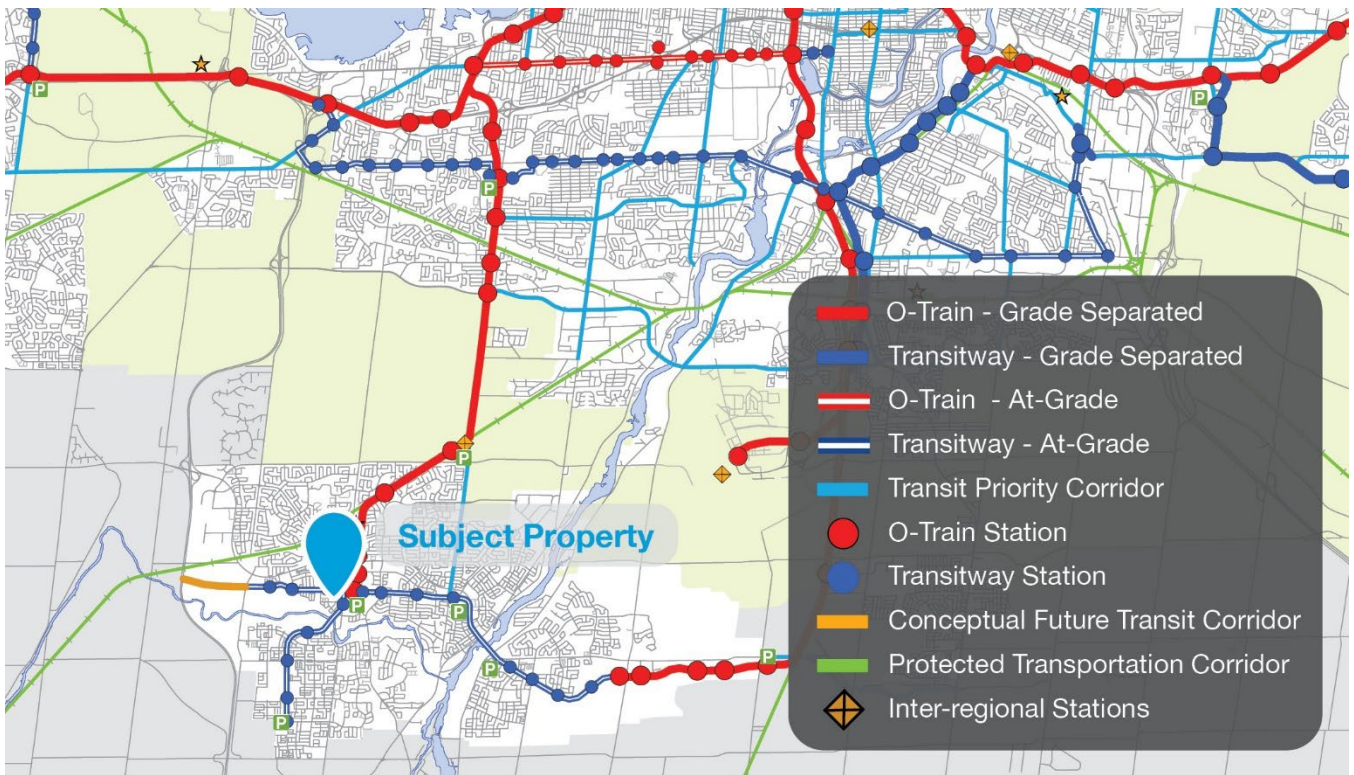


Figure 3: Schedule D – Rapid Transit and Transit Priority Network (Ottawa Official Plan)

The subject property is located approximately 260 metres west of the Barrhaven Centre BRT station. As shown in Schedule D of the City of Ottawa Official Plan, also below as Figure 3, an extension of the BRT system is planned along Chapman Mills Drive to connect Barrhaven Centre Station and Beatrice Station. The entirety of the subject site is within a 600-metre radius of Barrhaven Centre Station.

## 3.0 Proposed Development

The proposed development consists of 92 townhouse units, including a mix of stacked back-to-back townhouse dwellings and street townhouses (“Village Townhouse”). The dwellings are arranged around a network of private streets with a single connection to Verulam Street to the west. The Chapman Mills and Greenbank Road frontage have been framed with stacked back-to-back townhouse units which are designed to address the street and with active entrances direct from the sidewalk. Village Townhouses front Verulam Street to the west with individual driveways.

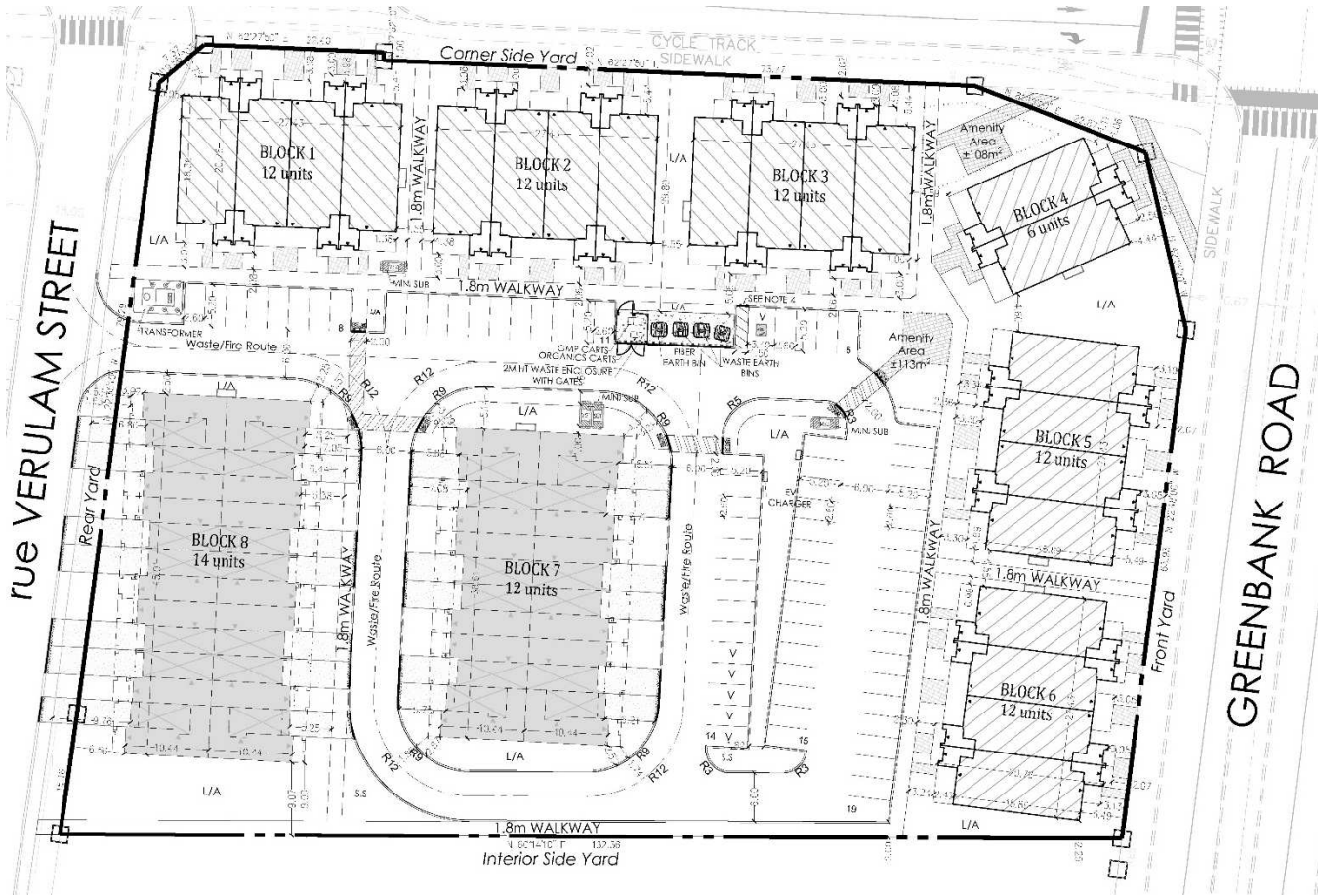


Figure 4: Site Plan

Each of the units will have balcony/terrace space to provide outdoor amenity area for residents. Communal amenity area is provided in the form of a public plaza at the northeast corner of the site, at the future Chapman Mills Drive and Greenbank Road intersection, and complemented by additional landscaped areas in the northeast and southwest corners of the site.

All Village Townhouse dwellings will feature a garage for parking vehicular and bicycle parking. The stacked, back-to-back dwellings are each provided with surface parking spaces in addition to six (6) visitor parking spaces serving the development.

Pedestrians will have safe pathways through the development along sidewalks extending from Chapman Mills and Greenbank Road through the site to Verulam Street and along the south edge of the property abutting the adjacent school. Sidewalks will connect to existing sidewalks along the east side of Verulam Street that provide connectivity to the public park located southwest of the subject property. Cyclists would generally use Greenbank Road or Chapman Mills Drive

which, once reconstructed or constructed, respectively, will have cycling lanes. Longfields Drive to the west is also a Collector Road that will feature cycling facilities. Transit users will have a short walk through the plaza to the intersection to access Barrhaven Centre station and the planned Bus Rapid Transit along Chapman Mills Drive.



Figure 5: View of the Proposed Development Looking Southwest

## 4.0 Design Brief

The proposed development will continue the existing pattern of development in the surrounding community, rounding out development on the northeast corner of the original subdivision block. The proposed development includes a mix of townhouse and back-to-back townhouse dwellings, consistent with the other blocks to the west. The units along Chapman Mills and Greenbank Road front onto those roads and are accessed via rear lanes.



Figure 6: Proposed Elevation for Village Townhouses (Back-to-Back)

The Village Townhomes are back-to-back units with ground floor garages and have a total height of three (3) storeys. The feature highly articulated facades with a mix of materials and colours and balconies for amenity space for each unit.



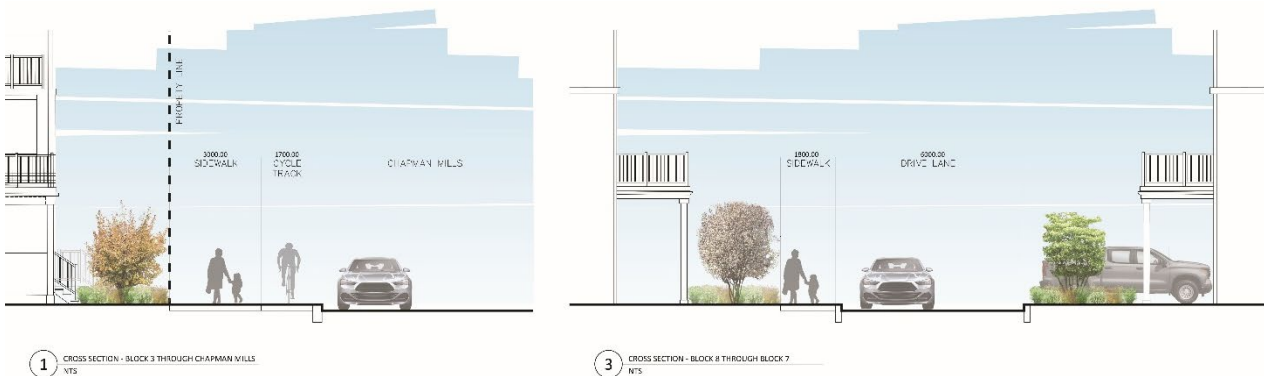
Figure 7: Artist's Rendering of Proposed Back-to-Back Stacked Townhouse Dwellings

The design of the rear-lane townhouse dwellings feature a mix of materials and colours. The front facades feature windows and entry doors as the garage and vehicular access is from the rear lane. Amenity area for these units is provided on balconies and terraces atop the garages.



Figure 8: Rendered view from Greenbank/Chapman Mills Intersection

The internal road network will feature a 1.8 metre sidewalk on one side and will be activated by building entrances. Two internal road sections are provided below.



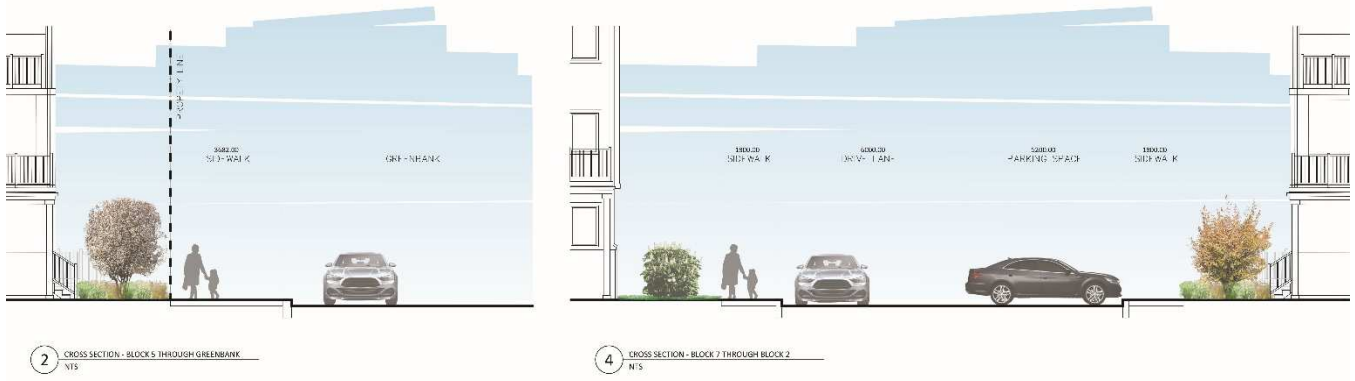


Figure 9: Internal Road Cross-Sections

Several alternatives were explored for the layout of the site, with the proposed being preferred. Other studied layouts are shown below.



Figure 10: Alternative Site Layouts Explored

## 5.0 Policy and Regulatory Framework

### 5.1 City of Ottawa Official Plan (2022)

The Official 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.

#### 5.1.1 Transect and Land Use Designation

The subject property is located within the "Hub" designation and noted as a "Town Centre" in the "Suburban" Transect on Schedule B6 of the Official Plan. The suburban transect comprises neighbourhoods within the urban boundary and outside the Greenbelt. These neighbourhoods generally reflect the conventional suburban model and are characterised by the separation of land uses, stand-alone buildings, generous setbacks and low-rise built forms.

Per policy 5.4.1.2, the suburban transect is generally characterised by low to mid-density development. Within Hubs, heights up to high-rise (40 storeys) are permitted in the central area of a Town Centre with mid-rise on the periphery of the Town Centre, and low-rise on the edges, where transition cannot be achieved. The Official Plan supports a range of dwelling units sizes in multi-unit buildings in Hubs.

Town Centres are intended to be the most important and largest Hub of their suburban communities and are planned for at least 10,000 jobs each. Section 3.2 establishes a minimum area-wide density requirement for the Barrhaven Town Centre of 120 people and jobs per gross hectare.

**The proposed development advances the objectives the Suburban transect by proposing housing in proximity to existing services and amenities and at a higher density that typical low-rise built form.**

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

Development within a Hub shall direct the highest densities closest to the transit station and shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between stations and all locations within Hubs (6.1.1.3). Buildings within Hubs shall edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building façade design; place principal entrances to prioritize convenient pedestrian access to the transit station and public realm; and, place parking to minimize the impact on the public realm (6.1.1.3f).

**The proposed development provides direct pedestrian connectivity to the Chapman Mills Drive and Greenbank Road intersection where pedestrians and cyclists will be able to easily access the Strandherd Retail District and the transit stations to the north. The proposed buildings front the Chapman Mills Drive and Greenbank Road frontages with building entrances and connectivity to the sidewalk and parking is accessed from behind, out of view of the public realm.**

The Barrhaven Town Centre Hub is a Protected Major Transit Station (PMTSA) identified on Schedule C1 of the Official Plan. Per 6.1.2.4, the minimum building heights and lot coverage requirements within a PMTSA is 4 storeys and 70% lot coverage within 300 metres of a transit station, or 2 storeys and 70% lot coverage elsewhere, unless a Secondary Plan specifies otherwise.

**The proposed development complies with the Zoning By-law (discussed below). The Zoning By-law is the applicable law and the Zoning By-law does not specify minimum lot coverage or height for the subject property.**



### 5.1.2 Parks and Recreation Facilities

Policy 4.4.1.4 states that the City shall establish a Parkland Dedication By-law to acquire parkland at set rates. The applicable rate for the proposed development is 10% of the gross land area or 1 hectare per 600 dwelling units (per the *Planning Act* and Parkland Dedication By-law).

**Parkland for the proposed development was provided through the Plan of Subdivision (D07-16-19-0015) application. No further parkland dedication is required for the proposed development.**

### 5.1.3 Urban Design

Urban Design concerns the design of both the built form and the public realm. Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is in a Hub, outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Policy 4.6.1.5 states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- / The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- / Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- / Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, Transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.

Per 4.6.6.6, low-rise building should be designed to respond to their context and their transect area policies, and shall include areas for soft landscaping, main entrances at-grade, and front porches or balconies where appropriate. The architecture of the buildings should complement the surrounding context.

Per 4.6.6.7, mid-rise buildings shall be designed to respond to the context, and transect area policies, and should;

- / Frame the street and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle that relates to the scale and character of the surrounding buildings or planned context;
- / Be generally proportionate in height to the width of the right-of-way, with additional height permitted in the Downtown Core transect; and,
- / Provide sufficient setbacks and stepbacks to:
  - Provide landscaping and adequate space for tree planting;
  - Avoid a street canyon effect; and,

- Minimize microclimate impacts on the public realm and private amenity areas.

**The proposed development conforms to the relevant design policies of the Official Plan. The proposed development frames the adjacent streets with active entrances and internally provides space for landscaping and tree planting and articulated facades with porches and canopies.**

## 5.2 Barrhaven Downtown Secondary Plan

The South Nepean Town Centre Secondary Plan was amended in 2019 to become the Barrhaven Downtown Secondary Plan with revisions to several policies and land use designations while maintaining the goals and objectives of the original plan. The Secondary Plan was re-adopted as part of the new Official Plan, approved in November 2022. The Barrhaven Downtown Secondary Plan is intended to provide more detailed area-based policy direction to guide both public and private development within the Barrhaven Town Centre over the next 20 years.

Six (6) over-arching goals summarize the vision for the Town Centre:

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

### 5.2.1 Land Use Designation

The subject property is designated “Mixed-Use Corridor” on Schedule A of the Secondary Plan. This designation borders the north and south sides of Chapman Mills Drive. A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks, and recreational uses.

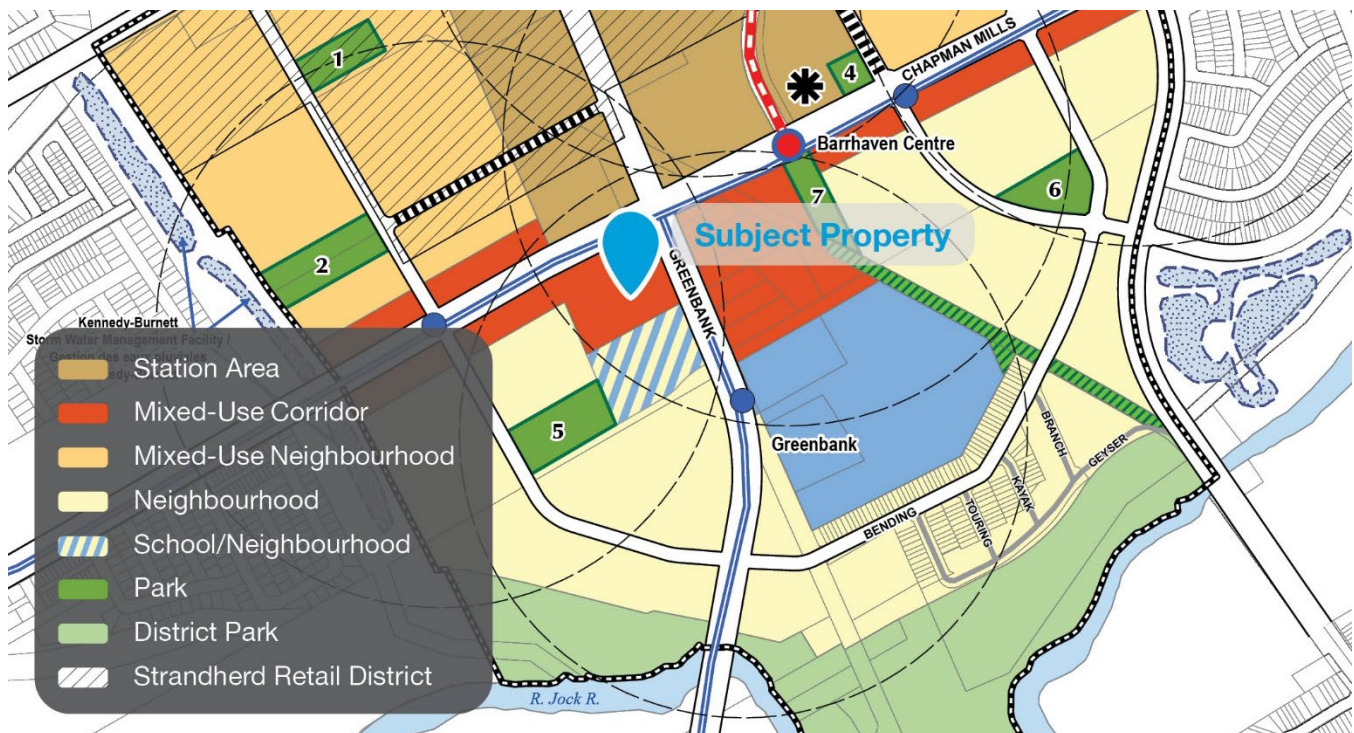


Figure 11: Schedule A - Designation Plan, Barrhaven Downtown Secondary Plan

The policies of section 3.2 establish a minimum height of two (2) storeys and a minimum density of 75 units per net hectare for residential uses. Further, the Plan stipulates that ground floor treatment should include a street-oriented built form, such as townhouses, and that they shall have individual primary entrances oriented to the public realm.

**The proposed rear lane townhouse dwellings are consistent with the permitted uses of the Mixed-Use Corridor designation of the Secondary Plan. The three (3) storey height also conforms to the policies of the designation and the proposed development has a density of 75 units per gross hectare. The proposed unit types will activate the street edges with residential entrances.**

Per Section 6.3 regarding pedestrian and cyclist networks, developments are required to provide safe, convenient and attractive facilities for pedestrian and cyclists with connection to transit and linkages between buildings, adjacent sites, and surrounding areas.

**The proposed development creates connectivity to the public streetscapes previously developed through the Plan of Subdivision in which the subject property is located. Internal pedestrian paths provide connectivity into and through the subject site for all residents, creating a finer-grain network of pedestrian routes and connecting to the future transit corridor along on Chapman Mills Drive and the transit stations to the north.**

### 5.2.2 Urban Design Guidelines

The Urban Design Guidelines for the Town Centre are contained within Appendix A of the Barrhaven Downtown Secondary Plan. The proposed development responds to the following relevant guidelines:

- / Principal entries have been oriented towards the street (Guideline 1);
- / Buildings have been oriented to face all parks, plazas and natural areas so as to “frame” these spaces and to allow visual access into these spaces for safety and security (Guideline 2);
- / Buildings have been located on corners close to both public streets and architectural detailing has been included on all visible frontages (Guideline 3);
- / The facades have been varied in terms of architectural details, materials, etc. (Guideline 14);
- / The buildings have been set back 3 metres from the property line to create an intimate street environment (Guideline 15);
- / Sidewalks are at least two metres wide and provide direct pedestrian accesses to building entries (Guideline 20);
- / Space between buildings and the sidewalk have been landscaped (Guideline 23);
- / Trees have been spaced and planted to create a consistent canopy (Guideline 24);
- / Utility equipment have been kept internal to the site so as to not detract from the public streetscape (Guideline 27);
- / Parking has been located internal to the site, away from the streetscape (Guideline 28);
- / Garages on the streetscape have been designed so as to not dominate the streetscape (Guideline 30);
- / Walkways are provided between the townhouse blocks and enable pedestrian and cyclist movement through the subject site (Guideline 34); and
- / Outdoor amenity space has been provided through a variety of balconies, and communal spaces (Guideline 38).

**The proposed development has appropriate regard for the Urban Design Guidelines of the Barrhaven Downtown Secondary Plan.**

## 5.3 Transit-Oriented Development Guidelines

The City of Ottawa has developed guidelines for transit supportive development planned within 600 metres of a rapid transit stop or station. The proposed subdivision falls under the examples of transit-supportive land uses encouraged in the guidelines and achieves the goals of the guidelines such that the development will create an engaging and active streetscape, promote transit ridership, and protect pedestrians and cyclists. Many of the recommendations have been

incorporated into other policies, such as those of the Barrhaven Downtown Secondary Plan; however, those other applicable guidelines are listed below:

- / Townhouses are identified as transit supportive land uses (Guideline 1);
- / New streets and pedestrian connections are connected in a network of short block lengths that offer route choice (Guideline 4);
- / Proposed buildings are located along front of the street and in a continuous manner (Guideline 7);
- / Active transportation will be accommodated throughout the development (Guideline 31);
- / Driveways are shared between housing blocks (Guideline 36); and,
- / Townhouses with attached garages are designed to be flush with the facade of the building so as not to dominate the streetscape. (Guideline 46).

**The proposed development conforms to the Transit-Oriented Development Guidelines.**

#### 5.4 City of Ottawa Comprehensive Zoning By-law

The subject property is zoned “Mixed Use Centre, Exception 2668 (MC[2668])” in the City of Ottawa’s Comprehensive Zoning By-law 2008-250. The Mixed-Use Centre Zone (MC) is intended to ensure that Mixed-Use Centres in the Official Plan accommodate a combination of transit-supportive uses, including medium and high-density residential uses. Development in the MC zone is intended to be in a compact and pedestrian-oriented form in mixed-use buildings or side-by-side in separate buildings. Planned Unit Developments, stacked dwellings, and townhouse dwellings are all permitted uses in the MC zone.

Zoning Mechanism	Required	Provided
<b>Minimum Lot Area</b>	No minimum	12,345.85m <sup>2</sup>
<b>Minimum Lot Width</b>	No minimum	97.5m
<b>Minimum Front Yard Setback</b>	No minimum	3m (Greenbank)
<b>Minimum Corner Side Yard Setback</b>	No minimum	3m (Chapman Mills)
<b>Minimum Interior Side Yard Setback</b>	No minimum	1.8m (south)
<b>Minimum Rear Yard Setback</b>	No minimum	3m (Verulam)
<b>Minimum Building Height</b>	6.7 metres/2 storeys	10m/3 storeys
<b>Maximum Building Height</b>	90m	12m
<b>Minimum Density</b>	75 units per net hectare	75 units per net hectare
<b>Minimum Vehicular Parking</b>	Residential (1 space/unit): 92 spaces	92 spaces
<b>Minimum Visitor Parking</b>	Only required for stacked dwellings. 0.1 spaces/unit after the first 12: 6 spaces	6 spaces
<b>Minimum Bicycle Parking</b>	Only required for stacked dwellings. 0.5 spaces/unit: 33 spaces	33 spaces

Zoning Mechanism	Required	Provided
<b>Minimum Parking Space Dimensions</b>	2.6m x 5.2m	2.6m x 5.2m
<b>Landscaped Area Surrounding a Parking Lot</b>	Abutting a Street: 3m Not abutting a Street: 1.5m	Abutting a Street: 3.6m Not abutting a street: 2m
<b>Minimum Width of a Private Way (in a PUD)</b>	6.0m	6.0m
<b>Minimum Setback for Any Wall of a Residential Use Building to a Private Way (in a PUD)</b>	1.8m	2.3m
<b>Minimum Setback for any Garage or Carport Entrance from a Private Way (in a PUD)</b>	5.2m	5.2m
<b>Minimum Separation between Buildings in a PUD</b>	1.2m	3.1m
<b>Maximum Number of Attached Dwelling Units</b>	Single row: 8 Attached: 16	Single row: 7 Attached: 14
<b>Permitted Projections into Required Yards</b>	Fire escapes, open stairs, stoop: >0.2m to lot line Covered or uncovered balconies, porches, decks: >0.3m to lot line; max 2.0m	Fire escapes, open stairs, stoop: 1.5m Covered or uncovered balconies, porches, decks: 1m
<b>Amenity Area</b>	Minimum (6m <sup>2</sup> /unit): 396m <sup>2</sup> Communal Minimum: 198m <sup>2</sup>	Total: 806m <sup>2</sup> Communal: 245m <sup>2</sup>

The proposed development complies with the applicable zoning.

## 6.0 Supporting Studies

### 6.1 Site Servicing and Stormwater Management Report

Stantec Consulting Ltd. Prepared the Site Servicing and Stormwater Management Report for the proposed development. The report summarizes the proposed servicing strategy for the development, including water service connections to Chapman Mills Drive and Verulam Street; sanitary connection to Verulam Street; and stormwater sewer connection to Verulam Street.

### 6.2 Phase I Environmental Site Assessment

The Phase 1 Environmental Site Assessment was prepared by Paterson Group for the subject property in January 2021. A letter revision has been provided as part of this submission which confirms the validity of the previous findings. The original report noted a vacant farmstead on the property, and the update notes that the property is now vacant. The Phase I ESA concluded that a Phase II ESA was not required.

### 6.3 Geotechnical Investigation

Paterson Group has prepared a Geotechnical Investigation for the lands with the objective of determining the subsoil and groundwater conditions at the site by means of test holes and providing geotechnical recommendations for the design of the proposed development including construction considerations which may affect its design. The report provides recommendations for foundation design to be implemented through construction.

### 6.4 Roadway Traffic Noise Assessment

Gradient Wind Engineers & Scientists prepared a Roadway Traffic Noise Feasibility Assessment for the application. The major sources of roadway traffic noise include Chapman Mills Drive, Greenbank Road, and the Bus Rapid Transit (BRT) lane in the center of Chapman Mills Drive. The results of the current analysis indicated that noise levels at Plane of Window (POW) receptors will range between 58 and 71 dBA during the daytime period (07:00-23:00) and between 53 and 64 dBA during the nighttime period (23:00-07:00). Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. The results of the analysis also indicate some dwellings will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment, and some dwellings will require forced air heating with provisions for central air conditioning.

## Conclusions

The proposed Site Plan Control application represents good planning and is in the public interest, for the following reasons:

- / The proposed development conforms to the Official Plan policies for the Hub designation, supporting the creation of a mixed-use, transit-supportive, and pedestrian-oriented development within the Barrhaven Downtown Town Centre. The proposed development will support the creation of a 15-minute community in the Town Centre where people will be able to walk to meet daily needs and access services, parks, schools, and transit;
- / The proposal complies with the City's urban design and compatibility criteria established in Section 4.6 of the Official Plan;
- / The proposed use and density are contemplated in the Barrhaven Downtown Secondary Plan. The proposed density achieves the minimum density target of 75 units per net hectare. The proposal is consistent with the policies and built-form guidelines set out in the Secondary Plan;
- / The proposed development maintains the intent of the City of Ottawa's Transit Oriented Development Guidelines by providing adequate bicycle parking and convenient access to future transit station locations; and,
- / The proposed development complies with the general intent of the Zoning By-law.



Paul Black, MCIP RPP  
Principal, Planning