

# PLANNING RATIONALE



**DEERFIELD VILLAGE**  
**195 MEANDERING BROOK DRIVE**



January 2019

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## **1.0 INTRODUCTION:**

This report has been prepared in support of a series of applications being submitted by Valecraft Homes Limited in respect of the lands located at 195 Meandering Brook Drive. This 3.7 hectare site is located at the north-east corner of Meandering Brook Drive and Lester Road in Blossom Park. The property is currently being developed with 96 townhomes and 60 apartment units in accordance with an approved Site Plan. The current applications will help implement the conditions of site plan approval and allow for the logical partition of the lands.

Through the present submission, Valecraft is seeking approval of the following applications:

- Draft Plan Approval of a Standard Phased Condominium for the 60 apartment units
- Draft Plan Approval for two Common Elements Condominiums with a total of 96 townhouse units.
- Lifting of a Reserve, described as Block 150, Plan 4M-1290
- Lifting of Part Lot Control to facilitate the creation of individual townhouse lots (Parcels of Tied Land associated with the Common Elements Condominiums)
- Plan of Subdivision Approval of an 847 m<sup>2</sup> sliver of land that was not previously part of a plan of subdivision.

This report will detail the applications under consideration and demonstrate their suitability with respect to the City's regulatory and policy framework as well as in the context of the surrounding community of Blossom Park. While design and site layout are normally an integral component of a Planning Rationale, these considerations have not been detailed herein as they have previously been established through the approval of the Site Plan and Zoning By-law.

## 2.0 SITE OVERVIEW & COMMUNITY CONTEXT:

### Subject Property:

The subject property, 195 Meandering Brook Drive, is located at the north-east corner of Meandering Brook Drive and Lester Road. This site coincides with the southern limit of Blossom Park. The 3.7 hectare parcel lies approximately 240 metres west of Bank Street, as depicted in Figure 1. It is generally flat with a slight slope falling to the north. Sawmill Creek delineates the site's north-westerly boundary. The parcel is triangular, with approximately 200 metres of frontage along Lester Road and some 60 metres along Meandering Brook Drive.

**Figure 1: Location Plan**



Source: Google Maps

**Figure 2: Legal Descriptions of Parcels Forming Site**



The property in question is comprised of four parcels of land intended for consolidation. Figure 2 illustrates these component parcels.

The largest of these is described legally as **Block 147, Plan 4M-1290**. The second parcel is known as **Part of Block 144, Plan 4M-1290**, and is more particularly described as Part 2, Plan 4R-31012. Blocks 144 and 147 were subdivided by Canada Lands Company in 2006 as part of the Deerfield Village Subdivision. The subdivision envisioned that these blocks would be developed together as an apartment development serviced by private infrastructure consisting of a sanitary pump station, stormwater management facility and roads. The third parcel is identified as **Block 150**,

**Plan 4M-1290.** This 30 centimetre reserve also originates from the Deerfield Village Subdivision. It extends along the entire Lester Road frontage of the site. This parcel is presently owned by the City and is the subject of an application to Lift a Reserve. The fourth parcel was recently purchased by Valecraft from the National Capital Commission (NCC) and is described legally as **Part 1, Plan 4R-31065.** It is a small sliver of land found along the eastern boundary of the site measuring 847 m<sup>2</sup>. These lands were included in Valecraft's Site Plan Agreement but were not previously part of any plan of subdivision.

### Surrounding Land Uses:

The surrounding properties consist predominantly of low to medium-density residential uses to the north and vacant rural lands to the south. Figure 3 provides an aerial context of the site. A more specific description of adjacent uses follows.

**North:** The lands immediately north of the subject site are undeveloped lands forming part of the Sawmill Creek corridor. This natural area is relatively low lying and dominated by scrub vegetation. A stormwater pond, known locally as Proposal Pond, is situated just west of the creek.

Further north, townhouse condominiums can be found fronting on Queensdale Avenue. The Blossom Park Plaza can be found approximately 125 metres to the north-east. This plaza is oriented to Bank Street and contains Farm Boy and Giant Tiger retail outlets.

**South:** The lands on the south side of Lester Road are part of the NCC Greenbelt. Lowland deciduous tree cover predominates and is interspersed with isolated rural residential lots that appear to pre-date the establishment of the Greenbelt

**West:** Sawmill Creek and its natural corridor abut the western limit of 195 Meandering Brook Drive. The creek flows in a northerly direction. Some riparian tree cover is established along the creek edges, although there are many open areas. Fawn Meadow Park is visible on the opposite site of Sawmill Creek. This neighbourhood park includes a mini-soccer field, splash pad, play area and gazebo and is contiguous with Proposal Pond.

As noted previously, the site has about 60 metres of frontage along Meandering Brook Drive. The lands opposite this site frontage are City-owned lands flanking an upper reach of Sawmill Creek.



Further north and west of Meandering Brook Drive, the area is characterized by suburban residential development constructed around 2008 as part of the initial phase of Deerfield Village. The streets contain a mix of single-family homes, townhomes and fourplexes. This enclave links to Queensdale Avenue and Albion Road via Stedman Street.

East: The lands immediately east of the subject site are owned by the NCC but remain vacant. This particular property is not considered part of the National Interest Land Mass or Greenbelt. It is low-lying and dominated by scrub and is zoned, DR-Development Reserve Zone pursuant to the City's Zoning By-law. Such a designation typically signifies that the lands are intended for urban uses which have yet to be specifically determined.

**Figure 3: Aerial Photo**



## **Community Amenities:**

The site is positioned at the south limit of Blossom Park and has access to amenities within this mature suburban community. The closest commercial facility, Blossom Park Plaza, is located within walking distance along Bank Street. This plaza includes a Farm Boy, Giant Tiger, TD Canada Trust as well as a day care facility. Southgate Shopping Centre provides a slightly larger range of goods and services and is located 2.5 km north of the site at Bank Street and Albion Road. Numerous financial, automotive and restaurant outlets can be found along Bank Street.

The site is conveniently served by Fawn Meadow Park situated 50 metres to the north along Meandering Brook Drive. This neighbourhood park includes a mini-soccer field, play structures, a splash pad and a gazebo. The park is integrated with natural lands encompassing a stormwater pond and Sawmill Creek. Additional passive recreational opportunities are found in the Greenbelt immediately south of the site.

The following list outlines the community facilities and their proximity to the site:

- |   |         |
|---|---------|
| • Sawmill Creek Pool and Community Centre, D'Aoust Ave. | 2.1 km. |
| • Gabrielle-Roy E.S. (CEPEO), D'Aoust Ave.              | 2.3 km  |
| • Sawmill Creek E.S. (OCDSB) D'Aoust Ave.               | 2.3 km  |
| • Ste-Bernadette E.S. (CECCE), Sixth St.                | 1.7 km  |
| • St Bernard E.S. (OCSB), St Bernard St.                | 1.8 km  |
| • Fred Barrett Arena, Leitrim Rd.                       | 2.8 km  |

## **Road Network:**

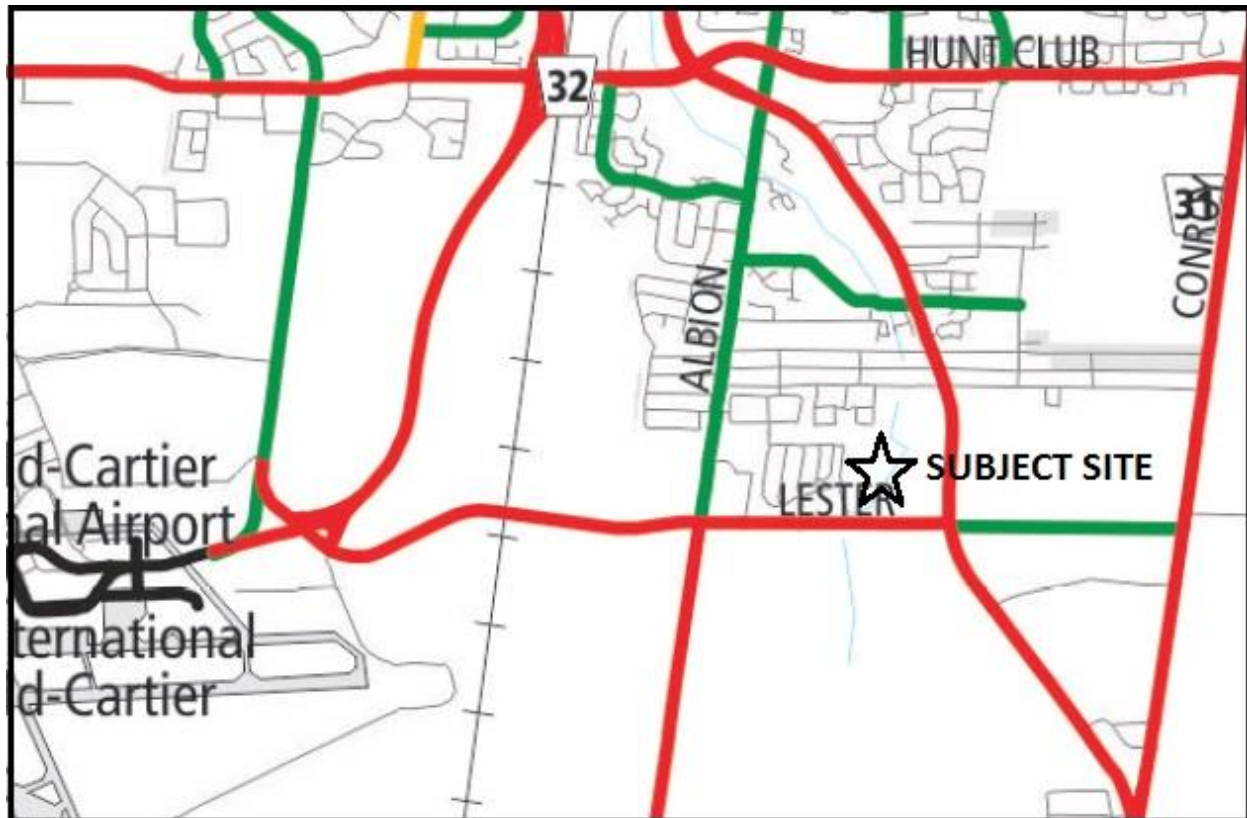
The site is located at the corner of Meandering Brook Drive and Lester Road. Meandering Brook Drive is identified as a local road in the City of Ottawa Official Plan. The section from Stedman Street to Lester Road has been constructed to an urban standard set within a 20 metre right-of-way. A sidewalk on the east side of the street provides an uninterrupted pedestrian link from the site to Fawn Meadow Park.

Lester Road is designated as an Arterial Road on Schedule E of the Ottawa Official Plan. Under the Plan, Arterial Roads are intended to function as major public and infrastructure corridors within the communities they traverse. Such roads are meant to carry large volumes of traffic over long distances and accommodate multiple modes of transportation (vehicular, cycling, transit and pedestrian). Direct access to arterials is intended to be restricted to appropriately spaced intersections and major parcels of land. Schedule C of the Official Plan also identifies Lester Road as an on-road component of the Primary Urban Cycling Network. Annex 1 to the



Official Plan notes that this section of Lester Road has a protected right of way width of 37.5 metres.

**Figure 4: Excerpt of Schedule E – Urban Roads Network**



At present, Lester Road operates as a two-lane rural cross-section with auxiliary turn lanes at specific intersections. Typical of a rural cross section, the road has open ditches and gravel shoulders. A 3.52 metre road widening conveyance was provided along the north side of Lester Road in satisfaction of the Official Plan requirement through the Canada Lands Subdivision. The ultimate road widening envisioned under the Plan would require the acquisition of additional lands from the NCC on the south side.

The intersection of Lester Road and Meandering Brook Drive exists as a three-leg intersection. Traffic movements from Meandering Brook Dr. are controlled by way of a stop sign. This leg also contains a left-turn auxiliary turn lane. East and westbound movements along Lester Road are uncontrolled. An eastbound left-turn lane facilitates movements from Lester to Meandering Brook. Through the site plan approval process, Valecraft committed to construct pedestrian refuge islands in the Lester Road median as well as bus pads on the north and south sides of Lester Road. The islands will channelize vehicle traffic and provide a refuge to facilitate

pedestrian crossings associated with the existing bus service on Lester Road. Valecraft has also volunteered to cost share in the construction of a Pedestrian Crossover at this location if the City elects to proceed with such an undertaking within two years of build-out. The decision to proceed with a Pedestrian Crossover will presumably be based upon the achievement of Ministry of Transportation Warrants and the City's allocation of budget.

East and west of the site, the Bank Street and Albion Road intersections are signalized.

### **Transit Services:**

Bus service is provided to the site by OC Transpo Route 294. This route consists of single directional peak hour service between Findlay Creek and Hurdman Station. This route also offers connecting opportunities at Greenboro and South Keys Stations. At present, the closest bus stop to the site is found at Albion and Lester Road. As noted above, it is the City's intention to add inbound and outbound stops at Lester Road, near Meandering Brook Drive.

### **3.0 DEVELOPMENT PROPOSAL**

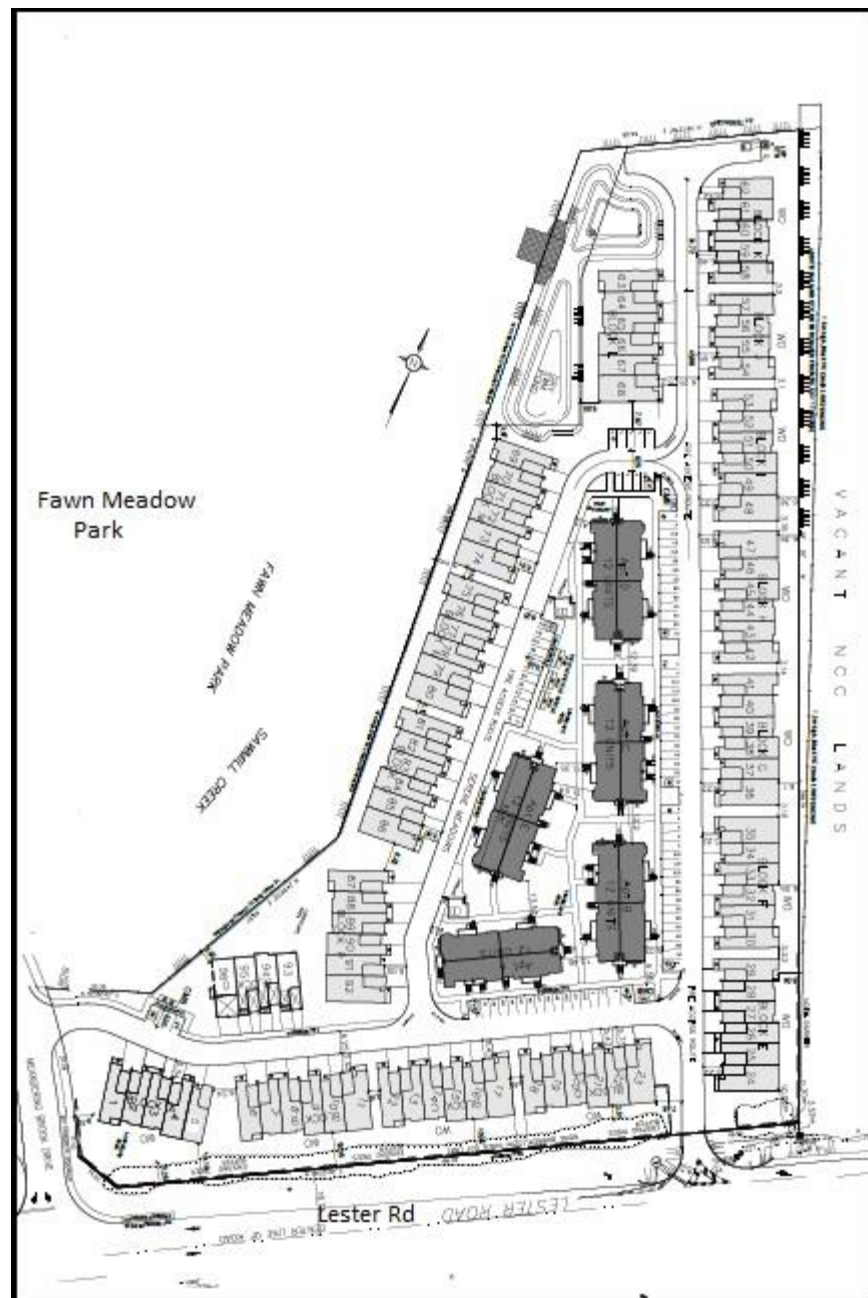
Valecraft Homes is developing this site with a Planned-Unit Development (PUD) consisting of 96 townhomes and 60 apartment units distributed within 22 buildings. The site has been configured so that all the townhomes are being constructed around the periphery of the site, while the apartments will be developed in the core. The site's principal entrance can be found along Meandering Brook Drive, approximately 50 metres north of Lester Road. A second entrance has been positioned along Lester Road at the east limit of the site and will be restricted to right-in/right-out movements. Three streets called Dearborn Private, Tranquil Stream Private and Fawn Valley Private will provide access to each of the buildings. Off-street parking for residents is provided within individual driveways and garages in the case of the townhomes and common parking areas in the case of the apartments. Visitor parking has been distributed throughout the site and has been allocated to coincide with each phase. While this development is being developed on full urban services, it contains a private storm water management pond and sanitary pump station. Figure 5 illustrates the site plan layout.

The Site Plan for this development was approved by the City of Ottawa in May 2018 after an extensive review. The Development Agreement between the City and the builder was subsequently executed, and services were installed throughout the Summer and Fall of 2018. Construction of the first units was initiated in January 2019.

In addition to a formal site plan approval, the following approvals have been issued by the appropriate approval agencies:

- Road Modification Approval, City of Ottawa, 2018
- Federal Land Use Design and Transaction Approval, NCC, 2018
- Canada Lands Company Design Review, CLC, 2016
- Environmental Activity and Sector Registry, MOECC, 2018
- Environmental Compliance Approval, MOECC, 2018
- Alteration to Shoreline Permit, RVCA, 2018
- Tree Cutting Permit, City of Ottawa, 2017
- Municipal Consent, City of Ottawa, 2018
- Road Cut Permits, City of Ottawa, 2018
- Private Street Naming Application, City of Ottawa, 2018
- Water Permit, City of Ottawa, 2018

Figure 5: Approved Site Plan



Through the present submission, Valecraft is seeking approval of a number of applications that help implement the conditions of site plan approval and facilitate the logical partition of lands. These applications are explained more fully below.

### **Lifting of 30 Centimetre Reserve**

Valecraft has applied to lift the reserve described legally as Block 150, Plan 4M-1290. This reserve was introduced within the 2006 Canada Lands Company (CLC) Plan of Subdivision in order to restrict access from the site (Block 144) to Lester Road. Under the CLC Community Master Plan, the subject site was to be developed with 300 apartment units served by a single access point on Meandering Brook Drive. Valecraft's initial site plan submission mirrored this intent; however, much of Deerfield Village had been developed by that time and the proposal was met with significant community concerns relating to density and traffic. In order to mitigate these concerns, Valecraft converted many of the apartments into townhomes thereby reducing the overall number of units and added a second access to Lester Road. To ensure the safe operation of Lester Road and its intersection with Meandering Brook Drive, this auxiliary entrance was placed at the most easterly location and was restricted to right-in/right-out movements. This entrance forms part of the approved site and Road Modification Approvals issued by the City. The conditions of approval compel Valecraft to lift the reserve.

In addition to the one-foot reserve, it should be noted that the Plan of Subdivision Plan shows a 3.52 metre-wide road widening along the north side of Meandering Brook Drive. This widening runs across the full width of the subject lands and extends west of Meandering Brook Drive. Block 148 was conveyed in satisfaction of the 37.5 metre right-of-way requirements set out in the City's Official Plan. No further widening was required through the 2018 site plan review. The fact that the portion of the widening on the opposite side of Meandering Brook is not flanked by a reserve confirms that the reserve is not needed to fulfill the road widening requirements.

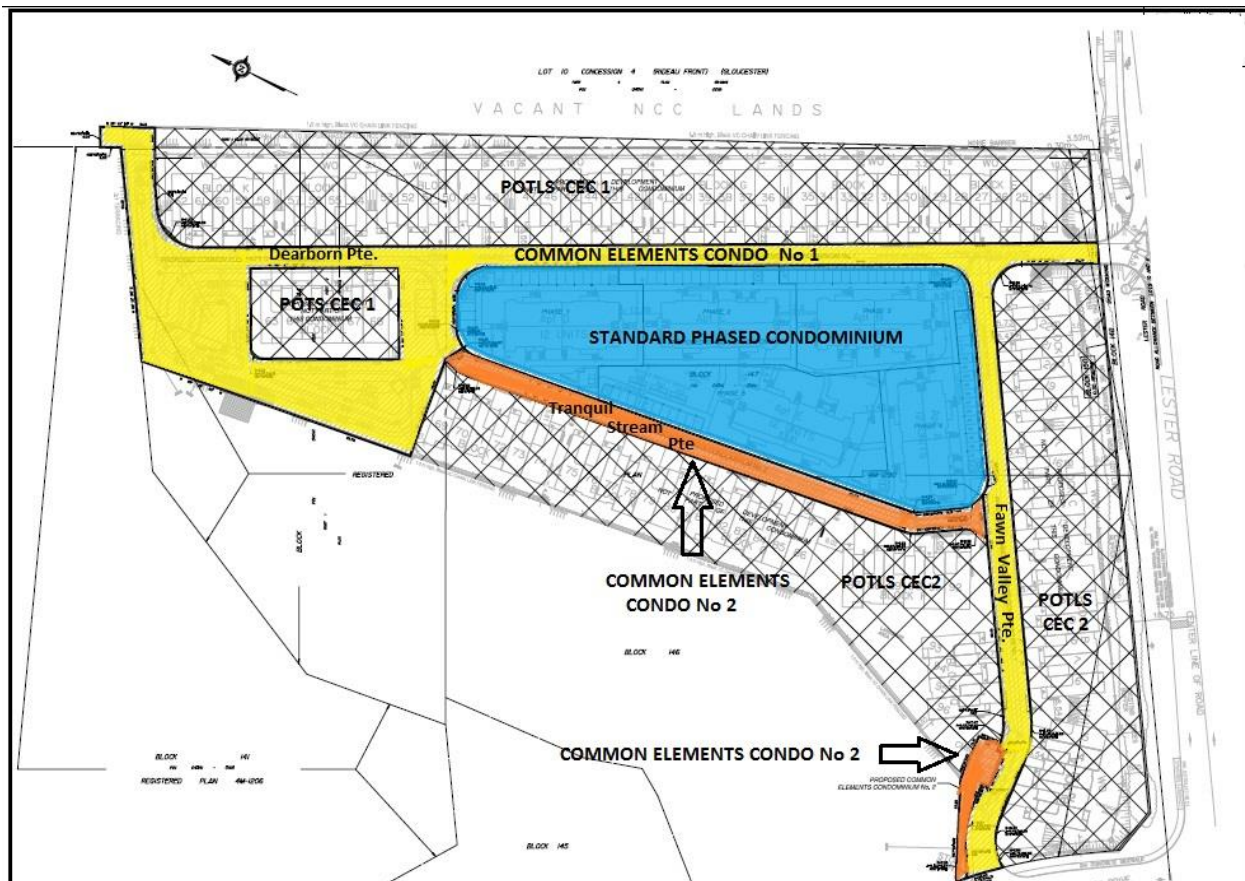
These considerations demonstrate that while the subdivision initially presumed that no access would be needed along Lester Road, that logic proved to be flawed. An extensive site plan process revealed that such an entrance was not only appropriate but necessary. A detailed technical review confirmed that it could be safely accommodated and identified that Block 150 would need to be lifted. Given that the reserve is not needed to meet the right of way requirements, it stands to reason that it be conveyed to Valecraft for incorporation into the site. Apart from a small portion of the lands that will form the Lester Road entrance, the reserve will be integrated into the individual side and rear yards of the townhouse units.



## Common Elements Condominiums

Valecraft is proposing two Common Elements Condominiums which together will encompass the private roads and common infrastructure serving this development. The first of the Common Elements Condominiums (CEC1) is identified in Yellow in Figure 6. This condominium does not contain units, however, it will be linked to 45 Parcels of Tied Land (POTLs) comprising the townhomes on Dearborn Private. In order to ensure that these initial units benefit from full turning movements to and from the site, this condominium includes Fawn Valley Private. It is necessary to include this section of street as it links the first phase of development to Meandering Brook Drive and serves as the principal conduit for municipal services to the site. The second Common Elements Condominium (CEC2) is depicted in Orange in Figure 6 and will consist of Tranquil Stream Private. It too will not contain any units but will be tied to the remaining 51 townhome lots. These units are located on Tranquil Stream Private and Fawn Valley Private. Figure 6 illustrates the limits of the condominiums.

**Figure 6: Deerfield Condominiums**



A third condominium taking the form of a standard phased condominium will be utilized to convey the 60 apartments in the middle of the site. A more detailed description of this application follows. This condominium will be dependent on the services provided by the common elements condominiums. Accordingly, all three condominiums will be governed by a Joint Maintenance and Use Agreement. The Agreement will set out the rights and responsibilities associated with the shared infrastructure, describe how parties and shared infrastructure may be added with subsequent registrations, identify how capital and maintenance costs will be apportioned and establish a governance structure for the administration of shared services.

Common Elements Condominiums 1 and 2 will encompass the following items:

- Private Streets inclusive of curbs
- Storm, Water and Sanitary Services
- Stormwater Pond, Headwall and Outlet
- Utility Infrastructure within the Private Streets, if applicable
- Sanitary Pump Station, emergency Generator and Forcemain within Private Streets
- Sidewalk on N/S of Fawn Valley Private
- Retaining walls found near the Pump Station/ Generator
- Community Mailboxes, if applicable
- Visitor Parking
- Landscaping around Pump Station, Stormwater Pond and Main entrance.

It is further anticipated that the common elements condominiums will bear responsibility for the maintenance of a number of other features located on the POTLs or City lands. These features benefit the residents at large. Blanket easements in favour of the common elements condominiums or a licence of occupation will assure that the condominiums can fulfill these obligations. These features include:

- Streetlights located on the front yards of the townhomes
- Noise Walls adjacent to the rear yards of Blocks A-E
- Storm outlets along Sawmill Creek
- Chain link fencing along the North, West and East property limits of the site
- The Portion of the Forcemain located within the Meandering Brook Drive Right-of-Way

The POTLs to support these common elements condominiums are intended to be created by lifting part lot control. Valecraft proposes to create these lots following the installation of foundations for each phase of the townhomes. The registration of the condominiums would be expected to occur shortly thereafter. This process would occur in two phases coinciding with the completion of CEC 1 and 2.

The use of part lot control in combination with two common elements condominiums is an appropriate means of partitioning the townhome components of Deerfield Village. This approach allows for the phased creation of freehold townhouse lots while introducing a legal framework that assures the maintenance of the private infrastructure in perpetuity. This is of importance, because the Canada Lands Subdivision did not provide sanitary and storm services to this site nor did it provide it elect to introduce public streets over the lands. Instead, Blocks 144 and 147 were created with the understanding that a privately-operated pump station and forcemain would be required in order to connect the site with the City's sewer system at Stedman Street. The Subdivision Agreement between CLC and the City also stipulated that these lands could only be developed with a privately-operated storm pond to be located on Block 144. The proposed common elements condominiums help ensure that these features are operated in accordance with the City's standards and do not impose fiscal burdens on the City. Moreover, they provide a framework for the safe operation of these features in the long term. This arrangement implements the intent of the subdivision and the site plan.

The creation of two CEC allows for the site to be developed in logical stages. This is important from a builder's perspective as the last unit in each phase must be constructed before the first unit may be conveyed. It is equally important that each condominium phase be large enough to operate independently to assure efficiency in the operation of the corporation. Valecraft's approach has been to divide the townhomes phases into an approximately equal number of units. The Joint Maintenance and Use Agreement has been structured so that each condominium may be added in a logical sequence. The first condominium is functional and can operate independently, however it becomes more efficient with the addition of every subsequent registration.

### **Lifting of Part Lot Control**

In concert with the Common Elements Condominiums, Valecraft is submitting an application to Lift Part Lot Control to partition the townhouse lots. In total, 96 lots will be created, each coinciding with a single townhouse unit. These lots will become Parcels of Tied Land (POTLs) within the Declaration. The Part Lot Control procedure is frequently employed to create freehold townhouse lots. In this case, it will create the lots, while the condominium will create the roadway.

It is a pre-requisite of The Planning Act that Part Lot Control only be authorized in instances where the lands form part of a Plan of Subdivision. The majority of the subject lands consist of Blocks

144, 147 and 150, Plan 4M-1290 and fulfill this requirement. The application also encompasses a sliver of land which lies outside the realm of subdivision approval. Valecraft has therefore submitted a concurrent application for Subdivision approval. The lands in question are found along the eastern periphery of the site and were purchased from the National Capital Commission for incorporation into the site. These lands will form part of the rear yards of some of the units located on the east side of Dearborn Private. All of the lands were included in the Site Plan Agreement.

## **Standard Phased Condominium**

As part of this suite of applications, Valecraft has submitted a request for Draft Plan Approval of a Standard Phased Condominium to permit the conveyance of the apartment units. This condominium is located in the centre of the site and will consist of five identical apartment buildings, each containing 12, two-bedroom units. Valecraft has elected to phase this condominium to allow for the addition of the apartment buildings as they are completed. Five phases are anticipated. This arrangement allows for each successive building to be integrated into the existing condominium so that upon final build-out there will be a single corporation with 60 units. This encourages efficiencies in the operation and governance of the corporation.

A standard condominium has been selected for this part of the development because it is particularly suitable for apartment formats. It allows for the management of both interior and exterior components in an apartment complex. This standard condominium will encompass all the lands contained within the triangle of streets formed by Dearborn, Fawn Valley and Tranquil Stream Privates. These lands are illustrated in Blue within Figure 6. The common elements in this instance are exclusive to the five apartments and will consist of:

- Sidewalks and Landscaping
- Exterior stairs
- Two Garbage Storage Buildings (Ph 1 and Ph 4)
- Parking Spaces for residents and visitors
- Parking bollards
- Bicycle parking
- Building Exteriors
- Meter Room, including water booster pump and pressure tank.

As noted previously, the standard condominium is situated in the centre of the site and does not enjoy frontage on a public street. As such, it is dependent on the provision of access and services owned and delivered by the Common Elements Condominiums. To safeguard access to these

services, all three Condominiums will be bound by a Joint Maintenance and Use Agreement. The agreement will also guarantee that the apartments contribute appropriately to the maintenance of these shared services upon registration. The phasing of this Standard Condominium obliges benefitting unit owners cost contribute their proportionate share as each building is registered. This approach helps to apportion costs more quickly and fairly than if a single registration was employed.

In some respects, these apartments operate as a condo within a condo because their fees will consist of two components: one for the elements exclusive to the apartments and one for the services shared by the development at large. This should not be problematic because the determination of fees is largely an accounting obligation that will be performed by the condominium manager. In practical terms, unit holders will simply provide a single monthly condo fee.

From a timing perspective, it also infers that certain roads must precede the registration of certain buildings. In this regard, Phases 1 to 4 cannot be registered without CEC1 being in place. Phase 5 cannot be registered in advance of CEC2. The site has been planned so that buildings are built from the north end of the site to the west. It is anticipated that the apartment construction will generally coincide with the townhomes, with the overall development unfolding from the back of the site to the main entrance.

In summary, a Standard Phased Condominium provides an appropriate form of condominium to allow for the conveyance of apartment units on this site. Such condominiums are an appropriate vehicle for the management of common elements within an apartment context. The phasing of the condominium allows construction, occupancy and registration to be synchronized with market conditions. This improves the economic viability of the project thereby encouraging more affordable housing. Amenities such as parking, sidewalks, visitor parking and refuse buildings are provided within each phase to ensure functionality and compliance with zoning. A joint maintenance and use agreement will be used to ensure that the Planned Unit Development continues to operate seamlessly as phases are added.

## **Plan of Subdivision**

Valecraft has included an application for a Plan of Subdivision over a small portion of the site located along the east periphery. The land is identified as Part 1, Plan 4R-31065 on Figure 2. This triangular sliver of land measures 847 m<sup>2</sup> in size and was acquired from the NCC in 2018. It is the only portion of the site which falls outside of the Canada Lands Company Subdivision. These lands will ultimately form part of the backyards of a series of townhouse lots on Dearborn Private.



The partition of the townhouse lots will occur through the lifting of Part Lot Control. This application is prompted by the fact that the Planning Act stipulates that lands must be within a registered plan in order to be eligible for exemption from Part Lot Control. Under this subdivision proposal, the triangle will remain intact as a single block. As such, this application represents a “technical subdivision.” It accords registered subdivision status upon the lands so that they may be divided comprehensively with the adjoining lands through the part lot control process. The part lot control process is the most frequently used method to divide freehold townhomes because of its simplicity and ease of execution. The first conveyance of lots typically only proceeds once foundations have been poured and the demising property limits are confirmed.

By way of background, this triangle of land was not originally part of the site but added to the property in order to substitute a retaining wall along the east property limit a side-slope. The additional lands needed to accommodate a transition slope could not have been incorporated without a significant alteration to the site layout. Accordingly, additional lands were purchased from the NCC. A 3:1 side-slope is preferable because it provides a more natural transition with the adjoining lands and generates less of a maintenance encumbrance to future homeowners. The retaining wall would have otherwise been required because the site could not be serviced without significant grade raise particularly in the north part of the site. This grade differential is about two metres in height at the north limit and diminishes to an even grade closer to Lester Road. This need for a longer transition slope at the north helps explain the triangular configuration of this parcel.

## **4.0 POLICY AND REGULATORY FRAMEWORK:**

### **Provincial Policy Statement (2014)**

The Provincial Policy statement (PPS) 2014 was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. The PPS provides broad policy direction on matters of provincial interest relating to land use planning and development. Support for sustainable communities, a healthy environment and a strong economy are reoccurring themes throughout the PPS. The Planning Act requires that municipal decisions affecting planning matters “shall be consistent with” the policy statements issued under the Act.

Under the PPS, settlement areas are intended to be the primary focus of growth in the province (Policy 1.1.3.1). The subject lands are situated within the urban boundary of the City of Ottawa and constitute a settlement area. Accordingly, the lands are considered to be a logical and preferred location for new development. Within settlement areas, the PPS encourages land use patterns that make efficient use of land, effective use of infrastructure and public services, support active modes of transportation and are transit-supportive (Policy 1.1.3.2). The proposed development advances each of these objectives. It introduces a mix of apartments townhomes at a density in excess of 42 units per hectare. The development takes advantage of municipal infrastructure and public streets which were installed more than a decade ago. This alleviates the need for new public streets and services in outlying areas. The addition of 156 units at this site will compliment the public transit route presently in service along Lester Road. Although not in place today, the City proposes to construct a multi-use pathway along the north side of Lester Road. This development is well positioned to take advantage of such community infrastructure and embrace more active modes of transportation. Existing schools, a community centre and community parks are found within the surrounding community.

Section 1.1.3.6 of the PPS identifies where new development should occur in the context of designated growth areas. It specifies that new development should occur adjacent to the existing built up area, have a compact form and a mix of densities and uses that support the efficient use of land, infrastructure and public services. The proposed development represents an orderly progression of development and offers a compact built form that is derived from a cluster development on private roads. The introduction of walk-up apartments and freehold townhomes contributes to the range of housing available in Blossom Park and makes efficient use of the surrounding public services and commercial uses. The development promotes the

cost effective development pattern espoused by the PPS and complements surrounding land uses.

The PPS requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet the requirements of current and future residents (Policy 1.4.3). This proposal satisfies these objectives by providing forms of housing which are under strong demand in the housing market. The use of a private street operating as part of a Common Elements Condominium generates efficiencies that would otherwise not be possible with a new municipal street. The development of this site with freehold townhouse units within a common elements condominium provides an alternate form of tenure in this established community. The provision of condominium apartments assists with the provision of affordable housing choices.

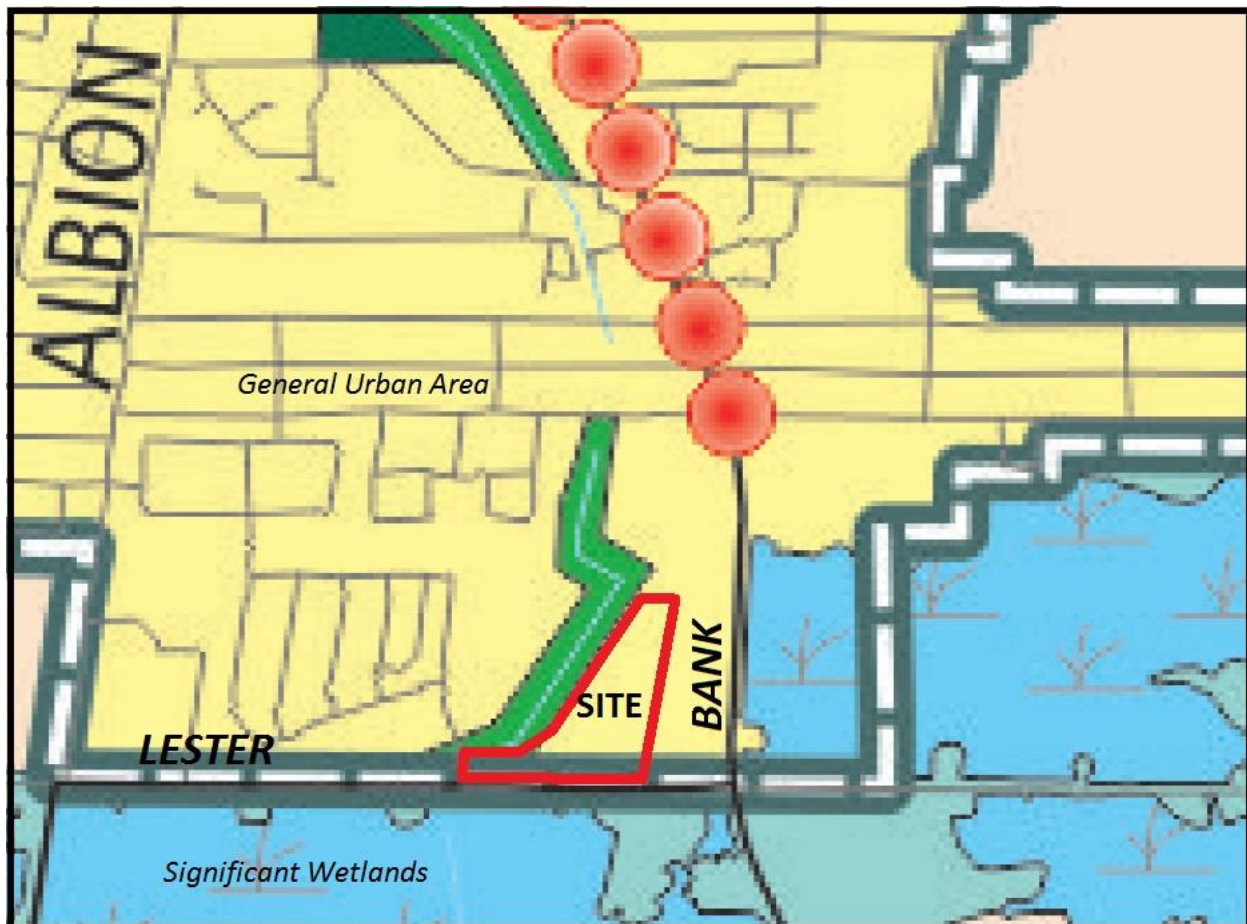
The PPS emphasizes that municipal services are intended to be the preferred form of servicing for settlement areas (Policy 1.6.6.2). The policies also state that intensification within settlement areas should be promoted whenever feasible. The current proposal entails the development of a vacant property within a previously developed area and meets the broad definition of intensification provided under the PPS. The proposed development connects to municipal water, sanitary and storm sewer services as intended by the PPS. This approach optimizes the available servicing capacity and addresses public health and safety concerns.

In conclusion, the applications for Draft Condominium Approval, Subdivision and Part Lot Control are consistent with the Provincial Policy Statement.

### **City of Ottawa Official Plan:**

The site is designated General Urban Area on Schedule B of the City of Ottawa Official Plan. Lands within this designation are meant to provide a full range and choice of housing options in combination with conveniently located employment, retail, service, entertainment and institutional uses. The policies indicate that the evaluation of development applications in this designation shall be guided by Sections 2.5.1 (Design Objectives) and 4.11 (Compatibility). The Growth Management policies of Section 2.2.2 encourage intensification throughout the General Urban Area with an emphasis directed towards transit nodes and corridors. Outside of these areas, intensification will be less ambitious and predominantly of a low-rise form.

**Figure 7: Official Plan –Excerpt of Schedule B Urban Policy Plan**



The current proposal to construct 96 townhomes in combination with 60 apartment units is entirely consistent with the type of uses and built form contemplated in the General Urban Area. At two and a half stories, the apartments satisfy the low-rise precept of the Plan. The townhouses similarly meet this objective. The proposal is considered to be intensification under the PPS and Official Plan, in large part, because it entails the development of “a vacant lot within a previously developed area”. The plan encourages small scale intensification in this context with the expectation that it addresses design and compatibility considerations. Staff evaluated this site

plan against the policies of Section 2.5.1 and 4.11 and deemed it to be compliant in 2018. The site layout and building designs have been fixed by virtue of the existing Site Plan Agreement.

The proposed condominium, subdivision and part lot control applications simply serve to partition the site. These requests implement the approved site plan and do not detract from the development's adherence to the Official Plan. They continue to support the Plan by adding to the range of housing choices available on the market and this is consistent with the housing objectives of the Plan. In the case of the townhomes, Valecraft has opted to introduce common elements condominiums which are not a common tenure in the Ottawa marketplace. The choice of common elements condominiums is highly appropriate in this instance as it provides purchasers with the ability to purchase a freehold townhouse combined with the added protection of a legal framework that assures that common infrastructure is maintained in perpetuity. It is worth noting that while the apartments are being developed as standard condominiums, present trends suggest that approximately one-quarter of the units will be purchased by small-scale investors and subsequently leased. Thus, while these units are not purpose-built rental units, they will nonetheless ease some of the pressures experienced in the rental sector.

On December 11, 2013, the City of Ottawa adopted Official Plan Amendment 150 which culminated a five year review of the Official Plan. The amendment was subsequently approved by the Ministry of Municipal Affairs and Housing but is currently subject some outstanding appeals. This proposal is not reliant on OPA 150 for policy compliance.

### **City of Ottawa Comprehensive Zoning By-law 2008-250:**

The property is currently Zoned R5A [1235] H (22) – Residential Fourth Density Zone, Exception 1235 under Zoning By-law 2008-250. This zone allows broad range of residential uses including:

- Apartment Dwelling, Low Rise
- Detached Dwelling
- Duplex Dwelling
- Townhouse Dwelling
- Planned Unit Development
- Retirement Home
- Rooming House
- Semi-Detached Dwelling
- Stacked Dwelling, and
- Three Unit Dwelling



The Exception 1235 provisions transpose performance standards originating from the City of Gloucester Zoning By-law. The site was first zoned for apartment uses in 2005 when the lands were being subdivided by Canada Lands Company. The most pertinent of these performance standards is that the maximum building height for an apartment dwelling is set at 14 metres and the minimum lot area is 0.25 hectares. The development constitutes a Planned Unit Development consisting of Low-Rise Apartment Dwellings and Townhouse Dwellings and is compliant with all prevailing zoning provisions. The proposal was granted site plan approval by the City of Ottawa in 2018.

The current applications propose to divide the property into individual lots and condominiums. These actions do in any way not alter the zoning compliance of the site because it has been designed as a Planned Unit Development. Section 131 of the Zoning By-law recognizes that such parcels need not comply with the specific performance standards.

A small portion of the development composed of the lands purchased from the NCC is zoned DR – Development Reserve. These lands will simply form part of the rear yards of townhouse units and will not have any buildings. Accordingly, they are not impacted by the proposed partition.

## 5.0 CONCLUSION:

This report has been prepared to support applications for Condominium, Subdivision, Lifting of Part Lot Control and Lifting of a Reserve at 195 Meandering Brook Drive in Blossom Park. These applications closely follow the City's approval of a Site Plan for a Planned Unit Development consisting of 96 townhomes and 60 apartment units. The development has been designed to meet the planning framework. It is consistent with the Provincial Policy Statement and conforms to the City of Ottawa Official Plan. In addition, the proposal is compliant with the Zoning By-law.

Fundamentally, these applications act together to implement the conditions of site plan approval and to facilitate the logical partition of the lands. They are appropriate and desirable for a variety of reasons:

- The use of these forms of condominium are fitting for the form of housing being constructed.
- These condominiums provide a legal framework that assures the maintenance of critical private infrastructure in perpetuity. This ensures that these features are operated in accordance City standards without imposing a fiscal burden on the City.
- The development implements the terms of the Canada Lands Company Subdivision Agreement which envisioned a development serviced by private roads, stormwater pond and sanitary pump station.
- The proposed condominiums offer a fair means of allocating costs amongst benefitting owners, while simultaneously having the flexibility to add participants as construction proceeds.
- The tenure associated with both forms housing expands the range of housing options currently available in the market, particularly in Blossom Park.
- The forms of housing offered in this development are amongst the most affordable choices.
- While the apartment units are not purpose-built rental units, it is anticipated that approximately one-quarter of the units will be subsequently leased, thereby alleviating some pressure in the current rental market.
- The Lifting of the Reserve is needed to allow for the site entrance on Lester Road. This entrance which was deemed to be necessary by the City, Valecraft and the community during the Site Plan review process.

Based this analysis, it is my professional opinion that the proposed development is compliant with all relevant policy documents, represents good planning and is in the public interest.

Danny W. Page, MCIP, RPP  
Manager of Planning and Land Development  
Valecraft Homes Ltd.