

**Burnett Lands - 3370 Greenbank Road**

**Planning Rationale and Integrated  
Environmental Review**

**BURNETT LANDS**  
**3370 GREENBANK RD.**  
**OTTAWA, ON**

**PLANNING RATIONALE AND INTEGRATED ENVIRONMENTAL  
REVIEW**  
**IN SUPPORT OF AN OFFICIAL PLAN AMENDMENT, DRAFT PLAN  
OF SUBDIVISION, AND ZONING BY-LAW AMENDMENT**

Prepared For:

**Claridge Homes**

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December 22<sup>nd</sup>, 2016

Novatech File: 111117  
Ref: R-2016-177



December 22<sup>nd</sup>, 2016

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
Planning Services Branch  
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**Attention: Mr. Don Herweyer, Manager of Development Review South**

**Reference: Burnett Lands – 3370 Greenbank Road  
OPA, Draft Plan of Subdivision, and Zoning By-Law Amendment  
Planning Rationale and Integrated Environmental Review Statement  
Our File No.: 111117**

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Novatech has prepared this Planning Rationale & Integrated Environmental Review Statement on behalf of Claridge Homes (South Nepean) Inc. in support of an Official Plan Amendment, Draft Plan of Subdivision, and Zoning By-Law Amendment application for lands municipally known as 3370 Greenbank Road, Ottawa, Ontario.

Claridge intends to develop a residential subdivision with a mix of townhomes and high rise residential buildings within the South Nepean Mixed Use Town Centre area. The attached Planning Rationale outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with relevant provincial and municipal policy documents.

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

Sincerely,

**NOVATECH**

Anna Froehlich, M.Pl  
Planner

# Table of Contents

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	SITE LOCATION AND CONTEXT .....	1
1.2	PLANNING CONTEXT .....	4
1.2.1	<i>City of Ottawa Official Plan</i> .....	4
1.2.2	<i>South Nepean Secondary Plan</i> .....	7
1.2.3	<i>Existing Zoning (City of Ottawa Zoning By-Law 2008-250)</i> .....	9
<b>2.0</b>	<b>OVERVIEW OF TECHNICAL STUDIES.....</b>	<b>10</b>
2.1	ARCHAEOLOGICAL ASSESSMENT .....	10
2.2	ENVIRONMENTAL IMPACT STATEMENT .....	10
2.2.1	<i>Tree Conservation Report</i> .....	11
2.2.2	<i>Headwater Tributary Assessment</i> .....	11
2.3	PHASE 1 ENVIRONMENTAL SITE ASSESSMENT .....	11
2.4	GEOTECHNICAL INVESTIGATION.....	11
2.5	NOISE FEASIBILITY STUDY .....	11
2.6	SITE SERVICEABILITY AND STORMWATER MANAGEMENT REPORT.....	12
2.7	HYDROGEOLOGY REPORT.....	12
2.8	COMMUNITY TRANSPORTATION STUDY .....	12
<b>3.0</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>12</b>
3.1	RESIDENTIAL .....	13
3.2	DISTRICT PARK AND PARKETTE .....	17
3.3	STREET NETWORK, CYCLING AND PEDESTRIAN CONNECTIONS .....	19
<b>4.0</b>	<b>PLANNING POLICY REVIEW.....</b>	<b>20</b>
4.1	PROVINCIAL POLICY STATEMENT .....	20
4.2	OTTAWA OFFICIAL PLAN .....	22
4.3	SOUTH NEPEAN TOWN CENTRE SECONDARY PLAN (AREA 7) .....	26
4.3.1	<i>South Nepean Town Centre Community Design Plan</i> .....	27
<b>5.0</b>	<b>PROPOSED OFFICIAL PLAN AMENDMENT .....</b>	<b>34</b>
<b>6.0</b>	<b>PROPOSED ZONING BY-LAW AMENDMENT .....</b>	<b>34</b>
<b>7.0</b>	<b>CONCLUSION .....</b>	<b>36</b>

**Figures:**

Figure 1: Site Location (Base Map Source: GeoOttawa) ..... 2  
Figure 2: Excerpt from the amended “Schedule 1 - Land Use Plan, South Nepean Secondary Plan (Area 7)” produced for Official Plan Amendment #144. .... 3  
Figure 3: Existing Surrounding Context (Base Map Source: GeoOttawa) ..... 4  
Figure 4: Official Plan Schedule B Urban Policy Plan (Date: Jan 2016) ..... 5  
Figure 5: Official Plan Schedule D Rapid Transit Network ..... 6  
Figure 6: Official Plan Schedule I Multi-Use Pathways and Scenic-Entry Routes (Urban) ..... 7  
Figure 7: South Nepean Secondary Plan –Area 7 Schedule 1 ..... 8  
Figure 8: Existing Zoning (Source: GeoOttawa) ..... 9  
Figure 9: Propose Development Land Use Concept Plan ..... 13  
Figure 10: Draft Plan ..... 14  
Figure 11: Three-storey back to back townhouse example ..... 15  
Figure 12: Two-storey rear lane townhouse example ..... 15  
Figure 13: Traditional two-storey townhouse example ..... 16  
Figure 14: Three-storey rear lane townhouse example ..... 16  
Figure 15: Connectivity Plan ..... 18  
Figure 16: Proposed Transportation Network ..... 20  
Figure 17: South Nepean – Area 7 Secondary Plan Schedule 2 – Street Network Plan ..... 29  
Figure 18: Proposed Zoning Schedule ..... 35

**Appendices:**

- Appendix A: Concept Plan
- Appendix B: Draft Plan
- Appendix C: Zoning Schedule

## 1.0 INTRODUCTION

Novatech has been retained by Claridge Homes (South Nepean) Inc. to prepare a Planning Rationale (Rationale) in support of a Draft Plan of Subdivision, Official Plan Amendment (OPA), and Zoning By-Law Amendment (ZBLA) to allow for the development of the lands known as 3370 Greenbank Road in South Nepean, Ottawa. The proposed development consists of a mix of two and three storey townhomes (247 units) including back-to-back and street orientated units. In addition, two blocks for high rise buildings are proposed at the corner of Greenbank Road and Jockvale Road which will potentially generate an additional 420 condominium units bringing the total to 667 residential dwelling units for the property. The proposed development will provide connections to the future Half Moon Bay Park along the Jock River, and to the multi-use pathway identified in the *Official Plan, South Nepean Secondary Plan* and *South Nepean Community Design Plan*.

This Rationale describes the proposed development and demonstrates that it is consistent with relevant provincial and municipal policies and guidelines. An Integrated Environmental Review Statement (IER) has been prepared as part of this Rationale, as required under *Section 4.7* of the *Official Plan*. The purpose of an IER is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of *Section 4* of the *Official Plan*.

### 1.1 Site Location and Context

The subject site is approximately 15.5 hectares in area and is located immediate north of the Jock River. The subject site is located south of Strandherd Drive between the Kennedy Burnett Stormwater Management Facility and the existing Greenbank Road alignment, as shown on **Figure 1**. The Burnett Municipal Drain is a tributary to the Jock River and bisects the site from north to south. The property currently has a farmstead and accessory structures located on the property near its southern boundary. There is an existing gravel access out to Greenbank Road. These structures are to be demolished prior to construction. The remainder of the site was farmed this year to exempt bobolink habitat. The topography is generally flat with a gentle slope from the northeast to the southwest.

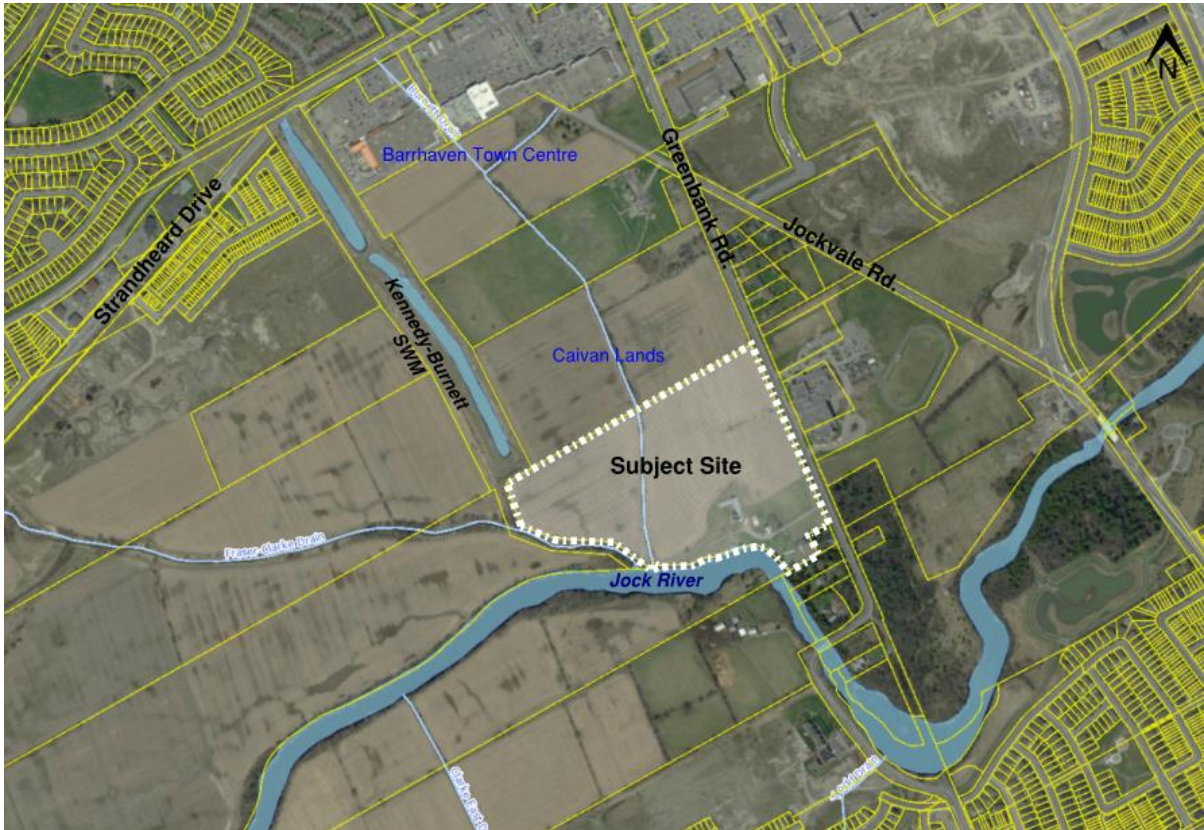


Figure 1: Site Location (Base Map Source: GeoOttawa)

The following describes the existing and planned land uses adjacent to the subject site:

**North:** The lands to the north are owned by Caivan Communities and have recently obtained OPA approval (Amendment #144) to permit high-rise and mid-rise mixed-use residential dwellings, mid-rise residential dwellings, and a neighbourhood park shown on the excerpt from the Amended “Schedule 1 - Land Use Plan, South Nepean Secondary Plan (Area 7)” produced for Official Plan Amendment #144 and provided as **Figure 2**. North of the Caivan development the lands are part of the planned Barrhaven Town Centre which will include a variety of retail uses to service the surrounding existing and planned residential developments.

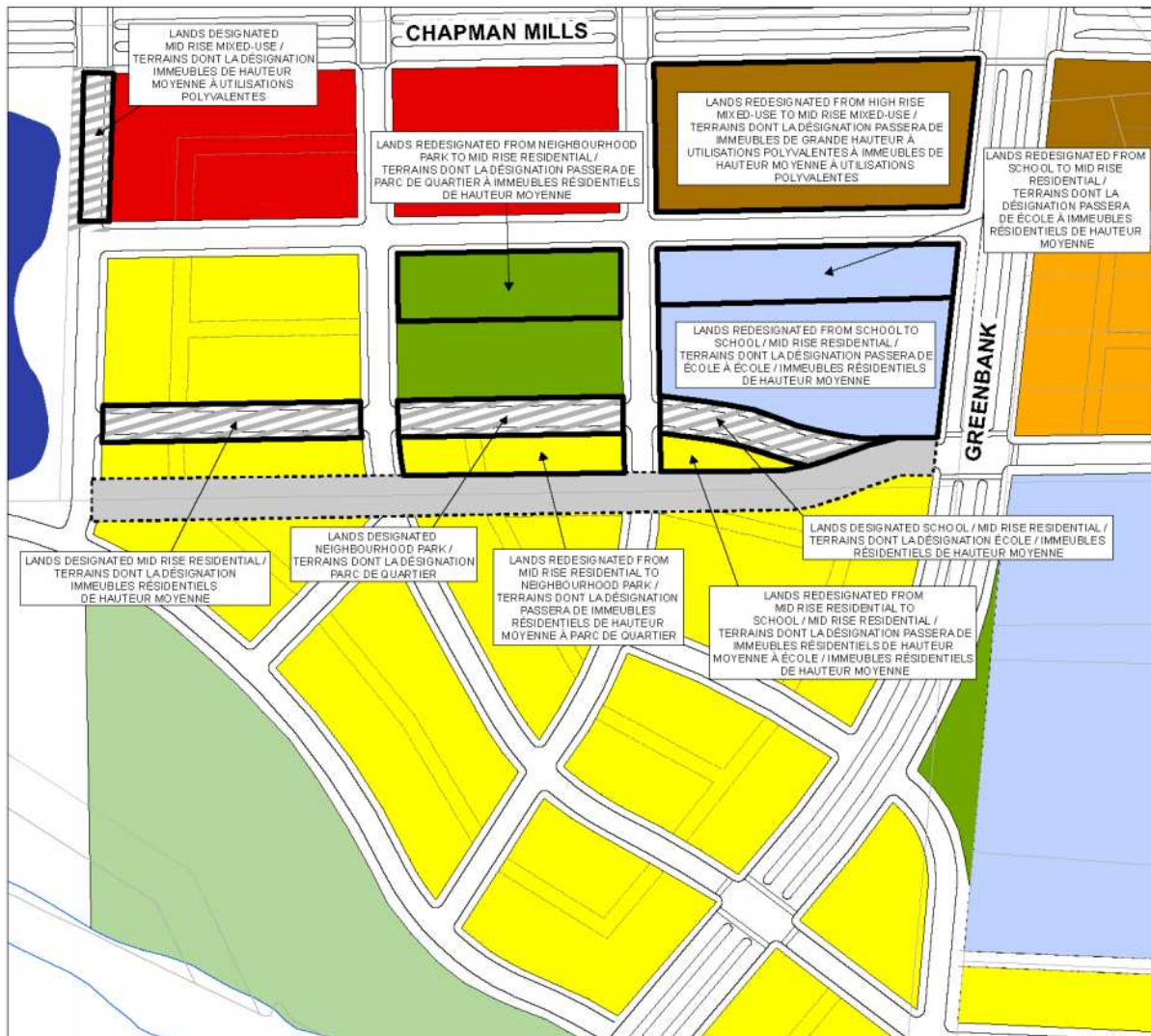


Figure 2: Excerpt from the amended “Schedule 1 - Land Use Plan, South Nepean Secondary Plan (Area 7)” produced for Official Plan Amendment #144. Caivan Lands are the subject of the amendment with the subject lands shown in yellow and green to the south.

**East:** Greenback Road currently forms the eastern boundary of the site. East of Greenbank Road, the area includes a mixture of existing low density rural residential dwellings (single-detached), St. Joseph Catholic High School, and an existing vegetated area. Greenbank Road is proposed to be realigned through the subject site as per the Greenbank Road/Southwest Transitway Extension Environmental Assessment (EA).

**South:** The Jock River runs from west to east, south of the property and then turns south near the southeastern corner of the site. The lands south of Jock River are within the *Barrhaven South Community Design Plan* and are intended for a future district park and residential uses as shown on *Figure 17 of the Barrhaven South Community Design Plan*.

**West:** The Kennedy Burnett Stormwater Management Facility is located west of the property and drains into the Jock River at the southwestern corner off the site. Lands immediately west of the site are currently vacant and intended for conservation uses within the floodplain of the



Jock River and for residential uses as identified in Schedule B of the Official Plan and shown on **Figure 3**, below.

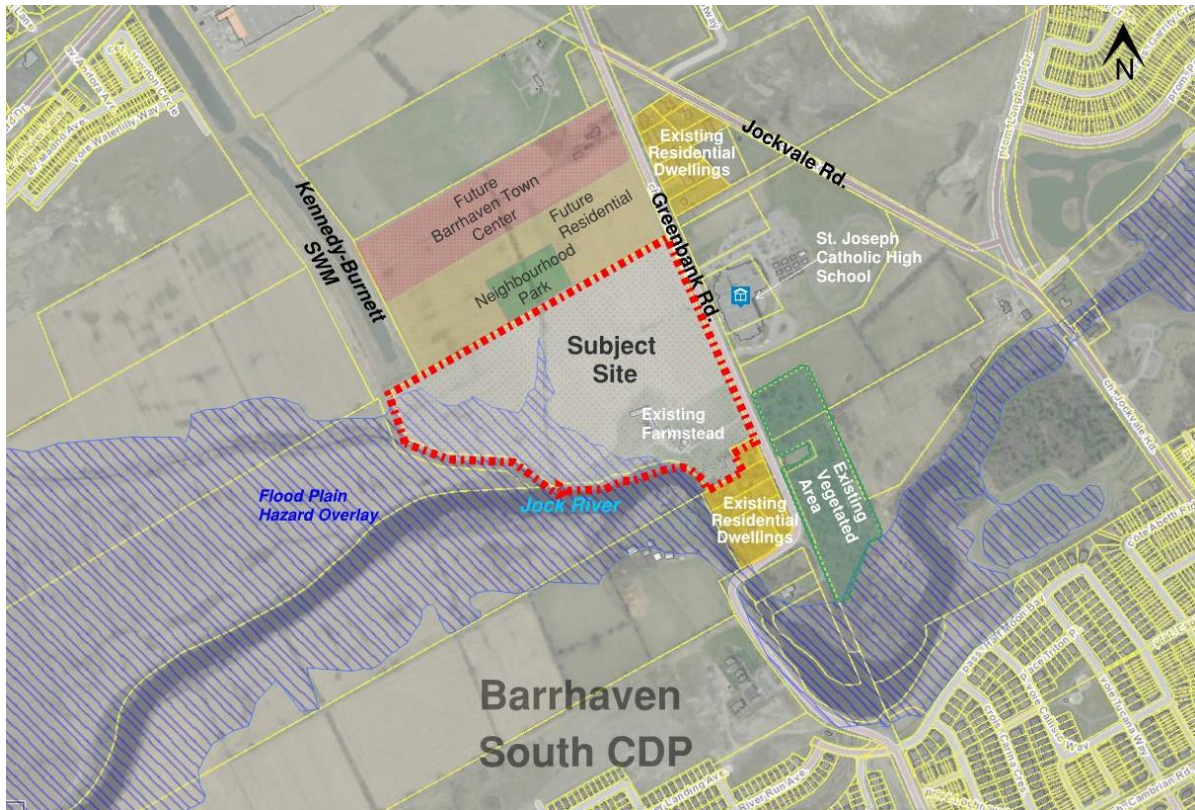
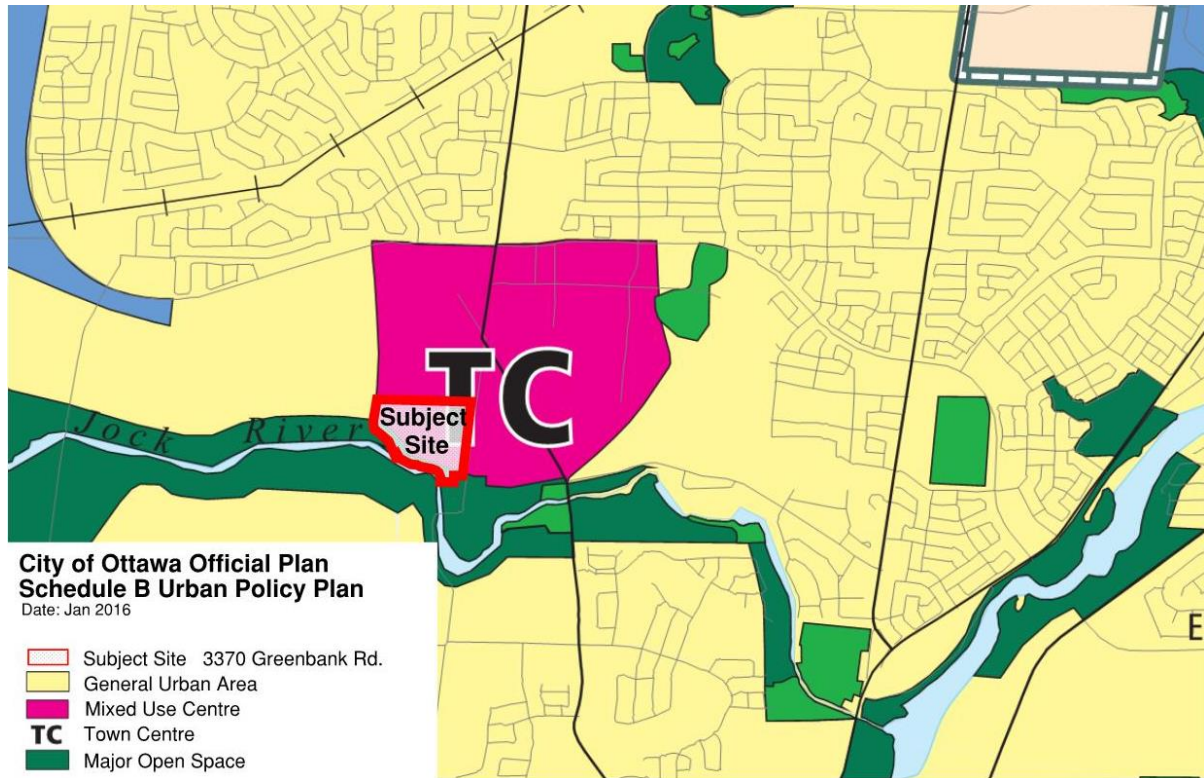


Figure 3: Existing Surrounding Context (Base Map Source: GeoOttawa)

## 1.2 Planning Context

### 1.2.1 City of Ottawa Official Plan

The subject site is designated as *Mixed Use Centre*, *Town Centre* and *Major Open Space* on *Schedule B- Urban Policy Plan* of the *City of Ottawa Official Plan*, as shown on **Figure 4**.



**Figure 4: Official Plan Schedule B Urban Policy Plan (Date: Jan 2016)**

The *City of Ottawa Official Plan Section 3.6.2- Mixed Use Centres and Town Centres* defines *Mixed Use Centres* and *Town Centre* as follows:

*Mixed Use Centre*: “priority areas for undertaking more detailed secondary planning and adopting or updating community design plans and secondary plan”

*Town Centre*: “long standing cores of the suburban areas outside the Greenbelt”

The general intent for the *Mixed Use Town Centres* is to create transit-supportive destinations which “maintain a grid pattern of roads and rights-of-way that define walkable blocks and sites for future intensification”.

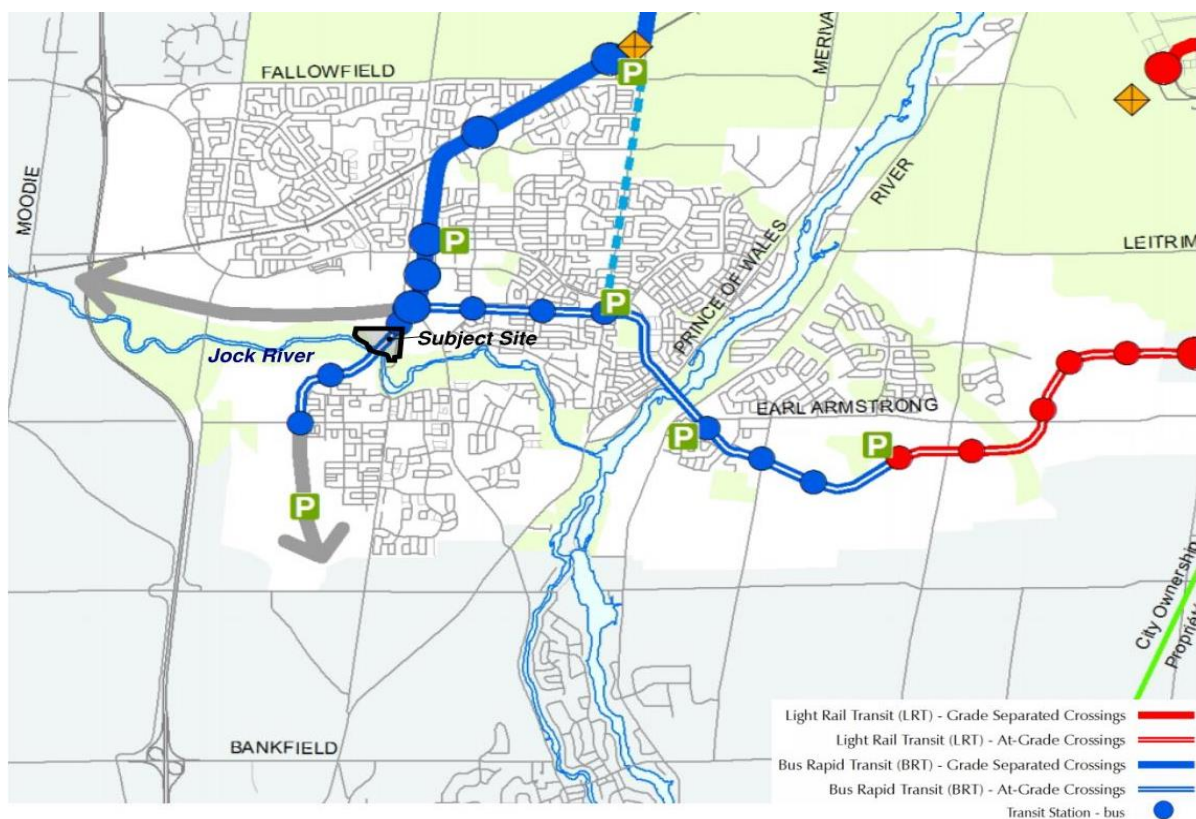
As per *Official Plan Section 3.6.2, Policy 5*, the following land uses are permitted within the *Mixed Use Centres* area:

- Office
- Hotels
- Retail Uses
- Entertainment Uses
- High-Density Residential Uses
- Medium-Density Residential Uses
- Mixed-Use Development
- Secondary and Post-Secondary Schools
- Hospitals
- Large Institutional Buildings
- Community Recreation and Leisure Centres
- Daycare Centres

The proposed medium and high-density residential uses are permitted under the *Mixed Use Centre* designation.

The *Official Plan Section 3.3.1 –Major Open Space* defines lands designated as *Major Open Space* as a “key component of the Greenspace Network, which contributes to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment.” The intent for *Major Open Space* is to protect the larger open spaces in the City that are to be generally available for public use and enjoyment.

The current Greenbank Road will be realigned as part of the City’s Master Transportation Plan as per the Greenbank Road/Southwest Transitway Extension EA. The Official Plan also identifies the future realigned Greenbank Road as a Bus Rapid Transit (BRT) route on *Schedule D - Rapid Transit Network*, as shown on **Figure 5**.



**Figure 5: Official Plan Schedule D Rapid Transit Network**

Lands north of the Jock River are designated as *Major Open Space* on *Official Plan Schedule B*, as shown on **Figure 4**. Schedule I shows a designated City-wide off road multi-use pathway south of the subject site, as shown on **Figure 6**. The proposed development has been designed to maximize public access to these amenities.

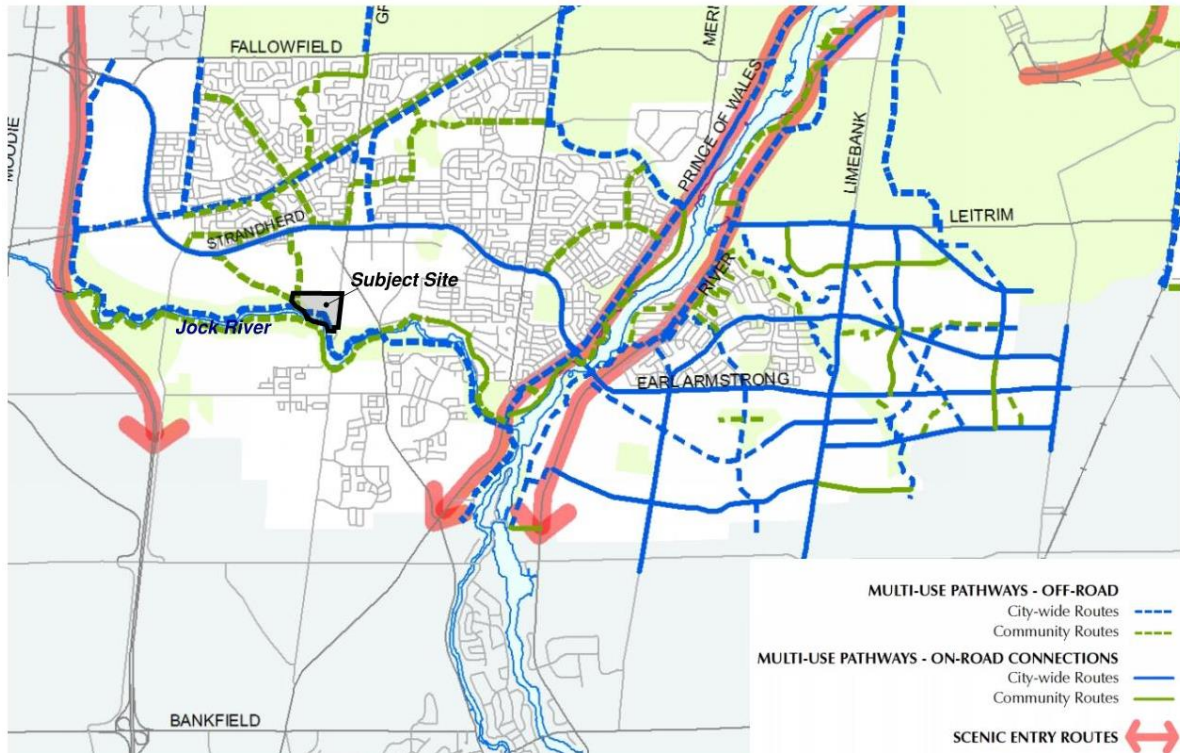


Figure 6: Official Plan Schedule I Multi-Use Pathways and Scenic-Entry Routes (Urban)

### 1.2.2 South Nepean Secondary Plan

The subject site is part of Area 7 of the *South Nepean Secondary Plan* and is within the area designated as *Mid Rise Residential* and *District Park* on *Schedule 1-Land Use Plan*, as shown on **Figure 7**.

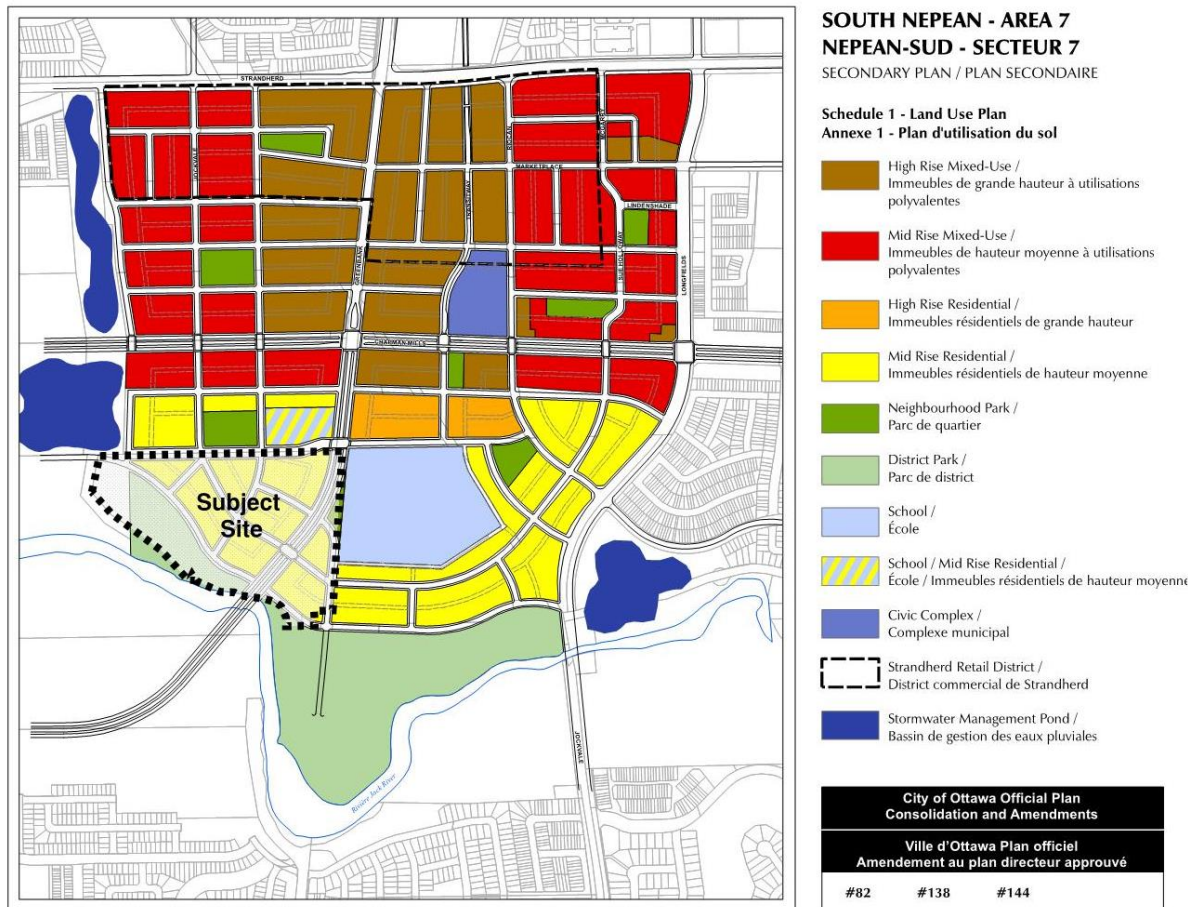


Figure 7: South Nepean Secondary Plan –Area 7 Schedule 1

The *Mid Rise Residential* designation is intended to accommodate the majority of the Town Centre’s ground-oriented multiple unit dwellings. Permitted uses within the *Mid Rise Residential* policy area are: Apartments, streets, blocks and stacked townhouses, public and institutional uses, schools, places of worship, and community facilities. As stated in *Section 3.5*, the minimum building height is 2 storeys and maximum building height is 4 storeys. The net density target for residential uses is 100 units per hectare. An amendment to the Secondary Plan is required as part of the development application to allow for the two proposed blocks for high-rise residential buildings.

The *District Park* designation applies to the area intended for Half Moon Bay Park. It extends along the Jock River and connects with existing and future greenspace components in the surrounding communities. It is also the main focal point of the greenspace system in the vicinity. It is the proponent’s understanding that the City will be designing and constructing Half Moon Bay Park.

### 1.2.3 Existing Zoning (City of Ottawa Zoning By-Law 2008-250)

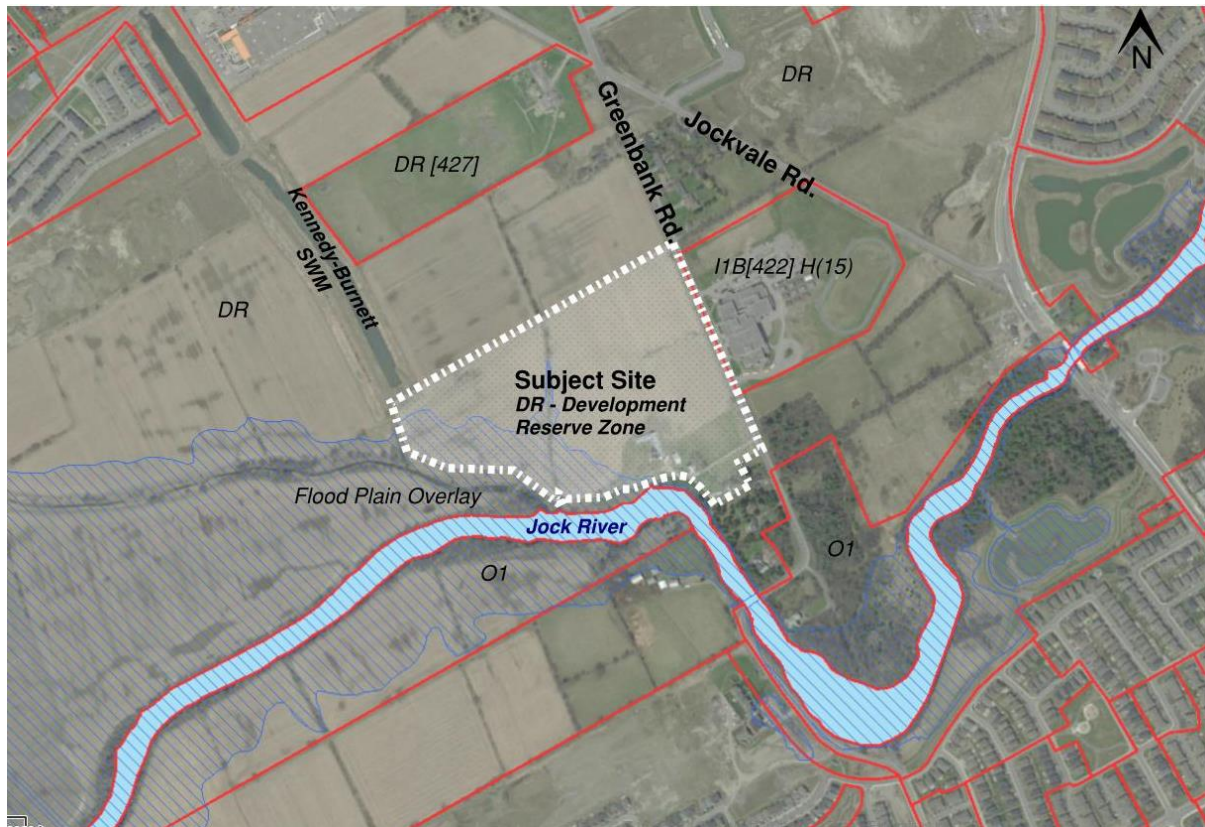


Figure 8: Existing Zoning (Source: GeoOttawa)

The subject site is currently zoned as *DR-Development Reserve* under *City of Ottawa Zoning By-Law 2008-205*. A portion of the site along the Jock River is also within the *Flood Plain Overlay*.

The purpose of the *DR-Development Reserve Zone* is to recognize lands intended for future urban development in areas designated as *General Urban Area* and *Developing Community* in the Official Plan. The DR zone is essentially a placeholder to prevent development before studies have been completed and approved. These studies are being completed through the subdivision process and the site will be rezoned to support the proposed urban land uses. A Zoning By-law Amendment will be required as part of the development application process.

The existing zoning by-law map also shows *Flood Plain Overlay* surrounding the Jock River. The intent of the overlay is to restrict development in order to minimize the threat of injury or loss of life and prohibit land uses where necessary. As part of the development application process, the proponent will submit a cut and fill application in order to adjust the boundary of the existing Flood Plain Overlay to align with the Half Moon Bay Park boundary and Half Moon Bay Drive.

## 2.0 OVERVIEW OF TECHNICAL STUDIES

Section 4.7 of the Official Plan states that “design components will be considered as inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern”. Section 4.7.1 states the integrated environmental review process considers, as a whole, the significant findings from individual supporting studies and ensures that development design complies with the environmental policies contained in Section 4, and that the principles of design with nature have been applied.

The following technical studies have been prepared in accordance with Section 4.7 of the Official Plan and as per the City’ recommendations at the pre-consultation meeting.

### 2.1 Archaeological Assessment

An Archaeological Assessment was identified as a required study by the City though the pre-consultation process, in keeping with Section 4.6.2 - Archaeological Resources in the Official Plan. Stage 1 and Stage 2 Archaeological Assessments will be completed and submitted early in 2017.

### 2.2 Environmental Impact Statement

An Environmental Impact Statement has been prepared by Golder Associates Ltd (Dec. 2017). The report assessed the site with respect to natural features and functions including habitat of endangered or threatened species, significant wetlands, fish habitat, significant woodlands and valleylands, ANSIs, and significant wildlife habitat. The report confirms that the property is not located within any provincially significant wetlands or areas of natural and scientific interest. No provincially rare plant species or communities have been identified within the subject site. No significant woodlands, valleylands or ANSIS were identified on or adjacent to the site.

Fish habitat within the adjacent to Jock River and Fraser Clark Drain will not be impacted as appropriate setbacks have been provided. Large cavity trees on site may provide potential habitat for Small-footed Myotis, Little Brown Myotis and Northern Myotis, which are designated as endangered under the ESA and SARA. There are no potential hibernacula on the site. If removal of the large trees is proposed, further study will be required during the appropriate season (June 2017) to confirm the presence/absence of these species. Appropriate mitigation measures and permitting/registration will be undertaken if required.

The report concludes that based on the mitigation measures and recommendations outlined in the EIS, no negative impacts are expected to result from the proposed development.

### 2.2.1 Tree Conservation Report

The Tree Conservation Report (TCR) is provided as Appendix D of the EIS. The TCR was prepared by Golder Associates Ltd. (May 2016) in accordance with the City of Ottawa's TCR Guidelines. It recommended that priority for tree retention should focus on existing trees along the Jock River. No removal will be scheduled between April 15<sup>th</sup> and August 15 without input from a qualified biologist.

### 2.2.2 Headwater Tributary Assessment

Appendix E of the EIS is a Headwater Tributary Assessment that was completed by Muncaster Environmental Planning and Bowfin Environmental Consulting (2016) to assess the fisheries habitat and communities in the Burnett Municipal Drain along with an evaluation of the headwaters. The assessment states that the Burnett Municipal Drain is considered to have no fish value and does not contain any wetland features. The report concludes that impacts on the Burnett Municipal Drain can be mitigated with the measures outlined in the report, and that no management is required for its tributaries.

### 2.3 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), dated December 2016, was prepared by Golder Associates Ltd. to assess the potential site contamination by current or past uses. The assessment found that there is no evidence of potential environmental concerns with respect to the subject site or within the Phase 1 ESA study area. It was concluded that a Phase II ESA is not needed.

### 2.4 Geotechnical Investigation

A Geotechnical Investigation Report was prepared by Golder Associates, dated March 2016 to determine the general soil and groundwater conditions across the site and provide geotechnical recommendation for the design of the proposed development. The report indicates that the subject site consists of silty clay overlaying glacial till at various depths. A maximum grade raise of 1.7 metres is recommended for the northern and western portions of the property where there is a thicker silty clay deposit. The report concluded the proposed development is feasible from a geotechnical perspective.

### 2.5 Noise Feasibility Study

A Noise Feasibility Study was completed by Novatech (December 2016). Section 4.8.7 of the Official Plan states that noise is regulated better by land use planning than by noise barrier. Particularly, Policy 10 states "*to improve the quality of the streetscape, communities will be designed to the extent possible to provide noise attenuation through land use planning and design. Noise barriers may only be used where other noise attenuation methods are not feasible.*" In keeping with such a policy, the proposed development has been designed with



buildings oriented to reduce the need for noise attenuation barriers. Outdoor living areas have been oriented away from noise sources, wherever possible. As a result, the need for outdoor noise barriers is significantly reduced. Indoor noise mitigation and noise clauses on title will be provided where required.

## 2.6 Site Serviceability and Stormwater Management Report

Novatech completed a Site Serviceability and Stormwater Management Report in support of the development applications. The site can be adequately serviced with water by extending the existing watermain on Greenbank Road, by sanitary sewer through the connection to the South Nepean Sanitary Collector currently under construction, and with storm sewers by construction of underground storm sewers and a Vortechnic Unit at the outlet to the Jock River. Major drainage will flow overland along the road right of ways towards the Jock River.

## 2.7 Hydrogeology Report

A desktop hydrogeological assessment was completed by Golder Associates to determine the soil and groundwater conditions across the site and to address possible construction related impacts to private well supplies. Soil conditions and groundwater levels are summarized in the Golder geotechnical report referenced in Section 2.5 of this rationale. Four wells were located within 100 meters of the site using the WWIS database. Based on the depth of wells and static water levels, a temporary drawdown due to construction dewatering could occur but not likely to the degree that would negatively impact water supply. The Golder report recommends that a well survey be completed on those wells prior to and during construction.

## 2.8 Community Transportation Study

The street grid has been designed in compliance with the South Nepean Town Centre – Area 7 Secondary Plan. A Community Transportation Study (CTS) (December 2016) was prepared by Novatech for the proposed development. The report focus on assessing the ability of the local transportation network to support the proposed development. The report concludes the proposed development is feasible from a transportation perspective.

## **3.0 PROPOSED DEVELOPMENT**

The proposed development consists of an estimated 667 residential dwelling units comprised of 247 townhouses, including a mix of street oriented and back-to-back townhouses, and approximately 420 condominium units located on two proposed high density blocks. Detailed design of the high rise residential blocks will be provided at the site plan stage.

The proposed development also includes a small urban parkette and Half Moon Bay Park, a district park, that aligns with the adjusted Jock River Flood Plain Overlay. Multi-use trails will be accommodated within the district park to provide active transportation connections and recreational opportunities. The multi-use trail will continue along the north side of the Jock

River, under the realigned Greenbank Road, and connect into the lands east of Greenbank Road.

Greenbank Road is currently undergoing a design process through the Greenbank Road and Southwestern Transitway Extension EA to determine the detailed design of the future realignment by the City of Ottawa in order to accommodate the Bus Rapid Transit Route (BRT) and service future development in the surrounding area.

The proposed Land Use Development Plan is shown in **Figure 8**.



Figure 9: Propose Development Land Use Concept Plan

### 3.1 Residential

The Residential portion of the development has been designed to accommodate 667 residential units. As shown in the draft plan in **Figure 10** and highlighted on the Land Use Plan provided as **Figure 9** above, the proposed unit mix includes the following:

- **Block 17-18:** 2 high rise blocks to accommodate approximately 420 units at the two corners of Jockvale Road and Greenbank Road intended for three condominium buildings in close proximity to the future BRT will be subject to future Site Plan;
- **Block 1 and Block 6-10:** approximately 122 front garage townhomes and back-to-back townhouse along proposed local and collector roads,
- **Block 2-5 and Block 12-16:** approximately 125 street orientated townhouses with rear lane access along the proposed Half Moon Bay, Jockvale Road, and the realigned Greenbank Road to allow for continuous pedestrian sidewalk and uniform street fronts while reducing pedestrian and vehicular contact.

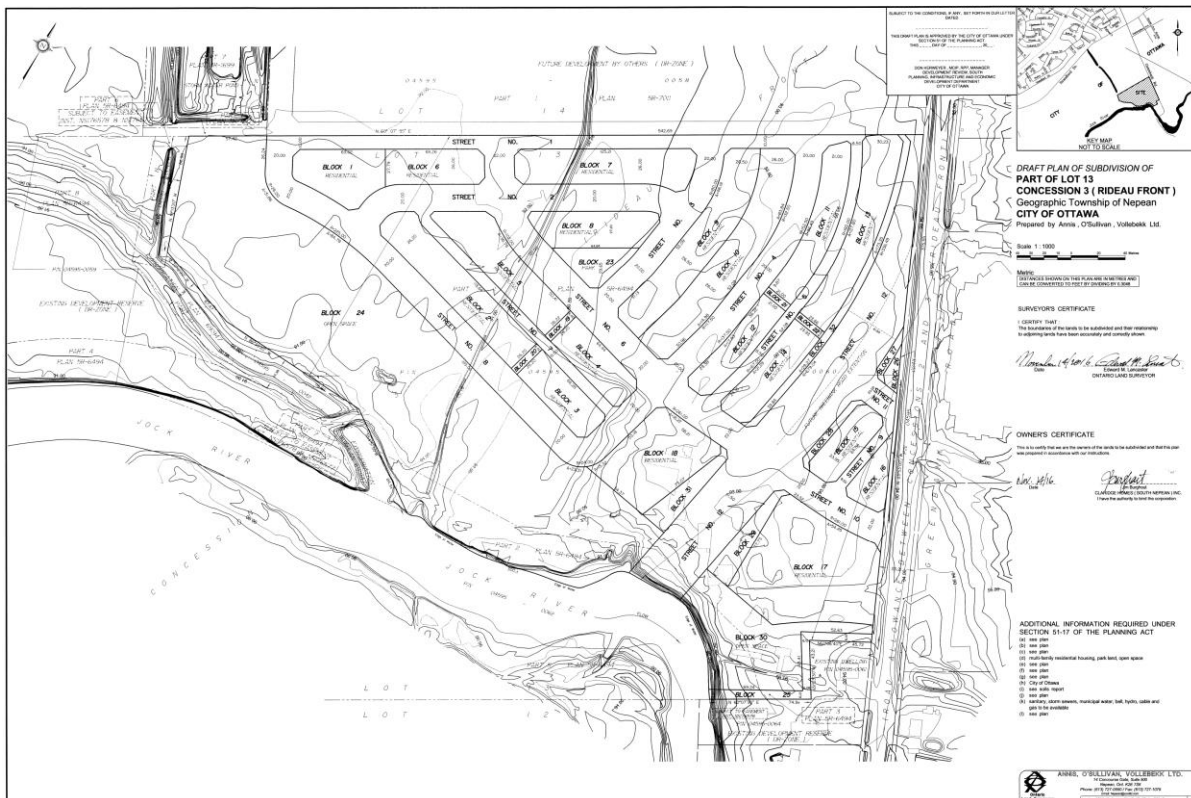


Figure 10: Draft Plan

Figures 11 to 14 provide examples of the different types of townhouses proposed. The proposed models include both two and three storeys townhouses and a mix of front and rear access garages to accommodate private vehicle parking on site. On-street parking will be provided along most of the proposed local/collector road as per the *South Nepean Secondary Plan Section 5.4.4*



Figure 11: Three-storey back to back townhouse example



Figure 12: Two-storey rear lane townhouse example



**Figure 13: Traditional two-storey townhouse example**



**Figure 14: Three-storey rear lane townhouse example**

The two blocks proposed for high-rise residential development on either side of the realigned Greenbank Road will require an Official Plan Amendment. As previously discussed, the subject site is currently designated as mid-rise residential in the *South Nepean Town Centre*

Secondary Plan and South Nepean Town Centre Community Design Plan, which limits development to a maximum of 6 storeys. Details of the high rise blocks have not been determined at this time and will be finalised at the site plan application stage. The current conceptual design is for one building on Block 18, west of Greenbank Road, and two buildings on Block 17, east of Greenbank Road. These buildings will serve as a gateway to the community and provide a transition between the embankment of the Greenbank Road bridge and the lower density residential area. A maximum building height of 12 storeys is proposed, which is the maximum building height permitted in the *High Rise Mixed-Use* designation in the secondary plan.

The proposed development would generate a density of approximately 100 units per hectare which satisfies the density target stated in the South Nepean Town Centre Secondary Plan.

### 3.2 District Park and Parkette

A 0.43 hectare parkette has been strategically located within the subdivision to fit within the road grid pattern given the irregular shape of the subdivision. The parkette will act as a stepping stone of the greenspace network providing a connection between Half Moon Bay District Park and the proposed neighbourhood park to the north on the Caivan Lands.

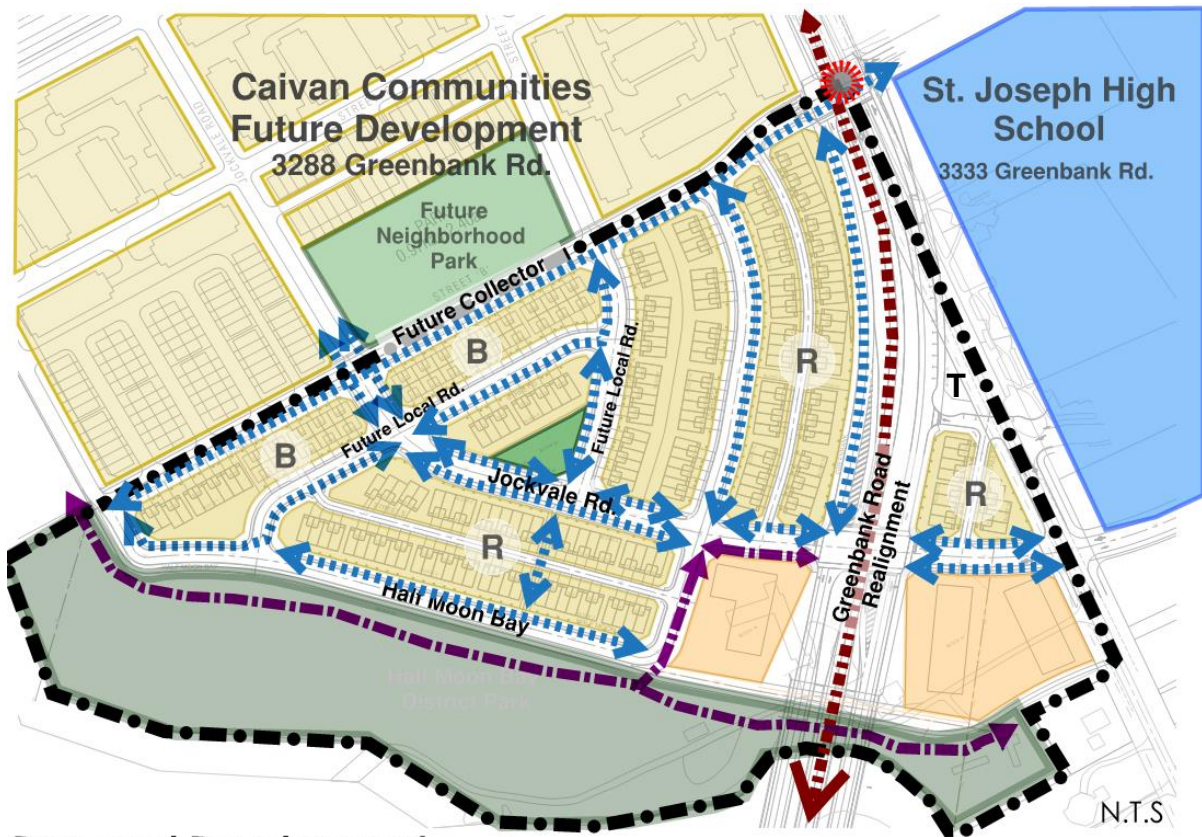


Conceptual Illustration Example of the Urban Parkette, *Huntington Village, Clarington, ON*. Source: Henry Kortekaas and Associates Inc.

The proposed parkette has frontage on two streets (Street 6 and Street 3 on the Draft Plan), including Jockvale Road which will be the main collector road through the proposed development. The parkette will be surrounded by townhouses facing the park on two sides, and will buffer the rear yard amenity areas of the townhouses to the north and provide a transition from Jockvale Road. This will provide passive surveillance of the public space and create a comfortable amenity integrated with the neighbourhood.

The proposed Half Moon Bay District Park will be located within the Jock River Flood Plain Overlay. The City of Ottawa will finalize the design and carry out the construction of the Park. A multi-use trail within Half Moon Bay Park, running parallel to Half Moon Bay Drive will provide connection to adjacent planned trails, including trails to the north around the Kennedy Burnett Pond and future bicycle facilities along the realigned Greenbank Road.

**Figure 15:** Connectivity Plan provides an overview of the pedestrian circulation through the proposed community.



### Proposed Development Connectivity Plan



- ←- - - - -> Pedestrian Sidewalk
- ←- - - - -> Multi-Use Trail
- ←- - - - -> Bus Rapid Transit
- ★ Bus Rapid Transit Platform

Figure 15: Connectivity Plan

The remnant triangle shaped block (Block 26) between the future Greenbank Road and St Joseph High School, identified as “T” on **Figure 15**, will be transferred to the City at the time of subdivision registration.

Official Plan Section 4.10 states that 1 hectare for every 300 dwelling units shall be dedicated as parkland for developments with densities that exceed 18 units per net hectare. Although the proposed parkette does not meet the standard, it is our assessment that there is sufficient open space and natural amenities within the vicinity and the proposed development was designed to provide connections to these neighbourhood and district parks. The required parkland dedication will be provided as Cash-In-Lieu to the City and a shared construction cost agreement will be negotiated with the surrounding land owners prior to draft plan registration. Through initial meetings with City Staff, the parkette was seen as part of a connection from the district park along the Jock River to the neighbourhood park on the Caivan lands, along a pedestrian route.

### 3.3 Street Network, Cycling and Pedestrian Connections

The proposed development features a modified grid street pattern, generally following the Street Network Plan set out in *Schedule 2 of the South Nepean – Area 7 Secondary Plan*. The proposed right-of-way cross sections are designed to accommodate vehicular/non-vehicular movements, on street parking, streetscaping and underground infrastructure. The proposed street pattern follows Schedule 2 of the CDP with the exception of Half Moon Bay Drive, which has been modified to connect to Jockvale Road west of Greenbank Road due to geotechnical limitations and the height of the proposed Greenbank Road Bridge.

Jockvale Road is designed to have sidewalks on both sides as it is intended to be the key linkage through the proposed development and to adjacent communities and amenities. The minor residential local streets are designed to accommodate sidewalk on one side of the street in order to reduce conflict and unnecessary contact between pedestrian and vehicle movements (i.e. reduce the number of driveway entrances crossing the sidewalks) and to ensure the most effective use of land and other resources. A multi-use trail is also incorporated within the future district park to provide the east-west pedestrian and cycling connection along Jock River.

The future Half Moon Bay Drive, adjacent to the district park, will act as the main public access to the park. On street parking will be provided along the Half Moon Bay Drive to ensure accessibility to the park. A multi-use trail within the district park adjacent to Half Moon Bay Drive will an active transportation connection along Half Moon Bay Drive to Greenbank Road.

The South Nepean Community Design Plan includes street cross sections as Appendix E. Local residential streets will have a 20 metre ROW and rear lanes will have an 8.5 metre ROW as proposed in the CDP. Jockvale Road is shown on the Draft Plan as having a 22 metre ROW, which is not provided as a cross section in Appendix E of the CDP. Minor changes to the cross-sections may be proposed through detailed design, as discussed with City Staff. These changes will not form part of the OPA.



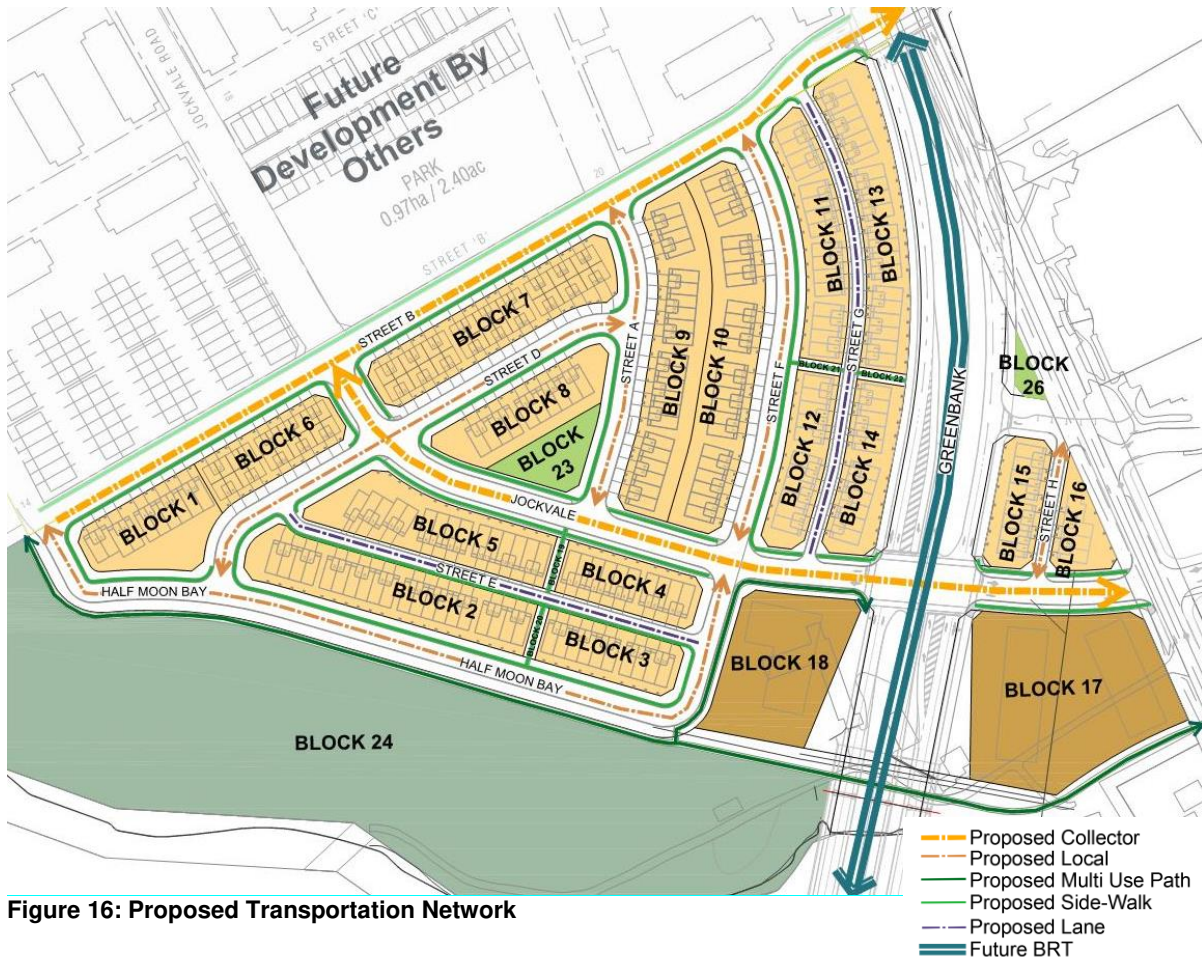


Figure 16: Proposed Transportation Network

## 4.0 PLANNING POLICY REVIEW

### 4.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy directions on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to “be consistent with” policies of the PPS.

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use land patterns.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient land use patterns with a range and mix of uses arranged so to minimize land consumption and servicing costs. Further, development patterns should avoid environmental or public health and safety concerns, conserve bio-diversity, and consider the impacts of a changing climate.

The proposed development consists of a mix of urban dwelling types and supportive uses such as parks, open space and passive recreational amenities for both the local and wider community. The proposed uses have been arranged as a modified grid street and pathway

pattern, integrated with surrounding development, to minimize land consumption, promote active transportation and enhance connectivity.

The proposed development is located on lands designated by the City of Ottawa as settlement area.

Policy 1.1.3.2 requires land use patterns within settlement areas to be based on:

b) densities and a mix of land uses which:

1. efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
4. support active transportation;
5. are transit-supportive, where transit is planned, exists or may be developed, and;
6. are freight-supportive.

The proposed development is general based on the *Land Use Schedule in the South Nepean Secondary Plan- Area 7*. The proposed amendments to the Secondary Plan to allow for a higher density residential development in close proximity to the future Greenbank Road is consistent with PPS policies with regard to intensification. Infrastructure and public service facilities, including stormwater management facilities, road pattern, parkland, and multi-use trails have been coordinated with adjacent developments and with the wider South Nepean Urban Area.

Section 1.1.3.6 of the PPS states that new development should occur adjacent to the existing built-up area and allow for the efficient use of land. The proposed development is located within the City of Ottawa's designated Mixed Use Town Centre and is adjacent to other planned developments such as Caivan Communities to the north.

### ***Public Spaces, Recreation, Parks, Trails and Open Space***

Policy 1.5.1 states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Streets and pathways have been arranged in a modified grid pattern, connected to existing and planned adjacent developments. This arrangement creates a dense, continuous network of pedestrian connections to adjacent communities, open spaces and future planned bus and cycling facilities. The proposed development includes a centrally located parkette which is within 400m of all proposed dwellings. The future multi-use trail within Half Moon Bay District Park will provide active transportation connection to the adjacent communities and City-wide cycling routes.

### **Infrastructure and Public Service Facilities**

Section 1.6 of the PPS states that infrastructure shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. The proposed development will be wholly on municipal services. The Site Serviceability and Stormwater Management Report, discussed under Section 2.8 of this rationale, demonstrates that there is adequate infrastructure to support the proposed subdivision.

### **Transportation Systems**

Section 1.6.5 of the PPS promotes safe, energy efficient transportation systems that facilitate the movement of people and goods. The Community Transportation Study, discussed under Section 2.10 of this rationale, addresses interaction with the adjacent community and confirms that the proposed subdivision can be safely and adequately accommodated.

### **Wise Use and Management of Resources**

Section 2.0 of the PPS - Wise Use and Management of Resources speaks to protecting natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources.

As discussed in Section 2 of this rationale, an Environmental Impact Statement and Tree Conservation Report were completed by Golder Associates which confirms that the proposed development will not negatively impact the existing natural environment. The Jock River is located immediate south of the site, lands within the floodplain will not be subject to development via cut/fill and will be protected by the planned Half Moon Bay District Park which will be designed and constructed by the City of Ottawa. Quality of stormwater will be enhanced by a Vortech Unit located at the outlet to the Jock River.

### **Health and Safety**

Section 3.0 of the PPS - Protecting Human Health and Safety focuses on reducing the potential for public cost or risk to residents from natural or human-made disasters.

A Phase 1 Environmental Site Assessment was prepared by Golder Associates. The Phase 1 ESA did not identify any evidence to suggest past or present soil contamination and further assessment was not recommended. Proposed balancing of cut and fill areas along the interface of the proposed Half Moon Bay Drive and the floodplain (per the CDP) will ensure no negative impact on the floodplain.

## **4.2 Ottawa Official Plan**

As previously discussed, the subject site is designated as *Mixed Use, Town Centre* and *Major Open Space* in Schedule B of the City of Ottawa Official Plan. The proposed residential uses are permitted within the Land Use Designations.

Section 3.6.2 of the Official Plan describes *Mixed Use Centres and Town Centres* as “strategic locations on the Rapid Transit network [that] act as central nodes of activity, within their surrounding communities and the City as a whole with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.”

The proposed mid-rise and high-rise residential development is consistent with the general intent and complies with the provisions of *Section 3.6.2 Mixed Use Centre and Town Centres*. The proposed amendment to the South Nepean Secondary Plan will result in a higher density development adjacent to the future BRT and District Park. The proposed development also utilizes street orientated townhouses with rear lane access at strategic locations to create visually interesting and active streets with front entrances and windows facing the sidewalk.

Policy 4 of Section 3.6.2 of the Official Plan states: “Greater building heights may be considered subject to an amendment to the secondary plan or site specific policies in Volume 2, and must demonstrate consistency with policy 2.2.2(17) and all other relevant policies in this Plan.” Amendments are required to *Volume 2, South Nepean Secondary Plan (Area 7)* of the Official Plan to permit the proposed High-Rise Residential and realign Half Moon Bay Drive.

The proposed development has taken into consideration the adjacent development applications, particularly lands to the north, to ensure the ultimate land use pattern, connectivity and accessibility is achieved.

*Section 2.5.1 Designing Ottawa* identifies the subject site as a Design Priority Area. As stated in *Section 2.5.1*, the proposed development will be subject to the review of the Ottawa Urban Design Review Panel (UDRP). The proposed development will be reviewed based on the evaluation criteria and design objectives under Section 2.5.1 and Section 4.11 of the Official Plan:

Section 2.5.1 Design Objectives:	
<p><i>To enhance the sense of community by creating and maintaining places with their own district identity</i></p>	<p>The proposed development will contribute to making South Nepean Town Centre a compatible development that reflects high-quality urban design standards. The proposed built form and design of the subdivision is consistent with surrounding communities. The subdivision aligns with the development goals and objectives for South Nepean Town Centre by proposing compact, transit and pedestrian friendly development. The proposed development defines the public realm by providing street orientated residential units and encouraging active transportation by creating inviting and safe environment. Proposed park and open space within the development further integrates the proposed development with its surrounding landscape.</p>

<p><i>To define quality public and private spaces through development</i></p>	<p>The proposed street oriented townhouses will help to frame the public streets, creating a consistent setback to define private amenity spaces. The private amenity space for townhouses adjacent to the centrally located parkette will be separated by a fence.</p>
<p><i>To create places that are safe, accessible and are easy to get to and move through;</i></p>	<p>The proposed development has been designed to accommodate all modes of transportation. Multiple connections are provided to adjacent communities and amenities. A multi-use trail along the Jock River will provide an east-west connection for cyclists and pedestrians and will connect via on street bike lanes to the proposed cycling facilities along the realigned Greenbank Road. Sidewalks are provided throughout the community, on both sides of collector and arterial roads, and on one side of local residential streets. Sidewalks have been located in front of rear lane townhouses where possible to minimize driveway crossings.</p>
<p><i>To ensure the new development respects the character of existing area</i></p>	<p>The proposed development has taken into consideration the surrounding existing and proposed developments in order to establish a consistent community identity. Although the surrounding lands are currently vacant, they are planned to be developed as part of the Barrhaven Town Centre. The proponent has been coordinating with the surrounding land owners to achieve a coherent community.</p>
<p><i>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;</i></p>	<p>The proposed development offers a range of housing choices based on the current and projected market demands which will satisfy a variety of demographics and contribute the growth of the Town Centre.</p>
<p><i>To understand and respect natural processes and features in development design</i></p>	<p>The proposed development has been designed with the understanding of the existing natural condition such as soil, floodplain, and existing vegetation. More detailed analysis in this regard has been provided in the summary of technical studies provided as Section 2 of this rationale.</p>

<p><i>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint to the built environment.</i></p>	<p>The proposed development allows for high efficiency in street network in order to minimize land consumption. An active transportation network is provided through-out the subject site to provide convenient and efficient access to adjacent amenities.</p>
<p><b>Section 4.11 Urban Design Compatible Development Policies</b></p>	
<p><b><i>View</i></b></p>	<p>According to the Official Plan no significant view sheds were identified within the subject site. The proposed high-rise blocks will anchor the future Greenbank and Jockvale intersection. The proponent envisions the two high rise residential blocks to be part of the entrance gateway into the Town Center. The detailed design of the two high rise residential blocks will be further defined at the site plan application stage.</p>
<p><b><i>Building Design</i></b></p>	<p>The proposed development will display strong architectural design elements that address the public realm and create emphasis on an active street frontage. Design of the townhouses will focus on functionality and interaction with the public street. Street orientated townhouses with rear lane garage access are proposed where possible. Detailed design for the high rise Blocks will be addressed through Urban Design Review Panel (UDRP) submission and subsequent site plan application.</p>
<p><b><i>Massing and Scale</i></b></p>	<p>The majority of the proposed development is anticipated to be two to three storey townhouses which is compatible and consistent with adjacent development plans. The two condominium blocks are expected to have a maximum height of 12 stories which will mirror the proposed development to the north. They will act as gateway features to the community at a prominent intersection. The subdivision has been designed with consideration of the size and form of residential blocks with respect to achieving efficient internal street layout and integration into its surroundings.</p>

<b>High-Rise Building</b>	The two high rise residential blocks will be further examined and reviewed through UDRP and at the site plan application stage.
<b>Outdoor Amenity Areas</b>	In addition to the park and open spaces within the subject site, the proposed townhouses will have private access to rear yard amenity area. The two proposed condominium buildings will provide appropriate amenity space which will be further delineated at the site plan stage.

Section 4.3 outlines the relevant policies and required transportation studies required by the City to accompany the review of development applications. It states that a transportation impact assessment report is required to accompany the development application of the subject site. In keeping with this policy Novatech has prepared a Community Transportation Study (CTS) which addresses the required road, transit, pedestrian, and cycling facilities necessary to support the proposed development. Further analysis of the CTS has been provided in Section 2.10 of this rationale.

In compliance with policies under *Section 4.6.5 Multi-Use Pathways*, the multi-use trail throughout the subject site will provide adequate non-vehicular connection to the adjacent neighbourhoods.

Section 4.7 provides policy directions to ensure development happen in ways that support natural features and function on individual sites and across large new development areas. *Section 4.7.1 Integrated Environmental Review to Access Development Application states an Integrated Environmental Review Statement (IERS)* is required for subdivision, site plan and rezoning application. Section 2.0 of this rationale summarizes the result of all the required individual technical studies which have been prepared as part of the application process.

### 4.3 South Nepean Town Centre Secondary Plan (Area 7)

The Subject Site is part of *South Nepean Secondary Plan (Area 7)* and is within the area designated as *Mid-Rise Residential* and *District Park*. The intent of the Secondary Plan is to encourage compact, urban, transit supportive development which reflects high-quality urban design. An amendment to the *South Nepean Secondary Plan (Area 7)* is required as part of the development application to allow for the two proposed high rise residential blocks adjacent to Greenbank Road.

The Secondary Plan is based entirely on the South Nepean Town Centre Community Design Plan, discussed in further detail below.

### 4.3.1 South Nepean Town Centre Community Design Plan

As stated in the South Nepean Town Centre Community Design Plan (CDP), the Plan area is approximately 165 hectares in size and located in the southern portion of the City of Ottawa’s urban area. The Town Centre is surrounded by a number of established communities and developing communities. The Plan area also has a Town Centre overlay in the Official Plan which requires the preparation of the CDP in accordance to *Section 2.2* of the Official Plan. The general development goals and objectives for the Plan area are:

- *Development of compact, urban built form;*
- *Development that reflects high-quality urban design standards;*
- *The provision of a board range of uses;*
- *Provision of parks and open spaces in a range of forms and locations;*
- *The provision of balanced transportation network to serve the Town Centre and surrounding communities;*
- *And the provision of a logical progression of development.*

Lands within the plan area are classified into eight different policy areas. As stated above, the subject site is designated as *Mid Rise Residential*.

#### Land Use Policies

Section 4.5 sets out development policies such as permitted uses, permitted building height, and population density for the *Mid Rise Residential* Designation. In particular:

Permitted Uses:	Apartment, Street, Block and Stack Townhouses, Public and Institutional Use, Schools, Place of Worship, Community Facilities
Permitted Building Height:	Minimum Building Height – 2 storeys Maximum Building Height – 4 storeys
Population Density:	100 Units Per Hectare

The proposed 667 residential units meets the density target listed above. The proposed height for townhouse are generally 2-3 storeys which complies with the permitted building height for the Mid Rise Residential Land Use Policy Area. Although the general development intent for the high rise residential block is consistent with and supported by the general policies



of the Secondary Plan and CDP for the area, an amendment is required to allow for additional height (12 storeys) as part of the development applications.

The development policies for High Rise Residential are listed in the following table:

Permitted Uses:	Apartment, At-Grade Retail, Office and Commercial Uses as part of Apartment Building.
Permitted Building Height:	Minimum Building Height – 6 storeys Maximum Building Height – 12 storeys
Population Density:	300 Units Per Hectare

Schedule 2 of the CDP – *Street Network Plan*, provided as **Figure 17**, shows Half Moon Bay Drive as a continuous road passing under the Greenbank Road bridge. The bridge design did not allow for sufficient height to make this connection and the proposed road network shows Half Moon Bay Drive turning north to connect back to Jockvale Road before Greenbank Road. An amendment to the CDP is required to permit this change to Schedule 2. More details of the proposed amendments are provided in section 5.0 of this rationale.

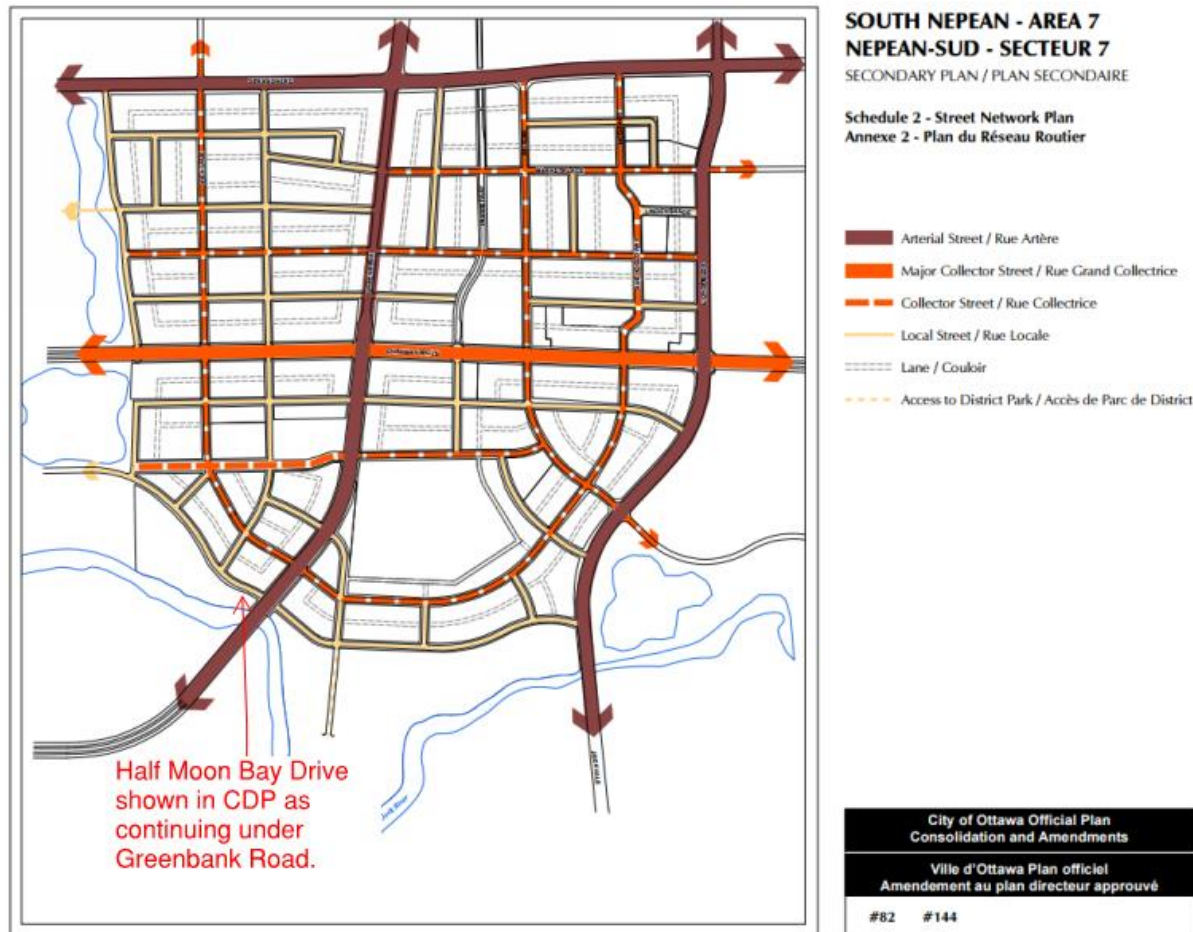


Figure 17: South Nepean – Area 7 Secondary Plan Schedule 2 – Street Network Plan

The proposed development is generally consistent with the objectives and development goal and policies stated in the Secondary Plan and the CDP. The proposed amendments will not have a negative impact on the surrounding community and are supported by the general development objectives and goals for the area.

Community Structure

Section 3.0 of the CDP provides guiding vision as to how the Town Centre should develop over the long term. The table below outlines the five structuring elements and analyses the proposed development:

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## Transit

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*The BRT will enter the Town Centre from the north (Greenbank Road) and East/West Chapman Mills Drive, and south along Greenbank Road and across the Jock River. Building design along the BRT is intended to incorporate the route as much as possible.*

The proposed development maximizes street frontage along Greenbank Road by proposing street orientated townhouses. The two high density residential blocks along the BRT and in proximity to BRT platform provide the easy access to the future rapid transit infrastructure.

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## Greenspace

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*Greenspace elements will be designed as key aesthetic and functional components to complement the anticipated higher intensity forms of development. The Jock River is incorporated as the basis of the greenspace network with a large natural park along its length within the Town Centre and with the adjacent street network structured to provide access and views.*

*Stormwater management facilities are intended to be community features with particular attention to landscape design and public accessibility. These greenspaces will be linked together through a continuous pedestrian and bicycle network, both on-street and off-street, that also connects to other communities in South Nepean.*

The proposed development has been designed to maximize accessibility to the future District Park by providing pedestrian and cycling connections, as well as accommodation of street parking along the proposed Half Moon Bay Drive. Street oriented townhouses with rear lanes have been strategically placed along north side of the Half Moon Bay Drive to create pedestrian friendly street frontage and enhance the aesthetics by minimizing vehicular access points and providing consistent building frontage.

The proposed development has been designed to incorporate both vehicular and non-vehicular connections to surrounding community amenities such as the Kennedy Burnett Stormwater Pond and the future neighbourhood park north of the subject site.

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## Density

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*The Town Centre is planned to be a compact, urban area within the broader South Nepean Community. The Town Centre is organized to provide an appropriate transition between the higher density uses within the Town Centre and the lower density uses in surrounding communities.*

The proposed development is consistent with the development objectives and land use policies for the Town Centre Area. The proposed high density residential blocks will act as gateway from the south in the proposed development while provide convenient and efficient access to the future BRT.

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## Street

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*A highly integrated and fine-grained system of streets, based on a grid pattern, serves three different roles. First, streets will integrate different neighbourhoods within the Town Centre through co-ordinated streetscaping efforts of sidewalks, street trees and landscaping, and rear lanes. Second, streets will connect the Town Centre with surrounding residential communities through different routes and street hierarchy types. Third, streets will organize a pattern of regular blocks that can accommodate a wide range of uses and built forms and allows for future intensification and redevelopment.*

The proponent has coordinated with surrounding land owners to ensure the proposed development is designed to complement and integrate into the surrounding developing communities. The proposed modified-grid pattern street network effectively divides lands within the subject site into practical residential blocks to ensure the most efficient use of land for the various housing types. The proposed development also features a convenient and efficient pedestrian and cycling network including the future multi-use trail along the edge of the Half Moon Bay Park.

Sidewalks are provided on both sides of collector and arterial streets and on one side of the local streets to ensure pedestrian connectivity and accessibility while making efficient use of land and minimizing sidewalk and driveway crossings. The CDP identifies a future on-road cycling route along Half Moon Bay Drive. The proposed Half Moon Bay Drive is not designed to accommodate future on-road cycling route, as it is adjacent to the proposed multi-use trail which provides connections to adjacent amenities and serves a similar purpose to the on-road route.

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## Blocks

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*The block pattern within the Town Centre is organized around development blocks that are between 1.0 and 2.0 hectares in size and approximately 80 metres in depth, dimensions that will accommodate a variety of different land uses and building types envisioned.*

The proposed development is generally consistent with the block pattern as per *Schedule 2- Street Network Plan* of the CDP.

Urban Design Policies

Section 5.1 of the CDP outlines the following general development objective/policies, which must be met by all developments:

CDP 5.1 Policies	Proposed Development
<i>(1) Buildings must maximize the coverage of lots.</i>	The proposed development maximizes the coverage of lots. More details on the high-rise residential blocks will be provided at future development stage.
<i>(2) Buildings must be at least two fully functioning storeys in height, with different areas having greater minimum building heights as per Section 4.0.</i>	In keeping with the CDP policies, the majority of the residential units within the subject site will be designed to be two to three storeys. An amendment will be required to permit the two high-rise residential blocks. No buildings have been designed or intended to exceed the 12 storey maximum building height.
<i>(3) Buildings must be functionally and visually oriented to the public street and sited to be parallel to the public street and generally aligned with neighbouring buildings.</i>	The proposed townhouses will be visually oriented to the public street and parallel to the public street. Rear lane townhouses will help to create a pedestrian oriented streetscape. The design of the two high-rise residential block will generally comply with this policy. More detail will be discussed at the site plan application stage.
<i>(4) Principal building entrances must be oriented to the public street and not to rear parking areas or lanes.</i>	The proposed development will accommodate principal building entrances along the public street. Rear lane townhouses will separate pedestrian oriented front entrances along the public streets from rear lane accessed garages.
<i>(5) Building design must address issues of adequate sunlight, sky views, and wind conditions.</i>	The proposed mid-rise residential units are designed to feature adequate sunlight and sky views. More details of the high-rise building design and orientation will be discussed at the UDRP stage. The design of the two high-rise residential blocks will be further delineated at the site plan application stage.
<i>(6) Buildings must be developed with a substantial portion of any visible front façade from a public street within 5.0 metres of the respective property line.</i>	The proposed townhouses are designed to have the front façade visible from the public street. Sufficient front yard setback is provided to accommodate on-site parking while maintaining the building façade visibility. Rear lane townhouses will help to create a pedestrian oriented streetscape along public sidewalks. More details of the building design will be

	discussed at the UDRP stage. The design of the two high-rise residential blocks will be defined at the site plan application stage.
<i>(7) Building frontage must be maximized along all public streets.</i>	The proposed townhouse units are designed to have maximum frontage along the public street. Street orientated townhouses have been strategically placed along streets with major pedestrian connections. Corner units will be designed to address both frontages.
<i>(8) At-grade uses must be flush with grade and provide an active use at grade in order to promote pedestrian activity.</i>	The proposed development features substantial portion of street oriented townhouses throughout the proposed development in order to encourage pedestrian activity and provide the additional passive surveillance on the street. Rear lane garage access for units along the future Greenbank Road, which is designed to accommodate multiple modes of transportation, and along Half Moon Bay Drive which is adjacent to the future district park will create attractive street frontages and minimize the impact of driveway entrances. As stated above, the proposed development will be subject to UDRP review. More details on the building façade design will be presented at UDRP. The design of the proposed high-rise residential blocks will be further reviewed at the site plan application stage.
<i>(9) Spaces between the building wall and the street must provide an appropriate transition from the private realm to the public realm.</i>	The proposed development complies with detail development regulation for the appropriate zoning designation under the Zoning By-Law to ensure sufficient transition from the public realm to private realm. Detail of the building design will be discussed at the UDRP and site plan application stage.
<i>(10) Buildings must have dynamic façades with limited areas of blank, featureless walls.</i>	The proposed development will ensure that the proposed buildings have dynamic facades with limited areas of blank, featureless walls. Additional detail about the building design will be dealt with at UDRP and future site plan application stage.
<i>(11) All parking, including surface, below-grade, and above-grade, must not detract from the aesthetic appearance of any public streetscape.</i>	The proposed development is designed to accommodate the required on-site parking (driveway and parking garage), in order to achieve the most efficient use of land and resources. On street parking will also be provided in accordance to the CDP. Details of the

	parking arrangement for the two high rise residential block will be determined at the site plan application stage.
<i>(12) Buildings and structures located at key locations must be designed and massed to emphasize their locations.</i>	The proposed development strategically locates street oriented townhouses along the major streets within the subject site to ensure pedestrian safety and connectivity and encourage active transportation throughout the area. The two high-rise residential blocks are proposed to act at the gateway to the proposed development.

We find that the proposed development complies in principle with the policies of Section 5.1 of the CDP.

Urban Design Guidelines

Section 5.2 of the CDP provides design guidance on particular issues and elements within the Town Centre. The proposed development will respect and implement relevant guidelines. More design detail will be provided at site plan application stage and through the Urban Design Review Panel submission.

**5.0 PROPOSED OFFICIAL PLAN AMENDMENT**

As outlined in the previous sections of this rationale, the following amendments to Volume 2A of the Official Plan are required to permit the proposed development:

South Nepean Secondary Plan (Area 7):

- Amend *Schedule 1-Land Use Plan* Mid Rise Residential to High Rise Residential to allow for the proposed two blocks higher density high-rise development;
- Amend all schedules to reflect realigned Half Moon Bay Drive.
- Amend Schedule 4-Cycling Network Plan to remove the on-road Cycling Route along Half Moon Bay Drive from Kennedy Burnett Pond to Greenbank Road.
- Amend Section 5.3.1 to permit sidewalk on one side of the local residential street.

Minor changes to road cross-sections as shown in Appendix E of the South Nepean Town Centre CDP will be reviewed with City Staff at the detailed design stage and will not form part of the OPA.

**6.0 PROPOSED ZONING BY-LAW AMENDMENT**

As previously noted, the Subject Site is currently zoned *DR –Development Reserve Zone* under the current *City of Ottawa Zoning By-Law*. In order to permit the proposed development

as described, the following zoning is proposed. A proposed zoning schedule is provided as **Appendix C**.

Proposed Zoning:

Proposed Land Use	Block/Lot on Draft Plan	Proposed New Zoning
Townhouse and Back-to-Back Dwellings	Block 1 to Block 16	R3Z
Apartment Condominiums	Block 17 and Block 18	R5R
Access Pathway	Block 19 to Block 22	R3Z
Urban Parkette	Block 23	O1C
District Park and BRT corridor	Block 24 and Block 25	O1Q
Public Plaza	Block 26	O1

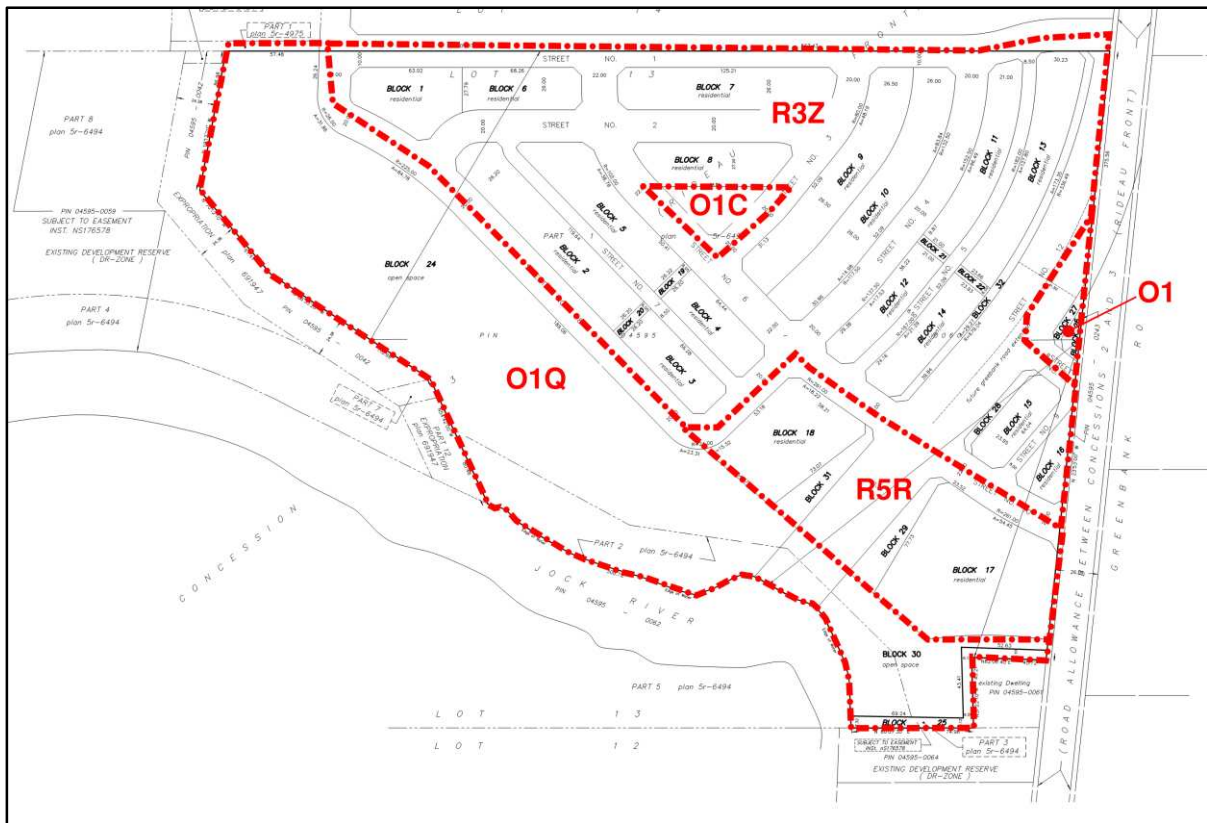


Figure 18: Proposed Zoning Schedule

An R5R zone is proposed for the two high-rise residential blocks to allow for additional ground floor uses. The exact zoning requirements for these blocks has not been determined as the buildings have not yet been designed. The exact zone may change during the process through discussions with City staff.



## 7.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement 2014 and generally conforms to the City of Ottawa Official Plan, South Nepean Town Centre Community Design Plan and other relevant guidelines.

This planning rationale, along with the associated technical studies, supports the development of the proposed mid-rise and high-rise residential development. The design of the proposed subdivision is compatible with existing and planned surrounding uses and functions well within the surrounding context.

The proposed Official Plan Amendment and Zoning Amendment will implement the development as described in this rationale and ensure it is compatible with surrounding development. The proposed development is an appropriate and desirable addition to the community and represents good planning.

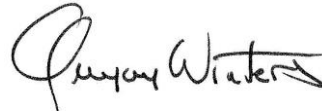
### NOVATECH

Prepared By:



Anna Froehlich, M.Pl  
Planner

Reviewed by:



Greg Winters, MCIP, RPP  
Senior Project Manager  
Planning and Development

Appendix A:  
Concept Plan

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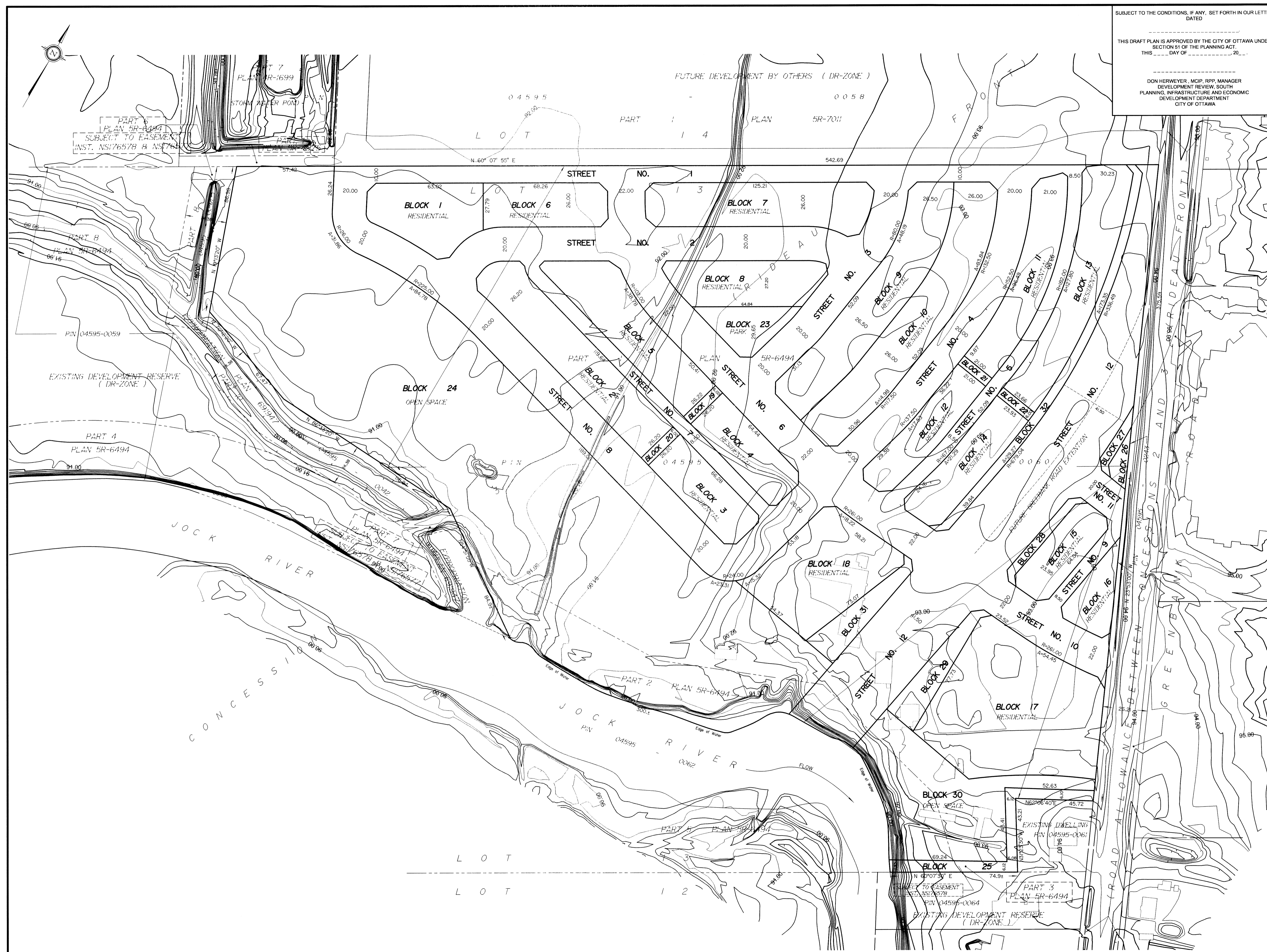
## Proposed Development Land Use Plan



- Townhouses
- R Street Oriented Townhouses  
Rear Lane Access
- B Back to back  
Townhouses
- High Rise Residential
- Future District Park  
Half Moon Bay Park
- Proposed Parkette
- Subject Site Boundary

Appendix B:  
Draft Plan

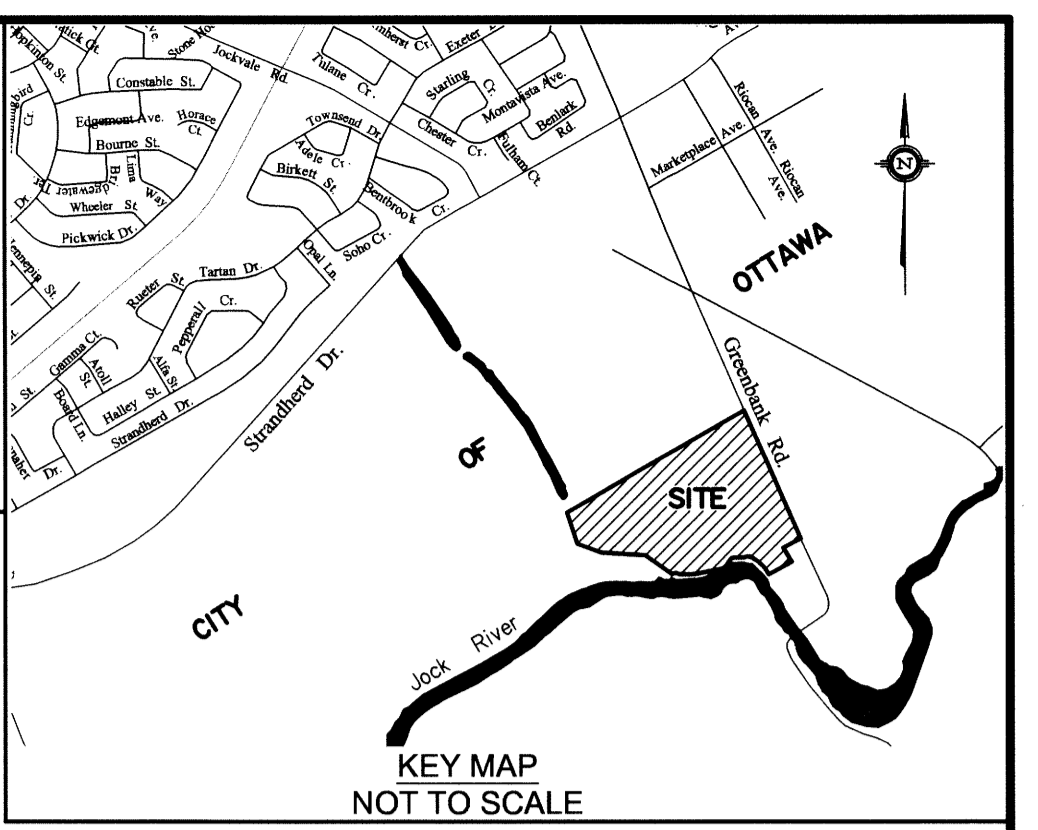
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SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED \_\_\_\_\_

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT. THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_

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



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

Scale 1 : 1000  
40 30 20 10 0 20 40 Metres

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

**SURVEYOR'S CERTIFICATE**

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

November 14/2016 *Edward M. Lancaster*  
Date Edward M. Lancaster  
ONTARIO LAND SURVEYOR

**OWNER'S CERTIFICATE**

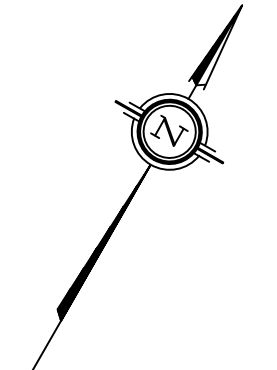
This is to certify that we are the owners of the lands to be subdivided and that this plan was prepared in accordance with our instructions.

Nov. 14/16 *Jim Burghout*  
Date Jim Burghout  
CLARIDGE HOMES ( SOUTH NEPEAN ) INC.  
I have the authority to bind the corporation.

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

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

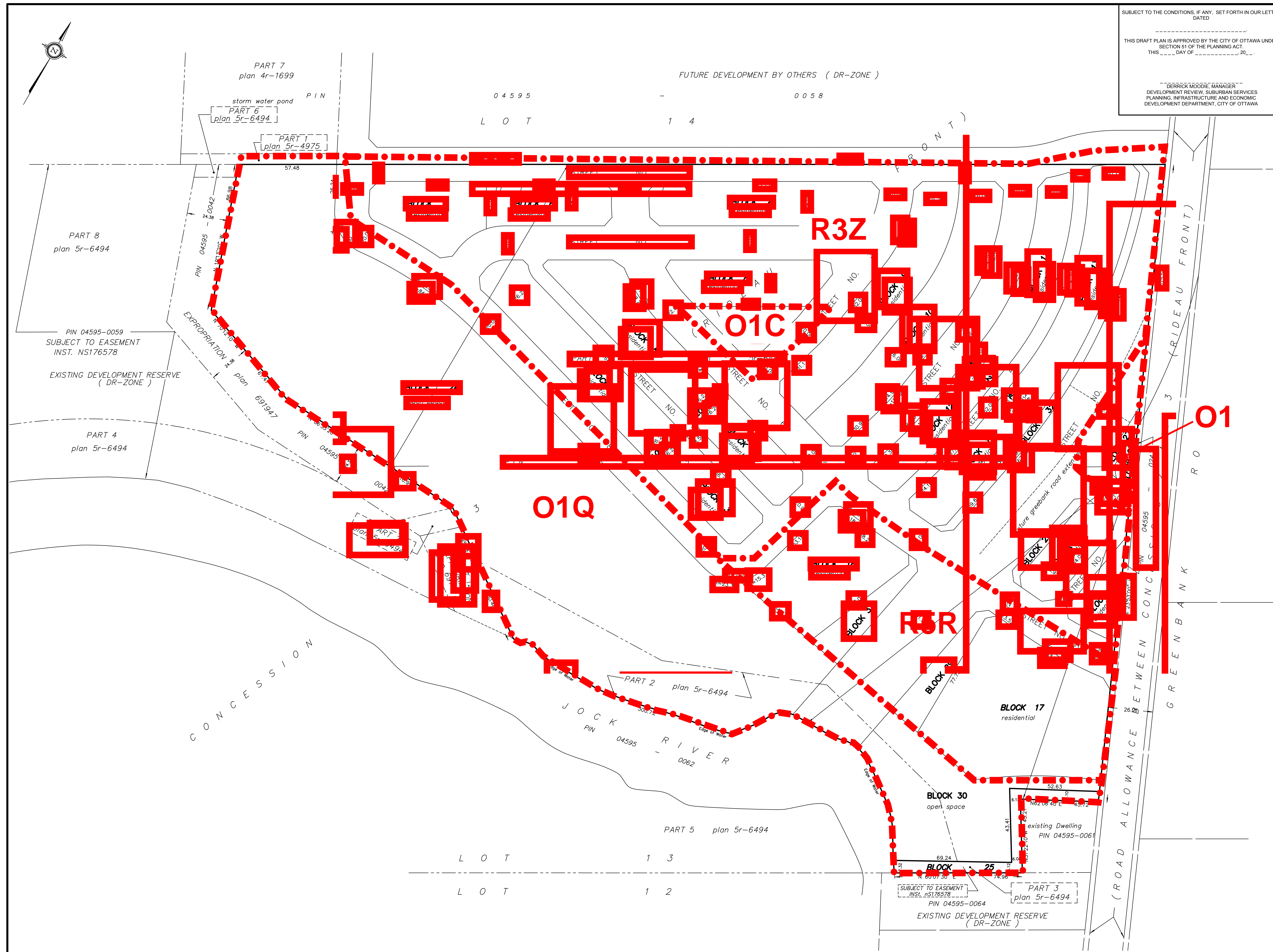
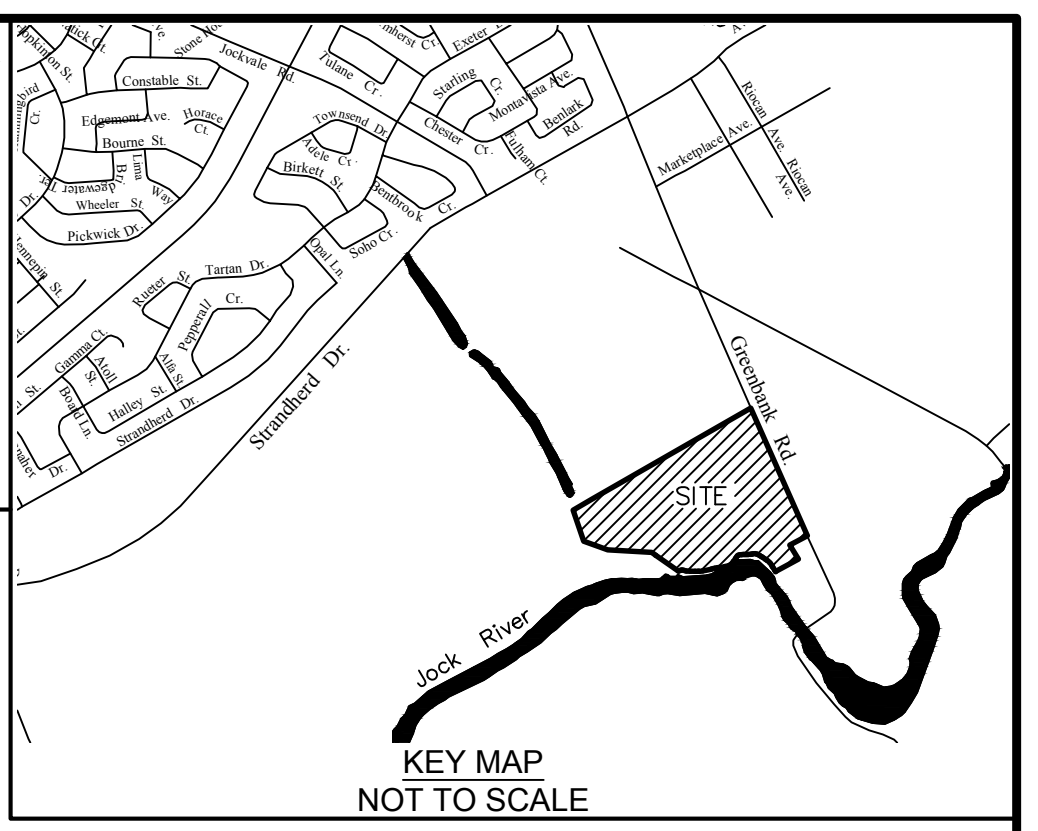
Appendix C:  
ZBLA Schedule



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED \_\_\_\_\_

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_.

DERRICK MOODIE, MANAGER  
DEVELOPMENT REVIEW, SUBURBAN SERVICES  
PLANNING, INFRASTRUCTURE AND ECONOMIC  
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



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

Scale 1 : 1000  
40 30 20 10 0 10 20 30 40 Metres

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

**SURVEYOR'S CERTIFICATE**

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

Date \_\_\_\_\_ Edward M. Lancaster  
ONTARIO LAND SURVEYOR

**OWNER'S CERTIFICATE**

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

Date \_\_\_\_\_ Jim Burghout  
CLARIDGE HOMES ( SOUTH NEPEAN ) INC.  
I have the authority to bind the corporation.

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

- (a) see plan
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