



Official Plan Amendment XX to the
Official Plan for the
City of Ottawa

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THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

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PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to create a Area-Specific Policy within Volume 2b of the Official Plan for Heron Gate to permit the redevelopment of the Heron Gate area and to increase permitted heights to 25 storeys.

2. Location

The proposed Official Plan Amendment includes changes only applicable to the following properties: 2848, 2851, 2881, 2898 Baycrest Drive, 2820, 2831 Cedarwood Drive and 2816 Sandalwood Drive. The subject properties are bound by Heron Road to the north, Walkley Road to the south, the Walkley-Heron Park to the west and Sandalwood Park to the east.

3. Basis

The amendment to the Official Plan was requested by the applicant in order to create a new Area-Specific Policy within Volume 2b of the Official Plan to guide the redevelopment of the subject properties. The Area-Specific Policy will establish policies to direct the following:

- Vision and Guiding Principles
- Land Use Policies
- Built Form
- Public Realm, Transportation and Circulation
- Sustainability
- Community Benefits

4. Background

The site is presently designated in the Official Plan as ‘General Urban Area’ and ‘Arterial Mainstreet’. Furthermore, Schedule D of the OP designates Heron Road as a Bus Rapid Transit (BRT) – At-Grade Crossings and Walkley Road as a Transit Priority Corridor (Isolated Measures). The majority of the site is designated as ‘General Urban Area’, which is intended to provide 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, leisure, entertainment and institutional uses. Building height in the 'General Urban Area' is predominantly Low-Rise except for the subject site for which the zoning allows heights up to 6 storeys. The southern portion of the site is designated 'Arterial Mainstreet' which is intended to offer significant opportunities for intensification through medium-density and mixed-use development along streets that are Transit Priority Corridors by encouraging more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Arterial Mainstreets have post-1945 characteristics and are to evolve into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community.

5. Rationale

The proposed Official Plan amendment represents good planning as the proposed residential development concentrates height and density on a site within walking distance of a future transit station along the future Heron Road BRT and also fronts onto a Walkley Road which is designated as Transit Priority Corridor (Isolated Measures). Transition policies have been included to ensure proper transition through future Site Plan Control applications. The character of the area with its existing high-rise buildings will be complemented with additional high-rise, mid-rise and low-rise buildings that will promote a public realm and pedestrian-oriented environment. New walkways will connect to existing pathways and sidewalks. New streets will create additional connections and reduce the size of the blocks. A new City park will provide additional amenity for the current and future residents. Affordable housing requirements will provide substantial benefit to the residents. The proposed amendment conforms to the general intent of the Official Plan policies.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule(s) constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The City of Ottawa Official Plan, Volume 2b Site Specific Policies, is hereby amended as follows:

- 2.1 Volume 2b Site Specific Policies is amended by adding all of the following text, Schedules and Annexes below as an independent Area-Specific Policy for Heron Gate:

Heron Gate Area-Specific Policy

1. Introduction

The Heron Gate Area-Specific Policies provide the strategic planning direction to guide future the redevelopment of lands within it's planning area. The area as identified in Schedules A and B is generally located east of the Heron-Walkley Park.

2. Vision and Guiding Principles

2.1 Vision

Heron Gate will be comprised of approximately 6,400 units and will be a complete, vibrant and sustainable 15-Minute Neighbourhood that enhances the quality of life for residents, while harmonizing with surrounding communities.

2.2 Guiding Principles

Development or redevelopment of properties within the Heron Gate Planning Area must conform to the following:

1. Shape a vibrant community identity that enhances the quality of life for all.
2. Establish facilities to support the provision of basic needs and services to foster the future for Heron Gate as a safe, healthy, and diverse place.
3. Create focal points, places of gathering for the community.

4. Design for flexibility to meet the diverse needs of residents.
5. Embrace environmental sustainability and social responsibility.
6. Prioritize pedestrians and support multimodal transportation options.
7. Strengthen the quality, utility and character of public spaces.
8. Minimize social impacts during development of the lands.
9. Provide a mix of unit types to meet a wide range of household structures and affordability.

3. Policies

3.1 Density and Infrastructure

The rate and sequence of growth in the Heron Gate Planning Area shall be phased in a manner as to manage the logical extension of infrastructure (transportation – transit, roads, pedestrian connections and utilities – water, sanitary, sewer, storm drainage) to meet existing and future needs of the Heron Gate Planning Area as each phase progresses. As part of a planning application, technical studies in support of the proposed increase to height or density will be required and shall identify what improvements or upgrades are necessary to support the proposed density at each phase.

3.2 Heron Road Corridor

Heron Road Corridor is designated on Schedule A - Designation Plan.

1. Permitted uses:
 - a. Low-rise residential up to a maximum of 4 storeys; and
 - b. Mid-rise residential up to a maximum height of 6 storeys; and
 - c. Mid-rise and High-rise residential up to 18 storeys, subject to Section 4.2 Conditional Height; and
 - d. Commercial uses fronting Heron Road, subject to Section 3.5 Commercial Uses.

2. Built Form:

- a. In addition to the policies of Section 4.0 Built Form, the height of any building must not project into a 45-degree angular plane along Heron Road, as measured from the opposite side of the right of way;
- b. The first 20 metres back from Heron Road shall be limited to a maximum of 6 storeys. Roof top amenities may be permitted as projections above the height limit, to be specified in the Zoning By-law.

3.3 Heron Gate Neighbourhood

Heron Gate Neighbourhood is designated on Schedule A - Designation Plan.

1. Permitted uses:

- a. Low-rise residential up to a maximum of 4 storeys; and
- b. Mid-rise residential up to a maximum height of 8 storeys; and
- c. Mid-rise and High-rise residential up to 25 storeys, subject to Section 4.2 Conditional Height; and
- d. Limited commercial uses which are ancillary to and compatible with residential uses, such as, but not limited to small scale retail or personal services. The maximum permitted gross floor area of commercial uses will be determined by the Zoning By-law.

2. Built Form:

- a. In addition to the policies of Section 4.0 Built Form, the following policies apply to the Heron Gate Neighbourhood:
 - i. Proposals that retain existing buildings will be designed to integrate the existing building within the proposed redevelopment and complement the adjacent urban fabric; and
 - ii. Building frontages parallel to a public road right-of-way should comprise a minimum of 50 per cent of the lot width in order to achieve a series of continuous building façades (street wall); and
 - iii. Locate buildings close to the street to achieve a continuous street frontage, while allowing space for street trees and other landscaping; and

- iv. Notwithstanding the above Policies ii and iii, properties may provide for greater front yard setbacks where one of the following is provided: a public art display; the entrance to Privately-Owned Public Spaces (POPS), or a public open space.

3.4 Walkley Road Corridor

Walkley Road Corridor is designated on Schedule A - Designation Plan.

1. Permitted uses:

- a. Low-rise residential up to a maximum of 4 storeys; and
- b. Mid-rise residential buildings up to a maximum height of 9 storeys; and
- c. High-rise residential buildings up to a maximum height of 25 storeys are permitted, subject to conformity with Section 4.2 Conditional Height; and
- d. Commercial uses fronting Walkley Road, subject to Section 3.5 Commercial Uses.

2. Built Form:

- a. In addition to the policies of Section 4.0 Built Form, a minimum building height of 3 storeys is required along the Walkley Road frontage.

3.5 Commercial Uses

1. The following policies apply to all commercial uses within the Heron Gate Planning Area. Commercial spaces in Heron Gate are intended to be neighbourhood-oriented, and meet the immediate needs of the community, such as convenience stores, personal services, grocery, medical, cafés, or restaurants within a short walking distance to encourage reduced vehicle trips. Commercial spaces are encouraged to be located in close proximity to each other, to foster enhanced street level activity.
2. Commercial uses may only be provided as part of a mixed-use building.
3. Pedestrian access to commercial uses must be provided at-grade, and conveniently and easily accessible from a road, Privately-Owned Public Spaces, or park.

4. Commercial uses shall provide active frontages, which may include elements such as windows, at-grade entrances, and architectural detail to support an inviting and animated pedestrian realm.
5. Auto-oriented uses, such as, but not limited to gas stations and drive-throughs are prohibited.
6. Parking, where required, should be minimized and be subject to Section 5.5, Policy 4.

3.6 Institutional Uses

1. Schools may be permitted in any designation without the need to amend this area-specific policy but will be subject to further review through a Zoning By-law Amendment application.

4. Built Form

4.1 General Policies

1. Buildings shall be designed with ground related frontages containing windows and doors (active frontages) facing streets, pathways and open spaces in order to achieve interest and activity.
2. Buildings will incorporate vertical and/or horizontal design elements, such as a mixture of setbacks, projections and articulations, along the façade, to create visual interest and maintain the pedestrian scale.
3. Building height and massing will avoid or mitigate undue negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces and other residential areas.
4. Height and massing transitions shall be achieved through a variety of means, including:
 - a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down); and
 - b. Buildings fronting onto public or private internal streets should be setback and provide a stepback above 4 storeys.

5. Low-rise buildings will have a minimum height of two storeys.

4.2 Conditional Height

1. Where an increase to permitted building height through a Zoning By-law Amendment or a Minor Variance is proposed, the following provisions for building and site design applies:
 - a. The height is consistent with the area policies in 3.2, 3.3, or 3.4 of this document; and
 - b. The floor plate for towers should generally be a maximum of 750 square metres; and
 - c. High-rise buildings shall include podiums up to 6 storeys, and incorporate a mixture of setbacks and articulation to define the lower portion, to provide a pedestrian friendly scale and interesting public realm; and
 - d. Building podiums should relate to adjacent buildings through a mix of massing, height, datum lines, and architectural rhythm; and
 - e. Separation distance between towers shall generally be 25 metres. Where proposed development includes a variation to this provision, it shall be demonstrated that the proposed towers or future towers can be off-set to allow for enough space between tower units and that undue shadow impacts are not increased as a result of the proposed variation; and
 - f. The tower portion of a proposed building shall generally be setback a minimum of 12.5 metres from the side and rear property lines or centre line of an abutting public lane; and
 - g. The Zoning By-law will establish performance measures such as minimum yard setbacks, step backs, maximum and minimum building heights, and minimum lot sizes for High-rise buildings.

4.3 Active Frontages

1. The following policies apply to development proposed where a lot line abuts an area identified as Active Frontage, identified in Schedule B - Public Realm and Connectivity:
 - a. All development on the south side of Heron Road and north side of Walkley Road adjacent to an Active Frontage identified in Schedule B - Public Realm and Connectivity, will be designed to animate the public spaces they face through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich the pedestrian experience, including:
 - i. Provision of entrance doors at grade to promote active street frontages; and
 - ii. Use of high-quality building materials on all elevations facing the public realm; and
 - iii. Provision of a continuous built edge along the street or public space, with building breaks for Privately-Owned Public Space (POPS) or pedestrian through-block connections; and
 - iv. No exterior surface parking between the building and the street; and
 - v. Provision of individual direct pedestrian access to ground level uses; and
 - vi. Parking internal to a site being screened from view to any public realm space; and
 - vii. The public realm includes existing or new trees; and
 - viii. No direct vehicular access.
2. At-grade dwelling units facing public streets shall be accessible from the public street.

5. Public Realm, Transportation and Circulation

5.1 Parks

1. A central public park of approximately 1.55 hectares will be provided or as according to the City's Parkland Dedication By-law, to the satisfaction of the City.
 - a. The central public park shall be conveyed to the City upon approval of 50 per cent of the planning area.
2. The park shall be designed and constructed according to the City's Park Development Manual, to the satisfaction of the City.
3. The location of the park identified in Section 5.1, Policy 1. shall be located as shown on Schedules A and B, any changes to Schedules A and B shall be in accordance with the City's Park Development Manual, to the satisfaction of the City.
4. The park block shall be conveyed to match elevations of adjacent grades, provide positive surface drainage, provide standard servicing, topsoil and grass.
5. The majority of parkland dedication will be satisfied through land conveyance. If additional parkland dedication is required, as per the Parkland Dedication By-law, the proposed park block may be revised, or an additional park block may be identified for dedication, without an amendment to this area-specific policy. The balance owing shall be paid as cash-in-lieu of parkland as applicable.
6. Parkland may be permitted in any designation.

5.2 Privately-Owned Public Spaces (POPS)

1. Schedule B identifies three POPS Which are conceptual and will be refined through a detailed design, as part of a planning application process.
2. Signage for each POPS is required and shall identify the name and address of the space and shall be placed in visible locations to the public. Signage shall also indicate that the space is open to the public.
3. POPS are intended to serve as outdoor open spaces in support of each development phase and are for the exclusive use of the public. No POPS are to be occupied with private space such as outdoor commercial patios.

4. POPS shall be accessible to the public through the registration of a 24-hour Public Access Easement in favour of the City of Ottawa.
5. POPS do not count towards parkland dedication.

5.3 Public Roads

1. New Public Roads will be established as shown on Schedule B Public Realm and Connectivity. Road cross-sections will be refined through detailed design and should include the following within the right-of-way:
 - a. Canopy trees lining the street; and
 - b. Sidewalks along both sides of the road.
2. For each phase of development, existing public roads and new public roads will be built or rebuilt to provide enhanced pedestrian comfort and road safety measures including but not limited to, turn lanes, curb bump-outs, raised intersections, mid-block connections, and on-street parking, as required.

5.4 Private Roads

1. Private roads shall be designed to enhance pedestrian comfort and road safety measures by including trees, curb bump-outs, raised intersections, pedestrian walkways, mid-block connections, and parking.

5.5 Parking

1. Minimal parking spaces are encouraged throughout the planning area, subject to implementation of Transportation Demand Management measures.
2. A parking utilization study may be required where there is a substantial decrease to the required parking rate is proposed.
3. Parking, where required should be minimized and must be located below grade or within enclosed at-grade and above-grade parkades separated from a public street, a public park or a POPS by an active use.
4. Off-street surface parking is discouraged. Where surface parking is provided, it must be:
 - a. Provided as small, parking lots areas; and
 - b. Treated with landscape medians and tree plantings; and

- c. Located to the rear or side yard; and
- d. Screened from view from the street and public areas, with landscaping, fencing, and architectural design features; and
- e. Provide for pedestrian safety and accessibility.

5.6 Pedestrian Connections

1. The location of future publicly accessible pedestrian connections shown on Schedule B Public Realm and Connectivity are conceptual. The locations and design of these connections will be established through a planning application process. The following connections shall be provided:
 - a. Heron Road Corridor:
 - i. A minimum of two north/south pedestrian connections along the Heron Road frontage, connecting Heron Road to Public Road A; and
 - ii. A minimum of one east/west connection east of Sandalwood Drive to Sandalwood Park, and connections internal to the block.
 - b. Heron Gate Neighbourhood
 - i. A minimum of two connections along the Public Road A frontage, connecting through to Sandalwood Drive and Baycrest Drive; and
 - ii. A minimum of three connections from Cedarwood Drive to the Heron-Walkley Park; and
 - iii. A minimum of one connection from Cedarwood Drive through to the area of properties abutting the site to the north west (south of Heron Road, east of the Heron-Walkley Park and west of Baycrest Drive); and
 - iv. A minimum of one connection from Cedarwood Drive south through to Public Road B.
 - c. Walkley Road Corridor
 - i. A minimum of one north/south pedestrian connection from Public Road B, between Cedarwood Drive and Baycrest Drive, through to Walkley Road; and

- ii. A minimum of one east/west pedestrian connection from Baycrest Drive through to Sandalwood Park; and
 - iii. A minimum of one north/south pedestrian connection from the pedestrian connection south of Sandalwood Drive, east of Baycrest Drive, through to Walkley Road.
2. Publicly accessible pedestrian connections should consider design elements to promote pedestrian comfort and safety such as, but not limited to lighting, decorative paving, landscaping and signage.
3. Publicly accessible pedestrian connections shall be accessible to the public through the registration of a 24-hour public access easement in favour of the City or by transferring ownership of the block to the City.

6. Sustainability

The Heron Gate Planning Area will support the efficient use of land and municipal services through energy efficient, sustainable and resilient building design. Building design strategies will further address both climate change mitigation and adaptation through low impact development, green roofs and other similar strategies.

Transportation-related emissions will be reduced by promoting the integration of enhanced pedestrian and cycling facilities, reduced vehicle demand and parking requirements, improved access to transit facilities, car share options and other Transportation Demand Management strategies.

6.1 Energy Conservation, Building Design and Landscaping

1. The Heron Gate Planning Area will promote low energy consumption and promote renewable energy systems by supporting energy-efficient buildings and landscaping.

6.2 Climate Change Adaptation and Resiliency

1. The Heron Gate Planning Area seeks to integrate measures to promote liveability and resiliency in all future climate conditions

6.3 Waste, Water and Stormwater

1. Heron Gate Planning Area seeks to reduce landfill waste, reduce runoff, conserve water and reduce water demand through:

- a. Using low-flow plumbing fixtures that reduce the water use in the building by at least 20 per cent compared to standard practices; and
- b. Incorporating low-impact development features such as drought tolerant species, swales and rain gardens into the landscape as a part of the stormwater strategy; and
- c. Harvesting rainwater to be used as landscape irrigation;
- d. Implementing strategies that meet federal standards to dispose hazardous waste materials; and
- e. Implementing construction waste management plan to divert construction waste materials from landfills.

6.4 Community Food Production

1. Heron Gate Planning Area seeks to promote opportunities for food production by:
 - a. Implementing urban agriculture gardens for residents which support the existing food supply system.
2. Community food production is not intended to be placed on City-owned parkland.

6.5 Transportation

1. The Heron Gate Planning Area seeks to promote efficient multi-modal transportation systems that are safe, accessible, and convenient, with emphasis on high quality walking, cycling, and transit options that:
 - a. Promote multi-modal transportation connectivity through inter-connected cycling, walking paths and transit networks throughout the community; and
 - b. Locate all buildings within a 800 metre radius of an active transportation route or transit stop; and
 - c. Provide a minimum of 0.5 per unit bicycle facilities within all buildings; and
 - d. Provides for a minimum of 20 per cent of the parking spaces to have electric vehicle charging stations and considers implementing infrastructure of future expansion of electric vehicle charging stations.

7. Community Benefits

7.1 Affordable Housing

1. The Heron Gate Planning Area supports a diverse range of housing types and supports the development of a more inclusive and equitable community by maintaining a supply of affordable housing for low- to moderate-income households by:
 - a. A total of 510 new residential units as affordable housing is to be provided as approximately 10 per cent of the new residential units for each development phase of the Heron Gate Planning Area, for a period of at least 10 years from the date of first residential occupancy of the unit for each phase; and
 - b. Replacing unit types from the previous development that have been or will be demolished through new development for existing tenants that opt to relocate to similar three- and four-bedroom units; and
 - c. Supporting the creation of affordable housing suitable for families.

7.2 Housing Security and Diversity

1. Existing occupied units can be demolished only when affected tenants are offered the ability to transfer their leases and relocate within the community to newly constructed units of an equivalent number of bedrooms at the same rent, subject to increase mechanisms set by the Province, to the satisfaction of the Director of Housing, Community and Social Services Department.
 - a. Affected tenants will also be given the option to relocate to a newly renovated equivalent unit of an equivalent number of bedrooms at the same rent at an earlier date.

7.3 New or Improvements to Amenities

1. Improvements to pedestrian and cycling infrastructure within the Heron Gate Planning Area.

8. Implementation

8.1 Transportation Demand Management

1. Transportation Demand Management strategies will be implemented at each phase of development through a planning application process. The provision of

transit passes for new residents, on-site public car-sharing facilities, enhanced transit information signage, enhanced transit stop facilities, bike share, posting of pedestrian and cycling wayfinding signage within the individual buildings and community, and secure covered bicycle parking are recommended Transportation Demand Management strategies to be advanced.

8.2 Greenspace

1. Development and conveyance of land for Privately-Owned Open Spaces and publicly accessible pedestrian connections are intended to coincide with the redevelopment of that portion of the planning area.

8.3 Planning Applications

1. At the time of a planning application the following studies may be required, in addition to those required by the Official Plan:
 - a. Parking utilization study; and
 - b. Affordability analysis report outlining housing affordability in the Heron Gate Planning Area developments to date and an update of the future plan moving forward; and
 - c. Density analysis report summarizing the proposed density for the specific development application and all developments to date, and an update of the future plan moving forward; and
 - d. Connectivity plan illustrating connectivity through both public and private lands for pedestrians, cyclists, and transit users for the specific development; and
 - e. Amenity plan illustrating public and private greenspaces and amenities for the specific development and all developments to date, as well as an update of the future plan moving forward; and
 - f. Wastewater servicing capacity analysis that supports the specific development application and all developments to date, as well as an update of the future requirements; and
 - g. Formal Review with the Urban Design Review Panel for planning applications with building(s) 10 storeys or higher.

9. Schedules

Schedule A – Designation Plan

Schedule B – Public Realm and Connectivity

10. Annexes

The annexes are included for information purposes only to help explain the proposal, any changes to the annexes does not require an Official Plan Amendment.

Annex A – Conceptual Demonstration Plan

Annex B – Conceptual Phasing Plan

Annex C – Conceptual Height Plan

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa and the Memorandum of Understanding.