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**455 Wanaki Road**  
**Ottawa, Ontario**  
**Planning Rationale**

Engineering excellence. Planning precision. Inspired landscapes.

**455 Wanaki Road, Ottawa**

**Planning Rationale  
in support of a  
Site Plan Control Application**

Prepared By:

**NOVATECH**

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

June / 28 / 2019

Novatech File: 119066  
Ref: R-2019-118

June 28, 2019

City of Ottawa  
Planning Infrastructure and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON  
K1P 1J1

**Attention: Kimberley Baldwin, Planner II, Planning Services**

Dear Ms. Baldwin:

**Reference: Site Plan Control Application  
455 Wanaki Road  
Our File No.: 119066**

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The following Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of the property at 455 Wanaki Road (the "Subject Property"). 455 Wanaki Road is legally described as Block 29, Plan 4M-1581, City of Ottawa.

The Subject Property is designated General Urban Area on Schedule B of the City of Ottawa Official Plan. The property is zoned Residential Fourth Density, Subzone Y, Urban Exception 2311 (R4Y[2311]) in the City of Ottawa's Zoning By-law 2008-250.

This Planning Rationale examines the location and context of the Subject Property, the proposed development, the planning policy and regulatory framework of the site, and makes recommendations on the proposed development.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

**NOVATECH**

*Ryan Poulton*  
Ryan Poulton, M.PL.  
Planner

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## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Site Plan Control application for the property at 455 Wanaki Road (the “Subject Property”). The Subject Property is designated General Urban Area on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan (OP). The property is zoned Residential Fourth Density, Subzone Y, Urban Exception 2311 (R4Y[2311]) in the City of Ottawa’s Zoning By-law 2008-250. The Site Plan Control application will facilitate the development of a low-rise apartment building on the Subject Property.

This Planning Rationale will demonstrate the proposed development will:

- conform to the policies of the City of Ottawa Official Plan (up to and including Official Plan Amendment 224);
- be consistent with the purpose of the Residential Fourth Density Zone;
- be compatible with surrounding uses.

## 1.1 Description of Subject Property

455 Wanaki Road is located in the Rideau-Rockcliffe Ward (13) of the City of Ottawa. The Subject Property is legally described as Block 29, Plan 4M-1581, City of Ottawa. The property is a corner through lot with approximately 42 metres of frontage along Burma Road, 27 metres of frontage along Provender Avenue, 28 metres of frontage along Wanaki Road, and an approximate area of 1015 m<sup>2</sup>. There is a cycling path and stormwater management pond immediately north of the Subject Property. The cycling path, stormwater management pond, and Wanaki Road were constructed within the last year. The Subject Property is part of the former Canadian Forces Base (CFB) Rockcliffe lands currently being redeveloped as Wateridge Village.

**Figure 1. Aerial Photo of Subject Property**





## 1.2 Site Location and Context

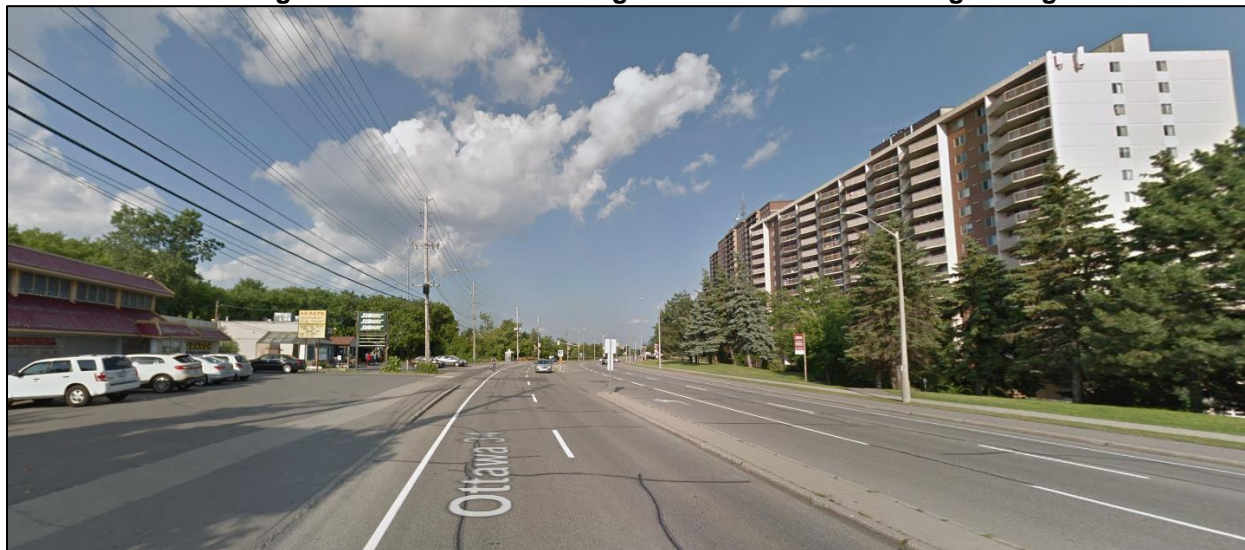
**North:** North of the Subject Property is land formerly occupied by CFB Rockcliffe. These lands are being redeveloped through a Plan of Subdivision and are known as Wateridge Village.

**Figure 2. Former CFB Rockcliffe Lands**



**South:** South of the Subject Property is Montreal Road. Commercial uses are located along the north side of Montreal Road, and High-rise apartment buildings are located on the south side of Montreal Road.

**Figure 3. Commercial and High-rise Residential Buildings along Montreal Road**





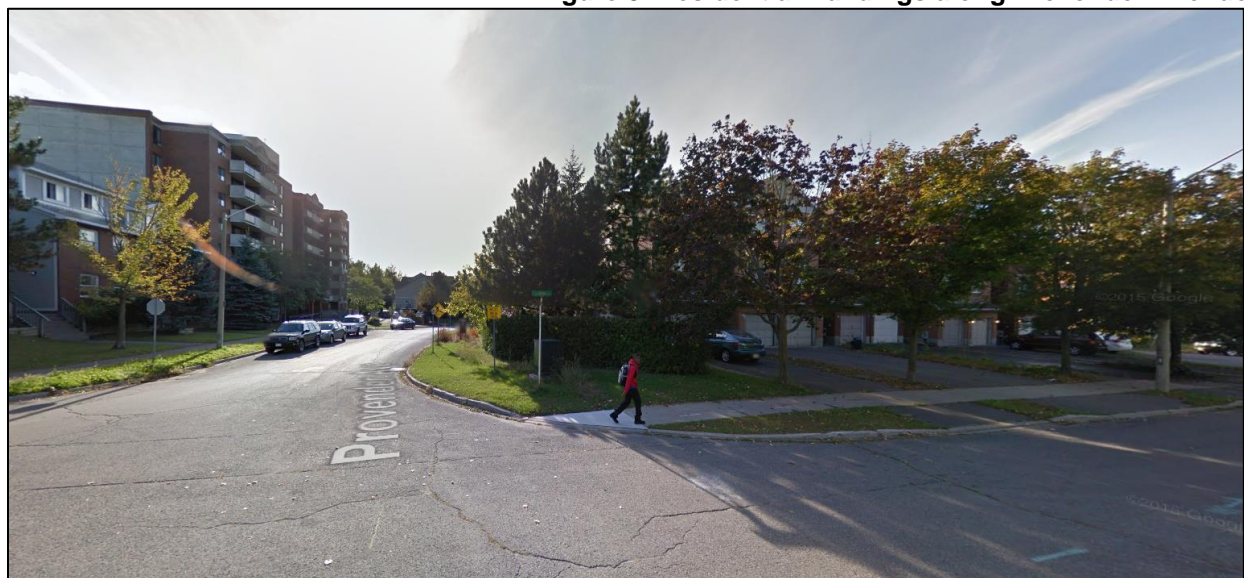
**East:** To the east of the Subject Property are federally owned lands. These Federal lands are developed as the site of The National Research Council Canada. Further east is the community of Rothwell Heights – Beacon Hill North.

**Figure 4. National Research Council Canada Lands**



**West:** A townhouse building is located west of the Subject Property and fronting onto Burma Road. Additional townhouse buildings and a mid-rise apartment building are located further west of the Subject Property.

**Figure 5. Residential Buildings along Provender Avenue**



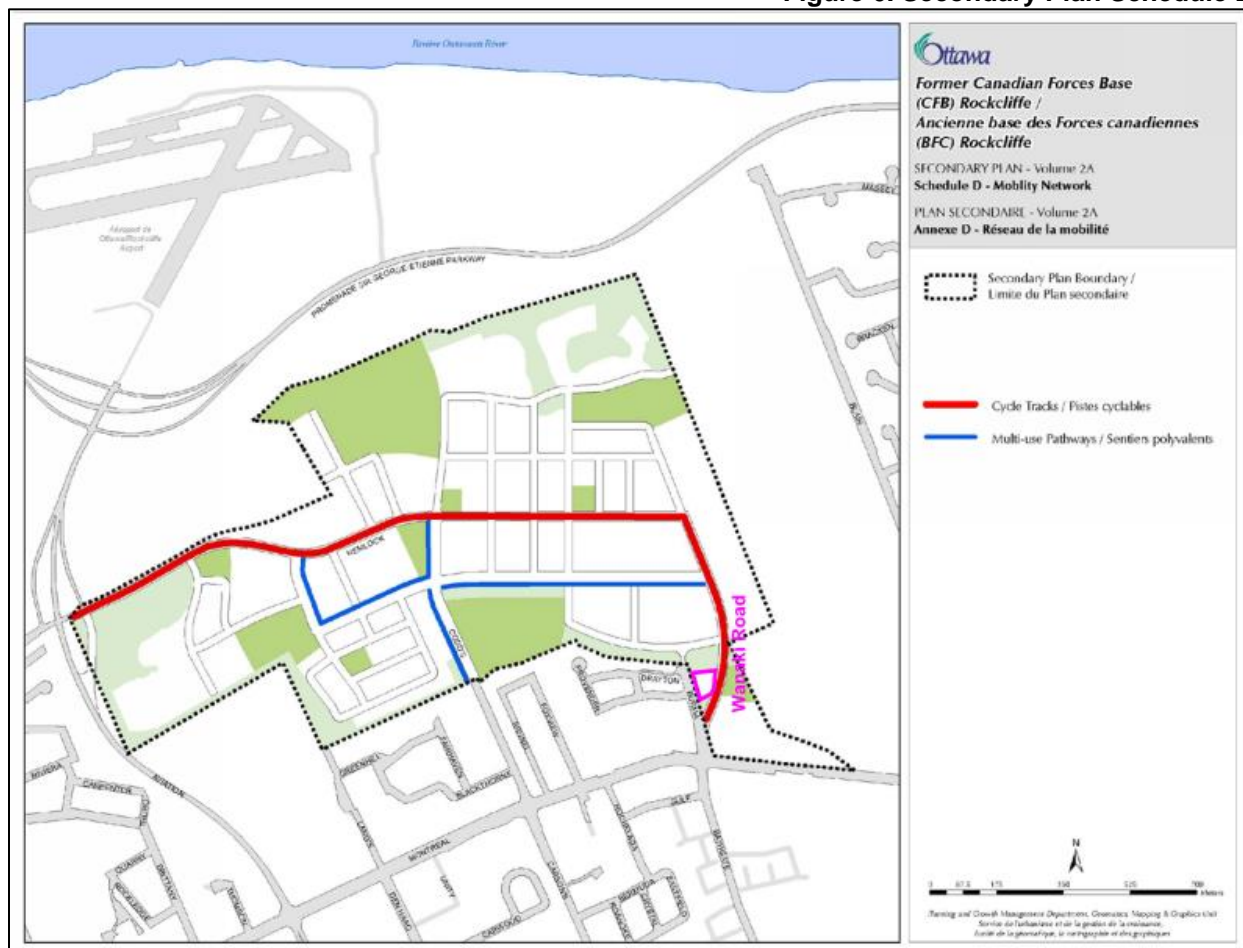
### 1.3 Linkages and Transportation Framework

The Subject Property is a corner through lot with frontage along Burma Road, Provender Avenue, and Wanaki Road. Burma Road is designated a local road on Schedule E – Urban Road Network of the OP. The extension of Provender Avenue and Wanaki Road are not shown on Schedule E of the OP.

The property is approximately 175 metres north of the intersection of Montreal Road and Burma Road. This intersection is one of two main accesses to the developing Wateridge Village. Montreal Road is designated Transit Priority Corridor (continuous lanes) on Schedule D – Rapid Transit and Transit Priority Network of the OP. Bus stops on both sides of Montreal Road are located near Burma Road.

A cycling path is located along the north lot line of the Subject Property. Wanaki Road is designated “Cycle Tracks” on Schedule D of the CFB Rockcliffe Secondary Plan (see Figure 6). The Subject Property is highly accessible by public transit, biking, walking, and by private vehicles.

Figure 6. Secondary Plan Schedule D





## 2.0 PROPOSED DEVELOPMENT

Habitat for Humanity Greater Ottawa is proposing to develop 455 Wanaki Road to accommodate a three-storey low-rise apartment building (see Figure 7). A larger version of the Site Plan is included as Appendix A. Habitat for Humanity is a non-profit housing organization. They raise funds and organize volunteers to build homes for low-income working families who are unable to secure housing through conventional mortgages. They believe in providing affordable housing to low-income working families to help break the cycle of poverty.

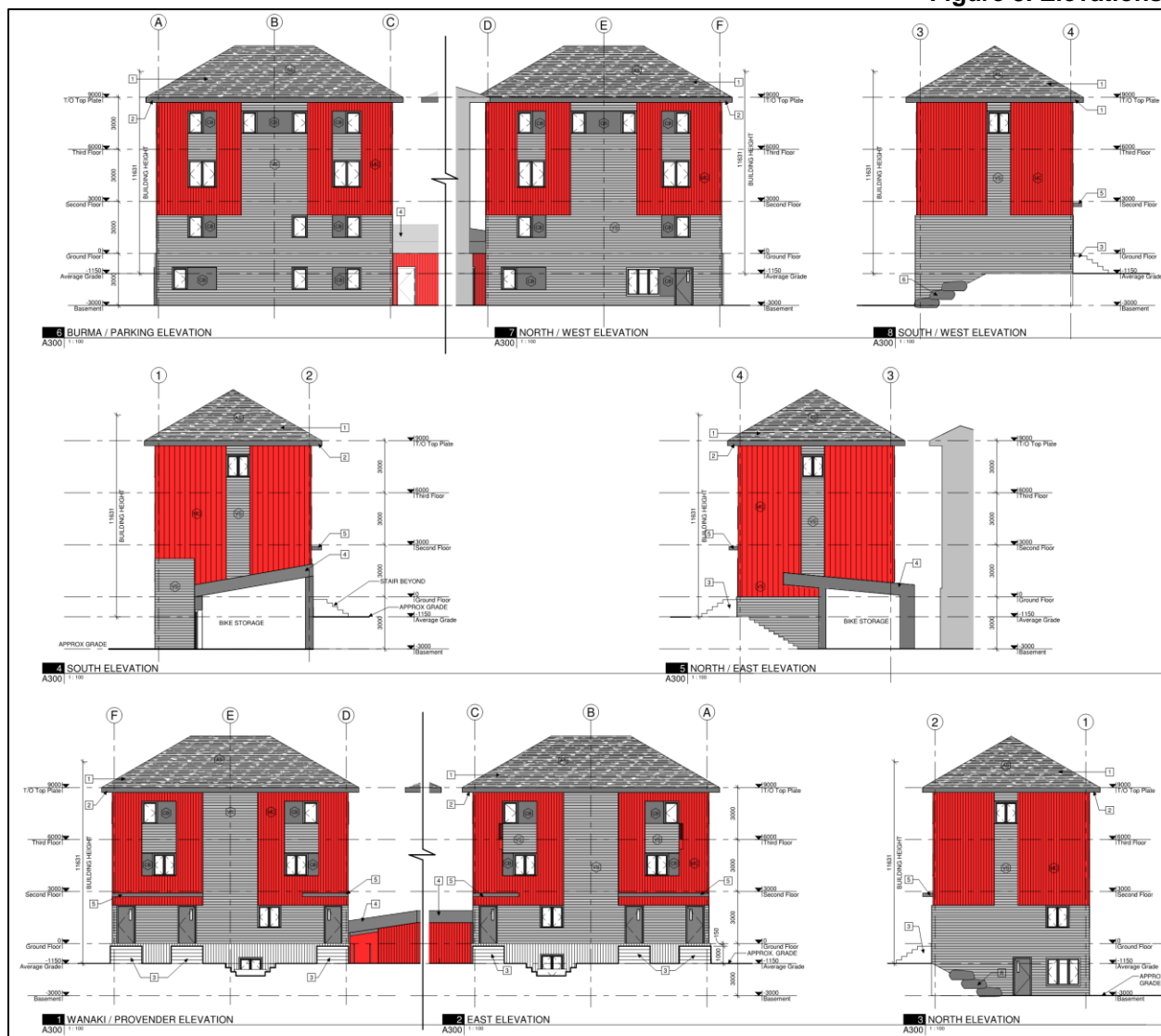
The proposed apartment building will front onto Provender Avenue and Wanaki Road. Walkways will connect building entrances to the public sidewalks along Provender Avenue and Wanaki Road, and to the proposed parking lot. Ramps are proposed from the parking lot to the apartment building to increase the accessibility of the building. A parking lot including eight parking spaces will be located in the northwestern corner of the property. A garbage storage area is located between the parking lot and the building. The parking lot will be accessed from Burma Road. Recycling storage, bicycle parking, and an indoor amenity area are proposed within the building. A garbage storage area is proposed east of the parking lot.

Figure 7. Site Plan Excerpt



The apartment building will be designed to incorporate different materials (see Figure 8).

**Figure 8. Elevations**



Windows will be located on all sides of the building. All areas not used for the building, walkways, ramps, and parking lot will be landscaped with soft landscaping. The front yard will slope toward Provender Avenue and Wanaki Road. The yard along Burma Road and the rear yard including the surface parking lot will slope towards the northwest corner of the property. A catch-basin will be installed within the parking lot to control water runoff. The catch-basin will drain into the stormwater management pond north of the Subject Property.

## 2.1 Design Brief

There is adjacent low-rise townhouse development facing across Burma Road, future high-rise development south across Wanaki Road next to Montreal Road, and future low-rise development across the storm water management pond to the north. There are no developments immediately abutting the property. Wanaki Road is a collector road with pedestrian sidewalks and bicycle paths. Provender provides access to Burma Road which will dead-end at the property.

The site has significant slopes across it resulting from grade changes due to raising of lands for the new Wateridge Village while the existing built neighbours on Burma Road remain at a level that is between 1 and 1.5m lower.

The proposed building is a 3-storey apartment building facing Wanaki Road and Provender Avenue, with vehicle and pedestrian access from Burma Road to parking on the interior west side of the site. The building consists of two main sections with apartments, each with a separate entrance from grade. All entrances to apartments on floors 1, 2, and 3 are on the higher Wanaki side of the building, while the lowest level (defined as basement) apartments have separate entrances from the interior of the site. The lowest level apartments are designed to be barrier-free and therefore need level and direct access to parking. Access to parking for the upper units is through a one-storey common interior amenity space located at the centre of the building between the two halves of the apartment building. This common interior amenity space has exterior stair access to the Wanaki Road frontage, and level access to the parking lot. This space contains shared bicycle storage, water entry room and interior storage for recycling and common tools.

The building will contain affordable housing units of three and four bedrooms for family housing that will be delivered by Habitat for Humanity. The dwellings on the lowest (basement, as defined) and first floor levels will be one-storey apartments, the lower levels apartments being barrier-free, in accordance with the Ontario Building Code and the CSA B651 Standard – Accessible Design for the Built Environment. The upper apartments on the 2nd and 3rd floors will be two-storey apartments. Amenity space will be shared and located at several places on the site.

The building will use a range of materials to break the visual massing down into a scale that is consistent with the character of the neighbours. Doors at grade and windows into living spaces will provide an openness and connection to the street. A pitched roof will complement the residential character (see Figures 9, 10, & 11).

The property lines are set back a large distance from the proposed new roadways providing a generous landscaped buffer to the roadway. Trees and shrubs around the perimeter will screen the building from the roadway as well as provide shade to the building and to the shared landscaped amenity spaces.

Attention in the design has been made to the provisions of the City of Ottawa Urban Design Guidelines for Low-Rise Infill Housing.



Figure 9. Rendering along Wanaki Road



Figure 10. Rendering along Provender Avenue



Figure 11. Rendering along Burma Road



### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and the Ontario Municipal Board/Local Planning Appeal Tribunal. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 224 (the “Official Plan”) was used for reference.

Habitat for Humanity is proposing to build affordable housing units within a low-rise apartment building. Section 2.5.2 of the Official Plan sets out policies related to the provision of affordable housing in the City of Ottawa. Section 2.5.2 states:

*“Affordable and appropriate housing for all residents is the fundamental building block of a healthy, liveable community. It is also the stepping-stone to individual success at school, in the workplace and in the community. Official Plan policies contribute to improving the supply of affordable housing in concert with other City initiatives to support the construction of affordable units.”*

Policy 2 of Section 2.5.2 states:

*“The City will encourage the production of affordable housing in new residential development and redevelopment to meet an annual target of:*

- a) 25 per cent of all new rental housing is to be affordable to households up to the 30th percentile; and
- b) 25 per cent of all new ownership housing is to be affordable to households up to the 30th percentile”

Section 2.5.2 of the OP recognizes the provision of affordable housing as an essential part of building a strong community. The proposed development will provide affordable and appropriate housing options to the developing community of Wateridge Village. Approval of the Site Plan Control application will help achieve the City’s annual target for the provision of affordable housing.

455 Wanaki Road is located within the urban area of the City of Ottawa. The Subject Property is designated General Urban Area on Schedule B of the Official Plan (see Figure 12). Section 3.6.1 of the OP sets out policies for development within the General Urban Area.

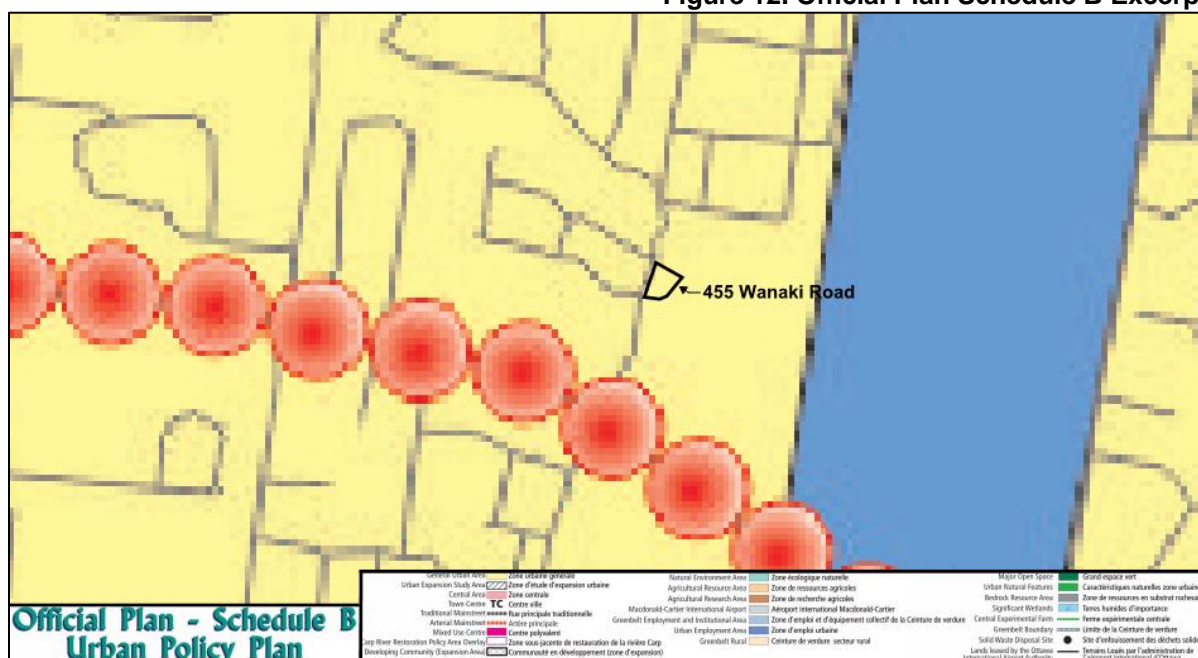
Section 3.6.1 of the OP states:

*“The General Urban Area designation permits 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.”*

Policy 1 of Section 3.6.1 of the OP states:

*“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.”*

**Figure 12. Official Plan Schedule B Excerpt**





The proposed apartment building will add new affordable housing options to the developing Wateridge Village. The proposed development will provide housing to meet the needs of all incomes and life circumstances and add to housing choices in the area. The Site Plan Control application is consistent with the intent of the General Urban Area.

Policy 2 of Section 3.6.1 of the Official Plan states that development applications, studies, other plans, and public works undertaken by the City in the General Urban Area will be evaluated in accordance with the policies of Sections 2.5.1 and 4.11. The policies of Sections 2.5.1 and 4.11 of the OP are discussed below.

### **3.1.1 Official Plan Section 2.5.1 – Urban Design and Compatibility**

Section 2.5.1 of the Official Plan sets out design objectives for how the City wants to influence the built environment as the City matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa. These design objectives are addressed below.

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

The proposed development is designed to a high standard with quality materials incorporated into the façade of the low-rise apartment building and oriented towards Provender Avenue and Wanaki Road. The Subject Property is located near one of two main entrances to Wateridge Village. The proposed development will be prominently located on the Subject Property and create a distinct identity for Wateridge Village.

- To define quality public and private spaces through development.

The location and orientation of the proposed apartment building will emphasise the front yard and public space between the building and Provender Avenue and Wanaki Road. The front yard is proposed to be landscaped with trees and soft landscaping (see Figure 13). The landscaping will define a quality private front yard and public sidewalks and cycling track along Wanaki Road.

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

A driveway is proposed off Burma Road to provide access to a parking lot including 8 parking spaces. Walkways will extend from the public sidewalks along Provender Avenue and Wanaki Road, and from the parking lot to the entrances of the apartment building. Ramps will improve the accessibility of the building.

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

The Subject Property is located within Wateridge Village. Lands to the north, east, and south of the Subject Property are vacant. New roads and public infrastructure adjacent to the Subject Property were recently constructed. The proposed apartment building will address Provender Avenue and Wanaki Road and provide a high quality landscaped front yard. The proposed development will contribute to defining the character of Wateridge Village.



### 3.1.2 Official Plan Section 4.11 – Urban Design and Compatible Development

Section 4.11 of the Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Design and compatibility of proposed development are considered based on the context of the Subject Property and neighbourhood.

Policy 2 of Section 4.11 sets out criteria for the evaluation of the compatibility of development applications. Relevant criteria are discussed below:

Traffic: As discussed in Section 1.3 of this Report, the Subject Property is adequately-serviced by multiple forms of transportation including public transit, biking, walking, and private vehicles. The proposed three-storey apartment building is not anticipated to generate a significant amount of vehicular traffic.

Vehicular Access: Vehicular access to the Subject Property is proposed by a driveway off Burma Road. The proposed three-storey apartment building is not anticipated to generate a significant amount of vehicular traffic.

Parking Requirements: A parking lot is proposed including eight parking spaces. Walkways are proposed on the Subject Property to connect entrances of the apartment building to the public sidewalks along Wanaki Road and Provender Avenue. These walkways promote the use of public transit, biking, and walking.

Supporting Neighbourhood Services: Wateridge Village is being developed on lands including the Subject Property. These lands formerly accommodated CFB Rockcliffe. Local supporting neighbourhood services and amenities will be designed and incorporated into the community.

Additional policies in Section 4.11 of the OP are categorized under the following headings: Building Profile, Building Profile and Compatibility, Building Transitions, Intensification Inside Stable Low-rise Neighbourhoods, and First Nations Peoples Design Interests.

Policy 7 of Section 4.11 defines “*Low-rise*” as “*a one to four storey building*”. The proposed development is considered a low-rise apartment building. Policies related to high-rise buildings and building transitions do not apply to the proposed three-storey low-rise apartment building. Wateridge Village is a developing neighbourhood. Policies regarding intensification inside a stable low-rise neighbourhood do not apply to the proposed development. The Subject Property is not public lands. Policy 15 of Section 4.11 regarding First Nations Peoples design interests does not apply to the Subject Property.

The proposed development is consistent with criteria and policies of Section 4.11 of the Official Plan.

### 3.2 Review of Development Applications

Section 4 of the City of Ottawa’s Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans were identified through



a Formal Pre-consultation Application meeting with the City at the beginning of the design and review process.

Required studies and plans were identified as relevant and have been prepared in support of the Site Plan Control application. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.4 – Water and Wastewater Servicing:

Section 4.4.1 states that the City will require development applications to be supported by an assessment of the adequacy of public services. A Site Servicing & Stormwater Management Report, and a General Plan of Services have been prepared by Novatech, dated June 25, 2019, for the Subject Property. The Site Servicing & Stormwater Management Report concludes:

*“Based on information in the Wateridge Development Phase 1B Design Brief (1), the municipal sanitary sewer and municipal watermain in Wanaki Road were sized to accommodate low-rise residential development of this site.”*

The report and plans are consistent with the relevant policies in Section 4.4.1 of the OP.

Relating to Section 4.7 – Environmental Protection:

Policy 1 of Section 4.7.2 of the OP requires applications for Site Plan Approval will be supported by a Tree Conservation Report and Landscape Plan. A Tree Conservation Report and Landscape Plan have been prepared by IFS Associates, dated June 2019.

Section 4.7.6 of the OP states the City will require that stormwater site management plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed management plans. An A Site Servicing & Stormwater Management Report, a Grading and Erosion and Sediment Control Plan, and an Erosion and Sediment Control Plan have been prepared by Novatech, dated June 25, 2019, for the Subject Property. The Site Servicing & Stormwater Management Report concludes:

*“On-site stormwater quantity control will be provided by using surface storage in the proposed parking lot area.*

*On-site stormwater quality control is not required, nor being provided. The Wateridge Eastern SWM pond located downstream provides quality treatment of stormwater runoff from the site. The report and plans are consistent with the relevant policies in Section 4.7.6 of the OP.”*

Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the OP states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Site Plan Control application, a Geotechnical Investigation has been prepared by Paterson Group, dated June 21, 2019.

Section 4.8.7 of the OP states that the City will require a noise study in support of development applications within 100 metres of an existing Major Collector Road. Wanaki Road is considered a Major Collector Road in the Former CFB Rockcliffe Community Design Plan. A Traffic Noise Assessment has been prepared by Gradient Wind Engineers & Scientists, dated May 29, 2019. The report concludes:

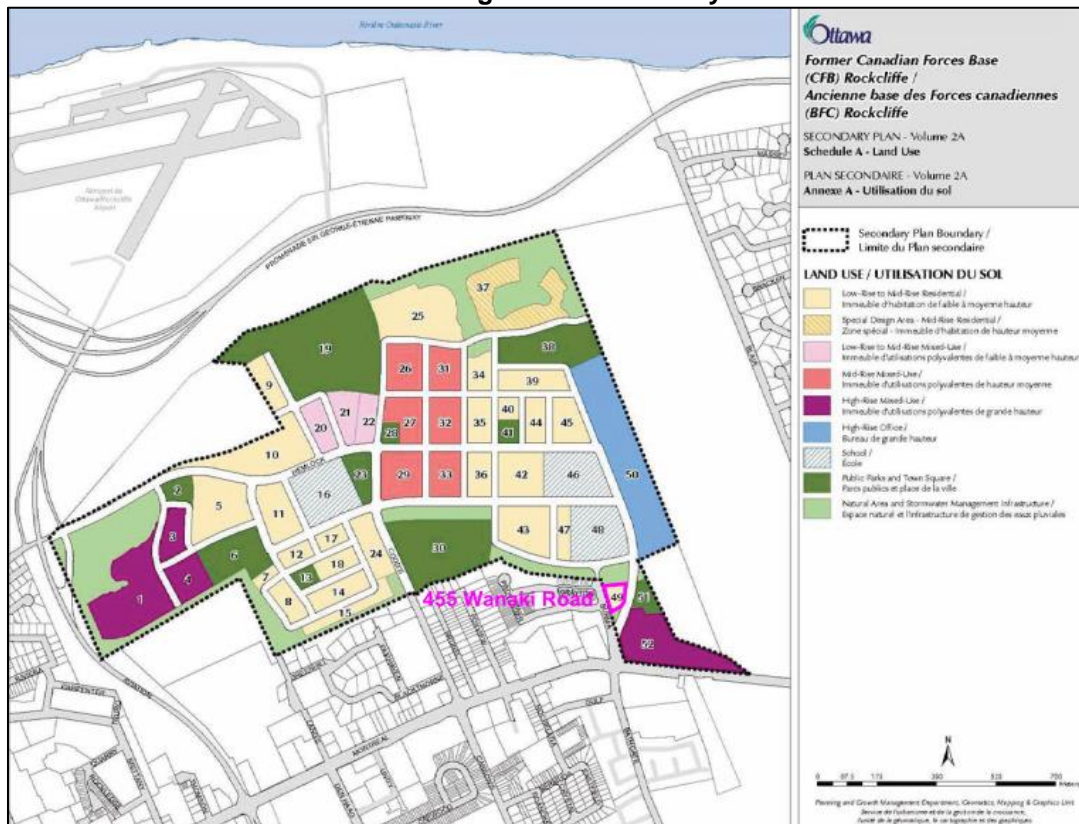
*“building components in compliance with the Ontario Building Code will be sufficient to ensure indoor sound levels remain below the ENGG criteria when windows are closed. The development will require a forced air heating system designed to accommodate central air conditioning, to be installed at the building owners discretion and would allow occupants to keep windows closed and maintain a comfortable living environment.”*

### 3.3 Former Canadian Forces Base (CFB) Rockcliffe Secondary Plan

The Former Canadian Forces Base (CFB) Rockcliffe Secondary Plan (the “Secondary Plan”) was prepared to guide the future development of former Canadian Forces Base Rockcliffe. These lands are being developed as the community of Wateridge Village. The Subject Property is within the study area of the Secondary Plan.

The Subject Property is designated ‘Low-Rise to Mid-Rise Residential’ on Schedule A – Land Use of the Secondary Plan (See Figure 14). Section 2.1.1 of the Secondary Plan sets out policies for lands designated Low-Rise to Mid-Rise Residential.

Figure 14. Secondary Plan Schedule A – Land Use



Section 2.1.1 of the Secondary Plan states: “*The intent of the Low-Rise to Mid-Rise Residential designation is to permit a limited area of lower density residential development and a larger area of medium density residential development.*” Policy 1 of Section 2.1.1 of the Secondary Plan states: “*All types of residential uses are permitted, with the exception of high-rise apartments.*”

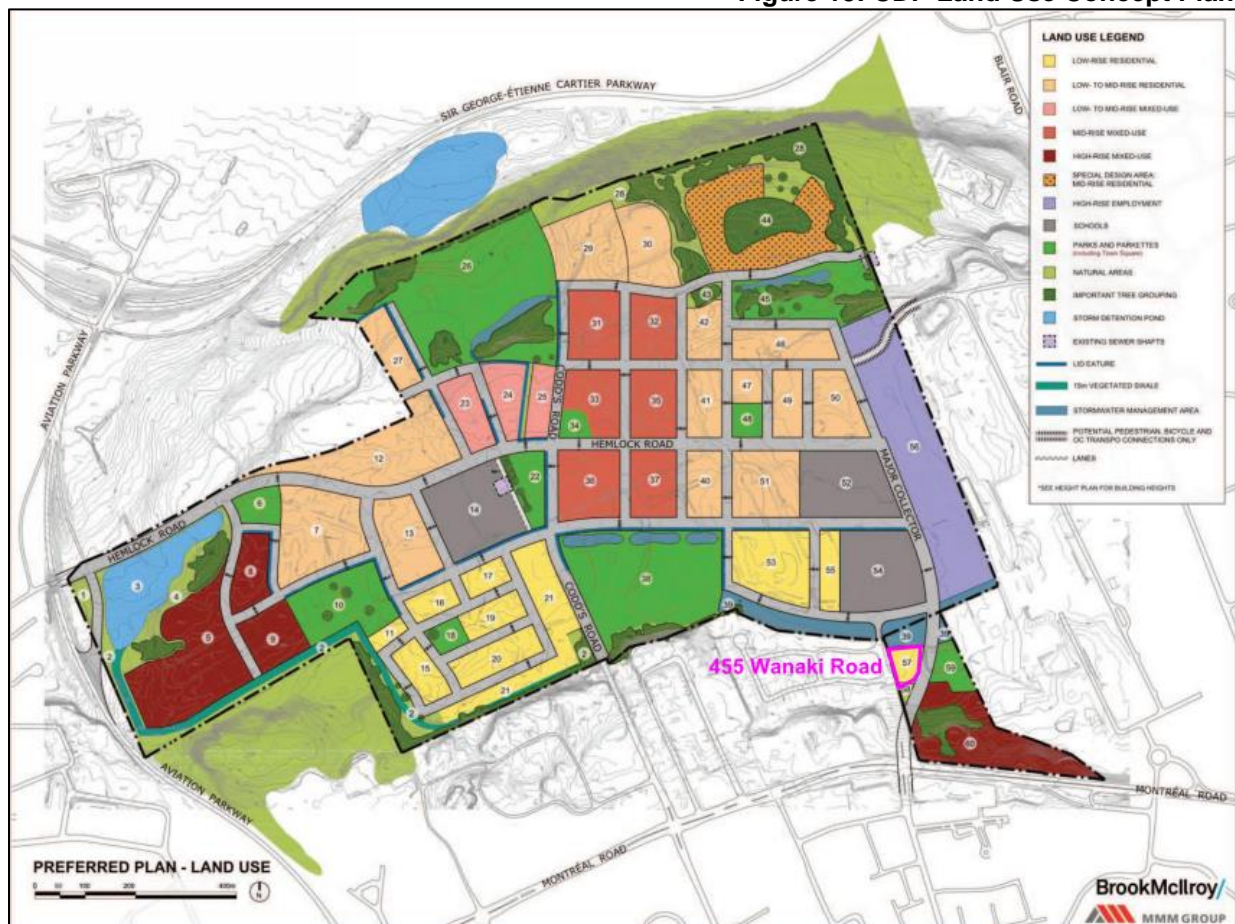
The proposed three-storey apartment building is consistent with the intent of Low-Rise to Mid-Rise Residential designation and is a permitted use under Policy 1 of Section 2.1.1 of the Secondary Plan.

### 3.4 Former CFB Rockcliffe Community Design Plan

The Former CFB Rockcliffe Community Design Plan (CDP) was prepared to guide the future development of the 131-hectare former Canadian Forces Base Rockcliffe. The CDP describes the existing conditions of the CDP study area, the planning and policy context of the site, details the structure of the new community, and sets out design guidelines for new development.

Figure 5.2 in the CDP includes a Concept Plan of land uses for Wateridge Village. The Subject Property (Block 57) is identified as ‘Low-rise Residential’ on the Concept Plan (see Figure 15).

**Figure 15: CDP Land Use Concept Plan**





Section 6.2.1 of the CDP sets out guidelines for new development of lands identified as 'Low-rise Residential'. Section 6.2.1 states: "*Permitted residential uses in low-rise residential areas will include single-detached, semi-detached, duplex, townhouse, stacked townhouse, and low-rise apartment dwelling units.*" The proposed low-rise apartment building is a permitted use on lands identified as 'Low-rise Residential' in the CDP.

Section 5.8 of the CDP includes guidelines for the inclusion of affordable housing into the developing community. Section 5.8 of the CDP states: "*The City of Ottawa and Canada Lands Company will explore partnerships within the private, public, and non-governmental sectors to accommodate affordable housing projects in the new community.*" The proposed development will help the City and Canada Lands Company to accommodate affordable housing options in the developing Wateridge Village. The proposed development is consistent with the guidelines of the Former CFB Rockcliffe Community Design Plan.

### 3.5 City of Ottawa Zoning By-law 2008-250

455 Wanaki Road is zoned Residential Fourth Density, Subzone Y, Urban Exception 2311 (R4Y[2311]) in the City of Ottawa's Zoning By-law 2008-250 (the "Zoning By-law"). The purpose of the Residential Fourth Density Zone is to:

- "(1) *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (4) *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced."*

The Site Plan Control application will facilitate the construction of a low-rise apartment building. The proposed development is consistent with the General Urban Area designation of the Subject Property. Approval of the Site Plan Control application will permit development of an apartment building that will add to the mix of residential development north of Montreal Road, and enhance the residential character of Wateridge Village. The Site Plan Control application is consistent with Purposes 1 and 4 of the Residential Fourth Density Zone.

Section 161 (1) of the Zoning By-law lists "apartment dwelling, low-rise" as a permitted use in the R4 zone. The proposed three-storey apartment building is a permitted use on the Subject Property.

The Subject Property has frontage along three roads and is considered a corner through lot in the Zoning By-law. Section 135 of the Zoning By-law sets out provisions for through lots and corner through lots in residential zones. Provision (1) of Section 135 states:

*"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."*

Provision (2) of Section 135 states:

*“In the case of a corner through lot, the minimum required corner side yard setback applies to the street that is mostly perpendicular to the other two streets, in accordance with the provisions of the Residential zone or zones in which such lot is located.”*

The front lot line of the Subject Property is along Provender Avenue. The rear lot line is the northern property line adjacent to a cycle path and stormwater management pond. Based on Provisions (1) and (2) of Section 135 of the Zoning By-law, required corner side yard setbacks apply along all three frontages of the Subject Property, and the required front yard setback applies to the rear lot line.

The proposed development conforms to the minimum lot width, minimum lot area, and minimum yard setbacks for a low-rise apartment building in the R4Y zone.

The Subject Property is zoned Urban Exception 2311. Urban Exception 2311 sets out additional zoning provisions for the Subject Property. Urban Exception 2311 states:

*“-where a lot line abuts a park, the minimum setback from that lot line is 5 metres;  
-where vehicular access is provided from a lane, the minimum required setback for a detached garage or detached carport from the rear lot line is 0.2 metres  
-maximum front yard setback is 6 metres for detached, semi detached, townhouse, three unit; linked-detached and stacked dwellings;  
-parking is not required for a group home and the minimum number of parking spaces required for a shelter is 1/200 square metres of GFA;  
-For a Planned Unit Development:  
i. when a planned unit development contains a stacked dwelling or apartment dwelling, the minimum front, rear and side yard setbacks for the planned unit development are 5 metres;  
ii. where a lot line abuts a park, the minimum required setback is 5 metres;  
iii. for detached, linked-detached, semi-detached, townhouse and stacked dwellings within a PUD, the maximum front, rear and side yard setbacks are 6 metres;  
iv. The minimum separation distance between buildings within a planned unit development is 3 metres  
-subsections 161(11), 161(11.1), 161(12), and 161(12.1) do not apply”*

The provisions of Urban Exception 2311 are situational based on the proposed use and design of a project, and on adjacent uses. The provisions of Urban Exception 2311 do not apply to the proposed low-rise apartment building on the Subject Property.

Table 1 sets out performance standards applicable to the Subject Property.

Section 101 of the Zoning By-law set out requirements for providing vehicle parking spaces. Provision (1) of Section 101 states: *“Within the areas shown as Areas B, C, D, X and Y on Schedule A1, off-street motor vehicle parking must be provided for any land use at the rate set out in Table 101 below.”* The Subject Property is located within Area X on Schedule 1A.

Table 1. R4Y[2311] Zone Performance Standards

Low-Rise Apartment Building Zone: R4Y[2311]		
Performance Standards	Required	Provided
Min. Lot Width	<b>18m</b>	<b>19.24m</b>
Min. Lot Area	<b>450m<sup>2</sup></b>	<b>1015m<sup>2</sup></b>
Min. Front Yard Setback (as per Section 135(1))	Applies to rear lot line: <b>5m</b>	<b>5m</b>
Min. Corner Yard Setback (as per Section 135(2))	Applies to Provender Avenue as well as Burma Road and Wanaki Road: <b>3m</b>	<b>3m</b>
Min. Interior Side Yard Setback	<b>n/a</b>	<b>n/a</b>
Min. Rear Yard Setback	<b>n/a</b>	<b>n/a</b>
Max. Building Height	<b>16m</b>	<b>11.6m</b>
Landscaped Area	30% of lot area: <b>338.2m<sup>2</sup></b>	<b>505.6m<sup>2</sup></b>
Amenity Area Table 137 (12)	Total Amenity Area: 15m <sup>2</sup> per dwelling unit up to 8 units, plus 6m <sup>2</sup> per unit in excess of 8: <b>120m<sup>2</sup></b>	<b>277m<sup>2</sup></b>
	Communal Amenity Area: 100% of amenity area required for first 12 units: <b>120m<sup>2</sup></b>	<b>129.8m<sup>2</sup></b>
	Layout of Communal Amenity Area - be located at grade and in the rear yard - be landscaped - consist of at least 80% soft landscaping - be located at grade and in the rear yard and may include one interior yard that abuts both the rear yard and interior side yard, unless the lot has access to a rear lane.	
Parking Requirements	Required	Provided
Min. Parking Space Rates (Section 101(3))	Area X on Schedule 1A, no off-street motor vehicle parking required for the first 12 units: <b>0 spaces required</b>	<b>8 spaces</b>
Min. Visitor Parking Space Rates (Section 102(2))	Area X on Schedule 1A, no visitor parking spaces required for the first 12 dwelling units: <b>0 spaces required</b>	<b>0 spaces</b>
Min. Bicycle Parking Space Rates (Table 111A(b)(i))	0.5 per dwelling unit: <b>4 spaces</b>	<b>4 spaces</b>

Provision (3) of Section 101 states:

*“Despite Subsection (1), within the area shown as Area X on Schedule 1A:*

*(a) in the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.”*

The proposed apartment building will accommodate fewer than 13 dwelling units. No vehicle parking spaces are required by Section 101 of the Zoning By-law for the proposed low-rise apartment building.

Section 102 of the Zoning By-law set out requirements for the provision of visitor parking spaces. Provision (1) of Section 102 states: *“Within the areas shown as Areas B, C, D, X, Y and Z on*

*Schedule 1A, in addition to the parking required under Section 101, off-street visitor motor vehicle parking must be provided for dwelling units at the rate set out in Table 102."*

Provision (2) of Section 102 states: "*Despite (1), within Areas B, X, Y and Z, no visitor parking spaces are required for the first twelve dwelling units on a lot.*" The proposed apartment building will accommodate fewer than 13 dwelling units. No visitor parking spaces are required by Section 102 of the Zoning By-law for the proposed low-rise apartment building. A parking lot including eight vehicle parking spaces is proposed in the northwestern corner of the property.

Section 111 of the Zoning By-law sets out provisions of the requirement for bicycle parking spaces. Provision (1) of Section 111 requires bicycle parking spaces be provided for lands located within Areas A, B, and C, and Villages in Area D on Schedule 1 of the Zoning By-law. The Subject Property is located within Area B of Schedule 1. Table 111A row (b) requires bicycle parking be provided at a rate of 0.5 per dwelling unit for the proposed low-rise apartment building. Four bicycle parking spaces are proposed within the low-rise apartment building.

The proposed development conforms to the provisions of the City of Ottawa Zoning By-law.

#### **4.0 CONCLUSION**

This Planning Rationale has been prepared in support of an application for Site Plan Control for the development of 455 Wanaki Road to accommodate a low-rise apartment building. The proposed apartment building will be three storeys in height and include affordable housing units. Eight parking spaces are proposed on the Subject Property.

The proposed development is consistent with policies of the City of Ottawa's Official Plan. This rationale demonstrates the proposed development maintains the intent and policies of the General Urban Area designation, and is compatible with the surrounding uses and community. The proposed apartment building conforms to the City of Ottawa's Zoning By-law.

The proposed development is considered appropriate development for the Subject Property and represents good land use planning.

#### **NOVATECH**

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Director | Planning & Development



Appendix A:  
Site Plan

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1 SITE PLAN  
A100 1:100



LOW-RISE APARTMENT ZONE: R4Y[2311]		
PERFORMANCE STANDARDS	REQUIRED	PROVIDED
MIN. LOT WIDTH	18m	19.24m
MIN. LOT AREA	450sqm	1015sqm
MIN. FRONT YARD SETBACK (AS PER SECTION 135(1))	APPLIES TO REAR LOT LINE: 5m	5m
MIN.CORNER YARD SETBACK (AS PER SECTION 135(2))	APPLIES TO PROVENDER AVE. AS WELL AS BURMA RD. AND WANAKI RD.: 3m	3m
MIN. INTERIOR SIDE YARD SETBACK	N/a	N/A
MIN. REAR YARD SETBACK	N/A	N/A
MAX. BUILDING HEIGHT	16m	11.6m
LANDSCAPE AREA	30% OF LOT AREA = 338.2SQM	505.6SQM
AMENITY AREA TABLE 137(2)	TOTAL AMENITY AREA: 15SQM PER DWELLING UNIT UP TO 8 UNITS, PLUS 6SQM PER UNIT IN EXCESS OF 8: 120SQM	277SQM
	COMMUNAL AMENITY AREA: 100% OF AMENITY AREA REQUIRED FOR FIRST 12 UNITS: 120SQM	129.8SQM
	LAYOUT OF COMMUNAL AMENITY AREA -BE LOCATED AT GRADE AND IN THE REAR YARD -BE LANDSCAPED -CONSIST OF AT LEAST 80% SOFT LANDSCAPING -BE LOCATED AT GRADE AND IN THE REAR YARD AND MAY INCLUDE ON INTERIOR YARD THAT ABUTS BOTH THE REAR YARD AND INTERIOR SIDE YARD, UNLESS THE LOT HAS ACCESS TO A REAR LANE.	
PARKING REQUIREMENTS	REQUIRED	PROVIDED
MIN. PARKING SPACE RATES (SECTION 101(3))	AREA X ON SCHEDULE 1A, NO OFF- STREET MOTOR VEHICLE PARKING REQUIRED FOR THEFIRST 12UNITS: 0 SPACES REQUIRED	8 SPACES
MIN. VISITOR PARKING RATES SECTION 102(2))	AREA X ON SCHEDULE 1A, NO VISITOR PARKING REQUIRED FOR THEFIRST 12UNITS: 0 SPACES REQUIRED	0 SPACES
MIN. BICYCLE PARKING SPACE RATES (TABLE 111A(b)(i))	0.5 PER DWELLING UNIT: 4 SPACES	4 SPACES

NOTES:

- 1 RETAINING WALL
- 2 DEPRESSED CURB B.F. ACCESS
- 3 CURB CUT FOR OVERFLOW
- 4 DRAIN TO FOUNDATION DRAINAGE

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HABITAT FOR  
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PROJECT

HABITAT GO

455 WANAKI ROAD  
OTTAWA, ONTARIO

TITLE

SITE PLAN

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2

A100