



Barrhaven Downtown Stage 1

Planning Rationale Addendum No. 1
Draft Plan of Subdivision, Zoning By-law Amendment + Site Plan Control
June 28, 2022



Prepared for Minto Communities Inc.

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June 2022

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) previously prepared a Planning Rationale, dated December 9, 2021, to support Plan of Subdivision and Zoning By-law Amendment applications by Minto Communities Inc. (“Minto”) for the properties legally known as Lots 13 and 14, Concession 2 (Rideau Front) (Geographic Township of Nepean), City of Ottawa, and municipally known as part of 3265 Jockvale Road (the “subject property”).

This report is an addendum to the December 2021 Planning Rationale and is intended to summarize changes to the development, address outstanding comments from the Plan of Subdivision and Zoning By-law Amendment applications, and also satisfy the requirement of a Planning Rationale for the current Site Plan Control application.

This Addendum should be read in conjunction with the December 2021 Planning Rationale. All opinions and findings of the original report remain valid.

1.1 Summary of Applications

In December 2021, Minto submitted Plan of Subdivision and Zoning By-law Amendment applications (File Nos. D07-16-21-0041 and D02-02-21-0155, respectively) to redevelop the subject property with 600 back-to-back, stacked townhouse dwellings.

The Plan of Subdivision includes two (2) development blocks and three (3) new street blocks for extensions of Riocan Avenue (22 metre width), Glenroy Gilbert Drive (20 metre width), and Chapman Mills Drive (41.5 metre width).

The Zoning By-law Amendment application seeks to replace the existing R5AA, MC, and O1C zoning for the subject site, removing exceptions 1726 and 1728. The result would be a “Mixed-Use Centre (MC)” zone for the entirety of the subject site. At this time, no special exceptions are anticipated to be required.

A Site Plan Application is now being submitted to proceed with the development of the lands. The Site Plan Control application will allow for additional detail on site layout, landscaping, and building design.

Proposed Development

The proposed development of the subject site will be a transit-supportive development that offers meaningful connections to surrounding open spaces, amenities, and destinations. Consistent with the objectives of the Barrhaven Downtown Secondary Plan, the vision is to create a compact, urban development that is seamlessly integrated with the existing community, increases housing diversity, provides connections to surrounding transit and amenities, and creates year-round outdoor spaces for residents.

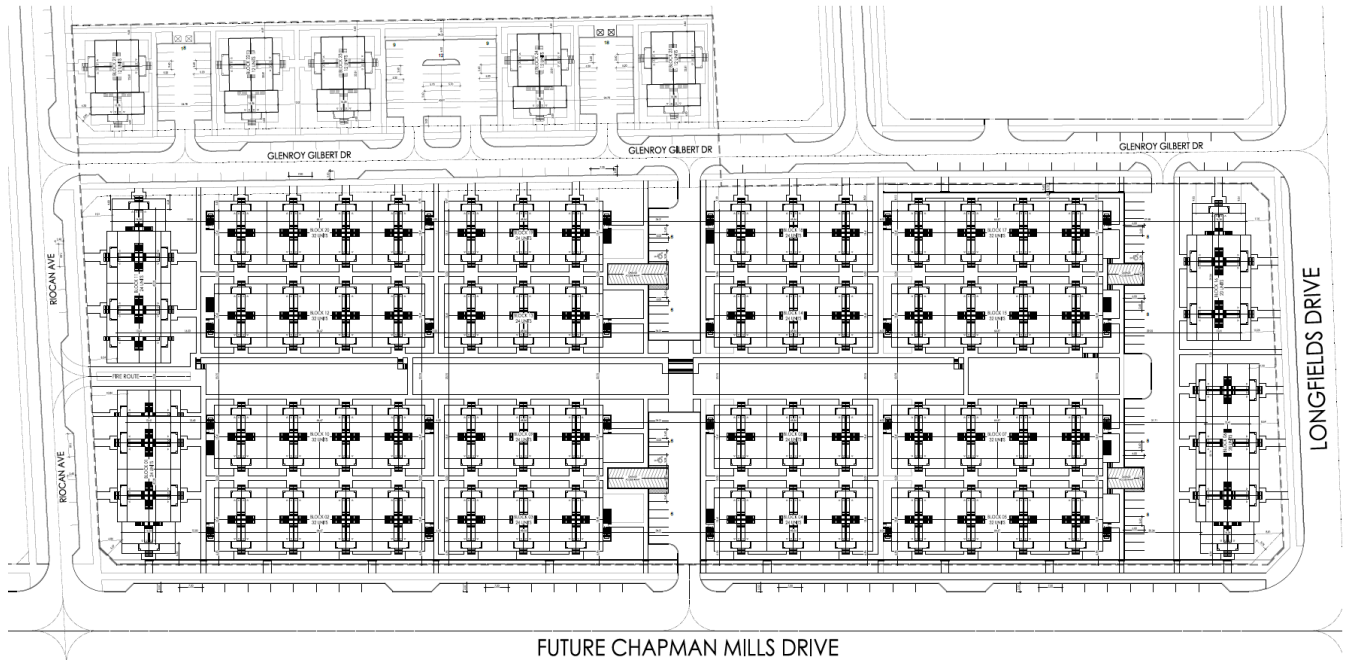


Figure 1: Revised Site Plan

The following summarizes changes to the proposed development since the December 2021 Planning Rationale:

- / The overall number of dwelling units has increased from 600 to 604;
- / In response to the comments received, the east-west blocks proposed for the north block have been rotated to be north-south; and,
- / The central parking lot and garage access points in the south block have been reconfigured. Each of the four (4) underground garages are now accessed by separate accesses from Glenroy Gilbert or Chapman Mills Drive and are accompanied by small surface parking areas for visitors within that block.

The proposed plan maintains pedestrian connectivity through the site and around all site edges, resulting in a connected community that will have access to the retail, services, and entertainment uses located north of the site by foot or bicycle.

3.0 Policy and Regulatory Framework

3.1 Provincial Policy Statement

The revised development is consistent with the policies of the Provincial Policy Statement (PPS), as described in the Planning Rationale prepared by Fotenn Consultants and dated December 9, 2021.

3.2 City of Ottawa Official Plan

3.2.1 Land Use Designation

The subject site is designated “Mixed-Use Centre” and is subject to the “Town Centre” overlay on Schedule B of the City of Ottawa Official Plan. The Mixed-Use Centre designation applies to areas that have been identified as strategic locations on the rapid-transit network and that are accessible by transit, walking, cycling, and automobile and are adjacent to one or more arterial roads. Mixed-Use Centres offer substantial opportunities for intensification or redevelopment and are characterized by transit supportive uses such as offices, schools, hotels, hospitals, parks, large institutional buildings, community facilities and services, retail and entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing any combination of these uses.

Town Centres are identified as long-standing core areas of the suburban areas outside the Greenbelt. Connected to the core via transit, the Town Centre will continue to grow with the suburban areas around them, however, they are intended to stand out physically and functionally from their surroundings and act as the hub of employment, leisure, and commercial activity for the communities around them. The Town Centre will become a transit supportive destination through intensification and development of vacant land.

The proposed development conforms to the Mixed-Use Centre and Town Centre land use designation in the Official Plan by contributing to the creation of walkable and transit-supportive residential dwellings for the community of Barrhaven. The proposed development represents an important step in the build-out of the Town Centre.

3.2.2 Urban Design and Compatibility

Development applications in the City of Ottawa will be evaluated according to the criteria of Section 2.5.1 – Designing Ottawa and Section 4.11 – Urban Design and Compatibility.

The proposed revisions to the proposed development do not change the compatibility of the proposal with the planned and existing context of the Barrhaven Downtown. The proposed development advances the City’s urban design objectives listed in Section 2.5.1, as discussed in the December 2021 Planning Rationale.

Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of a proposed development. The criteria were discussed in the December 2021 Planning Rationale but are discussed in greater detail below in support of the current Site Plan Control application.

Policy		Proposed Development
1.	A Design Brief will be required as part of a complete application.	A Design Brief was submitted as part of the original submission in December 2021 for the proposed development.
Building Design		
5.	Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to	The proposed development reflects the planned context for the Barrhaven Downtown with a dense townhouse

Policy	Proposed Development
	development that frames the street edges and fits well within the existing and planned context for the area.
6. Orient the principal facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Active entrances to the residential units, directly from the public sidewalk, are provided on all street edges. Building elevations are highly articulated through varied materials and glazing, and architectural elements.
8. Servicing and other required equipment should be internalized into the site where possible.	Servicing and mechanical equipment are generally located internal to the site and away from the public realm.
Massing and Scale	
10. The appropriateness of the development will be assessed using criteria set out in the Secondary Plan or against the following criteria: <ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas; and, / The need to provide a transition between areas of different development intensity. 	The Barrhaven Downtown Secondary Plan envisions the proposed built form for the subject property in the context of the larger Town Centre. The proposed built form will integrate well with the existing development to the north and east.
Outdoor Amenity Areas	
19. The development will minimize undesirable impacts on existing private amenity spaces of adjacent residential units through siting and design.	The proposed development will not have any undue adverse impacts on adjacent private amenity areas.
20. Mixed-use buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	The proposed development will provide a range of amenity spaces including private balconies and terraces, in addition to communal amenity areas. The north block features amenity areas between the blocks while the south block features a significant linear amenity area extending across the width of the block. These spaces will be animated and developed with a range of amenities for residents.
Design Priority Areas	
22. The portion of the buildings adjacent to the public realm will be held to the highest building design standards.	The proposed development integrates varied and interesting facades along all street edges to ensure a framed street edge with opportunities for tree planting and landscape buffering the street. Units will feature direct access from the sidewalk which will be accentuated through the architectural design of the buildings.

Policy		Proposed Development
23.	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	The edges of the site have been landscaped and will feature residential unit entry points to animate the street edge. Street trees, sidewalks, and cycling facilities are incorporated as required by the Barrhaven Downtown Secondary Plan and relevant design guidelines and policy documents.
24.	The massing and scale of development will define public spaces (e.g. streets).	The proposed built form will enclose the street edge.

The proposed development fulfills the design objectives outlined in Section 2.5.1 and the satisfies the compatibility criteria of Section 4.11.

3.3 Barrhaven Downtown Secondary Plan (2020)

The subject site is designated “Mixed-Use Neighbourhood” on Schedule A of the Secondary Plan. These areas flank the higher density “Station Area” and are intended to provide a mix of uses and a transition to the low-rise communities east of Longfields.

Permitted uses within the designation including residential, commercial, office, institutional, entertainment, and recreational uses. The policies of section 3.1.3 establish a minimum height of two-storeys and a minimum density of 60 units per net hectare for residential uses. Further, the Plan stipulates that ground floor treatment should include a street-oriented built form, such as townhouses, and that they shall have individual primary entrances oriented to the public realm.

The proposed 3.5 storey, back-to-back stacked townhomes continues to conform to the permitted uses of the Mixed-Use Neighbourhood land use designation and building height policies of the Secondary Plan. The proposed density of the development is 125 units per net hectare, exceeding the designation requirement.

As discussed in the December 2021 Planning Rationale, the proposed development continues to conform to the policies of the Secondary Plan with regards to animated building edges, transportation and transit, and achieves the urban design objectives of the Plan.

3.4 City of Ottawa New Official Plan

The new Official Plan was approved by Ottawa City Council on November 24, 2021 and is currently with the Minister of Municipal Affairs awaiting approval. Policies of the new Official Plan continue to focus on intensification within built-up areas.

The subject site is located within the “Hub” designation in the “Suburban” transect, identified as a Town Centre, and has an “Evolving Neighbourhood” Overlay applied, as shown in Schedule B6 - Suburban (Southwest) Transect of the new Official Plan. The Suburban transect is intended to recognize the suburban pattern of development while supporting an evolution towards 15-minute neighbourhoods in a generally low to mid-density development form.

The proposed development conforms to the policies of the new Official Plan, as described in the December 2021 Planning Rationale.

3.5 City of Ottawa Comprehensive Zoning By-law

Per the December 2021 Planning Rationale, the intent is to rezone the subject lands to “Mixed-Use Centre, Exception XXXX (MC[XXXX])”. The table below demonstrates how the development meets the provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red ‘x’ (✗).

Zoning Mechanism	Required	Provided – North Block	Provided – South Block	Compliance
Minimum Lot Area	No minimum	6,370m ²	41,880m ²	✓
Minimum Lot Width	No minimum	27.55m	102.88m	✓
Minimum Front Yard Setback	No minimum	4.3m (Riocan)	6.8m (Riocan)	✓
Minimum Corner Side Yard Setback	No minimum	5m (Glenroy Gilbert)	6.3m (Chapman Mills) 4m (Glenroy Gilbert)	✓
Minimum Interior Side Yard Setback	No minimum	4.5m	N/A	✓
Minimum Rear Yard Setback	No minimum	4.9m	7.1m (Longfields)	✓
Minimum Building Height	6.7 metres/Two storeys	>6.7m	>6.7m	✓
Maximum Building Height	No maximum	16m	16m	✓
Minimum Width of Landscaped Area	No minimum	2.5m+	2.5m+	✓
Minimum Vehicular Parking Area X on Schedule 1A (within 600m of a transit station)	0.5 spaces/unit = 302 spaces (30 north/272 south)	60 spaces	544 spaces	✓
Minimum Visitor Parking	0.1 spaces/unit = 60 spaces (6 north/54 south)	6 spaces	54 spaces	✓
Minimum Parking Space Dimensions	2.6-3.1m wide x 5.2m long	2.6m x 5.2m	2.6m x 5.2m	✓
Minimum Width of a Driveway	Minimum: 6m Maximum: 6.7m	6m	6m	✓
Minimum Width of an Aisle in a Parking Garage or Parking Lot	6m	6m	6m	✓
Bike Parking	0.5 spaces/unit (30 north/272 south)	30 spaces	272 spaces	✓

Zoning Mechanism	Required	Provided – North Block	Provided – South Block	Compliance
Amenity Area	6m ² /unit total; 3m ² /unit communal = (360 m ² total; 180m ² communal north/3,264m ² total; 1,632m ² communal south)	950m ² total 245m ² communal	9,485m ² total 3,120m ² communal	✓
Landscaped Area Surrounding a Parking Lot	Abutting a Street: 3m Not abutting a Street: 1.5m	Abutting a street: 3m Not abutting a street: 6m	Abutting a street: 3m	✓
Minimum Separation between Buildings in a PUD	1.2m	12m	6m	✓
Waste Collection Areas	Minimum setback to a public street: 9m Minimum setback to any other lot line: 3m Opaque screen height: 2.0m	To abutting lot line: 3.5m	N/A (internal)	✓
Rooftop Landscaped Areas, Gardens and Terraces	In the case of a dwelling of any part of a building that is four storeys or less, required setbacks are as follows: <ul style="list-style-type: none"> - On the uppermost storey: 1.5m from any exterior wall - Not on the uppermost storey, equal or greater than 25% of the storey's GFA: 1.5m from any exterior wall - Not on uppermost storey and less than 25% of storey's GFA: none required - Where the terrace is within 1.5m of an interior side yard/lot line: 1.5m opaque fence required 	Request to exempt the development from this section of the By-law.	✗	

3.6 Proposed Zoning By-Law Amendment

The proposed Zoning By-law Amendment would rezone the subject lands from the current mix of R5AA and O1A to the Mixed Use Centre (MC) zone. A site-specific exception would only be required to exempt the proposed development from the requirements of Table 55(8) as they relate to rooftop landscaped areas, gardens and terraces.

The intent of these policies is to ensure that rooftops within new infill developments do not have undue adverse impacts on adjacent developments. The proposed development will provide sufficient separation from nearby residential uses and as a result, the proposed development will not result in privacy or overlook concerns.

The policies also seek to control the design of rooftop spaces as they are perceived from the street. The proposed development is subject to the current Site Plan Control application which provides the opportunity to ensure that these spaces will not result in negative impacts on the streetscape and are well-integrated into the proposed building design.

In Fotenn's opinion, the request to exempt the proposed development from this requirement is appropriate.

Response to Comments

Comments on the first round of technical circulation for the Draft Plan of Subdivision and Zoning By-law Amendment applications were provided in March 2022. The following represents a response to planning related comments:

1. *Can the Planning Rationale be updated to outline why a Mixed Use Centre Zone is being proposed? As this is identified as Mixed Use Neighbourhood in the Secondary Plan which is consistent with the residential uses to the north, I believe it would make more sense to implement a similar high density residential zone as only residential uses are proposed.*
2. *With respect to zoning, the proposed new zoning for the subject property is MC (from R5AA and O1A). Since the proposed development only includes higher density residential uses it is difficult to understand the rationale for the proposed MC zoning. Please be mindful of the relationship between the proposed residential uses and potential future redevelopment (intensification) on the commercial lands to the north, which is also zoned MC H(20). According to the zoning, the rear yard and interior side yard setback requirements are both zero.*

The Mixed Use Centre zone is proposed as it reflects the Official Plan designation for the lands, which is Mixed Use Centre, or Hub. The choice to use the MC zone is consistent with the recent approvals for 3288 Greenbank Road, southwest of the subject property, where a series of stacked townhouse development are under construction. The use of the MC zone also reflects the intended character for the north half of the Barrhaven Downtown area.

The Barrhaven Downtown Secondary Plan envisions the area north of Chapman Mills Drive as “a mixed-use area, including the existing Strandherd Retail District and is the most developed to date. This area is envisioned to continue to intensify and infill over time around the rapid transit line.”

In Fotenn’s opinion, the MC zone is the correct zone to reflect the intended built form, mix of uses, and density on the subject property.

With respect to the relationship of the north block townhouses to the future retail area, this has been modified in the updated concept with a sidewall condition now abutting the retail site to the north. The proposed 4.5 metre setback along this north lot line is appropriate without impacting the ability for the retail lands to the north to redevelop over time.

5.0 Conclusions

In considering the revised development and the applicable policy framework, it is my professional opinion that the revised development proposal represents good planning and is in the public interest as it is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan, conforms to the policies of the Barrhaven Downtown Secondary Plan, meets the applicable urban design guidelines and maintains the general intent of the Zoning By-law, as described within this Addendum and the December 2021 Planning Rationale. The proposed development also conforms to the policy direction of the new Official Plan.

Overall, the revised development continues to advance several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, developing a property in proximity to rapid public transit with a compact, mixed-use and transit-supportive built form, and contributing to the range and availability of housing for all ages and incomes.

A handwritten signature in black ink, appearing to read 'Paul Black', with a stylized flourish extending to the right.

Paul Black, MCIP RPP
Associate