

1012 & 1024 MCGARRY TERRACE



FOTENN
Planning + Design



December 22, 2017

Planning Rationale
and Design Brief

Official Plan Amendment,
Zoning By-law Amendment,
and Site Plan Control

1012 & 1024 McGARRY TERRACE OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL

PLANNING RATIONALE AND DESIGN BRIEF

Prepared for 1024 McGarry Terrace Inc. (Lepine Corporation)

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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for 1024 McGarry Terrace Inc. (Lepine Corporation), is pleased to submit the enclosed Planning Rationale in support of Zoning By-law and Official Plan Amendments and a Site Plan Control application for the lands municipally known as 1012 and 1024 McGarry Terrace in the City of Ottawa. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

The subject property is currently vacant and is located in the South Nepean Town Centre (SNTC) in the Barrhaven community of the City of Ottawa. The SNTC comprises an area of approximately 165 hectares and is bounded by Strandherd Drive in the north, Longfields Drive in the east, the Jock River to the south, and the Kennedy-Burnett Drain to the west. The Town Centre is serviced by a north-south bus-rapid transit (BRT) Transitway connection and is planned for future service by an east-west BRT line across Chapman Mills Drive.

The Town Centre is largely vacant, aside from the Strandherd Retail District located at the north end, abutting Strandherd Drive which acts as an important retail node for the Barrhaven community. The Community Design Plan and Secondary Plan for the Town Centre, approved in 2006, envision that the area will develop as a compact, urban community with a range of uses, parks and open space, and a balance transportation network.

1.1 Purpose of the Applications

The purpose of the current applications is to facilitate the development of a high-rise residential apartment building on the subject lands. The proposal includes an 18-storey residential use building including 228 residential units within 400 metres of existing rapid transit stations. The site's location in proximity to transit, and within the South Nepean Town Centre, make it an ideal location for a increased height and density.

Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications are being submitted to facilitate the development. The intent of each of these applications is described below.

1.1.1 Official Plan Amendment

The purpose of the Official Plan Amendment application is to amend the policies of the South Nepean Town Centre Community Design Plan and South Nepean (Area 7) Secondary Plan to permit a high-rise building on the subject property. Currently, the plans designated the subject properties as "High Rise Mixed-Use", which permits a maximum height of twelve (12) storeys. The site is ideally located for additional height and density within 400 metres of existing rapid transit stations, and within the mixed-use Town Centre area.

1.1.2 Zoning By-law Amendment

The subject property is currently zoned "Mixed-Use Centre, Exception 1441, Maximum height 20 metres (MC [1441] H(20))". The permitted uses on

the property include a range of residential, retail, commercial and institutional uses.

The purpose of the Zoning By-law Amendment application is submitted to amend the zoning to permit the greater building height proposed (62 metres/18 storeys) whereas the By-law currently permits a maximum building height of 20 metres (6 storeys).

1.1.3 Site Plan Control

The Site Plan Control application seeks to permit the approval of the proposed development once the Zoning By-law and Official Plan have been appropriately amended.



Figure 1: Proposed Development (looking south from McGarry Terrace)

2.0

SITE CONTEXT

2.1 Existing Conditions

The subject property is located on the east side of McGarry Terrace, south of Strandherd Drive and west of Longfields Drive. The subject property consists of two (2) lots of record with a combined area of 0.634 hectares (1.57 acres) and frontage of approximately 71 metres on McGarry Terrace. Both properties are currently vacant. The subject property is legally described as Blocks 2 and 3 on Plan 4M-1303.

The subject property is located within the South Nepean (Barrhaven) Town Centre (SNTC). The Town Centre consists of 165 hectares of land bounded by Strandherd Drive to the north, Longfields Drive to the east, the Jock River to the south, and the Kennedy-Burnett Drain to the west. The Town Centre is divided east-west by Greenbank Road and divided north-south by the future Chapman Mills Drive.

The majority of the Town Centre is undeveloped. The Barrhaven Town Centre and RioCan Marketplace are two large-format retail projects on either side of Greenbank Road, with the latter being adjacent to the subject property on the west side of McGarry Terrace.

The Town Centre is serviced by a north-south bus-rapid transit (BRT) that is part of the City of Ottawa's Transitway system. Future BRT extensions are planned to the south and east to provide improved service to the Town Centre.



Figure 2: Site Context

2.2 Surrounding Area

The subject properties are located in Ottawa's southwest, in the community of Barrhaven. The surrounding area is predominantly made up of large format commercial/retail and restaurant uses, a range of residential dwelling types, and institutional uses that primarily serve members of the local community. The following identifies the land uses that surround the site:

North:

The lands directly to the north of the subject properties consist of a vacant lot that is zoned Mixed-Use Centre and permits development up to six (6) storeys. Further north, on the north side of Strandherd Drive is a child care centre and a low-rise residential subdivision with a range of dwelling types.

East:

East of the subject property is a retirement home/residential care facility known as "The Court at Barrhaven". Beyond Longfields Drive to the east, is a French Catholic high school (École secondaire catholique Pierre-Savard) and lands designated for open space and for environmental protection.

South:

The lands directly to the south of the subject property, abutting Marketplace Avenue, were approved for redevelopment with a 16-storey mixed-use building in 2014 but are currently vacant aside from a two-storey detached dwelling and accessory garage structures. Lands on the south side of Marketplace Avenue are planned for a nine

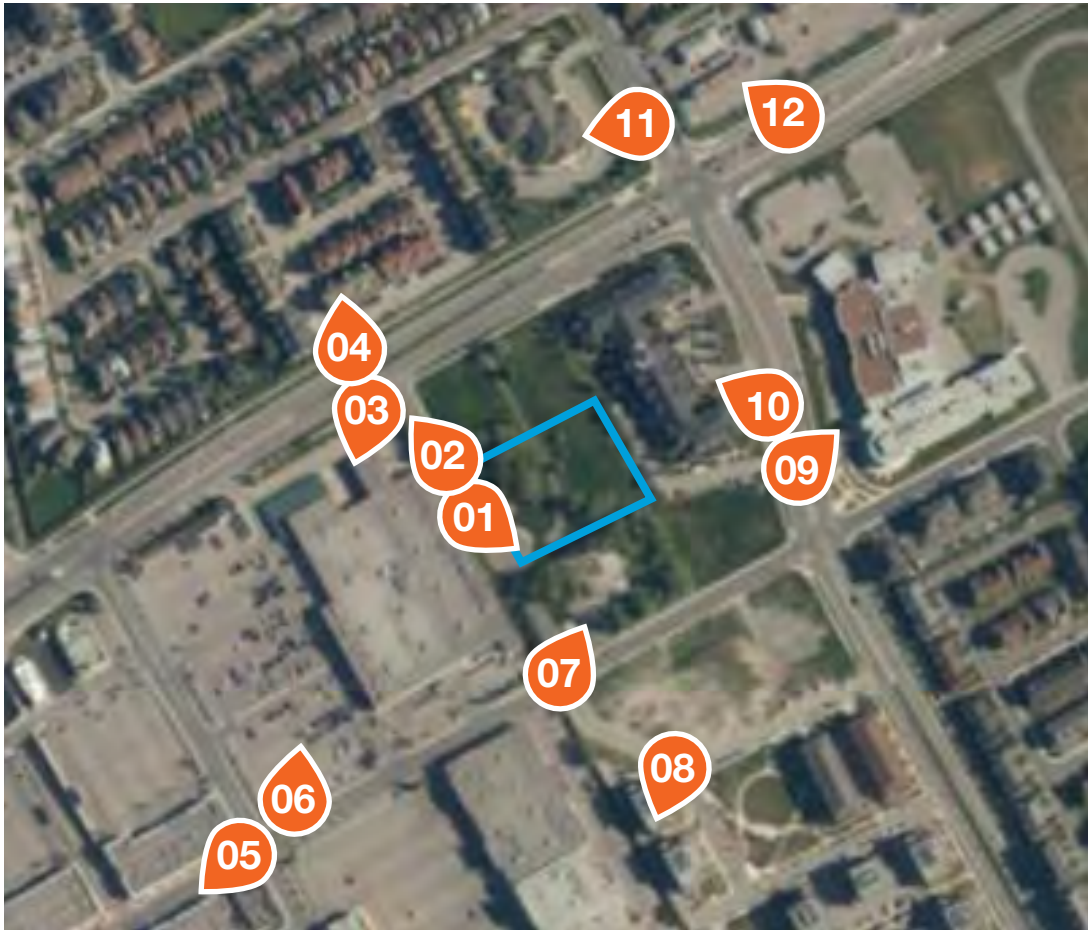
(9) storey retirement home while further south is the Minto Ampersand community which includes four (4) storey condominium buildings, stacked townhomes, and a municipal park. Further south are additional lands within the Town Centre owned by Minto and others that are presently vacant.

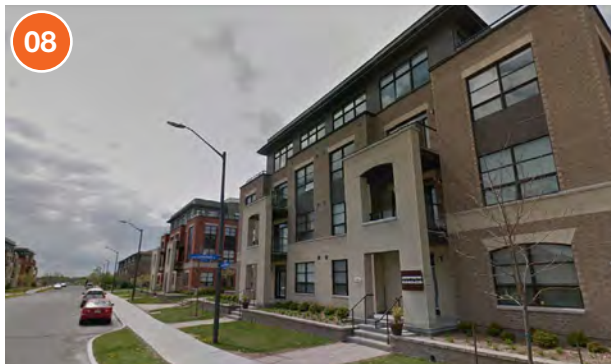
West:

West of the subject property is the Strandherd Retail District which includes a range of retail, retail food, entertainment, and restaurant uses. Immediately west of the subject property, abutting McGarry Terrace, is the rear facade of a Wal-Mart store. Within the retail district is a the bus rapid transit corridor which terminates just south of the retail area at Barrhaven Centre station. The transit corridor provides a connection to the north to the City's Transitway which proceeds directly to downtown.

Southwest of the retail district is the balance of the Town Centre which is primarily vacant and planned for mixed-use and residential development.

3.0 SITE PHOTOS





4.0

SITE INVENTORY AND ANALYSIS

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4.1 Transit Network

The subject property is located within 400 metres of Strandherd and Marketplace Stations and within 600 metres of Barrhaven Centre Station. The subject property is also served by several local bus routes. Priority service is to the Transitway and along Chapman Mills Drive which reflects the future intent for BRT to travel east along Chapman Mills Drive to Riverside South.

Planned connections identified in the Transportation Master Plan and Official Plan include the extension of the Transitway from Barrhaven Centre Station south along Greenbank Road to Barrhaven South, and east along Chapman Mills Drive to ultimately connect with the Trillium Line, the City's north-south light rail transit line which is currently being extended to Riverside South.

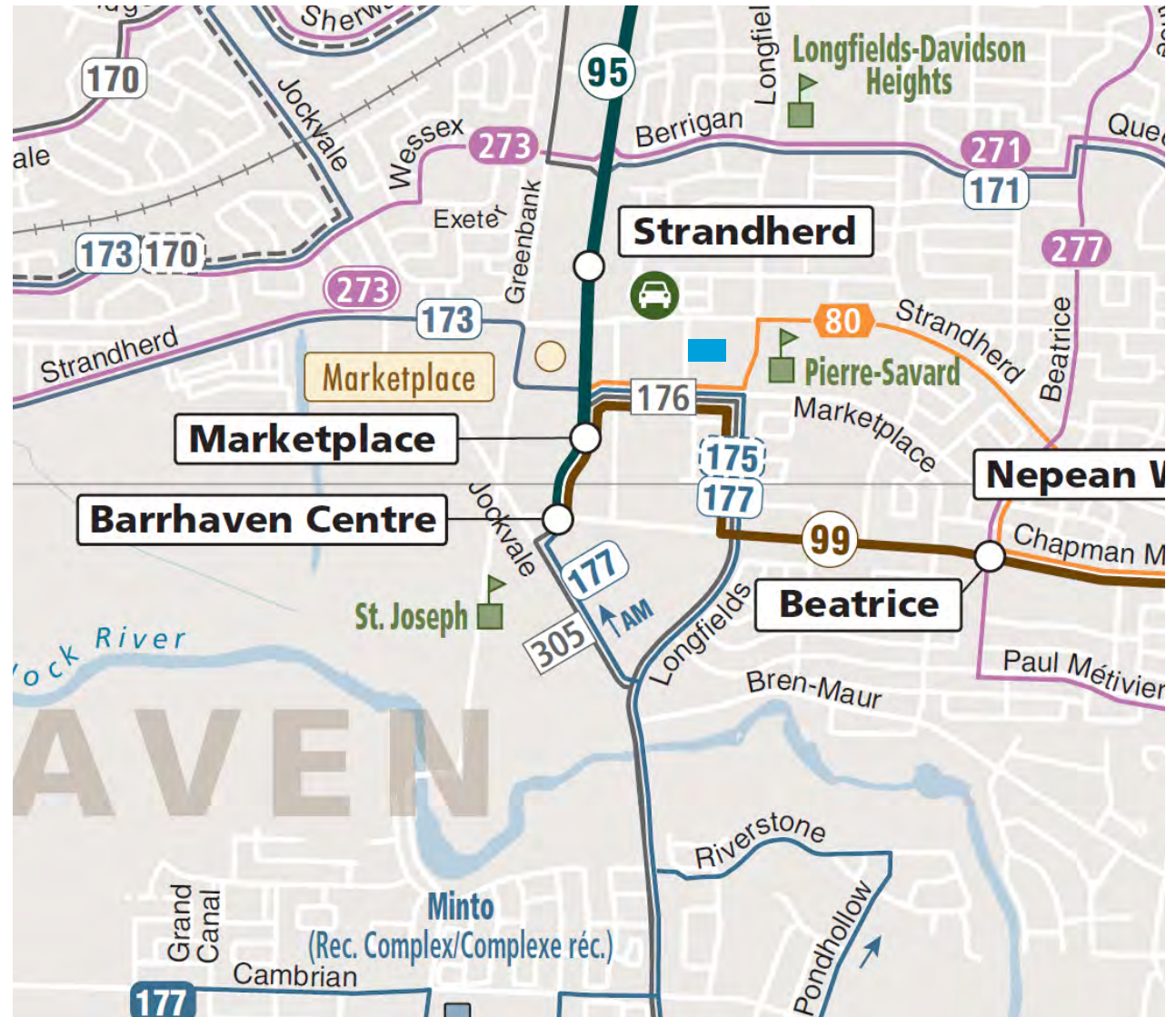


Figure 3: Transit Network

4.2 Cycling Routes and Multi-Use Pathways

Strandherd Drive and Longfields Drive both have cycle lanes in proximity to the site. East of Longfields, the cycle lane on the south side of Strandherd Drive transitions to a multi-use pathway.

Existing parks in proximity to the site include the Chapman Mills West Woodlot to the east and a recently constructed community park to the south, forming part of the Ampersand community.

- Multi-Use Pathway
- Cycle Lanes
- Park



Figure 4: Parks, Pathways, and Cycling Routes

4.3 Road Network

McGarry Terrace connects directly to Strandherd Drive which is designated as an Arterial Road in the City of Ottawa Official Plan. Other streets within the Town Centre, including Marketplace Avenue and RioCan Avenue are designated as collectors, while Longfields Drive is a Major Collector.

Arterial roads are intended to carry large volumes of traffic over the longest distance. Collector roads connect communities and distribute traffic between the arterial and local roads.

- Existing Arterial
- - Proposed Arterial
- Existing Major Collector
- Existing Collector
- - Proposed Collector



Figure 5: Road Network

5.0

PROPOSED DEVELOPMENT

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The subject property is a vacant parcel located within the South Nepean Town Centre and within 400 metres of two (2) rapid transit stations. The proposed development develops the lands with a dense housing form appropriate for the Town Centre in an appropriate and compatible manner.

Lepine is proposing to construct an 18-storey, 62 metre residential apartment building. The proposed building would contain 228 apartment units and associated amenity areas.

The site layout and design is largely dictated by the surface easement affecting the property. The easement extends across nearly 36 metres of the site's frontage on McGarry Terrace for a depth of 16.235 metres. The easement also extends along the full width of the southerly property line for approximately 10 metres. No portion of the building above-grade is permitted to be located within the easement. As a result, most of the building is set back from McGarry Terrace.

The proposed development includes a five (5) storey "podium" abutting McGarry Terrace. The height of five (5) storeys relates to the planned development approved in 2014 on the lands to the immediate south, which proposed a five (5) storey facade along McGarry Terrace. The height helps frame the street while fostering a pedestrian scale.

The high-rise (18 storey) building generally sits atop a one (1) storey base. The tower is located centrally on the site to provide appropriate separation to



Figure 6: Proposed Development (looking northeast from Marketplace Avenue)

adjacent properties and the planned high-rise building to the south.

Given the grade change on the property, the ground floor of the building at McGarry Terrace is above-grade at the east end of the property where exit doors from parking level 1 (P1) exit at-grade. The single storey podium provides an appropriate scale at the rear of the property for the adjacent retirement home.

The roof of parking level P1, which extends all the way around the building has been landscaped to provide additional outdoor amenity area for the residents of the building. Ground floor units will also have private outdoor amenity area that extends into this space.

The building has a comprehensive amenity package for residents including a pool, gym and reception room, in addition to outdoor amenity areas. Amenity spaces are located on the ground floor, adjacent to the street to provide active uses abutting the pedestrian realm.

The primary pedestrian access to the building is along the west facade, from McGarry Terrace. McGarry Terrace has an existing sidewalk along the east side that will provide access to the building from Strandherd Drive. Ultimately, McGarry Terrace is envisioned to extend south to Marketplace Avenue which will provide an additional vehicular and pedestrian route. The current application does not contemplate this connection as the lands to the south are owned by others.

The primary vehicular access to the site is also from McGarry Terrace. The existing turning circle will be retained and the vehicular access to the underground parking garage and for moving in/out is from the turning circle. Two levels of underground parking are provided which include a total of 254 parking spaces which includes 22 visitor parking spaces.

A total of 120 bike parking spaces are also provided both on the ground floor and within the parking garage.

As discussed and agreed at the Pre-Application Consultation meeting with staff, the parking garage for the proposed development extends under the temporary turning circle along McGarry Terrace. Municipal services run along the south edge of the property, and the proposed development leaves approximately 10 metres of area along the south property line undisturbed for these services. The extension of the garage allows for a more efficient underground garage. Ultimately, the turning circle will also be removed and the street extended.

POLICY AND REGULATORY FRAMEWORK

6.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) came into effect April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. While local land use planning authorities are permitted and encouraged to compliment these provincial policies within their local Official Plans, local planning decisions “shall be consistent with” the policies of the PPS.

The PPS directs development to locate within built-up areas to efficiently use land with existing infrastructure and where services and infrastructure are readily available in order to avoid the need for unjustified and uneconomical expansions. In order to meet this policy objective, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

The proposal meets the following policies, among others:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- / Accommodates an appropriate range and mix of residential, employment, commercial and open space uses to meet long-term needs [Policy 1.1.1.b];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.3.2.a];
- / Directs development of new housing towards

locations where appropriate levels of infrastructure and public service facilities are available to support current and projected needs [Policy 1.4.3.c];

- / Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of alternative transportation modes and public transit where it exists or is to be developed [Policy 1.4.3.d];
- / Promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation [Policy 1.6.7.4]; and
- / Supports energy efficiency and improves air quality through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas [Policy 1.8.1.b].

The proposed development is consistent with the Provincial Policy Statement in that:

- / **It capitalizes on an infill opportunity of an underutilized site within the City's built-up area where services are readily available;**
- / **It proposes to intensify a site situated in proximity to employment, rapid transit and other amenities contributing to the creation of complete communities and development patterns that are more sustainable over the long term;**

- / **It promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types; and.**
- / **It promotes the use of active transportation and transit by building in proximity to existing and planned stations.**

6.2 City of Ottawa Official Plan

The City of Ottawa Official Plan (2003, as amended) is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides strategic direction for growth and development within the City. The Plan anticipates that the number of households in Ottawa will increase faster than the rate of population growth and that approximately 145,000 new homes may be needed by 2031. The majority of that demand is expected to be satisfied with smaller units such as apartments.

The City plans to meet the challenge of accommodating this growth by managing it in ways that support liveable communities and healthy environments. The Official Plan directs growth towards key locations with a mix of housing, shopping, recreation, and employment – locations that are easily accessible by transit and that encourage walking. The City anticipates that by pursuing a mix of land uses and a compact form of development, it will be able to support a high-quality transit service and make better use of existing roads and other infrastructure.

In order to meet these and other objectives of the Official Plan, the City has committed to pursuing strategic directions in four (4) key areas, two (2) of which are applicable and relevant to this proposal.

1. Managing Growth (Section 2.2)
 - / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
 - / Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Building Liveable Communities (Section 2.5)
 - / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
 - / Attention to design will help create attractive communities where buildings, open space and transportation work well together.

6.2.1 Managing Growth

The Official Plan promotes efficient land-use patterns through intensification at locations strategically aligned with the transportation network and in particular the rapid transit network. Residential intensification means intensification

of a property, building, or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

The proposed redevelopment of the vacant subject property adjacent to previously built-up areas with a new, residential building is intensification, as defined by the Official Plan.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres. For the Barrhaven (South Nepean) Town Centre, the minimum target density post-2031 is 120 people and jobs per gross hectare. This is as compared to the 2006 actual density of 11 people and jobs per gross hectare.

The additional height and density proposed for the subject property is in conformity with the intent of the Official Plan policies on managing growth within the City. The subject property is located within a Mixed-Use Centre which has been identified by the Official Plan as a target area for intensification.

With a site area of 0.63 hectares and the proposed 228 residential units, the proposed development achieves a density of 361 units per gross hectare, helping to achieve the minimum density target prescribed in the Official Plan for the Barrhaven Town Centre.

6.2.2 Land Use Designation

The subject property is designated "Mixed-Use Centre" on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan and are also located within an identified "Town Centre" area.

The Mixed-Use Centre designation applies to areas that are strategically located with respect to the transportation system and that are easily accessible by transit, walking, cycling and automobile. They are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. Further, they offer substantial opportunities for new development or redevelopment and represent a key element in the Official Plan's strategy to accommodate and direct growth in the city.

Mixed-Use Centres allow for a wide variety of transit-supportive uses including offices,

secondary and post secondary schools, hotels, hospitals, large institutional buildings, retail, restaurant, medium and high density residential, and mixed-use developments with a combination of the uses listed above, amongst others. The designation also sets employment density targets of 5,000 jobs, or 10,000 jobs in the case of Town Centres, as is the case with the subject property. Furthermore, Community Design Plans (CDPs), which are developed for all mixed-use centres, require that residential uses be a component of all developments in this designation.

The proposed development conforms to the policies of the Mixed-Use Centre designation by proposing a compact development in proximity to existing infrastructure, active transportation routes, services, amenities, and within 400 metres of two (2) rapid transit stations.

- General Urban Area
- Employment Area
- Major Open Space
- Urban Natural Features
- Mixed Use Centre
- Arterial Mainstreet
- Traditional Mainstreet
- Subject Property

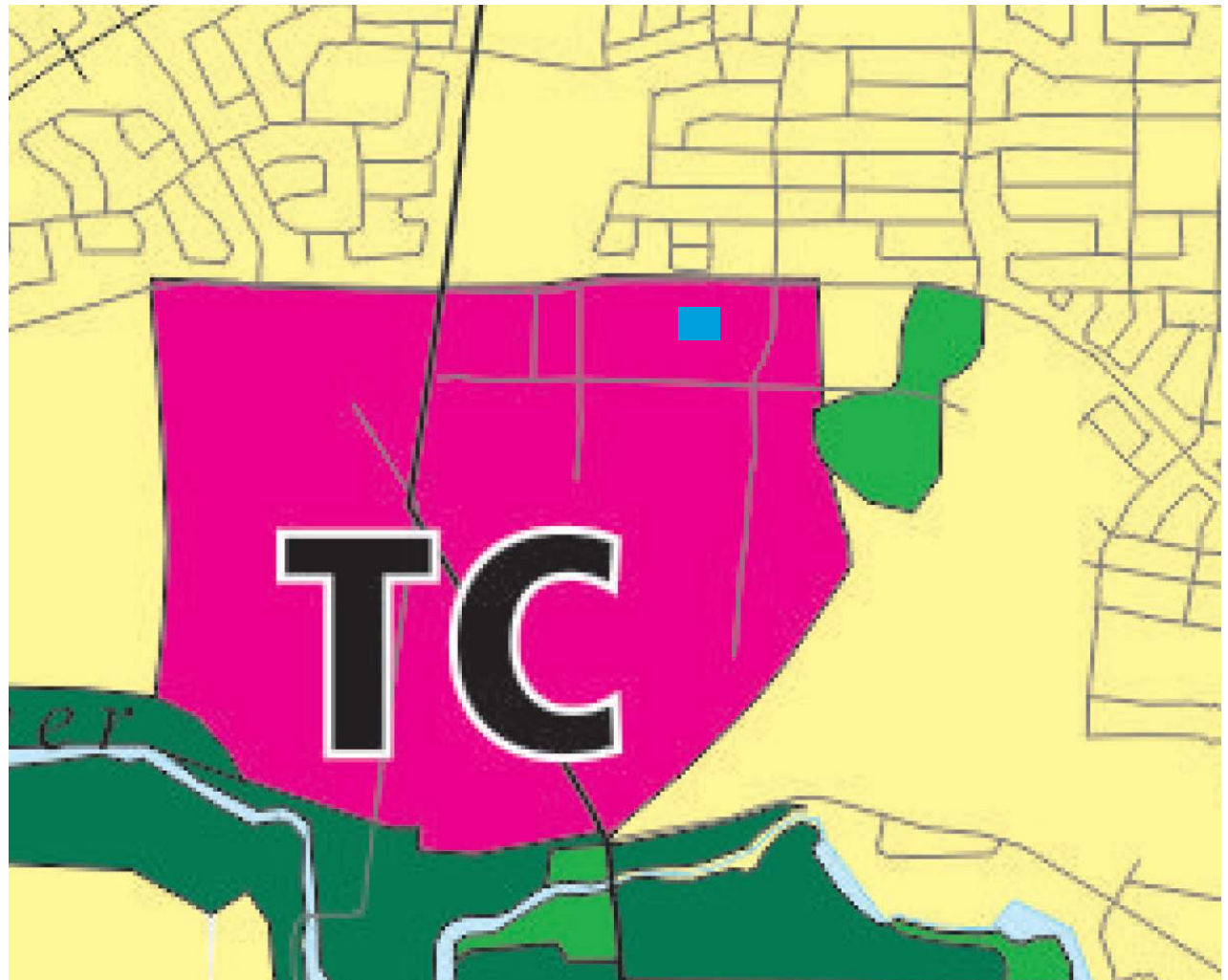


Figure 7: City of Ottawa Official Plan - Schedule B

6.2.3 Building Liveable Communities

Section 2.5 of the Official Plan states that Ottawa's communities should be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design and by engaging in collaborative community building – especially in and around Mixed-Use Centres and Mainstreets where there is the greatest potential for growth.

Section 2.5.1 provides guidance as to how to achieve compatibility between form and function when introducing new development into existing areas.

Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It “fits well” within its physical context and “works well” among those functions that surround it.

Section 2.5.1 provides design objectives and associated principles to guide development to achieve a good fit within the existing context. New development is evaluated at five scales: City-wide, neighbourhood, street, subject property, and building.

The following objectives are considered the most applicable to the proposed development:

- / The proposed development enhances

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

The proposed development will contribute to the vibrancy of the Town Centre by developing a vacant property with a compact residential building. The proposed development will utilize and support existing services and amenities, and will utilize existing and planned rapid transit infrastructure.

- / The proposed development defines quality public and private spaces through development.

The proposed development defines the public streetscape and creates quality private spaces as part of the development. The new building will frame the street and create a pedestrian scale and continuity of street frontages along McGarry Terrace. In the future, when the turning circle is removed, additional landscaping can be added to contribute to a positive streetscape along the public right-of-way. Private outdoor amenity spaces to serve the individual units and buildings have been designed to mitigate noise and wind impacts, and will provide quality space for residents.

- / The proposed development creates places that are safe, accessible and are easy to get

to, and move through.

The proposed development caters to residents and visitors with easy access to public transit routes and, given the proximity to the retail district, will promote active modes of transportation to meet daily needs.

- / The proposed development ensures that new development respects the character of existing areas.

The subject property is adjacent to a mix of retail, residential, and institutional uses. The proposed development utilizes podiums, setbacks and step backs, to integrate the proposed building into its planned context, while respecting the character envisioned for the Town Centre. Additionally, an increase in residential density will assist in achieving the overall target densities for the Town Centre designation.

- / The proposed development considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The residential development proposes a range of unit sizes and bedroom counts to accommodate a variety of people and incomes. The proximity of transit service, and other amenities (retail, services,

entertainment, etc.) the proposed development represents the evolution of the Town Centre into the compact mixed-use hub it was always envisioned to become.

6.2.4 Design Priority Areas

The Official Plan designates Mixed-Use Centres as Design Priority Areas within the City. The objectives of the Official Plan are to direct growth to these areas, to protect and enhance the character and sustainability of these places as mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements.

A pre-application consultation with the City of Ottawa's Urban Design Review Plan (UDRP) took place on June 7, 2017. The comments from the UDRP, and from staff as provided through various pre-application meetings, have been incorporated into the currently proposed development.

6.2.5 Compatibility

The criteria in Section 4.11 provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the criteria in relation to the proposed development.

Traffic	<p>A Transportation Impact Statement has been prepared evaluating the impact of the proposed development on the surrounding area. No adverse traffic impacts are anticipated as a result of the proposed development.</p> <p>All traffic movements will be from McGarry Terrace, and by extension Strandherd Drive - an arterial road intended to carry large volumes of traffic. The proximity of rapid transit services will encourage the use of transit and will mitigate potential traffic impacts.</p>
Vehicular Access	<p>Vehicular access to the proposed development's underground parking is provided from the McGarry Terrace turning circle. While no other uses currently exist on McGarry Terrace, the proposed development minimizes headlight glare on other potential impacts on adjacent properties as all parking is located below-grade.</p>
Parking Requirements	<p>The two (2) storey underground parking garage will contain a total of 254 vehicular spaces. The provided parking spaces meet the Zoning By-law's requirements for minimum resident and visitor parking spaces, which are reduced given the site's proximity to rapid transit services.</p> <p>A total of 120 bike parking spaces are provided, also exceeding the zoning requirement. Spaces are provided on the ground floor and within the underground parking garage.</p>
Outdoor Amenity Areas	<p>Given the surrounding uses, there are minimal outdoor amenity areas in proximity to the subject lands. For the abutting retirement home to the east, the parking and service areas generally abut the subject property while the amenity areas are abutting the property to the north. The proposed development provides generous setbacks from all property lines that mitigate any concerns of overlook or loss of privacy on adjacent properties.</p>
Loading and Service Areas, Outdoor Storage	<p>All loading and service for the building will occur within the parking garage. A short-term parking space is provided to facilitate move-ins/outs. No outdoor storage is proposed.</p>

Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no undue adverse impacts on adjacent properties. A lighting plan will be approved through the Site Plan Control approval.
Noise and Air Quality	Paterson Group Inc. prepared a Noise Study for the proposed development application which found that noise levels are not out of typical ranges, and that upgraded building components would sufficiently mitigate noise impacts for the residential use. No significant impacts related to noise or air quality are expected as a result of the proposed development.
Sunlight	<p>The impacts of shadowing on adjacent properties has been evaluated in a shadow study completed by NEUF Architects. The study, as summarized here, shows that shadows in the summer and shoulder seasons move quickly and have short-term impacts on the adjacent retirement home's rear yard, outdoor amenity area throughout the day. In the summer months, when the amenity space is most likely to be in use later in the day, there are no shadow impacts. Throughout the winter, longer shadows are cast by the proposed building.</p> <p>The shadow impacts on the adjacent properties is generally consistent with the as-of-right shadow, with the increases largely impacting the Strandherd Drive or the building area.</p>
Microclimate	A Pedestrian Level Wind Study was prepared by Gradient Wind Engineering Inc. in support of the current development applications. The study involved simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model, combined with meteorological data integration, to assess pedestrian comfort and safety within and surrounding the development site. Based on the results, the study concludes that, outside of localized storm events, no areas over the study site are considered uncomfortable or unsafe.
Supporting Neighbourhood Services	<p>The subject property's location within South Nepean Town Centre corresponds to its proximity to a wide range of amenities located within one (1) kilometre of the site including:</p> <ul style="list-style-type: none"> / Three (3) rapid transit stations (Strandherd, Marketplace, and Barrhaven Centre); / Several regular OC Transpo bus routes: 80, 95, 99, 170, 171, 173, 175, 176, 177, 305; / Retail and commercial uses within the adjacent Strandherd Retail District; / Schools, daycares, and retirement homes; and, / Several local parks.

Policy 7 of Section 4.11 defines high-rise development as a building of 10 storeys or more. Policy 8 states that high-rise buildings may be considered within the Central Area, Mixed-Use Centre and Town Centres, Employment Area and Enterprise Areas and along Traditional and Arterial Mainstreets.

The subject property is located within the South Nepean (Barrhaven) Town Centre and is therefore an appropriate location for the consideration of high-rise buildings of 10 storeys or greater, per the policies of Section 4.11.

Policy 4.11(11) sets out architectural and urban design considerations that the City will evaluate for new high-rise building proposals. Considerations include:

- / How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- / How the proposal enhances existing or creates new views, vistas and landmarks;
- / The effect on the skyline of the design of the top of the building;
- / The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines, and;
- / How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level.

Policy 12 discusses the integration of taller buildings within an area characterized by a lower built form. Issues of compatibility and integration with surrounding land uses can be addressed by ensuring an effective transition between varying built forms. Transitions should be accomplished through a variety of means, including measures such as:

- / Incremental changes in building height (e.g. angular places or stepping building profile up or down);
- / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- / Character (e.g. scale and rhythm, exterior treatments, use of colour and complimentary building finishes);
- / Architectural design (e.g. the use of angular planes, cornice lines); and,
- / Building Setbacks.

Though not all developed, the properties adjacent to the subject property all have development permissions for building heights of at least 20 metres (6 storeys). The abutting property to the south, was approved for a high-rise (57 metre) development in 2014.

The proposed development accounts for this planned context, while also recognizing the existing development on the block in the form of the two (2) storey retirement home to the east and utilizes a number of the transition measures described in policy 12 of section 4.11 to achieve compatibility and transition.

Incremental changes in building height are used to frame the public right-of-way and to create a pedestrian-scale along the street. The five (5) storey podium along McGarry Terrace is also reflective of the planned developments to the north and south where five (5) storeys was proposed along the street.

The balance of the property has a one (1) and two (2) storey podium (dependent on the grade from where the measurement is taken) where the tower of the building is set well back to ensure appropriate transition.

The north and east facade of the ground floor propose residential units that, although accessed from the interior, will have private outdoor terraces that will break up the facade of the building and add visual interest.

The materials chosen for the exterior of the proposed development are reflective of the colours used on surrounding developments and reflect the quality of the building.

The proposed development also utilizes large setbacks from the adjacent property lines. The tower of the building is located over 20 metres from the side (north and south) property lines, and over 13.5 metres from the rear (east) property line. The resulting separation provides appropriate transition to the adjacent developments and mitigates any potential concerns regarding overlook and loss of privacy.

6.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa updated its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of Official Plan Amendment (OPA) 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). As OPA 150 is currently under appeal, the current policies of the City of Ottawa Official Plan (2003) remain in full force and effect and have been used to review and evaluate the proposed development.

Although OPA 150 is not in full force and effect, the new policies relevant to the proposed development have been considered as the intended direction of City Council and are described below.

Section 2.2.2 of the Official Plan which was entitled “Managing Growth”, is amended in OPA 150 to “Managing Intensification with the Urban Area”. This section has been revised to better reflect the general focus on intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and to increase transit use. Intensification is to be directed to target areas which have the potential to develop at moderate to high densities in a compact form.

Mixed-Use Centres remain as target areas of intensification given their location on the Rapid Transit and Transit Priority Network as identified on Schedule D. The revised Schedule D included as

part of OPA 150 continues to identify rapid transit within the Town Centre, including bus-rapid transit (BRT) service connecting east along Chapman Mills Drive to Riverside South and the LRT, and south to Barrhaven South.

Section 2.2.2 also revises previous minimum density targets, instead noting them as requirements. The density target for the Barrhaven Town Centre remains at 120 people and jobs per gross hectare by 2031.

Policy 2.2.2(10) states that taller buildings should be located in areas that support the rapid transit network, in areas with a mix of uses, and in areas that can accommodate large-scale intensification. Building heights and densities for different areas may be established through a secondary plan. The distribution of appropriate building heights will be determined by the location in a target area and the design and compatibility of the development with the surrounding existing context and planning function, as detailed in section 4.11.

Policy 2.2.2(14) states that the location of high-rise buildings is influenced by the need to provide an adequate separation distance between other existing and potential future high-rise buildings as detailed in Section 4.11 (discussed below).

The policies of the Mixed-Use Centre land use designation have been revised to limit the permitted building heights. Specifically, policy 3.6.2(4) states that, except where a secondary plan specifies otherwise, or where existing zoning permits

greater heights, building heights permitted in the mixed-use centre designation are a maximum of 12 storeys, where transition to adjacent low-rise residential in accordance with section 4.11 is proposed. The section also requires a minimum building height of four (4) storeys for residential and office development.

The proposed development supports the vision of OPA 150 to concentrate intensification and density in proximity to the rapid transit network. The proposed development will assist in achieving the overall density target for the Town Centre, and will support the rapid transit network with a built form that is both compatible and appropriate.

As discussed in section 6.4 of this report, the proposed development has currently been identified in the applicable secondary plan as a site for four (4) to six (6) storeys. The proposed Official Plan Amendment will amend the Secondary Plan to permit the additional height proposed.

Section 4.11, renamed “Urban Design and Compatible Development”, has been revised to contain more robust policies related to building and site design. Policy 5 requires proponents to also demonstrate how the design of the development fits with the existing desirable character and planned function. Revised Policy 6 contains new design requirements for principal entrances, windows, and other architectural elements. Policy 12 specifies that building height and massing

transitions will be accomplished through a variety of means, including incremental changes in building height, massing, or building setbacks and step-backs.

A new policy 14 has also been added which seeks to ensure that high-rise buildings have a sufficient separation distance and that future development on adjacent lots can be accommodated, as appropriate. Buildings are to be designed to minimize wind and shadowing impacts and to maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky views, among other elements. To achieve this, policy 14 states that the tower portion of the building should:

- / Be appropriately separated from adjacent towers. A minimum separation distance of 23 metres is required, though developments proposing less than 23 metres shall:
 - / Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation, and/or building shape; and,
 - / Demonstrate that the potential for future high-rise buildings on adjacent lots can be developed and meet the separation distance and setback distances above.

The proposed residential tower provides generous separation from the adjacent properties with over 20 metres from the north and south, and over 13 metres from the east. As a result, the proposed development will not

preclude high-rise development on abutting properties.

6.4 South Nepean Town Centre Secondary Plan

The South Nepean Town Centre Secondary Plan was approved by Nepean City Council in 1997 and establishes land use policies, residential densities, built form requirements, and urban design guidelines to determine the Town Centre's future development. The Area 7 Secondary Plan has remained the statutory planning document guiding development in the Town Centre since its approval in 1997, after being re-adopted by the City of Ottawa in 2002 and reconfirmed in the Official Plan in May 2003.

The foundation of the Secondary Plan is a series of goals and objectives which guide future development in the Town Centre. The goals relate to such things as compact urban form, high quality urban design, mixture of uses, diverse greenspace network, efficient transportation systems, and anticipation of growth.

The South Nepean Town Centre Secondary Plan designates the subject property as Mid-Rise Mixed Use. This designation represents a lower-scale, mid-rise mixed-use area within the Town Centre with the intent of establishing opportunities for live-work units and medium density housing forms. The Mid Rise Mixed-Use policy area is intended to be a transition between the High Rise Mixed-Use policy area and the adjacent lower density residential

neighbourhoods, both within the Town Centre and in surrounding communities.

The Mid-Rise Mixed-use policies are set out in Section 3.3 of the Secondary Plan. They prescribe a minimum building height of four (4) storeys and a maximum of six (6) storeys. The net density target for residential uses is 200 units per hectares. Policy 4 states that the maximum lot coverage for stand-alone residential buildings within the designation is 50% of the total area of any block.

The proposed Official Plan Amendment would re-designate the subject property from Mid-Rise Mixed-use to High-Rise Mixed-Use to permit the proposed high-rise development. The High Rise Mixed-Use policy area is intended to be a lively and active mixed-use shopping district, with an emphasis on commercial and residential uses in the same building with retail uses located at-grade, but also single use retail and office commercial uses and residential apartments.

The policies for the High-Rise Mixed-Use policy area, stated in Section 3.2, state that permitted uses within the designation include apartments, retail, office and service commercial facilities, public and institutional uses, schools, places of worship, and community facilities. The minimum height within the designation is six (6) storeys and the maximum is twelve (12) storeys. Finally, the net density target for residential uses within the designation is 250 units per hectare and the maximum lot coverage permitted for stand-alone residential buildings is 30% of the total area of any

block.

The proposed Official Plan Amendment application requests a special exception to the High-Rise Mixed-Use policy designation to permit;

- / A maximum building height of 18 storeys (62 metres); and,
- / Remove the maximum lot coverage policy for stand-alone residential buildings.

The proposed revisions conform to the policies of the Official Plan with respect to intensification in proximity to rapid transit stations and within Mixed-Use Centres. The proposed development is within 400 metres of two transit stations and is appropriate for the increased density.

The proposed development has a lot coverage of approximately 68% with the balance of the site as landscaped area. The proposed Official Plan Amendment would remove the limit on lot coverage to allow flexibility for the redevelopment. Increased lot coverage, in an

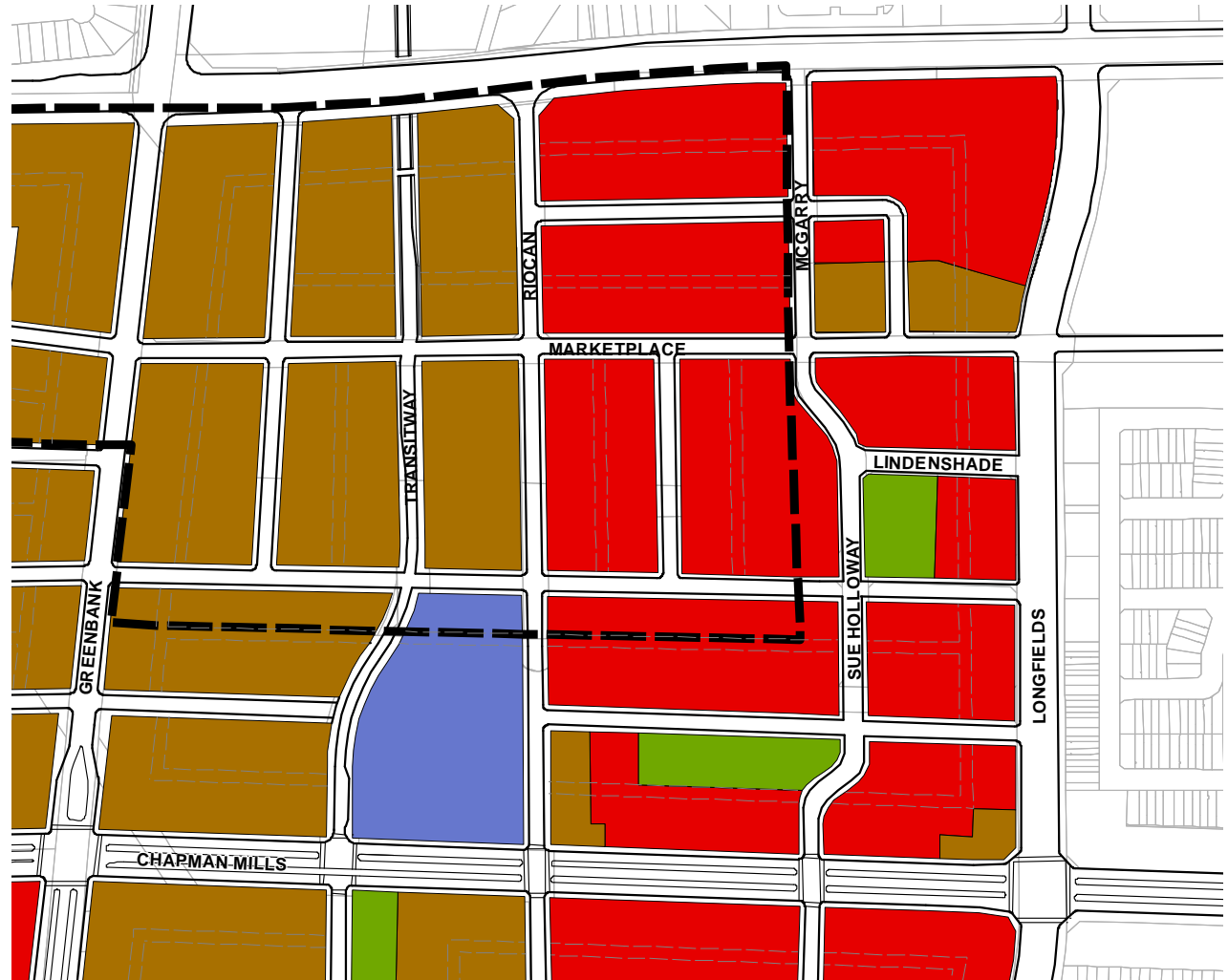
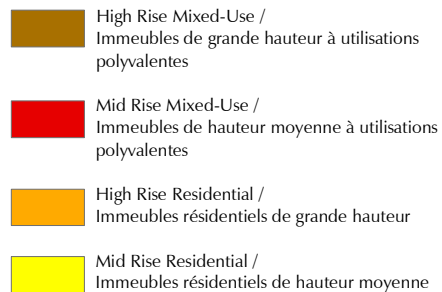


Figure 8: South Nepean Town Centre - Schedule 1

appropriate way, helps advance the policies for the Town Centre and foster the compact, mixed-use community envisioned by the Secondary Plan. The development is also able to provide sufficient separation from abutting properties, despite the increased lot coverage.

The increased building height and coverage also achieves the over-arching goals objectives of the Secondary Plan as it contributes to the creation of a dense, compact, and transit-supportive build form; exhibits high-quality urban design; and contributes to the range of uses within the Town Centre.

6.5 South Nepean Town Centre Community Design Plan

The South Nepean Urban Design Strategy was initiated in 2004 to provide updated direction for the Town Centre from that of Area 7 of the Secondary Plan. The Community Design Plan (CDP) is the land use planning document that will guide the development of the Town Centre as a compact, mixed-use, walkable, pedestrian-scaled, and transitsupportive community.

The subject properties are within the Mid Rise Mixed Use designation, with the same provisions as the Secondary Plan.

McGarry Terrace is identified as a 20-metre right-of-way in Table 4 of the Plan. Streets are required to have sidewalks on both sides as per policy 6.3.1, and the Zoning By-law requires bicycle parking to be provided in order to promote pedestrian and cycling connections. Urban design policies and

guidelines are contained in Section 5 of the plan and must be considered in the development.

The density targets identified in Sections 4.2 through 4.6 are ultimate build out targets and are to be considered on an area basis and not by each development block. While these targets may not be achieved from the outset, it must be demonstrated, as per Section 8.3, how these targets could be met in the long term.

The Town Centre is planned to be a compact, urban area within the broader south Nepean community. The highest densities are envisioned around the transit hub and along Greenbank Road north of Chapman Mills Drive.

The following urban design guidelines outlined in the CDP are directly applicable to the proposed development:

- / The proposal provides front yard entrances that are easily visible and accessible (Guideline #1);
- / The proposal allows for views all around the building for safety and security (Guideline #2);
- / The proposal steps back above a one storey podium, and once more after the fifth storey, to maintain a human-scale development for pedestrians (Guideline #4);
- / The proposal provides transitions in height and massing, which will limit the impact of the proposed tower on adjacent developments (Guideline #5);
- / The proposal landscapes the space between

the building and the sidewalk along McGarry Terrace with natural elements such as trees (Guideline #23);

- / The proposal locates a moving van parking lane along the side of the building, to its south, which will minimize disruptions along McGarry Terrace (Guideline #26);
- / The proposal locates and designs its parking garage entrance in a sensitive way to ensure it does not visually dominate the façade, thanks in part to a recessed entrance (Guideline #30); and,
- / The proposal provides outdoor amenity space that is in view of residential units and well connected to the public streetscape. Additional communal amenity space is provided on rooftops (Guideline #38).

The proposed development complies with the relevant provisions of the South Nepean Town Centre CDP by providing increase density in proximity to transit, and contributing to the range of uses within the Town Centre. Currently, the Town Centre is primarily residential and so the proposed residential use will support the existing services and transit network.

The proposed development also achieves several of the urban design guidelines within the CDP intended to guide future development. The proposed development contributes to a

compact, mixed-use, and transit-supportive community.

6.6 Urban Design Guidelines for High Rise Housing

The Urban Design Guidelines for High-Rise Housing deal with seven elements of design: context, built form, pedestrian and public realm, open space, amenities, environmental considerations, site circulation and parking and services and utilities. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines, among others:

- / Uses the height of a fifth-storey setback and its tower to define the building's relationship with adjacent developments (Guideline #1b);
- / Creates a sense of transition between a high-rise building and existing adjacent lower-profile areas on the west end through the location and orientation of the building base and tower (Guideline #5);
- / Ensures that the building's base has direct street frontage along McGarry Terrace (Guideline #10);
- / Orients, sizes, and locates the high-rise tower to minimize the extent or duration of the shadowing on adjacent sites (Guideline #11);
- / Provides a high level of glazing and

fenestration, especially at the ground level, to emphasize accessibility and visibility (Guideline #14);

- / Proposes an architecturally detailed façade to avoid any blank or obtrusive walls (Guideline #18);
- / Provides sufficient separation between the proposed tower and other towers on adjacent sites (Guideline #20);
- / Includes outdoor amenity spaces in the form of balconies and terraces (Guideline #24);
- / Encourages the use of trees to define the pedestrian realm along McGarry Terrace and pedestrian walkways around the building (Guideline #26);
- / Provides outdoor amenity spaces in the form of terraces on top of the podium and private balconies (Guidelines #40/41);
- / Locates parking for all of its residents and visitors underground (Guideline #56);
- / Locates the garage entry point in a recessed area that makes it less prominent on the streetscape (Guideline #58);
- / Provides secure long-term bicycle storage within the building. (Guideline #59); and,
- / Locates mechanical and garbage disposal areas within the building (Guidelines #61/62).

The proposed development generally meets the

design direction provided in the Urban Design Guidelines for High Rise Housing.

6.7 Urban Design Guidelines for Transit-Oriented Development

The intent of these guidelines is to provide an urban design standard for assessing, promoting and achieving appropriate Transit-Oriented Development (TOD) within the City of Ottawa. TOD is defined as a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. The guidelines are to be applied for all development within a 600-metre walking distance of a rapid transit stop or station. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines:

- / Encourages transit-supportive uses by providing a high residential density that will contribute to increased transit ridership in the Town Centre (Guideline #1);
- / Locates the proposed building at the street edge to minimize the distances away from public transit routes and stops and other nearby buildings (Guideline #7);
- / Steps back the proposed building to maintain a human scale along McGarry Terrace and to

- reduce shadow and wind impacts along the street (Guideline #11);
- / Uses a high percentage of glass, especially at the lower pedestrian podium level, to provide ease of entrance, visual interest, and additional safety on the street (Guideline #15);
- / Provides all of the development's resident and visitor parking through an underground garage (Guideline #39);
- / Encloses mechanical and garbage disposal areas underground (Guideline #54).

The proposed development generally meets the design direction provided in the Transit-Oriented Development Guidelines.

6.8 City of Ottawa Zoning By-law 2008-250

The subject property is zoned “Mixed-Use Centre, Exception 1441, Maximum height 20 metres (MC[1441] H(20))”. The purpose of the Mixed-Use Centre zone is to ensure that areas designated as such in the Official Plan accommodate “a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses.” Further, the MC zone promotes a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate

buildings.

The MC zone permits a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings, all contributing to a transit-supportive environment along Preston Street, which is itself a Traditional Mainstreet.

Exception 1441 outlines changes to the minimum northerly interior side yard setback and to the rear yard setback.

The proposed Zoning By-law Amendment would amend the site-specific zoning provisions to

permit the proposed development. The proposed development is evaluated against the provisions of the current zoning in the following table. Provisions subject to the Zoning By-law Amendment are highlighted.

With regards to minimum parking requirements, the subject property is located within “Area C - Suburban on Schedule 1A of the Zoning By-law. Per the provisions of Section 101(5)(d), given that the building entrance is located within 600 metres of a rapid transit station, the minimum parking required for the development is calculated according to the requirements for Area X. This applies to both the minimum residential parking



Figure 9: City of Ottawa Zoning By-law

Table 1: Zoning Provisions

	Required	Proposed
Minimum Lot Area	No minimum	3,338 square metres
Minimum Lot Width	No minimum	71 metres
Maximum Front Yard Setback	No minimum	4.7 metres
Minimum Interior Side Yard Setback	North Interior Side Yard: 1 metre South Interior Side Yard: No minimum	North Interior Side Yard: 1.0m South Interior Side Yard: 10.0m
Minimum Rear Yard Setback	4 metres	4.8 metres
Maximum Floor Space Index	No maximum	5.0
Building Height	Minimum: 6.7 metres Maximum: 20 metres	62 metres
Minimum Width of Landscaped Area	No minimum	1 metre
Location of Storage	Storage must be completed enclosed within a building	Completely within the building
Vehicular Parking	Residential: 0.5 spaces per unit (114 spaces) Residential Visitor: 0.1 spaces per unit, excluding the first 12 units (22 spaces) Total Required: 136 spaces Maximum Permitted: 1.75 spaces per unit (399 spaces)	Residential: 232 spaces Residential Visitor: 22 spaces Total provided: 254 spaces
Bicycle Parking	0.5 spaces per unit (114 spaces) A minimum of 25% of the required spaces must be located indoors	114 spaces All spaces are located indoors
Amenity Area	6 square metres per unit (1,368 square metres) 50% of the required total amenity area is required to be communal (684 square metres)	924 square metres of communal indoor amenity area 138 square metres of communal outdoor amenity area 375 square metres of private amenity area (balconies and terraces) Total Provided: 1,486 square metres
Minimum Aisle and Driveway Width	6 metres for a double traffic driveway accessing a parking garage 6 metres for an aisle serving parking spaces between 56 and 90 degrees within a parking garage	6.1 metres

7.0

DESIGN PROPOSAL

26

7.1 Site Plan

The proposed Site Plan reflects the easements along the southern property line and develops the site with careful transition and attention to the potential development or redevelopment of adjacent properties in the future.

The proposed tower is located centrally on the site, with a five (5) storey podium abutting McGarry Terrace. The main pedestrian entrance to the street is directly accessible from McGarry Terrace with the vehicular parking garage access from the turning circle.

When McGarry Terrace is extended in the future, the turning circle may be removed and the area in front of the building can be adjusted accordingly.

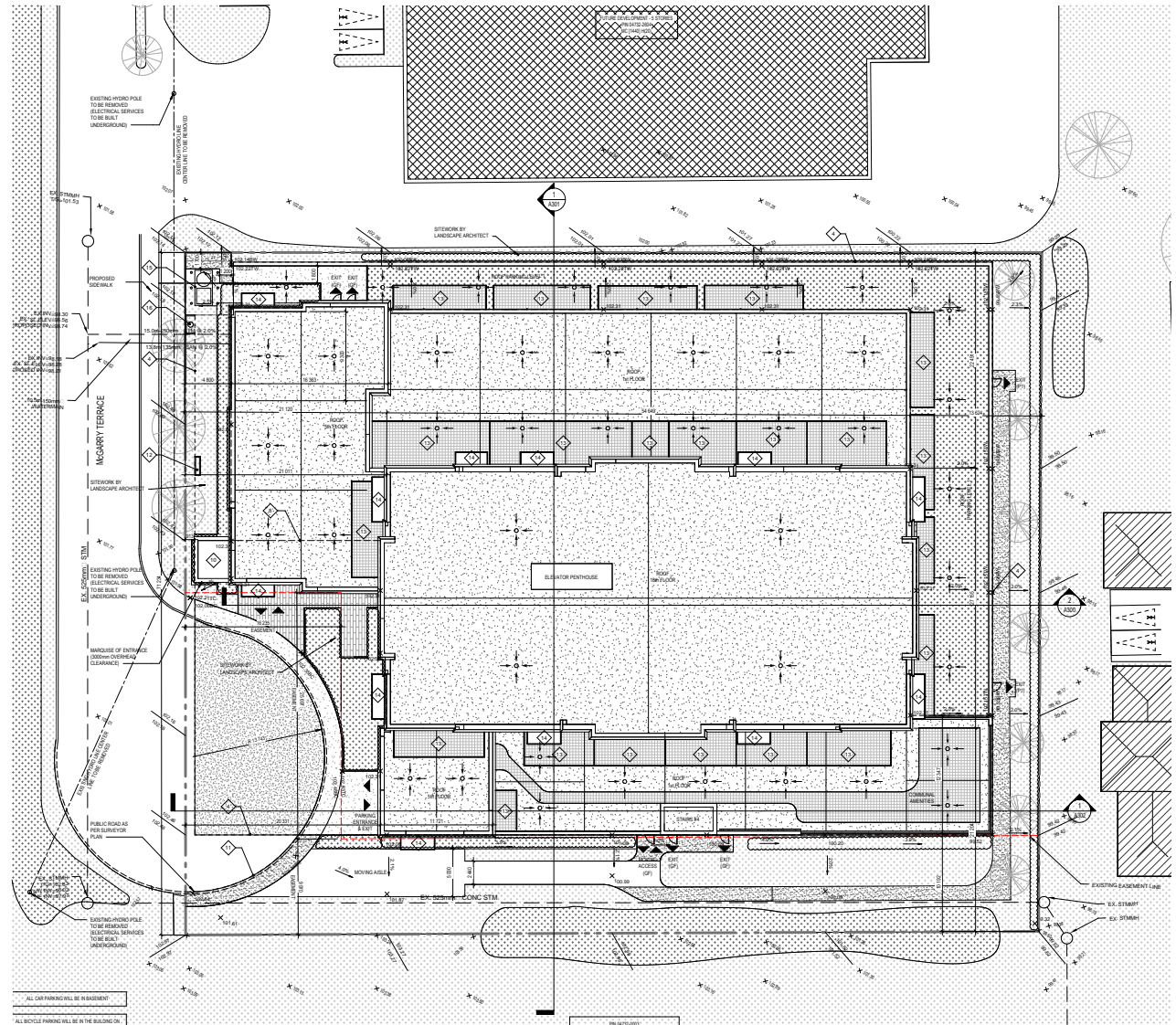


Figure 10: Site Plan

7.2 Landscape Plan

The proposed landscape plan highlights the building's interface with the public street and the main entrance on McGarry Terrace.

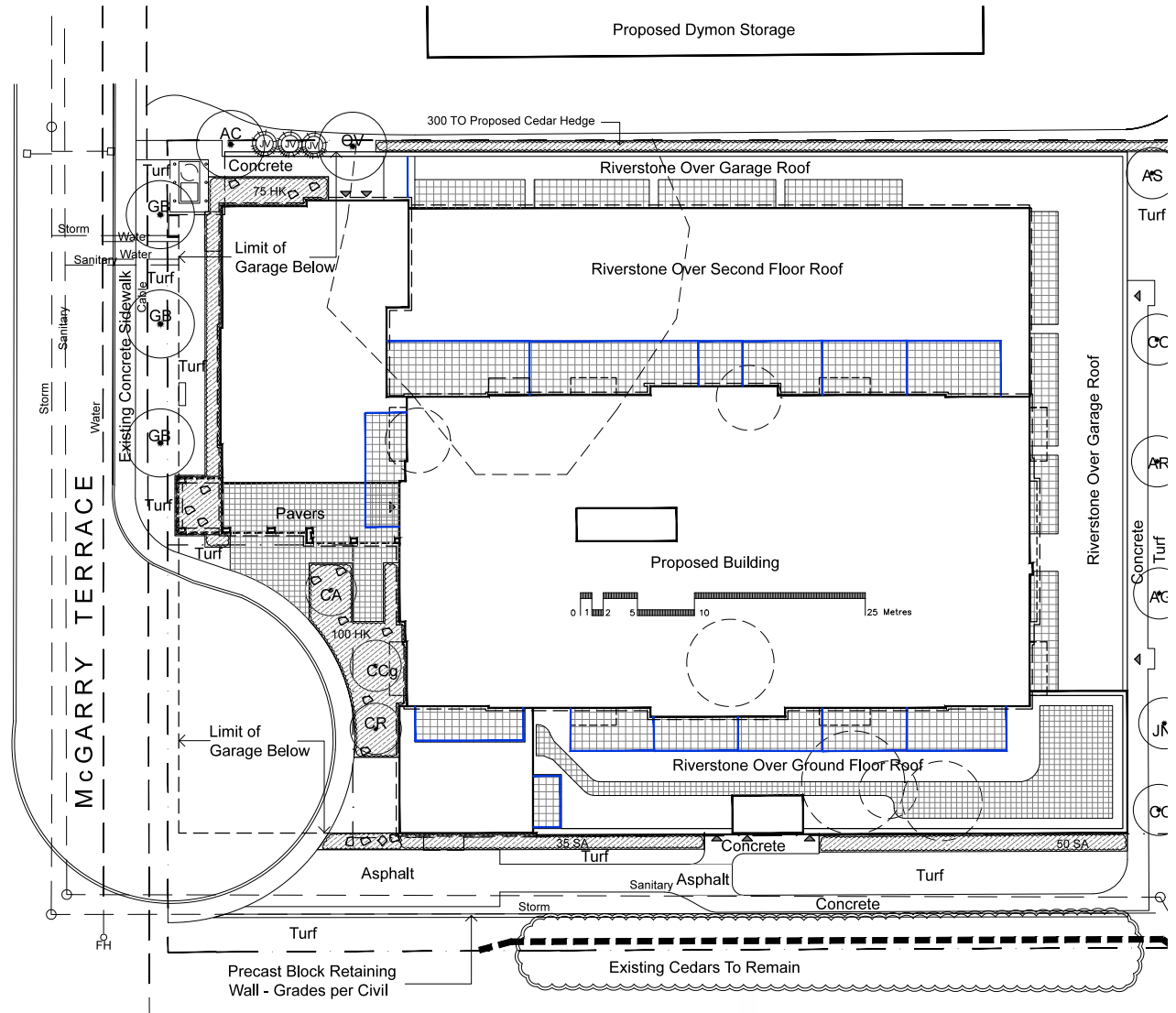


Figure 11: Landscape Plan

7.3 Massing

Howard Grant is a residential building that will be part of the Barrhaven Town Centre and as such will have an important role to play as part of the urban realm. The massing of the building was designed to define the McGarry Terrace street edge with a five (5) storey podium which is continuous from one end of the property to the other. This podium base offers a human-scaled street wall that is particularly animated at ground level with the main entry to the building and several public spaces such as offices, the fitness centre, and the party room facing the street.

The main tower is oriented perpendicular to McGarry Terrace in order to limit the visual impact of the building on its neighbors, namely the seniors' residence to the east and the future development to the north and south. This orientation is also ideal for sun and shade projection.

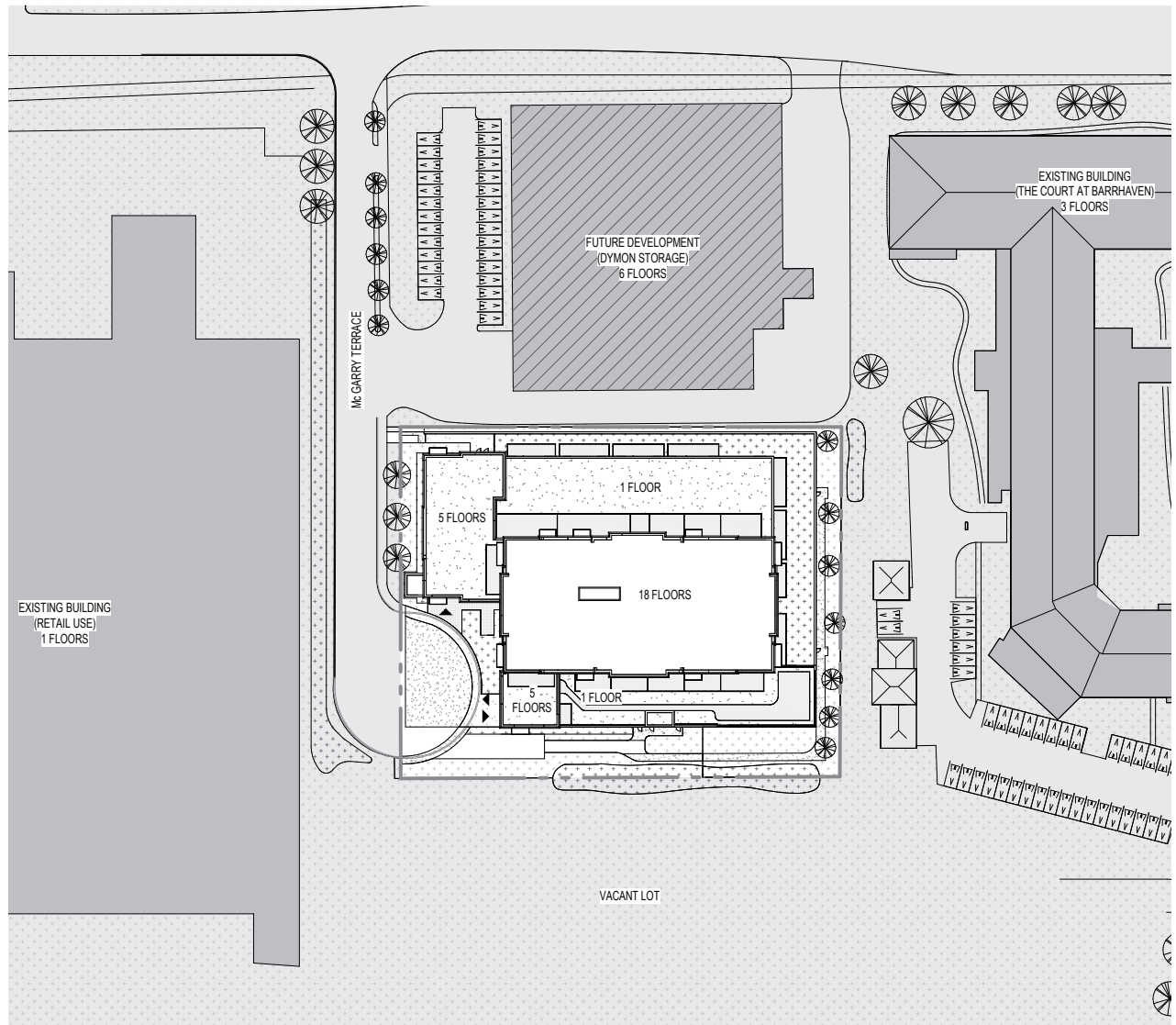


Figure 12: Context Plan

7.4 Elevations

The building will be clad in architectural precast concrete which will be composed of a palette of light, warm colors. The architectural treatment of the facades will emphasize the base, middle, and crown of the building as well as articulation that highlights the centre of the tower on its four facades. Texture will play an important architectural role in highlighting certain areas with stone and brick patterns.

The design has been developed so that the tower will play a role at the scale of the city when seen from a distance and at the scale of the neighborhood when experienced from the street.

EXTERIOR MATERIAL LEGEND	
# NOTE	DESCRIPTION
1	PRECAST - PATTERN: STANDARD BRICK - COLOUR: LIGHT GREY
2	PRECAST - PATTERN: LARGE BRICK - COLOUR: LIGHT BEIGE
3	PRECAST - PATTERN: SMOOTH FINISH - COLOUR: WHITE
4	PRECAST - PATTERN: SMOOTH FINISH - COLOUR: DARK GREY
5	PRECAST - PATTERN: LARGE BRICK - COLOUR: WHITE
6	PRECAST - PATTERN: LARGE PANEL - COLOUR: WHITE
7	PRECAST CORNICE - COLOUR: LIGHT GREY
7	PRECAST CORNICE - COLOUR: LIGHT GREY

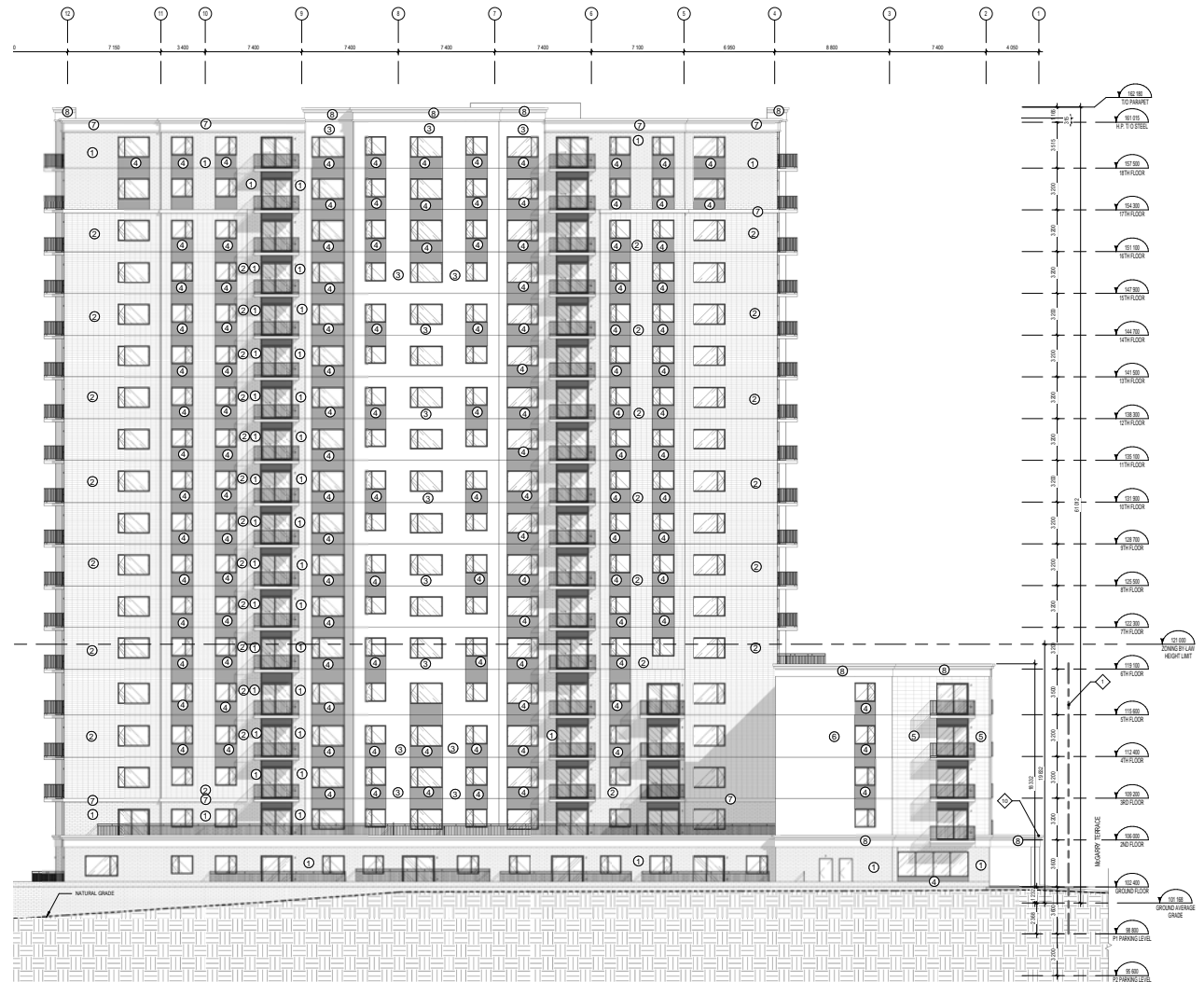
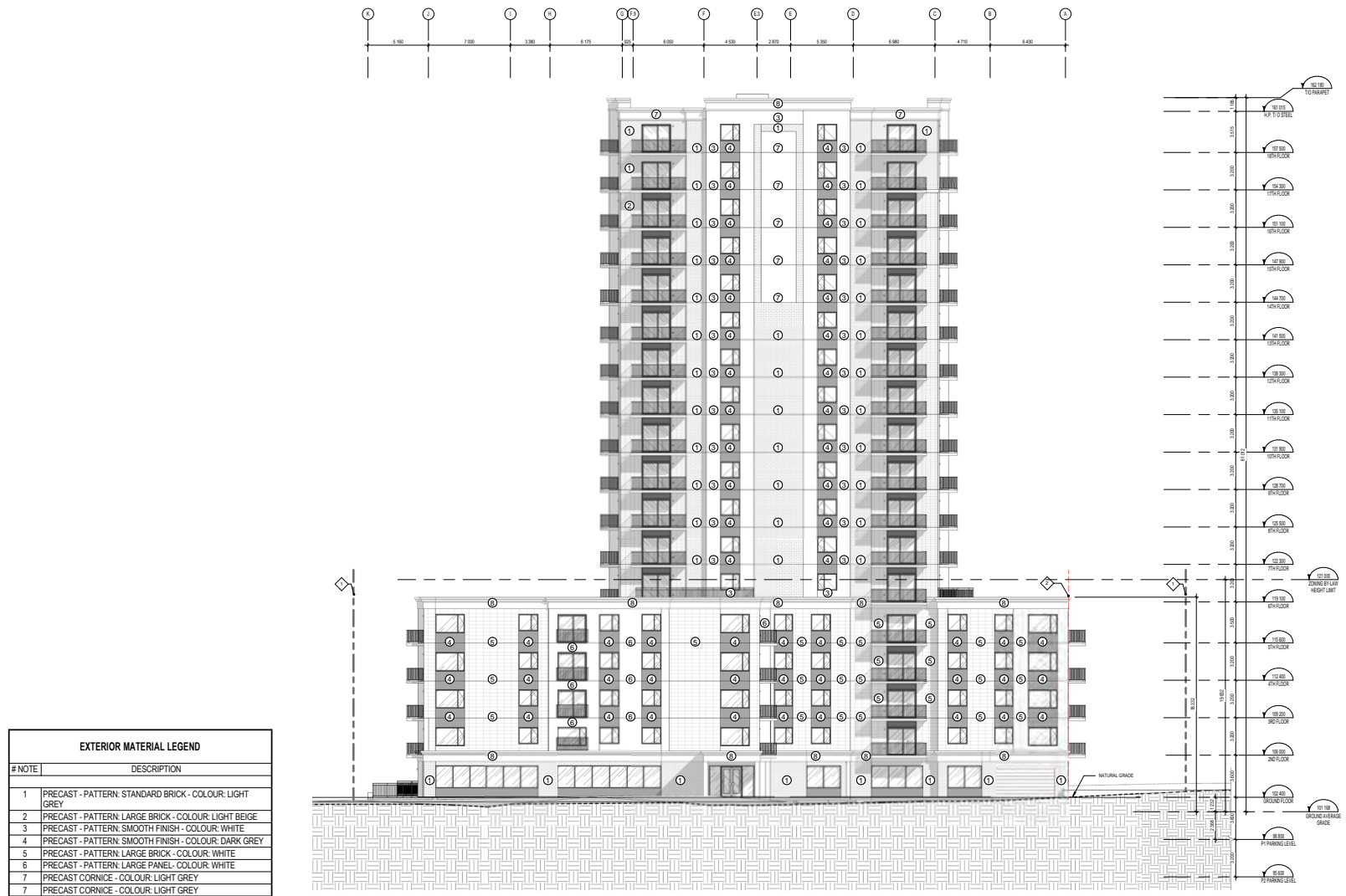
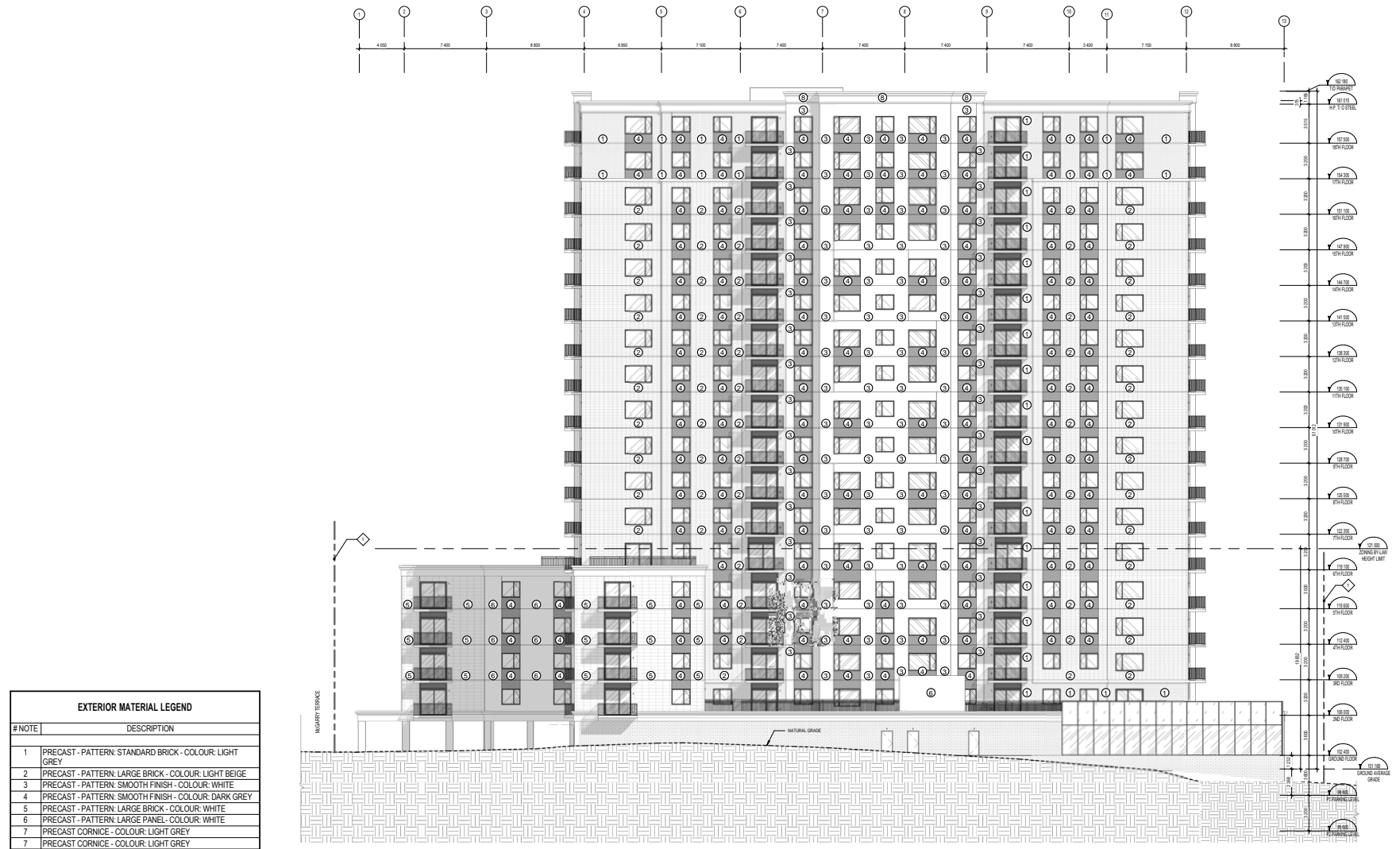
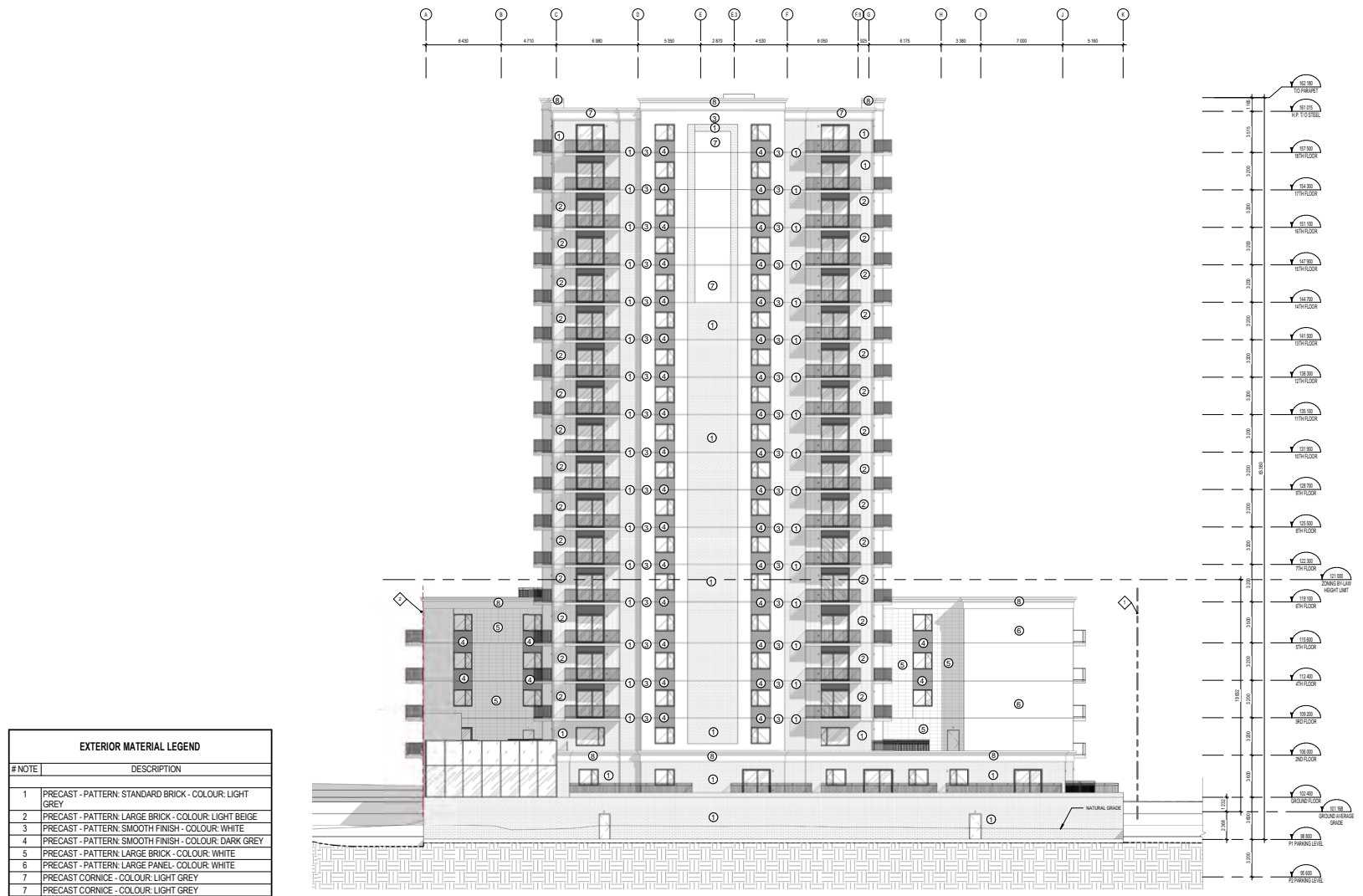


Figure 13: Side (North) Elevation







7.5 Views



Figure 17: Proposed Development (looking south from Strandherd Drive and McGarry Terrace Intersection)



Figure 18: Proposed Development (looking north from Marketplace Avenue)

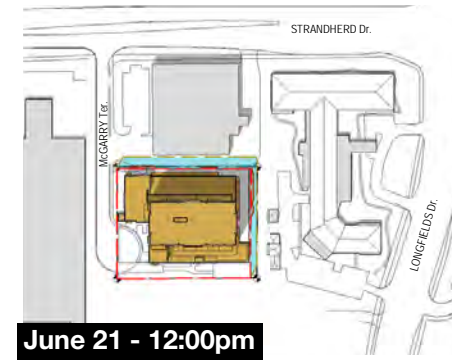
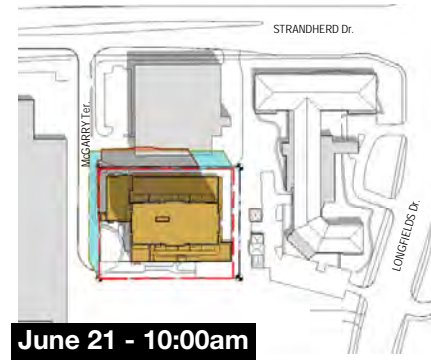
7.6 Shadow Analysis

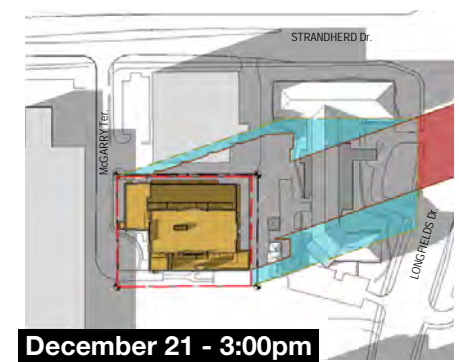
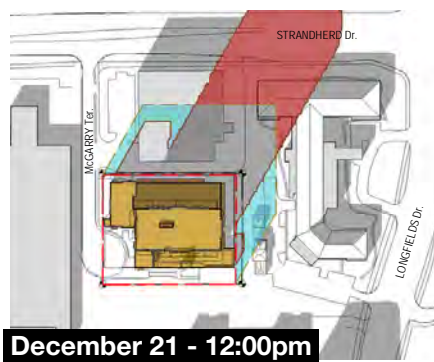
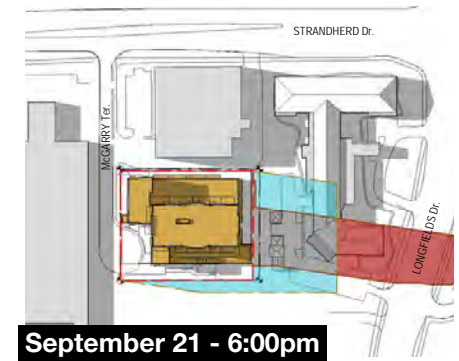
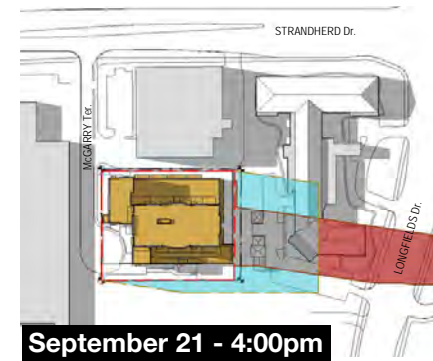
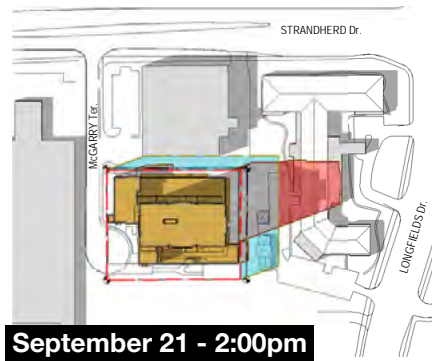
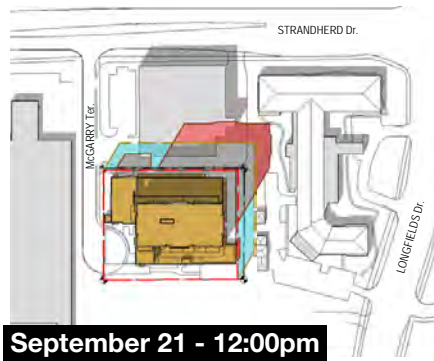
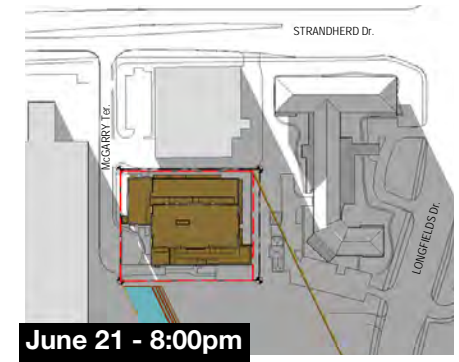
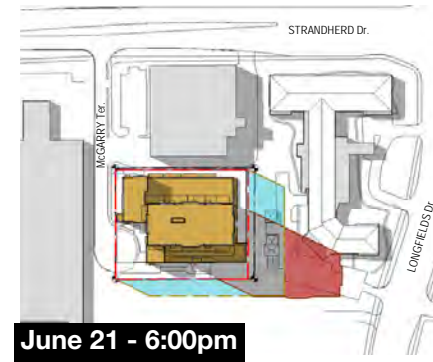
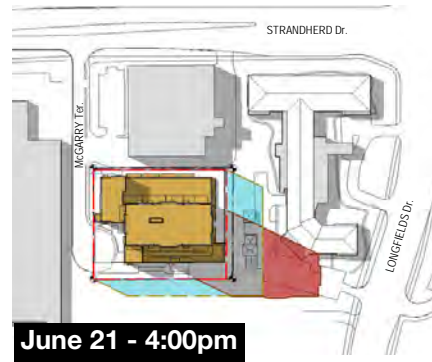
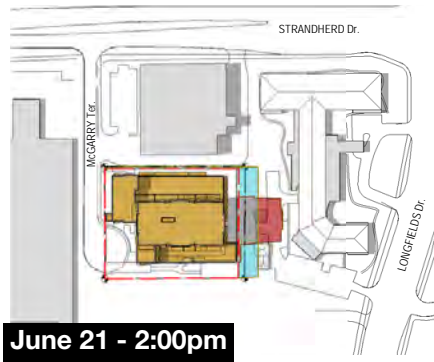
The impacts of shadowing on adjacent properties has been evaluated in a shadow study completed by NEUF Architects.

The study, as summarized here, shows that shadows in the summer and shoulder seasons move quickly and have short-term impacts on the adjacent retirement home's rear yard, outdoor amenity area throughout the day. In the summer months, when the amenity space is most likely to be in use later in the day, there are no shadow impacts. Throughout the winter, longer shadows are cast by the proposed building.

The shadow impacts on the adjacent properties is generally consistent with the as-of-right shadow, with the increases largely impacting the Strandherd Drive or the building area.

- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE
- AS OF RIGHT BUILDING OUTLINE
- PROPOSED DEVELOPMENT
- NEW NET SHADOW INCREASE
- NEW NET SHADOW REDUCTION





8.0

CONCLUSIONS

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development:

Is Consistent with the Provincial Policy Statement

The proposed development is consistent with the Provincial Policy Statement which promotes the efficient development of serviced, under-utilized lands located within settlement areas. The proposed development on the subject property will achieve a greater density in a pattern that efficiently uses and supports available infrastructure and transit services, and supports existing neighbourhood amenities.

Conforms to the City of Ottawa Official Plan

The subject property is designated “Mixed-Use Centre” in the Official Plan. The proposed residential use is permitted and encouraged within mixed-use centres to support the rapid transit network and a mix of uses within these areas.

As discussed above, the subject property has been identified as a suitable site for intensification given its location in a mixed-use centre and its proximity to rapid transit. The proposed development implements the vision for Mixed-Use Centres and Town Centres as compact, mixed-use area with pedestrian facilities and an active street frontage.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the

compatibility criteria outlined in Section 4.11.

Has Regard for Official Plan Amendment No. 150

The proposed development supports the vision of intensification within a target area of Official Plan Amendment No. 150 and within proximity to transit. The tower separation, though less than required by OPA 150, meets the intent of the policy by ensuring that the specific objectives for separation continue to be met – including allowing sunlight to penetrate public spaces and ensuring privacy is maintained.

Maintains the General Intent of the South Nepean Town Centre Secondary Plan and Community Design Plan

The South Nepean Town Centre Secondary Plan and Community Design Plan set as goals the creation of a compact, mixed-use, transit-supportive Town Centre focused around the transit network. The proposed development contributes to the mix of uses within the town centre in a compact form of development and will support the existing services and transit network.

Meets Applicable Design Guidelines

The proposed development generally meets the design direction provided in the Urban Design Guidelines for High-Rise Housing and Transit-Oriented Development. The proposed building takes advantage of an infill opportunity and achieves a compatible building in terms of form and design.

Maintains the General Intent of the Zoning By-Law

The zoning of the subject property is proposed to be amended to reflect the proposed Official Plan amendment and the proposed development. The proposed use is permitted in the MC zone, and aside from the requested building height, the proposal complies with all other applicable zoning provisions.

Represents Good Planning

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, intensification along in an identified target area served by transit, and contributing to the range and availability of housing for all ages and incomes.

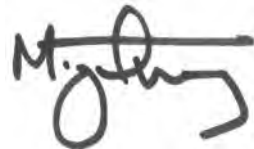
Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.



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