

# Heron Gate Village Planning Rationale Report & Urban Design Study

April 2019



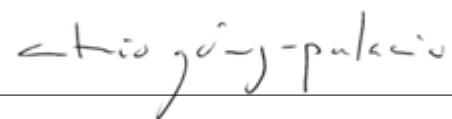
April 22, 2019

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Re: Planning Rationale Report & Urban Design Study - Heron Gate Village

On behalf of Mustang Equities & TC Core LP, we are pleased to present this Planning Rationale Report & Urban Design Study in support of an Official Plan Amendment and Zoning By-law Amendment to permit the proposed development. If you have any questions, please do not hesitate to contact us at 416.966.0220.

Respectfully,



ANTONIO GOMEZ-PALACIO, PRINCIPAL, ARQ, MES, RPP, MCIP, MRAIC  
DIALOG ONTARIO INC.

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# 1.0 // INTRODUCTION



# 1.1 OVERVIEW

The following report has been prepared by DIALOG for Mustang Equities & TC Core LP in support of applications for Official Plan Amendment and Zoning By-law Amendment to permit the proposed development of the subject site for a range of residential and mixed-use buildings. The report provides a review of relevant planning policy, along with analysis and planning justification, an urban design analysis of the proposal, Integrated Environmental Review, Sun Shadow Study, and conclusions regarding the appropriateness of the proposed development and supporting planning applications.

# 1.1 SUBJECT SITE

The subject site, legally known as Blocks C, E & G and part of blocks A & D, Registered Plan 796, in the City of Ottawa, is located in the Ledbury-Heron Gate-Ridgemont-Elmwood neighbourhood of Ottawa. The site is bounded by Heron Road to the north, Walkley Road to the south, Heron-Walkley Park to the west, Sandalwood Park and the Heron Gate Mall to the east, and is bisected by Sandalwood Drive, Baycrest Drive, and Cedarwood Drive. The site is 20.41 hectares in size (exclusive of public roads) and is composed of five blocks as delineated in Fig. 2.

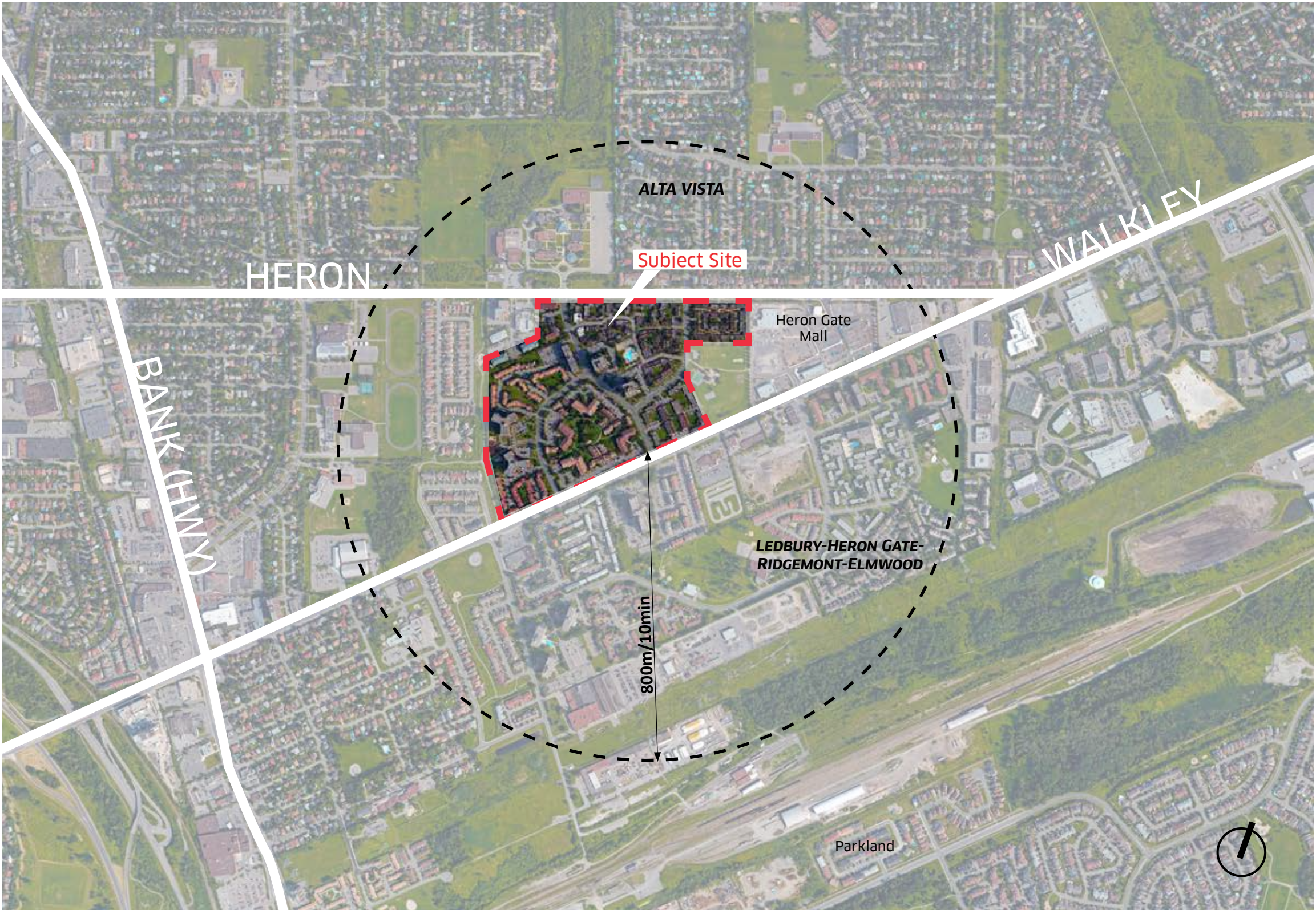


Fig. 1. Site and context





Fig. 2. Site parcels



## 1.2 EXISTING CONDITIONS

Current uses of the site include a range of residential buildings, with low-rise townhouses and residential apartment buildings ranging in heights up to 19 storeys. The majority of housing is in low rise typologies spread across the site, with four residential towers. On the northwest corner of Baycrest Drive and Cedarwood Drive, there is a single eight storey mid-rise apartment building. Parking across the site is a mix of surface lots, structured parking, and below grade parkades provided for the high-rise buildings. Low-rise buildings are typically oriented around small courtyards, while the areas bounded by Cedarwood Drive and Baycrest Drive area are oriented around an internal private park space (referred to as Yousef Salim Park). High-rises are configured with large setbacks and open space at grade, creating a “towers-in-the-park” context. Along the Heron Road frontage, between Baycrest Drive and Sandalwood Drive (Block B), previously existing low-rise townhouses have been demolished, and the area is vacant, with the exception of the two towers, which have been retained.

Public parks within the immediate vicinity of the site include Sandalwood Park towards the southeast of the site, and Heron-Walkley Park on the western edge. A pathway through Sandalwood Park connects the site to the adjacent Heron Gate Mall. A multi-use pathway through Heron-Walkley Park connects Heron Road to Walkley Road and is part of City of Ottawa's bike path network. In addition, an east-west path through this park provides access from the site to Ridemont High School and Charles H. Hulse Public School. The site is bounded by two major streets, Heron Road on the north and Walkley Road on the south. Both of these streets are major traffic thoroughfares and are designated arterial streets.



Fig. 3. Aerial view of the site. Buildings in blue and yellow are proposed to be retained.



1.3 PROJECT HISTORY (HG7)

In 2016, an initial phase of re-development was undertaken at the south east corner of the intersection of Heron Road and Sandalwood Drive (Block A in Fig. 2, municipal address of 2816 Sandalwood Drive, and legally known as Block E, Registered Plan 796). The former structures on the site were demolished, and a site plan application was submitted in support of the proposed re-development of the Block for three 6-storey apartment buildings, containing a total of 348 dwelling units in a development known as 'HG7'. The development application was subsequently approved, including Minor Variances relating to minimum required parking, building height, and the size and location of accessory convenience retail uses. As of the time of the writing of this report, HG7 is under construction.

The site boundaries for the proposed applications for Official Plan and Zoning By-law Amendment include the HG7 site, in order to bring it into conformity with the proposed zoning and Official Plan designations of the adjoining site areas, and consider the development in its totality.



Fig. 5. Visualization of HG7 from intersection Heron Road and Sandalwood Drive.

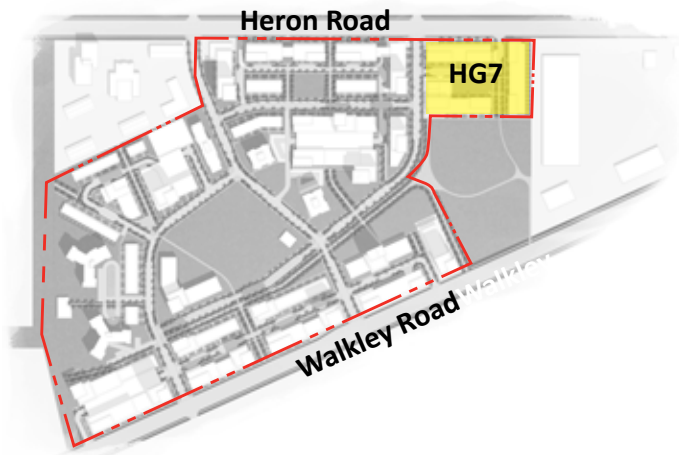


Fig. 4. Location of HG7.



Fig. 6. Perspective visualization of HG7 from the northwest.



Fig. 7. HG7 site plan.



## 1.4 SURROUNDING CONTEXT

The Heron Gate Village site is part of the broader Ledbury-Heron Gate-Ridgemont-Elmwood neighbourhood. This neighbourhood is approximately defined as the area south of Heron Road, east of Alta Vista Drive, and north of the Walkley Rail Yard. This area includes a mix of uses, consisting primarily of low rise residential, with a range of community facilities and some retail. To the north of the site is a low rise residential neighbourhood known as Alta Vista. This area is comprised primarily of low rise single and semi-detached housing, with some limited row housing, as well as some community and retail uses. In the north west corner south of Heron Road, a number of low to mid-rise apartment buildings (owned by others) are clustered around the Heron Road Community Centre. To the east of the site, is Heron Gate Mall, a neighbourhood retail shopping plaza (currently under renovation) that provides a range of retail and services. Loading bays for retail stores face the east side of the site. To the south along Walkley Road, residential areas are intermixed with limited commercial space along the street edge, with employment uses becoming predominant further east and south. To the west, the site abuts Heron-Walkley Park, a slim linear green space stretching from Walkley Road to Heron Road. Beyond the park is the low-rise residential neighbourhood of Ridgemount.

### 1.1.1 Surrounding Properties

Properties surrounding the subject site are predominantly residential, with low rise typologies to the north and a combination of low to medium typologies to the south of the subject site.

#### Along Heron Road

Properties along Heron Road, north of the subject site are low rise residential and represent a combination of semis and townhomes. Residential uses changes to institutional uses with the Canada Lands site, located north of Heron Road Community Center. The site is understood to be the former location of federal government buildings and a school. It is anticipated that this site may be subject to future redevelopment in the near to medium term, although as of the time of the writing of this report, no details are available.

#### Along Walkley Road

Properties along Walkley Road south of the subject site represent multiple uses and typologies of built form. Starting from the west at the corner of Walkley Road and Albion Road lies a single storey commercial-retail plaza. Adjacent to the plaza is a subdivision of townhomes with access from Heatherington

Road, with limited pedestrian access to Walkley Road. Further west is The Richlin apartments, a 16 storey high-rise residential building located at 1500 Walkley Road. Adjacent to this is a townhouse subdivision, followed by a DriveTest vehicle training facility and at the intersection with Heatherington Road is a single storey commercial retail plaza.

Beyond the Heatherington Road and Walkley Road intersection is the Fairlea apartment housing complex, which is composed of a combination of low and mid-rise units. At the furthest end, south of Walkley, lies a light industrial area with access from Walkley road.

#### Abutting Heron-Walkley Park

On the west side of the subject property lies Heron-Walkley Park. Beyond the Park to the west lies a cluster of single detached houses with access from Heron Road, and a cluster of townhomes to the south with access from Walkley Road.

## 1.5 PARKS AND OPEN SPACES

The existing Sandalwood Park, a 2.75 hectare open space at the south east edge of the site, provides the main park space for the immediate area. The northern edge abuts the HG7 site, and the south west edge abuts Block E. The park has frontages onto Walkley Road and Sandalwood Drive. Features include a basketball court, soccer field, playground, tennis courts, baseball diamond, and additional flexible field space. The park provides an informal pedestrian connection to the adjacent commercial plaza to the east.

Additional green space in the immediate context includes Heron-Walkley Park, a 2 hectare linear green space, which connects Heron Road to Walkley Road, and west to Ridgemont High School via a multi-use path. There are connections to the subject site along the western edge, however much of this boundary is fenced. Additional features include a playground and grassed areas.

Other nearby parks include Walker-Albion Park to the south west, Orlando Park to the north, and Heatherington Park, south of Walkley Road.



Fig. 8. Aerial view of existing conditions.



Fig. 9. Aerial view of Sandalwood Park



# 1.6 COMMUNITY AMENITIES

## Schools

The site is surrounded by a number of schools. Within a ten minute walking distance, towards the east of the site is St. Patrick's and Ridgemont High School along with Charles Hulse Public School, with Alta Vista and Featherstone Public School further away to the north.

## Ottawa Public Library

Located on Alta Vista Drive is the Alta Vista branch of Ottawa Public Library. In addition to its use as public library, the library provides a range of support services to the community through children and early learners programs, offers space for prenatal classes, newcomers programs and other community services.

## Daycare and Learning Programs

Known child care and early learning facilities are noted with blue circles on Figure 10. The closest to the site being the Charles Hulse Day Care located within Charles Hulse Public School.

## Heron Road Community Centre

The Heron Road community center is located off of Heron Road, just west of Baycrest Road, and offers a range of activities for the community, from preschoolers to older adults. The center has full gymnasium, multi-purpose rooms, a kitchen and a theater.

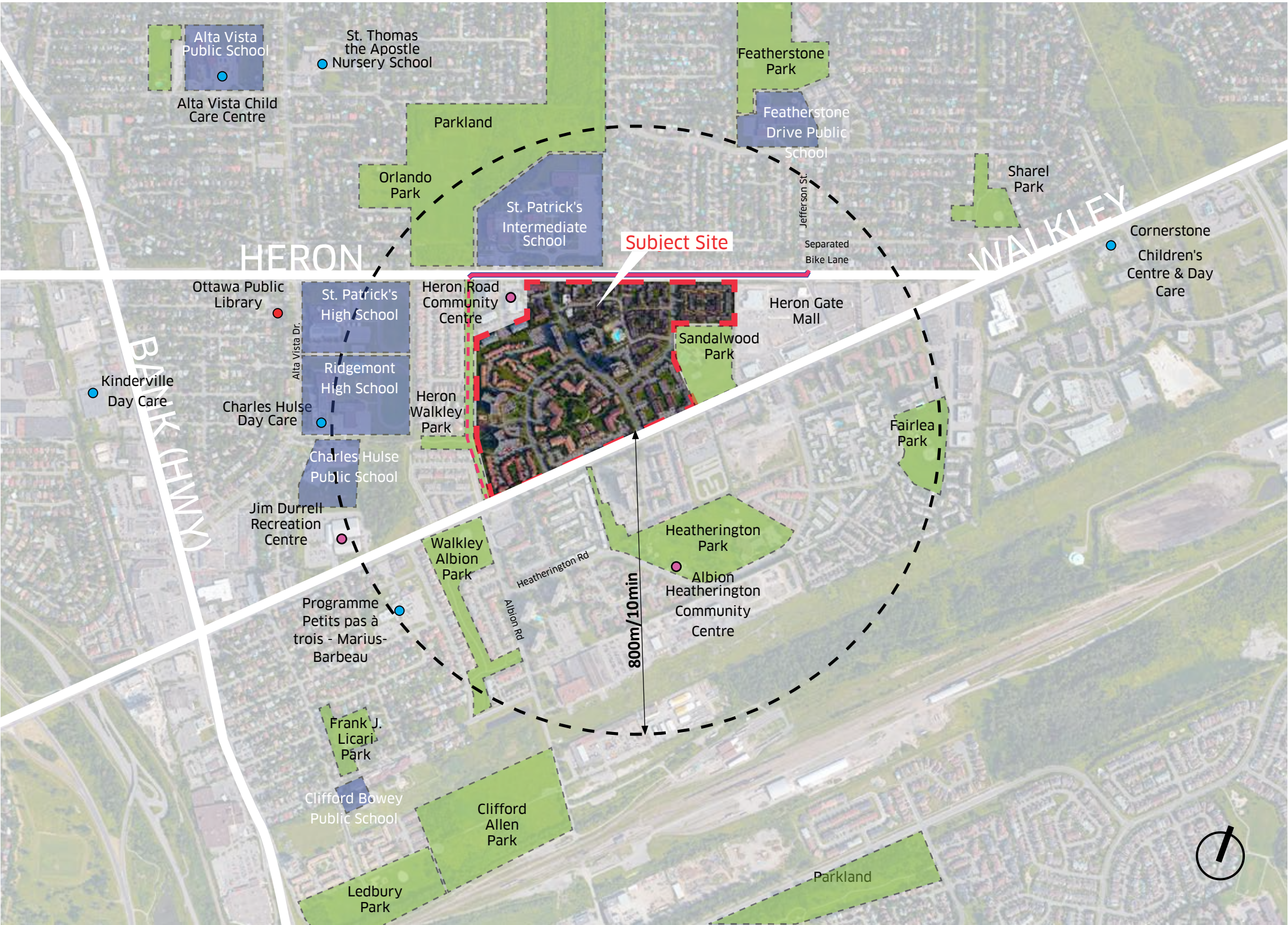


Fig. 10. Surrounding context

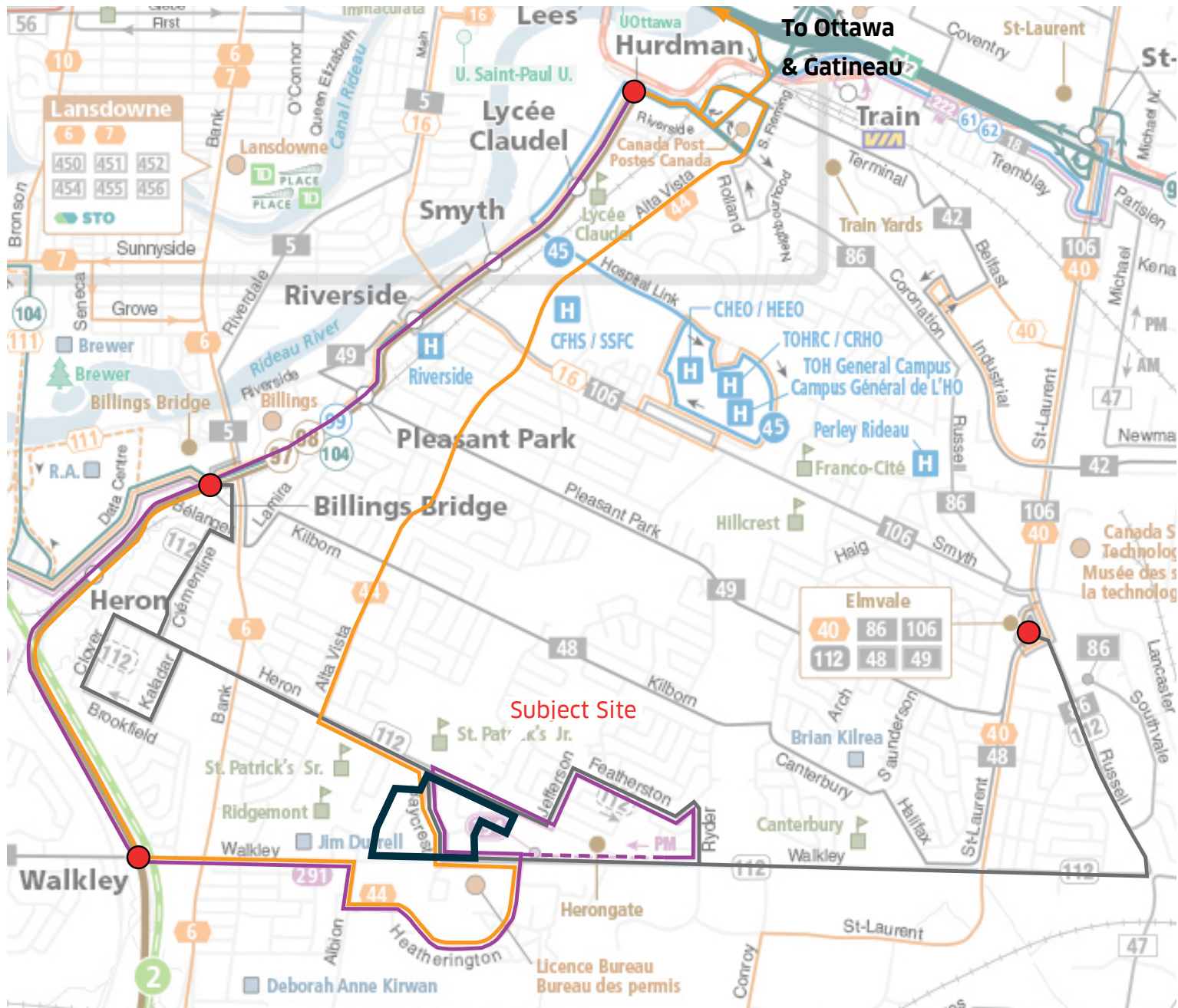


1.7 STREET NETWORK AND TRANSIT

The study area is served by frequent transit services with three primary transit routes operating along Heron Road, Walkley Road, and Baycrest Drive. (Routes 112, 41, 8). The most frequently provided service is on Route 44 which provides connection between Billing Bridge station and ends in Gatineau. With 15min or less service frequency, Route 44 provides the highest level of connection to downtown Ottawa, University of Ottawa and Gatineau. The next, Route 291 is an OC Transpo “Connexion” route which provides service on weekdays during peak hours and connects the subject site to a transit interchange at Hurdman Station. The third route which services the site is Route 112. It provides limited service on weekdays and on select time during Sunday and evenings. The schedule route for 112 connects Billing Bridge transit stop to the Elmvale stop.

Bicycle lanes and Multiuse Pathways

The site and surrounding context have limited cycling network and infrastructure. There is a multi-use pathway through the Heron-Walkley Park which connect Heron Road to Walkley Road. A separated bike lane on Heron Road connects the Heron-Walkley park multi-use pathway east to Jefferson street.



- 44** Frequent route, service 15min or less, weekdays, 6 AM to 6 PM)
- 291** Connexion route, weekdays, 6 - 9AM & 3-6 PM)
- 112** Selected time, weekdays, selected time Sunday or evenings)

Fig. 11. Existing transit network



## 1.8 SITE PHOTOS



Fig. 12. View south from Walkley Road at Albion Road N



Fig. 14. View east of Heron-Walkley Park from Albion Road N.



Fig. 16. View south from Walkley Road



Fig. 13. View north of Heron-Walkley Park from Walkley Road



Fig. 15. View east along Walkley Road



Fig. 17. View east at intersection of Walkley Road and Cedarwood Drive



Site Photos cont'd



Fig. 18. View west along Walkley Road



Fig. 20. View north of existing low rises from Walkley Road



Fig. 22. View north of Baycrest Drive from Walkley Road



Fig. 19. View east at intersection of Walkley Road and Baycrest Drive



Fig. 21. View north of Sandalwood Park from Walkley Road



Fig. 23. View east along Walkley Road from Baycrest Drive



Site Photos cont'd



Fig. 24. View north of adjacent context north of Heron Road



Fig. 26. View north of adjacent context north of Heron Road 2



Fig. 28. View west at intersection of Heron Road and Baycrest Drive



Fig. 25. View west of existing bike lane along Heron Road



Fig. 27. View west along Heron Road. HG7 construction visible



Fig. 29. View north of surplus Canada Lands site from Heron Road



Site Photos cont'd



Fig. 30. View at intersection of Baycrest Drive and Cedarwood Drive



Fig. 32. View of existing towers to be retained along Cedarwood Drive



Fig. 34. View south of Heron Road Community Centre



Fig. 31. View of existing tower along Baycrest Drive



Fig. 33. View south of adjacent existing residential apartments (owned by others) south of Heron Road



Fig. 35. View south along Baycrest Drive, south of Heron Road



Site Photos cont'd



Fig. 36. View west of existing driveway along Sandalwood Drive



Fig. 38. View east along Sandalwood Drive



Fig. 40. View of low rise housing south of Cedarwood Drive



Fig. 37. View of existing low rise off of Cedarwood Drive



Fig. 39. View of Sandalwood Park from Sandalwood Drive



Fig. 41. View south towards Walkley Road along Cedarwood Drive







## 2.0 // THE PROPOSAL



2.1 OVERVIEW OF THE PROPOSAL

The proposed development consists of five blocks developed with a range of predominantly residential buildings. A wide range of building forms are proposed, including townhouses, stacked townhouses, mid-range apartments, high-rise apartments, live-work units, commercial space, and amenity space. The variety of dwelling types proposed is anticipated to include a mix of 0, 1, 2, and 3+ bedroom units to meet a wide range of household structures, and support a range of affordability levels. A range of open spaces are provided, including new public park space with a network of smaller parkettes, green connectors, and landscaped areas. Existing public roads are retained, and new private roads are proposed to establish a fine grain grid of streets. Existing towers on the site to be retained include:

- 2861 Baycrest Drive (known as The Cardinal) – 19 Storeys
- 2851 Baycrest Drive (known as The Baycrest) – 16 Storeys
- 2840 Baycrest Drive – 8 Storeys
- 2850 Cedarwood Drive – 15 Storeys
- 2870 Cedarwood Drive – 15 Storeys

At full build out, the development will consist of approximately 55 new buildings with approximately 5,500 units, and an approximate gross floor area of 545,000 m² (inclusive of mechanical and circulation space, exclusive of parking areas). Approximately 3,850 parking spaces are proposed, with .5 resident spaces per unit, and .2 visitor spaces per unit.

The development will be implemented through a phased process, having started with HG7. The next phase is anticipated to be along the Heron Road frontage, between Sandalwood Drive and Baycrest Drive.

2.2 VISION & PLANNING PRINCIPLES

Through a series of public workshops and open houses with residents, neighbours, and City staff, an overall Vision and Guiding Principles were developed to inform the master planning of Heron Gate Village.

**THE VISION:**

***"Heron Gate Village is a complete, vibrant, diverse, and sustainable community that enhances the quality of life for residents, visitors, and neighbours, while harmonizing with surrounding communities."***

2.3 GUIDING PRINCIPLES

To the right are the nine Guiding Principles that have shaped the Master Plan. These Principles will continue to inform the shape and character of the Plan, as it evolves.



1 (Re)shape a **VIBRANT COMMUNITY IDENTITY** that enhances the quality of life for all.



4 Design for **FLEXIBILITY** to meet the diverse needs of residents.



7 Strengthen the **QUALITY, UTILITY AND CHARACTER OF OPEN SPACES**.



2 Recognize the future for Heron Gate Village as a **SAFE, HEALTHY, AND DIVERSE SENSE OF PLACE**.



5 Embrace **ENVIRONMENTAL SUSTAINABILITY AND SOCIAL RESPONSIBILITY**.



8 **HARMONIZE** with valued aspects of the current community setting.



3 Create focal points, **PLACES OF GATHERING** for the community.



6 **PRIORITIZE PEDESTRIANS**, and support **MULTI-MODAL TRANSPORTATION OPTIONS**.



9 **ENGAGE STAKEHOLDERS** meaningfully.



## 2.4 BIG MOVES

Building on the Vision and Guiding Principles, the Big Moves are a series of interventions and design strategies that will define a new structure for the Heron Gate Village, providing a basis for moving the concept design forward. The Big Moves are the ideas for change that form the basis for the Open Space Framework, Built Form Framework, and Movement Framework.

- 1 Create a Green Community Corridor**  
Connecting Sandalwood Park to the new park, and across to Heron-Walkley Park through a green promenade with double row of trees, and instances of public art
- 2 Enhance Community Gateways**  
Enhancing community gateways to be inviting, legible and safe entries to the site. Building form and treatment to promote activity at street level.
- 3 Pedestrian Oriented Retail Streetscape Frontage**  
Using retail and amenity space to increase eyes on the street and create a vibrant and animated streetscape.
- 4 Create a New Central Park**  
Contribute to community amenities by creating a central park in the heart of the community.
- 5 Enhance the Frontage & Design of Sandalwood Park**  
Create opportunities for enhanced design of the Park space, improve connections, and create frontages onto the Park.
- 6 Kick-Start Phase One - A Vibrant, Diverse Development**  
The HG7 development, which is currently underway, sets the foundation for future development with mix of units, amenity space, and a vibrant street frontage.
- 7 Incorporate Community Amenities**  
The development presents an opportunity to identify additional amenities for the community.
- 8 Create New Neighbourhood Parkettes**  
New neighbourhood parkettes increase the diversity of open spaces available to the community for passive and active uses.
- 9 Create and Connect A Fine-Grained Framework of Streets and Development Blocks**  
A fine grained street and block network increases permeability, encourages walking, enhances connections and community safety.



Fig. 42. Demonstration Plan Big Moves



## 2.5 BUILT FORM & LAND USE

The proposed built form and land use described here reflects a possible build-out of the site as conceived through the Demonstration Plan. Figures provided are approximate, and are expected to be further refined through the development review process, and more detailed design stages.

### Block A

Block A is the location of HG7, which is currently under construction, and consists of three 6 storey apartment buildings, incorporating an internal courtyard open space. The Block consists of 348 units, with a mix of 0,1, and 2+ bedroom apartments. 349 parking spaces are provided. Public road frontage is provided along Heron Road and Sandalwood Drive. A small retail space is located at the north west corner of the development, at the intersection of Sandalwood Drive and Heron Road.

### Block B

Block B consist of approximately 19 buildings, including a mix of Townhouses (4 storeys), Mid-Rise apartments (6 storeys), and High-Rise (15-25 storeys), and one High-Rise 31+ tower (40 storeys). Ground level street oriented commercial spaces are proposed at the intersections of Heron Road at Sandalwood Drive, and Baycrest Drive. A network of private driveways provide access to the developments, and public road frontage is provided on Heron Road, Sandalwood Drive, and Baycrest Drive. Parking is provided via underground levels, an above grade parkade, and on-street spaces. approximately 1,760 units are proposed, with approximately 1,232 parking spaces (880 resident spaces, 352 visitor spaces).

Two existing towers and below grade parkades on the site are proposed to be retained, and integrated into the new development through public realm improvements.

### Block C

Block C consists of approximately 16 buildings, including a mix of Townhouses (3 storeys), Mid-Rise apartments (6 storeys), and High-Rise apartment towers (15-25 storeys), and one High-Rise 31+ tower (35 storeys). A network of private driveways provide access to the developments, and public road frontage is provided on Cedarwood Drive and Walkley Road. Approximately 1,166 units are proposed, with approximately 816 parking spaces (583 resident spaces, 233 visitor spaces), are proposed in below grade, on-street, and structure parking.

Two existing towers and their below grade parkades, along a mid-rise structure and associated parking garage on Baycrest Drive are to be retained.

### Block D

Block D consists of approximately 13 buildings, including a mix of Townhouses (3-4 storeys), Mid-Rise apartments (3-9 storeys), and High-Rise apartment towers (20-30 storeys). Units facing onto the park at grade are proposed as live-work units, allowing for small offices, studios, and home-based businesses. A network of private driveways provide access to the developments, and public road frontage is provided on Cedarwood Drive, Walkley Road, and Sandalwood Drive. Ground level commercial retail space is proposed. Approximately 1,379 units are proposed, with approximately 965 parking spaces (690 resident spaces, 275 visitor spaces) are proposed in below grade parkades and on-street.

### Block E

Block D consists of approximately 6 buildings, including a mix of Mid-Rise apartments (4-8 storeys), one High-Rise tower (25 storeys) and one High-Rise 31+ tower (35 storeys). Ground level street oriented commercial spaces are proposed on the Sandalwood Drive frontage. A space dedicated to community activity is envisioned at the north east corner, looking out over the park and “green connector”. A private driveway provides access to the developments, and public road frontage is provided on Walkley Road and Sandalwood Drive. Approximately 803 units are proposed, with approximately 562 parking spaces (401 resident spaces, 161 visitor spaces) are proposed in below grade parkades and on-street.



Fig. 43. Perspective view of the demonstration plan from the south west.



2.6 DEMONSTRATION PLAN

The Demonstration Plan provides a conceptual build out of the proposed development. The form and location of buildings shown is approximate, and will be refined and developed in more detail through further evolution of the design.



Fig. 44. Demonstration Plan



2.7 BUILDING STATISTICS

The following statistics provide a summary of the dwelling types, building foot prints, GFA (inclusive of mechanical and circulation areas, exclusive of parking areas), and building heights as shown in the Demonstration Plan. The Demonstration Plan build out achieves an approximate density across the site of 3.0 FSI.

LOT	ID	Type	Area (m2)	# of Floors
A	1.1	Mid Rise	2000	6
	1.2	Mid Rise	2200	6
	1.3	Mid Rise	2200	6
B	2.1	Mid Rise	900	6
	2.2	Tower	840	25
	2.3	Mid Rise	1400	6
	2.4	Mid Rise	1100	6
	2.5	Mid Rise	1300	6
	2.6	Mid Rise	1000	6
	2.7	Tower	840	25
	2.8	Towns	1000	4
	2.9	Towns	1200	4
B	3.1	MR	400	6
	3.2	Tower	840	40
	3.3	Mid Rise	400	2
	3.4	Mid Rise	600	8
	3.5	Tower	840	15
	3.6	Mid Rise	1300	6
	3.7	Tower	840	20
	3.8	Mid Rise	800	4
	3.9	Mid Rise	1000	6
	3.10	Towns	1400	4
C	4.1	Towns	400	3
	4.2	Towns	1100	3
	4.3	Mid Rise	700	8
	4.4	Tower	840	25
	4.5	Mid Rise	900	4
	4.6	Mid Rise	700	4
	4.7	Tower	840	15
C	5.1	Towns	1400	3
	5.2	Towns	1400	3
	5.3	Towns	500	3
C	7.1	Tower	840	15
	7.2	Mid Rise	900	6
	7.3	Towns	1100	3
	7.4	Mid Rise	1700	6
	7.5	Mid Rise	600	4
	7.6	Tower	840	35
D	6.1	Mid Rise	1100	6
	6.2	Tower	840	15
	6.3	Mid Rise	1100	6
D	8.1	Tower	840	20
	8.2	Towns	1200	3
	8.3	Mid Rise	1100	9
	8.4	Mid Rise	400	3
	8.5	Tower	840	20
	8.6	Tower	840	20
	8.7	Towns	1500	4
	8.8	Mid Rise	1300	9
	8.9	Mid Rise	500	4
	8.10	Tower	840	30
E	9.1	Mid Rise	600	4
	9.2	Tower	840	25
	9.3	Mid Rise	800	6
	9.4	Mid Rise	2100	6
	9.5	Mid Rise	1000	8
	9.6	Tower	840	35

Fig. 45. Demonstration Plan dwelling types, locations, building areas, and heights. All figures are approximate.

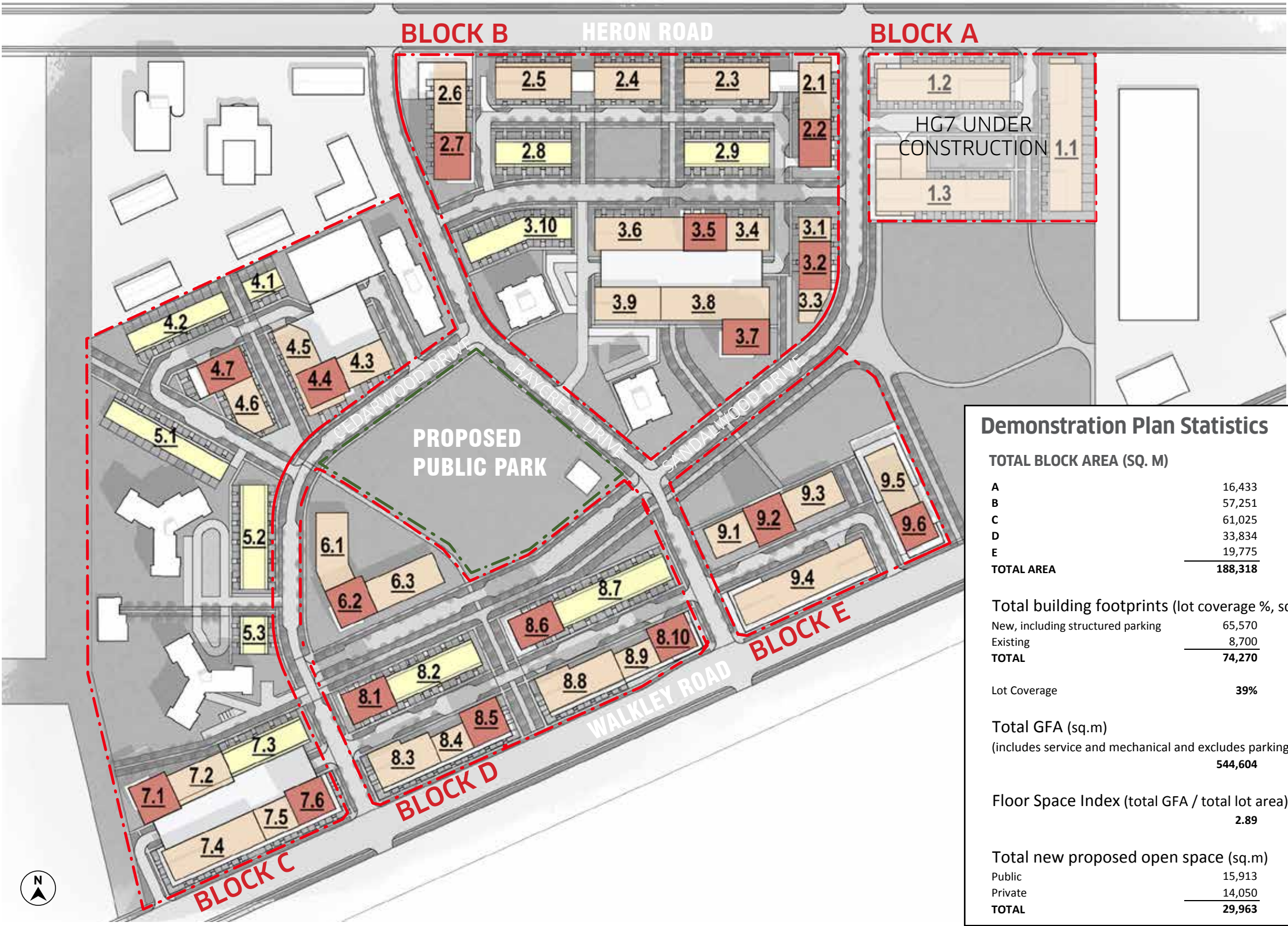


Fig. 46. Demonstration Plan building configuration



2.8 BUILDING HEIGHTS

Figure 47 provides a demonstration of height distribution across the site. Final building heights and locations are approximate, and are provided to illustrate a potential deployment of the proposed density and built form across the site.

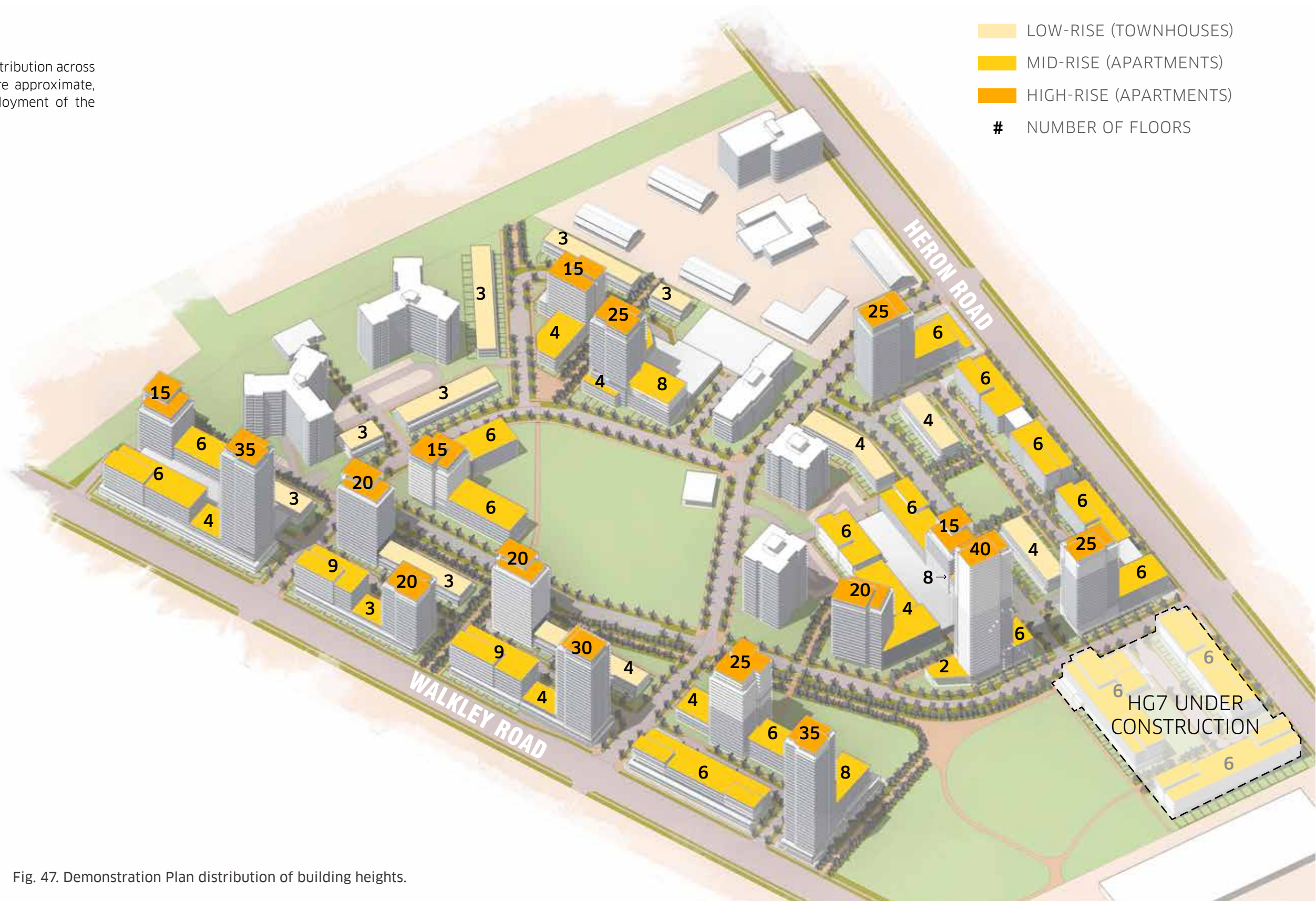


Fig. 47. Demonstration Plan distribution of building heights.



2.9 LAND USE

The proposed land uses provide for a mix of uses. While the predominant use is residential, opportunities for mixed-use buildings in areas along Walkley, and some more limited locations along Heron, support more animated facades and pedestrian oriented streets.

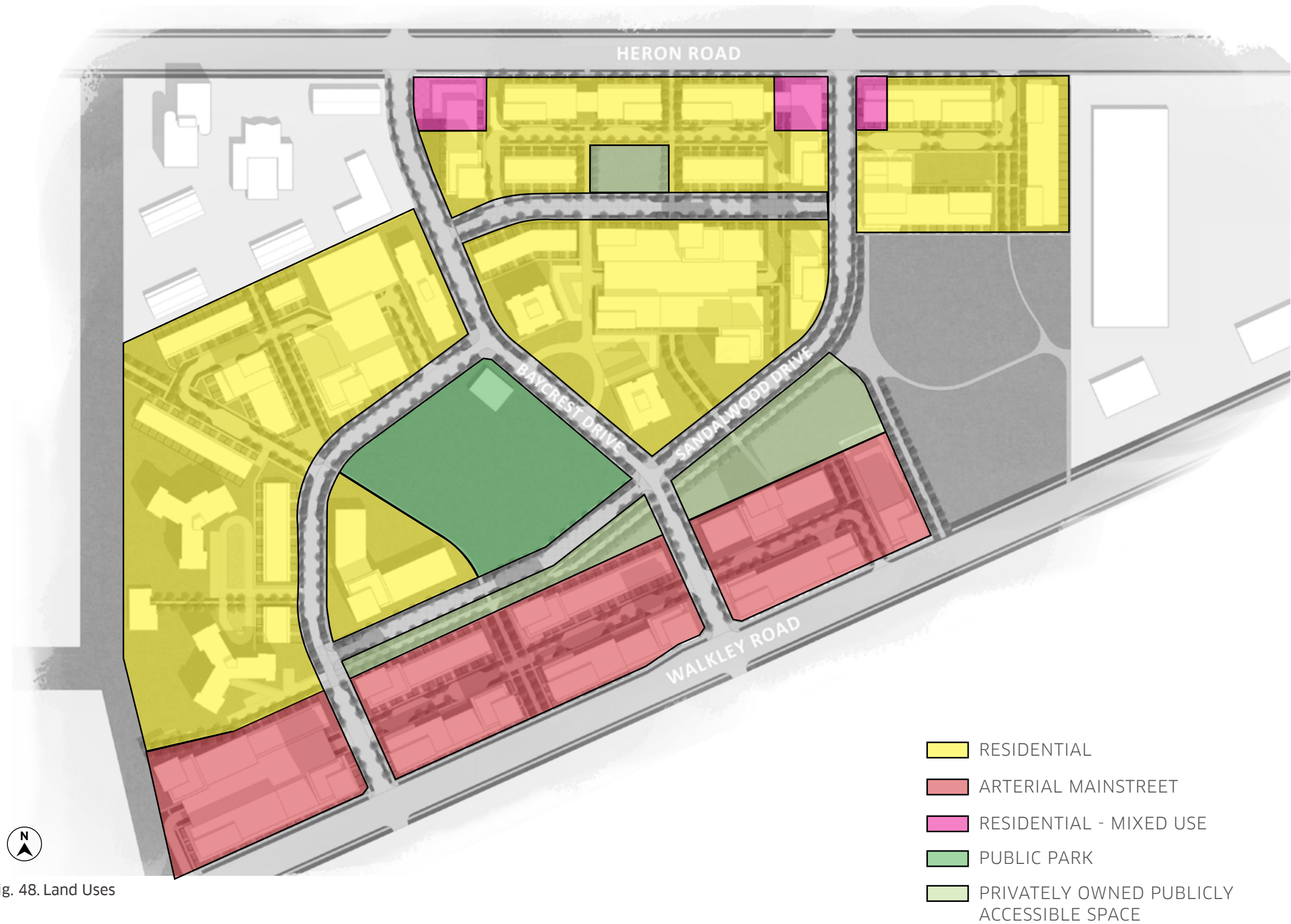


Fig. 48. Land Uses



## 2.10 PARKS AND OPEN SPACE

### 2.10.1 Landscape Strategy

Landscaping across the site proposes a continuous public realm providing the connective tissue across the site. Substantial new tree plantings, creating tree lined streets and pedestrian paths. Open spaces are also provisioned with substantial tree coverage supporting a highly green public realm environment. Open spaces include a mix of private and public areas, creating a hierarchy of spaces to meet day-to-day needs, and provide recreation and social destinations for a broad range of users. The landscape demonstration plan shown in Figure 49 shows one possible implementation following the established design principles. As the design is further developed, landscape plans will be refined with greater detail to respond to the evolution of the Plan.

#### Public Parks

As part of the development, it is proposed to convey lands to the City to create a new 1.6 hectare public park space at the centre of the community, complementing the existing Sandalwood Park and Heron-Walkley Park. Connections to the park are provided via a variety of pedestrian paths, sidewalks, and multi-use trails, creating pedestrian linkages to residences, other open spaces, and areas beyond. The park is envisioned to provide a range of functions, including both passive and active recreation opportunities, with formal and informal spaces for sports, leisure and social gathering. As a public park, the development of the ultimate design and programming of the space would be directed by the City of Ottawa.

#### Privately Owned Publicly-Accessible Open Spaces (POPS)

Wherever feasible, ground oriented housing is provided at street level, with setbacks to provide front yards for residences, supporting an animated public realm and fostering “eyes on the street”. At key locations, privately owned, but publicly accessible parkettes are located to offer nearby open space for residents, supporting informal and formal programming, with spaces for playgrounds, passive recreation, and socialization. Pedestrian connections provide linkages to adjacent public streets and to the broader open space network. These spaces would be further complemented by privately accessed open spaces, including front and rear yards, a range of roof top spaces, and other amenity areas.

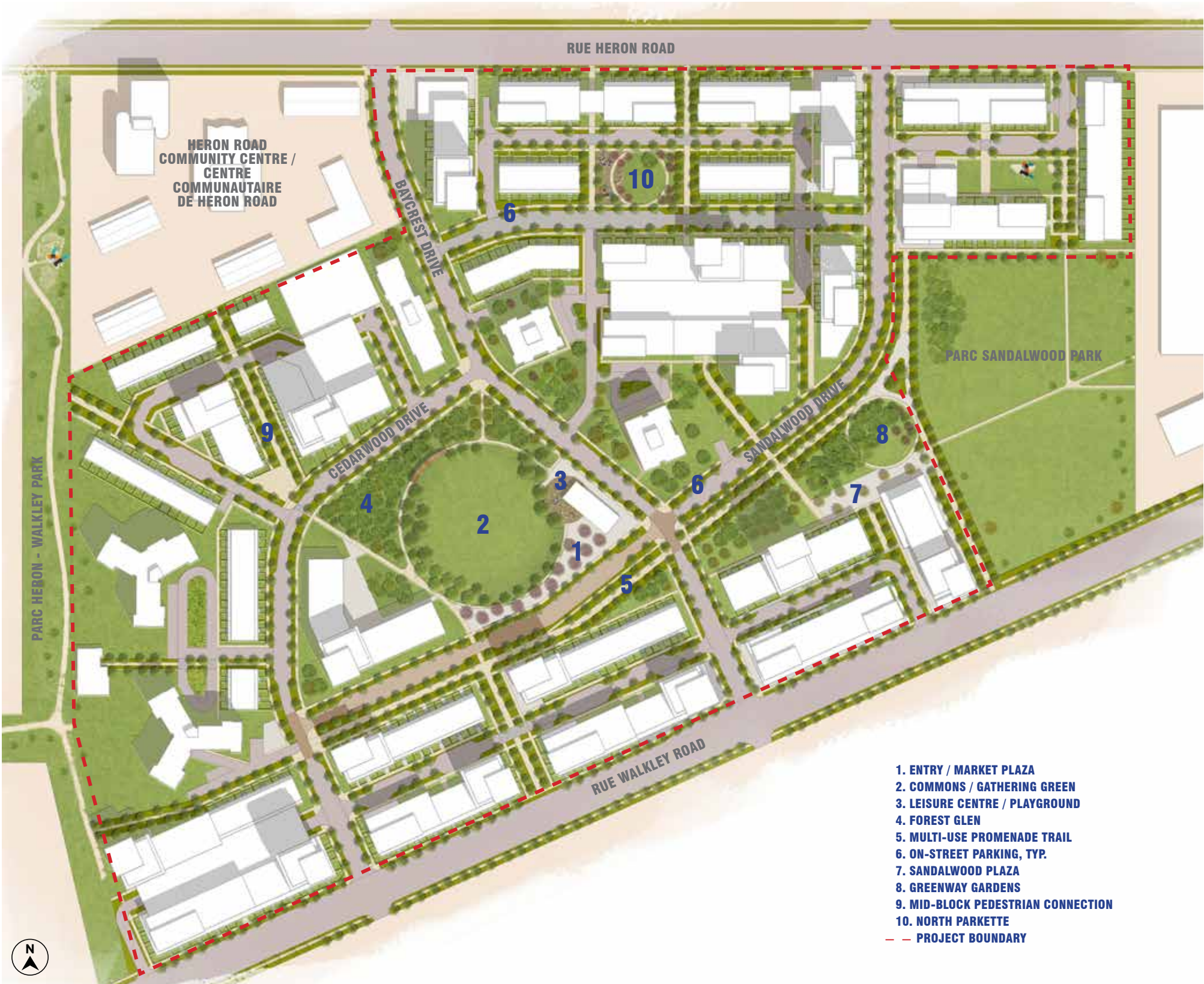


Fig. 49. Demonstration landscape concept.



Green Connector

North of Block E and south of Sandalwood Drive, a generous linear green spaces provides a connection between the existing Sandalwood Park, the proposed new park, and Heron-Walkley Park. This space would include a hardscaped plaza space at the south east corner, at the location of a proposed community space, providing a location for social gathering and community activities. Other areas include treed space as passive green space, and a multi-use path, running adjacent to the public sidewalk. The green connector space is envisioned as publicly accessible, but privately owned and maintained.

Mid-block Connections

Across the site, a number of mid-block connections are proposed, providing pedestrian linkages from residences to open spaces, amenities, and beyond.

2.11 OPEN SPACE 'BIG MOVES'

- 1) Large Central Park (pink dashed line)
- 2) Landscape Link (blue dashed line)
- 3) Open Field (green oval)
- 4) Urban Plaza (brown grid)
- 5) Forested Area (green trees)
- 6) Green Thread (green arrow)
- 7) Midblock Green Connections (green double arrow)
- 8) Community Parkettes (green square)



Fig. 50. Open Space Big Moves



## 2.12 TRANSPORTATION

### 2.12.1 Road Network

Complementing the existing public road network within and bounding the site, a range of new private streets are proposed to establish a fine grain, grid pattern of highly walkable blocks. The wider, arterial conditions of Heron Road and Walkley Road provide the main vehicle access to the site from outside the neighbourhood, while the public streets of Baycrest Drive, Sandalwood Drive, and Cedarwood Drive provide the main internal site circulation. As part of the site development, a future redesign of public streets with a narrower roadway and more pedestrian friendly features is suggested.

On-street parking would be included throughout the site wherever feasible.

Proposed new private streets introduce a fine grain grid network, with a narrower right-of-way and slower moving traffic, providing direct access to sites, including points for servicing, loading, and parking. The design of these streets will include a narrower roadway and pedestrian friendly features.

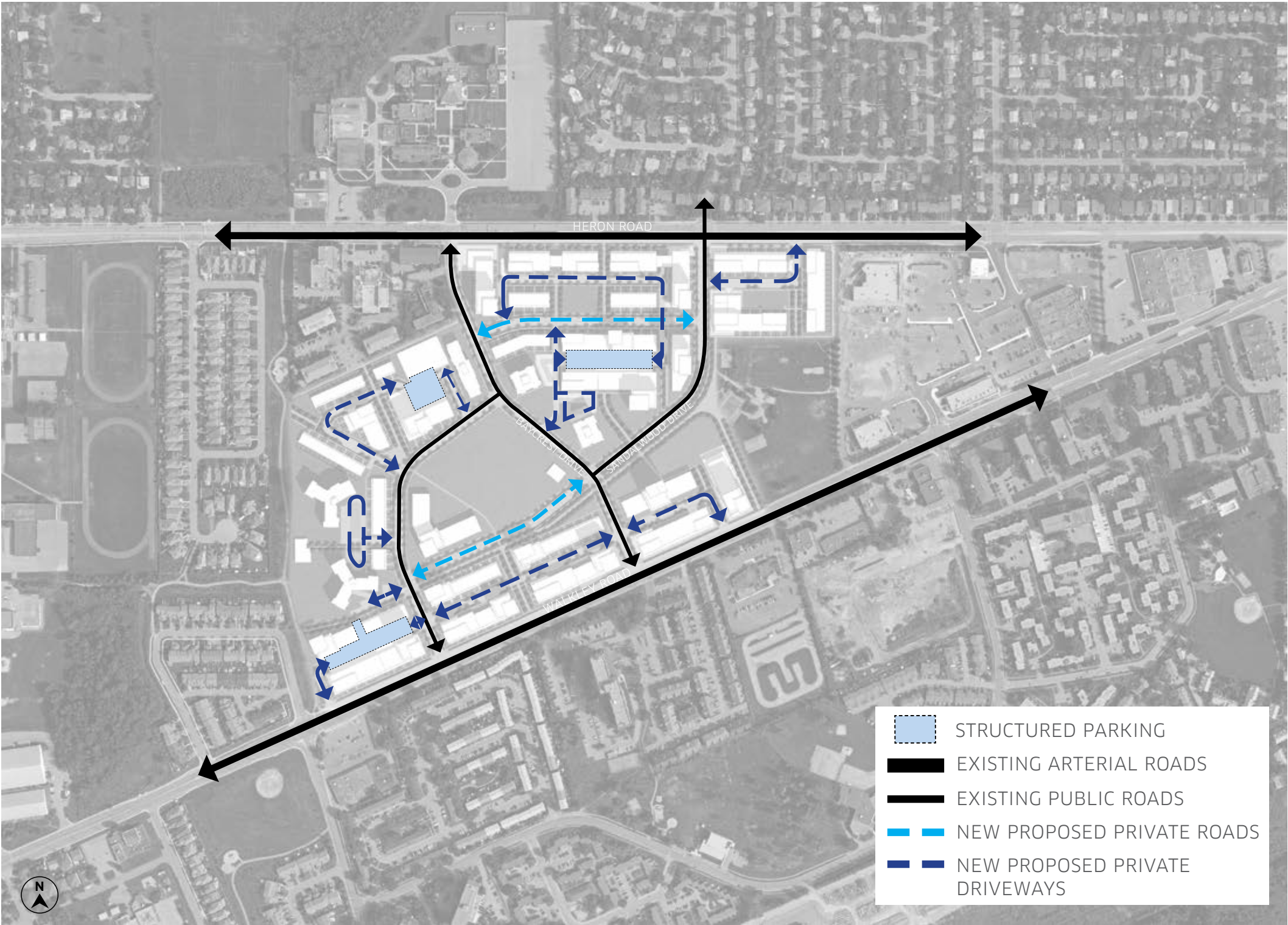


Fig. 51. Proposed road network



2.12.2 Pedestrian Network

New roads across the site are provided with sidewalks on both sides of the street, with tree lined boulevards. Also included are a range of mid-block connections, green connections, and multi-use paths linking residences, parks and open spaces, amenities and other destinations. Overall, the Plan seeks to foster a highly legible and permeable pedestrian network, supporting walkable blocks, with safe and comfortable facilities.

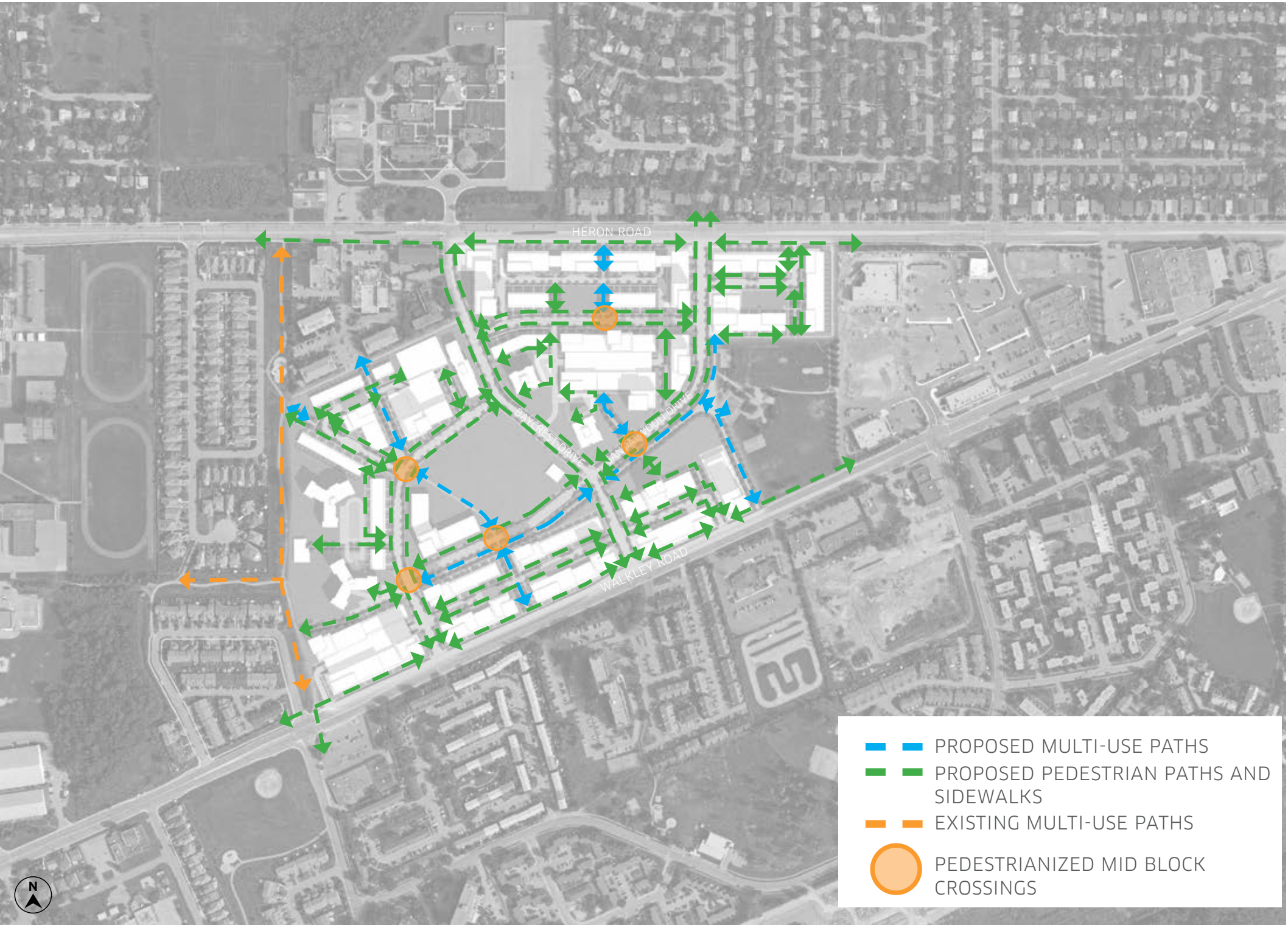


Fig. 52. Proposed pedestrian network



2.12.3 Cycling Network

Supporting cycling through Heron Gate Village, a series of multi-use paths provide shared cycling facilities to carry user across the site. On-street cycling is supported, as well as street routes and paths connecting to existing cycling facilities, including dedicated and separated bike lanes on Heron Road, and a multi-use path through Heron-Walkley Park to the west.

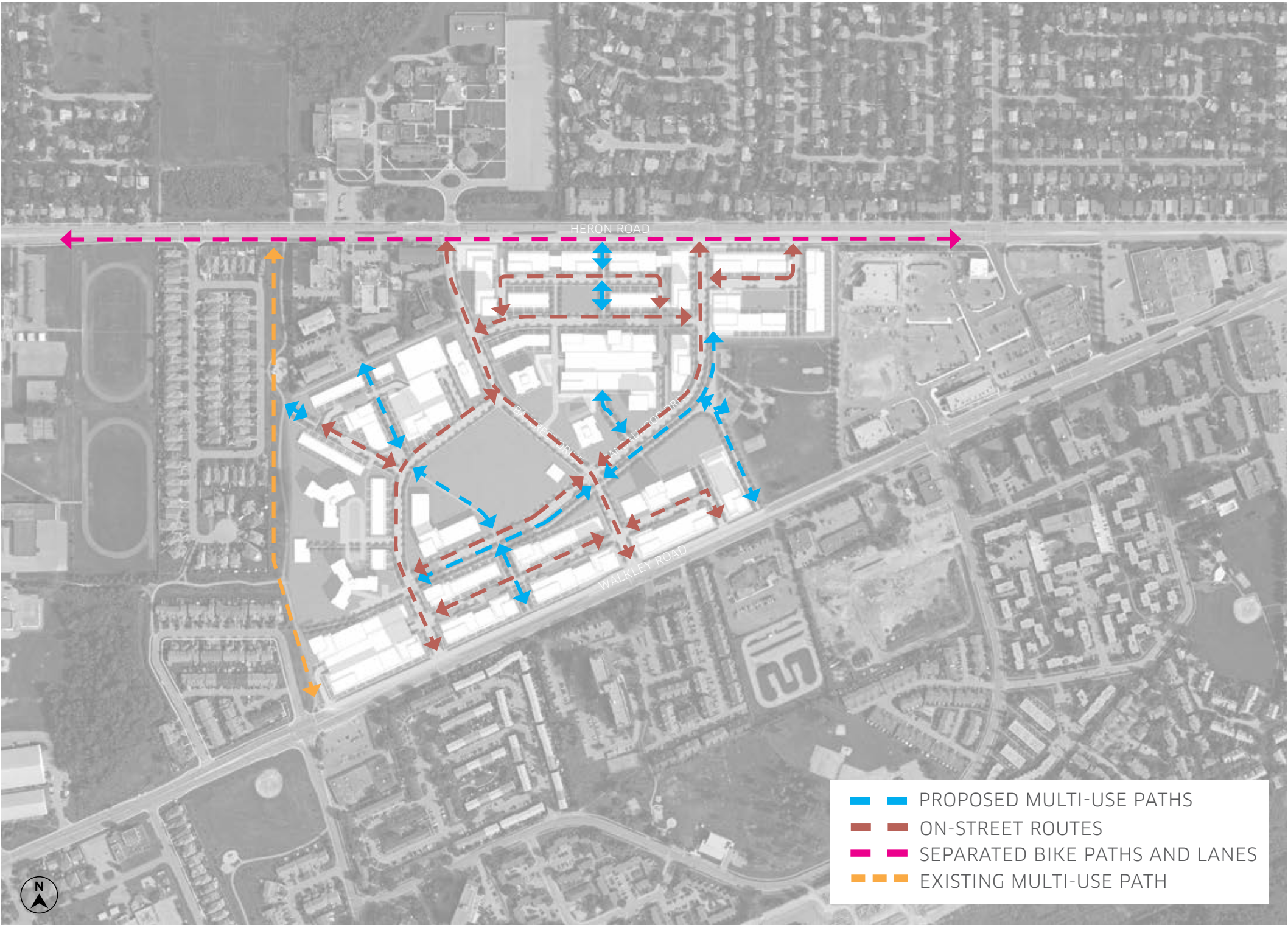


Fig. 53. Proposed cycling network



## 2.13 COMMUNITY ENGAGEMENT

As part of the development of the proposal, an extensive public consultation program was undertaken, including public open houses, community visioning sessions, and stakeholder meetings. Between September 2016 and the time of this report, in addition to numerous formal and informal meetings with residents, neighbours, and stakeholders, over 9 public consultation sessions were held, including the following:

- Sept 27, 2016 Public Open House (HG7)
- January 23, 2018 Public Open House
- February 24, 2018 Community Visioning Session (public meeting)
- April 7, 2018 Community Visioning Session (public meeting)
- December 6, 2018 Heron Gate residents meeting
- February 11, 2019 Public Open House
- February 12, 2019 Heron Gate residents meeting
- March 25, 2019 Public Open House
- March 26, 2019 Heron Gate residents meeting

Numerous other consultations have also taken place with City of Ottawa staff and the local councillor's office (Ward 18).

Objectives of the engagement strategy have included:

- Providing open and transparent lines of communication
- Updating residents and the public on the status of the project as it develops
- Presenting new and updated conceptual design ideas
- Soliciting input and feedback on priorities and opportunities for the site
- Developing plan ideas in collaborative fashion with stakeholders and the public
- Identifying key concerns, themes and issues
- Presenting how previous feedback and input has been incorporated into the development

Throughout this process, the Timbercreek office, located on site, has functioned as a permanent drop-in space where residents and neighbours have been welcomed to engaged with the Master Plan as it has been developed and to provide feedback.

As part of future public engagement efforts, further community engagement will be undertaken, including public open houses, social media, outreach and targeted sessions with key stakeholders. Objectives of ongoing engagement will be to keep stakeholders and the public informed about the evolving development proposal, develop an understanding of issues and concerns, solicit feedback and input, and present updated concepts, and demonstrating how feedback has been addressed.



Fig. 54. Feb 24th 2018, Community Visioning Session



Fig. 55. April 7th 2018, Community Visioning Session



Fig. 56. Feb 11 2019, Public Open House



Fig. 57. March 25 2019, Public Open House



2.14 COMMUNITY WELLBEING FRAMEWORK

An objective of the Heron Gate Village Master Plan has been to meaningfully improve the wellbeing of the community. To this effect, the conversation with the community and the work of the design team was informed by the Community Wellbeing Framework.

While not part of City of Ottawa or Province of Ontario planning policy framework, the Community Wellbeing Framework was developed through the Conference Board of Canada as a tool to address wellbeing in the planning and design of communities, and inform how a design can address the wide range of factors to support healthier, sustainable, equitable, and prosperous places.

Community wellbeing describes the inter-related factors—social, environmental, economic, cultural, political—that influence people’s quality of life and overall sense of wellness. We use the following definition of community wellbeing:

*The combination of social, economic, environmental, cultural, and political conditions identified by individuals and their communities as essential for them to flourish and fulfill their potential and which influences the overall physical, social, and mental wellness of a community.* (Wiseman and Basher, 2008:358).

The graphic below outlines different factors for wellbeing (social, environmental, economic, etc.) and corresponding metrics. As the Heron Gate Village Master Plan evolves and is implemented, it is intended to continue to be informed by the Community Wellbeing Framework.



Fig. 58. Community Wellbeing Framework

Preliminary Community Wellbeing Assessment

The following provides a review of how the proposed development responds to the Framework, and potential to improve wellbeing for the community.



Welcoming	
Do people feel welcomed, safe, and engaged, 24/7 regardless of background or physical ability?	Design with culturally sensitive and CPTED principles
Support systems	
Do people have access to support facilities and services on a day to day basis, and during moments of need?	A home is essential, additionally residents benefit from amenities, services, and support systems
Socialization	
Do people have spaces (indoors/outdoors) to engage socially (formally/informally)?	A robust public realm that is integrated and accessible + indoor amenities

Delight & enjoyment	
Can people enjoy high quality, beautiful spaces with abandon?	Ample open space, sunlight, and views to green support biophilia
Natural Systems	
Does the project have a positive impact on the functioning of natural systems (local/global) and the ecology?	Building systems and construction methods seek low environmental impact
Mobility	
Does the project increase the uptake for active transportation and reduce single-car-occupancy miles traveled?	Plan supports active life-styles and reduced car-dependency
Resilience	
Does the project implement a plan for operational continuity and to manage and adapt to identified hazards?	By enhancing social capital community enhances the resilience of individuals and families

Affordability + quality of life	
Can people of different income-levels afford a high quality of life?	Diversity of housing options and tenures + affordable mobility and recreation
Complete Communities	
Can people realize the activities of everyday life within walking distance?	Residents can walk to services, recreation, transit, and daily needs
Life-cycle costing and future-proofing	
Does the project account for full life-cycle costing and the costs to the environment and community?	As a long-term operator Timbercreek has an interest in the full life-cycle of buildings, materials, and landscapes
Local Economy	
Does the project support a healthy local economy and a knowledge economy?	Live-work units and access to regional employment support economic diversity

Cultural/recreational vitality	
Do people have access to cultural, recreational, and art facilities?	A wide diversity of community members will continue to influence facilities and programming
Sense of belonging	
Do people feel included in their communities, connected to their social networks, and engaged in civic and community life, regardless of their background?	Public spaces, community events, and amenities support community engagement and social integration
Play	
Do people have quality spaces to relax and engage creatively?	Public realm enables informal use, and context includes active recreation
Learning	
Do people of all ages have opportunities to learn and develop?	Community Wellbeing has been and will continue to be part of the engagement

Integrated process	
Are a diversity of perspectives and disciplines meaningfully integrated from the outset and throughout the life of the project?	A diversity of voices, disciplines, and perspectives have been included in the planning process
Collaborative process	
Key decision-makers, stakeholders, and the public at-large meaningfully integrated from the outset and throughout the life of the project?	Project office remains open to all participants + public events offer an open forum for participation
Sense of ownership and stewardship	
Do people have the ability to understand, control, manage, interact with, and transform their environment. Are they personally invested in its function/success ?	Plans enable individual stewardship of property + process enables public engagement



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## 2.15 REQUIRED APPROVALS

### 2.15.1 Amendment to the City of Ottawa Official Plan (2003)

The proposed development requires an amendment to the City of Ottawa Official Plan, particularly policies related to building heights, in the following land use designations.

Policies for areas of the site designated General Urban Area and Arterial Mainstreet to be amended with a site specific exception to permit:

- High-Rise and High-Rise 31+ apartment buildings.

### 2.15.2 Amendment to the City of Ottawa Zoning By-law 2008-250

The proposal also requires an amendment to the City of Ottawa Zoning By-law, as amended, in order to permit the proposed development.

Policies for areas of the site designated Arterial Mainstreet AM (10) to be amended with site-specific exceptions to permit:

- High-Rise and High-Rise 31+ apartment buildings.
- Minimum parking ratio of .5 resident spaces per unit.
- Additional development regulations (e.g. setbacks, landscaping standards).

Policies for areas of the site designated Residential R5B (18) to be amended with site-specific exceptions to permit:

- High-Rise and High-Rise 31+ apartment buildings.
- Minimum parking ratio of .5 resident spaces per unit.
- Non-residential uses where such uses are provided as a street oriented ground floor use in an apartment dwelling in the locations identified as Mixed-Use on the accompanying Land Use Schedule.
- Additional development regulations (e.g. 45 degree angular plane along Heron Road, appropriate setbacks, landscaping standards).



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## 3.0 // POLICY FRAMEWORK



### 3.1 OVERVIEW

The site is subject to Provincial and local municipal planning policies, regulations and guidelines, including without limitation:

- Provincial Policy Statement (2014)
- City of Ottawa Official Plan (2003)
- City of Ottawa Zoning By-law 2008 – 250
- Urban Design Guidelines for High-rise buildings
- Urban Design Guidelines for Development along Arterial Main Streets

The following section provides a review of relevant policies and regulations from the above noted documents, along with conclusions as to how the proposed development responds.

### 3.2 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is issued under the authority of Section 3 of the Planning Act, and came into effect April 30, 2014. In respect of the exercise of any authority that affects a planning matter, section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Under Section 1 of the PPS (Building Strong Communities), a range of policies are provided to manage and direct land use to achieve efficient and resilient development and land use patterns, including an emphasis on sustaining healthy, liveable and safe communities by promoting efficient development patterns, minimizing land consumption and servicing costs, and accommodate a range and mix of employment uses. PPS policies of note, without limitation, include the following:

Policy 1.1.1 calls for healthy, liveable and safe communities to be sustained by promoting efficient development and land use patterns, accommodating a range and mix of uses, cost-effective development patterns, improving accessibility, and promoting land use patterns that conserve biodiversity and consider the impacts of climate change.

Policy 1.1.2 calls for sufficient land to be made available to accommodate projected needs for a time horizon of up to 20 years. Within settlement areas, sufficient land shall be made available through intensification and redevelopment. Section 1.1.3 defines settlement areas as urban and rural settlement areas, and include cities, towns, villages and hamlets.

Policy 1.1.3.2 calls for, among others, land use patterns within settlement areas based on densities and a mix of land uses which efficiently use land and resources, are appropriate for infrastructure and public service facilities which are planned or available, support active transportation, are transit-supportive, and based on a range of uses and opportunities for intensification and redevelopment.

Policy 1.1.3.3 requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.1.3.4 promotes development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.3.1 provides direction encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

Policy 1.4.1 requires provision for an appropriate range of housing types and densities to meet project requirements of current and future residents of the regional market area, including the ability to accommodate residential growth through intensification and redevelopment.

Policy 1.4.3 requires planning authorities to permit and facilitate all forms of intensification and redevelopment, and promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit.

Policy 1.5.1 calls for the promotion of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The Policy also calls for the planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

With regard to infrastructure, Policy 1.6.3 calls for the optimization of existing infrastructure and public services facilities and policy 1.6.5 calls for public service facilities to be co-located in community hubs to promote cost-effectiveness and facilitate service integration, access to transit, and active transportation.

Policy 1.6.6 calls for efficient use and optimization of existing municipal services, including sewage, water and stormwater, including through intensification and redevelopment.

Addressing transportation systems, Policy 1.6.7.2 calls for efficient use of existing and planned infrastructure, including transportation demand management strategies, and Policy 1.6.7.4 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 1.8.1 calls for planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote compact form and a structure of nodes and corridors, the use of active transportation and transit in and between residential, employment and institutional uses and other areas, improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion, and promote design and orientation which maximizes energy efficiency and conservation.

#### 3.2.1 Conclusions

In accordance with the above policies, the proposed development provides intensification through redevelopment within a built-up area. The compact form of the proposal minimizes land consumption, and will make use of existing infrastructure, including municipal services, roads, open spaces, and transit, providing efficiency and optimization of existing infrastructure, and minimizing servicing costs.

The proposed development will provide a mix of uses, including a range of housing types, neighbourhood oriented commercial retail opportunities, and park space. It will also provide accessible facilities to support barrier-free use. The compact form of the proposed development, as well as the mix of uses, and the location close to existing transit infrastructure supports active transportation, transit use, and reduced vehicle trips.

In summary, the proposed development is consistent with Provincial planning objectives and policies, and is in conformity with the Provincial Policy Statement.



### 3.3 CITY OF OTTAWA OFFICIAL PLAN (2003)

The City of Ottawa Official Plan (“OP”), adopted in 2003, provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2036. The OP sets out land use designations, policies, and guiding principles to form a comprehensive framework to manage and direct the future orderly and efficient development and growth of the city. The OP also guides the review of development applications made under the Planning Act.

In 2013, Ottawa City Council adopted Official Plan Amendment 150, which constituted a review and update of the OP. The Amendment was subsequently appealed, and currently remains under appeal. The following has reviewed the policies of the in-force OP, as well as the policies of OPA 150 as reflecting the intent and direction of Council.

Policies of note that relate to the proposed development, without limitation, include the following:

With respect to accommodating growth, policies of the OP include promotion of:

Managing Growth (2.2):

Directing growth to the urban area where services already exist or where they can be provided efficiently.

Growth in the existing designated urban areas 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.

The Central Area, designated Mainstreets, Mixed Use Centres and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.

Infill and redevelopment will be compatible with the existing context or planned function of the

area and contribute to the diversity of housing, employment, or services in the area.

Under the policies of section 2.2.1 - Urban Area and Village Boundaries, the OP directs the City to accommodate approximately 90% of its growth in urban areas, where urban services already exist or can be efficiently provided or upgraded (2.2.1.1), and provide sufficient land in the urban area to meet the city’s projected requirement for housing, employment and other purposes, based upon a planning period of 20 years in accordance with the Provincial Policy Statement (2.2.1.2)

Addressing patterns of growth, in section 2.2.2- Managing Growth Within the Urban Area, the OP describes a pattern of intensification through development of nodes and corridors. Corridors include a linear network of Mainstreets, which perform a dual role - they carry cross-town commuters and attract shoppers from all over the city. At the same time, they act as the primary service corridors, meeting place, and residence for the many who occupy the numerous neighbourhoods that lie along their path.

The OP calls for growth to be directed to locations with significant development potential, including those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets, and large tracts of vacant land. In addition, the OP recognizes and supports intensification opportunities within the General Urban Area at varying scales, depending on factors such as the existing built context and proximity to major roads and transit.

It is also recognized in the OP that well-designed public spaces and buildings are considered to be critical factors in achieving compatibility between the existing and planned built form. The OP requires that intensification proposals have full regard for the existing built context and a full understanding of the impacts the proposal will have on both the immediate and wider surroundings.

The policy direction of the OP is to promote an efficient land-use pattern within the urban area through intensification of locations that are strategically aligned with the transportation network, particularly the rapid transit network.

The quality of the greenspace environment is also significant. A greenspace network of natural lands and open space and leisure lands provides additional structure to the urban area and promotes a healthy lifestyle.

Policies addressing growth management include defining residential intensification to include, among other forms, 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; and, Infill development (2.2.2.1). Proposals for intensification will also address matters related to urban design and compatibility, and heritage buildings and areas (2.2.2.3).

Identifying areas for intensification, policy 2.2.2.4.b identifies Arterial Mainstreets inside the Greenbelt as supplementary



Fig. 59. Excerpt from the OP Land Use Schedule

#### OFFICIAL PLAN

- General Urban Area
- Major Open Space
- Urban Employment Area
- Arterial Mainstreet

rapid transit corridors, and calls for their development toward denser and more urban forms that will support frequent transit service and prepare them for the high level of transit that is planned for Supplementary Rapid Transit corridors in the future.

Policy 2.2.2.6 Establishes minimum density targets, expressed in jobs and people per gross hectare, and applies them to target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks. Density targets for the Arterial Mainstreet areas along Walkley Road are 120 jobs and people per gross hectare.

Policy 2.2.2.7 Requires that all new development within the boundaries of the intensification target areas will be required to meet the minimum density targets.

Addressing forms of development, policy 2.2.2.11 provides for intensification to occur in a variety of built forms from low-rise



to high-rise provided urban design and compatibility objectives are met. Denser development should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses.

Regarding height, policy 2.2.2.12 calls for the distribution of appropriate building heights to be determined by location in an identified Target Area for Intensification, or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and, the design and compatibility of the development with the surrounding existing context and planned function, with buildings clustered with other buildings of similar height.

Policy 2.2.2.13 defines maximum building heights for building classifications and are detailed in Figure 2.4 of the OP.

Figure 2.4

Classification	Maximum Building Height (residential storeys)
Low-Rise	4 storeys or less
Mid-Rise	5 to 9 storeys
High-Rise	10 to 30 storeys
High-Rise 31+	31 storeys and more

Fig. 60. Excerpt of Figure 2.4 from the City of Ottawa Official Plan

Speaking to locations for high-rise buildings, Policy 2.2.2.16 calls for High-Rise 31+ buildings to only be permitted where they are identified in a secondary plan that addresses the urban design and compatibility policies of the OP, and where the High-Rise 31+ buildings will be:

- a. located generally within 400 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use; and
- b. separated from planned low-rise residential areas by a suitable transition as required by Section 4.11 policies 11 and 12 (reviewed below).

(Heron is identified on Schedule D for Rapid Transit as a BRT Bus Rapid Transit with at-grade crossings, Walkley is identified as a Transit Priority Corridor)

Policy 2.2.2.18. calls for any OP amendment to increase building heights must demonstrate that the following criteria are met:

- a. the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- c. the requirements of OP policies regarding urban design and compatibility are met, and,
- d. an identified community amenity is provided.

Policy 2.2.2.21. provides a range of actions to promote compact, mixed-use transit-oriented development in intensification target areas, including, without limitation:

- c. Reduce the amount of land used for parking, through such measures as reductions in parking standards and the creation of municipal parking structures;
- d. Establish maximum limits for the provision of on-site parking, consider waiving minimum parking requirements, maximize opportunities for on-street parking, and consider target designations as priorities for the creation of municipal parking structures;
- j. Consider the achievement of minimum density targets on Arterial Mainstreets to represent a longer-term potential, and those Arterial Mainstreets located inside the Greenbelt will be considered to have priority for municipal upgrades over those outside the Greenbelt. On Traditional and Arterial Mainstreets, carry out measures to enhance the pedestrian environment and public realm, such as tree planting, improved sidewalks, and other streetscape improvements, as well as traffic calming measures to help transform these streets from wide, automobile-oriented streets, to urban avenues that exhibit more liveable conditions;

Regarding transportation, in section 2.3.1, the OP details the objective of achieving a substantial increase in the use of public transit, and where possible reduced dependence upon automobile use throughout the day. In this case, increasing transit use in many parts of the city will depend in part on providing connections to transit for pedestrians and cyclists that are safe, direct and appealing. Planning for walking, cycling and transit means sharing roads and other public spaces among all users and managing the supply of parking so that enough is provided without negatively affecting transit use.

Addressing active transportation, when designing new communities, policy 2.3.1.2 calls for the incorporation of support for walking and cycling, and plan for direct routes that connect transit and community destinations, and provide off-road pathways and lighting geared towards pedestrians and cyclists.

Regarding parking, Policy 2.3.1.32. and 2.3.1.33 calls for the City to manage the supply of parking in areas with intensification

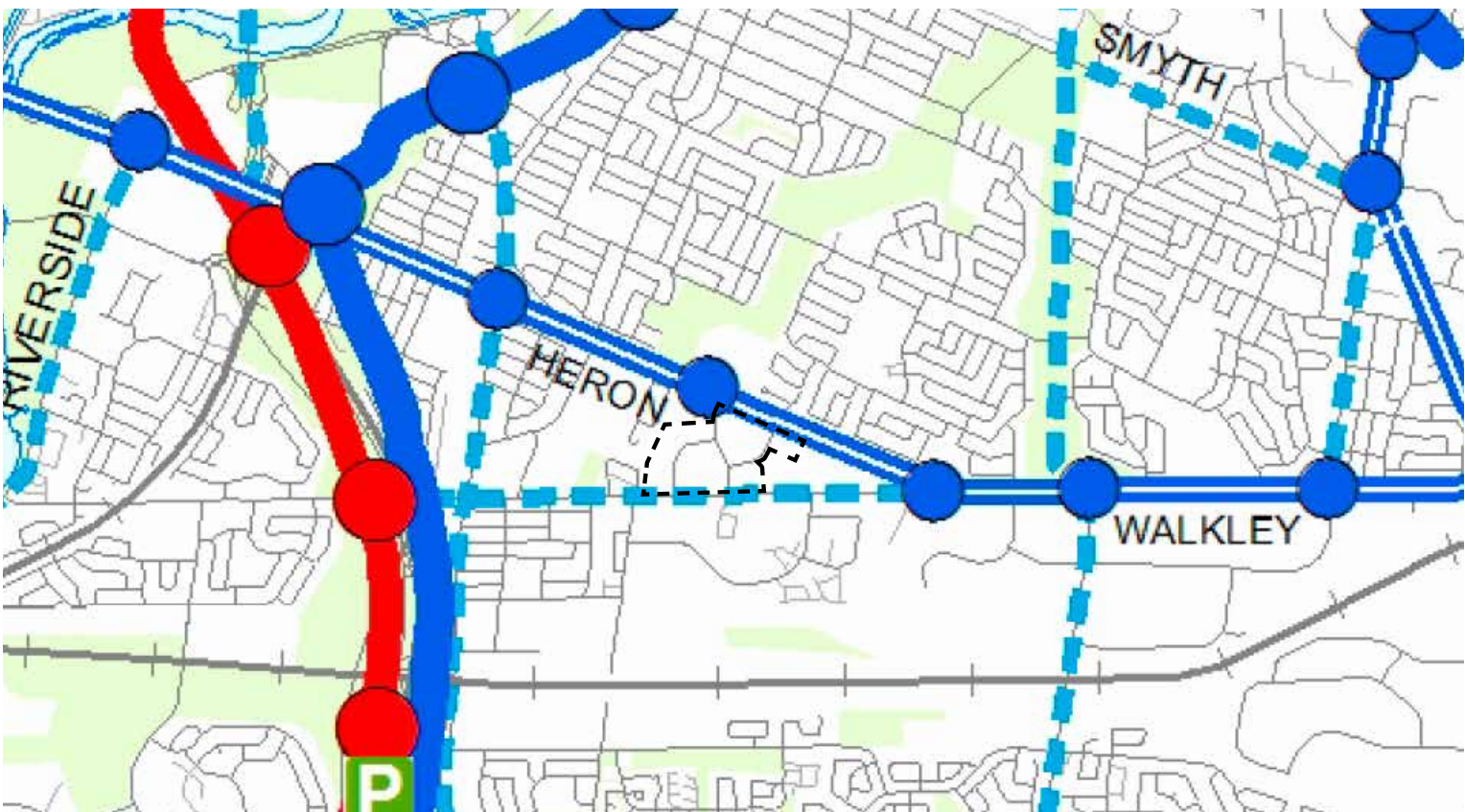
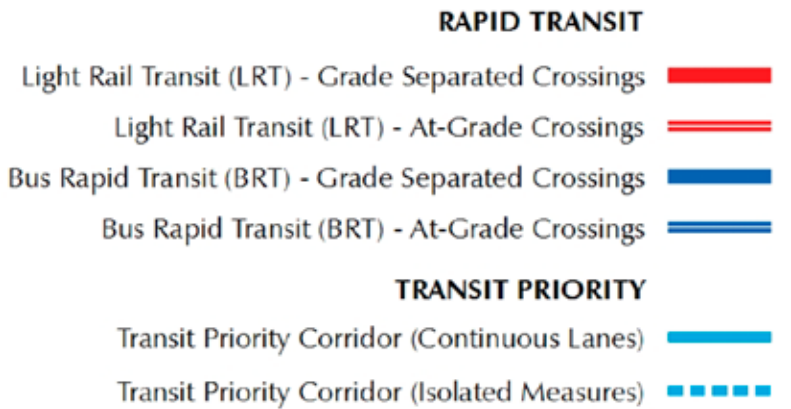


Fig. 61. Excerpt from the OP Transit Network Plan





requirements and other areas served by the Rapid Transit and Transit Priority Networks and in intensification areas to support on-street parking, and reduced or eliminated minimum requirements. Outside intensification target areas, policy 2.3.1.36 calls for reduce parking requirements within 400 metres walking distance of the Transit Priority Network.

Addressing water and wastewater services, policy 2.3.2.2 calls for the City to promote intensification and infill where sufficient water and sewer capacity is available or can be provided to support the magnitude of the resulting growth.

Regarding the environment, objectives of the OP include reducing greenhouse gas emissions, Section 2.4.1 expresses the importance of air quality and addressing impacts from climate change. Policy 2.4.1.1 calls for the City to reduce GHG emissions in the development and building sector by:

- a. Promoting compact urban form and an energy efficient pattern and mix of land uses through the strategic direction for managing growth and related intensification targets and community design plans.
- b. Encouraging energy efficient and sustainable site and building design through subdivision and site plan approval.
- c. Facilitating and encouraging use of renewable sources in development, and allowing for appropriate renewable energy utility and accessory use installations.

The policy also calls for the City to reduce air emissions and GHG emissions resulting from the transportation sector by:

- a. Providing opportunities for the use of energy efficient transportation modes in order to minimize individual motor vehicle travel in favour of walking, cycling and transit.
- b. Establishing aggressive modal split targets and a transportation demand management program through the Transportation Master Plan and related policies.
- c. Supporting the rapid transit Network within the OP through targets and policies for intensification of Mixed-Use Centres at rapid transit stations.

Section 2.4.2 addresses natural features and functions, and requires land to be developed in a manner that that is environmentally sensitive. Policy 2.4.2.2 (e) calls for ensuring that land is developed in a manner that is environmentally-sensitive through the development review process, regarding such matters as erosion protection, protection of surface water, protection of significant habitat for endangered and threatened species, and requirements for Environmental Impact Statements.

The City's policy direction for greenspaces, which includes parks

and open spaces, is provided in section 2.4.5. Policy 2.4.5.1 (b) encourages a high quality of urban design, where natural lands and open space and leisure areas are used as integral elements in the design.

Section 2.5 Building Liveable Communities proposes to create more liveable communities by focusing more on community design and by engaging in collaborative community building, particularly in and around the Mixed Use Centres and Mainstreets that have a great potential for growth.

Policy 2.5.1.1 calls for the application of design objectives and principles in the review of development applications, and calls on development proponents to indicate how the proposed development addresses the intent of the Design Objectives and Principles.

Policy 2.5.1.5 recognizes Arterial Mainstreets as Design Priority Areas, with the objective directing growth to these locations, 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.

Section 2.5.2 provides guidance on the City's affordable housing strategy. The OP recognizes that need to accommodate social diversity is a cornerstone of a liveable community, and encourages diversity in the housing supply through provision of a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups, and housing appropriate to households with special needs.

Policy 2.5.2.2 encourages the production of affordable housing in new residential development and redevelopment, and Policy 2.5.2.3 encourages and promotes the achievement of the housing affordability objectives by providing a toolkit of planning incentives and direct supports.

Policy 2.5.2.9. calls for the City to implement alternative development standards for affordable housing development such as reduced parking standards in areas serviced by transit.

The City's strategy for parks is provided under section 2.5.4 of the OP. Objectives include providing active and passive recreational uses, to support recreation, social and environmental benefits for communities, and provide people with their most frequent and immediate contact with greenspace. Policies include the objective of achieving a target ratio of 2.0 hectares per 1000 population, or approximately 8 to 10 percent of developable land, including parklands dedicated under the Planning Act (2.5.4.2). Regarding the design and location of new parks, the OP calls for new parks that: contribute to the equitable distribution of these areas; are easily accessible by foot or bicycle; are visible from

many vantage points within the community; have significant street frontage; and, designed to be engaging and useful spaces for people across a wide spectrum of age, socio-economic demographics and recreational interests (2.5.4.4)

Section 2.5.6 of the OP provides policies related to collaborative community building and secondary planning processes, which are intended to guide the development of large redevelopment sites or whole communities in a manner that implements the policies of the OP.

Policy 2.5.6.5 calls for community design plans and area-specific plans to include plans for how land will develop or re-develop over time, including, without limitation, land uses, open space, public rights-of-way for roads and transit, and connections for walking and cycling; achieve job and people density targets with a mix of residential uses; identification of areas suitable for intensification, based on proximity to transit and compatibility with the current or planned character of the surrounding area; building heights; strategies to support walking and cycling and increased use of transit; measures to improve the natural heritage system and reduce the impact of development on it; requirements for public facilities such as parks, schools, cycling facilities and sidewalk improvements and measures to secure them; and, an assessment of water, wastewater and stormwater infrastructure, including any planned upgrades or known constraints, and measures to address shortfalls.

Policy 2.5.6.13 provides provisions for High-rise and High-rise 31+ Buildings, and notes that the City intends that the highest density of development, including High-rise buildings, to locate where rapid transit is being provided, and requires that building design and appropriate transitions, such as those identified through OP policies, should be provided to reduce impacts on existing developed areas.

Policy 2.5.6.14 provides criteria for consideration when proposing High Rise 31+ storey buildings, including, without limitation:

Consideration for locations fronting on streets, lanes, public open space and other public land preferably and good transportation access; avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces; providing a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community; building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per OP policies; identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided; and, encouraging architectural excellence and sustainable design.

Section 3 provides land use designations for the OP, which provides more detailed direction for the use of land within specific areas of the city. Under the land use designations of the OP, the site is designated under two categories. The northern portion of the site, extending south from the Heron Road frontage, is designated as General Urban Area. The portion along Walkley Road is designated as Arterial Mainstreet.

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

General Urban Area policies include 3.6.1.3, which calls for building height in the Area to be predominantly Low-Rise, with changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Notwithstanding Policy 3.6.1.3, new taller buildings may be considered for sites that front an Arterial Road as identified in the OP, and which are on a Transit Priority Corridor on Schedule D of the OP and are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area Policy 3.6.1.5. calls for the City to, without limitation: recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form; and, consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

Section 3.6.3 provides policies addressing areas designated under the OP as Mainstreets, and recognizes that these areas offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit.

Policies 3.6.3.1 provides direction for Arterial Mainstreets, and calls for them to be planned to provide a mix of uses and to evolve, over time, into more compact, pedestrian-oriented and transit friendly places.

Policy 3.6.3.5. calls for a broad range of uses to be permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Policy 3.6.3.10 encourages redevelopment and infill Arterial Mainstreets in order to optimize the use of land through intensification, in a



building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk. Policy 3.6.3.14 calls for the City to consider the use of techniques, among others, such as increased height and density provisions.

Section 4 Review of Development Applications provides policy direction for the review and approval of development applications in the city. Policies include guidance for addressing a range of issues related to growth and development, including design, community consultations, and other issues.

The section provides a wide range of considerations to be addressed during the review of development applications. Section 4.11 Urban Design and Compatibility, provides policies related to the location and design of high rise buildings.

Policies 4.11.8, 4.11.9, and 4.11.10 allows for high-rise buildings to be considered on lands designated as Arterial Mainstreets and other locations, where a provided built form transition is appropriate.

Policy 4.11.11. provides direction on building Profile and Compatibility for high-rise buildings, and calls for them to be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. Proposals for high-rise buildings should demonstrate:

- 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 (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

Addressing Building Transitions, Policy 4.11.12 calls for integrating taller buildings within an area characterized by a lower built form to address issues of compatibility and integration with surrounding land uses by ensuring that an effective transition in

built form is provided between areas of different development profile. Transitions should be accomplished through a variety of means, including measures such as:

- Incremental changes in building height (e.g. angular planes 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 treatment, use of colour and complementary building finishes);
- Architectural design (e.g. the use of angular planes, cornice lines); and
- Building setbacks.

### 3.3.1 Conclusions

In review of the above policies, it is our opinion that the proposed development is substantially in conformity with the City of Ottawa Official Plan, particularly with regard to policies addressing growth, efficient use of infrastructure, appropriate locations for intensification, and the introduction of additional height, including high-rise buildings, and appropriate measures regarding urban design and compatibility with the surrounding context.

However, the existing land use designations do not permit high-rise buildings under the current provisions, and to support the proposal, amendments to the land use designations are required.

Detailed analysis of how the proposal responds to the policies of the Official Plan, and assessment of the appropriateness of the development, is provided below in Section 6.0 Planning Analysis and Justification.

## 3.4 CITY OF OTTAWA ZONING BY-LAW 2008-250 (CONSOLIDATION)

The City of Ottawa Zoning By-law implements the policy direction contained in the Official Plan, and provides more detailed regulations for the development of land in the city. Under Zoning By-law 2008 250, as amended, the zoning for the site is split between two designations.

The lands along Heron Road, extend south as shown in the figure below, are zoned Residential Fifth Density, R5B (H18) in the City of Ottawa's Zoning By-law 2008-250. This zone permits a range of residential uses and building heights, with a maximum of 18 metres (approximately 6 storeys). The R5B zone permits some limited retail / commercial uses. This zone is intended to ensure that development is regulated and managed in a manner that is compatible with existing land use patterns to ensure that mixed building form and the residential character of a neighbourhood is maintained or enhanced.

The lands along Walkley St. are zoned Arterial Mainstreet - AM (10). The purpose of this zone is to promote intensification in a manner that is compatible with surrounding uses. Permitted uses include a range of non-residential uses, and residential uses including low-mid rise apartment dwellings, stacked dwellings, and townhouse dwellings.

Sub-section AM (10) provides further direction on setback control, streetwall and minimum heights. The minimum setback for all buildings is 0 meters, and at least 50% of the frontage along the front line and corner side lot line must be occupied by building walls located within 4.5m of the frontage of a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings. Additional provisions of AM(10) sub section provide detailed direction of rear yard and side yard setbacks, and other performance standards.



Fig. 62. Current site zoning.

R5B (H18) Residential Fifth Density  
Arterial Mainstreet AM(10)



**3.4.1 Conclusions**

While Zoning By-law 2008 250 permits a range of residential and non-residential uses in the AM Arterial Mainstreet zone and R5B Residential zone, to support the proposed development, site specific amendments to the Zoning By-law are proposed. Specific amendments include:

- Permit High-Rise, and High-Rise 31+ apartment dwellings in the Residential (R5B) zone with a maximum permitted height of 125 m (approximately 40 storeys).
- Permit additional limited non-residential uses within the R5B zone.
- Permit High-Rise, and High-Rise 31+ apartment dwellings with a maximum height of 125 m (approximately 40 storeys) within the Arterial Mainstreet (AM) zone.
- Reduced minimum parking requirements across the site, providing .5 resident spaces per unit.

Further analysis and discussion of how the proposal responds to and addresses these non-conformities with the Zoning By-law is provided below as part of the Planning Analysis and Justification.

**3.5 URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING**

The City of Ottawa’s Urban Design Guidelines for High-rise Housing, approved by Council in 2009, provide guidance on issues related to the compatibility and integration with the surrounding context, public realm, and other elements of design for buildings 10 storeys or more. The document recognizes that the context of each site will inform the application of the guidelines. The Guidelines are organized around six areas, including context, built form, pedestrians and public realm, open space and amenities, environmental considerations, site circulation and parking, along with services and utilities.

In Section 4.0, an Urban Design Analysis provides a review of the urban design response of the proposal, including proposed high-rise buildings, and how they address the considerations raised in the Guidelines.

**3.6 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAIN STREETS**

The Official Plan recognizes that across the city, there are a number of arterial type streets, with existing uses, block structure, location and other features that offer significant opportunities for intensification and evolution into more compact, pedestrian friendly places.

Approved by Council in 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance to foster development compatible with the existing and planned context, promote the pedestrian environment and public realm, achieve high-quality built form, accommodate a range of uses, and enhance multi-modal connections. These Guidelines are applied for all streets identified as Arterial Mainstreets within the Official Plan. The document also recognizes that site specific context and conditions, along with other planning considerations, will also be reviewed during the planning application stage in conjunction with the guidelines to inform the review and analysis of development proposals.

In Section 4.0, an Urban Design Analysis provides a review of the urban design response of the proposal, including proposed components of the development along designated Arterial Mainstreets, and how they respond to the Guidelines.

**3.7 URBAN DESIGN REVIEW PANEL (UDRP)**

As part of pre-application consultations, an informal pre-consultation with the City of Ottawa’s Urban Design Review Panel was held April 5, 2019. Feedback from the session will inform further refinement of the design as it evolves. It is also anticipated future formal consultation with the Panel will take place during review of the development application.







# 4.0 // URBAN DESIGN STUDY





Fig. 63. Demonstration Plan



## 4.1 OVERVIEW

Under the City of Ottawa Official Plan, a series of urban design objectives and principles have been established to complement or enhance the unique aspects of a community's history, landscape and its culture. The Plan recognizes that encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City. The Official Plan calls for development within the City to be based on the following sustainable design principles (S. 2.5.1):

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
2. To define quality public and private spaces through development
3. To create places that are safe, accessible and are easy to get to, and move through.
4. To ensure that new development respects the character of existing areas.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
6. To understand and respect natural processes and features in development design
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The following provides an overview and analysis of the urban design attributes of the proposed development. This Study has been informed by the City's Official Plan urban design and built form policies, as well as the Urban Design Guidelines for High-Rise Housing, Urban Design Guidelines for Arterial Mainstreets, and the below analysis provides commentary on how the proposal responds to the guidance contained within those documents.

## 4.2 BLOCK STRUCTURE

To establish a pattern of blocks that defines the public realm and open spaces, a fine grain grid network of new streets and mid-block pedestrian connections is introduced, overlaid onto the existing curvilinear road pattern, to facilitate the establishment of new, highly walkable blocks designed at a human scale with depths of approximately 80 m. The rectilinear street pattern also provides opportunities to introduce regular view corridors and long sight lines, supporting wayfinding, ease of navigation, opportunities for additional pedestrian mid-block linkages, a stronger sense of place, and increased sense of safety.

## 4.3 ORIENTATION AND MASSING

The orientation and massing of buildings over the site has strategically considered a number of objectives, including appropriate transitions towards established neighbourhoods, and creating a heterogeneous and harmonious environment. Across the site building volumes are massed to provide regular variation in height and form, incorporating set-backs, step-backs, building breaks with mid-block connections, and "push and pull" architectural design elements to create undulation in the skyline, breaking up building bulk, creating variety and avoiding a monolithic built form or heterogeneity in building shape and form.

Regarding height, towers are dispersed across the site, with taller elements strategically located to avoid an over concentration of building height or mass in any one area. Towers are also arranged to provide a minimum separation distance of 25 m in between each other to allow sunlight penetration and provide privacy, and also limit shadow impacts on adjacent areas and open spaces due to closely located buildings creating an aggregate wall condition. Interior locations provide the most significant separation from adjacent low-rise areas, while towers along Walkley Road have minimal shadow impacts to adjacent properties, and are staggered to provide separation distance, and avoid creating a monotonous wall of building height.



Fig. 64. Block structure plan



Along the length of Heron Road opposite low-rise areas to the north (Alta Vista neighbourhood), building heights have been kept to six storeys along the street edge, along with generous front yard setbacks. This provides a built form transition between greater heights to the south and low rise areas to the north. In addition, along Heron Road, step backs to additional height are provided above the sixth storey to conform with a 1:1 (45 degree) angular plane as measured from the opposing property line on the north side of the street, and minimize shadow impacts to the adjacent areas, and allow for sunlight penetration. Internally, buildings are oriented to maximize sunlight penetration on parks and open spaces, with heights strategically arrange to minimize overlook.

To the west of the site, heights at the south west corner are stepped down to limit overlook and shadow impacts onto adjoining low-rise areas across Heron-Walkley Park and the park itself.

## 4.4 BUILT FORM

The range of building forms creates a diversity of typologies, including low-rise (e.g. townhouses, stacked town houses). Mid-rise (up to 9 storeys) and high-rise (10-30 storeys, and 31+ storeys) providing variation and differentiation throughout the site. Along prominent street edges, 6 storey mid-rise forms provide definition to the street edge and a consistent streetwall, while supporting a human friendly scale. Internal to the site, low-rise townhouse forms foster a more intimate scale of development, and contribute to the provision of a range of housing forms. Where towers are proposed, they are provided with compact 840 m<sup>2</sup> (typical) floor plates to maximize views, light, ventilation and separation distances. Towers are also typically anchored by podium bases, to define a street level condition with a similar height, proportion and rhythm to neighbouring buildings. The overall approach creates a community with a wide variety of housing forms, providing visual interest and differentiation across the site.

### 4.4.1 Materiality

The design of buildings across the site is envisioned to present a high quality, contemporary architecture, emphasizing clean lines, minimal adornment, and a high level of transparency through generous provision of windows. The anticipated material palette would include a mix of masonry, metal cladding and others. As the design for each phased is advancement, a more detailed architectural design will be developed, and provided for review and comment at the appropriate time. The design and materiality of the HG7 building provides a contextual precedent example of the envisioned design materiality and character.



Fig. 65. North-eastern view of North Parkette



## 4.5 SUN SHADOW STUDY

A Sun Shadow Study was undertaken by DIALOG to study shadows cast by the proposed development at a variety of times throughout the year, including the fall and spring equinox. The Study demonstrates that adjacent areas and park spaces experience minimal new shadow impacts under future conditions. The Study has been included with this report and can be found in the appendix.

## 4.6 PUBLIC REALM

### 4.6.1 Streetscape Design

Across the site, the proposed buildings have been oriented to frame street edges and open spaces, and provide animated frontages that include ground-oriented residential units with front yards along streets and onto parks. The intent is to support a safe and enticing public realm, where landscaping, and the design of residential units provide an attractive frontage as well as ‘eyes on the street/park.’

The concept plan provides for sidewalks on both sides of local roadways and these are connected to the adjacent network of sidewalks, pathways, and pedestrian linkages. Treed boulevards between the road and sidewalks create an attractive pedestrian experience, as well as providing a visual and physical buffer from traffic. On-street parking provides an additional buffer from traffic, while providing easily accessible short term parking options. Where sidewalks and pathways cross the local circulation roadways, raised textured pavers are proposed to provide strong visual and tactile cues to drivers that the roadway space is to be shared among all roadway users including pedestrians. Curb bump-outs at crosswalks narrow the crossing distance, support enhanced pedestrian safety and provide additional landscaping opportunities. At key nodes, gateways and intersections, a higher quality of streetscape provides greater definition and identity to support pedestrian animation, wayfinding, and sense of place.

The interface between the buildings and public streets/parks has been designed to achieve an attractive frontage relationship and buffer between the private yards of residential units, and the public sidewalk. The proposed streetscape design includes street trees, and grassed areas within the setback from the sidewalk, to express a ‘soft’ buffer, while adding visual interest and ‘green’ amenity to the streetscape.



Fig. 66. View looking westward along Heron Road



Public entrances to buildings are clearly identified and articulated through distinctive recesses and/or projections in the massing, as well as with hardscaped sidewalk areas that are clearly visible and connected to public sidewalks.

#### 4.6.2 Connections

The proposal provides for a comprehensive pedestrian network, including an extensive system of sidewalks, pedestrian paths, and multi-use paths with mid-block connections and street crossings. The pedestrian network is also supported with an enhanced landscaping including regular tree plantings to foster a comfortable and inviting walking environment. Enhanced pedestrian safety is also supported with clear sightlines, narrower roadways on private streets, curb bump outs for visibility and reduced crossing distances, raised crossings, and differentiated road surface treatments to promote pedestrian visibility. The proposed redesign of existing public roads would further extend enhanced pedestrian features, promoting greater safety at key intersections.

Cycling is supported through multi-use paths, on-street routes, and connections to the City's cycling network on Heron Road and Heron-Walkley Park.



Fig. 67. View looking north-west across Sandalwood Park





Fig. 68. Perspective view from north east.





Fig. 69. Perspective view from south west



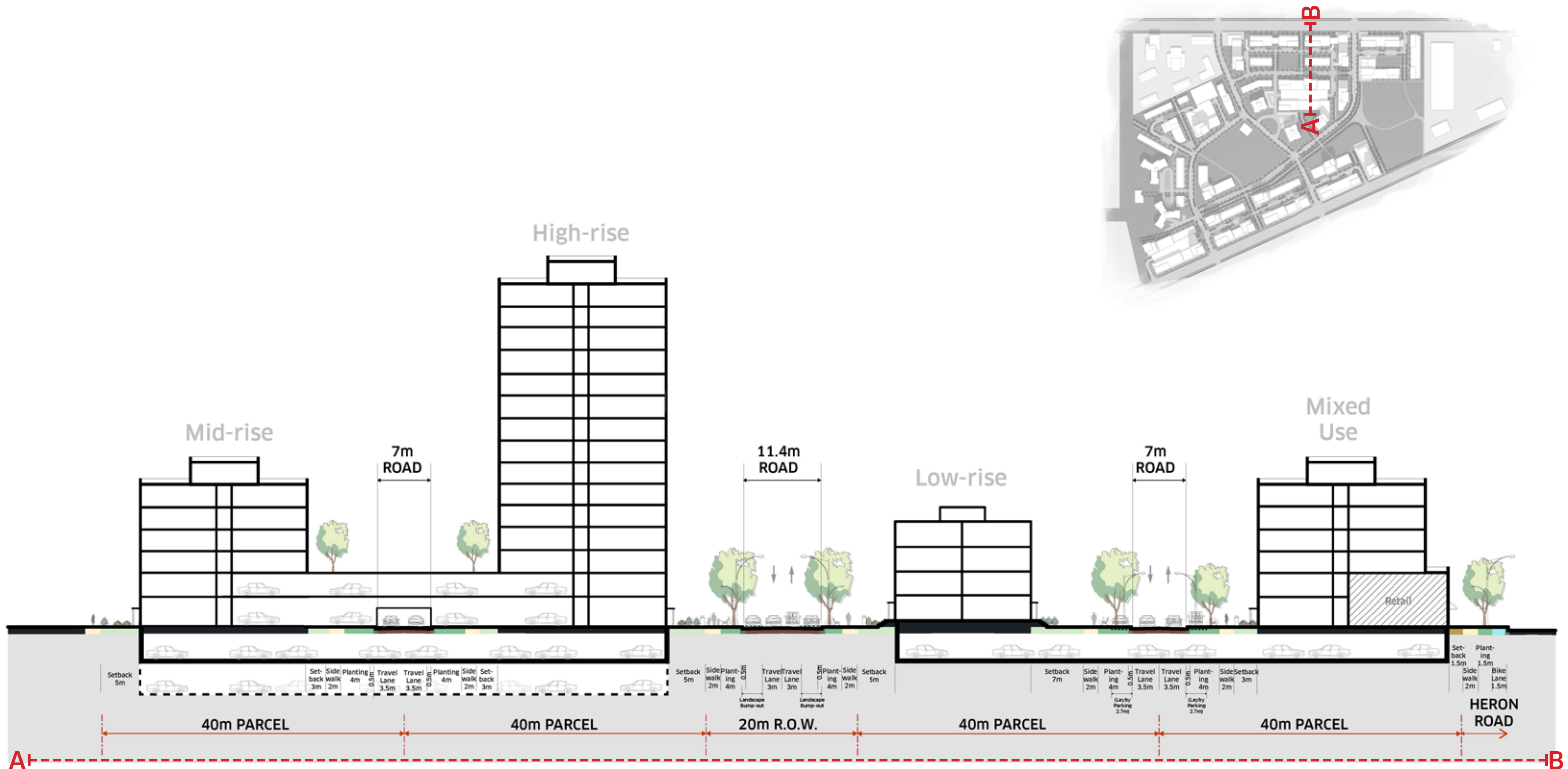


Fig. 70. Cross section from Heron Road south across the site



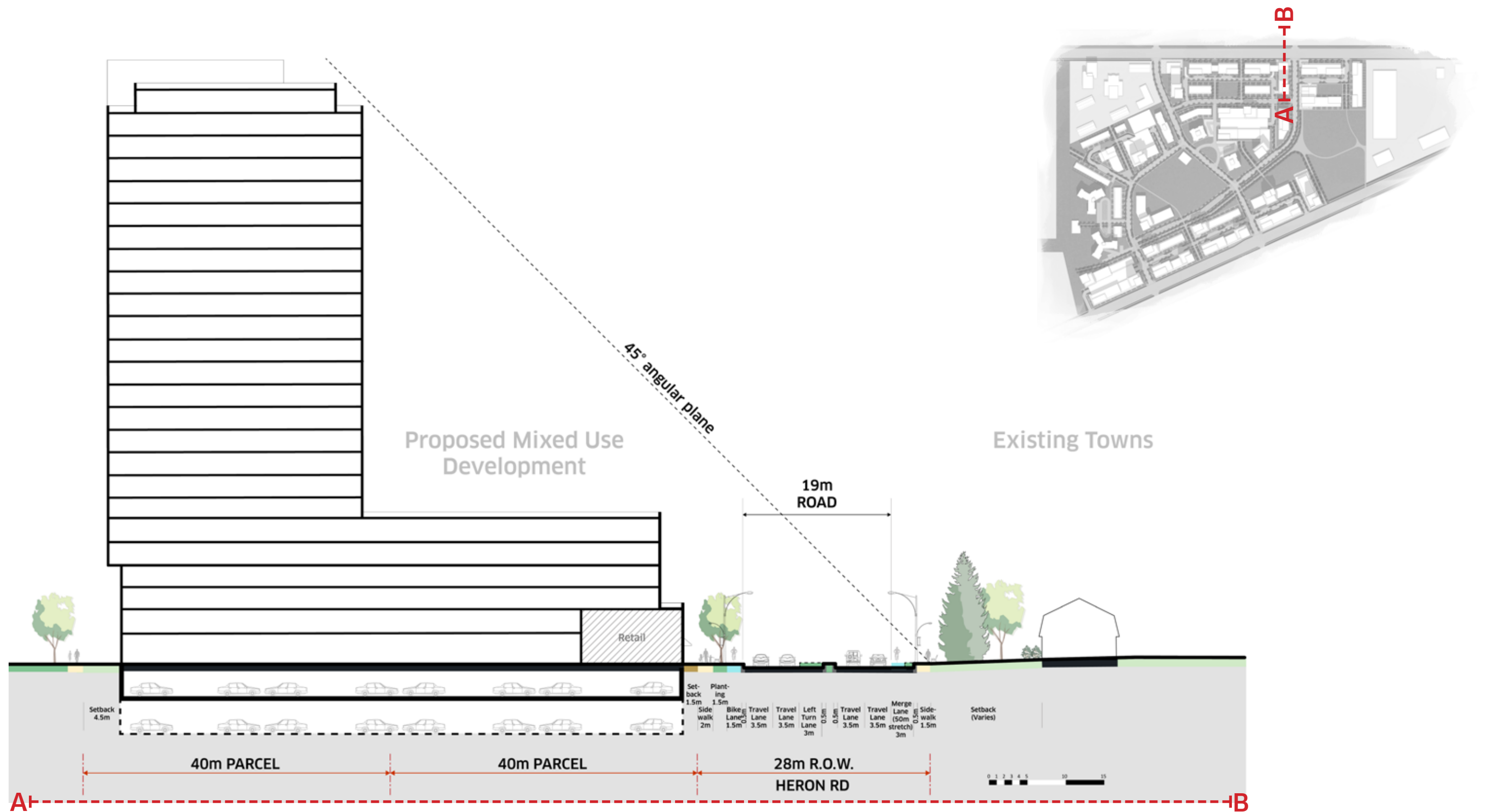


Fig. 71. Cross section demonstrating angular plane relationship to adjacent areas to the north of Heron Road



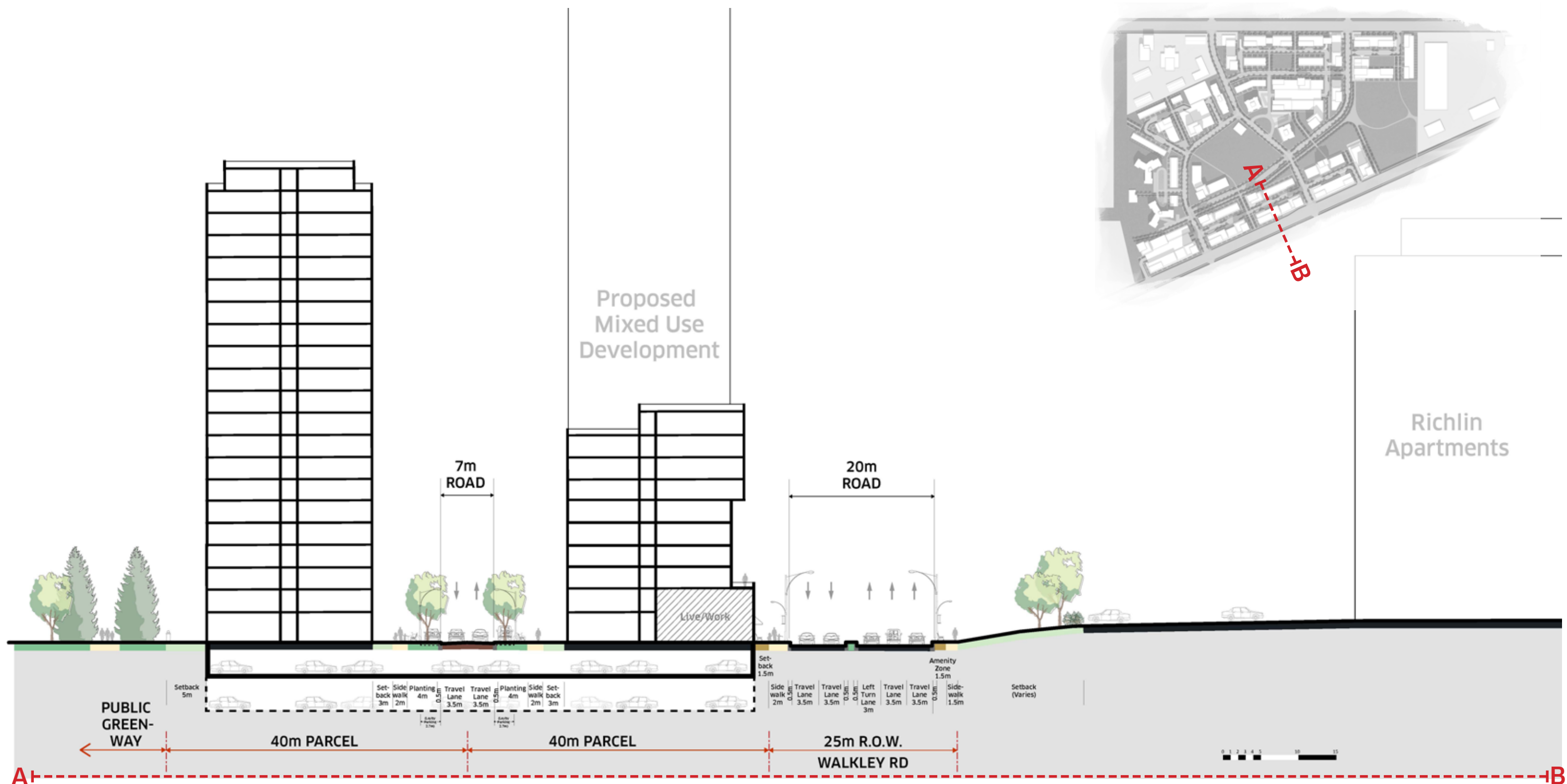


Fig. 72. Cross section demonstrating relationship of Walkley Road frontage to areas to the south



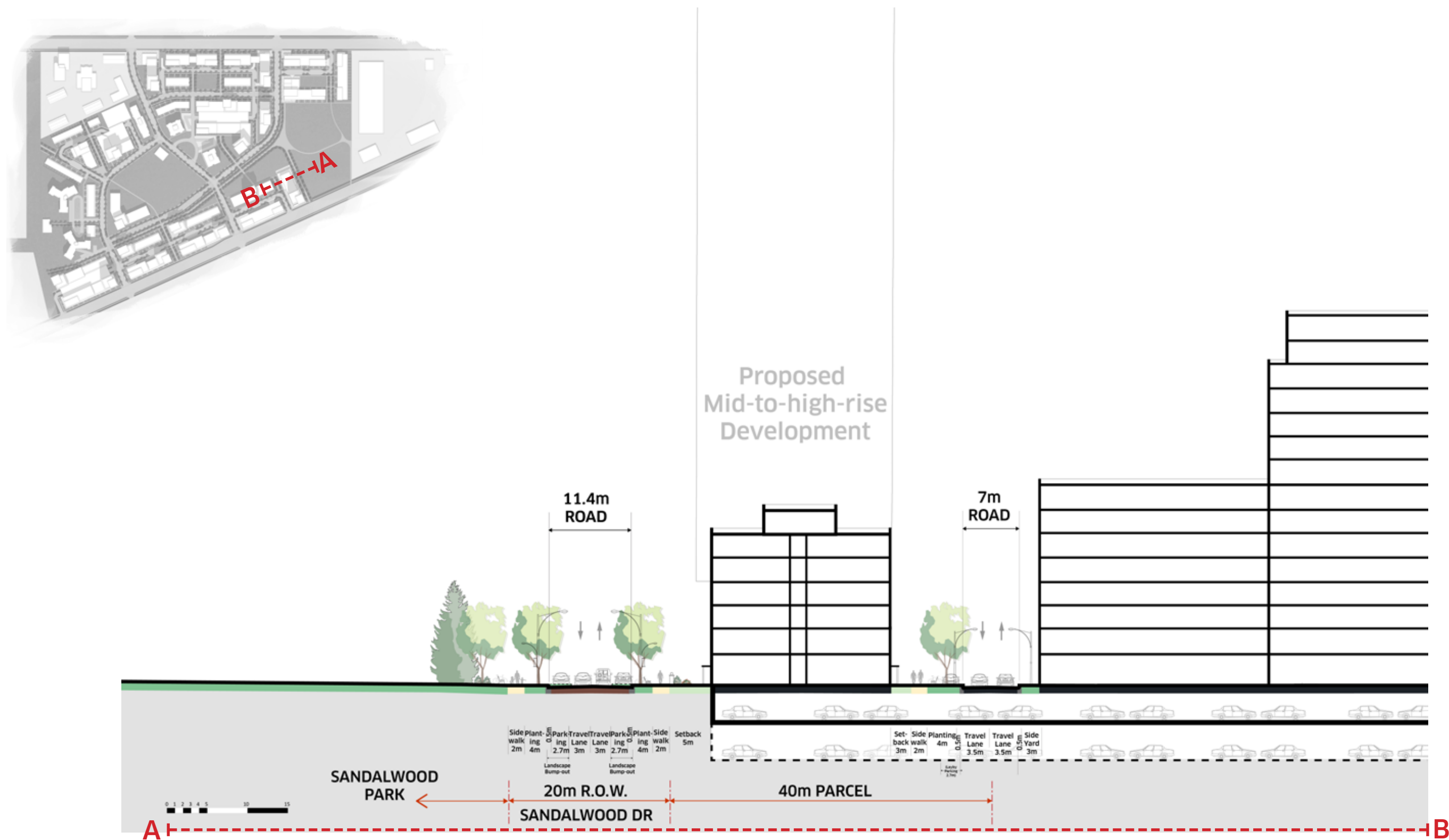


Fig. 73. Cross section of built relationship to Sandalwood Park



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# **5.0 // INTEGRATED ENVIRONMENTAL REVIEW**



## 5.1 INTRODUCTION

Section 4.7.1 - Integrated Environmental Review to Assess Development Applications of the City of Ottawa Official Plan acknowledges that a comprehensive understanding of the relationship between the natural environment and the built environment is the foundation for site design and planning. Section 4.7.1 contains the following two (2) policies:

1. *Subdivision, site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process.*

2. *The integrated environmental review statement will provide:*

*A brief overview of the results of individual technical studies and other relevant environmental background material; A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies; a statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development; and, an indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies.*

The following provides a review of technical studies prepared in support of the applications, with identification of areas for potential concern, and possible mitigation measures.

## 5.2 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT (DSEL, 2019)

David Schaeffer Engineering Limited (DSEL) prepared a Functional Servicing Report and Stormwater Management Report (April, 2019) for the subject site. The subject property will be serviced by municipal water, wastewater, and stormwater services, as outlined below:

### Water Supply Servicing

The proposed development lies within the City of Ottawa's 2W2C pressure zone with 203 mm diameter watermain within the right-of-ways for Baycrest Drive, Sandalwood Drive and Cedarwood Drive. Based on an assessment of anticipated minimum and maximum water pressures and estimated water pressure during fire flow demand as indicated, it was determined that the current water mains noted above are not sufficiently sized to accommodate the ultimate development and will need to be increased to 300 mm diameter watermain.

### Wastewater Servicing

The subject site lies within the South Ottawa Collector Sewer catchment area. The existing 300 mm diameter sanitary sewers located within the Heron Road and Walkley Road right-of-ways are available to service the contemplated development. The sanitary analysis for the subject property notes that there is sufficient capacity to accommodate the first two phases of development (along the north and east portion of the site), while modifications to the Albion Road, Walkley Road, and Cedarwood Drive right-of-ways are required to accommodate the remainder of the development.

### Stormwater

Stormwater runoff from the subject property is tributary to the City of Ottawa sewer system and is located within the Ottawa Central sub-watershed. The existing subdivision is serviced via the existing storm sewers within the Baycrest Drive, Cedarwood Drive, and Sandalwood Drive right-of-ways.

Post development stormwater runoff will be required to be restricted to the allowable target release rate for storm events up to and including the 100-year storm in accordance with City of Ottawa City Standards. The post-development allowable release rate was calculated as 80.7 L/s/ha based on consultation with the City of Ottawa.

To meet the stormwater objectives the contemplated Phase I development may contain a combination of roof top flow attenuation along with surface and subsurface storage. Actual storage volumes will need to be confirmed at the detailed design stage based on a number of factors including grading constraints. Quality controls are not anticipated to be required for the contemplated development due to the site's distance from the outlet. The proposed stormwater design conforms to all relevant City Standards and Policies for approval

The proposed water, wastewater, and stormwater design is expected to conform to all relevant City and Ministry of the Environment Guidelines and Policies. Low Impact Development (LID) techniques will be implemented where possible, as part of detailed design.

### Utilities

Gas, Hydro services currently exist within the Cedarwood Drive, Sandalwood Drive, Baycrest Drive, Walkley Road, and Heron Road right-of-ways. Utility servicing will be coordinated with the individual utility companies prior to site development.

### Erosion Control

Erosion and sediment control measures recommended for the construction phase of the proposed development include, but are not limited to the following:

- Installation of silt fence around the perimeter of the site to remain in place until the working areas have been stabilized and re-vegetated
- Application of filter fabric under catch basins grates to protect from silt entering the storm sewer system
- Installation of mud mats at the construction access to prevent mud tracking onto adjacent roads.
- Minimizing areas to be cleared and grubbed
- Limiting extent of exposed soils
- Planning construction at proper times to avoid flooding

## 5.3 TREE INVENTORY REPORT

IFS Associates with Gino Aiello Landscape Architect prepared a tree inventory report. The purpose of the report is to provide an inventory of existing trees and assess which trees can be retained and protected on the subject property.

Access for demolition and the need for large staging areas will result in the need to remove trees prior to the start of construction. New road extensions, excavations necessary for underground parking and changes to existing grades will result in the further loss of trees.

However, as with all similar projects in the city of Ottawa, trees on adjacent public property will be preserved and protected during site work. A tree inventory plan has been provided that indicates areas where tree retention and protection, may be possible. This includes a portion of along Heron Road and the northern portion of Sandalwood Drive and Baycrest Drive, along with the central area proposed for a large open space. Trees located near existing buildings may also be preserved pending construction activities.

Some local wildlife and aesthetic functions of the removed vegetation can be mitigated with a generous planting plan of native trees and shrubs.



## 5.4 TRANSPORTATION IMPACT ASSESSMENT

CGH Transportation prepared a Traffic Impact Assessment for the proposed development. The study documents the transportation impacts supporting the ZBA/OPA process and the overall Heron Gate Village Master Plan development proposal. Separate TIAs will be required as each additional block proceeds.

The study scope includes both the Heron Gate Area road network and intersections and a surrounding 1km signalized road network and its intersections. The Heron Gate Area road network includes Heron Road and Walkley Road which serve as the arterial road network bordering Heron Gate, while Baycrest Drive is a collector road, and Cedarwood Drive and Sandalwood Drive are local roads within Heron Gate. Within 1 km of the site, Alta Vista Drive (major collector), Albion Road and Heatherington Road (collectors), and Finn Court, Colliston Crescent, Jefferson Street and Hampstead Place (local) are roadways that connect to Heron Road or Walkley Road at signalized intersections.

The TIA has taken into consideration the impact that adjacent developments and background growth provided by the City of Ottawa indicates minimal to no traffic growth rate in the area. Therefore, a 0% growth rate was assumed for the study area roadways, while Walkley Road had a 1% growth rate applied along the mainline volumes. As part of the development, upgrades are anticipated to the internal roads of Baycrest Drive, Cedarwood Drive, and Sandalwood Drive, incorporating traffic management and calming measures throughout the community.

Due to the proposed development's forecasted generation of approximately 2500 two-way vehicle trips, Heron Road and Alta Vista Drive will see an increase in delay, capacity constraints, and decrease in level of service in the eastbound and westbound directions during both AM and PM peak hours. While the study area intersections are anticipated to operate satisfactorily during the 2036 future total horizon with the exception of Heron Road and Alta Vista Drive, changes to turn lane queuing capacity are recommended at several locations including:

- Heron Road/Baycrest Drive
- Heron Road/Sandalwood Drive
- Walkley Road/Cedarwood Drive
- Walkley Road/Baycrest Drive

Supportive Traffic Demand Management measures recommended as part of the redevelopment of Heron Gate include:

- Enhanced connectivity of pedestrians and cyclists to the adjacent network

- Posting of pedestrian and cycling wayfinding signage within the individual buildings and community
- Bike parking locations at each building in proximity to the entrances, and located within the community at key locations such as park space
- Inclusion of a 1-month Presto card for first time new rentals, with a set time frame for this offer (e.g. 6-months) from the initial offering of the individual phases
- Rideshare parking spaces and vehicles for internal and external community use

With regard to Transit, the forecasted transit trips will be in excess of 800 two-way trips during both peak hours. The service time for the existing routes to support this would need to increase to approximately a bus every 5-10 minutes during the peak hours. The review of the Development Design, Parking, Boundary Street Design, and Access Intersection Design will be completed during the Site Plan submission.

## 5.5 PHASE ONE ENVIRONMENTAL SITE ASSESSMENT

The Pinchin Group conducted a Phase One ESA in accordance with Schedule D of O. Reg 153/04. The purpose of the Phase One ESA was to assess the potential presence of environmental impacts at the area of the site proposed for future conveyance to the City of Ottawa as the location of a public park. Pinchin undertook a review of historical records, interviews, and site reconnaissance. Based on these findings, nothing was identified that is likely to have resulted in impacts to the soil, groundwater and sediment at the identified property and require the completion of a Phase Two ESA. Pinchin's opinion is that the identified property is suitable for future development.

## 5.6 CONCLUSIONS

The above review provides an assessment of the potential environmental concerns and possible mitigation measures to address these. At the appropriate time during the further design of proposed development, this report and the strategies recommended here will be reviewed and refined, to further address the above noted issues. Please find in the appendix Statements of Concurrence by sub-consultants involved in the preparation of these studies.







# 6.0 // PLANNING ANALYSIS & RATIONALE



It is our submission that the proposed development represents an appropriate form of intensification and built form that is desirable for the subject site and context for the following reasons.

### 6.1 INTENSIFICATION

The proposal is supportive of numerous policy directions provided in the Provincial Policy Statement, and the City of Ottawa Official Plan, which promote growth and development through intensification in built-up areas served by existing municipal infrastructure and services, including transit.

The proposal directs growth to an area of the city that is already serviced with municipal infrastructure and services, making efficient use of existing infrastructure, and follows Official Plan policy which recognizes that Mainstreets (Walkley Road is designated as an Arterial Mainstreet) are target areas for intensification. The compact form of the proposal also supports the achievement of density goals established in the Official Plan for Target Areas, and will achieve the 120 jobs and people per hectare minimum as identified under policy 2.2.2.6 and 2.2.2.7.

The proposal also responds to policy 2.2.2.4.b, by proposing intensification along a rapid transit corridor, preparing them for a high level of transit service.

### 6.2 BUILT FORM

Responding to OP policies regarding increases in building heights beyond established permitted heights, the proposal has carefully considered the location, orientation, and massing of proposed High-Rise and High-Rise 31+ buildings, and has provided a range of design responses to address impacts on the surrounding area, provide appropriate transitions to low-rise areas, and establish compatible relationships with the adjacent context. As demonstrated in the above Urban Design Analysis, areas proposed for increased height have been strategically located to minimize impacts to surrounding areas, including shadows, overlook, and graduated transitions in built form.

With regard to High-Rise buildings 31+, the proposal is also in conformity with policy 2.2.2.16 which calls for them to be located within 400 metres walking distance of a Rapid Transit Station identified on Schedule D (Transit Priority Network).

As reviewed above, the proposal also provides a suitable separation and transition from low-rise areas, and provides a range of community amenities, including new public park space, parkettes, other green spaces, and allocation of space in buildings for community facilities.

The proposal also responds to a range of policy direction in the OP calling for the creation of more active street frontages, with at-grade uses and entrances, and animation, including street oriented dwellings, commercial spaces at key nodes, and strategic building orientation to locate servicing and loading off of street frontages.

### 6.3 LAND USE

The proposal provides for predominantly residential uses, while introducing at strategic locations a mix of uses to provide retail, services and amenities to meet the needs of residents and the broader community. The proposal also includes live-work units, that further diversify the neighbourhood mix.

Proposed residential uses include a broad mix of housing forms and units, including townhouses and apartments with 0, 1,2 and 3+ bedroom family sized units to meet the needs of broad range of household structures, lifestyles, incomes, and ages.

It is recognized that the site is adjacent to a large retail complex, which has been recently refurbished, and provides a range of retail and services to meet community needs. As the subject site is developed, opportunities to incorporate additional mixed-use with greater provision of commercial and retail spaces may be considered.

In response to the OP's policies parks which call for the provision of open spaces to meet active and passive recreational uses, as well as social, and environmental benefits, the proposed new public park will provide a significant open space asset for the community, complementing the existing Sandalwood Park and other green spaces, contributing to a large open space network for the community. The park is further complemented by smaller parkette open spaces, green connectors, and other landscaped spaces. Collectively, these spaces provide a broad range and mix of open spaces, with a range of functions, within walking distance and easily accessible to members of the community.

### 6.4 TRANSIT

A key component of the City's growth strategy is to direct intensification to areas well served by transit and with the greatest potential to support the Rapid Transit and Transit Priority Networks. The site is identified as being located along corridors which form part of the City's Transit Priority Network (planned Bus Rapid Transit along Heron Road with a station location identified in the vicinity of the intersection of Heron Road and Baycrest Drive, and a Transit Priority Corridor along Walkley Road). Supportive of the Plan, the proposal seeks to provide denser development in areas that will support ridership and use of the Rapid Transit and Transit Priority Network (policy 2.2.2.11).

### 6.5 PARKING

The proposed reduced parking rate is in conformity with a number of Plan policies, including direction to supporting intensification and compact development through reduced parking requirements, and supporting on-street parking where appropriate (policies 2.3.1.32 and 2.3.1.33). The parking rate proposed for the site reflects the existing high shares of transit and non-motorized travel which can be anticipated to be maintained or exceeded in the future, based on longer term emphasis on transit market penetration. The site is well connected to the existing and proposed pedestrian pathway network, is served by a number of transit routes providing frequent service connections, and planned future increased service, within the City's Rapid Transit Network, and is connected to City cycling routes. In addition, a reduction in the overall supply of on-site parking also contributes to mode choice behaviour and overall transportation demand management (TDM) strategies for the area. It is also noted that an increase in the use and promotion of car sharing also reduces the requirement for parking as unit residents would make use of a single vehicle, rather than individually owning a car.

### 6.6 WALKING AND CYCLING

In support of policy 2.3.1.2, the proposal provides enhanced pedestrian and cycling connections, with off-road linkages to and from community destinations, amenities, and transit, encouraging active transportation and reduced vehicle trips. The design of roads has also taken pedestrians and cycling into consideration, and proposes a range of features and functions to promote pedestrian and cycling safety and comfort, which are detailed above in the Urban Design Analysis.

### 6.7 SUSTAINABILITY

The proposal will make use of existing municipal infrastructure, through redevelopment of existing land, supporting the efficient use of land and municipal services. The compact form of the development supports energy efficiency, and responds to policy 2.4.1.1. During detailed design, opportunities to integrate sustainable building design, including opportunities for low impact development, renewable energy systems, green roofs and other measures will be considered.

The integration of enhanced pedestrian and cycling facilities, reduced parking requirements, availability of transit service, car share options, and Transportation Demand Management strategies will encourage reduced motor vehicle travel and associated GHG emissions.

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## 7.0 // CONCLUSIONS



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## 7.1 CONCLUSIONS

The policy direction of the City of Ottawa's Official Plan is to promote an efficient land-use pattern within the urban area through intensification of locations that are strategically aligned with the transportation network, particularly the rapid transit network. In addition, the OP seeks to encourage development that provides a compatible built form and design, with appropriate transitions and relationship to the surrounding context. The OP also supports a high standard of urban design and public realm, through provision of open spaces, parks, landscapes, community amenities and other features to support the wellbeing and health of residents.

Based on the foregoing, it is our opinion that the proposed development is both appropriate and desirable for the site and the surrounding area. Intensification on the site is supported by both Provincial and Municipal policy frameworks, and will support growth through intensification in a form that is compatible with the surrounding context

The proposed land use is consistent with policy directions contained in the Provincial Policy Statement, the City of Ottawa Official Plan, which promote intensification of under utilized sites located within built-up areas and served by existing municipal infrastructure and transit.

The proposed development is appropriate and desirable with respect to urban design objectives. The form of the development is sensitive to the surrounding area, and compatible with the adjacent built form context, providing an appropriate transition which responds to the urban design objectives of the OP, including community design policies and urban design guidelines.

Accordingly, we conclude that the proposed development is in conformity with the City's policy direction, is desirable for the area, and represents good planning. Therefore we recommend that the proposed Official Plan Amendment to permit additional building height and Zoning By-law Amendment to permit the additionally proposed height and associated development regulations to permit the proposal should be approved.

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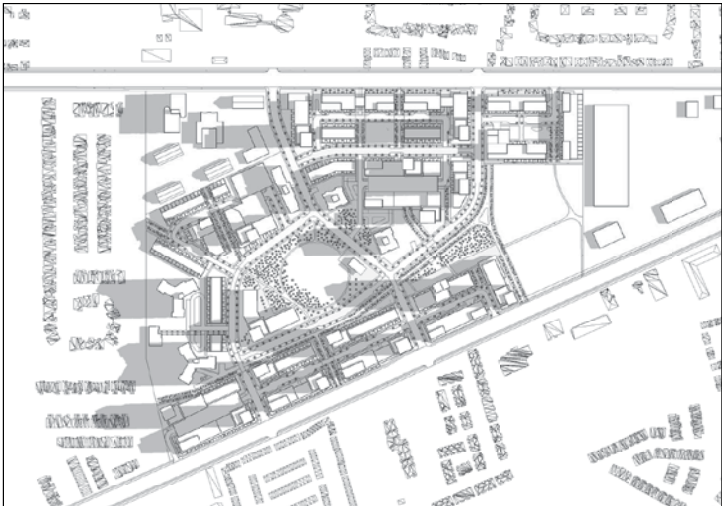


## 8.0 // APPENDIX

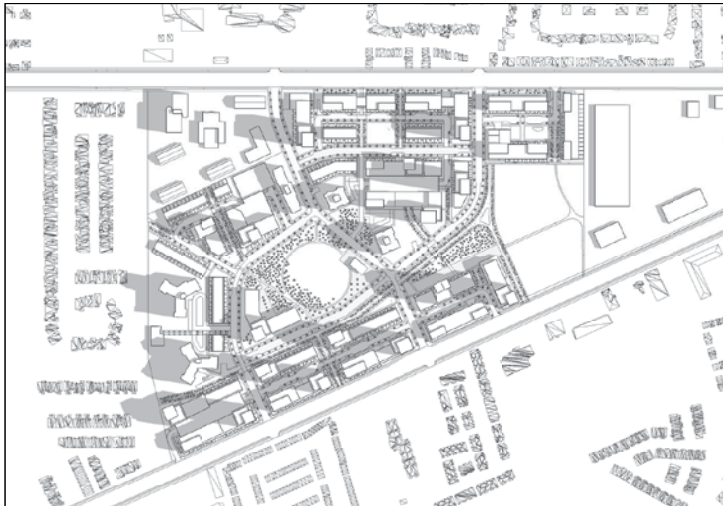


APPENDIX A:

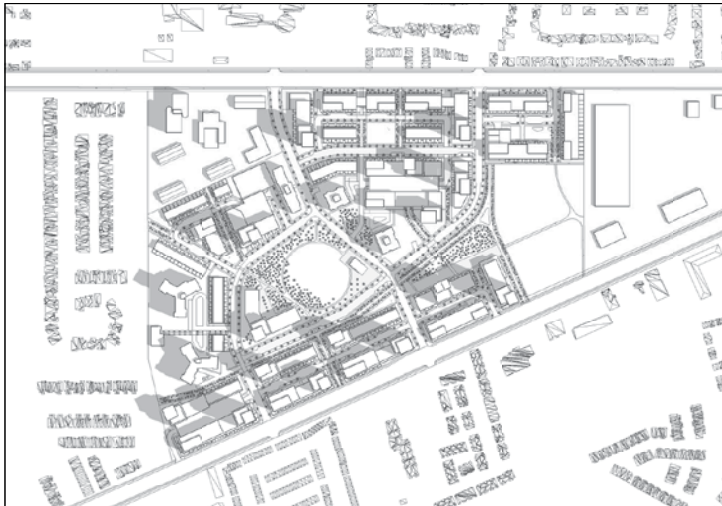
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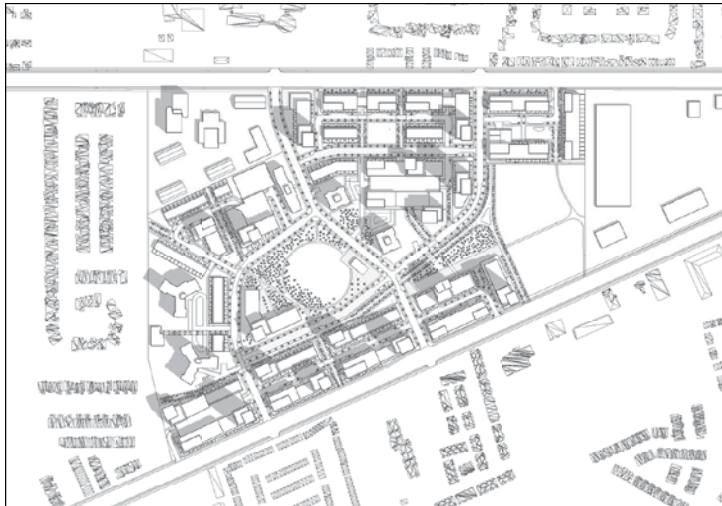
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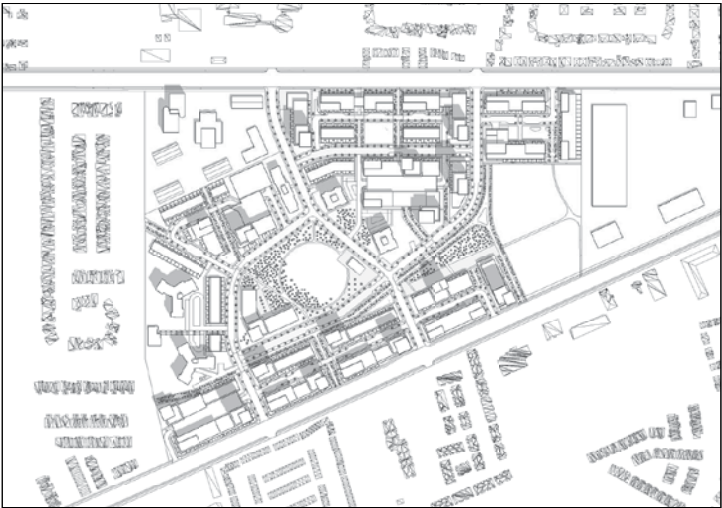
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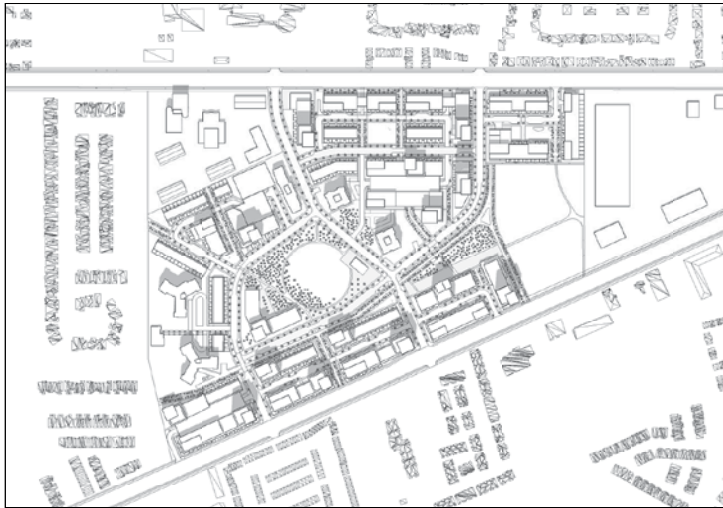
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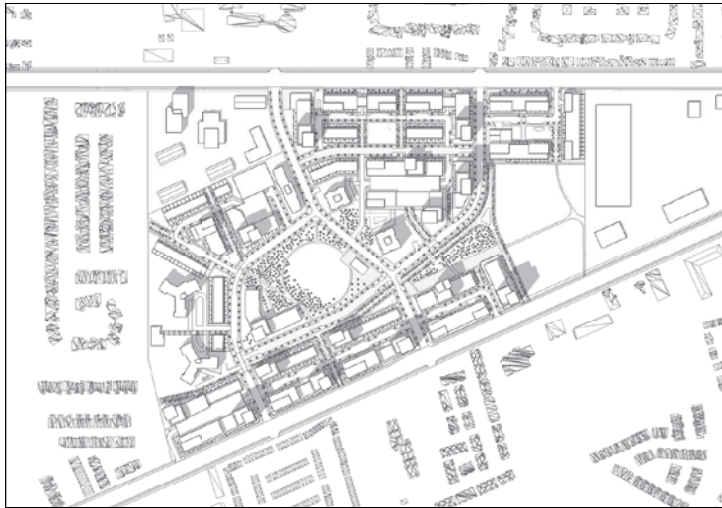
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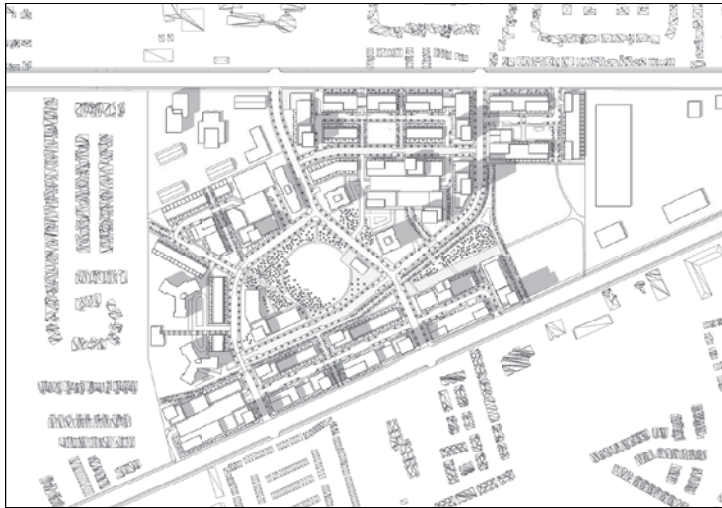
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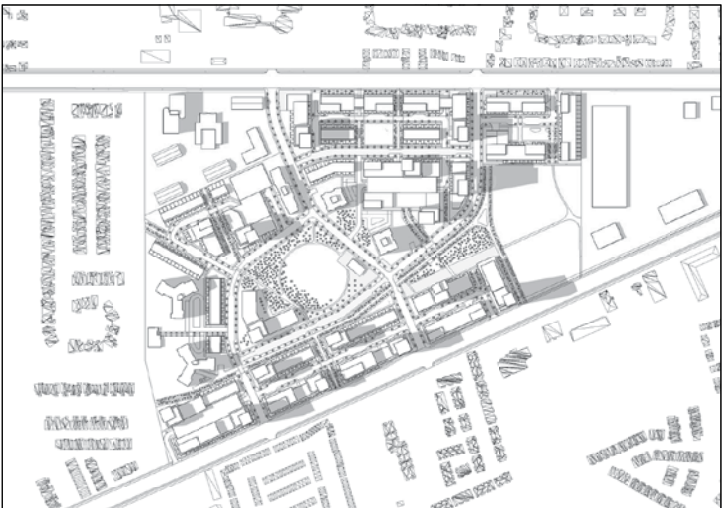
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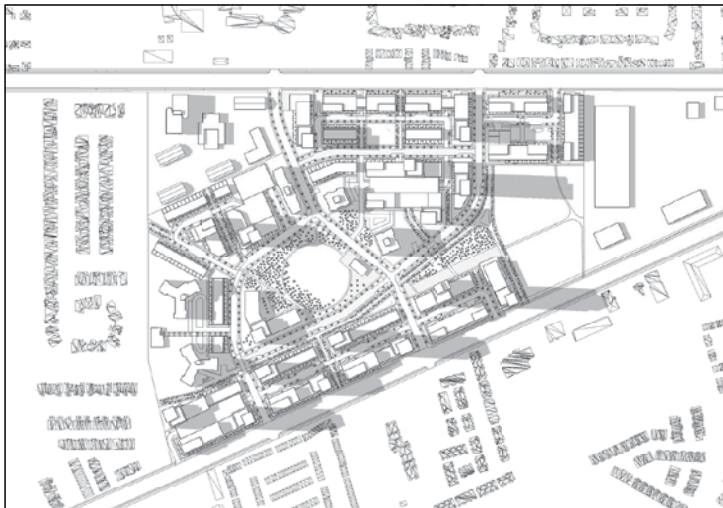
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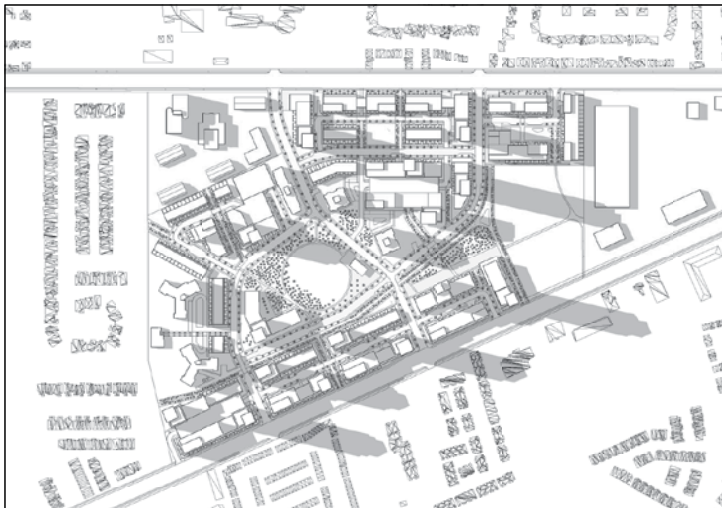
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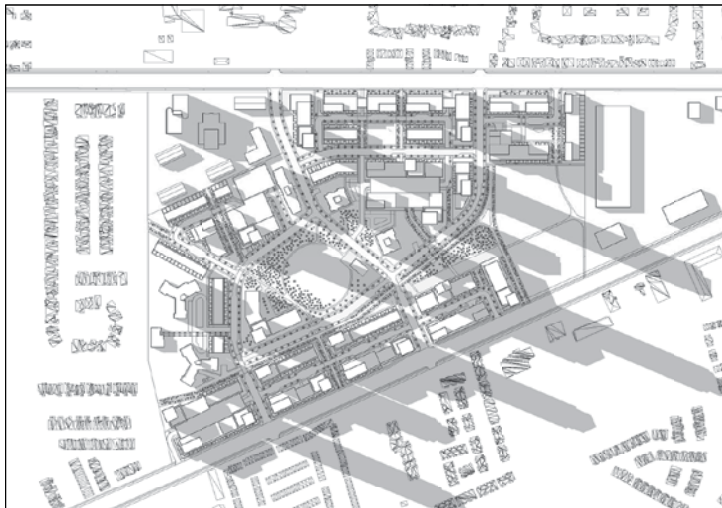
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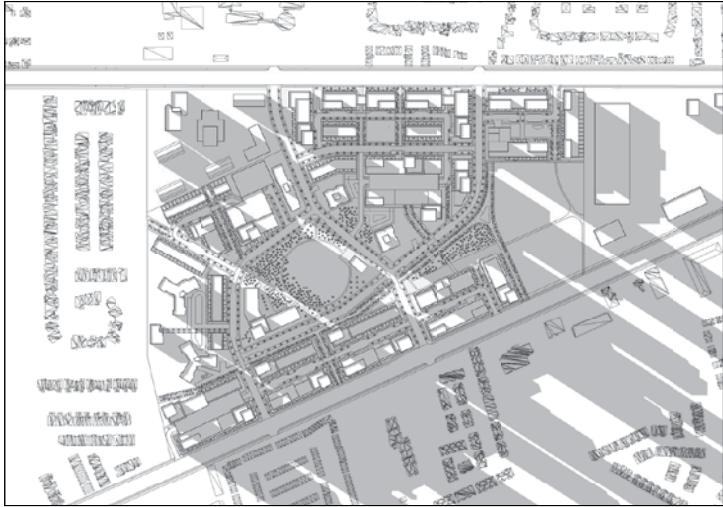
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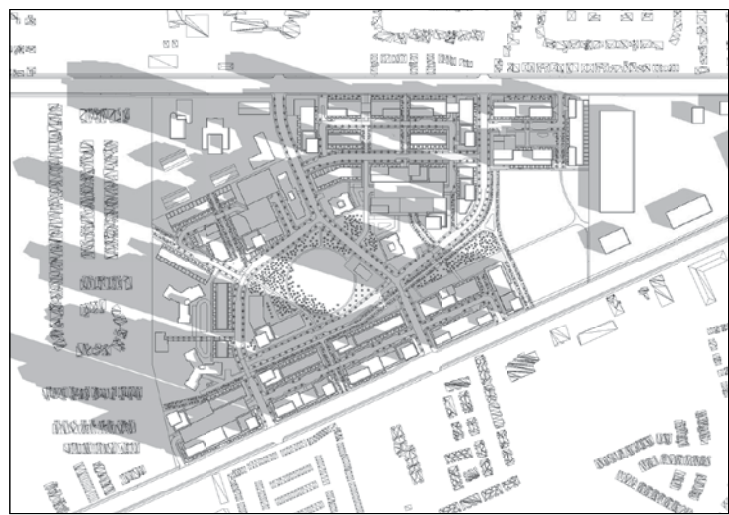
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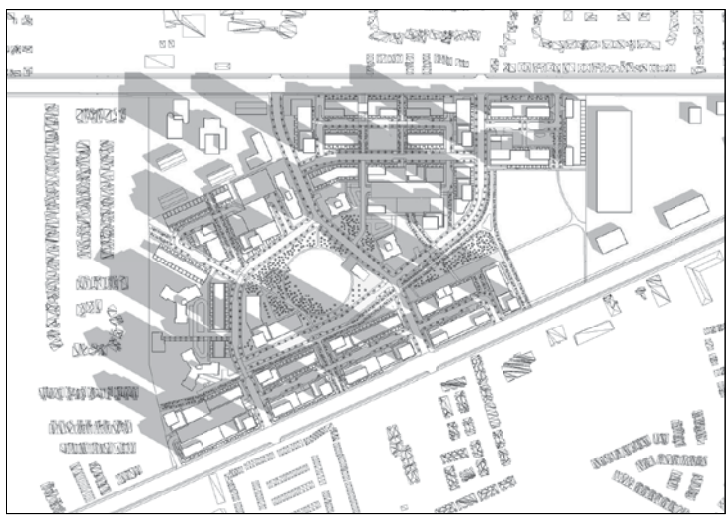
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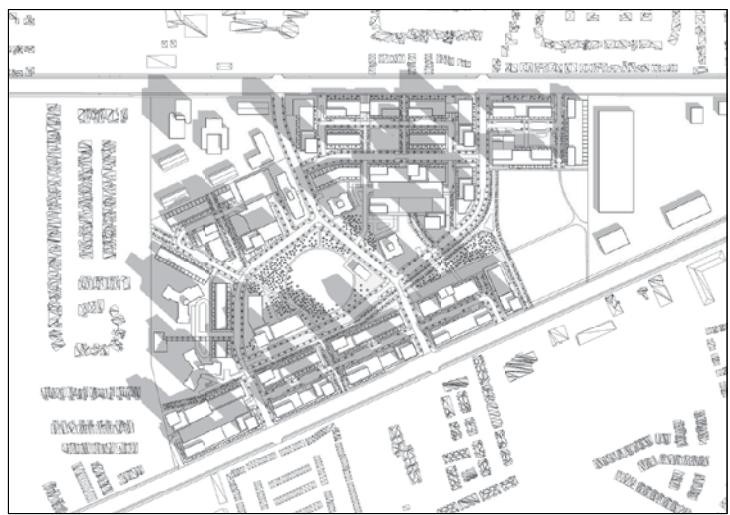
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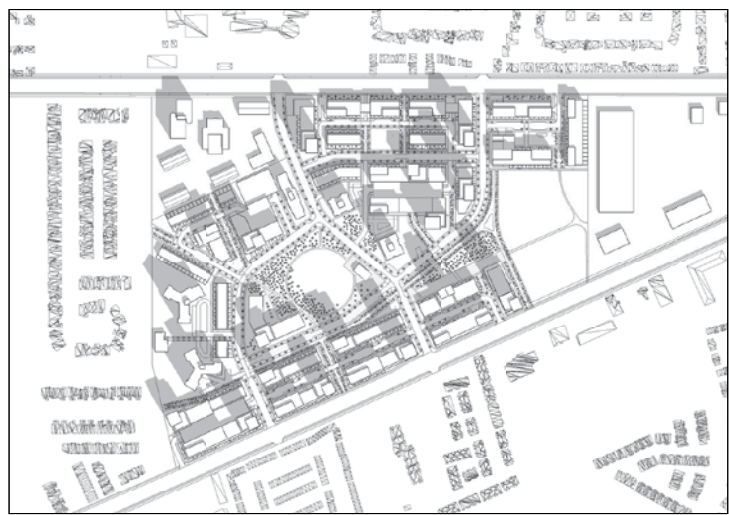
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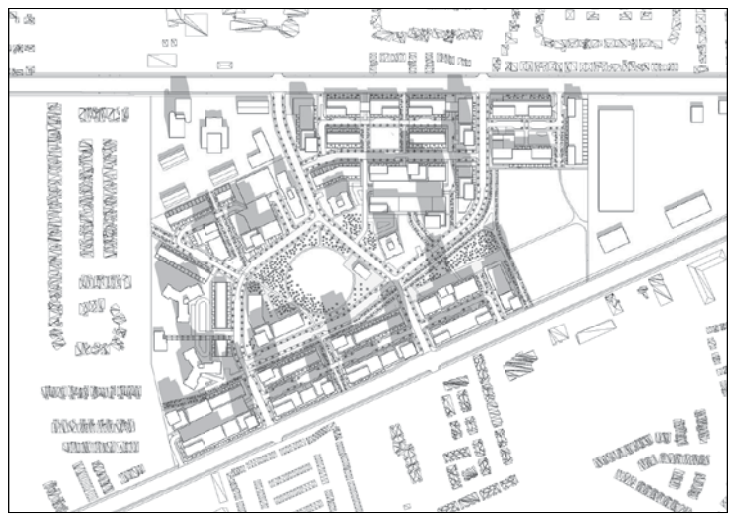
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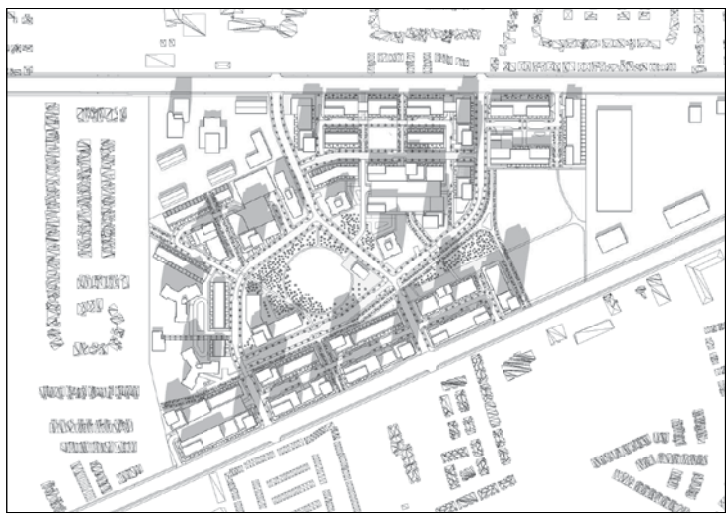
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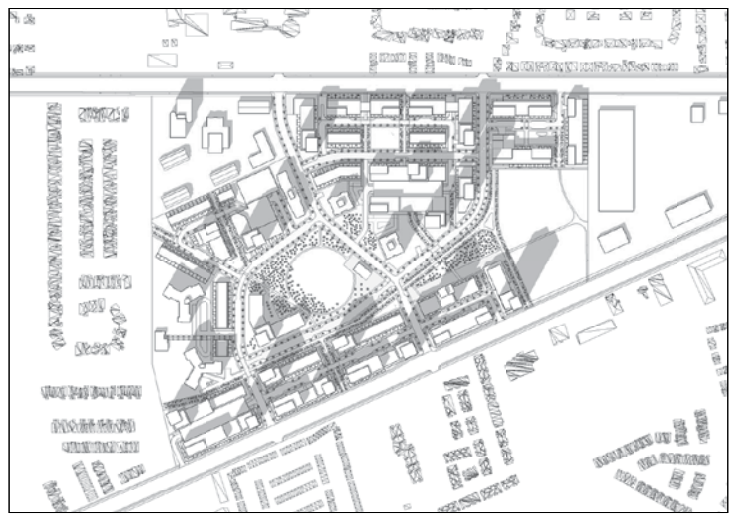
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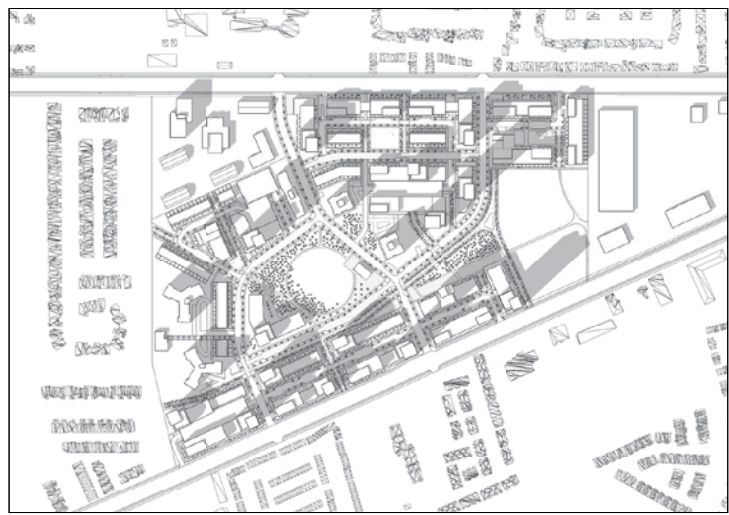
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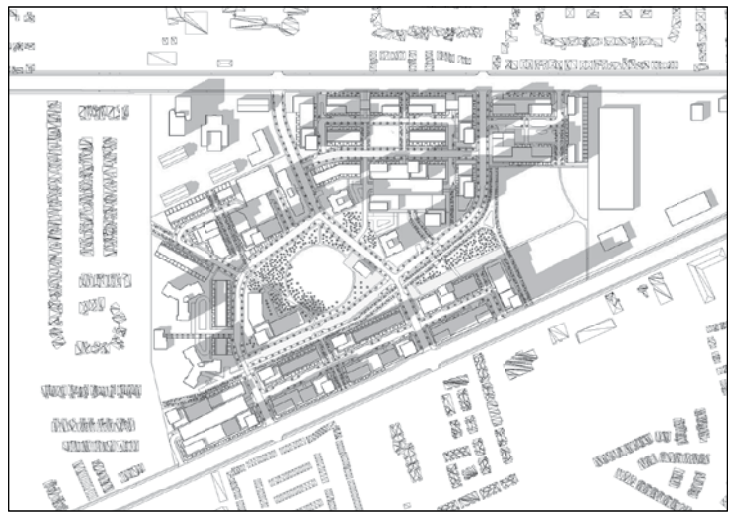
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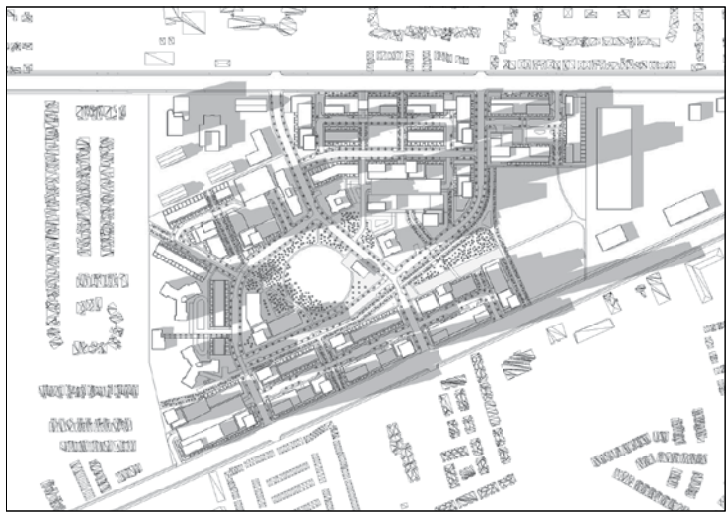
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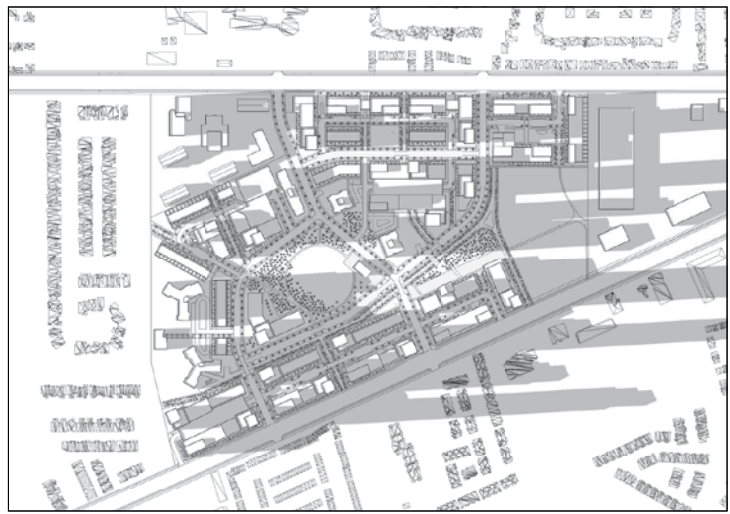
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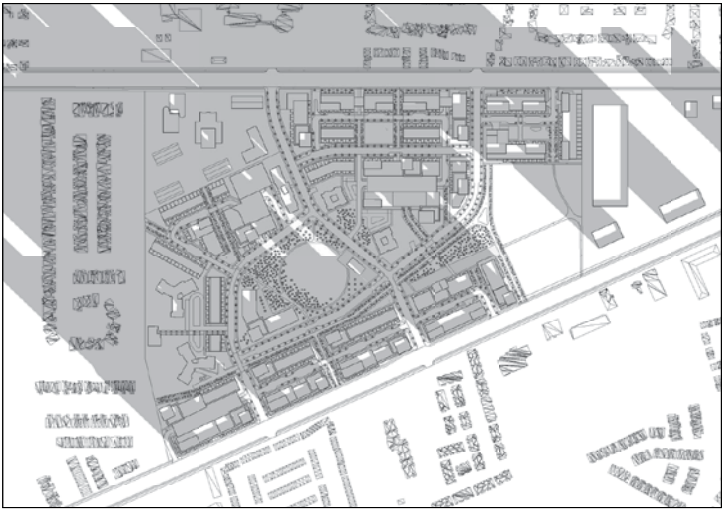
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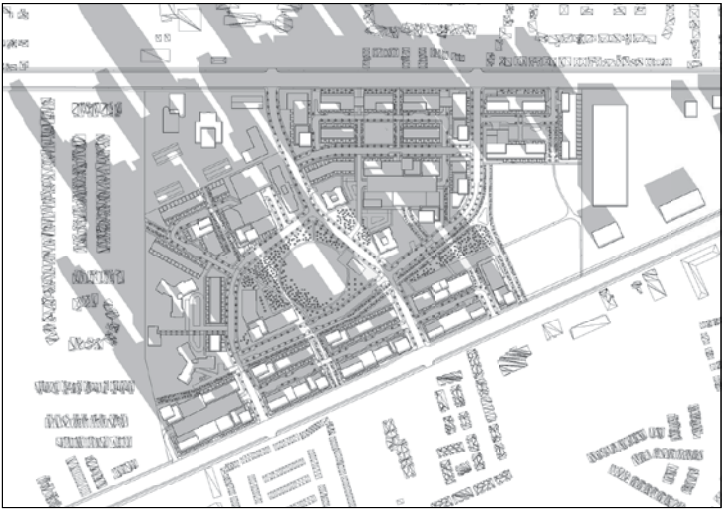
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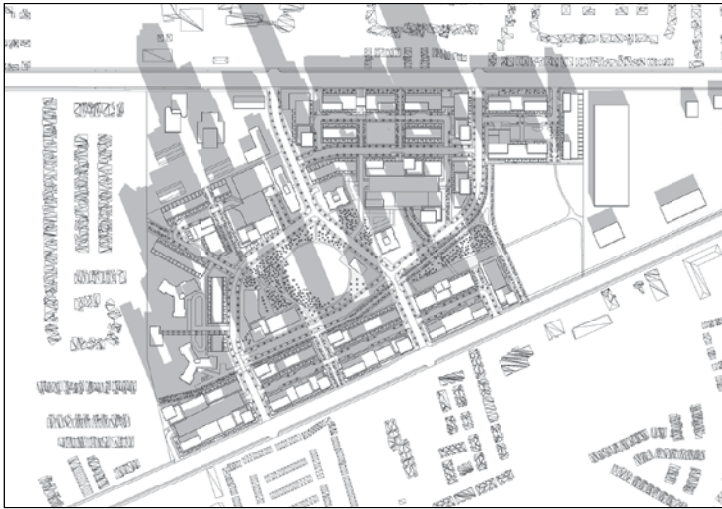
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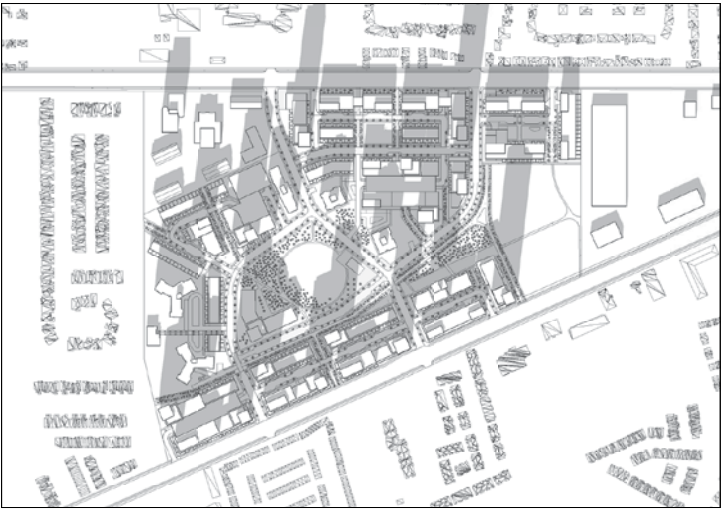
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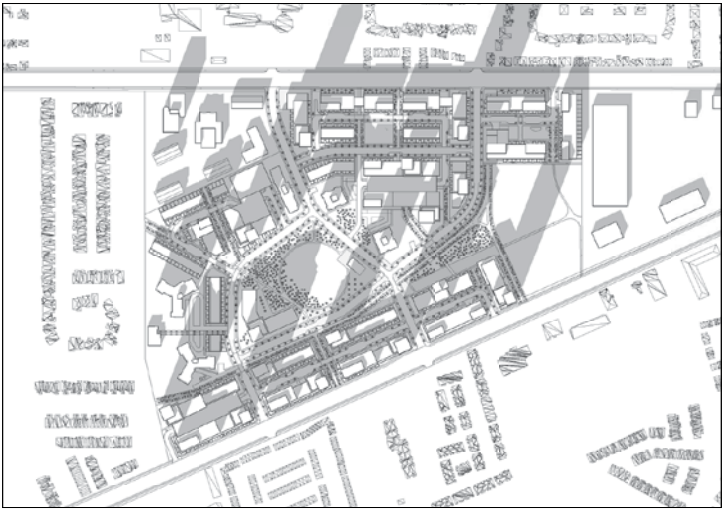
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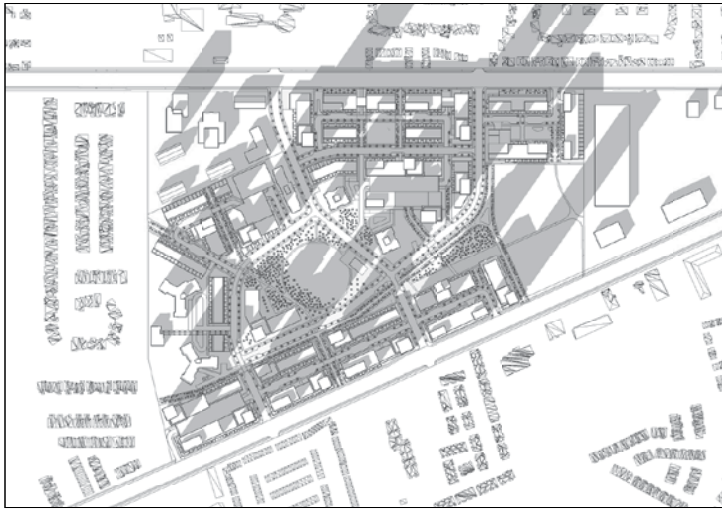
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1. DAVID SCHAEFFER ENGINEERING LIMITED (DSEL)

I have reviewed the sections of this Integrated Environmental Review Statement that are associated with DSEL's Functional Servicing Report (April 2019) and concur with the related content and recommendations.

Name: Stephen Pichette  
Signature: [Signature]  
Date: April 18 2019

2. IFS ASSOCIATES

I have reviewed the sections of this Integrated Environmental Review Statement that are associated with IFS's Tree Inventory Report (February 2019) and concur with the related content and recommendations.

Name: Gino J. Aiello landscape architect  
Signature: [Signature]  
Date: April 18 2019

### 3. CGH TRANSPORTATION

I have reviewed the sections of this Integrated Environmental Review Statement that are associated with CGH’s Transportation Impact Assessment (April 2019) and concur with the related content and recommendations.

Name: Andrew Harte, P.Eng.

Signature: 

Date: April 16, 2019

### 2. PINCHIN GROUP

I have reviewed the sections of this Integrated Environmental Review Statement that are associated with Pinchin's Phase One Environmental Assessment and concur with the related content and recommendations.

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



