

FOTENN

**3288
GREENBANK
ROAD**





Prepared for:

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Fotenn Consultants has been retained by Caivan Communities to prepare the following Planning Rationale in support of a Zoning By-law Amendment and Plan of Subdivision applications for the subject lands known municipally as 3288 Greenbank Road and legally described as Part Lot 14, Concession 3 (Rideau Front) Geographic Township of Nepean, in the City of Ottawa. The purpose of this application is to permit the development of a compact, residential community supported by Bus Rapid Transit services, which are to be extended through the South Nepean Town Centre (SNTC).

1.1 Application History

In 2013, Fotenn submitted Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Site Plan applications on behalf of Trinity Development Group and Caivan Communities for their respective lands on the west side of Greenbank Road. The Trinity applications, which applied specifically to 3194 Jockvale Road, were ultimately withdrawn prior to consideration by the Planning Committee while the Caivan Official Plan Amendment (File No. D01-01-13-0023) was ultimately approved on March 5, 2015 as Official Plan Amendment 144 (OPA 144).

In April 2018, Fotenn submitted an Official Plan Amendment (D01-01-18-0006) on behalf of Richcraft and Minto Communities that proposed revisions to all lands within the South Nepean Town Centre Secondary Plan (SNTC Secondary Plan). The amendment seeks to stimulate development within the largely vacant Town Centre to create what was originally envisioned for the area: a compact, mixed-use and transit-supportive community. The proposed amendments maintain the previous goals and objectives for the SNTC to become compact, mixed-use, walkable, pedestrian-scaled, and transit-supportive, but does so in a largely mid-rise form recognizing the suburban location of the Town Centre, and the bus rapid transit (BRT) service planned for the area.

1.2 Purpose of the Applications

The intent of the current applications is to permit the development of the subject lands into a compact, residential community that supports planned transit services in accordance with the Provincial Policy Statement, the City of Ottawa Official Plan's policies for Town Centres, and the revised Secondary Plan. These applications implement the revised vision for the Town Centre, as presented in the OPA submitted by Fotenn in April 2018 on behalf of Richcraft and Minto (File No. D01-01-18-0006).

1.2.1 Zoning By-law Amendment

The proposed Zoning By-law Amendment application would rezone the subject lands from 'Development Reserve - DR' to 'Residential Fourth Density Zone - R4', 'Residential Fifth Density Zone - R5', and 'Parks and Open Space Zone - O1' in order to better reflect the Official Plan designation and the intent of the SNTC Secondary Plan, as amended. The proposed zoning would allow for townhomes, stacked dwellings, and apartment dwellings, as well as a range of community amenities and uses which are proposed to complement and enhance the liveability of the neighborhood.

1.2.2 Plan of Subdivision

The proposed Plan of Subdivision proposes blocks for development, establish the road network, and allocate lands for parks and school uses. The proposal includes a total of eight (8) blocks, of which six (6) are intended for residential uses, one (1) for parkland, and (1) for a school site. Additionally, seven (7) public streets are proposed as part of the subdivision. This includes five (5) local streets as well as the north-south extension of Jockvale Road and the planned east-west extension of Chapman Mills Drive, which bisects the Kennedy-Burnett Drain and Stormwater Management Facility.

This Planning Rationale has been prepared to assess the appropriateness of the proposed Zoning By-law Amendment and Plan of Subdivision in light of the policy direction of the Provincial Policy Statement, the Official Plan, the Zoning By-law, as well as the existing and planned context of the South Nepean Town Centre and Barrhaven community.

2.0 SITE CONTEXT AND SURROUNDING AREA

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2.1 Existing Conditions

Located within the South Nepean Town Centre, the subject lands are approximately 12.61 hectares in size with 258 metres frontage along Greenbank Road and are currently utilized for passive agricultural purposes. There is a single dwelling and barn with accessory structures located on the property, which are to be demolished and removed from the property.



Figure 1. Subject Lands within the context of the South Nepean Town Centre.

The following uses surround the subject lands:

North – Directly abutting the subject lands to the north is a driving range and mini golf operation, further north is a large-format retail centre commonly known as the “Barrhaven Town Centre” with a wide variety of uses including retail stores, a gas bar, a cinema, restaurants, banks and a retail food store;

East – Across Greenbank Road and slightly south of the subject lands is the St. Joseph High School site. Slightly further east of the subject lands is the Barrhaven Centre Bus Rapid Transit Station and mostly low-rise residential lots;

South – Located south of the subject lands are vacant development lands within the Town Centre, which are planned to be developed as the Burnett Lands residential subdivision, which will extend to the Jock River; and,

West – The Kennedy-Burnett Drain and Stormwater Management Facility abut the western edge of the subject lands and the lands on the other side of the drain are currently being developed as a low-rise residential subdivision by Minto Communities.

Several community amenities are in proximity to the subject lands. St. Joseph High School (English Catholic), completed in the early 2000s, is located southeast of the subject lands along Greenbank Road, while primary schools (English Public, English Catholic, French Catholic) and a high school (French Catholic) are located immediately west of the Town Centre. The heritage Jockvale School building, north of the subject lands across Strandherd Drive, is used as a gathering space for many different community groups and is an important neighbourhood facility. The Jock River and the District Park along its shore are important greenspace corridors structuring the southern edge of the SNTC.

2.2 Surrounding Area

As demonstrated in Figure 3, the South Nepean Town Centre is an area of approximately 165 hectares located in the south Ottawa community of Barrhaven. The Town Centre is bounded by Strandherd Drive to the north, Longfields Drive to the east, the Jock River to the south, and the Kennedy Burnett Stormwater Management Facility to the west. The Town Centre is surrounded on three (3) sides by established residential communities including Barrhaven and Longfields to the north, Chapman Mills and Heart's Desire to the east, and Stonebridge to the south. Barrhaven South is also a developing community to the south-west.

To the west, a partially developed parcel intended for primarily residential uses as well as some employment uses. Minto Communities owns the lands abutting Strandherd Drive which includes townhouses, low-rise residential dwellings and a school site.

The Town Centre is divided in half by Greenbank Road, a north-south arterial providing access south to the Barrhaven South community and to Highway 417 (the Queensway) to the north. An east-west extension of Chapman Mills Drive from its current terminus at Longfields Drive in the east, across the north portion of the subject property and continuing past the Kennedy-Burnett Drain to the west. This planned extension will also serve as a transit corridor as bus rapid transit stops are planned for several sites within the South Nepean Town Centre, including the Chapman Mills Station which is located at the intersection of Jockvale Road and Chapman Mills Drive, adjacent to the subject lands (see Figure 2).



Figure 2. Planned extension and transit stops for Chapman Mills Drive

The Town Centre remains largely undeveloped, despite rapid growth in the surrounding communities. Lands abutting Strandherd Drive were developed with large-format retail uses in the early 1990s and now serve an important function as a retail node for the Barrhaven community. Along Longfields Drive is 'The Court at Barrhaven', a two (2) storey retirement residence, and the recently constructed Minto Ampersand community

which includes low-rise apartment buildings and stacked townhouses. A nine (9) storey retirement residence has recently been completed at the corner of Marketplace Avenue and Longfields Drive. Further south on Greenbank Road is St. Joseph's High School, completed in the early 2000s.

There are also a series of active or recently approved development applications that have undergone development review with the City, including:

- / Site Plan Control application is pending for 1000 McGarry Terrace to permit a five (5) storey self-storage building; an associated Zoning By-law Amendment has been approved.
- / Official Plan Amendment and Zoning By-law Amendment were approved, and a Site Plan Control application is pending for the lands at 1012 and 1024 McGarry Terrace to permit an 18-storey residential apartment building;
- / A Site Plan Control application was approved for 1017 Longfields Drive and 1034 McGarry Terrace to permit a 16-storey mixed-use development with retail uses at-grade and residential units above. This site was previously the subject of Official Plan and Zoning By-law Amendment applications;
- / Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications for a medium density residential neighbourhood consisting of townhouses and apartments for lands south of the High School, east of Greenbank Road known municipally as 3311 Greenbank Road has been approved;
- / Official Plan Amendment and Zoning By-law Amendments were approved, and a Plan of Subdivision application is pending approval for a residential subdivision containing a mix of townhouses and low-rise apartments, in the southwest corner of the Town Centre, abutting Greenbank Road known as 3370 Greenbank Road;

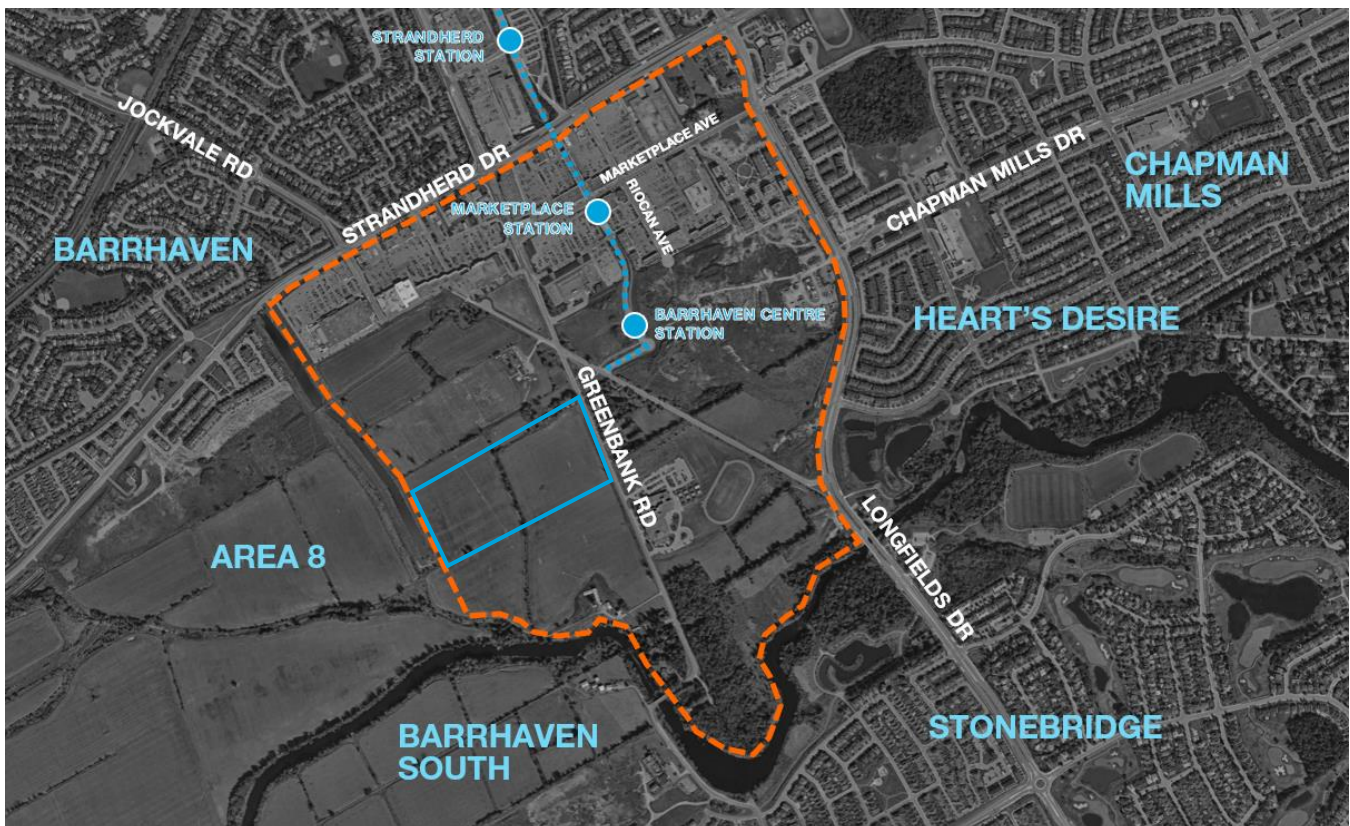


Figure 3. South Nepean Town Centre surrounding area.

3.0 PROPOSED DEVELOPMENT

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The proposed subdivision consists of six (6) blocks for development, one (1) parkland block, and one (1) school site. The six (6) development parcels includes five (5) blocks for back-to-back townhouses and stacked townhouse dwellings while the remaining block is proposed for two (2), eight (8) storey apartment buildings. The Concept Plan (Figure 4) prepared in support of this application demonstrates the intended division of lots, orientation of the road network, and distribution of dwelling types.

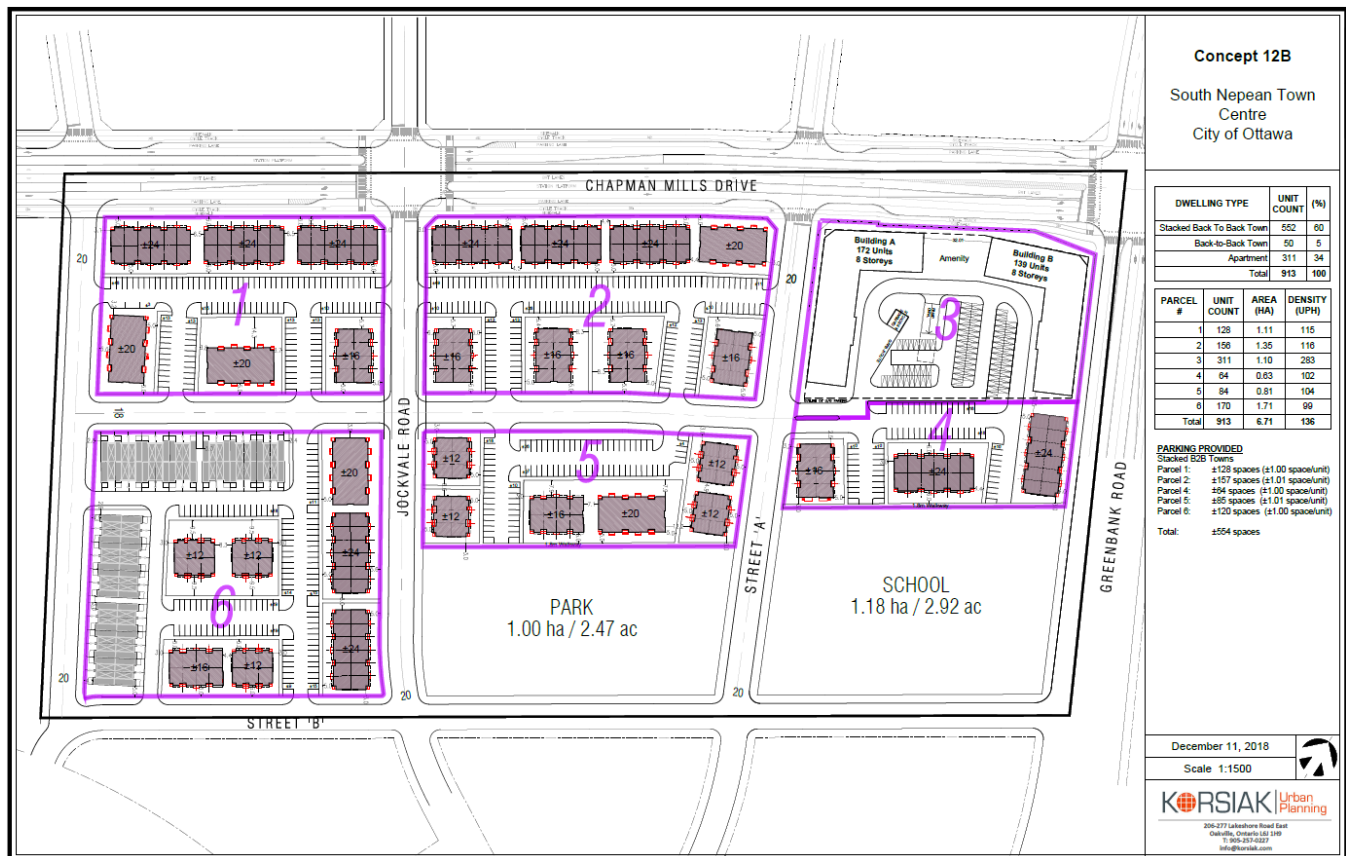


Figure 4. Concept Plan

As shown in Figure 4, the proposed road network incorporates the planned east-west extension of Chapman Mills Drive across the north edge of the site, which will feature a bus rapid transit lane and a signalized intersection at the intersection with the Jockvale Road extension. This intersection is intended to be the main point of full-movement entry to the subdivision and a transit station is proposed for this location. In addition, a second east-west road identified as Street 'B' on the concept plan will connect to Greenbank Road and the Burnett Lands subdivision to the southwest of the property. Both these roads are shared with the adjacent properties. The extension of Jockvale Road south from Strandherd Drive through the site will connect to the subject lands via a signalized intersection at Chapman Mills Drive. An additional north-south road is proposed and identified as Street 'A', which will be a non-signalized intersection with "right in, right out" access to Chapman Mills Drive. Another right of way is proposed along the western edge of the proposed subdivision running parallel to the Kennedy Burnett Stormwater Management Facility lands. Finally, an internal roadway is proposed to bisect the subdivision between the stormwater management pond and Street 'A'.

Blocks 1, 2 and 4 to 6 are demonstrated as compact, low-rise residential dwelling blocks featuring a mix of stacked back-to-back townhouses, stacked townhouses, and back-to-back townhouses totalling 602 dwellings units. Block 3 is a residential block, featuring two (2) apartment buildings at eight (8) storeys per building, one of which will have 172 units and the other 139 units with a combined underground parking facility. Consistent with the Secondary Plan, a parkland block is also identified, having an area of approximately 1 hectare in addition to a school site with an area of approximately 1.18 hectares.

Buildings will be oriented to have front doors facing onto public streets and to avoid having end-wall conditions facing the public realm, particularly for those buildings fronting Chapman Mills Drive and Greenbank Road.

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for intensification and development considering the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities.

Policy 1.1.2 states: “Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.”

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The subject lands are within the City of Ottawa’s settlement area and within a designated growth area identified as the South Nepean Town Centre.

Policy 1.1.3.2 states: Land use patterns within settlement areas shall be based on:

- a) 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;
 - 4. support active transportation;
 - 5. are transit-supportive, where transit is planned, exists or may be developed; and

The proposed development demonstrates an efficient land use pattern, which will utilize planned and existing infrastructure and public service facilities, including the planned bus rapid transit system. Furthermore, the development will utilize the planned roadway extensions of Jockvale Road and Chapman Mills Drive as access points into the site. Community amenities, commercial areas, and institutional uses such as schools are all located in proximity to the site and will contribute to a transit supportive area.

Policy 1.1.3.6 states that “New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

The proposed development has a compact form that efficiently uses the land, infrastructure and public service facilities in the surrounding area and will contribute to an active and vibrant mixed-use community within the South Nepean Town Centre. The proposed development is consistent with the Provincial Policy Statement.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City. More specifically, the Official Plan pursues strategic directions in four key areas: managing growth, providing Infrastructure, maintaining environmental integrity, and creating liveable communities. The following directions are applicable to the proposed amendments:

4.2.1 Managing Growth

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

The Official Plan highlights a pattern of intensification known as nodes and corridors. The policies of the Official Plan direct growth and intensification in such a manner that the Central Area is the focus of the highest density development to support compact, mixed-use communities that are easily sustained via transit services. Selected corridors are identified as Mainstreets, which radiate from the downtown and act to carry commuters and attract visitors from within and outside the City. Complementing these arteries is the dedicated rapid transit network whose major stations anchor nodes of dense development, designated as Mixed-Use Centre and Town Centres.

These concentrations act as mini downtowns, seeking to take full advantage of the transit riders that pass through by providing complementary high-density, high-rise employment and residential development opportunities. The areas around major transit stations are encouraged to develop as compact, walkable, mixed-use development with densities that support transit use.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres. Within the South Nepean (Barrhaven) Town Centre, the city has identified the existing density in 2012 as 20 people and jobs per gross hectare and sets a minimum target density of 120 people and jobs per gross hectare. Per policy 7, all new development within the Town Centre is required to meet the density targets.

The proposed development conforms to the Official Plan policies regarding growth and intensification in target areas. The density of the proposed subdivision is approximately 139 people per gross hectare, exceeding the density target.

4.2.2 Land Use Designation

Under Section 3.6.2, the subject lands are designated “Mixed-Use Centre” and are 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.

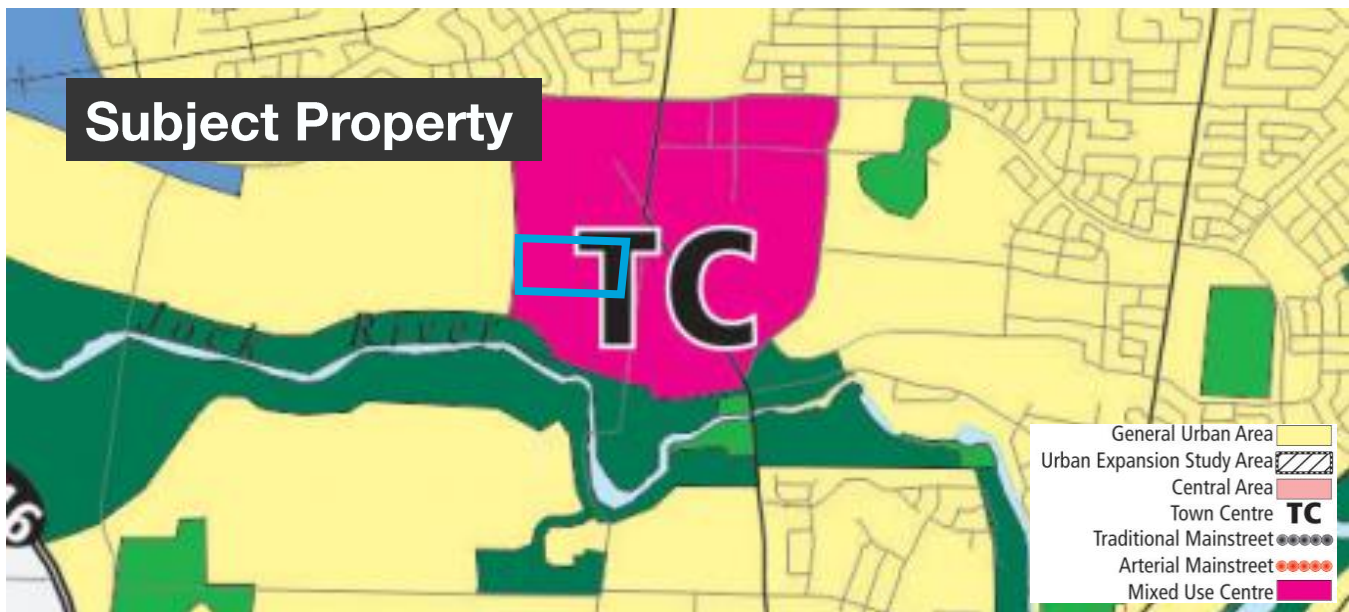


Figure 5: Official Plan Schedule B - Urban Policy Plan

4.2.3 Urban Design and Compatibility

The Official Plan states that all development applications for Mixed-Use Centres will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, and pedestrian-friendly environment. Urban Design objectives will be expanded upon at greater length later in this document.

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The applicable design objectives are met by the proposed development in the following ways:

Objective	Discussion
Enhances sense of community by creating and maintaining places with their own distinct identity	The proposed subdivision will contribute to the Town Centre identity envisioned for the lands and create a walkable, attractive neighborhood that is sensitive to and enhances the existing community surrounding it.
Defines quality public and private spaces through development	A clearly defined and connected street network with an active transportation focus will contribute to the planned parkland and private open spaces of the development. Focus will be placed on ensuring connectivity, both within the subdivision and throughout the Town Centre, to an engaging and high-quality public realm.
Creates places that are safe, accessible and are easy to get to, and move through	Streets, rights-of-way, and internal pathways will be designed with safety and accessibility in mind. Appropriate traffic calming measures and design will be incorporated in those areas where pedestrian safety is particularly important, such as surrounding the school site and park.

Respects the character of existing areas	The proposed subdivision is reflective of current and proposed development in the SNTC, with a compact and transit-supportive built form. The proposal introduces a variety of dwelling types that are similar to those existing in the area.
Creates adaptable and diverse places that can evolve over time	The proposed development will be able to adapt and evolve over time. A zoning exception to permit the School site to convert to a residential block and provides the framework for potential future intensification and development, should the lands be deemed surplus by the School Board.

Section 4.11 builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the following evaluative criteria: traffic, vehicular access, outdoor amenity areas, loading areas, service areas, outdoor storage, lighting, noise, air quality, sunlight, microclimate, and neighbourhood services. These compatibility criteria have been evaluated in relation to the proposed development as follows:

Criteria	Conformity
Traffic	The proposed road network of the subdivision is in conformity with the proposed amendments to the road network, as per OPA D01-01-18-0006, as well as the planned and existing road network of the area. CGH Transportation is currently completing a Traffic Impact Assessment.
Vehicular Access	The main vehicular access to the subdivision is proposed from Jockvale Road. Future accesses will be provided from adjacent lands as other roads and lands are developed including the Chapman Mills Drive and Jockvale Road junction via a signalized intersection.
Parking Requirements	The Concept Plan demonstrates parking areas for the proposed uses that comply with the Zoning By-law requirements.
Outdoor Amenity Areas	There will be no impacts on existing adjacent outdoor amenity areas. Amenity areas are proposed for residential dwelling units, either as communal or private spaces, depending on the dwelling type.
Loading Areas, Service Areas and Outdoor Storage	No loading areas or outdoor storage areas are proposed as part of the development.
Lighting	Street lighting will be designed through the Plan of Subdivision process.
Noise and Air Quality	Noise impacts of the adjacent road traffic on the proposed dwellings has been assessed by Gradient Wind Engineering Inc. and has made recommendations for mitigation measures to address any areas of potential concern.
Sunlight	The profile of the proposed buildings will preserve access to sunlight for uses on the site and on surrounding properties.
Microclimate	There are no anticipated microclimate impacts as part of this development proposal.
Supporting Neighbourhood Services	The proposed development will support the existing commercial and retail amenities of the area, particularly the Strandherd Retail District, as well as the planned transit services for the South Nepean Town Centre area. Additionally,

Criteria	Conformity
	through the provision of parkland and a school site, the proposed subdivision will further contribute to the amenities and services of the area at a scale appropriate to the needs of the larger Town Centre.

The requested Zoning By-law Amendment and Plan of Subdivision will permit development that is compact, transit-supportive, and pedestrian oriented in conformity with the Mixed-Use Centre land use designation and the design objectives of the Official Plan.

4.2.4 Transportation & Transit

The Official Plan policies under Sections 2 and 3 emphasize the need for development to be supportive of transit and transportation investment in the City of Ottawa. Schedule D of the Official Plan identifies a new Bus-Rapid Transit (BRT) route with At-Grade Crossings extending from the Limebank LRT Station in the east to Chapman Mills Station in the middle of the Town Centre in the west where it connects to the existing north-south BRT Transitway.

A further extension of the BRT with at-grade crossings is planned to the south (Figure 6) along the future Greenbank Road alignment and into Barrhaven South. Finally, a Conceptual Future Transit Corridor is shown west of Greenbank Road along the general alignment of the future Chapman Mills Drive.



Figure 6: Official Plan Schedule D – Rapid Transit Network

4.2.5 Cycling

Schedule C of the Official Plan Figure 7 identifies on and off-road cycling facilities throughout the City. Within the Town Centre, Greenbank Road and Jockvale Road are intended to accommodate on-road cycling facilities. An off-road route, in the form of a multi-use pathway, is proposed along the north side of the Jock River, including through the Kennedy Burnett Stormwater facility and along portions of the western edge of the proposed subdivision.

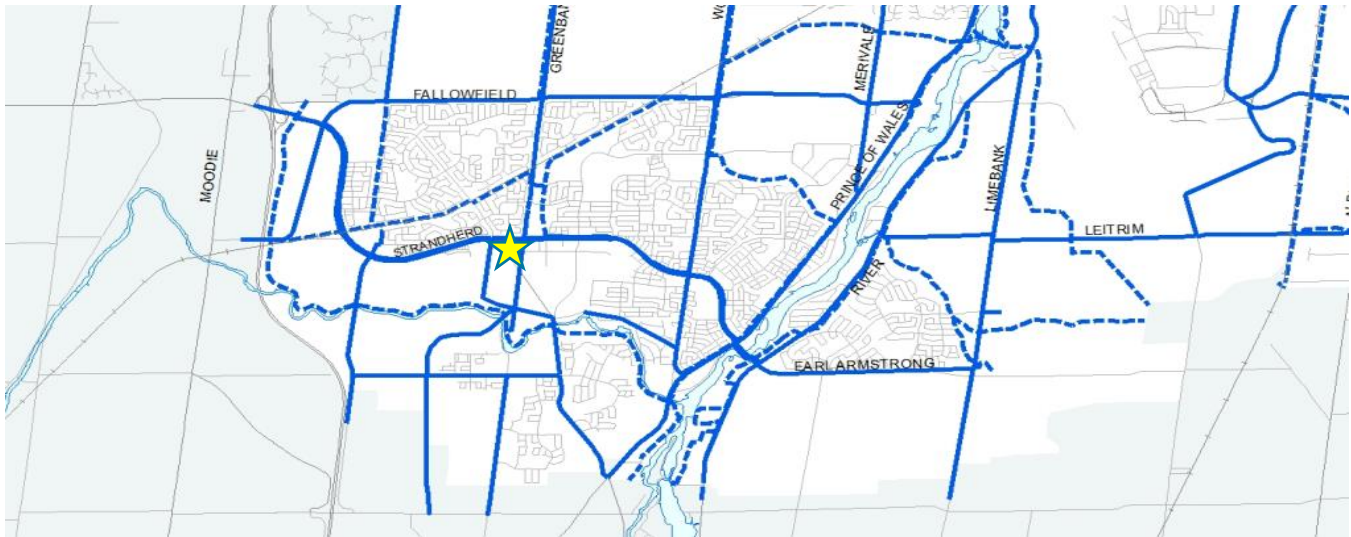


Figure 7: Official Plan Schedule C - Primary Urban Cycling Network

4.2.6 Urban Road Network

Strandherd Drive and Greenbank Road north of Chapman Mills are both identified as existing Arterial Roads on Schedule E of the Official Plan. A conceptual alignment of the arterial extension of Greenbank Road is shown through the Town Centre, consistent with the existing CDP, into Barrhaven South. Longfields Drive between Strandherd Drive and the Jock River is identified as a Proposed Arterial. The proposed extension of Chapman Mills Drive would run parallel to the north boundary of the subject property and provide access to the subdivision.

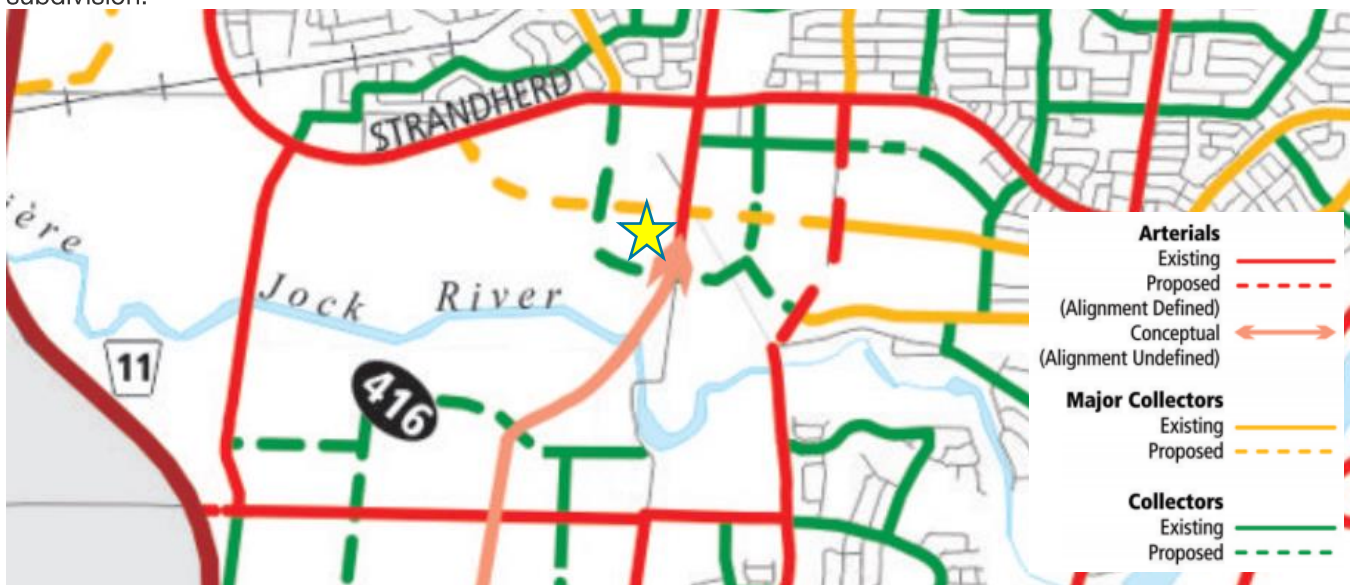


Figure 8. Official Plan Schedule E - Urban Road Network.

The subject lands are well served by existing transit services and transportation corridors and will be enhanced by the future completion of planned roadway extensions and transit services.

4.3 Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan which prompted numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013. OPA 150 was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals.

In recent months, negotiated settlements have resulted in some policies from OPA 150 being incorporated into the Official Plan, and are now in full force and effect. Other policies remain under appeal. This Planning Rationale discusses all recently settled policies in Section 4.2 above, and the outstanding appeals are not expected to impact the policies relevant to the proposed development; namely, the OP density targets and the designation-specific policies.

4.4 South Nepean Town Centre Secondary Plan

4.4.1 Land Use Policies

As amended through OPA 144 in 2015, the subject lands are currently subject to a variety of land use designations as demonstrated in Figure 9. Block A, B, and C all front onto the future Chapman Mills Drive and are designated “Mid-Rise Mixed-Use”. This area is intended to introduce medium density housing forms to the neighborhoods and be a transition between the High-Rise Mixed-Use policy area and the adjacent lower density residential neighborhoods within the SNTC and surrounding it.

Blocks D1, D2, E1, and F1 are all designated “Mid-Rise Residential” and are intended to accommodate primarily ground-oriented multiple unit dwellings in the SNTC and to provide a transition to the low-rise, low-density residential neighborhoods surrounding the Town Centre.

Block E2 is designated as a “Neighbourhood Park”, intended to provide greenspace to serve the Town Centre. Greenspace is indicated on Schedule 5 of the Secondary Plan. Finally, Block F2 is designated “School/Mid Rise Residential” and is intended to provide a flexible designation for a school, or for additional mid-rise residential lands should the school not be developed.

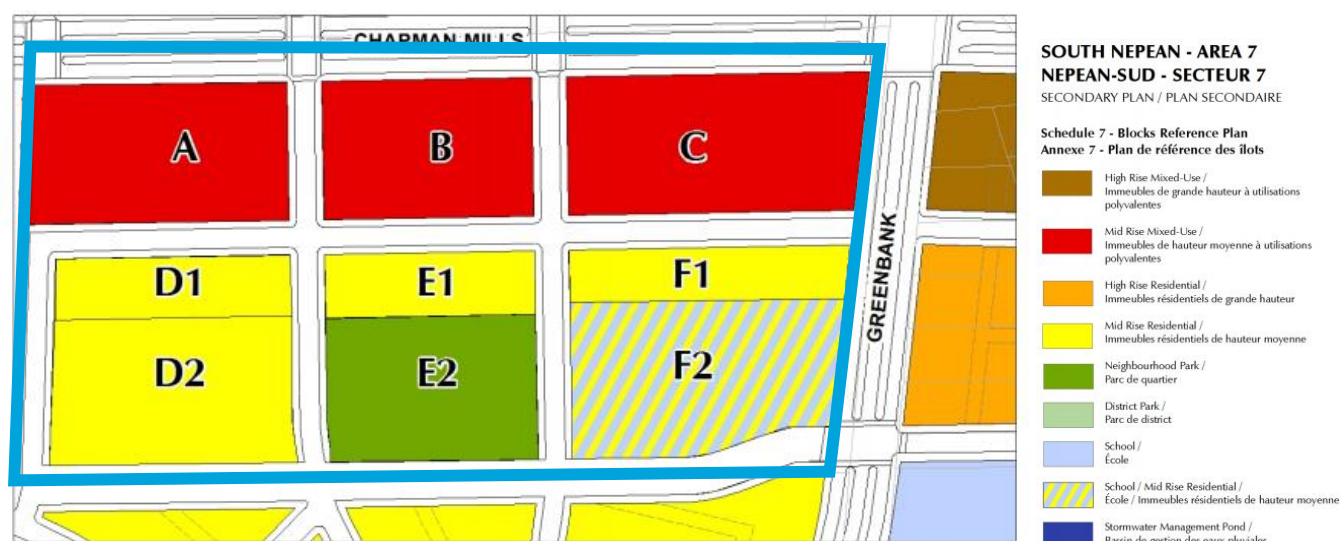


Figure 9. South Nepean Town Centre Secondary Plan - Blocks Reference Plan

The proposed development is in conformity with the land use policy areas of the Secondary Plan for the South Nepean Town Centre Area 7 lands.

4.4.2 Density Targets

Minimum density targets are identified in Sections 3.2 through 3.6 of the Secondary Plan for each of the land use designations. All development within the Town Centre is required to demonstrate how these targets are being met. OPA 144, approved in 2015 for the subject lands, established site-specific net density targets for specific blocks. The net density targets for each block are noted in Table 2 below.

Table 1. Actual target densities identified in South Nepean Town Centre Secondary Plan for the subject lands.

Block on Schedule 7	Blocks on Concept Plan (Figure 10)	Density Target (per Secondary Plan)	Proposed Density (per Concept Plan)
A	1	100 uph	115 uph
B	2	100 uph	116 uph
C	3	130 uph	283 uph
D1 / D2	6	100 uph	99 uph
E1	5	100 uph	104 uph
F1	4	100 uph	102 uph

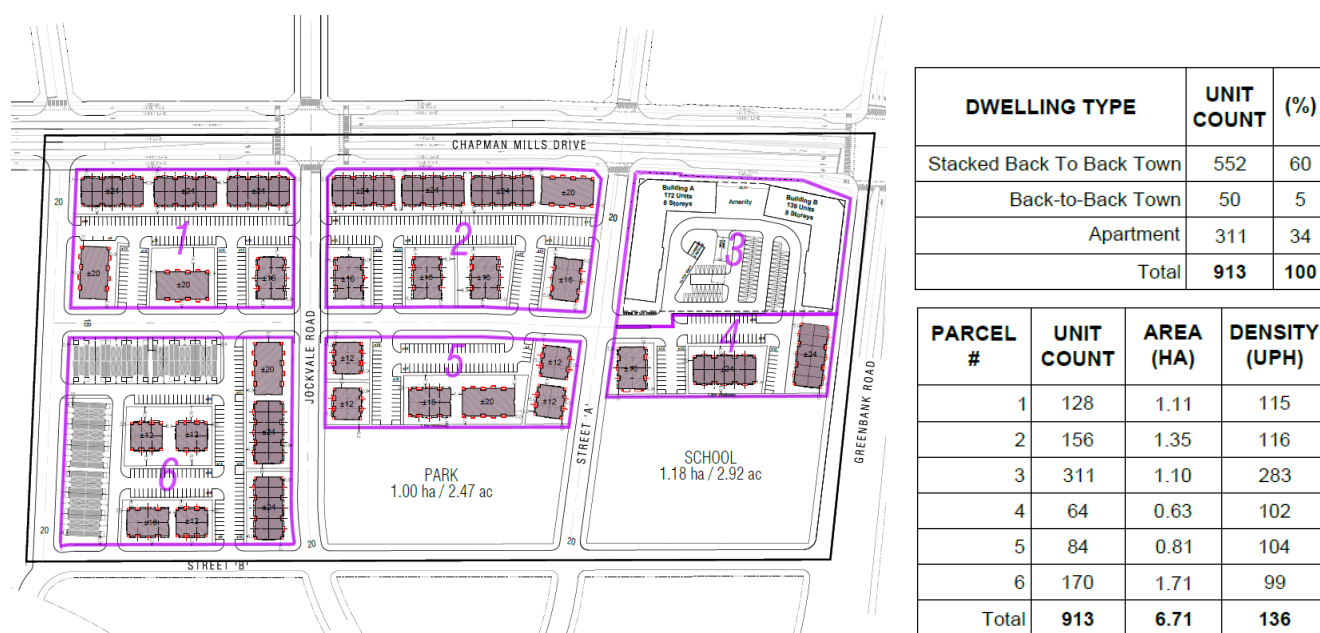


Figure 10. Density identified by parcel of the proposed subdivision.

The proposed density of the subdivision meets the target densities for each block set out in the South Nepean Town Centre Secondary Plan. The overall density of the proposed development per net hectare is 136 units/net hectare, and the proposed densities of each block exceeds the required minimum target density.

4.4.3 Urban Design

The South Nepean Town Centre Secondary Plan outlines various objectives related to urban design and provides recommendations for proposed developments. The overarching goal is to create a compact, mixed-use community that can support transit services with the objectives of high-quality design throughout all new buildings and infrastructure. Some of the relevant prescriptive policies of Section 4.0 of the Secondary Plan are outlined below:

- / **Policy 2:** Building heights are to be greater than 2-storeys.
- / **Policies 3,4:** The stacked and back to back townhouse dwelling units are planned to be oriented in such a manner so as to maximize the amount of façade that is visually and functionally oriented towards a public street. Entrances will be oriented towards the public street, where possible.
- / **Policies 6,7:** The subdivision has been designed in such a manner that those frontages facing public roads will be active.
- / **Policy 8:** Ground floor uses will be active and flush with grade.
- / **Policy 9:** High quality materials and design will include dynamic facades.
- / **Policy 11:** Parking is designed to be underground, or if on a surface parking lot, designed in such a manner so as not to detract from the public streetscape.

The proposed zoning by-law amendment would permit the development of a subdivision with a high quality of design that meets the proposed and existing Urban Design policies of the Secondary Plan.

The Secondary Plan also references urban design guidelines contained within Section 5.2 of the South Nepean Town Centre Community Design Plan. The proposed development responds to the following relevant guidelines:

- / **Guideline 3:** Buildings proposed on corner sites will be designed such that entrances are located at the corner, pedestrian amenities such as seating and landscaping are a focus of the design, and that architectural details, such as windows and doors, flank the streets.
- / **Guideline 7:** Appropriate lighting that is sensitive to other residential and sensitive uses.
- / **Guideline 9:** Visual continuity will be maintained through alignment of architectural features.
- / **Guideline 13:** The apartment buildings will feature high transparency along the ground floor.
- / **Guideline 14:** Variations in building entrance locations and facades will serve to articulate the ground floor orientation of residential dwellings.
- / **Guideline 18:** A consistent design for streetscape and pedestrian amenities is proposed for the subdivision that will complement and enhance existing amenities in the area.
- / **Guidelines 20, 21:** Sidewalks, particularly along transit corridors, will be appropriately designed for pedestrian safety and accessibility.
- / **Guideline 23:** Spaces between building clusters are to be landscaped and will serve as connections within and to the greater community.

4.4.4 Transportation and Transit

The Secondary Plan identifies two (2) rapid transit lines that serve the South Nepean Town Centre area, being the east-west BRT route that will utilize Chapman Mills Drive as a separated central transitway with landscaped medians and the north-south BRT route operating in a dedicated transit corridor north and south of Chapman Mills Drive.

Schedule 2 of the Secondary Plan identifies the street network within the Town Centre. Policy 5.2.2 states that all right-of-ways for streets and lanes within the Town Centre are identified in Table 4, referencing Table 4 of the Community Design Plan. Within Table 4, Collector Streets (including Jockvale Road and Street B in the Concept Plan) and local residential streets are both identified with a right-of-way requirement of 20 metres. Per section 5.3, policy 1, all streets within the Town Centre are to have sidewalks on both sides of the street.

Section 5.4 of the SNTC Secondary Plan addresses parking. Parking is to be provided at the rates prescribed in the Zoning By-law and is generally encourages to be located on streets and within structures. Where surface parking is provided, it must have a limited number of access points from the primary street, must not be located between the public right-of-way and building fronts (or sides, for corner buildings), and must not detract aesthetically from the streetscape.

The conceptual parking layout proposes parking in small clusters adjacent to the residential units, and internal to the site with a consolidated number of access points in addition to underground parking for the higher density apartment buildings, conforming to the SNTC Secondary Plan policies. The Plan of Subdivision creates right-of-way allowances that comply with the SNTC Secondary Plan road network.

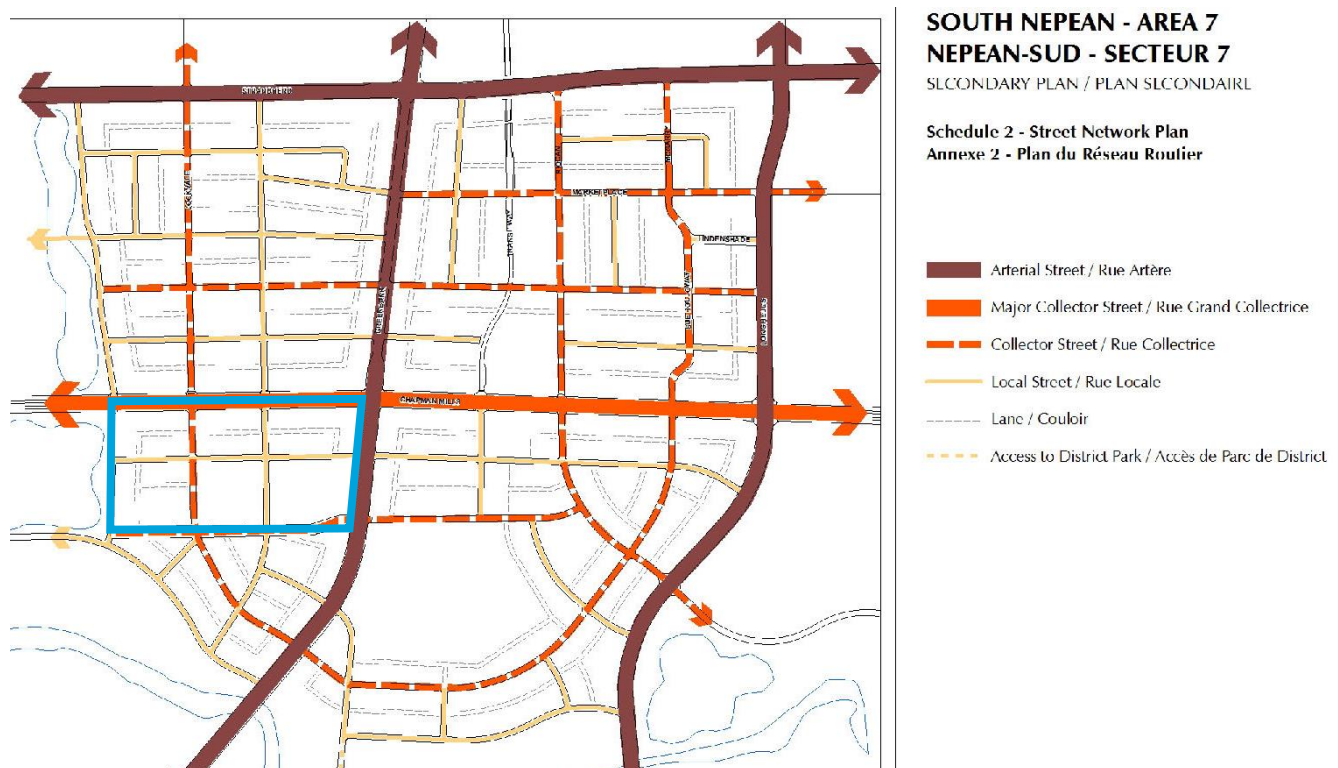


Figure 11. Street Network Plan (Schedule 2) - South Nepean Town Centre Area 7.

4.5 South Nepean Town Centre Secondary Plan – Proposed Amendment

Official Plan Amendment (D01-01-18-0006) was submitted in April 2018 by other landowners in the Town Centre to amend the Secondary Plan to reflect changes to the South Nepean Town Centre policy and development context. Changes were proposed to the density targets, land use designations and permissible height ranges to facilitate appropriate development of the land given current market conditions. The vision of the Secondary Plan, as outlined by six goals below, remains virtually unchanged by the Amendment.

Table 2. South Nepean Town Centre - Vision & Goals.

Goal	Discussion
Compact Urban Form	The proposed development contributes to the creation of a compact, transit-supportive Town Centre. Priority has been placed on defining the streetscape and public realm.
High Quality Urban Design	The proposed development creates an active and vibrant streetscape with buildings located close to, and oriented towards, the street and landscaped space throughout the blocks to break up large areas of asphalt.
Mixture of Land Uses	A mix of low and medium-density residential, open space, and institutional uses is proposed for the subject lands. The proposed uses respond to the needs of local and regional residents while supporting the existing employment opportunities within the Town Centre.
Diverse Greenspace Network	The proposed public park and private greenspace within the residential blocks will contribute to the diversity of greenspaces within the Town Centre, while also contributing to a connected network of open spaces through direct connections and active transportation pathways, creating a strong framework of open spaces.
Efficient Transportation System	The development builds a well-connected and designed grid of pedestrian, cyclist, and vehicular routes that connect to larger the transportation and transit systems in Ottawa, supporting the objectives of transit ridership in the South Nepean Town Centre.
Anticipation of Growth	The development of the subdivision will occur at an appropriate rate, ensuring infrastructure and services are available. The proposed school site will be zoned to permit residential uses, should the school not be required, allowing flexibility for future intensification.

The proposed Official Plan Amendment is intended to reflect a more accurate vision for the lands in the Town Centre and to achieve a generally mid-rise form across the Secondary Planning area with opportunities for greater heights and mixed-use developments closest to the transit station and transit corridors.

As addressed in the Secondary Plan OPA Amendment application, the previous densities set out in the Secondary Plan were not supportable by market conditions – development of all the dwelling units anticipated in the original Secondary Plan would create a 68-year market supply of housing for Barrhaven/Nepean South, clearly making full build-out of the Town Centre infeasible over the short-to-medium term. The proposed revised minimum density targets for the subject lands within the South Nepean Town Centre are outlined in Table 3 below. These proposed density targets also reflect the proposed changes to land use designations shown in Figure 12.

Table 3. Proposed minimum target densities for the South Nepean Town Centre Secondary Plan, per amendment D01-01-18-0006.

Blocks	Target Density
Block A, B, D1, D2, E1, F1, F2	50 units/net hectare
Block C	120 units/net hectare

The proposed amendments to the Secondary Plan are ongoing and have not yet been approved. The current proposed development has been evaluated in light of the proposed changes and would continue to conform to the proposed policies of the Secondary Plan. The proposed densities and land uses would continue to conform with the land use designations proposed for the Town Centre.

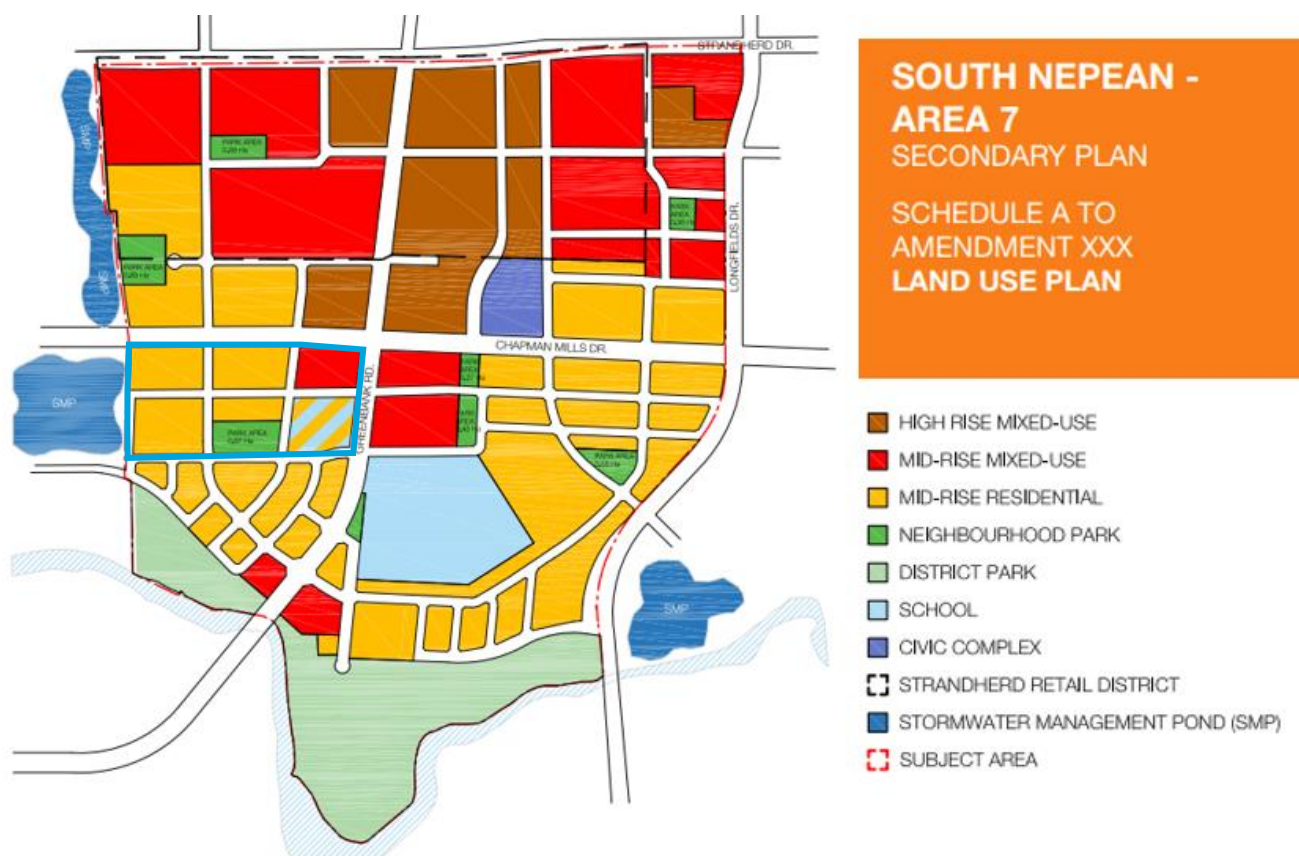


Figure 12. Proposed Land Use Designations as per Secondary Plan Amendment (D01-01-18-0006).

4.6 Design Guidelines

4.6.1 Transit-Oriented Development Guidelines

The City of Ottawa has developed guidelines for transit supportive development planned within 600 metres of a rapid transit stop or station. The proposed subdivision falls under the examples of transit-supportive land uses encouraged in the guidelines and achieves the goals of the guidelines such that the development will create an engaging and active streetscape, promote transit ridership, and protect pedestrians and cyclists. Many of the recommendations have been incorporated into other policies, such as those of the South Nepean Town Centre Secondary Plan; however, those other applicable guidelines are listed below:

- / **Guideline 1:** Townhouses and apartments are identified as transit supportive land uses.
- / **Guideline 7:** Proposed buildings are located along front of the street and in a continuous manner.
- / **Guideline 9:** The subdivision provides a transition from higher intensity to lower, moving away from the transit stop.
- / **Guideline 13:** The 8-storey apartment buildings located at the corner of Greenbank Road and Chapman Mills Drive will be setback appropriately to define the street edge and provide space for pedestrian amenities.
- / **Guideline 31:** Active transportation will be accommodated throughout the development.

- / **Guideline 35:** Parking is designed to be behind buildings and away from the street.
- / **Guideline 39:** Underground parking will be provided for the apartment buildings.
- / **Guideline 46:** Townhouses with attached garages are designed to be flush with the façade of the building so as not to dominate the streetscape.

4.6.2 Urban Design Guidelines for Greenfield Neighbourhoods

The City of Ottawa has guidelines for developing lands known as “greenfield”, which refers to lands that have not previously been developed or that can be extensively redeveloped. These guidelines help to illustrate the City’s expectations during the development process for new greenfield development. The guidelines work with existing policy and guidelines and complement design considerations for new development. The following guidelines apply to the proposed development:

- / **Guidelines 7:** The adjacent Kennedy Burnett Stormwater Management Facility will contribute to the connectivity of the neighborhood via a pathway and connections to other areas within the South Nepean town Centre.
- / **Guideline 27:** High quality landscaping and a consistent pattern of tree planting is proposed for the subdivision.
- / **Guideline 31:** Cycling infrastructure is planned, where appropriate, to support active transportation and the transit network.
- / **Guideline 46:** Walkways and mid block connections are planned to increase direct access and connectivity.

4.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

Currently, the subject property is zoned ‘Development Reserve - DR’. The Development Reserve zone is intended to identify lands for future development and limit the range of permitted uses to not restrict future development options (Figure 13). Site specific zoning provisions are proposed to reflect the Secondary Plan (as amended) and to respond to the proposed development plan. The proposed zoning is discussed under Section 5.1 below.



Figure 13. Subject lands with existing zoning.

4.8 City of Ottawa Parkland Dedication By-law (2009-95)

Under Section 42 of the *Planning Act*, the City of Ottawa can request that developers dedicate land or monies for the purpose of creating parkland. The City of Ottawa implemented a Parkland Dedication By-law in order to manage the process of dedicating land and cash for park purposes. Furthermore, both the Official Plan and Secondary Plan recognize the importance of parks, leisure and recreational areas as positive community amenities that should be provided as a condition of development, and each highlights objectives and policies for appropriate parkland development. The proposed parkland will serve more than just the subdivision that is proposed in this application; therefore, other developments will pay into the cash in-lieu of parkland fund in order to cover some of the costs associated with introducing a park for the community.

Within the South Nepean Town Centre, the required parkland dedication is equal to 5% of the gross area being developed for residential purposes and 2% of the gross area of the site being developed for commercial purposes.

Based on the above rate, the required minimum parkland dedication for the proposed development is as follows:

Table 4. Parkland Information

Development Information	
Gross Land Area: Residential	12.61 ha
Required Parkland Area (5% for Residential land area)	0.63 ha
Proposed Parkland Dedication Area	1.0 ha

The subject property has a total area of approximately 12.61 hectares, proposed to be developed entirely with residential uses. The Secondary Plan requires a parkland dedication of 5% of the gross area used for residential, resulting in a required dedication of 0.63 hectares for the proposed development. The proposed parkland dedication (1.0 hectare) exceeds to required parkland dedication but is consistent with the identified parkland dedication in Schedule 5 of the Secondary Plan. Per Schedule 5, the proposed parkland is identified as Park 3 and has an area of 1.0 hectare, consistent with the Plan.

Per Official Plan Amendment No. 159, approved by the City in September 2015, policies are in place to required cost-sharing for park development outside of the greenbelt, including within the Town Centre. No such agreement has been put in place amongst the owners of the Town Centre to date.

The City of Ottawa's Official Plan contains objectives and policies for greenspace, which includes parkland, and promotes a network approach to planning for and providing greenspaces within the City. The following objectives identified under Section 2.4.5 are key to this strategy:

- / Increase accessibility to greenspace throughout the City;
- / Identify priorities for filling gaps and extending the network;
- / Creating a context for planning neighborhoods and larger communities that include connections to the network;
- / Supporting sustainability of natural lands within the network.

Policy 3 outlines opportunities for the City to improve the Urban Greenspace Network, including through the review of development applications in new urban communities. Care should be taken to design the park space with quality urban design and in such a manner that trees and other existing natural assets are preserved, if possible.

The proposed development addresses the Official Plan's objectives in acquiring greenspace and will provide park space, recreational areas, and connections to other areas of the Urban Greenspace Network within the developing community of South Nepean. A detailed park plan will be prepared at the Site Plan Control stage to address the finer details of design based on the City of Ottawa's requirements and recommendations.

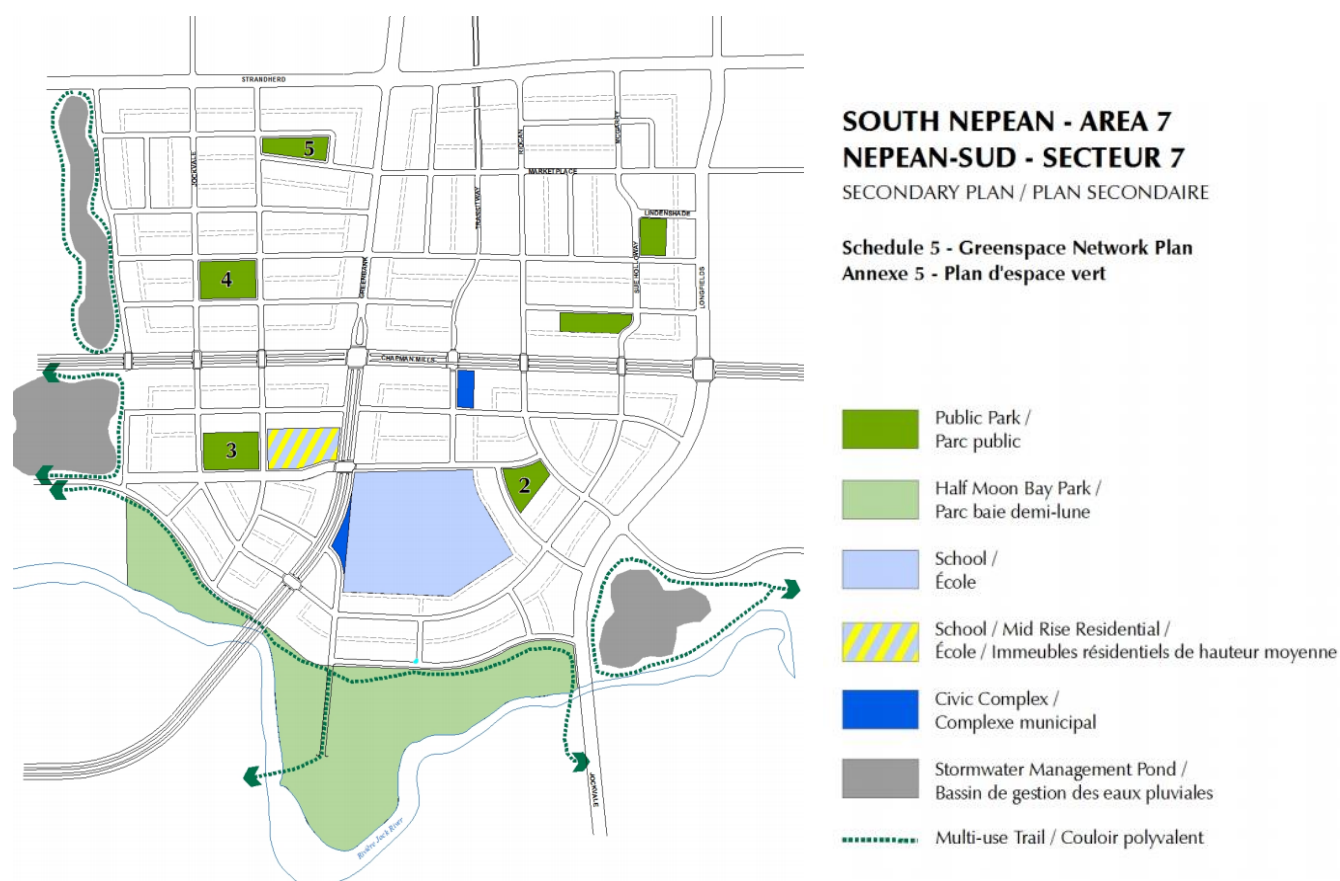


Figure 14. South Nepean Town Centre Secondary Plan – Schedule 5 Greenspace Network.

5.0 DEVELOPMENT APPLICATIONS

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5.1 Zoning By-law Amendment

This development application is proposing to re-zone the entirety of the subject lands at 3288 Greenbank Road from 'Development Reserve – DR' to multiple zones, including: 'R4Z – Residential Fourth Density Zone, Subzone Z', 'R5 – Residential Fifth Density Zone', and 'O1 – Parks and Open Space Zone'. Special exceptions are proposed that would provide more specific direction on developing each block.

This combination of zoning is appropriate in order to implement the policies and objectives of the Official Plan and Secondary Plan designations. Figure 15 demonstrates the proposed zoning changes based on the blocks of the concept plan. Furthermore, zoning provisions for each proposed zone are discussed in addition to any site-specific provisions that are proposed as part of this application.

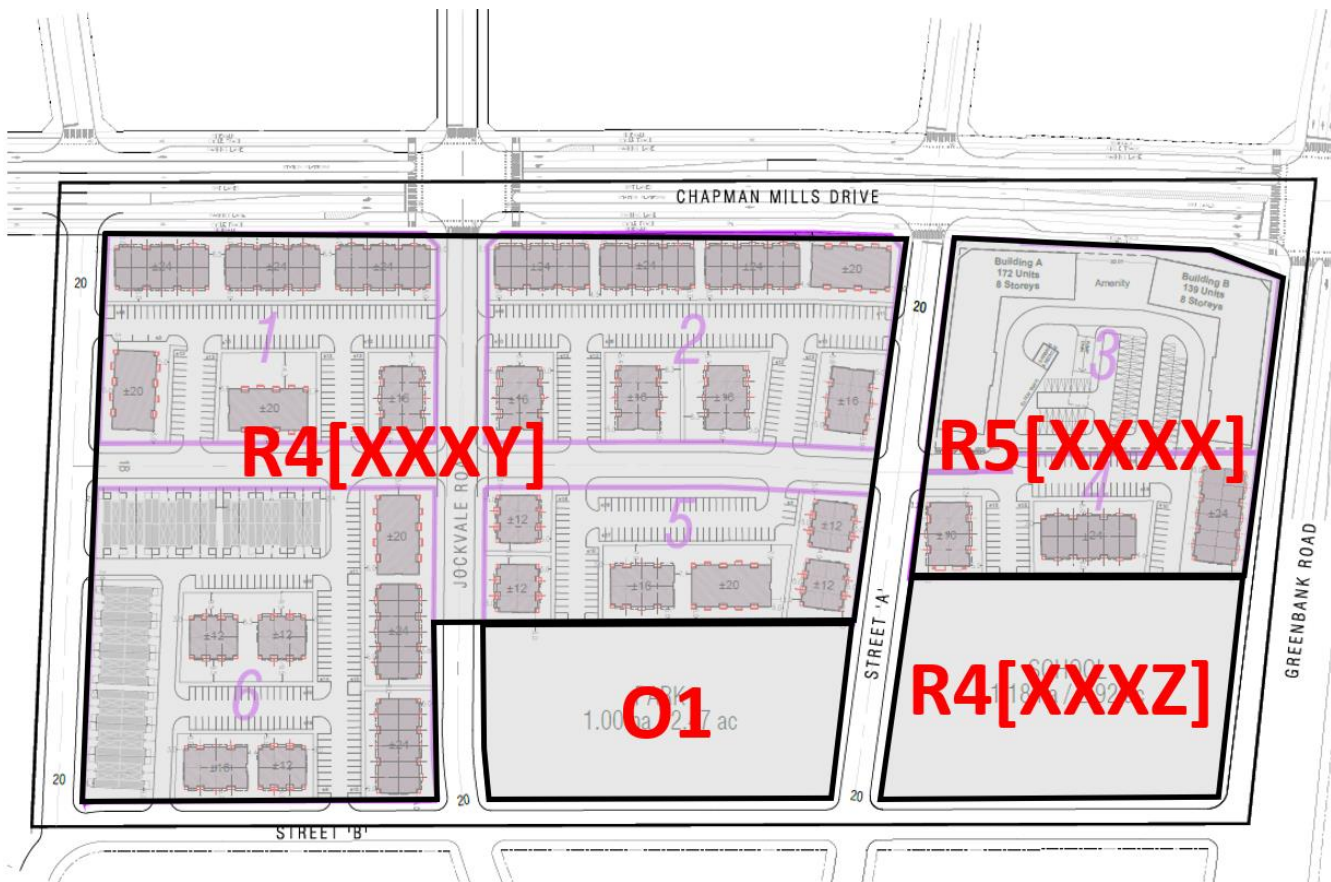


Figure 15. Proposed zoning identified by block.

5.1.1 Proposed Zoning – R4 [XXXY]

Stacked dwellings and townhouse dwellings are both permitted uses in the R4 zone. Special exception XXXY would provide an exception from Section 136 to permit more than eight (8) attached dwelling units in a townhouse row. The proposed townhouse and stacked townhouse clusters generally have greater than eight (8) attached units per block.

No further site-specific provisions or exceptions are proposed for the Residential Fourth Density zones at this time; however, site specific provisions may be proposed following analysis of the application by the City of Ottawa.

5.1.2 Proposed Zoning – R5[XXXX]

Apartment dwellings, mid-rise and stacked dwellings and townhouse dwellings are all permitted uses under this zoning. Exception XXXX will once again amend the provisions of Section 136 to permit more than eight (8) dwelling units to be attached.

No further site-specific provisions or exceptions are proposed for the Residential Fifth Density zone at this time; however, site specific provisions may be proposed following analysis of the application by the City of Ottawa.

5.1.3 Proposed Zoning – R4[XXXZ]

This block is proposed to be zoned R4 to permit residential development should the school not be developed. Special exception XXXZ is proposed to permit school as a use on the property while also providing relief from Section 136 to permit more than eight (8) attached dwelling units.

No further site-specific provisions or exceptions are proposed for the Residential Fourth Density zone at this time; however, site specific provisions may be proposed following analysis of the application by the City of Ottawa.

5.1.4 Proposed Zoning – O1

The parkland block will be zoned O1 – Parks and Open Space zone in order to accommodate the required parkland for the subdivision.

5.2 Plan of Subdivision

Policy 5 of Section 7.2 of the SNTC Secondary Plan requires all development to proceed by Plan of Subdivision. The Draft Plan of Subdivision (see Figure 18) divides the subject lands into development parcels, which are further described in Table 5.

Table 5. Proposed subdivision by blocks.

Block No.	Area (ha)	Proposed Use
Block 1	1.11	Stacked Back-to-Back Townhouses
Block 2	1.35	Stacked Back-to-Back Townhouses
Block 3	1.10	Mid-rise Apartment Buildings
Block 4	0.63	Stacked Back-to-Back Townhouses
Block 5	0.81	Stacked Back-to-Back Townhouses
Block 6	1.71	Stacked Back-to-Back Townhouses and Back-to-Back Townhouses
Block 7	1	Parkland
Block 8	1.18	School

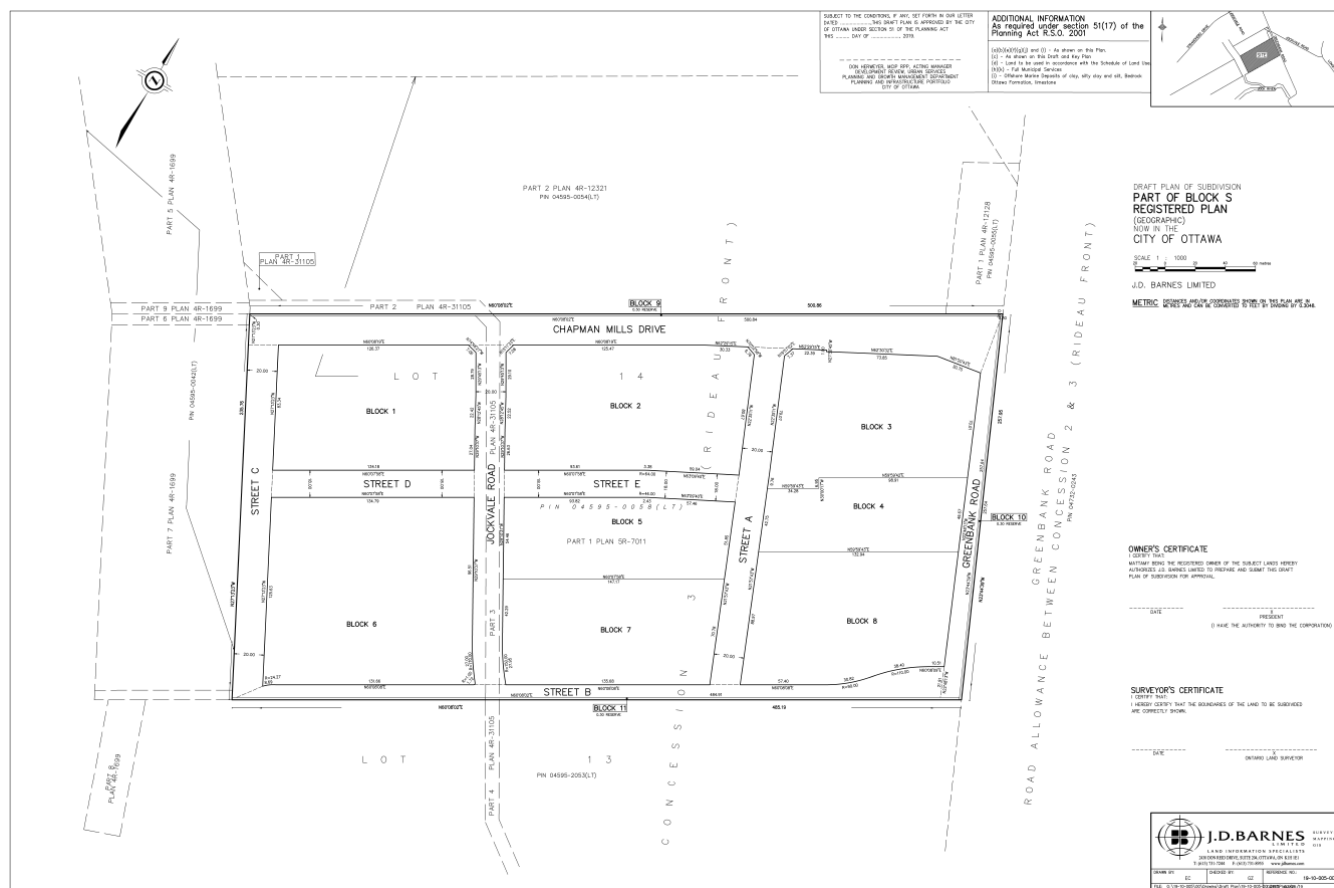


Figure 17. Draft Plan of Subdivision for 3288 Greenbank Road.

5.2.1 Ontario Planning Act

The Ontario Planning Act regulates land use planning in Ontario. Section 51, and more specifically sub-section 24, includes criteria for the evaluation of proposed plans of subdivision. These criteria are discussed below.

Table 6. Subdivision criteria - Section 51(24).

Criteria	Discussion
(a) The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2 of the Planning Act.	The proposed development will support matters of provincial interest as defined in Section 2 of the <i>Planning Act</i> . The proposal has regard for ecological concerns, adequately provides housing, and supports public transit through a built form that is well designed and appropriate for the local context.
(b) Whether the proposed subdivision is premature or in the public interest	The South Nepean Town Centre area has recently experienced an increase in development applications, particularly in the areas surrounding the proposed subdivision. Additionally, with planned transit improvements for the SNTC to be introduced in the

Criteria	Discussion
	coming years, this development will support the greater objectives of a transit supportive, mixed use community.
(c) Whether the plan conforms to the official plan and adjacent plans of subdivision	The plan conforms to the Official Plan and the amended Secondary Plan (proposed). The alignment of roads and public infrastructure and amenities, such as parks, has been coordinated with adjacent landowners and planned developments.
(d) The suitability of the land for the purposes for which it is to be subdivided	The lands are free from environmental constraints, do not contain significant natural heritage or archaeological resources, and are well located with respect to existing and planned infrastructure. The lands are suitable for the proposed development.
(e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them	As outlined in the enclosed materials, the location and standards of the proposed road parcels conform with the amended Secondary Plan (proposed) as well as the guidelines of the City of Ottawa, are suitable for the proposed purposes, and link to the established highway system.
(f) The dimensions and shapes of the proposed lots	The proposed lots are of an appropriate shape and distribution; which supports active street frontages, per City of Ottawa policy.
(g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land	No restrictions are proposed for the lands to be subdivided, beyond the proposed zoning and the City of Ottawa's regulatory requirements.
(h) Conservation of natural resources and flood control	The subject lands have not been identified as a flood risk, do not contain significant natural heritage features, and contain no significant natural resources. Adequate stormwater management will be provided based on the 2017 CH2M Kennedy-Burnett Stormwater Management Facility and Functional Design Report. Therefore, the proposed subdivision is consistent with the conservation of natural resources and flood control.
(i) The adequacy of utilities and municipal services	The City of Ottawa has planned for medium-density development in the SNTC since 2006, and existing and planned utilities and municipal services are adequate to meet the needs of the proposed subdivision, as demonstrated in the enclosed plans and studies.

Criteria	Discussion
(j) The adequacy of school sites	A 1.18 ha school site is proposed for the subdivision, however, should the school site be deemed surplus by the school board it will be converted to a residential block for future development. Additionally, a number of schools are found in the vicinity of the subject site, including St. Joseph High School (English Catholic) to the southeast of the subject lands along Greenbank Road, primary schools (English Public, English Catholic, French Catholic) to the west of the SNTC, and a high school (French Catholic) immediately east of the Town Centre.
(k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes	A 1 ha park is proposed for the subdivision, exceeding the requirements of the SNTC Secondary Plan, the Official Plan and the Planning Act.
(l) The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy	Given the nature of a Plan of Subdivision application, the applicant is limited in the manners by which they can maximize energy efficiency in design. The necessity to reduce energy use and carbon footprint of the built environment will be transferred forward to the individual Site Plan Control applications for the development blocks being established within the subdivision itself.
(m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of the Planning Act.	The subject lands are within the Site Plan Control area established by the City of Ottawa, and development of the subdivided parcels will be subject to Site Plan Control. This process will address detailed design matters.

The proposed subdivision satisfies the criteria of the *Planning Act*.

6.0 CONCLUSION

In considering the proposed Zoning By-Law Amendment and Plan of Subdivision in the context of the surrounding community and the applicable policy framework, it is Fotenn's professional opinion that the proposed development represents good planning and is in the public interest.

The proposed Zoning By-law Amendment and Plan of Subdivision are consistent with the Provincial Policy Statement and conform to the City of Ottawa's Official Plan. The development conforms to the South Nepean Town Centre Secondary Plan, and the proposed zoning details and plan of subdivision will facilitate the development of the lands in a manner consistent with the vision of the Secondary Plan.



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