



Engineers, Planners & Landscape Architects

#### Engineering

Land / Site  
Development  
  
Municipal  
Infrastructure  
  
Environmental /  
Water Resources  
  
Traffic /  
Transportation  
  
Structural  
  
Recreational

#### Planning

Land / Site  
Development  
  
Planning Application  
Management  
  
Municipal Planning  
Documents &  
Studies  
  
Expert Witness  
(OMB)  
  
Wireless Industry

#### Landscape

#### Architecture

Urban Design &  
Streetscapes  
  
Open Space, Parks &  
Recreation Planning  
  
Community &  
Residential  
Developments  
  
Commercial &  
Institutional Sites  
  
Environmental  
Restoration



# **Minto Harmony – Mion Parcel**

## **3232 Jockvale Road**

### **City of Ottawa**

#### **Planning Rationale and Integrated Environmental Review Statement**

**Engineering excellence. Planning precision. Inspired landscapes.**

**MINTO HARMONY – MION PARCEL**

**3232 JOCKVALE ROAD, OTTAWA**

**PLANNING RATIONALE AND  
INTEGRATED ENVIRONMENTAL REVIEW STATEMENT  
IN SUPPORT OF APPLICATIONS FOR  
DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW  
AMENDMENT**

Prepared For:

Minto Communities Inc.

Prepared By:

**NOVATECH**

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

July 17, 2019

Updated: February 20, 2020

Novatech File: 119049

Ref: R-2019-132

February 20, 2020

Mr. Sean Moore  
Planning, Infrastructure and Economic Development Department  
City of Ottawa, Planning Services Branch  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario, K1P 1J1

**Attention: Mr. Sean Moore – Planner III**

**Reference: Minto Harmony Mion Parcel – 3232 Jockvale Road, Ottawa  
Draft Plan of Subdivision and Zoning By-law Amendment  
Planning Rationale and Integrated Environmental Review  
Our File No.: 119049**

---

Novatech has prepared an update to the attached Planning Rationale and Integrated Environmental Review Statement (IERS) as part of the ongoing Draft Plan of Subdivision and Zoning By-law Amendment applications submitted on behalf of Minto Communities Inc. (Minto) for lands municipally known as 3232 Jockvale Road, Ward 3 – Barrhaven, Ottawa, Ontario.

Minto is proposing to develop a residential subdivision with a total of 196 units, comprising 8 single detached dwellings, 176 executive townhouses and 12 rear-lane townhouses. The proposal also expands the proposed park that abuts the northwest corner of the site (Block 117 on 4M1607).

The Planning Rationale and IERS outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal conforms to the Provincial Policy Statement and relevant municipal policy documents. This report also addresses comments received at the pre-consultation meeting held on April 4, 2019.

Yours truly,

**NOVATECH**



James Ireland, BUPD  
Project Planner, Planning & Development

# TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION AND PROPOSAL DETAILS .....</b>	<b>2</b>
1.1	Additional reports .....	2
1.2	Site Description and Surrounding Uses .....	2
1.3	Planning Context .....	3
1.4	Pre-Application Comment Response .....	4
1.5	Proposed Development.....	7
<b>2.0</b>	<b>PLANNING POLICY AND GUIDELINE REVIEW.....</b>	<b>11</b>
2.1	Provincial Policy Statement.....	11
2.2	City of Ottawa Official Plan.....	14
2.3	South Nepean urban area Secondary Plan (Area 8).....	18
2.4	Zoning By-law 2008-250 .....	20
	2.4.1 Existing Zoning .....	20
	2.4.2 Zoning by-law amendment .....	20
<b>3.0</b>	<b>INTEGRATED ENVIRONMENTAL REVIEW STATEMENT .....</b>	<b>24</b>
3.1	Phase 1 Environmental Site Assessment .....	24
3.2	Environmental impact assessment and Tree Conservation Report .....	24
3.3	Geotechnical Investigation .....	25
3.4	Noise impact Feasibility Study .....	25
3.5	Site Serviceability and Conceptual Stormwater Management report .....	26
3.6	Transportation Impact Assessment.....	26
<b>4.0</b>	<b>CONCLUSION .....</b>	<b>27</b>

---



## 1.0 INTRODUCTION AND PROPOSAL DETAILS

Novatech has been retained by Minto Communities Inc. (Minto) to prepare this Planning Rationale in support of Draft Plan of Subdivision and Zoning By-law Amendment applications to allow for the development of the lands, shown at **Figure 1** and municipally known as 3232 Jockvale Road (hereafter the 'Subject Site'). Minto purchased the site to continue the Harmony development (Stages 1 and 2 are to the north and west).

The proposal has been revised on the basis of technical circulation and public comments and this Planning Rationale has been updated to suit.

The Planning Rationale includes an Integrated Environmental Review Statement (IERS) as required under Section 4.7 of the City of Ottawa's *Official Plan*. The purpose of an IERS is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the *Official Plan*.

### 1.1 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports:

- *Serviceability and Conceptual Stormwater Management Report- Novatech*
- *Phase 1 Environmental Site Assessment (ESA) – Paterson Group*
- *Environmental Impact Study (EIS) and Tree Conservation Report (TCR) – WSP*
- *Geotechnical Investigation – Paterson Group*
- *Noise Impact Feasibility Report – Novatech*
- *Transportation Impact Assessment – CGH Transportation*

### 1.2 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site is a roughly rectangular 6.9 ha parcel of land on the north side of the Chapman Mills Drive extension. The legal description of the Subject Site is: PT NE 1/4 LT 14 CON 3 RF AS IN NS142892, LYING W PTS 5 & 9 CR691947; T/W NS142892 NEPEAN. The site is relatively flat and is currently undeveloped and vacant. The meadow has been left fallow and has been regenerating with species associated with disturbed and cleared land. The agricultural ditch in the middle of the development area is surrounded by a thin 2 metre vegetated buffer, consisting almost exclusively of invasive or disturbance tolerant species. This drain has been disconnected as it has been made redundant by the constructed stormwater system associated with the surrounding land development.

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**:

**North:** Residential development, known as Minto Harmony Stage 1, abuts the Subject Site to the north and comprises single-detached and townhouse dwellings, and a park block. Its street layout provides four local north-south connections into the Subject Site that will continue through to Chapman Mills Drive.

---

**East:** Directly east is the Kennedy Burnett Drain.

**South:** The land south of Chapman Mills Drive is currently vacant but is intended for future residential development, known as Caivan Barrhaven Conservancy (City of Ottawa file no. D07-16-17-0031).

**West:** The Minto Infusion Terrace Homes project, which is currently under construction, is directly to the west and shares access from Chapman Mills Drive (City of Ottawa file no. D07-12-18-0041). West of Chapman Mills Drive is a 4.9 ha school block which forms part of Minto Harmony Stage 2.



**Figure 1: Subject Site and Surrounding Uses** (Image Source: GeoOttawa)

### 1.3 PLANNING CONTEXT

The Subject Site is designated 'general urban' in the City of Ottawa Official Plan. It is currently zoned Development Reserve and is subject to the South Nepean Urban Area Secondary Plan, Area 8. It is in the Rideau Valley Conservation Authority area.

The proposal's consistency with these planning controls is addressed in detail in section 2.0 of this planning rationale.

## 1.4 PRE-APPLICATION COMMENT RESPONSE

This rationale also responds to City Staff comments made at the pre-application consultation meeting held on April 4, 2019. A summary of these comments and responses is as follows:

### Planning / Design

*Comment: Support grid design and placement of rear lane townhouses. Would like to see more rear lane townhouses in this location.*

**Response:** It is understood that the underlying goal here is to have more units fronting Chapman Mills Drive. Whilst the number of townhouses is proposed to remain at 12, the townhouses along the remainder of this frontage do address the street. Block 13 addresses Chapman Mills Drive across a window street. In the north-south oriented blocks, the end units will have front doors facing Chapman Mills Drive. Vehicular access is via the local streets, as per the rear lane townhouses. It is considered that the variety of units proposed appropriately addresses Chapman Mills Drive whilst retaining the benefits of a connection to the local streets. The Built Form plan at Figure 5 demonstrates how the layout relates to the Caivan Barrhaven Conservancy development on the other side of Chapman Mills Drive.

*Comment: Co-ordinate rear lane town houses with on-street parking places.*

**Response:** The parking lane on Chapman Mills Drive now runs directly in front of the rear lane town houses.

*Comment: Limit/reduce the number of access points to Chapman Mills Drive.*

**Response:** All connections to Chapman Mills Drive are extensions of existing streets. The use of a window street (Chakra Street) reduces the potential accesses to Chapman Mills Drive by two. It is submitted that the proposed street network is the most logical for the Subject Site and its relation to the surrounding context. The Built Form plan at Figure 5 demonstrates how the layout relates to the Caivan Barrhaven Conservancy development on the other side of Chapman Mills Drive. In addition, pedestrian connectivity between the two developments is aided by the proposed signalised pedestrian crossing of Chapman Mills Drive.

*Comment: As part of the Planning Rationale to be submitted for circulation, please include a separate section titled "Parkland Dedication" in the document. This section is to provide an explanation of how the proposed development will address the Parkland Dedication requirements, as per the City of Ottawa Parkland Dedication By-law No 2009-95.*

**Response:** Please see section below:

---

## Parkland Dedication

At the pre-consultation meeting, the City's Parks and Facilities Manager provided comments relating to the proposed park. These included specific requests and requirements to be responded to in the planning rationale, along with more general comments. These are responded to in turn below:

*Comment: Please provide the number and type of residential units proposed and the total area of parkland dedication (to three decimal places).*

**Response:** Eight single detached dwellings, 176 executive townhouses and 12 rear-lane townhouses are proposed. The Parkland dedication is 0.58 ha.

**Comment:** For the first submission please include: 1) a grading plan of the park, 2) plan of pedestrian connections and 3) a memo outlining the findings of the Geotechnical Report in relation to the parkland.

**Response:** Conceptual grading of the park is shown on the grading plan that forms part of this submission. Final grading is to be provided as part of detailed engineering submission following draft approval. The pedestrian connections are shown in **Figure 6** in this planning rationale. The findings of the Geotechnical report by Paterson Group dated July 7 2019 specifically relating to the parkland are summarised in the IERS section of this planning rationale.

*Comment: How will the proposed development address the Parkland Dedication requirements, as per the City of Ottawa Parkland Dedication By-law No. 2009-95.*

**Response:** Table 1 in By-law No. 2009-95 requires that parkland be dedicated for residential purposes at densities of 18 dwellings per net hectare or more as follows:

*Parkland requirement calculated as one (1) hectare for every three hundred (300) dwelling units, but for apartments, as defined by the zoning by-law this parkland conveyance will not exceed a maximum of 10% of the land area of the site being developed*

The proposal provides 0.58 ha of parkland, 0.06 ha less than the requirement of 0.64 ha. Pursuant to S. 11 of the by-law, the applicant requests that the remainder be made up with a cash contribution. The circumstance relied on is S.10 (1) (d):

*where the area being developed or redeveloped is already well served with parkland*

---

The park dedication adds to the existing park to the north and west that is part of the Minto Harmony Stage 1 development. This existing park is 'L' shaped and the park in this proposal fills out the rectangle, making for a logical, usable space totalling 1.6 ha in area. This practical consideration is the primary reason for the under-dedication. The proposed development therefore generally complies with the Parkland Dedication requirements of By-law No. 2009-95.

*Comment: Please confirm compliance with the following requirements: 1) a minimum of 50% street frontage, 2) a continuous sidewalk along all park street frontages and 3), a 300mm diameter storm sewer CB / MH to be installed at 2.0m inside the park property line:*

*Response:* As part of the larger park with Minto Harmony Stage 1, over 50% of the park perimeter has street frontage, to Clarity Avenue, Chapman Mills Drive and Chakra Street (as confirmed by the City at the pre-application consultation on April 4, 2019). On the subject site, the park has frontage to Chapman Mills Drive and Chakra Street, and both these are provided with sidewalks. A 300mm diameter storm sewer will be provided.

#### Engineering

City Staff had several engineering-related comments, which are addressed in the engineering documents submitted as part of this application. Please refer to these documents.

#### Environmental / Rideau Valley Conservation Authority

*Comment: EIS required.*

*Response:* Noted; an EIS prepared by WSP dated June 28 2019 is submitted as part of this application.

*Comment: Watercourse on the site, refer CA comments.*

*Response:* Further discussions with the Rideau Valley Conservation Authority (telephone conversation with Eric Lalande, April 12, 2019 and confirmation in an email from Eric Lalande, April 29, 2019) resulted in agreement that the watercourse (i.e. existing agricultural drain) is disconnected and no longer in use. Accordingly, the RVCA will not require a Headwater Drainage Feature Assessment, provided supporting documentation is submitted. This documentation forms part of the Environmental Impact Statement (EIS) submitted with this application.

#### Transportation

City engineers had several comments which are addressed in the Traffic Impact Assessment (TIA) submitted as part of this application. Please refer to this document.

---

## 1.5 PROPOSED DEVELOPMENT

The proposed development consists of a total of 196 units as shown on **Figure 2**. Along the northern boundary of the site, 8 single detached dwellings provide a transition to the single detached dwellings to the north. There will be 176 street-oriented townhouses arranged in blocks of four to eight units and facing either a local street or Chapman Mills Drive. Twelve rear lane townhouses are in the south east corner of the site, with rear access from an internal public street. These are arranged in two blocks of six units. In the northwest corner of the site, 0.58 ha of parkland will be combined with the existing 1.02 ha park already part of the development abutting the Subject Site to the north. This ensures a large park that benefits the wider residential area. The development density of this draft plan is approximately 51 units per net hectare.

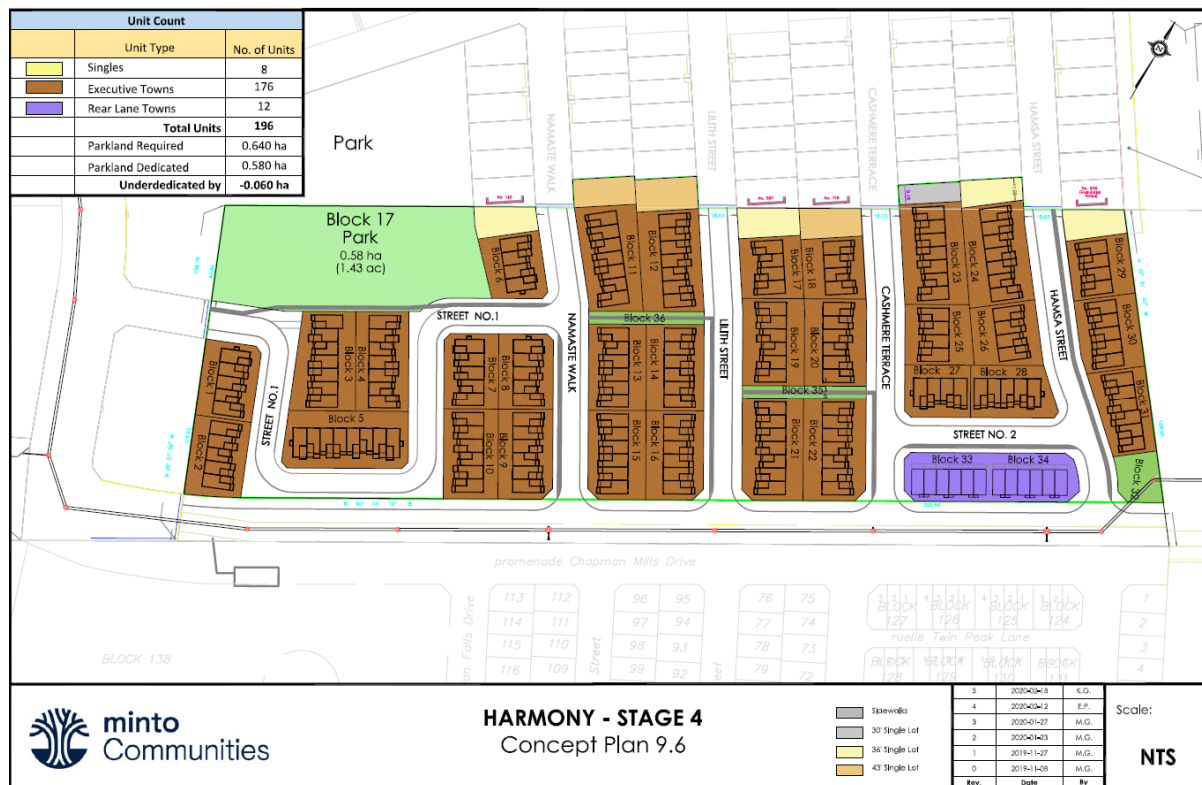
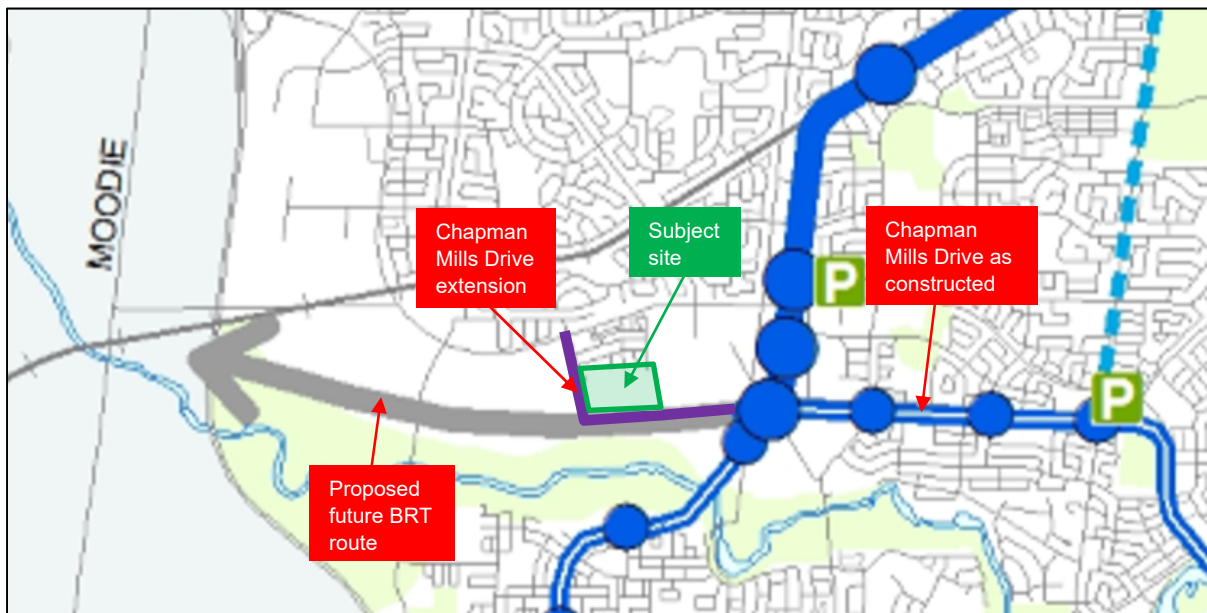


Figure 2: Concept plan of the proposed development.

### ***Integration with Chapman Mills Drive***

Chapman Mills Drive is currently constructed between the Nepean Woods park and ride (near Woodroffe Avenue) and Longfields Drive, 1.3km east of the site. It is a multi-modal corridor providing Bus Rapid Transit (BRT), bicycle and vehicular traffic lanes and sidewalks. The City proposes to continue the boulevard westward across Greenbank Road and the Kennedy Burnett Drain then along the southern edge of the Subject Site. At this point, Chapman Mills Drive is constructed and turns northwards to link with Strandherd Drive, while a dedicated BRT route is proposed to continue further west in the future.

The property line between the Subject Site and the Caivan development to the south is effectively the middle of the proposed Chapman Mills Drive right-of-way (ROW) and both developments dedicate space to the future boulevard. As the full build-out of the boulevard is some years away, this section of the boulevard will operate on an interim basis without the BRT.



**Figure 3: Official Plan Schedule D – Rapid Transit and Transit Priority Network**

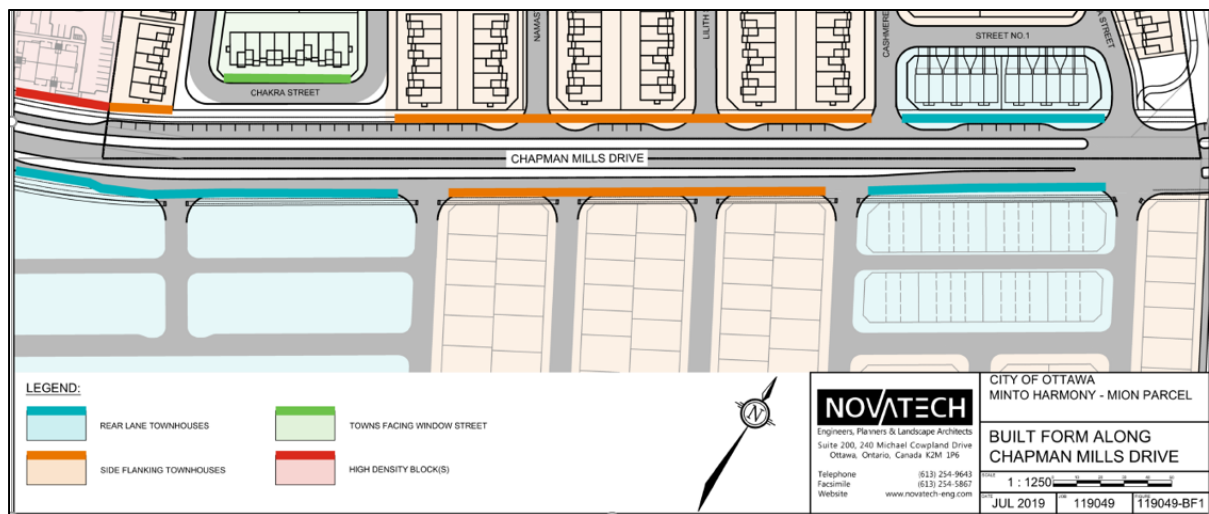
Minto's proposed development supports the vision for the Chapman Mills Drive corridor as outlined in the Environmental Assessment Study dated September 28 2015. This proposal contributes to the vegetation cover in proximity to the corridor, with planting in the proposed window street and in the rear yards of the townhouses facing the boulevard.

The proposed units adjacent to Chapman Mills Drive are oriented and designed to provide a strong and consistent built-form edge to the corridor with principal entrances to the units facing Chapman Mills Drive. The layout of the subdivision has been co-ordinated with Caivan's subdivision on the south side of Chapman Mills Drive, to provide a consistent and symmetrical streetscape along Chapman Mills Drive. The built form 'block plan' at **Figure 5** demonstrates this.





**Figure 4: Perspective looking west along Chapman Mills Drive**



**Figure 5: Built form along Chapman Mills Drive**

### ***Proposed Street Network and Parking***

The site is served by Chapman Mills Drive which wraps around the southern and western edges of the site. The proposed street network consists of four north-south streets that will be extended from the development (Harmony Stage 1) to the north and connect to Chapman Mills Drive and a new east-west window street. Together, these provide five access points to Chapman Mills Drive. The layout provides connectivity, but also a measure of privacy and self-containment for the residents.



**Figure 6: Proposed sidewalks.**

### ***Proposed Building Design***

Minto offers a range of models to suit the 30ft, 36ft and 43ft single dwelling lots. For the townhouses, six different townhouse models from Minto's 'Executive Townhomes' line are proposed, along with a specific rear lane townhouse model. All dwellings are two-storey and vary in floor area from 1612 sq. ft to 3320 sq. ft. The designs have large windows and brick or stone trim. Within each model there are typically three exterior design/finish options. The end result is flexible living options and a varied and interesting streetscape. The models with an 'end' suffix (e.g. 'Monterey end') are located at the end of blocks and have additional windows in the end wall, to better address the street. The Venice model is specifically designed to be an end model and has its entry door in the side façade, as shown in Figure 7.



**Figure 7: Rendered Model of the 'Venice' townhouse. This long façade addresses Chapman Mills Drive.**

## **2.0 PLANNING POLICY AND GUIDELINE REVIEW**

### **2.1 PROVINCIAL POLICY STATEMENT**

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

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

---

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

The proposed development will contribute to creating a complete community in the area, including housing options for people of all ages and life stages. The park is a supportive use that will provide amenities for both the local and wider community. The subdivision has been arranged as a modified grid street pattern, integrated with surrounding development. The development of compact and rear-lane townhouses is consistent with the planned built form for the area and will minimize land consumption, promote active transportation, and enhance community connectivity.

The proposed development is located on lands designated by the City of Ottawa as settlement area (*General Urban Area* in Schedule B of the Official Plan). Policy 1.1.3.2 requires land use patterns within settlement areas to be based on:

- b) densities and a mix of land uses which:*
  - i. efficiently use land and resources;*
  - ii. 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;*
  - iii. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - iv. support active transportation;*
  - v. are transit-supportive, where transit is planned, exists or may be developed, and;*
  - vi. are freight-supportive.*

The provision of 196 units at a density of 51 units per net hectare is an efficient use of land and resources. The Infrastructure and public service facilities, including the road pattern and parkland, have been coordinated with adjacent developments and with the wider area. The proposed development is supported by existing and proposed BRT service routes and the cycling network which surrounds the Subject Site.

Section 1.1.3.6 of the PPS states that new development should occur adjacent to the existing built-up area and allow for the efficient use of land.

The proposed development is located within the General Urban Area and is adjacent to existing development to the west and north. Residential development is currently underway to the south.

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

Policy 1.5.1 states that,

---

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

Streets in the proposed subdivision have been arranged in a modified grid pattern, connected to existing and planned adjacent developments. This arrangement creates a dense, continuous network of pedestrian connections to adjacent communities and open spaces. In the northwest corner of the site, 0.58 ha of park will be combined with the existing 1.02 ha park already constructed as part of the development to the north. This ensures a large park that benefits both residential areas. The development connects to the proposed multi-use pathway along the Kennedy Burnett Drain to the east, which in turns connects to the path along the Jock River.

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

Section 1.6.1 of the PPS states that,

*infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.*

The proposed development will exclusively utilize municipal services. The *Serviceability and Conceptual Stormwater Management Report* prepared by Novatech addresses how the proposed development will be serviced with sanitary sewer, watermain, storm sewers, and stormwater management. The report concludes that the proposed sanitary sewers have adequate capacity to accommodate the peak sanitary flow and confirms that the proposed watermain can service the Subject Site under all operating conditions. Stormwater will be directed to the Kennedy-Burnett Drain located east of the Subject Site. Based on the information provided in the report, the proposed development will be adequately served by municipal services.

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

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

---

An Environmental Impact Statement (EIS) and *Tree Conservation Report* (TCR) was prepared by WSP dated June 28, 2019. The EIS concludes that there are no significant natural heritage features on or adjacent to the Subject Site. The TCR notes that no existing trees will be retained given the proposed footprint of the development, and the grade difference between the existing grade of the meadow community and the surrounding adjacent residential areas. Based on the information provided in the report, no significant natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources have been identified.

### ***Health and Safety***

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

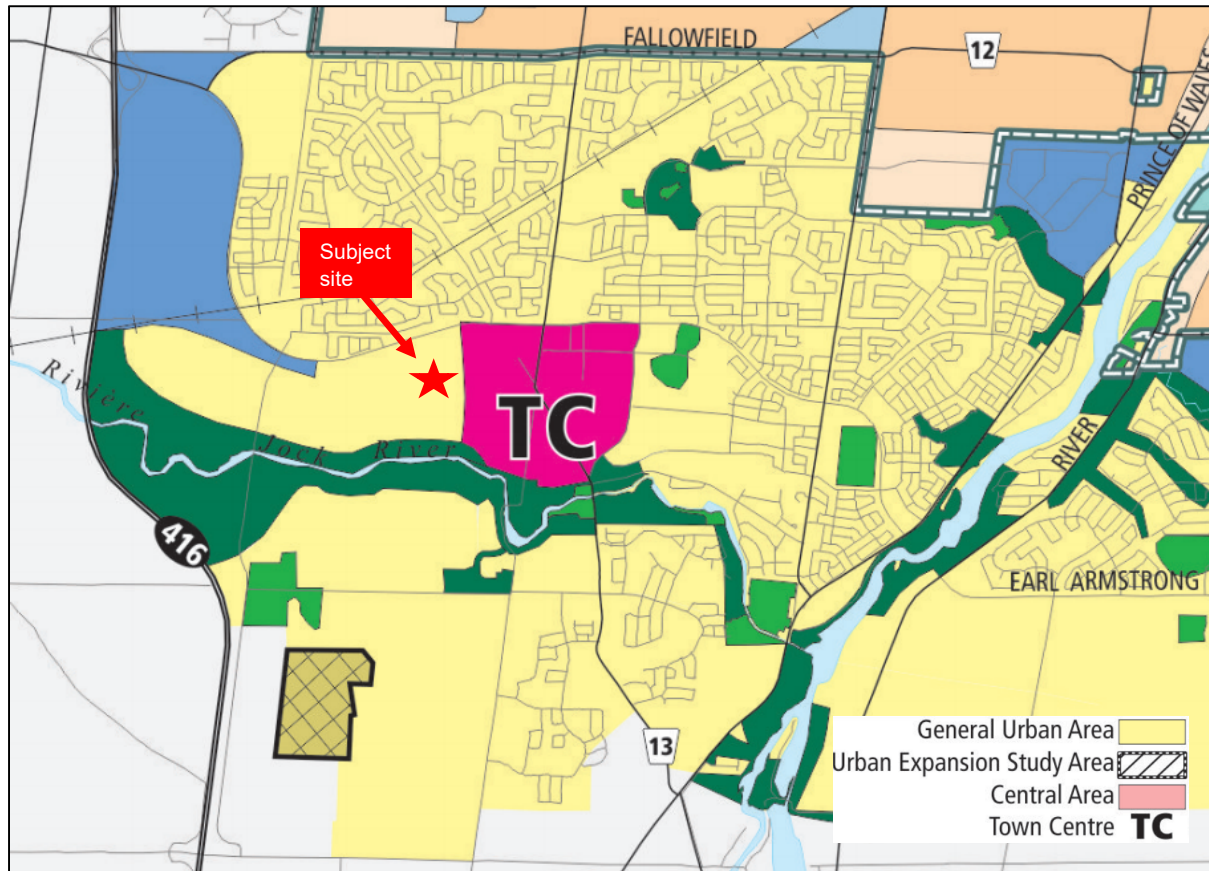
A Phase I ESA was prepared by Paterson Group dated April 10, 2019 to assess the potential site contamination by current or past uses. The Phase I ESA concludes that a Phase II ESA is not warranted. A Geotechnical Investigation Report dated 7 July 2019 was prepared by Paterson Group to determine the general soil and groundwater conditions across the site and provide geotechnical recommendation for the design of the proposed development. From a geotechnical perspective, the report considers the Subject Site suitable for the proposed development. Based on the information provided in the report, there are no concerns regarding natural or human-made hazards.

## **2.2 CITY OF OTTAWA OFFICIAL PLAN**

The Official Plan provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2036.

### ***Land Use Designation***

The subject site is designated 'General Urban Area' on *Schedule B: Urban Policy Plan* of the *City of Ottawa Official Plan*, as shown on **Figure 8** below:



**Figure 8: Official Plan Schedule B: Urban Policy Plan**

The purpose of the General Urban Area as defined by Section 3.6.1 of the *Official Plan* is to permit “the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.”

Applicable policies from Section 3.6.1 are quoted below:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*
2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*

## **SECTION 2.5.1**

Section 2.5.1 of the *Official Plan* presents Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:



***To enhance the sense of community by creating and maintaining places with their own distinct identity.***

The proposed development is effectively Stage 3 of Minto's Harmony development, with Stages 1 and 2 to the north and west. The proposed development therefore forms part of the distinct identity of this broader development, which is distinguished from the surrounding older residential areas as it is higher density.

***To define quality public and private spaces through development.***

The proposed development clearly defines the public street from the private residential space by orienting buildings to maximize frontage along public streets.

***To create places that are safe, accessible and are easy to get to, and move through.***

The proposed development improves passive surveillance of the public streets by orienting the units to the streets. It is easy to get to and move through the development via the modified grid street layout with its network of sidewalks and the connection to the multi-use pathway along the Kennedy Burnett Drain. These in turn connect to the many transportation options that will be available on Chapman Mills Drive once it is complete and to the multi-use path network.

***To ensure that new development respects the character of existing areas.***

The proposed development has taken into consideration the surrounding existing and proposed developments to establish a consistent community identity.

***To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.***

The proposed development includes seven different dwelling models, designed to increase variety and choice for residents of all ages and life stages.

***To understand and respect natural processes and features in development design.***

The proposed development has been designed with understanding of the existing natural conditions as discussed in the Integrated Environmental Review in Section 5 of this rationale.

***To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.***

The proposed buildings represent a compact form of residential development which reduces land consumption, while maintaining a suburban built form that is the preference in this location.

## **SECTION 4.11**

In accordance with Section 4.11 of the *Official Plan*, development applications will be evaluated against compatibility criteria to measure their appropriateness within the surrounding local context. The following is a compatibility analysis of the proposed development based on these criteria:

---

### ***Traffic***

The transportation impact assessment (TIA) submitted with the application confirmed that the proposed development is adequately served by the existing and proposed public roads.

### ***Vehicular Access***

Vehicular access and egress to and from the Subject Site is via existing and new local streets.

### ***Parking Requirements***

Resident and visitor parking spaces are provided in accordance with the parking space rates in Sections 101 and 102 of the Zoning By-law. Additional on-street parking spaces are provided.

### ***Outdoor Amenity Areas***

Each unit will have private amenity space through provision of rear yards and balconies in the case of the rear lane townhouses.

### ***Loading Areas, Service Areas, and Outdoor Storage***

The proposed development does not include loading or service areas. Outdoor storage will be the responsibility of each individual homeowner.

### ***Lighting***

The proposed development will be a typical residential layout and will not create any light spillover into adjacent lands.

### ***Noise and Air Quality***

The proposed residential use will not produce undue noise or air pollution.

### ***Sunlight***

The proposed development does create adverse shadowing on adjacent properties as the buildings are two storeys only and well spaced from each other. The proposed development abuts existing residential development to the north only. Here the existing streets are continued south into the subject site, resulting in the new dwellings sharing a normal side by side relationship with existing dwellings.

### ***Microclimate***

The proposed buildings will not have any adverse effects related to wind, snow drifting, and temperature on adjacent properties.

### ***Supporting Neighbourhood Services***

The proposed development is adequately served by existing and future services and amenities including schools (1.1km to an existing school, 100m to a proposed school), various retail (500m) and medical services (1.4km).

---



The proposed subdivision conforms to the policies of the *Official Plan* for development in the General Urban Area and is designed with regard for the design and compatibility policies of the *Official Plan*. The technical studies and site design are discussed in the Integrated Environmental Review (IER) in Section 3.0 of this report.

## **2.3 SOUTH NEPEAN URBAN AREA SECONDARY PLAN (AREA 8)**

The Subject Site is subject to the South Nepean Urban Area 8 Secondary Plan. The Secondary Plan provides a strategy for housing, employment, recreation, environmental conservation and the provision of infrastructure in this part of South Nepean.

### **Goals and Objectives**

The following demonstrates how the proposed development satisfies the applicable goals and objectives of the Secondary Plan:

***To provide a land use pattern which complements land uses proposed for Planning Areas 9 & 10 and the Activity Centre.***

South Nepean Areas 9 and 10 and the Barrhaven Activity Centre are either already developed or will be developed as primarily commercial land uses. Once built out, together they will comprise a significant proportion of the retail and business floor space in the South Nepean area. The development of Area 8 as residential supports this, providing housing for employees and contributing to the activation of the area outside of normal business hours.

***To provide a mix of primarily residential uses as well as employment uses to build on and complement the locational opportunities of the Strandherd Drive corridor which links Highway #416 to the Activity Centre.***

The proposed development provides residential uses to complement significant existing and future employment uses in the area and town centre.

***To provide a transportation network of roads which blends into and integrates with the existing and planned network.***

The proposed street layout integrates with Chapman Mills Drive and the surrounding street network. It provides for internal connectivity through a modified grid pattern.

***To provide for a convenient and safe pedestrian and bicycle network.***

The proposed development will make best use of the generous sidewalks and cycle lanes on Chapman Mills Drive in its ultimate form. Sidewalks are provided on strategic streets in the development, otherwise the proposed local streets operate on the 'shared space' principle, encouraging cyclists and motorists to share the road at low speeds.

***To enable the provision of an efficient local transit service and to recognize and protect for the long term provision of a rapid transit corridor.***

The provision of 196 units at a density of 51 units per net hectare in proximity to a town center supports the existing local transit service and the proposed BRT service on Chapman Mills Drive.

---

***To provide a cost effective and flexible strategy for the provision of infrastructure.***

Infrastructure for the proposed development has been coordinated in a cost-effective manner with Minto's Stages 1 and 2 Harmony developments to the north and west, and with Caivan's development to the south.

**Development Policies and Requirements**

Per Section 4.3 – *Land Use and Densities* in the Secondary Plan, Area 8 is designated as 'Residential', which:

*shall permit a variety of housing types including single detached, semi-detached, row house, stacked townhouses and low rise apartment units.*

The target is that the residential area will accommodate 700 residential units. This proposal contributes 196 units (28%) and represents approximately 13% of the area. At 51 units per hectare, the proposed development is considered medium density. This is appropriate given its proximity to the 'Activity Centre'. Per Section 4.3.1.3 of the Secondary Plan, the residential area closest to the Activity Centre "*should primarily consist of medium to high density residential uses*".

More specifically, Section 4.3.1.4 – Development Requirements provides further guidance (applicable sections included only):

- 1. The maximum building height for ground oriented residential development shall not exceed 10.7 metres.***

The proposed dwellings are less than 10.7 metres in height.

- 2. Direct access to Strandherd Drive for any residential development is not permitted.***

The proposed development does not provide access to Strandherd Drive.

- 4. Setbacks next to Main Street shall be minimized.***

It is assumed this refers to Chapman Mills Drive. The proposed units maintain a reduced setback of approximately 3m from Chapman Mills Drive, with a short section of larger setbacks along the window street. The proposed setbacks achieve a strong built-form edge along Chapman Mills Drive.

- 5. No rear lotting of development shall be permitted along the Main Street Arterial identified on Schedule A5.***

No rear-lotting is proposed along Chapman Mills Drive.

- 7. No single detached or semi-detached uses shall front on to Strandherd Drive or Main Street. Uses fronting on these streets shall be limited to medium or high density uses or non-residential uses in accordance with the provisions of Subsection 4.3.1.3.***

The proposed development consists of townhouses only.

---

## **2.4 ZONING BY-LAW 2008-250**

### ***2.4.1 EXISTING ZONING***

The Subject Site is currently zoned under the *City of Ottawa's Zoning By-Law* as DR (Development Reserve) zone, Section 237. The purpose of the development reserve zone is to:

1. *recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;*
2. *limit the range of permitted uses to those which will not preclude future development options; and*
3. *impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.*
4. *permit limited lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3. (By-law 2013-58)*

This proposal is an example of a future development option and therefore it is not one of the permitted uses in the zone. This is a circumstance where the Development Reserve zone is no longer required, and rezoning will be necessary to enable the future development.

### ***2.4.2 ZONING BY-LAW AMENDMENT***

To permit the proposed development as described, the Residential Third Density, Subzone YY with an exception and the Parks and Open Space Zone (O1) zones are suggested, as demonstrated in **Figure 9** below.

---

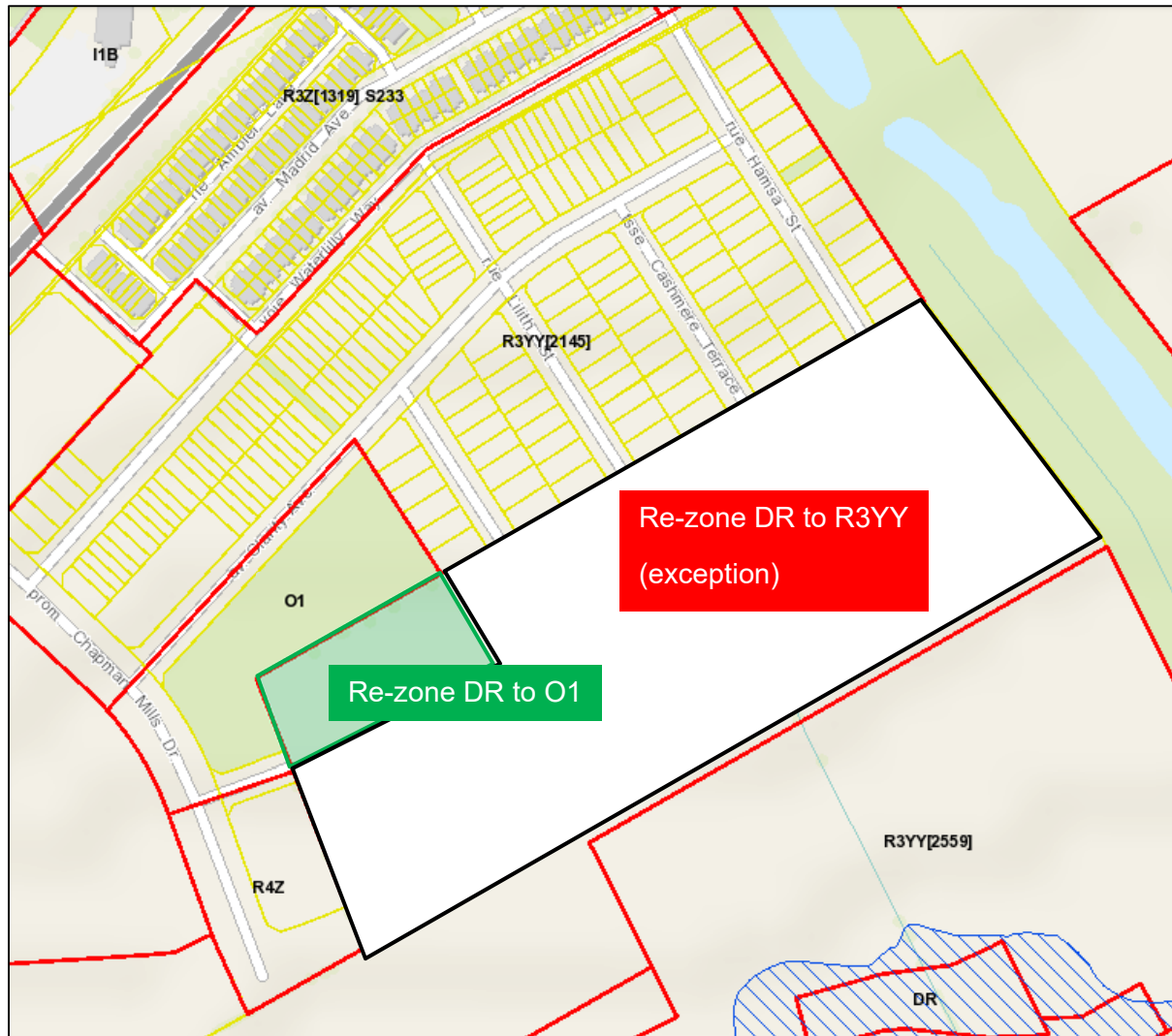


Figure 9: Existing and proposed zoning for the Subject Site (Image Source: GeoOttawa).

### ***Residential Third Density Zone, YY Subzone (R3YY)***

The purpose of the zone is to:

1. *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)*
2. *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
3. *allow 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 dwelling, 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.*

The YY subzone is well-suited as a base zoning for the proposal as this is a developing community and presents an ideal opportunity to increase density while maintaining a suburban built form. It is the same subzone used in the development of the lands to the north (known as Minto Harmony Stage 1) and in the lands being developed to the south (Caivan Barrhaven Conservancy).

An exception is required for the conventional townhouses for rear yard and corner side yard setback. These only apply to a limited number of the townhouses and are primarily a result of creating a strong built form to Chapman Mills Drive and maximising density.

For the rear lane townhouses, exceptions for minimum lot width, minimum lot area and minimum front yard setback are required, along with the corner side yard setback. Relief from Section 109 (7) of the Zoning by-law (Location of Parking) will also be necessary. As they are on narrow lots, is it impossible to have driveway access and comply with this requirement. Rear lane townhouses are an increasingly popular housing option in developing communities in Ottawa. They fit the neighbourhood character of these communities whilst enabling higher density development. As they are generally not supported by any residential zones, exceptions have been granted in the past to allow their development.

Note that Section 135 of the Zoning By-Law (Through lots in Residential Zones) specifies that: *“In the case of a residentially-zoned through lot, or corner through lot, the minimum required front yard setback applies to both the front and rear lot lines, in accordance with the provisions of the Residential zone or zones in which such lot is located and the minimum required rear yard setback does not apply.”*

Also note that Section 138 of the Zoning By-Law (Regulations Affecting Vertically Attached Dwelling Units) allows that: *“Minimum interior side yard and minimum rear yard setbacks are deemed to be 0 m between individual dwelling units that are permitted to be vertically attached.”*

The five exceptions required are outlined in red below. The sixth exception relating to driveways is not in the table:

III Principal Dwelling Type	IV Minimum Lot Width (m)	V Minimum Lot Area (m2)	VI Maximum Building Height (m)	VII Minimum Front Yard Setback (m)	VIII Minimum Corner Side Yard Setback (m)	IX Minimum Rear Yard Setback (m)	X Minimum Interior Side Yard Setback (m)
Townhouse	6	150	12	6	4.5	5	1.2

*Table 1 – Existing R3YY provisions*

The text of the proposed exception is based on others previously allowed for townhouses:

---

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
3xxx	R3YY (3xxx)			<p>For all townhouse dwellings:</p> <ul style="list-style-type: none"> <li>- minimum front yard setback 3m (Note: for rear lane townhouses, front lot line is Chapman Mills Drive)</li> <li>- minimum rear yard setback: 5m.</li> <li>- minimum corner side yard setback: 2.5m.</li> <li>- minimum lot area: 120m<sup>2</sup></li> <li>- minimum lot width: 5m</li> <li>- where a parking space is accessed from a driveway within the rear yard, a maximum of 70 per cent of the area of the rear yard may be used for a driveway, and the remainder of the rear yard, except for areas occupied by projections permitted under Section 65, must be landscaped with soft landscaping.</li> </ul>

Table 2 – Proposed exception text

### **Parks and Open Space Zone**

The purpose of the O1 – Parks and Open Space Zone is to:

1. permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
2. ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

This is the appropriate zoning for the park and continues the O1 zoning of the existing park in the abutting development.

### **3.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT**

Section 4.7 of the *Official Plan* states that “*design components will be considered as inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern*”. Section 4.7.1 states, “*the integrated environmental review considers as a whole the significant findings from individual support studies ... [and] ensures that development proceeds in keeping with the analysis and recommendations of any watershed and sub-watershed studies and federal or provincial environmental assessments documents, where applicable.*”

The following technical studies have been prepared in accordance with Section 4.7 of the *Official Plan* and as per the City’s recommendations at the pre-consultation meeting.

#### **3.1 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT**

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated April 10, 2019 to assess the potential site contamination by current or past uses. The Phase I ESA conclusions for the Subject Site are:

- No historical potentially contaminating activities (PCAs) or areas of potential environmental concern (APECs) were identified on the subject site during the historical review.
- No PCAs were identified on the lands surrounding the subject site.
- No environmental concerns were identified during the site visit.

Based on the results of their Phase I - Environmental Site Assessment, it is Paterson Group’s opinion that a Phase II - Environmental Site Assessment is not required for the subject site.

#### **3.2 ENVIRONMENTAL IMPACT ASSESSMENT AND TREE CONSERVATION REPORT**

An Environmental Impact Statement and Tree Conservation Report (EIS/TCR) dated June 28, 2019 was completed by WSP. The EIS/TCR concludes that there are no specific environmental features on the site that should guide the overall design of the proposal (for example the need to protect a certain species). Instead, the EIS/TCR supports the proposed development as proposed, provided that various mitigation measures are undertaken

As requested by the RVCA, the EIS includes documentation showing that the drain running north-south through the site is disconnected and no longer in use. Accordingly, further assessment as a Headwater Drainage Feature is not required.

In more detail, the EIS/TCR concludes the following:

- the proposed development will not result in any further direct or in-direct impacts to the downstream reaches or affect potential downstream fish habitat.
  - a moderate decrease in low quality native and non-native terrestrial vegetation is anticipated.
-

- the potential impact to breeding bird populations within the Study Area is minor.
- the proposed development will result in a negligible impact to amphibians within the Study Area.
- no impacts to Species at Risk or associated habitats resulting from the proposed development are anticipated.
- All the trees on the Subject Site will be removed. Given the limited amount and value of the existing trees within the development area; the proposed development will have a negligible impact on the overall canopy cover in the City.
- The proposed development will result in a negligible impact to wildlife within the Study Area.

### **3.3 GEOTECHNICAL INVESTIGATION**

A Geotechnical Investigation Report dated 7 July 2019 was prepared by Paterson Group to determine the general soil and groundwater conditions across the site and provide geotechnical recommendation for the design of the proposed development. The report concluded that the general soil and groundwater conditions are suitable for the proposed development, provided that various requirements and recommendations are followed. These make up the bulk of the report. In specific reference to landscaping, in accordance with the City of Ottawa guidelines, the tree planting setback limits may be reduced to 4.5 m for small (mature tree height up to 7.5m) and medium size trees (mature tree height 7.5 m to 14 m) provided all the conditions are met (detailed in the report). The report recommends that Paterson Group be closely involved in the construction phase.

### **3.4 NOISE IMPACT FEASIBILITY STUDY**

A Noise Impact Feasibility Report dated February 20, 2020 was completed by Novatech to determine the impact of roadway traffic on the residential lands at the Subject Site from Chapman Mills Drive. The report deals with the expected noise levels in the development and any required noise control measures. The proposal has been designed to minimise noise intrusion into the units from Chapman Mills Drive. This had to be balanced with the desire to locate built form close to this road. The report concludes:

- Noise barriers can reduce the predicted outdoor noise levels for the proposed Mion Parcel Subdivision to the City of Ottawa's guidelines. The installation of acoustic noise barriers is indicated on the Noise Control Plan (119049-NC) in the report.
  - During detailed design the grading of the site will need to be confirmed; if substantial grading revisions are proposed, the outdoor noise calculations/attenuation measures will be required to be revised.
  - The inclusion of a noise warning clause registered on title and incorporated into the sales/rental agreements of the units requiring outdoor noise attenuation.
-



- Indoor noise mitigation methods and additional warning clauses to be registered on title and into the sales/rental agreements are to be confirmed during detailed design

### **3.5 SITE SERVICEABILITY AND CONCEPTUAL STORMWATER MANAGEMENT REPORT**

The combined Serviceability and Conceptual Stormwater Management report dated February 20, 2020 was completed by Novatech. The report was prepared to determine how the development would be serviced. Full municipal services are proposed, consisting of sanitary sewers, storm sewers and watermain. Servicing for the proposed subdivision can be accommodated within existing City Infrastructure as follows:

- The proposed sanitary sewer collection system will connect to the South Nepean Collector sewer within the future Chapman Mills Drive extension right of way, which has been designed to accommodate the development. The sewers will connect to existing manholes on the collector sewer.
- Storm drainage, both the minor and major systems, will outlet to the Kennedy Burnett Drain, consistent with the design of this stormwater facility. Beyond what is being provided in the Facility, no additional stormwater quantity control is required. An *Enhanced* level of stormwater quality control (80% long term Total Suspended Solids removal) will be provided via an oil and grit separator at the storm sewer outlet.
- The major drainage will be accommodated via a combination of overland flow and capturing the 1:100 year runoff in the subdivision storm sewer system. The emergency overflow for the center and west portion of the subdivision will be to Chapman Mills Drive. The emergency overflow for the east end of the subdivision will be to the Kennedy Burnett Drain.
- The proposed watermain will connect to the existing watermains within the Harmony Phase 1 subdivision to the north and the Caivan development to the south.

### **3.6 TRANSPORTATION IMPACT ASSESSMENT**

A Transportation Impact Assessment (TIA) dated February 2020 was prepared by CGH Transportation. The report was prepared in accordance with the City of Ottawa Transportation Impact Guidelines (June 2017). The report considers other significant developments in the area to calculate the background horizon (3195 Greenbank, 3201 Greenbank Road, 3228 Greenbank Road, 3311 Greenbank Road, 3370 Greenbank Road, 4005/4025 Strandherd Drive, and 3285 Borrisokane Road).

The TIA concludes that there are no specific transportation issues on the site or in the surrounding area that should guide the overall design of the proposal. Instead, the TIA supports the proposed development as proposed, with a couple of qualifications outlined at Section 14 of the TIA, *Summary of Improvements Indicated and Modifications Options*:

- The boundary street of Chapman Mills Drive will meet MMLOS (Multimodal Level of Service) targets until such time that the BRT corridor is constructed, and the pedestrian level of service B will be below the transit station target of A. Due to the future traffic demands of Chapman Mills Drive, the ability to meet the pedestrian level of service target is limited and no mitigation is proposed for the corridors.
- To meet forecasted transit use, an additional single bus, or equivalent capacity, would be required for peak hour service on local routes.

It is noted that neither of the above are in the applicant's control.

#### **4.0 CONCLUSION**

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement 2014* and generally conforms to the *City of Ottawa Official Plan* and *Zoning By-law 2008-250*.

This planning rationale, along with the associated technical studies, supports the development of the proposed subdivision. The townhouse development minimizes land consumption, promotes active transportation, and enhances community connectivity.

The proposed R3YY (with exception) and O1 zone will ensure the implementation of the development as described in this rationale. The site design features ensure that the proposed development is compatible with existing development.

The proposed development is an appropriate and desirable addition to the community and represents good planning.

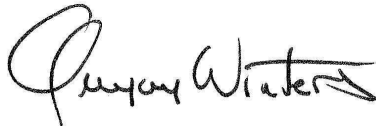
Yours truly,

**NOVATECH**



James Ireland, BUPD  
Project Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP RPP  
Senior Project Planner, Planning & Development