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## Burnett Lands 3370 Greenbank Road, Ottawa Planning Rationale and Integrated Environmental Review

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

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

Prepared For:

**Claridge Homes**

Prepared By:

**NOVATECH**  
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December 22<sup>nd</sup>, 2016  
Revised January 29, 2018  
Novatech File: 111117  
Ref: R-2016-177

January 29, 2018

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
Planning Services Branch  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario  
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**Attention: John Bernier, Planner I**

**Reference: Burnett Lands – 3370 Greenbank Road  
OPA, Draft Plan of Subdivision, and Zoning By-Law Amendment  
Planning Rationale and Integrated Environmental Review Statement  
Our File No.: 111117  
City File No.: D07-16-17-0001/D01-01-17-0002/D02-02-17-0002**

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

Claridge intends to develop a residential subdivision with 169 street-oriented two storey townhouses and 5 future development blocks located along either side of the future Greenbank Road alignment. Blocks set aside for future development are intended to accommodate approximately 26 three storey townhouses, 235 apartment units, and a possible retirement home and residential care facility with up to 225 units on the block east of the future Greenbank Road alignment. Neighbourhood commercial uses may be proposed along Greenbank Road, integrated with the residential development through the inclusion of -c zoning provisions.

The attached Planning Rationale and Integrated Environmental Review has been revised to address changes to the draft plan made to address the review comments for the original submission (dated July 11<sup>th</sup>, 2017), subsequent public meeting on October 24, 2017, and through discussion with City Staff. The Rationale outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with relevant provincial and municipal policy documents. This Rationale is accompanied by a comment response letter dated January 29<sup>th</sup>, 2018 specifically addressing comments received.

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

Sincerely,

**NOVATECH**



Anna Froehlich, MCIP, RPP  
Project Planner

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## 1.0 INTRODUCTION

Novatech has been retained by Claridge Homes (South Nepean) Inc. to prepare a Planning Rationale in support of a Draft Plan of Subdivision, Official Plan Amendment (OPA), and Zoning By-Law Amendment (ZBLA) to allow for the development of the lands known as 3370 Greenbank Road in South Nepean, Ottawa. The original application was submitted to the City on January 10th, 2017 (D07-16-17-0001, D01-01-17-0002, D02-02-17-0002). Discussion with City Staff, the City Councillor, and review agencies has resulted in revisions to the Draft Plan and the proposed Official Plan and Zoning By-Law Amendments.

The Rationale includes an Integrated Environmental Review Statement (IER) has been prepared as part of this Rationale, as required under Section 4.7 of the Official Plan. The purpose of an IER is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the Official Plan.

The revised development consists of 169 street-oriented townhouses, and 5 future development blocks located along either side of the future Greenbank Road alignment. The future development blocks have been located to provide additional density along Greenbank Road, and in proximity to the planned Bus Rapid Transit station. Details of the development of these blocks will be determined through Site Plan Control, however the intention is for these five blocks to accommodate approximately 26 three storey townhouses, 235 apartment units, and a possible retirement home and residential care facility with up to 225 units on the block east of the future Greenbank Road alignment. Inclusion of the *Residential Neighbourhood Commercial suffix (-c)* as part of the zoning proposed for these blocks will allow for the integration of appropriately scaled neighbourhood commercial uses along the Arterial Road and Bus Rapid Transit route.

It is acknowledged that funding for the Greenbank Road realignment has been delayed, and is not anticipated to proceed within the timeframe identified in the City of Ottawa's Transportation Master Plan (TMP). The townhouse development, including Block 11 at the corner of Greenbank Road and Collector Street No. 1, can proceed as Phase 1 of development, while the four development blocks at the south end of Greenbank Road are considered Phase 2, and not anticipated to proceed until post Greenbank Road realignment.

### 1.1 Site Location and Context

The subject site is approximately 15.5 hectares in area and is located immediately north of the Jock River. The subject site is located south of Strandherd Drive between the Kennedy Burnett Stormwater Management Facility and the existing Greenbank Road alignment, as shown on **Figure 1**. The Burnett Municipal Drain is a tributary to the Jock River and bisects the site from north to south. A farmstead and accessory structures formerly located on the property near its southern boundary have been demolished. The topography is generally flat with a gentle slope from the northeast to the southwest.

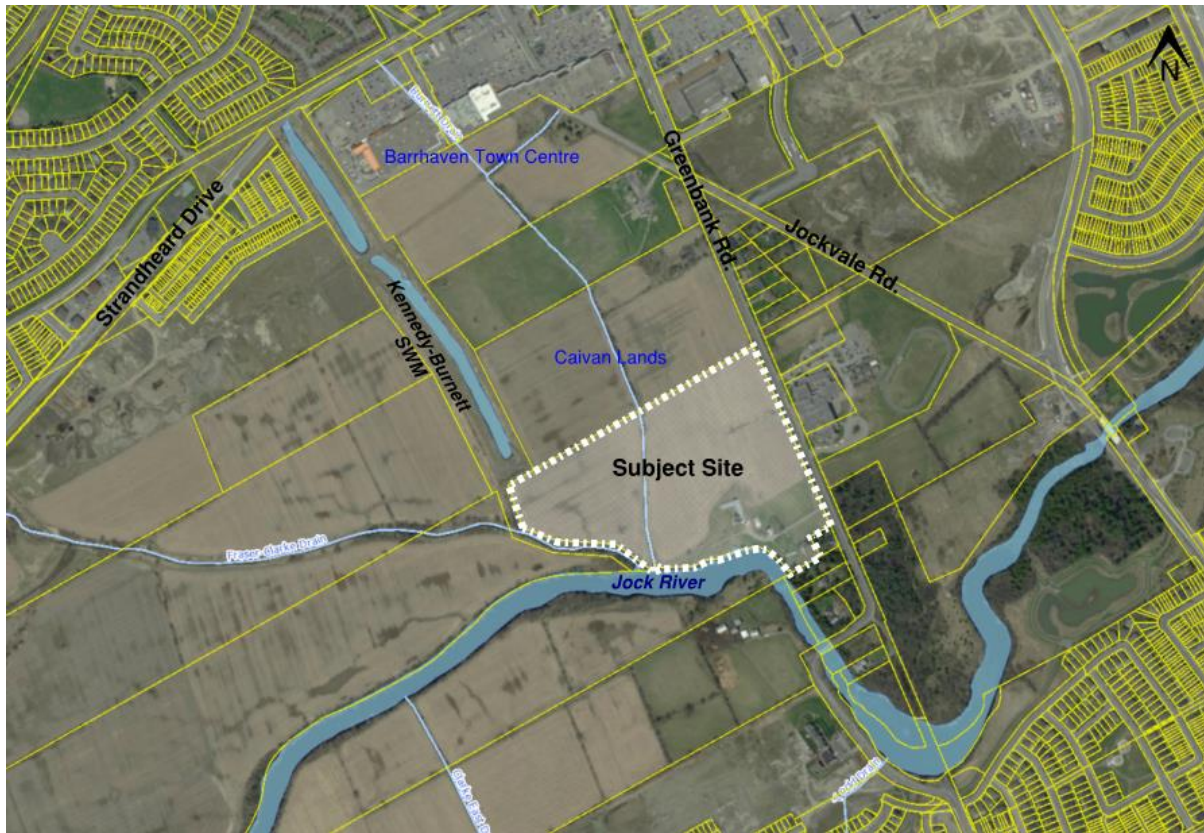


Figure 1: Site Location (Base Map Source: GeoOttawa)

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

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

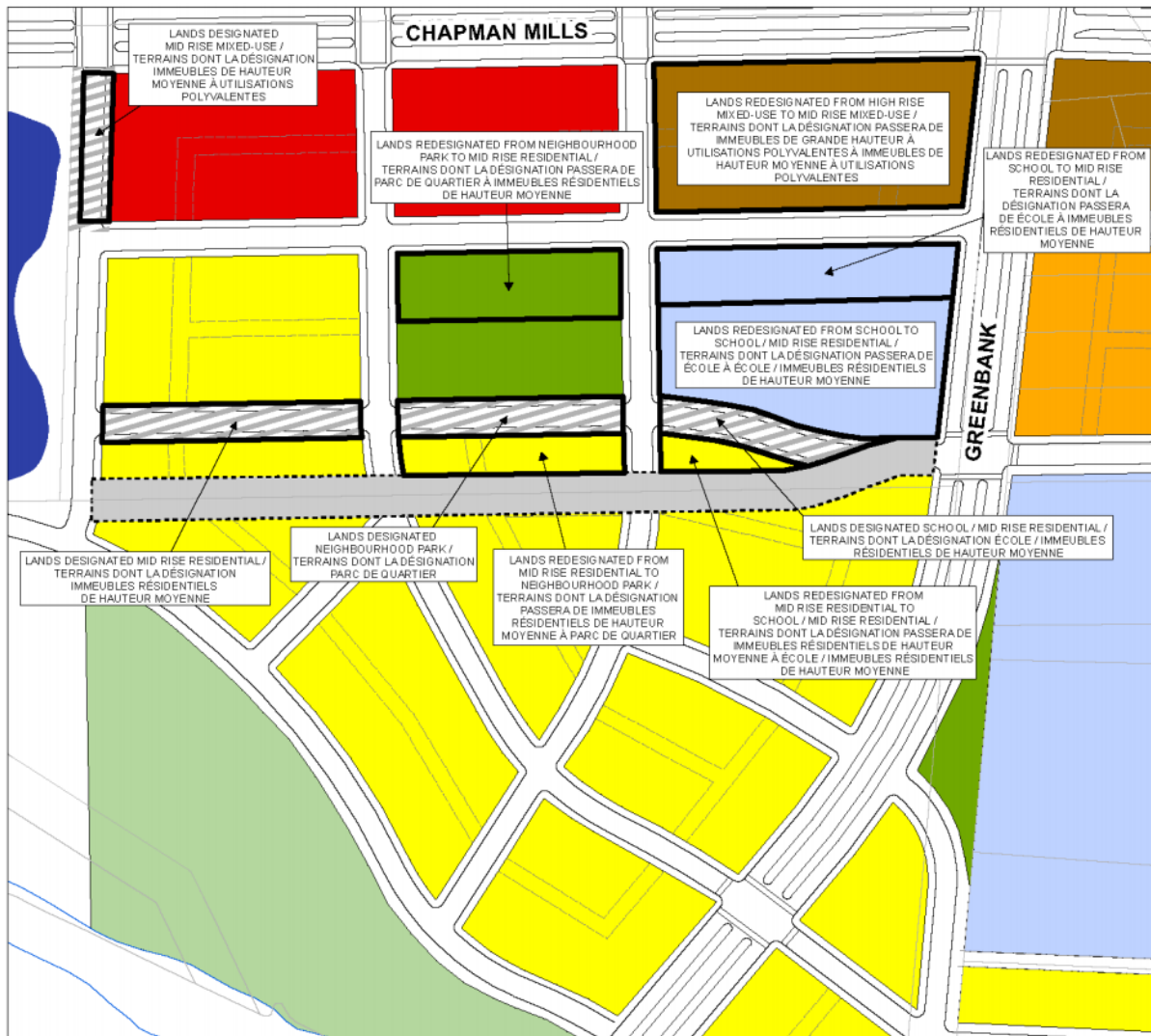


Figure 2: Excerpt from the amended “Schedule 1 - Land Use Plan, South Nepean Secondary Plan (Area 7)” produced for Official Plan Amendment #144 (Future Caivan Lands).

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

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

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



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

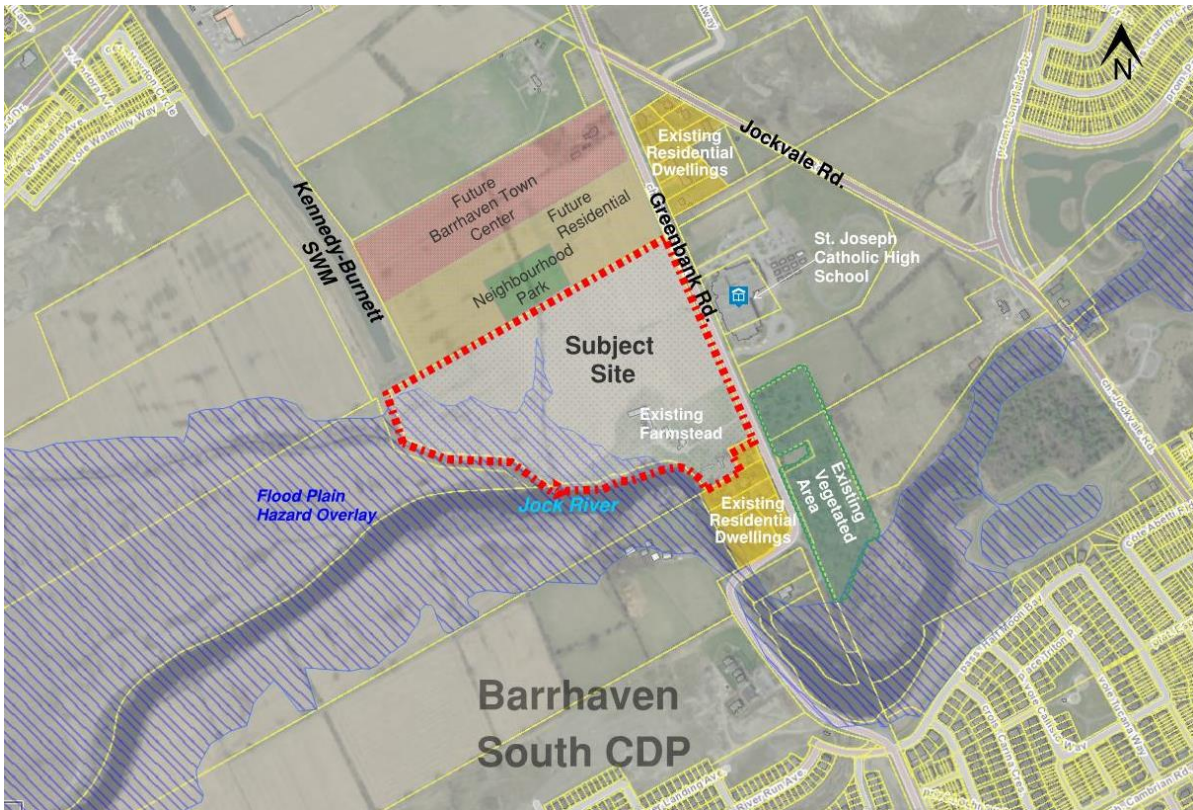
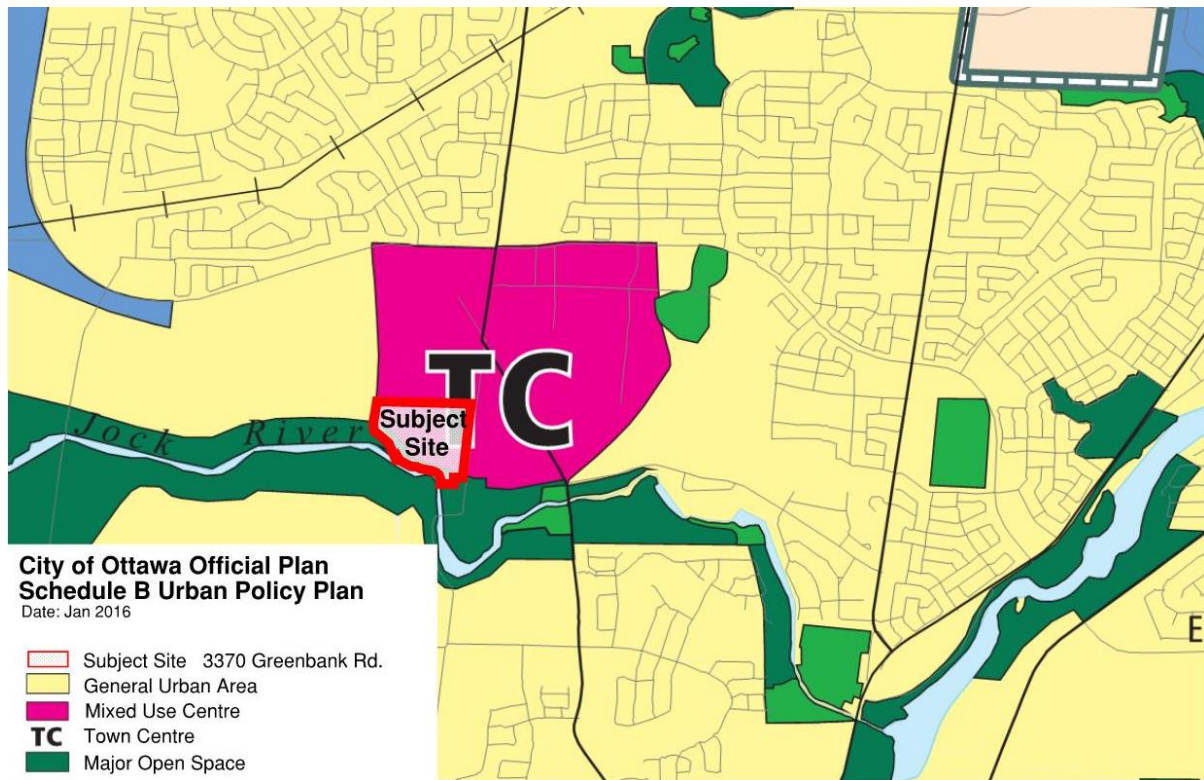


Figure 3: Existing Surrounding Context (Base Map Source: GeoOttawa)

## 1.2 Planning Context

### 1.2.1 City of Ottawa Official Plan

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



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

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

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

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

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

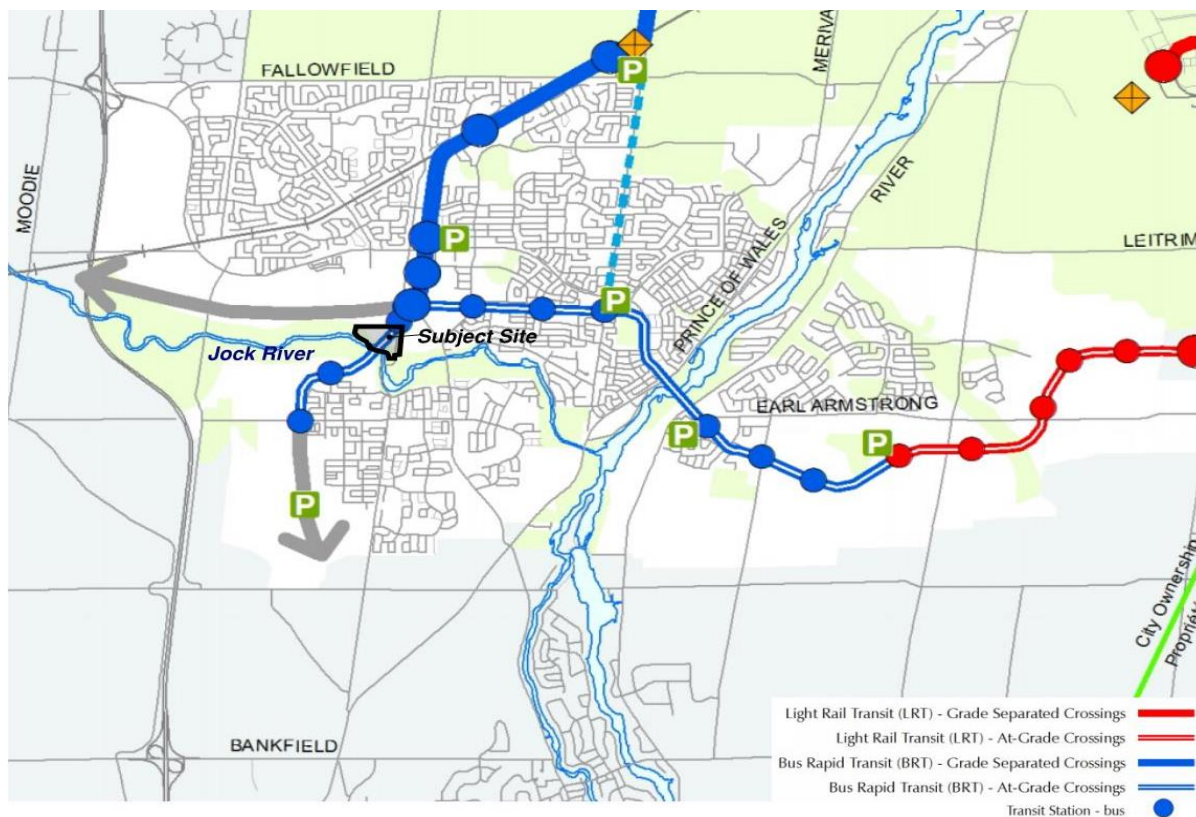
As per *Official Plan Section 3.6.2, Policy 5*, the following land uses are permitted within the *Mixed Use Centres* area:

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

The proposed medium and high-density residential uses are permitted under the *Mixed Use Centre* designation, as are Retirement Homes and Residential Care Facilities.

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

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



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

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

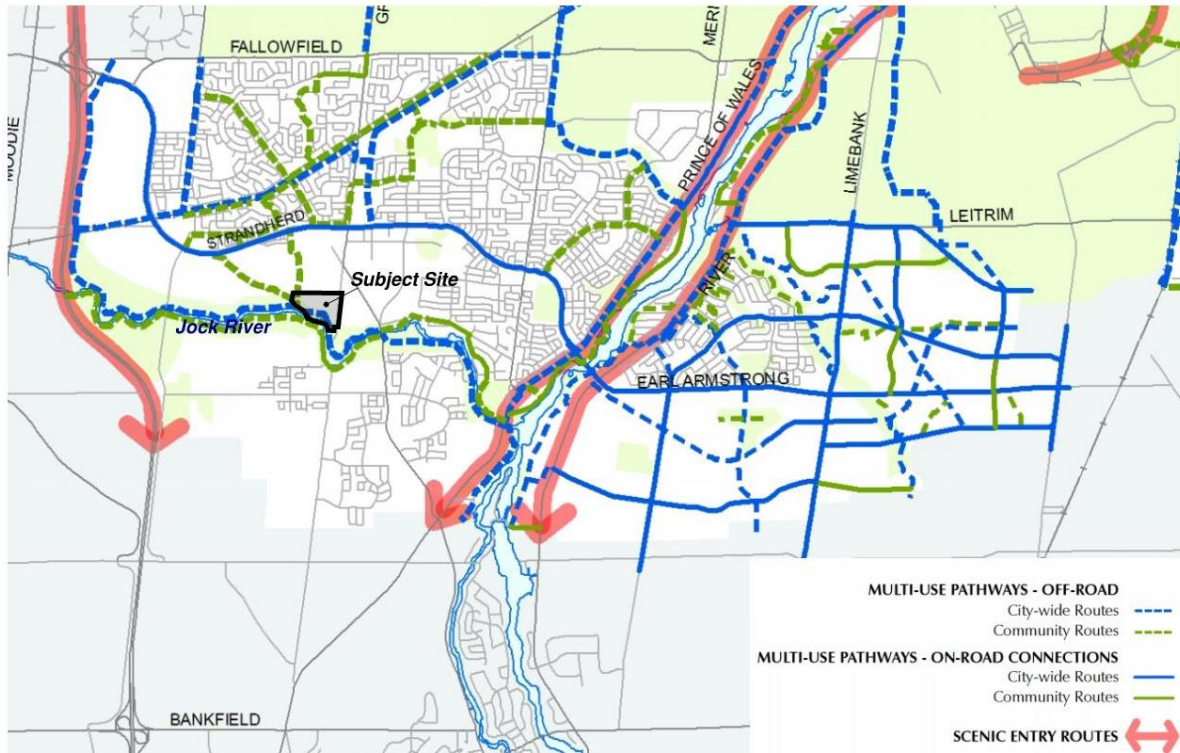


Figure 6: Official Plan Schedule I Multi-Use Pathways and Scenic-Entry Routes (Urban)

### 1.2.2 South Nepean Secondary Plan

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

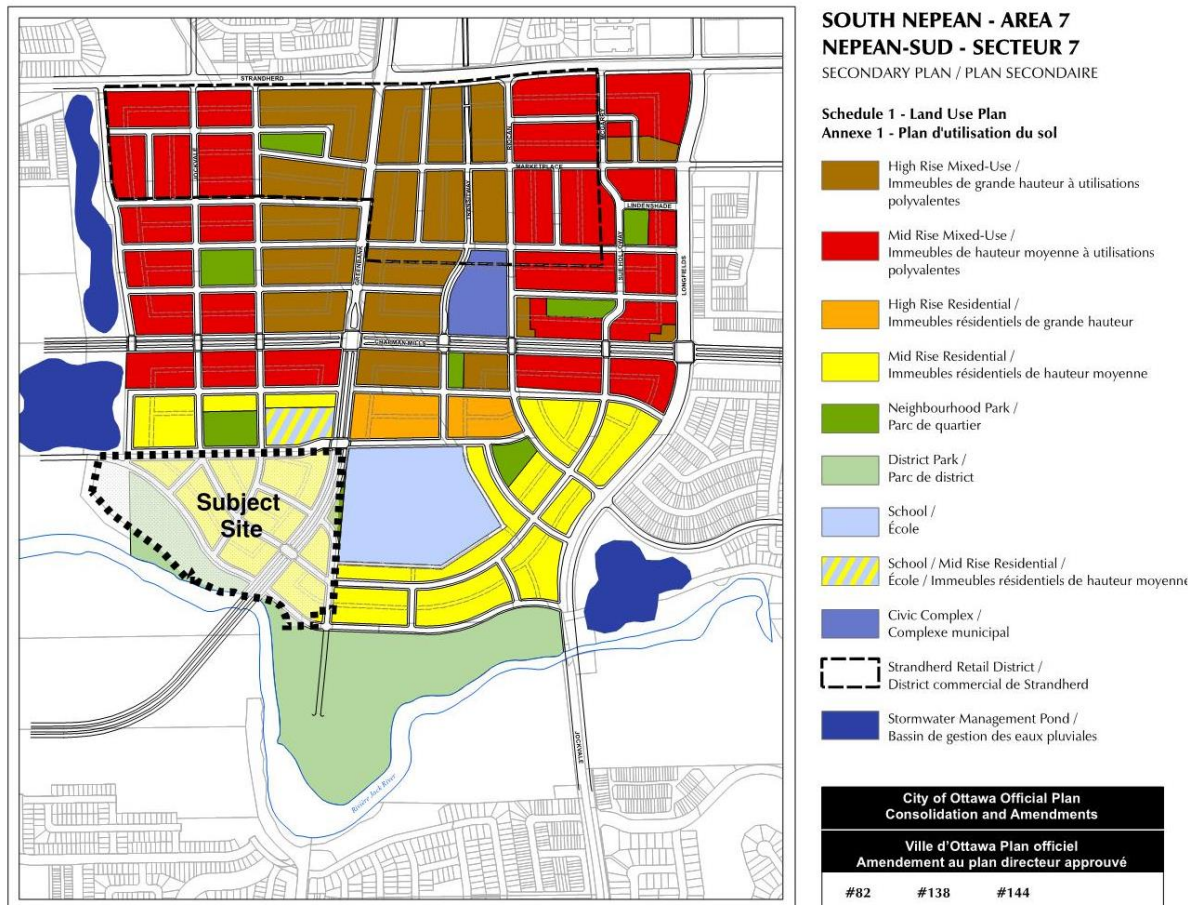


Figure 7: South Nepean Secondary Plan –Area 7 Schedule 1

The *Mid Rise Residential* designation is intended to accommodate the majority of the Town Centre’s ground-oriented multiple unit dwellings. Permitted uses within the *Mid Rise Residential* policy area include: apartments, street, block and stacked townhouses, public and institutional uses, schools, places of worship, and community facilities. Policy 2 of Section 3.5, states that within the *Mid Rise Residential* designation the minimum building height is 2 storeys and maximum building height is 4 storeys. Policy 3 sets the net density target the designation as 100 units per hectare. An amendment to the Secondary Plan is required as part of the development application to allow for the two proposed mid-rise residential/mixed-use buildings.

The *District Park* designation applies to the area intended for Half Moon Bay Park. It extends along the Jock River and connects with existing and future greenspace components in the surrounding communities. It is intended to become main focal point of the greenspace system in the vicinity. Blocks 20 and 31 on the Draft Plan of Subdivision will be transferred to the City as Open Space. The district park will be designed and constructed by the City, with timing determined by City budget and priorities.

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

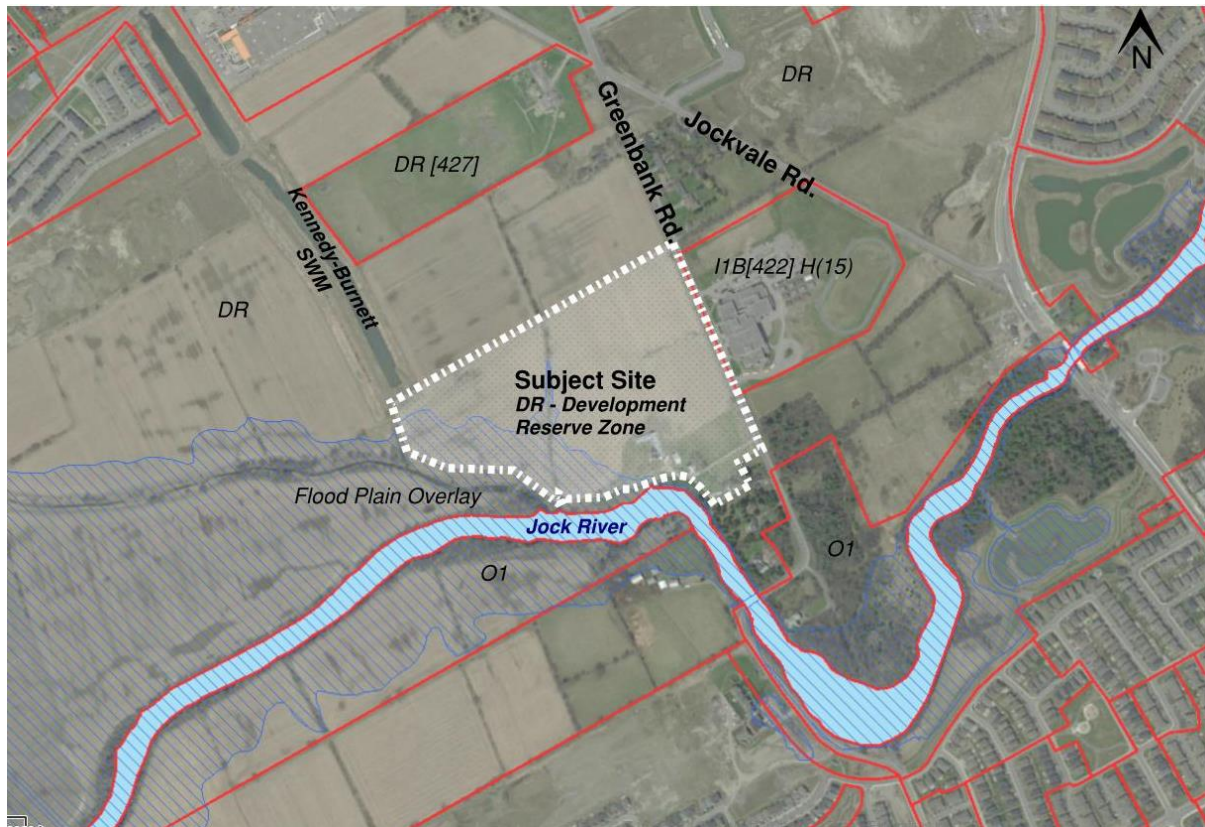


Figure 8: Existing Zoning (Source: GeoOttawa)

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

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

The existing zoning by-law map also shows *Flood Plain Overlay* surrounding the Jock River. The intent of the overlay is to restrict development in order to minimize the threat of injury or loss of life and prohibit land uses where necessary. As part of the development application process, the proponent will submit a cut and fill application in order to adjust the boundary of the existing Floodplain Overlay to align with the District Park boundary and development boundary prior to Draft Plan Approval. The actual work to fulfill the permit will occur, following detailed engineering approvals prior to registration.

## 2.0 INTEGRATED ENVIRONMENTAL REVIEW

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

The following technical studies have been prepared in accordance with Section 4.7 of the Official Plan and as per the City’ recommendations at the pre-consultation meeting held on June 19<sup>th</sup>, 2015.

### 2.1 Archaeological Assessment

An Archaeological Assessment was identified as a required study by the City through the pre-consultation process, in keeping with Section 4.6.2 - Archaeological Resources in the Official Plan. A Revised Stage 1 and Stage 2 Archaeological Assessment was prepared by Golder Associates in August 2017.

One artifact, consisting of a quartzite expedient knife, was observed and collected during the field survey in Operation 2 on 17 November, 2016. Based on this discovery, and the documented pre-contact Aboriginal occupation and land use within the surrounding area, a Stage 3 archaeological investigation was recommended. A Stage 3 Archaeological Assessment was completed by Golder Associates and documented in a report dated September 18, 2017. The Stage 3 assessment did not identify any additional archaeological resources associated with the Jock River site (BhFw-121). The report recommended that the Ontario Ministry of Tourism, Culture and Sport issue a letter concurring that no additional archaeological investigations are required for the Stage 3 study area.

### 2.2 Environmental Impact Statement

An Environmental Impact Statement has been prepared by Golder Associates Ltd (Dec. 2017), and revised January 2018 to address review comments and the updated Draft Plan. The report assessed the site with respect to natural features and functions including habitat of endangered or threatened species, significant wetlands, fish habitat, significant woodlands and valleylands, ANSIs, and significant wildlife habitat. The report confirms that the property is not located within any provincially significant wetlands or areas of natural and scientific interest. No provincially rare plant species or communities have been identified within the subject site. No significant woodlands, valleylands or ANSIs were identified on or adjacent to the site.

Fish habitat within the adjacent to Jock River and Fraser Clark Drain will not be impacted as appropriate setbacks have been provided. Large cavity trees on site, identified in the TCR, may provide potential bat habitat. Large trees identified for removal, will receive further study

will be required during the appropriate season (anticipated June 2018) to confirm the presence/absence of these species. Appropriate mitigation measures and permitting/registration will be undertaken if required.

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

### *2.2.1 Tree Conservation Report*

The Tree Conservation Report (TCR) was prepared by Golder Associates Ltd. in May 2016 and updated January 2018 in accordance with the City of Ottawa's TCR Guidelines. It recommended that priority for tree retention should focus on existing trees along the Jock River. No removal will be scheduled between April 15<sup>th</sup> and August 15 without input from a qualified biologist.

### *2.2.2 Headwater Tributary Assessment*

Appendix E of the EIS is a Headwater Tributary Assessment that was completed by Muncaster Environmental Planning and Bowfin Environmental Consulting in 2016 and updated January 2018 to address review comments. The Headwater Assessment assesses the fisheries habitat and communities in the Burnett Municipal Drain along with an evaluation of the headwaters. An update to the Headwater Report to address comments and clarify mitigation requirements will be submitted shortly.

## 2.3 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA), dated December 2016, was prepared by Golder Associates Ltd. to assess the potential site contamination by current or past uses. The Phase 1 ESA did not assess the abandoned farmhouse and equipment storage structures that were located on site at the time of the site visit. This area will need to be studied and cleared prior to registration.

The assessment found that on the remainder of the site there is no evidence of potential environmental concerns with respect to the subject site or within the Phase 1 ESA study area. It was concluded that a Phase II ESA is not needed.

## 2.4 Geotechnical Investigation

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



## 2.5 Noise Feasibility Study

A Noise Feasibility Study was completed by Novatech in December 2016 and updated January 2018. Section 4.8.7 of the Official Plan states that noise is regulated better by land use planning than by noise barrier. Particularly, Policy 10 states “*to improve the quality of the streetscape, communities will be designed to the extent possible to provide noise attenuation through land use planning and design. Noise barriers may only be used where other noise attenuation methods are not feasible.*” In keeping with such a policy, the proposed development has been designed with buildings oriented to reduce the need for noise attenuation barriers. Outdoor living areas have been oriented away from noise sources, wherever possible. As a result, the need for outdoor noise barriers is significantly reduced. The report recommends that a noise wall will still be required along the side yards of blocks 8-10 and 26-29, as well as a noise barrier along the side and rear yards of Blocks 12 and 15 to mitigate noise levels from Jockvale Road and Greenbank Road. These will be subject to further review through Site Plan Approval. Indoor noise mitigation and noise clauses on title will be provided where required.

## 2.6 Site Serviceability and Stormwater Management Report

Novatech completed a Site Serviceability and Stormwater Management Report in support of the development applications, updated January 2018, to address the revised Draft Plan and comments received to date. The site can be adequately serviced with water by extending the existing watermain on Greenbank Road and a second connection to the future Minto lands watermain at the existing Greenbank Road/future Jockvale Road intersection. The site can be serviced by sanitary sewer through two existing stubs to the South Nepean Sanitary Collector, completed in 2017. The site can be serviced with storm sewers by construction of underground storm sewers and two Vortechnic Units that will address water quality; the majority of the site will outlet to the Jock River and a small portion will outlet to the Fraser-Clarke Drain. Major drainage will flow overland along the road right of ways towards the Jock River.

## 2.7 Hydrogeology Report

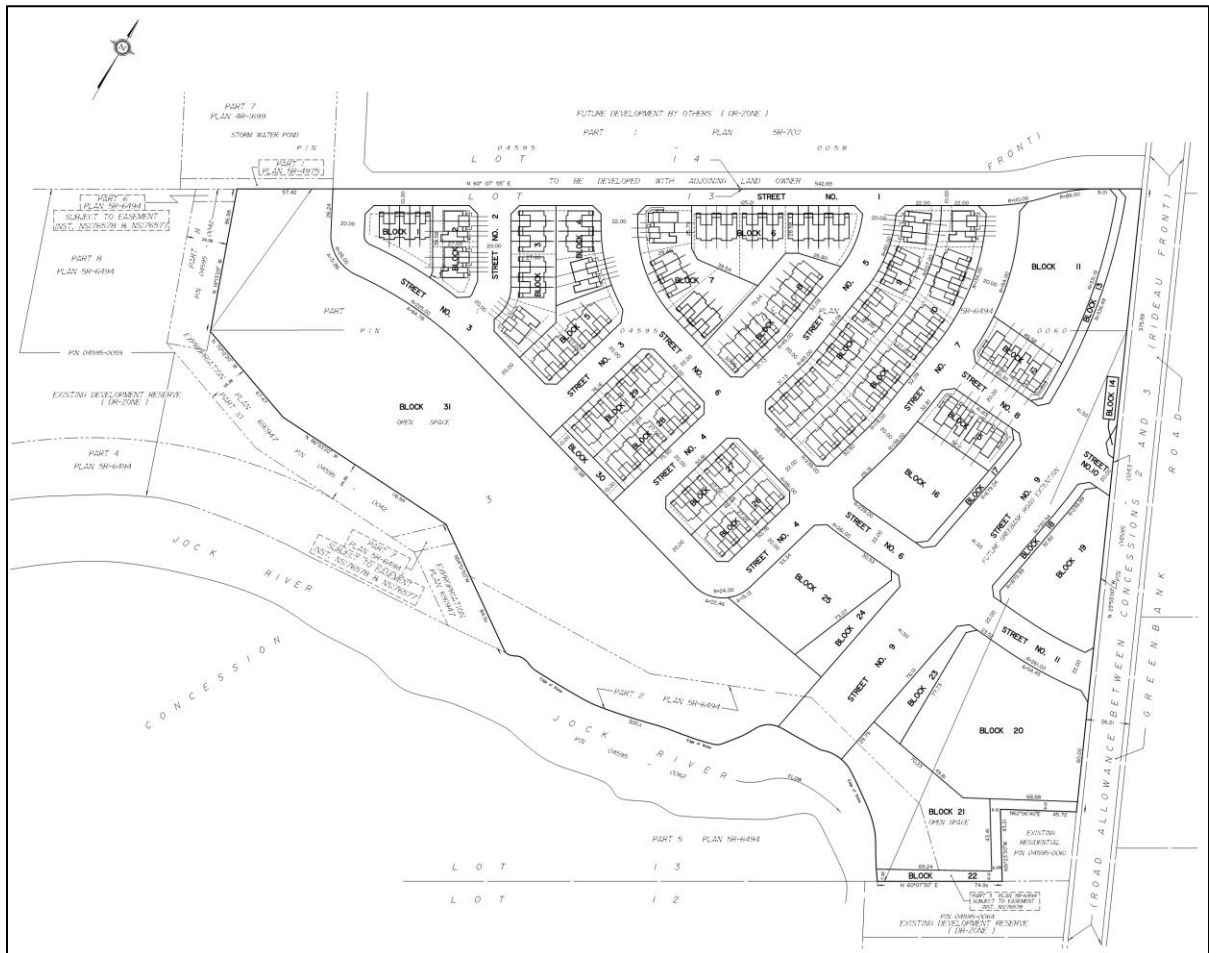
A desktop hydrogeological assessment was completed by Golder Associates to determine the soil and groundwater conditions across the site and to address possible construction related impacts to private well supplies. Soil conditions and groundwater levels are summarized in the Golder geotechnical report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

## 2.8 Community Transportation Study

An Addendum to the Community Transportation Study (CTS) prepared by Novatech has been updated in January 2018 to address the revised draft plan, including changes to the proposed road network and revised unit numbers. The report focuses on assessing the ability of the local transportation network to support the proposed development. All study area intersections are anticipated to operate under acceptable conditions during the weekday AM and PM peak hours under the 2027 background and total traffic conditions. The report concludes the proposed development is feasible from a transportation perspective.

## 3.0 PROPOSED DEVELOPMENT

The proposed revised Draft Plan is shown as **Figure 9** and a larger version provided as **Appendix A**.



**Figure 9: Revised Draft Plan 2018**

The revised development consists of 169 street-oriented townhouses, and 5 future development blocks located along either side of the future Greenbank Road alignment. The

future development blocks have been located to provide additional density along Greenbank Road, and in proximity to the planned Bus Rapid Transit station. Details of the development of these blocks will be determined through Site Plan Control, however the intention is for these five blocks to accommodate approximately 26 three storey townhouses, 235 apartment units, and a possible retirement home and residential care facility with up to 225 units on the block east of the future Greenbank Road alignment. Inclusion of the *Residential Neighbourhood Commercial suffix (-c)* as part of the zoning proposed for these blocks will allow for the integration of appropriately scaled neighbourhood commercial uses along the Arterial Road and Bus Rapid Transit route.

It is acknowledged that funding for the Greenbank Road realignment has been delayed, and is not anticipated to proceed within the timeframe identified in the City of Ottawa's Transportation Master Plan (TMP). The townhouse development, including Block 11 at the corner of Greenbank Road and Collector Street No. 1, can proceed as Phase 1 of development, while the four development blocks at the south end of Greenbank Road are considered Phase 2, and not anticipated to proceed until post Greenbank Road realignment.

Some examples of the proposed two storey townhouse models, which make up the majority of the site, are provided as **Figures 10 and 11**. The design is a contemporary style with large windows and stone trim. End units with front doors located around the corner on the end walls will enhance the streetscape and ensure animated frontages.



**Figure 10: Two Storey Townhouse Model – 4 unit block**



**Figure 11: Three Storey Townhouse Model – 5 unit block**

Block 11, at the corner of Greenbank Road and the future Collector Street No. 1 is anticipated to develop with three storey townhouse units, and possibly include some compatible neighbourhood commercial uses permitted through Residential Neighbourhood -c zoning, as suggested by City staff in the review comments received in July 2017.

Blocks 16, 19, 20 and 25, at the southern end of the site, are intended for multi-unit residential development, with the potential for a mixed-use component and a possible retirement home and residential care facility. Neighbourhood commercial (-c) zoning is proposed to permit mixed-use to be incorporated at the Site Plan stage.

It is anticipated Blocks 16 and 19 may be developed as 4 storey low-rise apartments, while Blocks 20 and 25 may be up to six-storeys. The additional height is appropriate at this location, where the buildings would act as a gateway to the community, adjacent to the future embankment for the Greenbank Road Bridge. Block 25 is anticipated as a residential apartment building, while Block 20 may be developed as a Retirement Home and Residential Care Facility. In total, these the three proposed residential blocks (16, 19 and 25) can accommodate an estimated 235 apartment units, with an additional estimated 225 units in a Retirement Home and Residential Care Facility on Block 20. Details of the mid-rise blocks and proposed commercial uses will be determined through the site plan process.

Blocks 21, 22 and 31 are Open Space Blocks to be transferred to the City for future development as part of the planned District Park along the Jock River. The City of Ottawa will finalize the design and carry out the construction of the Park. The remnant triangle shaped Block 14, between the future Greenbank Road and St Joseph High School, will also be transferred to the City at the time of subdivision registration. The Secondary Plan identifies this Block as a Neighbourhood Park.

The required parkland dedication will be provided as Cash-In-Lieu to the City and a shared construction cost agreement will be negotiated with the surrounding land owners prior to draft plan registration.

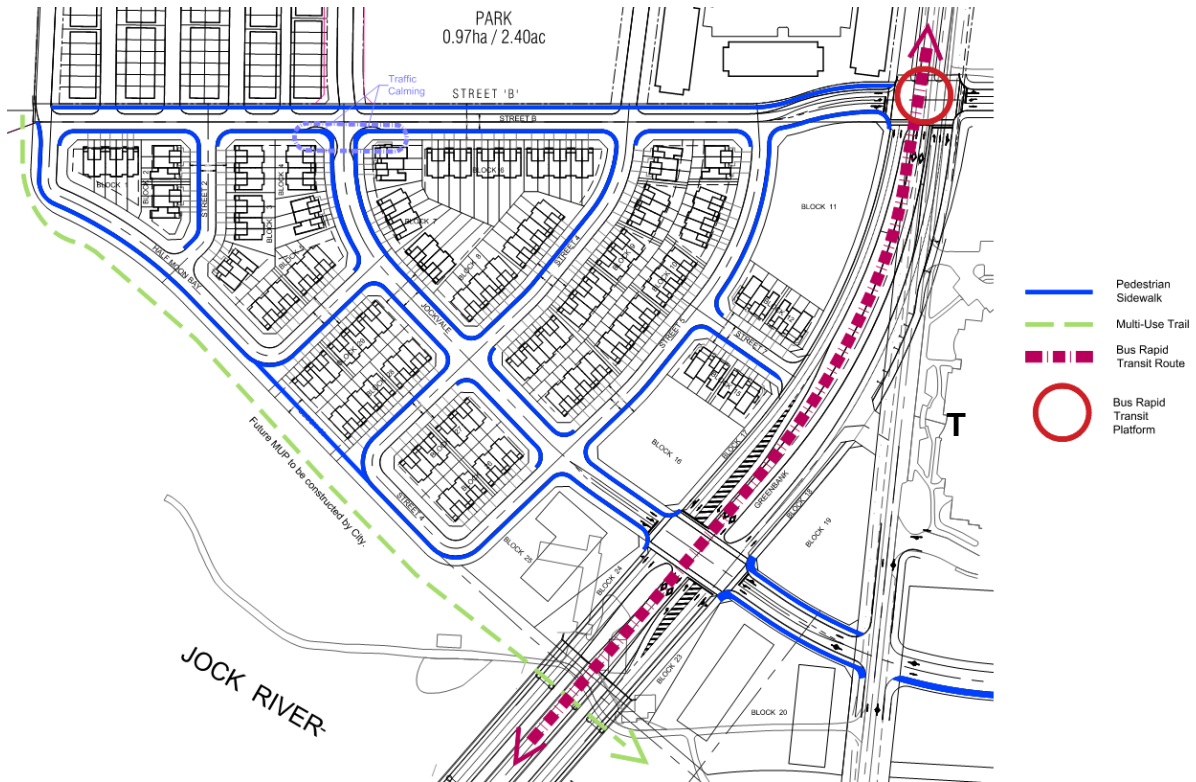
### 3.1 Street Network, Cycling and Pedestrian Connections

The proposed street grid has been modified from the original submission in December 2016. Comments from City Staff and particularly City Operations, resulted in removing the proposed rear lanes and reconfiguring the block pattern of local streets. The street pattern still features a modified grid street pattern, and Arterial and Collector roads maintain the Street Network Plan set out in *Schedule 2 of the South Nepean – Area 7 Secondary Plan*.

Changes have been made to the local street grid adjacent to the window street following the northern edge of the district park. In the *South Nepean – Area 7 Secondary Plan*, this street was originally envisioned as a continuous parkway along the edge of the Jock River Floodplain; however, as discussed in the previous submission, clearance restrictions with the future Greenbank Road Bridge mean that a road connection east of Greenbank Road is not possible. Since this continuous road is not an option, the local road pattern within the subdivision has been reconfigured to create short north-south local streets, terminating in views and access to the future district park. This is consistent with the proposed design of the planned Minto subdivision (D07-16-17-0015 & D02-02-17-0063) on the east side of Greenbank Road. A continuous pedestrian and cycling connection will be maintained through a proposed walkway Block (Block 30), and a planned multi-use pathway within the District Park, which will continue under the future Greenbank Road bridge. The revised Street Pattern is included in the proposed Official Plan Amendment. An Amendment to remove the On-Road Cycling Designation from the window street is also required, as this no longer provides a continuous route, and is adjacent to a planned continuous multi-use trail.

All local roads are being designed to a City Standard 20-metre cross section. Jockvale Road will have a 22 metre cross section, required to accommodate the South Nepean Trunk Sewer, and because it is a collector Street as identified on Schedule 2 of the CDP. The proposed rights-of-way will accommodate vehicular/non-vehicular movements, on street parking, streetscaping and underground infrastructure.

Sidewalks are proposed on both sides of all collector roads, and on one side of local roads. An Official Plan Amendment amending Policy 1 Of Section 5.3 of the Secondary Plan will be required. **Figure 12** below demonstrates how this will create an integrated and continuous pedestrian network, with direct access to parks, transit, and adjacent uses.



**Figure 12: Connectivity Plan**

Jockvale Road, as a collector street, is intended to be the key linkage through the proposed development and to adjacent communities and amenities. Sidewalks will be provided on both sides, as well as along both sides of Collector Street No. 1, shared with the Caivan development to the north. Local residential local streets are designed to accommodate sidewalk on one side of the street in order to reduce conflict and unnecessary contact between pedestrian and vehicle movements (i.e. reduce the number of driveway entrances crossing the sidewalks) and to ensure the most effective use of land and other resources. One sidewalk on local streets is consistent with approach taken in the adjacent Minto Subdivision to the east. Short block lengths, and the revised street pattern, which maintains a grid for pedestrian movement but creates crescents for vehicle traffic, will ensure limited traffic and slow speeds on local roads. An Amendment to Secondary Plan policy 1 of Section 5.3 will be required to permit a single sidewalk on all local roads.

The proposed multi-use trail planned within the park will contribute the cycling and active transportation network through the community. The park will provide an east-west cycling connection under the future Greenbank Road, and will connect to existing pathways along the Kennedy Burnett stormwater management ponds to the north-west. This pathway will be constructed by the City as part of the design for the District Park, and the exact alignment has not been determined by the Parks department.

## 4.0 PLANNING POLICY REVIEW

### 4.1 Provincial Policy Statement

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

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

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

The proposed development will contribute to creating a complete community within the Nepean Town Centre, including housing options for people of all ages and life stages. Supportive uses such as parks, open space and neighbourhood commercial services are proposed and will provide amenities for both the local and wider community. The subdivision has been arranged as a modified grid street and pathway pattern, integrated with surrounding development. The compact townhouse and apartment development is consistent with the planned built form for the area and will minimize land consumption, promote active transportation and enhance connectivity.

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

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

b) densities and a mix of land uses which:

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

The proposed development has been designed with regard to the *Land Use Schedule in the South Nepean Secondary Plan- Area 7*. The proposed amendments to the Secondary Plan to allow for a higher density development in close proximity to the future Greenbank Road is consistent with PPS policies with regard to intensification. Infrastructure and public service

facilities, including stormwater management facilities, road pattern, parkland, and multi-use trails have been coordinated with adjacent developments and with the wider South Nepean Urban Area.

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

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

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

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

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

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

### ***Transportation Systems***

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

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

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

As discussed in Section 2 of this rationale, an Environmental Impact Statement and Tree Conservation Report were completed by Golder Associates, updated January 2018, which confirms that the proposed development will not negatively impact the existing natural environment. The Jock River is located immediate south of the site, lands within the floodplain will not be subject to development via cut/fill and will be protected by the planned Half Moon



Bay District Park which will be designed and constructed by the City of Ottawa. Quality of stormwater will be enhanced by two Vortechnic Units.

### **Health and Safety**

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

A Phase 1 Environmental Site Assessment was prepared by Golder Associates. The Phase 1 ESA did not assess the abandoned farmhouse and equipment storage structures that were located on site at the time of the site visit. This area will need to be studied and cleared prior to registration. On the remainder of the site, the Phase 1 ESA did not identify any evidence to suggest past or present soil contamination and further assessment was not recommended. Proposed balancing of cut and fill areas along the interface of the proposed Half Moon Bay Drive and the floodplain (per the CDP) will ensure no negative impact on the floodplain.

## 4.2 Ottawa Official Plan

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

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

The proposed mid-rise residential development, neighbourhood commercial uses, and Retirement Home and Residential Care Facility, are consistent with the general intent and complies with the provisions of *Section 3.6.2 Mixed Use Centre and Town Centres*. The proposed amendment to the South Nepean Secondary Plan will result in a modest increase in density adjacent to the future BRT and District Park.

Policy 4 of Section 3.6.2 of the Official Plan states: “*Greater building heights may be considered subject to an amendment to the secondary plan or site specific policies in Volume 2, and must demonstrate consistency with policy 2.2.2(17) and all other relevant policies in this Plan.*” Amendments are required to *Volume 2, South Nepean Secondary Plan (Area 7)* of the Official Plan to permit the proposed mid-rise development on blocks adjacent to the Future Greenbank Road.

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

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

**Section 2.5.1 Design Objectives:**

<p><i>To enhance the sense of community by creating and maintaining places with their own district identity</i></p>	<p>The proposed development will contribute to making South Nepean Town Centre a compatible development that reflects high-quality urban design standards. The proposed built form and design of the subdivision is consistent with surrounding communities. The subdivision aligns with the development goals and objectives for South Nepean Town Centre by proposing compact, transit and pedestrian friendly development. The proposed development defines the public realm by providing street orientated residential units and encouraging active transportation by creating an inviting and safe environment. Neighbourhood commercial uses integrated with residential development at key intersections along Greenbank Road and adjacent to the BRT station will contribute to animating this stretch of Greenbank road and creating a distinct identity for this community. The 6 storey buildings at the south end of the site are also intended to act as a gateway to the community, creating a sense of arrival.</p>
<p><i>To define quality public and private spaces through development</i></p>	<p>The proposed street oriented townhouses will help to frame the public streets, creating a consistent setback to define private amenity spaces. End units with entrances on corner facades, and window streets along the District Park will create a quality streetscape.</p>
<p><i>To create places that are safe, accessible and are easy to get to and move through;</i></p>	<p>The proposed development has been designed to accommodate all modes of transportation. Multiple connections are provided to adjacent communities and amenities. A planned multi-use trail along the Jock River will provide an east-west connection for cyclists and pedestrians and will connect via an on street connection to the proposed cycling facilities along the realigned Greenbank Road. Sidewalks are provided throughout the community, on both sides of collector and arterial roads, and on one side of local residential streets. The sidewalks will provide a continuous network providing direct access to surrounding amenities and parks.</p>

<p><i>To ensure the new development respects the character of existing area</i></p>	<p>The proposed development has taken into consideration the surrounding existing and proposed developments in order to establish a consistent community identity. Although the surrounding lands are currently vacant, they are planned to be developed as part of the Barrhaven Town Centre. The proponent has been coordinating with the surrounding land owners to achieve a coherent community.</p>
<p><i>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;</i></p>	<p>The proposed development includes a range of housing choices, including apartments, two and three storey townhouses, and a Retirement Home and potential Residential Care Facility. Proposed -c zoning for development blocks along Greenbank Road will allow for mixed use and commercial development to adapt to the needs of the community and contribute the growth of the Town Centre.</p>
<p><i>To understand and respect natural processes and features in development design</i></p>	<p>The proposed development has been designed with the understanding of the existing natural conditions such as soil, floodplain, and existing vegetation. More detailed analysis in this regard has been provided in the summary of technical studies provided as Section 2 of this rationale.</p>
<p><i>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint to the built environment.</i></p>	<p>The proposed development allows for high efficiency in street network in order to minimize land consumption. Higher density uses are proposed along the arterial road, and adjacent to the planned BRT station to support transit use. An active transportation network is provided throughout the subject site to provide convenient and efficient access to adjacent amenities.</p>

**Section 4.11 Urban Design Compatible Development Policies**

<p><b>View</b></p>	<p>According to the Official Plan no significant view sheds were identified within the subject site. The revised street pattern with north south streets terminating at the District Park will increase views to the parkland as well as improving accessibility. Window streets along the parkland will also ensure the development provides an active and attractive</p>
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	<p>interface for users of the park and future multi-use pathway within the park block.</p> <p>The proposed mid-rise buildings at the southern end of Greenbank Road will anchor the future Greenbank and Jockvale intersection and provide a gateway to the Town Centre when entering across the bridge. Detailed design of these buildings will be reviewed at the site plan application stage.</p>
<p><b><i>Building Design</i></b></p>	<p>The proposed development will display strong architectural design elements that address the public realm and create emphasis on an active street frontage. Design of the townhouses will focus on functionality and interaction with the public street. End units will receive special treatment to ensure an animated facade on both the front and corner. Details of the proposed mid-rise buildings and multi-unit blocks will be addressed through subsequent site plan applications.</p>
<p><b><i>Massing and Scale</i></b></p>	<p>The majority of the proposed development is anticipated to be two to three storey townhouses which is compatible and consistent with adjacent development plans. The low-rise (4-storey) and mid-rise (6-storey) buildings located along Greenbank road, are appropriately located and scaled to frame the Greenbank Bridge, and to act as a transition from the arterial road to the townhouse developments to the east and west.</p> <p>The subdivision has been designed with consideration of the size and form of residential blocks with respect to achieving efficient internal street layout and integration into its surroundings.</p>
<p><b><i>High-Rise Building</i></b></p>	<p>The revised concept plan no longer contemplates high rise residential buildings as part of the development. Four to six storey mid-rise residential, mixed-use, or retirement home and residential care facility is being contemplated for the two blocks nearest the Jock River on either side of the future Greenbank bridge alignment. Mid rise and multi-unit blocks will be further examined and reviewed at the site plan application stage.</p>

### **Outdoor Amenity Areas**

In addition to the district park and open spaces within the subject site, the proposed townhouses will have private access to rear yard amenity area. The low-rise and mid-rise buildings will provide appropriate amenity space which will be further delineated at the site plan stage.

The proposed subdivision conforms to the Policies of the Official Plan for development in a Mixed-Use Town Centre, and with regard to design and compatibility. Further discussion of the requirements for technical studies set out in the Official Plan is discussed in Section 2 of this Rationale, through the Integrated Environmental Review.

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

The Subject Site is part of *South Nepean Secondary Plan (Area 7)* and is within the area designated as *Mid-Rise Residential* and *District Park*. The intent of the Secondary Plan is to encourage compact, urban, transit supportive development which reflects high-quality urban design.

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

#### *4.3.1 South Nepean Town Centre Community Design Plan*

The Plan Area for the South Nepean Town Centre Community Design Plan (CDP), encompasses approximately 165 hectares of land located in the southern portion of the City of Ottawa's urban area, north of the Jock River, and centered around Greenbank Road and Chapman Mills Drive. The Town Centre is surrounded by a number of established communities and developing communities.

The general development goals and objectives for the Town Centre area are:

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

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

Land Use Policies

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

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

The proposed two and three storey townhouses and the low-rise 4-storey apartments proposed for Blocks 16 and 19 conform to the permitted uses and building heights set out in the Secondary Plan.

Overall, the proposed development meets the target density of 100 units/net hectare. The total net residential area of the subdivision is 6.0 net hectares, and the estimated total number of units, including a potential retirement home and residential care facility is 655 units.

The proposed development on Blocks 20 and 25, on either side of the realigned Greenbank Road, will require an Official Plan Amendment as 6 storey buildings are not permitted within the mid-rise residential development. Mid-rise buildings of up to 6 storeys are contemplated for Blocks 20 and 25, adjacent to the bridge embankment for the future Greenbank Road alignment. This additional height is required to meet the density target contemplated for the area. The original Draft Plan submission in December 2016 contemplated high rise residential development of up to 12 storeys in this location. The proposed height has been reduced to address comments received from the community and City Councillor.

The six-storey buildings are envisioned as a gateway to the community and provide a transition between the embankment of the Greenbank Road bridge and the lower density residential area. A maximum building height of 6 storeys is proposed, which is the maximum building height permitted in the *Mid Rise Mixed-Use* designation in the secondary plan.

The development policies for Mid-Rise Mixed-Use are listed in the following table:

Permitted Uses:	Apartments, live-work units, retail, office and service commercial uses, public and institutional uses, schools, places of worship and community facilities
Permitted Building Height:	Minimum Building Height – 4 storeys Maximum Building Height – 6 storeys
Population Density:	Target of 200 Units Per Hectare

Maximum Lot Coverage:	50% of the total area of any block for stand-alone residential buildings
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An estimated 350 apartments, possibly including a retirement home and residential care facility units, are estimated for development on Blocks 20 and 25. The two blocks have a net area of approximately 1.17 hectares, which works out to a net density of 299. On their own, these two blocks exceed the density target for the mid-rise mixed use area, however, in combination with the subdivision as a whole, the proposed development meets the target density set out for the area in the CDP.

The Official Plan Amendment will request that Schedule 1 of the Secondary Plan for the Nepean Town Centre (Area 7) be amended to change the designation for Blocks 20 and 25 from mid-rise residential to mid-rise mixed use. In order to maintain the density target, set out in the plan, Policy 3 of Section 3.3 should be amended to permit the development as a whole to target a net residential density of 100 units/net hectare.

Policy 4 of Section 3.3 states that within the mid-rise mixed use policy area, the maximum lot coverage for stand-alone residential buildings is 50% of the total area of any block. This policy is inconsistent with design guidelines requiring building frontage close to public streets, and to creating a walkable, community. An amendment is also requested for these blocks to allow no maximum lot coverage for stand-alone residential buildings. This policy has been amended for several other areas within the Town Centre.

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

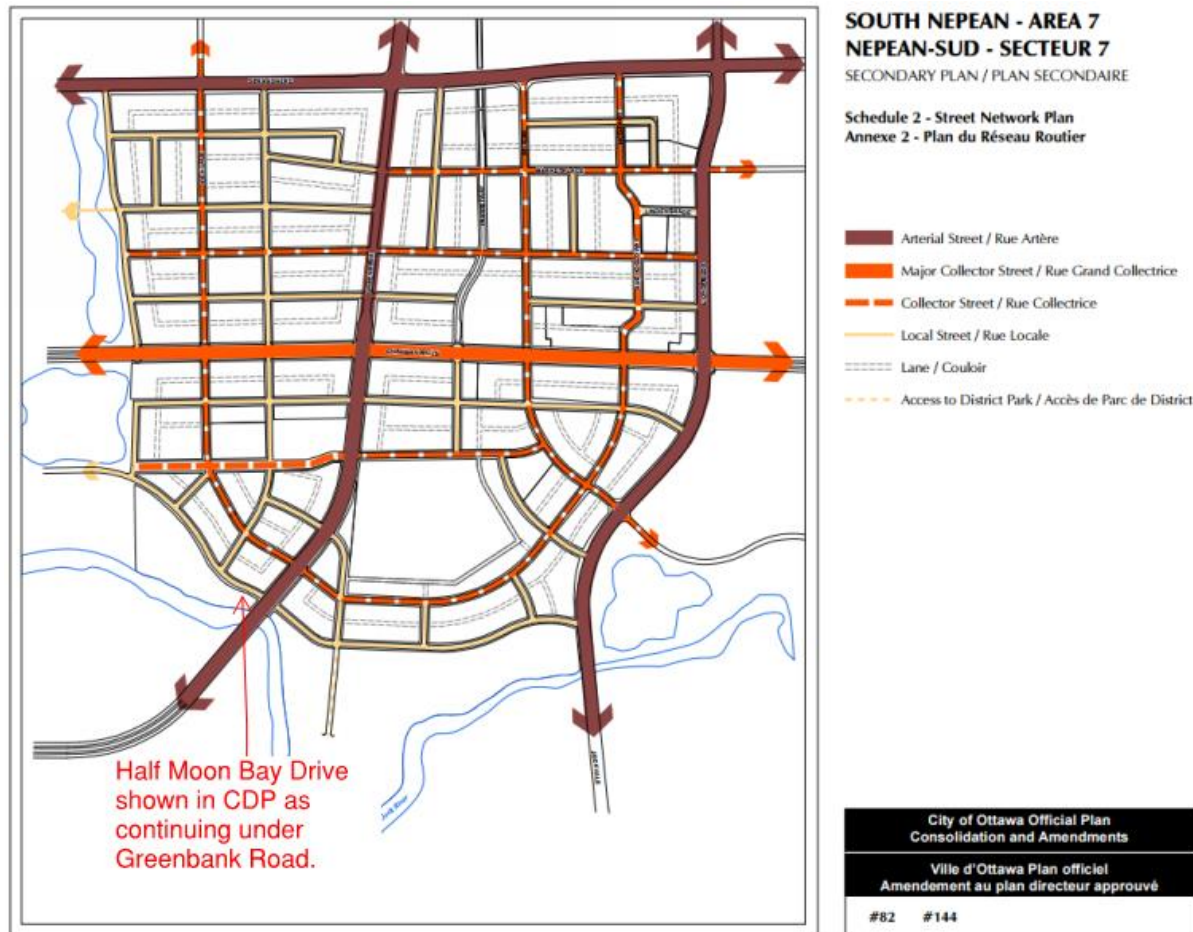


Figure 13: South Nepean – Area 7 Secondary Plan Schedule 2 – Street Network Plan

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

Community Structure

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

**Transit**

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

Three storey townhouses located on Block 11, and the mid-rise multi-unit residential blocks along both sides of Greenbank Road will concentrate density along the BRT route, create an animated street frontage and shelter the lower density townhouses from



traffic and noise along Greenbank Road. Proposed neighbourhood commercial uses at the intersections of Collector Roads and Greenbank Road will serve BRT users.

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### Greenspace

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

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

The proposed development has been designed to maximize accessibility to the future District Park by providing pedestrian and cycling connections, as well as accommodation of street parking along the proposed window streets adjacent to the park. The revised draft plan provides improved access to the park with multiple north south local streets terminating with views and access to the park.

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

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### Density

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

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

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### Street

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*A highly integrated and fine-grained system of streets, based on a grid pattern, serves three different roles. First, streets will integrate different neighbourhoods within the Town Centre through co-ordinated streetscaping efforts of sidewalks, street*

The proponent has coordinated with surrounding land owners to ensure the proposed development is designed to complement and integrate into the surrounding developing communities. The proposed modified-grid pattern street

trees and landscaping, and rear lanes. Second, streets will connect the Town Centre with surrounding residential communities through different routes and street hierarchy types. Third, streets will organize a pattern of regular blocks that can accommodate a wide range of uses and built forms and allows for future intensification and redevelopment.

network effectively divides lands within the subject site into practical residential blocks to ensure the most efficient use of land for the various housing types. The proposed development also features a convenient and efficient pedestrian and cycling network which will be integrated with the planned future multi-use trail along the edge of the District Park.

Sidewalks are provided on both sides of collector and arterial streets and on one side of the local streets to ensure pedestrian connectivity and accessibility while making efficient use of land and minimizing sidewalk and driveway crossings.

**Blocks**

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

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

Urban Design Policies

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

CDP 5.1 Policies	Proposed Development
(1) Buildings must maximize the coverage of lots.	The proposed townhouse development maximizes the coverage of lots throughout the subdivision. More details on the high-rise residential blocks will be provided at the site plan stage.
(2) Buildings must be at least two fully functioning storeys in height, with different areas having greater minimum building heights as per Section 4.0.	In keeping with the CDP policies, the majority of the residential units within the subject site will be designed to be two to four storeys. An amendment will be required to permit the two six-storey development blocks.

<p><i>(3) Buildings must be functionally and visually oriented to the public street and sited to be parallel to the public street and generally aligned with neighbouring buildings.</i></p>	<p>The proposed townhouses will be visually oriented to the public street and parallel to the public street. Corner units townhouses will contribute to creating a continuous pedestrian oriented streetscape. The design of the two multi-unit blocks will generally comply with this policy. More detail will be discussed at the site plan application stage.</p>
<p><i>(4) Principal building entrances must be oriented to the public street and not to rear parking areas or lanes.</i></p>	<p>Principal building entrances will be oriented to the public street.</p>
<p><i>(5) Building design must address issues of adequate sunlight, sky views, and wind conditions.</i></p>	<p>The proposed mid-rise residential units will be designed to ensure adequate sunlight and sky views. More details of the building design and orientation will be discussed at the site plan application stage.</p>
<p><i>(6) Buildings must be developed with a substantial portion of any visible front façade from a public street within 5.0 metres of the respective property line.</i></p>	<p>The proposed townhouses are designed to have the front façade visible from the public street. Sufficient front yard setback is provided to accommodate on-site parking while maintaining the building façade visibility.</p>
<p><i>(7) Building frontage must be maximized along all public streets.</i></p>	<p>The proposed townhouse units are designed to have maximum frontage along the public street. Corner units will be designed to address both frontages.</p>
<p><i>(8) At-grade uses must be flush with grade and provide an active use at grade in order to promote pedestrian activity.</i></p>	<p>Townhouse units will feature entrances at grade throughout the proposed development in order to encourage pedestrian activity and provide the additional passive surveillance on the street. The design of the multi-unit blocks will be further reviewed at the site plan application stage.</p>
<p><i>(9) Spaces between the building wall and the street must provide an appropriate transition from the private realm to the public realm.</i></p>	<p>The proposed development will comply with the setback provisions of the Zoning By-Law to ensure sufficient transition from the public realm to private realm. Additional review of the building design for multi-unit blocks will be discussed at the site plan application stage.</p>
<p><i>(10) Buildings must have dynamic façades with limited areas of blank, featureless walls.</i></p>	<p>Street oriented townhouses will ensure dynamic facades. Corner units with entrances on the side wall will limit areas of blank walls. Additional detail about the building design will be dealt with at UDRP and future site plan application stage.</p>

<p><i>(11) All parking, including surface, below-grade, and above-grade, must not detract from the aesthetic appearance of any public streetscape.</i></p>	<p>The proposed development is designed to accommodate the required on-site parking (driveway and parking garage), in order to achieve the most efficient use of land and resources. On street parking will also be provided in accordance to the CDP. Details of the parking arrangement for the multi-unit blocks will be determined at the site plan application stage.</p>
<p><i>(12) Buildings and structures located at key locations must be designed and massed to emphasize their locations.</i></p>	<p>The proposed higher density blocks have been strategically located adjacent to the Arterial road, close to the planned BRT station, and at the intersection of the collector and arterial roads. The two six-storey blocks at the south end of the site are positioned to act at the gateway to the Town Centre.</p>

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

Urban Design Guidelines

Section 5.2 of the CDP provides design guidance on particular issues and elements within the Town Centre. The proposed development will respect and implement relevant guidelines. More design detail will be provided through the site plan applications for each of the multi-unit blocks.

4.4 Building Better and Smarter Suburbs Guidelines

Building Better and Smarter Suburbs: Strategic Directions and Action Plan was approved by Planning Committee in March 2015. The document is part of a larger initiative and action group working to address the challenge of supporting land efficiency and functionality in new suburban subdivisions, while at the same time improving urban design and long-term cost effectiveness. The document considers broad, strategic planning and design issues that contribute to the quality, safety, and functionality of a community.

**Street Network and Land Use Objectives**

The proposed subdivision meets the following objectives for Street Network and Land Use as set out in the BBSS Strategic Directions and Action Plan:

- *Implement a network of street typologies that complements the land uses, densities and built form within a community.*
- *Create a highly connected street and block pattern with short blocks to support efficient routing of transit, short distances to transit stops and stations, and intuitive wayfinding.*

- *Design the street network to respond to and respect natural and cultural features.*
- *Design the street network to enhance access to public facilities and services; prioritize pedestrian and cycling access for short trips, and walking/cycling connections to transit stations and Park and Ride lots for longer distance trips.*
- *Integrate the street network with the park and open space system.*
- *Design the street network and block lengths to include a diversity of routes for vehicular and active transportation in order to minimize bottleneck locations.*
- *Reduce vehicle operating speeds, particularly on local streets, in order to improve safety by reducing vehicular and pedestrian/cyclist conflicts*
- *Create a street system that promotes passive traffic calming and includes traffic calming features built in to the initial designs for local and collector roads.*

The proposed development follows the structure of the road network set out in the CDP. Minor changes to the location of local streets have been made to improve efficiency, permeability, and access to the district park. The subdivision will create a highly connected street and block pattern based on a modified grid, with short blocks supporting efficient and intuitive wayfinding. Sidewalks and cycling facilities within the adjacent district park will support active transportation and contribute to the walkability of the area. Street trees, on street parking on both the local and collector roads, and road narrowing at the intersection of Jockvale Road and Collector Street No. 1 will provide passive traffic calming.

### **Parks and Open Space Objectives**

The proposed subdivision meets the following objectives for Parks and Open Space as set out in the BBSS Strategic Directions and Action Plan:

- *Achieve an accessible, connected and safe network of open spaces.*
- *Aim to achieve an urban tree canopy linking the green space system.*
- *Provide access to a range of parks and open space features within reasonable walking distances.*

The subdivision is located adjacent to the planned District Park to be built along the Jock River and serve the entire Town Centre and surrounding area. The window streets adjacent to the park will provide access to the proposed multi-use pathway and integrate the residential area with the open space, while the north south local streets proposed in the revised Draft Plan will create more opportunities for direct access and views to the park. Street trees are proposed to contribute to linking the residential area with the greenspace system. Specific locations and species will be determined through detailed design.

## Stowmwater Management

The proposed subdivision meets the following objectives for Stormwater Management as set out in the BBSS Strategic Directions and Action Plan:

- *Re-consider use of parks and open space areas for emergency storage and conveyance of stormwater.*
- *Plan and design beautiful stormwater management ponds that are integrated into the open space system.*

Details of the proposed stormwater management approach are discussed in the Site Serviceability and Stormwater Management Report, prepared by Novatech, updated January 2018. The existing Burnett municipal drain will be formally abandoned, as all areas originally directed to the drain will be captured by the proposed storm sewer systems. The drain will then become a watercourse and an Alteration to Watercourse Permit will then be filed. The site is located adjacent to the existing Kennedy-Burnett stormwater management ponds which are integrated with the pedestrian and cycling network to provide north south connectivity through the Town Centre.

## School Sites

The proposed subdivision meets the following objectives for School Sites as set out in the BBSS Strategic Directions and Action Plan:

- *Prioritize pedestrian and cycling safety on streets around schools.*

The site is located west of St. Joseph High School, directly across Greenbank Road. Requirement for pedestrian crossing to the school is currently being analyzed to determine whether and what type of crossing is warranted.

## Parking

The proposed subdivision meets the following objectives for Parking as set out in the BBSS Strategic Directions and Action Plan:

- *Accommodate two cars per ground-oriented dwelling (one in-garage and one in-driveway in single-detached, semi-detached and townhouse units with driveways) while ensuring the visual predominance of front entrances and the inhabited parts of the residence.*
- *Minimize the potential for conflicts between sidewalk users and vehicles in driveways.*
- *Minimize driveway widening and lot area dedicated to driveways in order to maximize space for tree planting, landscaping, and stormwater retention.*
- *Use on-street parking as a traffic calming measure on streets already wide enough to accommodate on-street parking.*

The proposed zoning for the townhouse units will ensure that each dwelling unit can accommodate two cars, one in the garage and one in the driveway, without encroaching on the public sidewalk. All driveways are paired, leading to single car garages to maximise the visual prominence of entrances and maximise the space available for street parking, landscaping and tree planting. On street parking will be provided where possible between paired driveways. Parking for the future development blocks will be addressed through Site Plan.

### **Road Right-of-Way**

The proposed subdivision meets the following objectives for Road Right-of-Way as set out in the BBSS Strategic Directions and Action Plan:

- *Balance the needs of all elements within the street right-of-way.*
- *Create complete streets that accommodate all modes of transportation.*
- *Create street environments that enhance safety and livability.*
- *Create beautiful tree-lined streets as a key component of the public realm.*

The street rights-of-way have been designed to accommodate all required streetscape elements including travel lanes, on street parking, sidewalks, landscaping and utilities. Detailed streetscape plans will be prepared at the detailed design stage.

### **Trees**

The proposed subdivision meets the following objectives for Trees as set out in the BBSS Strategic Directions and Action Plan:

- *Ensure sufficient space for healthy trees in the ROW.*
- *Expand the urban forest and enhance its biodiversity.*
- *Select appropriate tree species for the local environment.*
- *Achieve suitable conditions to ensure mature tree development.*

Street trees are proposed throughout the development and space has been designated through the proposed road cross-sections. Details of species and tree location will be determined at the detailed design stage.

### **Utility Placement**

The proposed subdivision meets the following objectives for Utilities Placement as set out in the BBSS Strategic Directions and Action Plan:

- *Balance the needs of all elements within the street right-of-way.*

As discussed above, the road cross-sections have been designed to accommodate all the required streetscape elements, including utilities.

As demonstrated above, the subdivision has been designed to support the objectives of the Building Better and Smarter Suburbs guidelines. These will continue to be taken into account through detailed design process.

## 5.0 PROPOSED OFFICIAL PLAN AMENDMENT

An Official Plan Amendment to the *South Nepean Secondary Plan (Area 7)* is required to allow for the two proposed mid-rise residential blocks adjacent to Greenbank Road, and to address changes to the street and sidewalk network.

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

South Nepean Secondary Plan (Area 7):

- Amend *Schedule 1-Land Use Plan* from Mid-Rise Residential to Mid Rise Mixed-Use for Blocks 20 and 25 of the proposed subdivision.
- Amend Policy 3 of Section 3.3 to permit the development as a whole to target a net residential density of 100 units/net hectare.
- Amend Policy 4 of Section 3.3 states remove the maximum lot coverage requirement for stand-alone residential uses.
- Amend all schedules to reflect realigned Half Moon Bay Drive, and the alternative proposed north south local streets.
- Amend Schedule 4-Cycling Network Plan to remove the on-road Cycling Route along Half Moon Bay Drive from Kennedy Burnett Pond to Greenbank Road.
- Amend Section 5.3.1 to permit sidewalks on one side of the local residential street, consistent with development east of Greenbank Road within the Town Centre.

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

## 6.0 PROPOSED ZONING BY-LAW AMENDMENT

As previously noted, the Subject Site is currently zoned DR –Development Reserve Zone under the current City of Ottawa Zoning By-Law. In order to permit the proposed development as described, the following zoning is proposed. A proposed zoning schedule is provided as Figure 18 with a larger version provided as **Appendix C**.



Proposed Zoning:

Proposed Land Use	Block/Lot on Draft Plan	Proposed New Zoning
Street Oriented Townhouse Dwellings	Blocks 1 to 10, 12, 15, and 26 to 29	R3Z
Three Storey Townhouses with provision for neighbourhood commercial	Block 11	R3Z -c
Pathway Block	Block 30	R3Z
Apartment/Mixed-Use with provision for neighbourhood commercial	Blocks 16, 19, 20 and 25	R5R -c
Open Space	Block 14	O1
Future District Park	Blocks 21, 22 and 31	O1Q

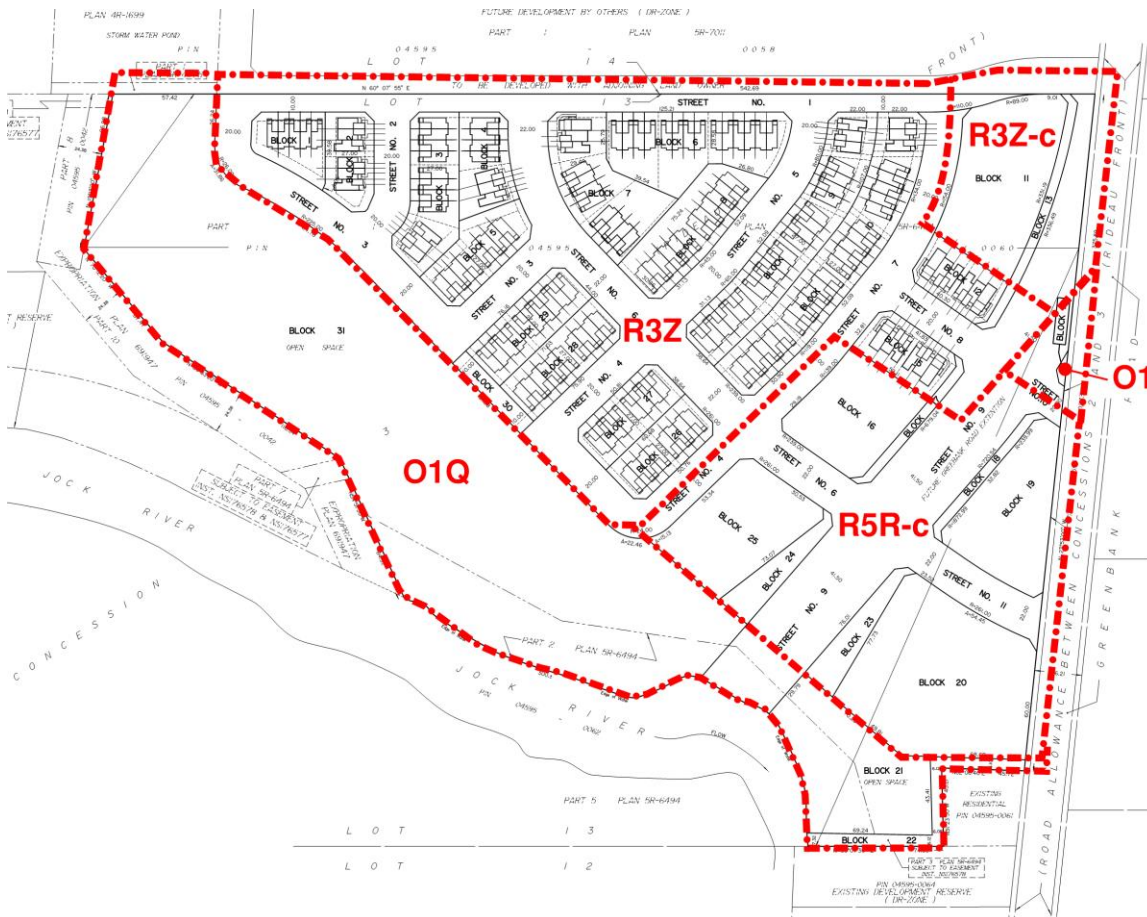


Figure 14: Proposed Zoning Schedule

The R3 Zone allow a mix of residential building forms ranging from detached to townhouse dwellings and and R3Z subzone is proposed for all the townhouse blocks.

An R5R zone is proposed for the multi-unit residential blocks to permit the future development of 6 storey mid-rise apartments and a possible Retirement Home and Residential Care

Facility. The R5 Zone permits mid-rise and high-rise apartment uses, however, the existing Secondary Plan designation of Mid-Rise Residential will remain in place for Blocks 16 and 19, limiting the height permitted through the Official Plan designation to a maximum of 4 storeys. The Mid-Rise Mixed Use designation proposed for Blocks 20 and 25 would allow for a maximum of 6 storeys. The exact zoning requirements for these blocks have not been determined as the buildings have not yet been designed. The exact zone may change during the site plan process, through discussions with City staff.

Inclusion of the *Residential Neighbourhood Commercial suffix (-c)* was suggested in the City review comments and is proposed for Block 11, to allow for a mixed-use component adjacent to the intersection of Greenbank Road and Collector Street #1 near the planned location for the BRT station, and for the future development blocks (Blocks 16, 19, 20 and 15) at the intersection of Greenbank Road and Jockvale Road. The Residential Neighbourhood Commercial suffix will allow for the integration of mixed-use development on key blocks and is intended to:

- *regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced;*
- *allow a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas;*
- *provide conveniently located non-residential uses predominantly accessible to pedestrians, cyclists and transit users from the surrounding residential neighbourhood; and;*
- *impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.*

Open Space zoning is proposed for the future District Park, and the remnant open space Block 14. The O1Q subzone for the lands associated with the District park will ensure *no buildings are permitted and only structures such as a boat launch, dock, walkway, stairs, fence, retaining wall, information signage, standpipe or other similar structure providing for local access and service are permitted.*

## **7.0 CONCLUSION**

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

This planning rationale, along with the associated technical studies, supports the development of the proposed subdivision. The mix of townhouse and mid-rise condominium, apartment and retirement and residential care facility uses is compatible with existing and planned surrounding uses and functions well within the surrounding context. The planned mixed-use component along Greenbank Road will support the Bus Rapid Transit and provide conveniently located neighbourhood services.

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

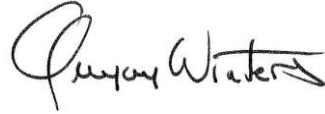
**NOVATECH**

Prepared By:



Anna Froehlich, MCIP, RPP  
Project Planner

Reviewed by:



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

Appendix A:  
Draft Plan

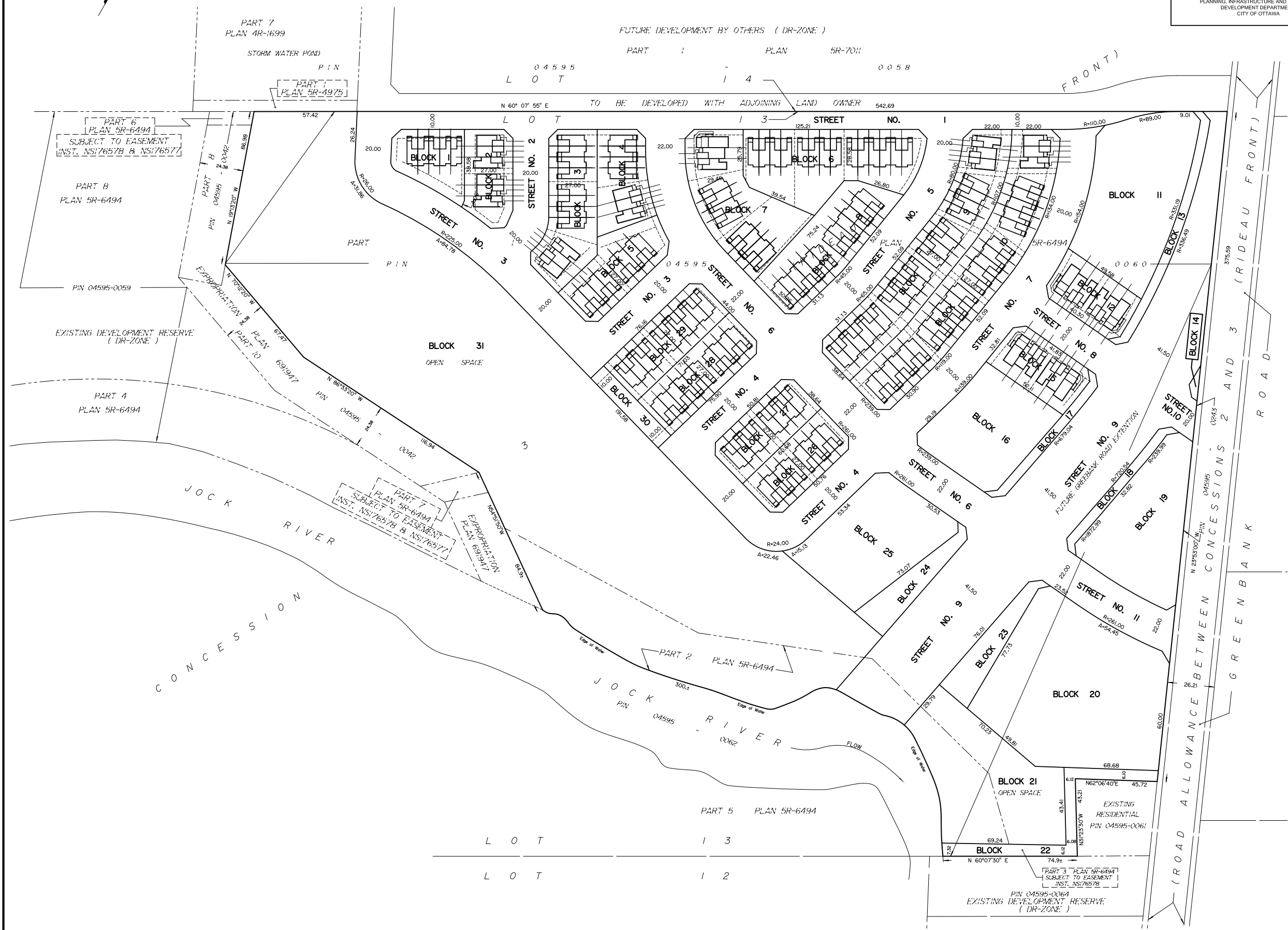
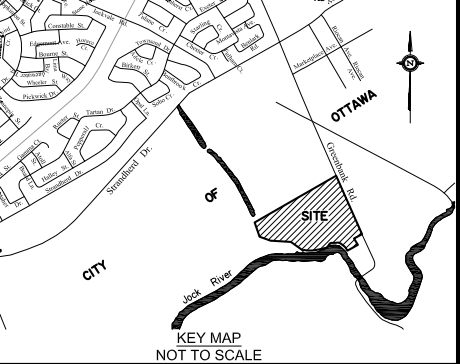
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SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED \_\_\_\_\_

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

DON HERWEYER, MCIP, RPP, MANAGER  
DEVELOPMENT REVIEW, SOUTH  
PLANNING, INFRASTRUCTURE AND ECONOMIC  
DEVELOPMENT DEPARTMENT  
CITY OF OTTAWA



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

Scale 1 : 1000  
0 10 20 30 40 50 Metres

Metric  
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0,3048

**SURVEYOR'S CERTIFICATE**

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

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

**OWNER'S CERTIFICATE**

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

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

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

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

REVISION SCHEDULE			
NO.	REVISION	DATE	BY
F2 D3	REVISIONS	NOV. 13, 2017	DG
F2 D2	REVISIONS	SEPT. 8, 2017	N
F2 D1	REVISIONS	SEPT. 5, 2017	N
1	PLAN PREPARED	2017	??

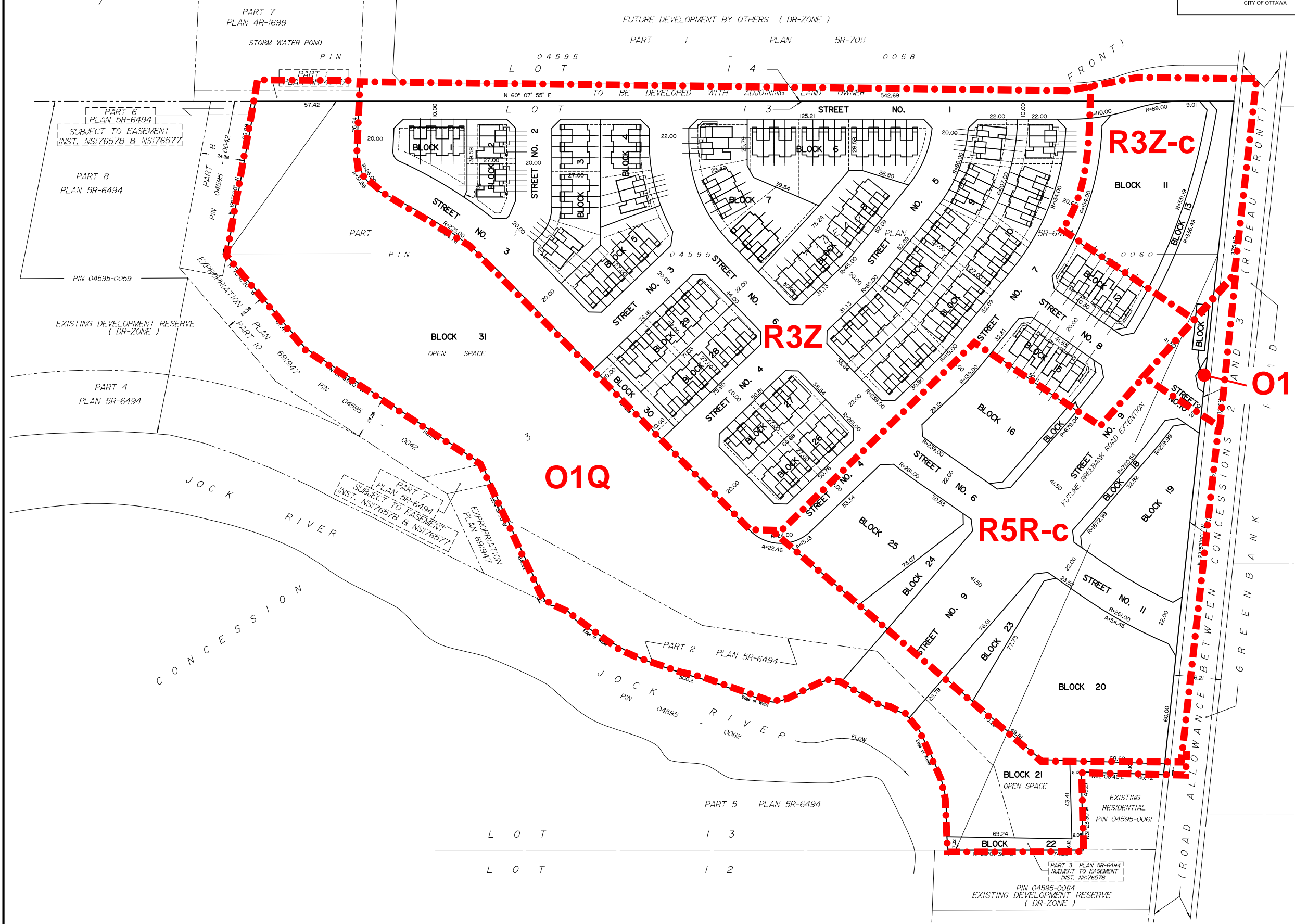
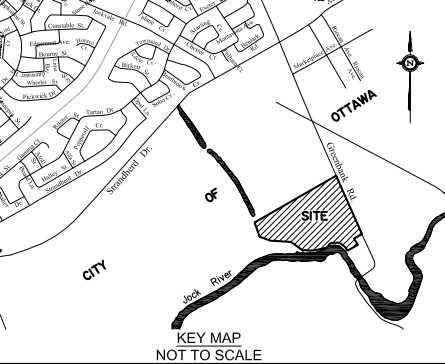
Appendix B:  
Proposed Zoning



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

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