



Geyser Place - 3380 Jockvale Rd

Planning Rationale
Zoning By-law Amendment & Site Plan Control Application
May 23, 2025



Prepared for Ottawa Community Housing Corporation

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Ottawa Community Housing Corporation (“OCHC” or “the owner”) to prepare a Planning Rationale in support of the Zoning By-law Amendment application for the property legally described as Part of Lots 12 & 13, Concession 2 (Rideau Front) Geographic Township of Nepean Plan 4R-34672 and municipally known as 3380 Jockvale Road in the City of Ottawa.

1.1 Application Summary

The owner proposes to construct a Planned Unit Development with a nine (9) storey multi-unit residential building and a three-storey, eighteen (18) unit stacked dwelling with shared communal amenity space.

To permit the development as planned, applications for Zoning By-law Amendment and Site Plan Control Approval are required. The Site Plan Control application has been submitted in parallel with the ZBLA application to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

To facilitate the proposed development, the proposed Zoning Amendment is to rezone the property to Residential Fifth Density Zone, urban exception XXXX (R5[XXXX]). The details of this Exception will be established collaboratively with City Planning Staff.

The intent of this Planning Rationale is to assess the proposed application against the applicable policy and regulatory framework and to demonstrate how the applications are appropriate for the subject property and compatible with surrounding land uses and existing infrastructure.

As the proposed redevelopment is located on the same lot as the previously approved Phase 1 portion of the development, a Consent to Sever application will also be submitted in the future for financing and ownership purposes. From a zoning by-law interpretation perspective, it is proposed that the entire property be considered one lot for zoning purposes.

1.1.1 Site History

The proposed development (Geyser Place, formerly Branch St. Phase 2), is the second and final development phase for the property acquired by Ottawa Community Housing Corporation (OCHC) to develop affordable housing.

In 2020, under the Rapid Housing Initiative, the City of Ottawa partnered with OCHC to construct 32 low-rise modular housing units on the northern portion of the subject lands. The proposed redevelopment subject to this application represents a comprehensive and complementary second stage of redevelopment of OCHC’s program for the parcel.

1.1.2 Public Consultation Strategy (ZBA + SPC)

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the months after the application has been submitted.

- / **This application constitutes the formal submission of application information and materials for Official Review.**
- / **Community “Heads Up” to local Community Association, where applicable, to be completed by the City of Ottawa during the application review process.**
 - / Ottawa Community Housing Corporation engaged with Councillor David Hill prior to submitting the Zoning By-law Amendment application.

- / **Community Information Session (If Requested)**
 - / A community information session will be held to discuss the proposed development following this submission if requested by the Community Association or Councillor David Hill.
- / **Planning Committee Meeting Advertisement and Notice of the public meeting.**
 - / Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / **Statutory Public Meeting for the Zoning By-law Amendment application at Planning and Housing Committee.**
 - / The Statutory public meeting will take place at the City of Ottawa Planning and Housing Committee meeting.

Subject Property & Surrounding Context

The subject property is located in Ward 3, Barrhaven West, in the City of Ottawa. The property is bounded by Branch Street to the west, the Phase 1 lands to the north, Jockvale Road & Longfields Drive to the east and a City of Ottawa easement to the south. The property has a frontage of 48.16 metres on Branch Street and 76.7 metres along the Jockvale Road MUP with a total lot area of 5,967 square metres. The Jockvale River is approximately 120 metres south bordered by open space. This portion of the lot is currently vacant and based on a review of historic satellite imagery was formerly agricultural land.

As mentioned, Phase 1 of the 3380 Jockvale Road development is a Planned Unit Development by OCHC currently under construction on the north portion of the property, illustrated below in Figure 1 by the blue dotted line.

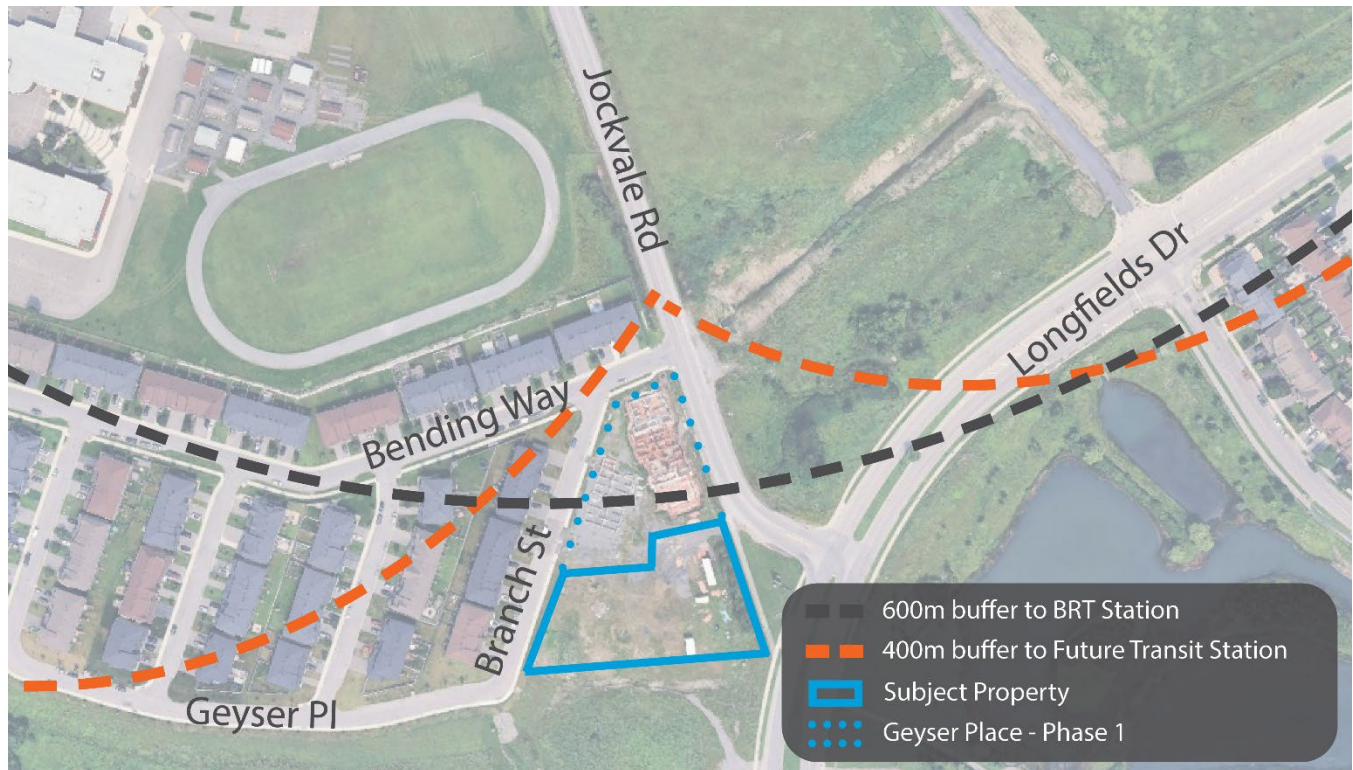


Figure 1: Aerial image of subject property.

2.1 Property location and Context

The subject property is located in Barrhaven in a predominately low-rise residential area. The surrounding area has undergone new development in recent years with multiple vacant lots in the vicinity. The following provides a brief description of the uses adjacent to the subject property.

- / **North:** Immediately north of the subject property is Phase 1 of the OCHC development bounded by Bending Way and Jockvale Road. North of Jockvale Road are a number of vacant lots and tree stands. Further north is Barrhaven Town Centre, a commercial area with a range of uses including restaurants, grocery stores, hardware stores, a movie theatre, and clothing stores. The existing Barrhaven Centre BRT stop, (future unfunded LRT Station) is also located 600 metres north of the subject property.

- / **East:** East of the subject property is Longfields Drive, a four-lane divided arterial road. Further east are vacant lands, and two detached houses beyond which is a stormwater retention pond and green space surrounding the Jock River. There are multi-use trails along both sides of the river. Beyond the river to the east is a residential area with predominately single detached houses, semi-detached houses, and townhouses. A portion of Jockvale Road which is disconnected from the remainder of the previous full length of the ROW is located immediately east of the subject property. This portion of Jockvale Road is envisioned to be repurposed in the future as a recreation corridor to further improve the pedestrian and cyclist connectivity between the District Park and Natural Lands and the central plaza.
- / **South:** South of the subject property is open space followed by the Jock River. Beyond the river is a treed area and a pond. Further south is a residential area, the Minto Recreation Complex – Barrhaven, and St. Cecilia Elementary School. A future Multi-Use Pathway is anticipated extending south of the subject property connecting Geyser Place and Longfields Drive.
- / **West:** West of the subject property is a residential development with townhouses and St. Joseph Catholic High School. Further west are a number of vacant lots and additional residential development primarily consisting of townhouses. The Jock River travels west from the subject property and is bordered by open space on both sides.

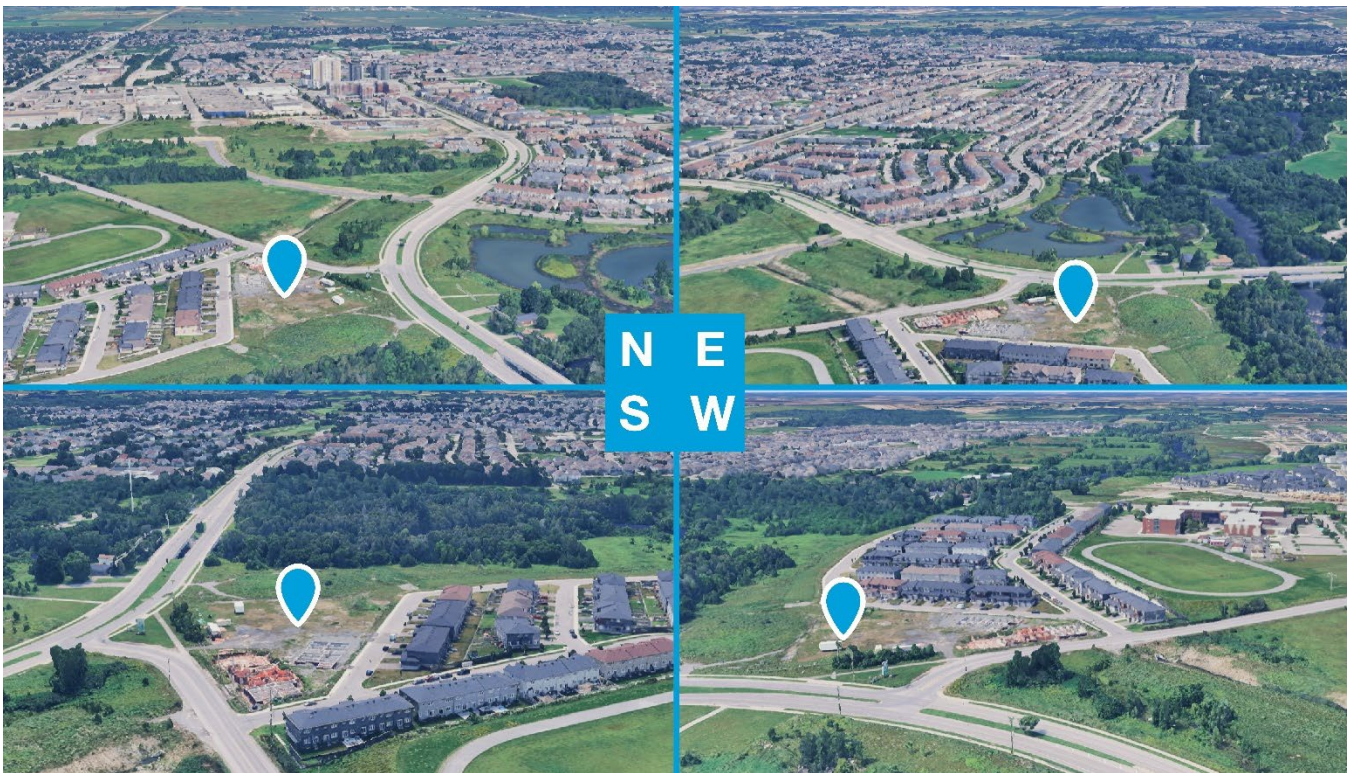


Figure 2: Aerial images of the surrounding area.

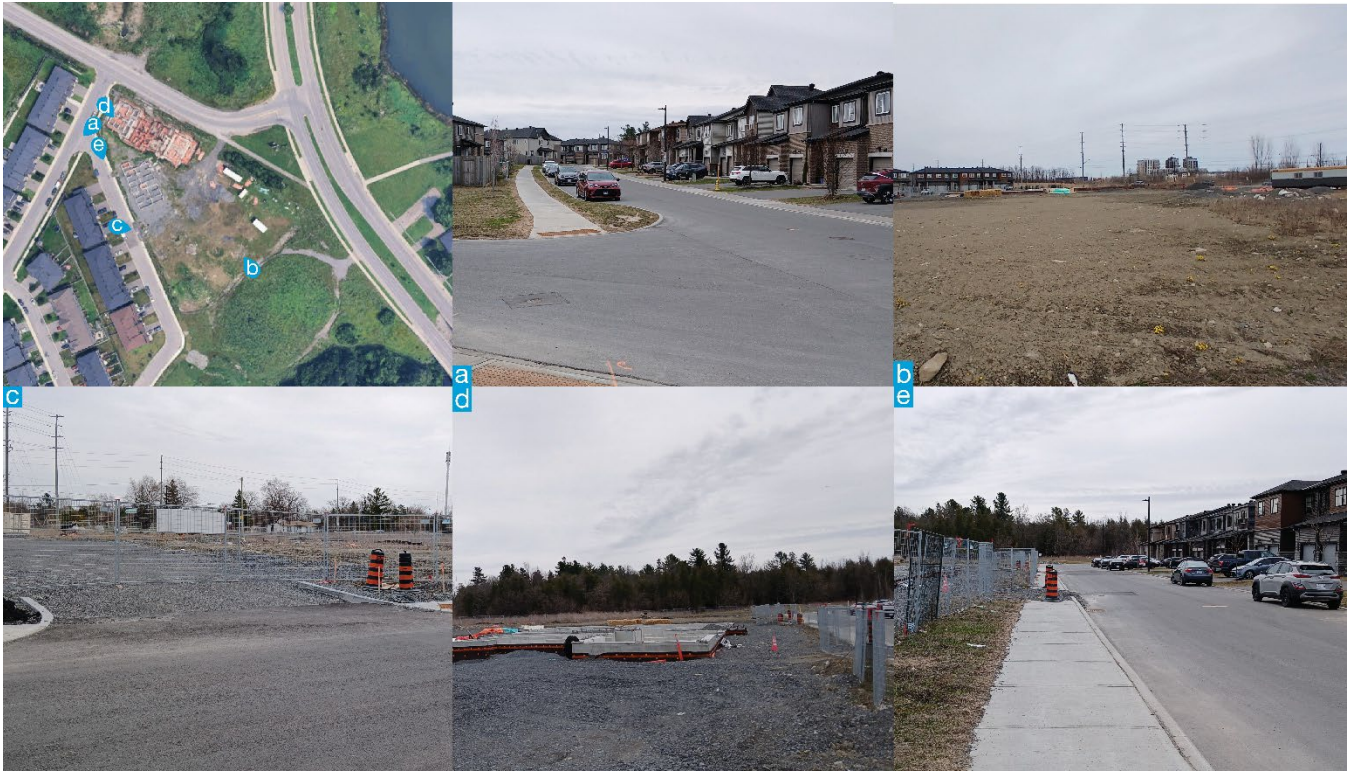


Figure 3: Photographs of the property with a map identifying the location and direction of each image.

2.2 Transportation

Access to the proposed development will be located along Branch Street; a local road. However, the subject property also directly abuts Longfields Drive (no vehicle access proposed). Longfields is an arterial road to the east of the subject property. As shown in Schedule C4 – Urban Road Network (Figure 4) there are planned future arterial, major collector and collector roadways near to the subject property connecting to and through Barrhaven Town Centre.

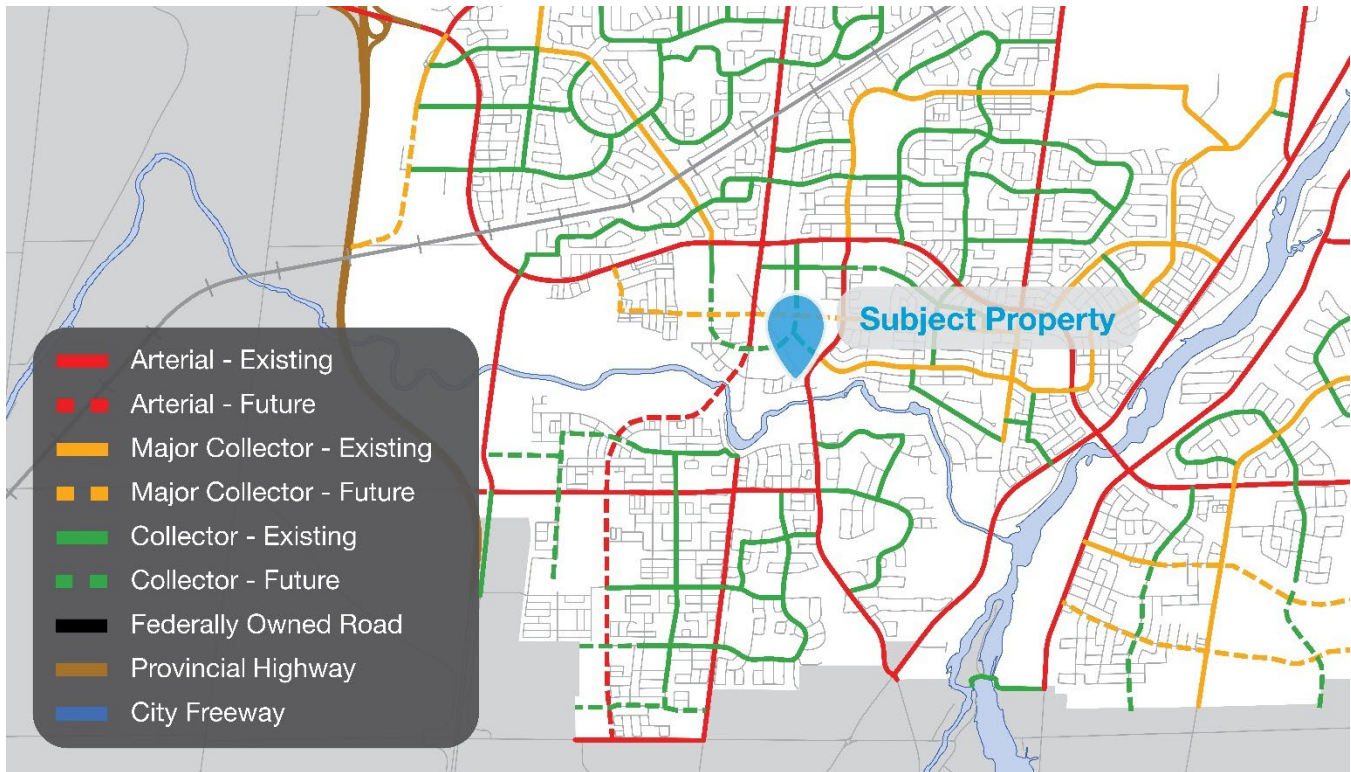


Figure 4: Excerpt of Schedule C4 – Urban Road Network from the City of Ottawa Official Plan.

The subject property is located within the Barrhaven TC Protected Major Transit Station Area (PMTSA) as shown in Schedule C1 (Figure 5). There are future O-Train and Bus Rapid Transit stations and lines planned for the Barrhaven TC PMTSA. The existing Barrhaven Centre BRT station is approximately 800 metre walking distance to the subject property.

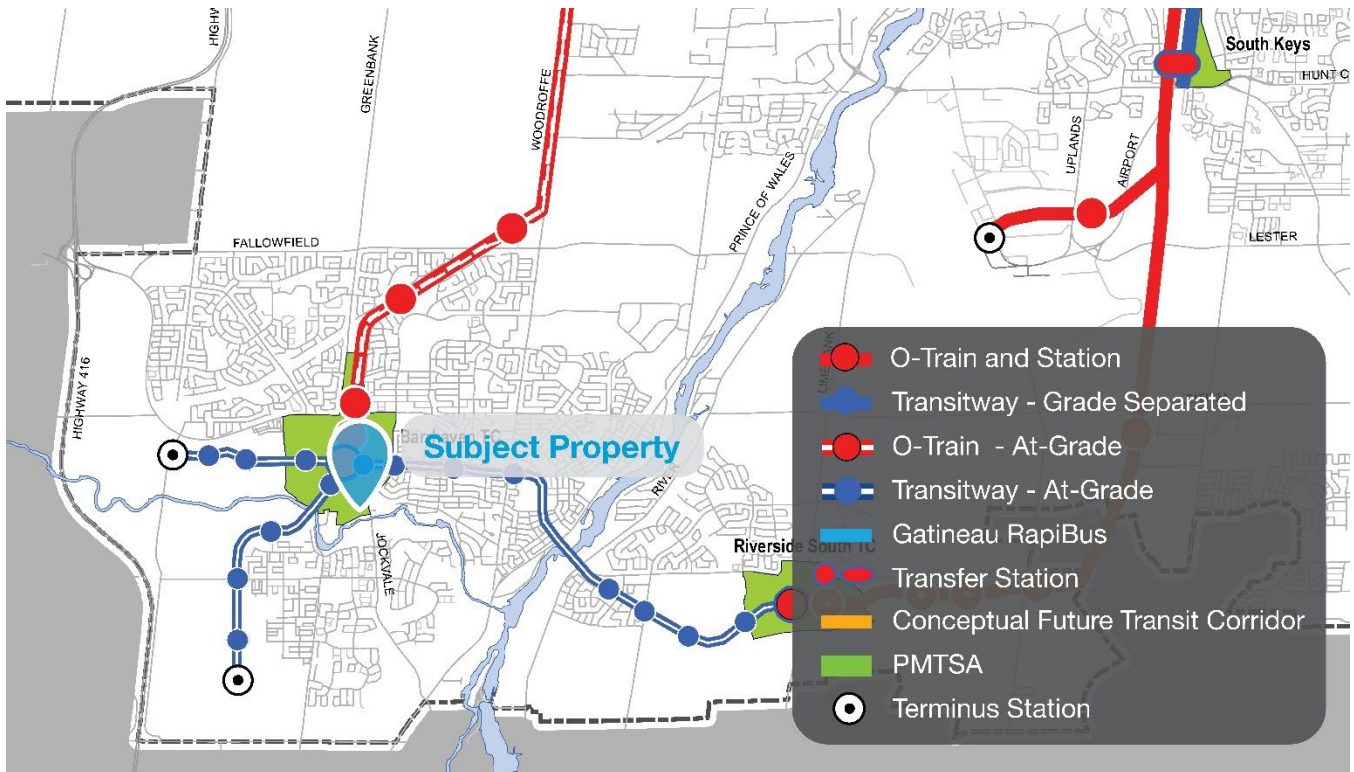


Figure 5: Excerpt of Schedule C1 - Protected Major Transit Station Area from the City of Ottawa Official Plan.

There are major pathways planned for both sides of the Jock River, connecting to the city's larger active transportation network (Figure 6).

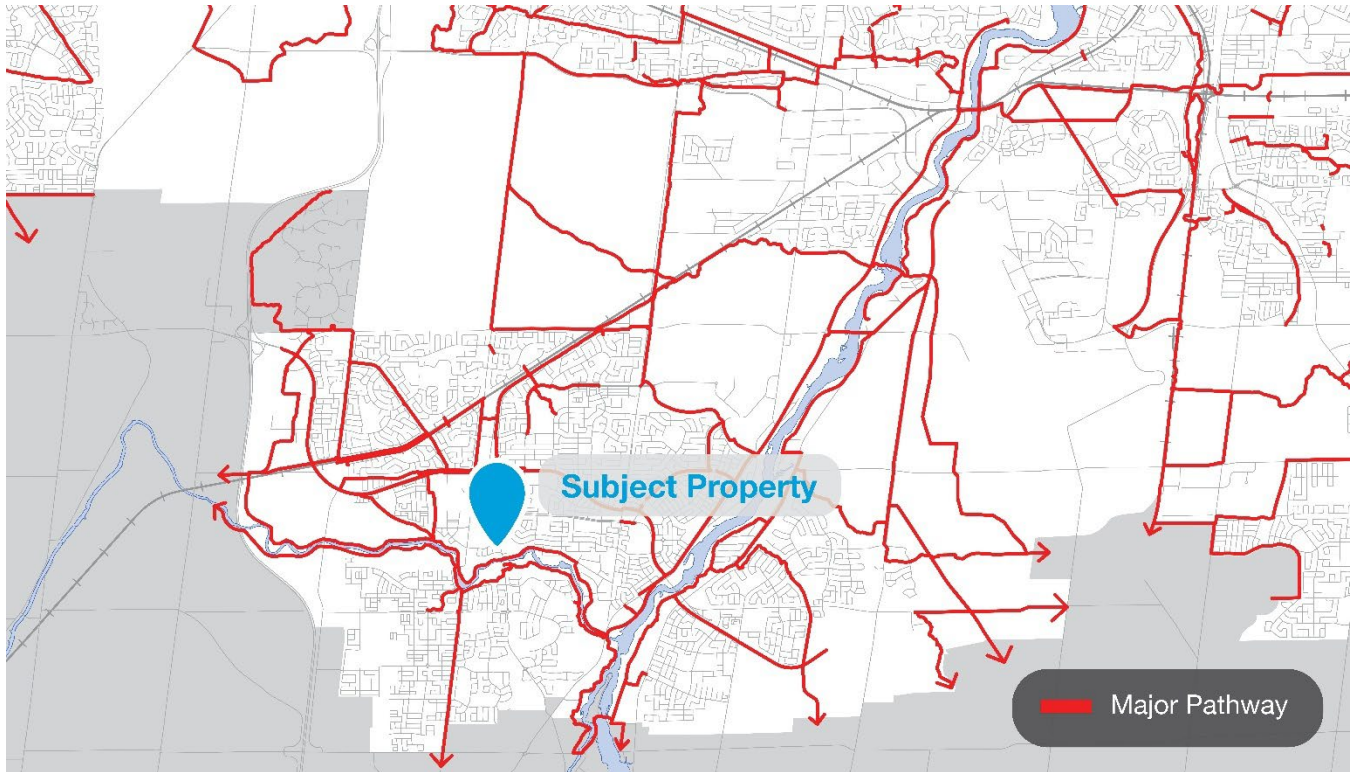


Figure 6: Excerpt from Schedule C3 – Active Transportation Network from the City of Ottawa Official Plan.

3.0

Proposed Development

The proposal is for a Planned Unit Development (PUD) with a 9-storey (30.5 metres) multi-unit residential building and a 3-storey (11.7 metres) stacked dwelling. The apartment building is proposed to have 99 units and the stacked dwelling is proposed to have 18 units for a total of 117 units. The proposed 9-storey apartment building will have a four-storey podium.

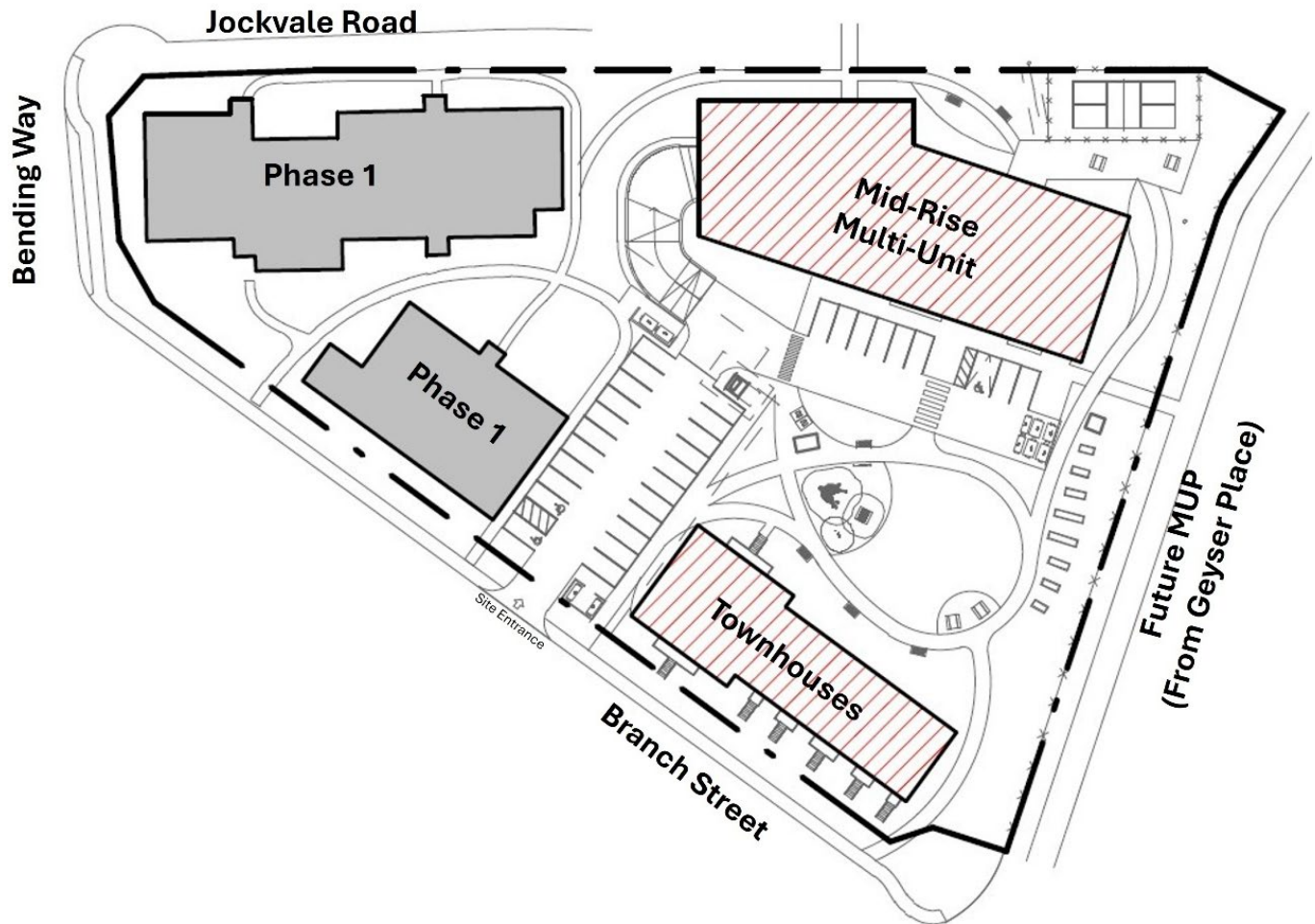


Figure 7 Proposed Site Plan.

Table 1 below contains a summary of the unit types proposed. Of the total 117 units, 24 units are Barrier Free (20 percent) and 23 percent are large units with three (3) or more bedrooms.

Table 1: Unit breakdown for the proposed development

| Unit Type | Apartment Building | Stacked Townhouse |
|-----------|---------------------|-------------------|
| Studio | 10 (3 Barrier Free) | |
| 1 Bed | 46 (8 Barrier Free) | |
| 2 Bed | 25 (8 Barrier Free) | 8 |

| | | |
|--------------|--|----|
| 3 Bed | 18 (5 Barrier Free) | 8 |
| 4 Bed | | 2 |
| Subtotal | 99 | 18 |
| Total | 117 units 24 units Barrier Free (20%) | |

In total, 31 new parking spaces are proposed. Ten (10) visitor parking spaces are proposed in front of the apartment building and an underground parking garage with twenty-one (21) parking spaces for residents and staff is proposed underneath the apartment building. All parking is proposed to be accessed via the Phase 1 private way along Branch Street in one consolidated access/egress location for both phases on development.

The proposed stacked dwellings are oriented towards Branch Street and reflect the built form and height of the neighbouring residential development. Set back towards Jockvale Road and Longfields Drive, the proposed four-storey podium of the apartment building provides a transition from the abutting low-rise buildings to a mid-rise height. The 5-9-storey portion of the building is located closest to the high-volume road and provides ample transition in height and massing from the existing low-rise community.



Figure 8: Rendering of the view of the mid-rise apartment building from the Phase 1 property. Prepared by LemayMichaud Architecture Design.



Figure 9: Rendering of the stacked dwellings from the Branch Street Geyser Place corner. Prepared by LemayMichaud Architecture Design.



Figure 10: Rendering of the communal greenspace in the Planned Unit Development. Prepared by LemayMichaud Architecture Design.

The proposal also includes a thoughtful and well-designed communal amenity area and landscaping program. The proposed buildings are set back from Branch Street, Jockvale Road, and the multi-use path easement to the south, and feature soft landscaping around each building. A large outdoor communal amenity area is proposed on the interior of the property with soft landscaping, pedestrian paths, and a children's play area. A community garden, soft landscaping, and a bioswale are proposed on the south interior lot line abutting the future MUP for added amenity space and stormwater retention.

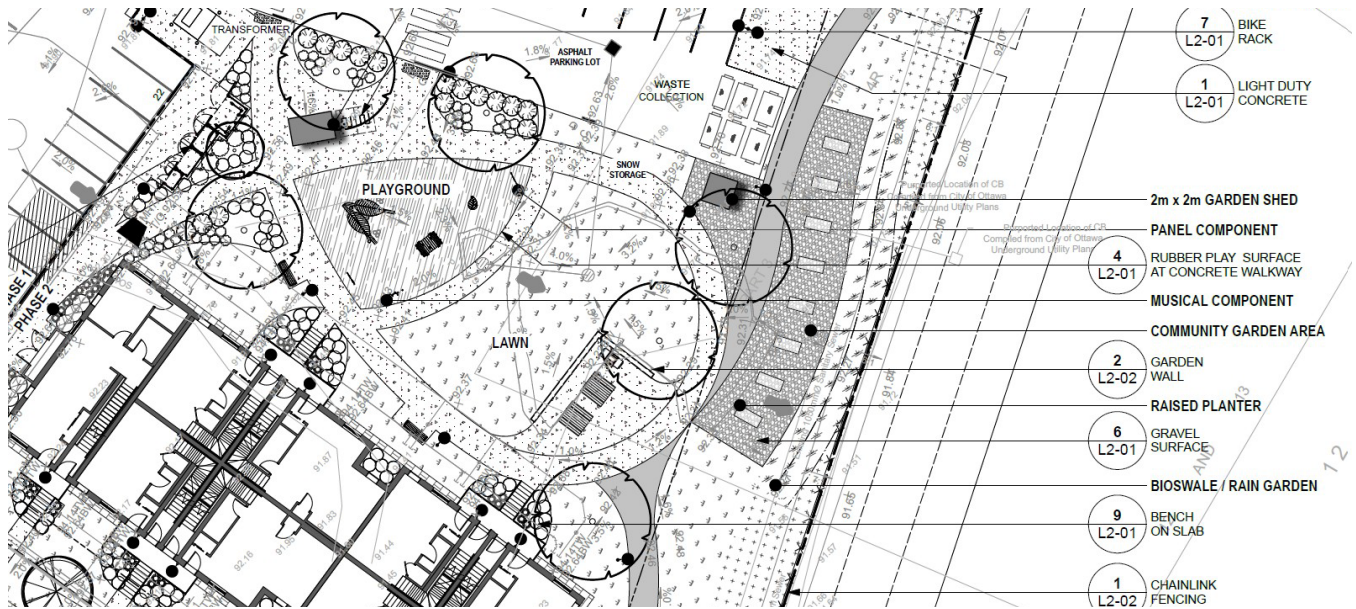


Figure 11 Proposed central communal amenity area design.

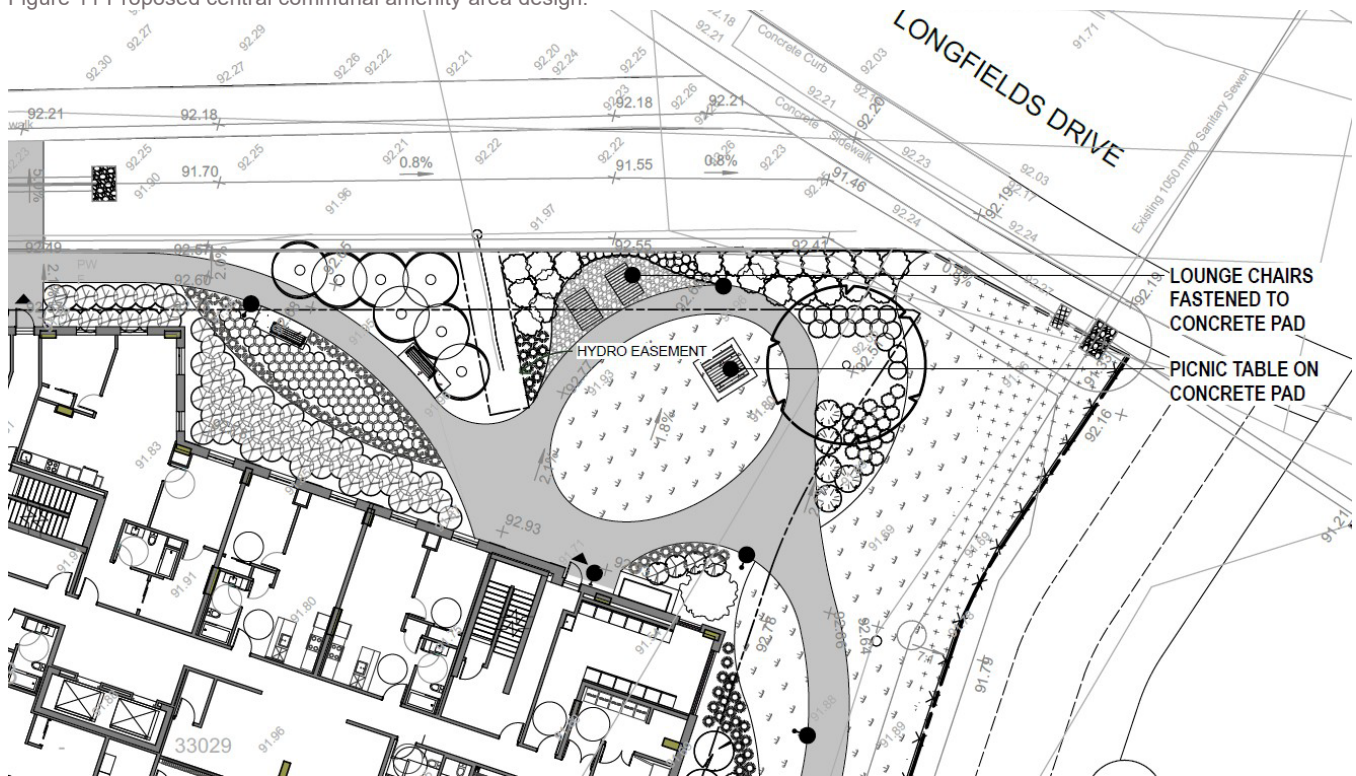


Figure 12 Proposed communal amenity area at Longfields and Jockvale.

Phase 2 serves as both a visual anchor and a key focal point of the project within the existing context, while providing a context sensitive transition to the surrounding built-form context.

As per the submitted Urban Design Brief, the taller volume of the mid-rise building defines the entrance and visual identity of the site from Longfields Drive, offering both visual and acoustic screening for the central

courtyard, where the communal outdoor amenity area spaces are located. These spaces will be directly connected to the future MUP (East), while remaining accessible to users from Phase 1 (West), Jockvale Road, bus stops (North), and Branch Street (main entrance, South). The stacked townhouses along the southern edge follow the same scale as the existing neighbourhood profile, and engage in a complementary interface with the existing homes directly across from them.



Figure 13 Built-form transition from low-rise stacked dwellings to mid-rise building.

4.0 Policy & Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024 is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. The document came into effect October 20, 2024. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS 2024 aims to increase the supply and mix of housing in Ontario and to “support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity.” The policies also aim to sustain strong and competitive communities. This section will discuss relevant policies of the PPS 2024.

Policy 2.1.6 states that:

Planning authorities should support the achievement of *complete communities* by:

- a. accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Policy 2.2.1 states that:

Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:

- a. establishing and implementing minimum targets for the provision of housing that is *affordable* to *low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
- b. permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c. promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and
- d. requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

Policy 2.3.1.1 states that:

Settlement areas shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.

Policy 2.3.1.2 states that:

Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:

- a. efficiently use land and resources;
- b. optimize existing and planned *infrastructure* and *public service facilities*;
- c. support *active transportation*;
- d. are *transit-supportive*, as appropriate; and
- e. are *freight-supportive*.

Policy 2.3.1.5 states that:

Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.

Policy 2.4.1.2 states that:

To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;
- c. to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and
- d. to support *affordable*, accessible, and equitable housing.

Policy 2.4.2.2 states that:

Within *major transit station areas* on *higher order transit* corridors, planning authorities shall plan for a minimum density target of:

- a. 200 residents and jobs combined per hectare for those that are served by subways;
- b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit;
- or
- c. 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

The proposed development adheres to and promotes the direction of the PPS. The proposal includes affordable, accessible and supportive housing units within a planned major transit station area, contributing to a greater range and mix of housing options in the City of Ottawa, particularly the Barrhaven Ward.

The range of housing options includes new housing opportunities including units with 3 and 4 bedrooms and units for low-income households. The proposed development is supported by both active transportation and public transportation infrastructure.

The proposed density of the development exceeds the Official Plan and Secondary Plan minimum target of 50 residents per hectare, with approximately 260 residents on a 0.59 hectare lot, which is consistent with Policy 2.3.1.5.

4.2 City of Ottawa Official Plan (2022, as amended)

The Official Plan for Ottawa provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and sets out the policies to guide the development and growth of the City. As illustrated in Schedule A of the Official Plan, shown below in Figure 14, the subject property is located in the Suburban Transect.

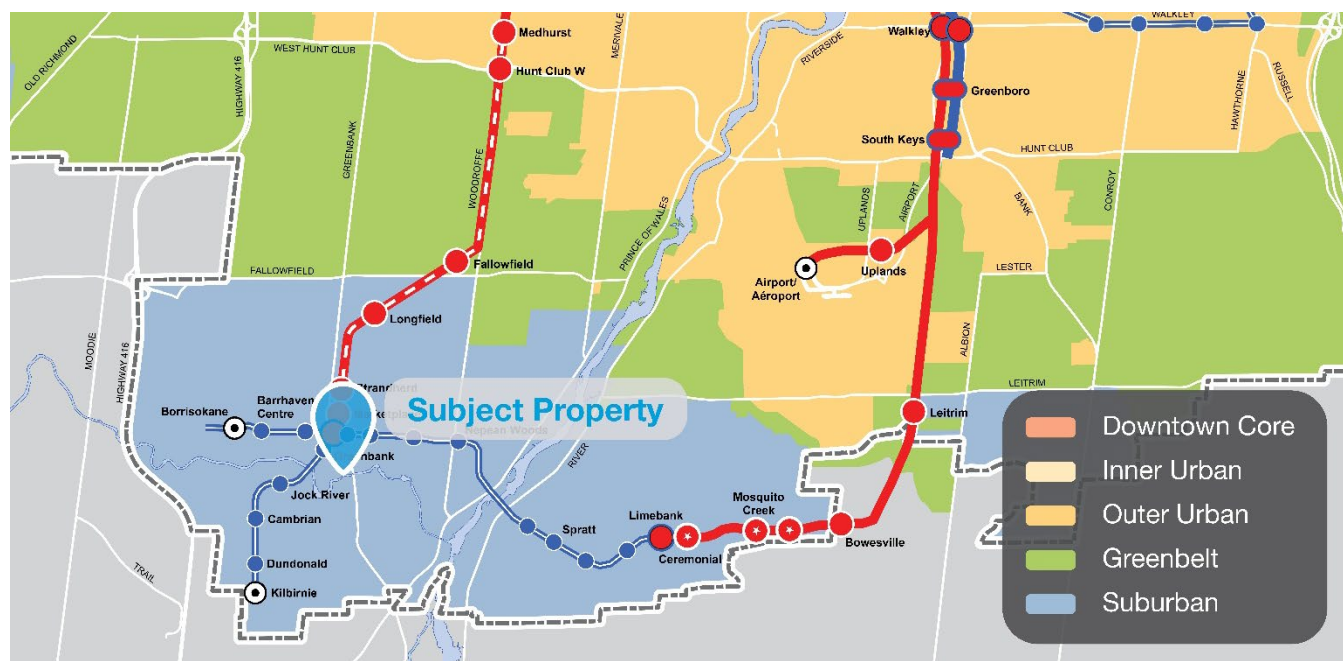


Figure 14: Schedule A - Transect Policy Areas from the City of Ottawa Official Plan.

4.2.1 Strategic Directions

The Official Plan includes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These policy objectives include the following:

- a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.

As a form infill development within an evolving residential community in the Suburban Transect, the proposed development advances the objective to achieve more growth through intensification.

- b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.

As a property with convenient and nearby access to a range of current and future proposed transportation options including the existing bus service from Barrhaven Centre, existing and future bicycle routes, and within walking distance of many service, retail, and employment opportunities, this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

- c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.

Through proposing a context sensitive building design for both the stacked townhouse and multi-unit components of this project that incorporates significant building separation distances while also promoting increased residential density, improvements to the public realm, and environmentally responsive design approaches, the proposal contributes towards stronger, more inclusive, and more vibrant neighbourhoods.

- d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of more-dense residential developments within the existing well-served community will reduce the overall loss of open green space to development and discourage urban sprawl and avoid natural habitat loss. Further, the project will encourage a healthy modal split that is not overly reliant on personal vehicle trips. The landscape plan includes a planting program that will improve the ecological merits of the site.

- e) Embed economic development into the framework of our planning policies.
In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

Infill development with over 100 residential units in close proximity to existing commercial entities, will contribute to economic vibrancy in the Suburban Transect. Further, infill development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

4.2.2 Cross-Cutting Issues

The Official Plan also establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

These cross-cutting issues are implemented through the policies in multiple sections of the Official Plan.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Suburban Transect that is within close proximity to future higher-order transit infrastructure in Barrhaven Centre.

Further, the development will contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to suite many of future resident's day-to-day needs within walking distance of the established commercial/retail hub. With over 28 three-bedroom units, and 25 two-bedroom units, the unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community.

The proposed design includes ample at-grade space for communal amenity areas which will benefit the growth of a sense of community and belonging for new residents. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

4.2.3 Growth Management Framework

The City of Ottawa Official Plan contains a growth management framework, which contains policies to direct growth within designated areas which increase the efficient use of sustainable transportation and existing infrastructure. The policies aim to support intensification, meet employment needs, and design new neighbourhoods to be 15-minute neighbourhoods. Policies within the growth management framework that relate to the subject site are as follows:

Policy 3.2.3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

The proposed redevelopment which is in the form of low and mid-rise residential intensification is located within an area Designated Hub in the Suburban Transect of the City's Official Plan. The residential intensification here is appropriate given it's is located on a currently under-utilized infill site, in proximity to established 15-minute community with commercial, employment, and institutional uses and within proximity to public and active transportation options.

Policy 3.2.4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

The submitted servicing studies indicates that the site is able to connect to existing municipal water and sewer services.

Policy 3.2.8) Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

Of the total 117 units, 24 units are Barrier Free (20 percent) and 28 units (23 percent) are large units with three (3) or more bedrooms.

Policy 3.2.10) The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

Table 3a

| Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements | | | |
|---|---|---|--|
| Designation | Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare ¹ | Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare ² | Minimum Proportion of Large-household Dwellings within Intensification |
| Hub³ | | | |
| Barrhaven TC | 120 | As per Secondary Plan | Minimum: 5 per cent Target: 10 per cent |

Figure 15: Excerpt of Section 3 of the Official Plan showing Table 3.

The proposed development represents an intensification of the lands which is a designated Hub, increasing the supply of higher density housing in the Hub. The proposed development includes both small-household and large-household dwelling units within both an apartment-built form and ground-oriented built form.

The proposal adheres to the area-wide density requirement of 120 people per gross hectare, the minimum residential density requirement of the Secondary Plan of 50 units per net hectare, and the minimum large-household dwelling target of 10-percent of the total units.

4.2.4 City-Wide Policies

Section 4 of the City of Ottawa Official Plan contains city-wide policies relating to mobility, housing, cultural heritage and archaeology, urban design, and natural heritage, greenspace and the urban forest among others. This section reviews policies relevant to the proposed development.

4.2.4.1 Housing

Policy 4.2.1.1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and

- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

With a significant provision of two (2) and three (3) bedroom units within ground oriented stacked townhouse built form and mid-rise multi-unit built form, the proposed development represents an increase in the range of unit sizes and tenure options available in the community.

Policy 4.2.1.2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The stacked dwelling units address the demand for missing middle housing being a low-rise built form with 18 ground-oriented units. The proposed development is supported by an existing rapid-transit station.

Through OCHC, housing affordability is a key component of the project program. With numerous large-unit types including 28 +3 bedroom units, the proposed new development will be able to accommodate families into the evolving community.

4.2.4.2 Archeological Potential

Official Plan Section 4.5 contains policies on Cultural Heritage and Archaeology to conserve properties and areas of cultural heritage value. Figure 16 below shows the archaeological potential layer on GeoOttawa surrounding the subject property. The following section reviews policies that are applicable to the proposed development.



Figure 16: Map of the archaeological potential surrounding the subject property as shown on GeoOttawa.

Policy 4.5.4.1) The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.

A Stage 1 and 2 Archeological Assessment was prepared in 2017 for the Phase 1 redevelopment proposal application, which encompasses the Phase 2 portion of the subject property. No artifacts or archaeologically significant features were identified during the Stage 2 field investigation within the study area and as such 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 study area. The full report can be found in the submitted application package.

4.2.4.3 Urban Design

As illustrated by Figure 17 below the subject property is located in a Design Priority Area. The subject property is a Tier 3 Design Priority Area being designated a Hub outside of the Downtown Core. Tier 3 areas define the image of the city at the local level and represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity.

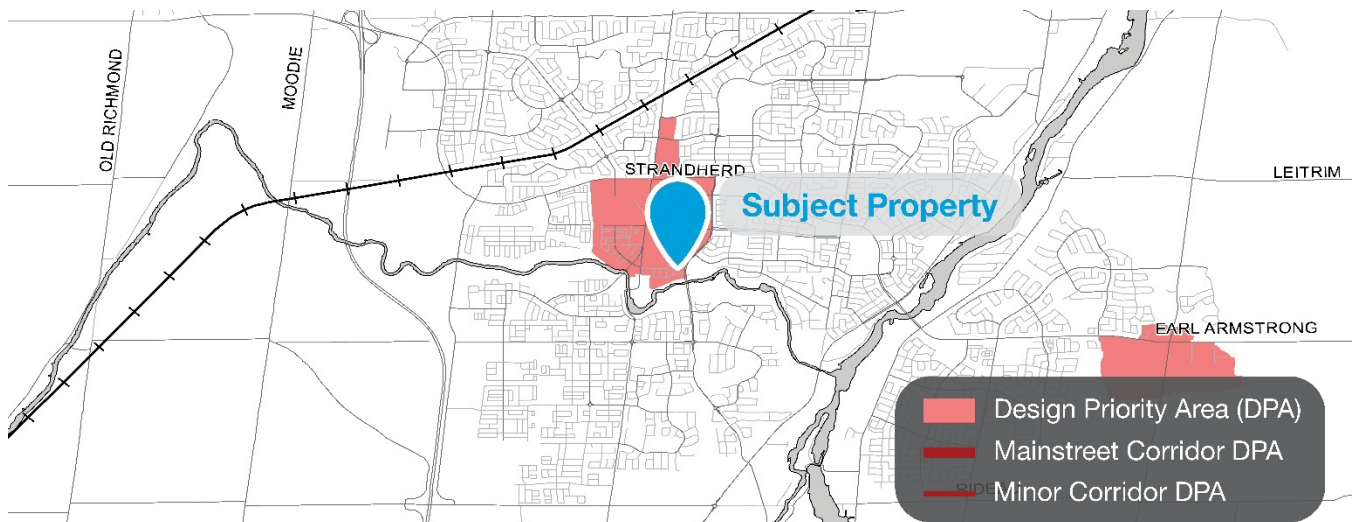


Figure 17: Excerpt from Schedule C7-A - Design Priority Areas - Urban from the City of Ottawa Official Plan.

The following Urban Design policies from Section 4.6 of the Official Plan are applicable to the proposed development:

Policy 4.6.1.5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The site was designed with ample indoor and outdoor amenity areas. Further, soft landscaping is proposed across the subject property to mitigate micro-climate impacts of extreme heat conditions in the summer and in the winter season. Street furniture and surface treatments were selected that consider four season comfort.

Lighting, within the subject property, is proposed along all pedestrian pathways, within the visitor parking area, and along building façade where appropriate to illuminate the space for residents comfort and safety.

Policy 4.6.4.1) Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

Passive House design is a core element of the mandate for this project. Although it has been determined that the project will not pursue formal certification, it will be designed to comply with the Passive House performance metrics. Throughout the design phase, passive house consultants have provided guidance and feedback to all the other disciplines as the team has gathered information and generated concepts.

The proposed project was designed to meet a set of specific development criteria including seamless integration into the existing context, alignment with OCH's specific programmatic requirements, the creation of high-quality, diverse indoor and outdoor communal spaces, and a simple, compact architectural form to ensure both energy performance and cost efficiency.

In accordance with the City of Ottawa's guidelines, the proposal has implemented specific measures aimed at minimizing the potential impact of the building on local bird populations, while ensuring the long-term sustainability of the project.

Policy 4.6.5.2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The proposed development is consistent with the intent and general direction of the design guidelines for this designation. Development frames the public ROW and MUP, providing appropriate setbacks from adjacent low-rise residential areas.

Policy 4.6.5.3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The buildings are set back appropriately with the main and secondary entrances visible for the building via Branch Street and Jockvale. Pedestrians and cyclists are prioritized with an appropriate provision of on-site vehicle and bicycle parking as well as a consolidated singular parking entrance driveway combined with Phase 1 of this OCH redevelopment program.

Policy 4.6.5.4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

Universal accessibility has been considered and included within this proposed development. In total, 20% of the units will meet the CAN CSA B651 standard of accessibility, with the remainder of the units meeting the standards found in 6.13 of the City of Ottawa's Accessible Design Standards. Common areas will be designed to be Barrier-Free, per CAN CSA B651.

Policy 4.6.6.4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposal adheres to the amenity area provisions of the zoning by-law in both size, location, and programming. Soft landscaping is proposed throughout the subject property to mitigate micro-climate impacts in the summer and winter seasons. Street furniture and surface treatments were selected that consider four season comfort.

Policy 4.6.6.6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

As per the Urban Design Brief submitted under separate cover, the architectural approach for both buildings is intentionally simple and refined, with a compact design that meets Passive House standards. Traditional features such as balconies and projections have been deliberately minimized. Material selections are thoughtfully aligned with the existing built environment, avoiding strong contrasts. Light, warm-toned clay bricks are paired with charcoal-grey metal panels, creating a subtle and cohesive aesthetic.

Policy 4.6.6.7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;

The location of the low-rise buildings along Branch with multiple front entrances integration well with the street allows for appropriate transition to the rear where the mid-rise building is able to transition in height without leading to adverse impacts on the neighbourhood.

The proposed development frames the abutting street, MUPs and greenspace, responding to Suburban Transect and Hub policies. Vehicular access to the property is combined with the abutting development, minimizing vehicle conflict with pedestrians and reducing sidewalk interruptions. The limited surface parking proposed is screened from the public ROW with planting and the orientation of the stacked dwelling. The proposed amenity space and yards are designed with ample soft landscaping including a community garden. The low-rise stacked dwelling and mid-rise apartment building respond to the surrounding built context and transect policies.

4.2.5 Suburban Transect

The Suburban Transect is comprised of neighbourhoods outside of the Greenbelt and is characterized by a separation of land uses, generous setbacks, and low-rise built form. Official Plan policy aims to provide direction to the Hubs and Corridors located within the Suburban Transect and recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.

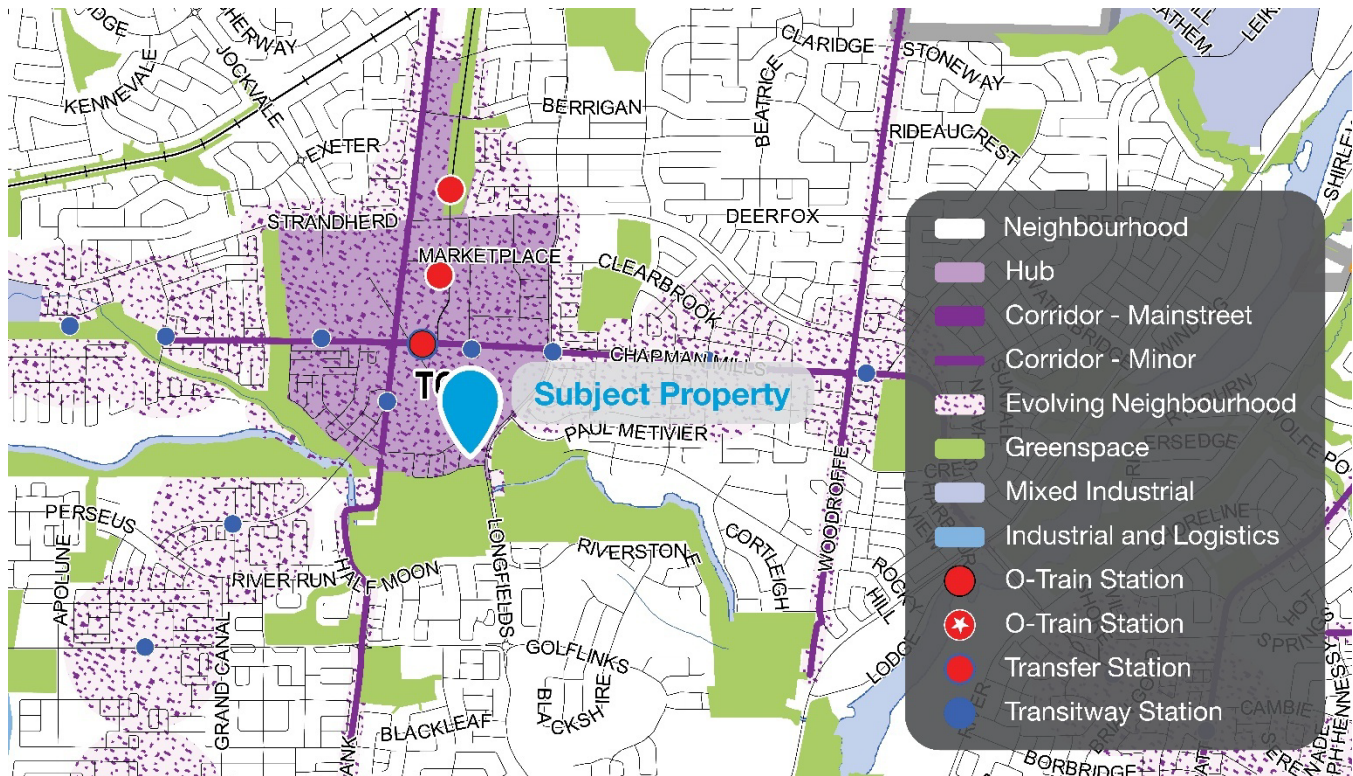


Figure 18: Excerpt of Schedule B6 - Suburban (Southwest) Transect from the City of Ottawa Official Plan.

The following policies are applicable to the proposed development:

Policy 5.4.1.2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- d) In Hubs, the following heights will apply:
 - i. High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
 - ii. Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
 - iii. Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.

Located on the periphery of the Barrhaven Town Centre, the proposed mid-rise building height is consistent with Official Plan policy. Furthermore, multi-unit dwellings are permitted in the Hub designation.

Policy 5.4.1.3) In the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:
 - i. Multi-unit dwellings in Hubs and on Corridors; and
 - ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and
- b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

The project intends to provide 117 affordable family homes, including studio, one-, two-, three-, and four-bedroom homes.

Policy 5.4.3.2) Parking in Suburban Hubs shall be managed as follows:

- a) Minimum parking requirements may be reduced or eliminated; and

The proposal responds to its location in a Suburban Hub which is in close proximity to transit, services, amenities, employment, and commercial clusters by proposing a reduced private vehicle rate and including ample bicycle parking spaces. This approach will encourage a reduction in private vehicle use and a healthy modal split for Ottawa Community Housing residents and their visitors.

Policy 5.4.4.1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

Official Plan policy permits the minimum number of parking spaces to be reduced. The proposed pedestrian pathways and landscaping on the property contribute to connecting the development with the surrounding neighbourhood public and active transportation infrastructure. The surface parking proposed is for visitor parking and all resident and staff parking will be in the underground parking garage, reducing the visual impacts on the public realm. The proposed development incorporates Passive House principles to optimize the conservation of energy and minimize the amount of energy required to heat and cool the buildings.

Policy 5.4.4.2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units. [Amendment 34, By-law 2024-506, Omnibus 2 item 18, November 13, 2024]

The proposed density exceeds the minimum required density of units per hectare with 117 units on the 0.59 hectare property.

4.2.6 Evolving Overlay

As illustrated on Figure 18 above, the Evolving Neighbourhood Overlay applies to the subject property. Overlay policies are outlined in Section 5.6 of the Official Plan. The intent of the Overlay is to identify areas that may gradually evolve through intensification to a more urban than suburban built form. The following policies are applicable to the proposed development:

Policy 5.6.1.1) The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

Policy 5.6.1.6) Zoning By-law development standards and development on lands with an Evolving Neighborhood Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The proposed development contributes to an evolution towards a more urban built form within the Suburban Hub. The proposed mid-rise built form expands the residential building forms and typologies available in the area in a contextually sensitive manner.

4.2.7 Hub

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. The subject property is subject to the Evolving Neighbourhood Overlay and designated as a Hub on Schedule B6 - Suburban (Southwest) Transect and PMTSA on Schedule C1 (see Figure 5 above).

The following policies are applicable to the proposed development:

Policy 6.1.1.2) The strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential,

commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

The proposal promotes the stated strategic purpose of Hubs as follows:

- **Proposes additional residential density in both low-rise and mid-rise built form with a range of unit types within walking distance of existing and future rapid transit options.**
- **Promotes a 15-minute neighbourhood through proposing residential intensification to support the Barrhaven Town Centre and existing commercial, institutional, and employment options.**
- **Includes various residential unit sizes and typologies available at varying rates of affordability to provide housing options for residents of various income levels.**

Policy 6.1.1.3) Development within a Hub:

- f) Shall establish buildings that:
 - i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
 - ii. Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
 - iii. Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
 - i. Reduction or elimination of on-site minimum parking requirements;
 - ii. Maximum limits on parking supply;
 - iii. Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
 - iv. Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
 - v. Establishment of residential on-street parking permit zones; and
 - vi. Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and

Policy 6.1.2.3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.

Policy 6.1.2.4) The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys and [Amendment 34, By-law 2024-506, Omnibus 2 item 25, November 13, 2024]

- b) Outside the area described by a) not less than 2 storeys. [Amendment 34, By-law 2024-506, Omnibus 2 item 25, November 13, 2024]

The proposed development is within walking distance, approximately 800 metres, from the existing Barrhaven Centre grade-separated Transitway line and within a 400-metre radius of two future rapid transit stations, Barrhaven Centre LRT Station and St. Joseph / Greenbank BRT Station. The proximity to transit will allow future residents to access daily needs in the community without a private automobile and connectivity with the broader transportation network in Ottawa.

The proposed buildings define the edges of the property abutting public streets and provide direct connection for residents to the public realm. Vehicle access is consolidated with the Phase 1 development and parking is internalized on the site, decreasing the impact on the public realm. The proposed reduction in parking spaces conforms to the policy to reduce the minimum parking requirements in Hubs. The minimum proposed building height is 3 storeys which conforms with Official Plan policy for PMTSAs.

4.3 Barrhaven Downtown Secondary Plan

The Barrhaven Downtown Secondary Plan is intended to provide more detailed area-based policy direction and to guide both public and private development within Barrhaven Downtown. The Secondary Plan aims to develop the Barrhaven Downtown to be a compact and transit-supportive area with a mix of land uses, a diverse greenspace network, and high-quality urban design.

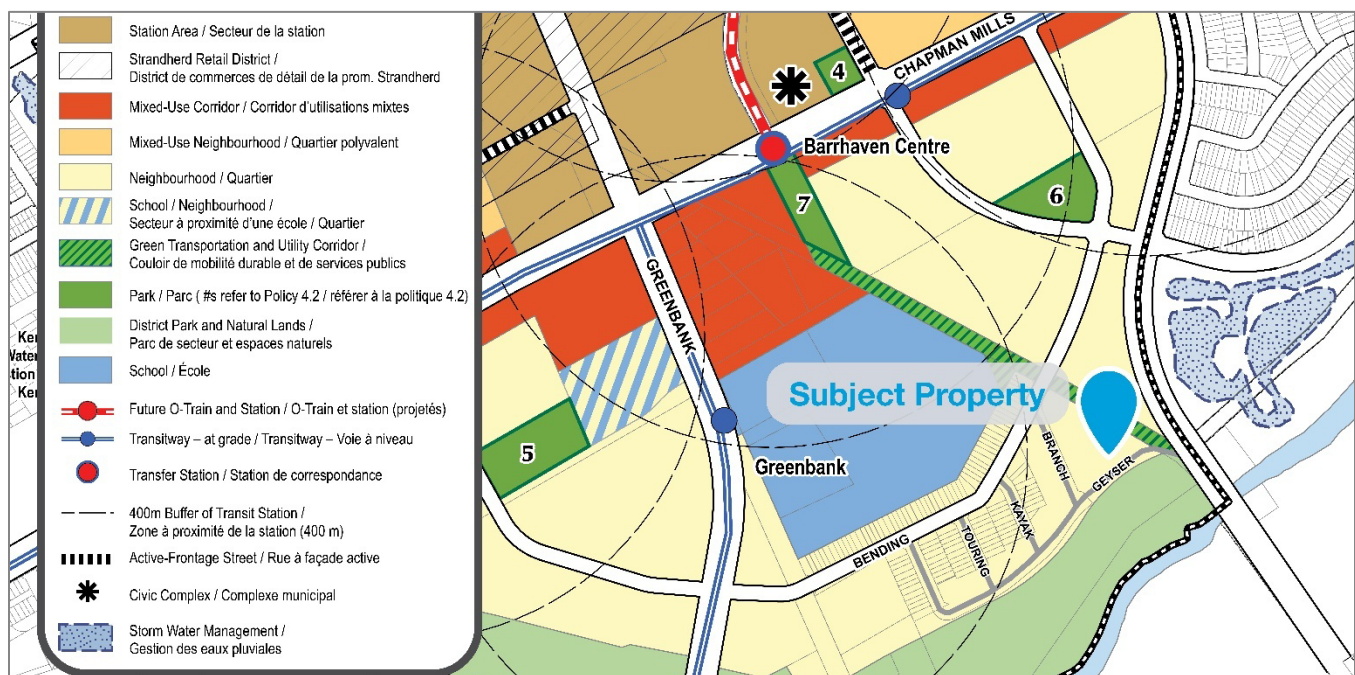


Figure 19: Excerpt of Schedule A - Designation Plan from Barrhaven Downtown Secondary Plan.



Figure 20: Excerpt of Schedule B - Cycling Network Plan from Barrhaven Downtown Secondary Plan.

The subject property is designated Neighbourhood in the Barrhaven Downtown Secondary Plan, abutting a Green Transportation and Utility Corridor which is planned to be a multi-use trail as illustrated in Schedule A (Figure 19) and two multi-use pathways on Schedule B (Figure 20) above. The lands south of the subject property along Jock River are designated District Park and Natural Lands. The Neighbourhood designation is intended to provide urban housing options that are appropriate in the suburban context

The following policies are applicable to the proposed development:

Policy 3.4.15) Residential uses and parks are permitted and are encouraged to reflect the compact, dense, urban nature of the planning area.

Policy 3.4.16) Buildings will have a minimum height of two storeys.

Policy 3.4.17) The minimum density for residential development is 50 units per net hectare.

Policy 5.1.1) Developments within the planning area shall have regard for Appendix 1 - Barrhaven Downtown Urban Design Guidelines and for other applicable design guidelines.

Policy 6.3.9) An adequate supply of bicycle parking, as per the applicable zoning by-law, must be provided near transit stops, in high activity areas, in parks and in locations linked to the pedestrian and cyclist network.

Policy 6.3.13) While this secondary plan permits alternatives for parking and access, parking must:

- b) Have a limited number of access points from the primary street to reduce conflicts with the pedestrian realm.

The proposed development contributes to a denser residential community and the minimum building height is three storeys. The minimum density proposed in this development exceeds 50 units per net hectare. The proposed design has regard for Appendix 1 – Barrhaven Downtown Urban Design Guidelines as demonstrated in Section 4.3.1 of this report.

Indoor bicycle parking is provided on the ground floor of the apartment building and six outdoor bicycle parking spaces are also provided. Vehicle access to the subject property is combined with the approved access to Phase 1 development minimizing the number of access points from Branch Street and maintaining a cohesive and safe pedestrian interface here

4.3.1 Barrhaven Downtown Urban Design Guidelines

The Barrhaven Downtown Urban Design Guidelines are in Appendix 1 of the Barrhaven Downtown Secondary Plan. The urban design guidelines provide specific design guidance for the secondary plan area and are to be applied on a case-by-case basis.

The following guidelines are applicable to the proposed development:

Guideline 1: Entrances

- / Orient principal entries to the primary street, so that they are connected to the sidewalk and are clearly identifiable through architectural features or signage.

The stacked townhouse units will be accessed via walkways connecting to the public sidewalk on Branch Street. The main entrance to the apartment building is from the interior of the lot however two entrances to the apartment building are proposed to connect to Jockvale Road. Further, the building design interfacing with Jockvale Road provides ample high-quality design features including a landscaped amenity area with design for active and passive use which promotes vibrancy at this location.

Guideline 2: Orientation

- / Orient buildings to face all parks, plazas and natural areas so as to “frame” these spaces and to allow visual access into these spaces for safety and security.

The proposed buildings are oriented to frame the outdoor shared amenity space and the abutting public realm. The mid-rise building’s main entrance is oriented to the outdoor amenity space and some of the stacked dwelling units will be accessed via a pathway abutting the amenity area. Both buildings frame the amenity space providing visual connection and enclosure.

The landscape program complements the existing and proposed future public space inventory in the area both to the south and east where multi-use pathways exist or are proposed.

Guideline 7: Lighting

- / Establish pedestrian scale lighting on buildings that highlights architectural features, provides a sense of safety by illuminating sidewalks and pedestrian activity areas and does not result in excessive light and glare.

Lighting is proposed along all pedestrian pathways, within the visitor parking area, and along building façade where appropriate to illuminate the space for residents comfort and safety. The proposed outdoor amenity areas are also provided with thoughtful and well-located outdoor lighting.

Guideline 15: Residential Setbacks

- / Set back all residential buildings between 3.0 and 5.0 metres from any front or side yard property line in order to create a more intimate street environment, while ensuring privacy, adequate front yard landscaping, uninterrupted site lines, adequate sunlight as well as space for utilities, snow storage and street furniture.

The proposed stacked dwelling is setback 6 metres from the front property line along Branch Street providing adequate yard space for landscaping, including street trees, adequate sunlight, and utilities.

Guideline 23: Street Landscaping

- / Landscape the space between buildings and the sidewalk with foundation planting, street trees, street furniture and hard landscape connections to public sidewalks.

Landscaping is proposed between the buildings and abutting sidewalks and future MUPs including trees, other planting, benches, and pathways.

Along Branch Street, the landscape plan proposes a robust line of street tree planting including Eastern White Pine, and Showy Mountain Ash to improve the tree canopy along this R.O.W.

Along Jockvale Road, the plan includes both Eastern White Pine, and Staghorn Sumac, along with various shrubs, & grasses, all of which contribute to a healthy landscape improving the proposed public and private realm. Of note, tree planting along Jockvale is constrained due to the presence of overhead hydro-wires which have informed the tree species selected here.

Guideline 26: Service Areas

- / Coordinate the location of service areas for delivery, loading and garbage pick-up at the side or rear of buildings to reduce vehicular interruptions along the public street and to improve the aesthetic appeal of the streetscape. Ensure that any required passenger drop-off areas are appropriately landscaped.

Vehicular access to the property is coordinated and consolidated with the Phase 1 development to reduce vehicular interruptions to Branch Street. Along Jockvale which is slated for the future transition to a green transportation corridor with multi-use pathway, there are no proposed vehicle access/egress points.

Guideline 28: Surface Parking

- / Locate required surface parking at the side or rear of all buildings and away from the intersection for corner sites. Limit access driveways to one location per frontage in order to minimize pedestrian and vehicular conflicts on the sidewalk and maximize the space for landscaping and on-street parking.

Surface parking is provided on the interior of the property for visitors. Resident and employee parking is proposed to be located in the underground parking garage. The driveway access to the site is combined with Phase 1 to minimize pedestrian and vehicular conflicts.

Guideline 38: Outdoor Amenity Areas

- / Provide outdoor amenity space for apartments and mixed-use buildings in a location adjacent to any indoor recreation space, in view of residential units and well connected to the public streetscape. Alternatively, outdoor amenity space can be provided through rooftop terraces which are planted, screened and sheltered from the wind.

Two consolidated areas of substantial and well programed outdoor amenity area are included in the site layout for this proposal. Communal outdoor amenity areas are proposed to be located on the interior of the site between the stacked townhouses and the apartment building adjacent to the indoor amenity space on the ground floor of the apartment building. Pedestrian pathways will connect the outdoor space to Phase 1 as well as the public streets and multi-use pathways. Outdoor amenity area is also proposed at the corner of Jockvale and Longfields, providing for a welcoming entry feature for this public/private interface. Finally outdoor amenity area is also provided on a portion of the 9th-storey of the apartment building overlooking the central outdoor space.

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

The subject property is designated Residential Fourth Density, Subzone Z, Urban Exception 2465 (R4Z[2465]). The purpose of the R4 - Residential Fourth Density Zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;
- (4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
- (5) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

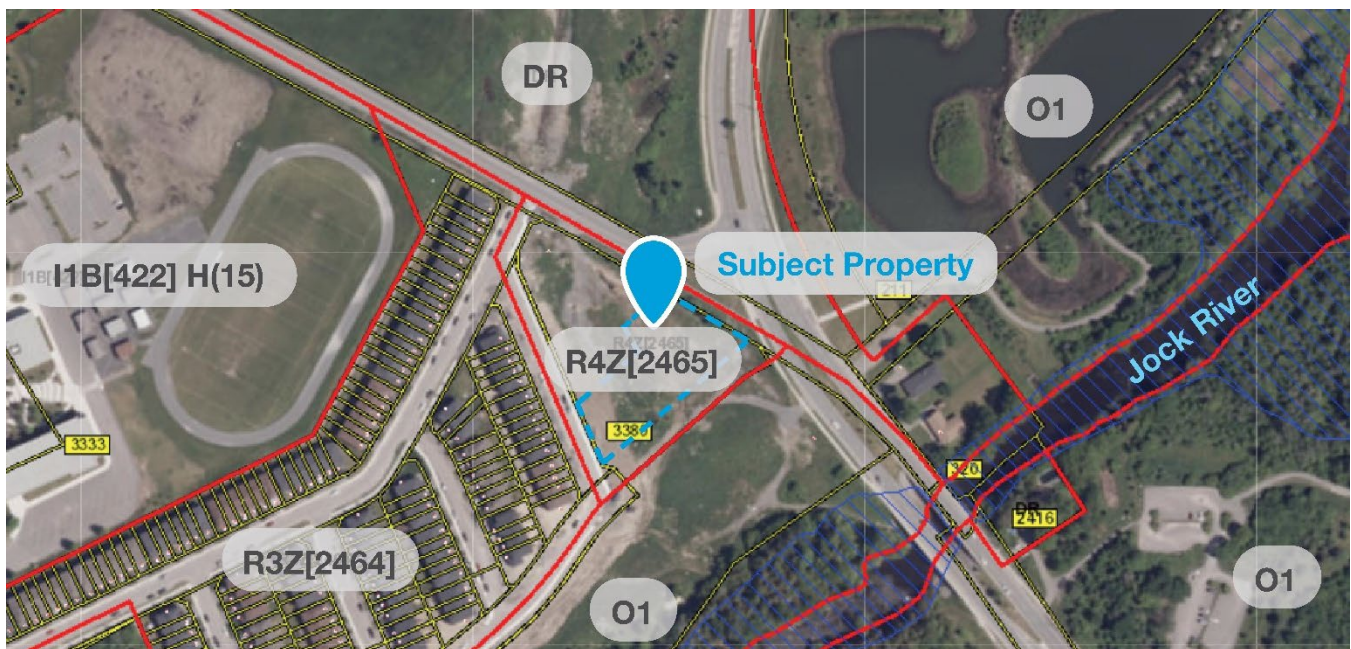


Figure 21: Zoning map.

The proposed planned unit development, and stacked dwelling uses are permitted in the R4Z zone. However, as the **Apartment Dwelling, Mid-Rise** use is not permitted currently, the zoning by-law amendment will propose the appropriate zoning framework to include this newly proposed use

The applicable zoning provisions are summarised in the table below.

Table 2: R4Z[2456] Zoning Provisions Table.

| Zoning Provision | Requirement | Provided | Compliance |
|---|---|---|---------------------------------------|
| Principal Land Use(s) Section 162 | Planned Unit Development; Stacked dwelling | Planned Unit Development; Stacked dwelling; Mid-rise Apartment | Yes Yes No |
| Lot Width | 18 m | 48.16 m | Yes |
| Lot Area | 1,400 m ² | 5,967 m ² | Yes |
| Minimum Front Yard Setback S. 162 | 3 m | 6 m | Yes |
| Maximum Front Yard Setback Exception [2465] | 5 m | 6 m | No |
| Interior Side Yard Setback S. 162 | For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows: / Where the building wall is equal to or less than 11 m in height: 1.5 m / Where the building wall is greater than 11 m in height: 3 m In all other circumstances the minimum required interior side yard setback is 6 m. | 3 m to site severance line 10.9 m to MUP | Yes |
| Rear Yard Setback S. 135 | The minimum required front yard setback applies to both the front and rear lot lines 3 m | 3.8 m | Yes |
| Minimum Building Height Exception [2465] | 2 storeys | 3 storeys | Yes |
| Maximum Building Height Exception [2465] | 4 storeys | Apartment Building: 9 storeys 30.5 m Stacked dwelling: 11.7 m | No Yes |
| Projections into Height Limit S. 64 | Maximum height limits do not apply to the structures listed below or to any other similar structures: / mechanical and service equipment penthouse, elevator or stairway penthouses | Mechanical and service equipment penthouse projects 3 m above proposed building height | Yes |
| Projections into Required Yards S. 65 | Fire escapes, open stairways, stoop, landing, steps and ramps / in the case of the front yard or corner side yard: no closer than 0.6m to a lot line | Distance of stairs from stacked townhouses to front lot line: 1.97 m | Yes |
| Amenity Space Section 137 | Apartment building, mid-high rise / 6 m ² per dwelling unit, | Exterior: 1141 m ² Interior: 193 m ² Total: 1334 m ² | Yes |

| | | | |
|--|--|---|-----|
| | / A minimum of 50% of the required total amenity area must be communal $6 \times 99 = 594 \text{ m}^2$ Stacked dwelling of 9 or more dwelling units / 6 m^2 per dwelling unit / A minimum of 50% of the required total amenity area must be communal $6 \times 18 \text{ units} = 108 \text{ m}^2$ | All amenity space provided is communal | |
| Communal Amenity Space Section 137 | Aggregated into areas up to 54 m^2 , and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2 | All amenity space exceeds 54 m^2 | Yes |
| Landscaped Area Section 161(8) | 30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development | 43.8% | Yes |
| Parking & Landscaping Provisions | | | |
| Minimum Required Parking Spaces S. 101 | Located within 600m of future Barrhaven Centre Station / Stacked Dwelling – 0.5 per dwelling unit / Mid- to High-rise Apartment – 0.5 per dwelling unit $0.5 \times 117 = 59$ | 21 spaces located within parking garage | No |
| Maximum Permitted Parking Spaces S. 103 | 1.75 per dwelling unit (combined total of resident and visitor parking) $1.75 \times 117 = 205$ | 30 parking spaces total | Yes |
| Visitor Parking spaces S. 102 | 0.2 per dwelling unit $0.2 \times 117 = 23.9$ | 9 spaces | No |
| Size of Space S. 106 | Standard Size: $2.6 \times 5.2 \text{ m}$ | $2.6 \times 5.2 \text{ m}$ | Yes |
| | Up to 50% of the parking spaces in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that the space: / Is visibly identified as being for a compact car / Is not a required visitor parking space Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres. | 4 reduced size parking spaces provide (13%) | Yes |
| Driveway Width S. 107 & 113 | Minimum width: 6 m Maximum width: 6.7 m | Width: 6 m Min. Vertical Clearance: 2 m | Yes |

| | | | |
|--|---|---|-----|
| | Minimum vertical clearance: 2 m | | |
| Aisle Width (In Parking Garage) S. 107(1)(c) | An aisle providing access to parking spaces in a parking lot or parking garage: (i) must comply with the minimum required width specified in Table 107; (ii) despite (i), in the case of a parking garage, or parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide; | 6 m | Yes |
| Location of Parking S. 109 | Parking is not permitted in the: / required and provided front yard, / required and provided corner side yard, or extension of the required and provided corner side yard into the rear yard | Parking is provided in the interior of the lot and underground | Yes |
| Landscaping Provisions for Parking Lots S.109 & 110 | / all portions of front, and corner side yard not occupied by parking spaces, driveways, aisles, permitted projections, accessory buildings or structures or walkways must be landscaped with soft landscaping / all portions of any other yard not covered by parking spaces, driveways, aisles, permitted projections, walkways, buildings or structures must be landscaped / 15% of the area of any parking lot, must be provided as perimeter or interior / For a parking lot containing 10 or fewer spaces, not abutting a street - no minimum width required | 41% | Yes |
| Refuse Collection S. 110 | All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: / located at least 9.0 metres from a lot line abutting a public street; / located at least 3.0 metres from any other lot line; and / screened from view by an opaque screen with a minimum height of 2.0 metres | / Refuse collection is located inside the mid-rise building Outdoor refuse staging area is located: / >9 m from lot line abutting a public street / >10 m the lot line abutting the future MUP | Yes |
| Bicycle Parking Rates Section 111 | Apartment dwelling, mid rise and stacked dwelling without a garage or carport for each dwelling unit / 0.50 per dwelling unit 0.5 x 117 = 59 | 59 / 53 provided indoors / 6 exterior | Yes |
| Minimum Bicycle Parking Space Dimensions Section 111 | Horizontal - 0.6 m x 1.8 m Vertical - 0.5 m x 1.5 m Minimum 50% must be ground level, horizontal | Horizontal stacked rack system 0.6 x 1.8m | Yes |

| | | | |
|---|---|---|-----|
| | Minimum width of access aisle - 1.5 m | Minimum 50 % on GF: provided Min. width access aisle: 1.5m | |
| Minimum setback for any wall of a residential use building to a private way Section 113 | 1.8 m | 8.2 m | Yes |
| Minimum separation area between buildings within a planned unit development Section 113 | / where the height of abutting buildings within the PUD is less than or equal to 14.5 metres - 1.2 m all other cases - 3 m | >3 m | Yes |

4.4.2 Proposed Zoning By-law Amendment

To facilitate the proposed re-development, a Major Zoning By-law Amendment application is required to rezone the entire portion of the Phase II lands to the Residential Fifth Density Zone. Although the proposal generally conforms to the provisions of both the R4 & R5 zones, various amendments to the provision of the zoning framework are required.

The Residential Fifth Density Zone with a Site-Specific Schedule and Exception will best facilitate the intent for the future buildout of the site and ensure compatibility with the existing and planned character of the neighbourhood. Special consideration has been given to ensuring that the portion of the property fronting along Branch Street will retain the character of the currently existing low to low-rise built form:

/ **Residential Fourth Density Zone to Residential Fifth Density Zone (R4Z to R5Z) & Maximum Building Height (Exception [2465])**

The proposed R5Z zone is appropriate in this instance as it aims to facilitate a mix of residential building forms, ranging from stacked townhouse units to mid-rise apartments, within designated appropriate areas able to accommodate residential growth. The proposed R5 zone seeks to provide additional housing choices, and ensure a residential character is generally maintained. The R5Z zone includes apartment dwelling, mid-rise as a permitted use in addition to planned unit development and stacked dwelling. Per Footnote 51, the maximum permitted building height for a mid-rise apartment building would be captured in the proposed urban exception. The provisions for lot area, lot width and setbacks are generally consistent between the R4 and R5 zones.

As noted, the mid-rise apartment use is not a permitted use in the Residential Fourth Density Zone (R4). The proposed use complies with the City of Ottawa Official Plan by locating a mid-rise building within a Hub within 800 metres of a rapid transit station and a range of multi-unit dwellings. The proposed use also contributes to the density targets stated in the Barrhaven Downtown Secondary Plan.

There is no stated maximum building height in the Barrhaven Downtown Secondary Plan and as stated previously, Official Plan Section 5.4.1 Policy 2)(d)(ii) permits mid-rise building in the the Hub designation. Mid-rise building is defined as being between five (5) and nine (9) full stories in Figure 8, Section 3 – Growth Management Framework of the Official Plan. In-line with the proposed R5 zone, the maximum building height is requested to be amended to permit the proposed 9-storey mid-rise apartment building. The proposed height complies with overarching direction the City of Ottawa Official Plan and the Barrhaven Downtown Secondary Plan.

The Zoning By-law Amendment application would rezone the entire Phase II portion of the property to Residential Fifth Density Zone and restrict uses and maximum building heights on the western portion of the parcel to low-rise and stacked townhouse dwelling units as a permitted use.

The ZBLA would revise various zone provisions of the City of Ottawa's Zoning By-law, including an increased front yard setback, modified building heights along the eastern property line to allow a 9-storey building, and reduce required resident & visitor parking for OCH tenants. As identified in the forthcoming application review process, additional changes to the By-law may be identified for the building, landscaped areas or parking spaces.

Rather than applying a split zoning framework on the Phase II portion of the property with the R4 zone on the western portion and R5 on the east, the intent of the ZBLA is to harmonize the zoning requirements to allow and recognize the property as a single development, functioning as one (1) single lot for zoning purposes in the Residential Fifth density Zone (R5).

A site-specific zoning schedule and exceptions would delineate permitted uses and building heights. For instance, although the R5 zone permits buildings up to 9-storeys in height, the schedule and exceptions would limit the western portion of the site along Branch Street to stacked townhouses.

The schedule will be a tool to ensure that site-specific conditions and neighbourhood context are considered and respected in the Zoning By-law Amendment process. The exception and schedule will control built form, height, and uses along Branch Street to protect the low-rise, residential character of the street. In essence, the rezoning of the Phase II portion of the lands and specifically for the western portion, is intended to create clarity in the process without dramatically increasing density or including commercial/retail uses.

The proposal includes fitting landscaping, glazing, and residential entrances along Branch Street and Jockvale Road which enhance the interface between the proposed buildings and the public ROW. Through strategic placement of the building entrances, public seating, and landscaping features, the front lawn along Jockvale Road is optimized to allow for communal passive and active use to bring ample animation to the public realm while the front facing elevations, window and door placement, and overall height of the proposed building complements and reinforces the residential character of this community.

The proposed building placement with the mid-rise building situated an ample distance from the existing low-rise neighbourhood on Branch allows for appropriate transition as well as increased space in the internal and shared yard of both the towns and mid-rise apartment building to accommodate parking as well as significant at-grade, landscaped, recreational, and community space.

/ **Maximum Front Yard Setback (Exception [2465])**

The maximum front yard setback provided is 6 metres with the front steps and porches projecting into the front yard. The increased proposed front yard setback provides opportunity for additional soft landscaping and a buffer with the existing residential buildings on Branch street while providing ground-oriented dwellings that animate the public realm.

/ **Minimum Required Parking Spaces & Visitor Parking (Section 101 & 102)**

Due to the proximity to rapid transit and use of the proposed development as affordable and supportive housing, a reduction in the minimum required parking spaces is requested. A reduction

in minimum parking is supported by Official Plan Policy 6.1.1.3)(g) which permits a reduction in required parking within the Hub designation.

The proposed reduced parking rates are appropriate for the context, given the needs of OCH tenants, reasonable proximity to transit (800m to the planned Barrhaven Centre Station), local bus routes, and proximity to employment and amenities (shopping, community services and schools). Through this proposal, increasing building height and residential densities in the Hub Designation of the OP, and within the boundaries of the Secondary Plan coincides well with strong transit connectivity and walkability, and is mindful of the proposed approach that reducing available parking may contribute to increased transit ridership, and respond well to market conditions for transit-focused renters.

With regard to parking reductions sought, Section 4.1.4 of the Official Plan speaks to potential for minimum parking requirements to be reduced or eliminated where a site is within proximity to rapid transit while Section 5.4.3 states that parking in Suburban Hubs shall be managed in a way that reduces or eliminates minimum parking requirements.

This site is located 650 metres from the existing Barrhaven Center BRT stop and future Barrhaven Centre LRT Station. The site is also approximately 1-kilometre from Barrhaven Centre large-format commercial & retail area, providing access to local amenities and frequent local bus service.

A number of Transportation Demand Management (TDM) measures could also be considered at Site Plan Control including partnership with car share company, eligibility of residents for reduced fare passes, separating the cost of parking from rent, and providing multimodal information as part of new tenant package. Bicycle parking is also being provided at a 1:1 ratio for the development.

In addition, the proposed parking supply across the existing Phase 1 and proposed buildings exceeds operational requirements as provided by OCH. Finally, OCH did not seek a reduction for Phase 1 parking requirements due to various reasons, including the fact they envisioned using the additional, unused parking for Phase 2 once they fully understand the parking operational requirements of the development as a whole.

4.5 Parkland Dedication By-law No. 2022-280

As stated in the Feedback Form received following the pre-consultation meeting on April 4, 2024, that per Section 11-(2)-e of the Parkland Dedication By-law (By-law No. 2022-280), that no parkland dedication is required in the case of the development of:

*Residential purposes, or the residential portion of a mixed-use development, that are **erected and owned by non-profit housing**, provided that satisfactory evidence is provided to the Treasurer that the dwelling units and/or rooming units are intended for persons of low or modest incomes **and that the dwelling units and /or rooming units are being made available at values that are initially, and will continue to be, below current market levels in the City.***

Conclusion

It is Fotenn's professional opinion that the proposed Zoning By-law Amendment application and by extension, the Site Plan Control Application submitted under separate cover, represent good planning and are in the public interest for the following reasons:

Conforms to the Intent of the City of Ottawa Official Plan

The proposed PUD is comprised of a stacked dwelling and a mid-rise apartment building which conforms with policies in the Official Plan and Barrhaven Downtown Secondary Plan. Official Plan policies for the Suburban Transect states that mid-rise development will be located on the periphery of Hubs and that multi-unit dwellings will be located in Hubs. The proposed development will contribute to a greater diversity of housing options, including large-household units, and tenancy types in the Suburban Transect and within the Barrhaven PMTSA.

The proposed development supports the density targets of the Official Plan and Secondary Plan for this area.

Conforms to the Intent of the City of Ottawa Zoning By-law

Although amendments to the zoning framework are required, it is our professional opinion that this application proposes appropriate Amendments to the Zoning By-Law through providing context sensitive residential development.

Supported by Technical Studies

The reports and studies required by the City of Ottawa for this submission were prepared and are submitted alongside this Planning Rationale. These materials are supportive of the proposed development subject to the recommendations and guidelines detailed therein.

Represents Good Planning

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, promoting diverse public and private mobility options, and contributing to the range and availability of housing for various ages and incomes within the Suburban Transect.

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

Sincerely,



Tim Beed, RPP MCIP
Associate



Genessa Bates, M.Pl.
Planner