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Restoration

## Terry Fox Zens

### Planning Rationale & Design Brief



Prepared for: Claridge Homes

**TERRY FOX ZENS  
5331 FERNBANK DRIVE  
OTTAWA, ONTARIO**

**PLANNING RATIONALE & DESIGN BRIEF  
IN SUPPORT OF APPLICATION FOR  
SITE PLAN CONTROL**

Prepared For:

Claridge Homes



Prepared By:



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June 2, 2021

Novatech File: 121011  
Ref: R-2021-062

June 2, 2021

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

**Attention:** Laurel McCreight, Planner II

**Reference:** **Terry Fox Zen Apartments – 5331 Fernbank Road**  
**Planning Rationale & Design Brief**  
**Our File No.: 121011**

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Novatech has been retained by Claridge Homes to prepare this Planning Rationale and Design Brief in support of application for *Site Plan Control* for their property municipally known as 5331 Fernbank Road in Ward 23 – Kanata South, Ottawa, Ontario.

Claridge is proposing to develop 16 three-storey buildings, 12 units each, totaling 192 units with surface parking with associated pathways and drive aisles, as well as a private park block on the southwestern portion of the Site.

This Planning Rationale and Design Brief outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement*, conforms to the *City of Ottawa's Official Plan* and complies with the provisions of *Zoning By-Law 2008-250*.

Yours truly,

**NOVATECH**



Kiana Simmons, B.E.S (PI)  
Planner

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## 1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Claridge Homes to prepare this Planning Rationale and Design Brief in support of application for *Site Plan Control* for their property municipally known as 5331 Fernbank Road in Ward 23 – Kanata South, Ottawa, Ontario.

Claridge is proposing to develop 16 three-storey buildings, 12 units each, totaling 192 units with surface parking with associated pathways and drive aisles, as well as a private park block on the southwestern portion of the Site.

This Planning Rationale and Design Brief outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement*, conforms to the *City of Ottawa's Official Plan* and complies with the provisions of *Zoning By-Law 2008-250*.

### 1.1 Site Description and Surrounding Uses

The Subject Site is located within a predominantly residential area. The topography of the site, and surrounding areas is generally flat. The Subject Site is entirely vacant and has been historically used for agricultural purposes as shown on **Figure 1**.

The Subject Site is located 20 kilometres southwest of downtown Ottawa, outside the Greenbelt, in the community of Kanata South as shown on **Figure 2**. The Subject Site has an area of 2.67 ha. and has frontage on Fernbank Road, Terry Fox Drive and Cope Drive. The lands are legally described as follows;

PART OF LOT 30 CONCESSION 10, GOULBOURN, PART 1 PLAN 4R17373 ,  
EXCEPT PART 4, PLAN 4R20112; OTTAWA. SUBJECT TO AN EASEMENT IN  
FAVOUR OF HYDRO OTTAWA LIMITED OVER PARTS 5,6, 7, 8 AND 9 PLAN  
4R20112 AS IN OC455206.

ROAD ALLOWANCE BETWEEN LOTS 30 AND 31 CONCESSION 10, GOULBOURN  
LYING BETWEEN PARTS 3 AND 4 ON 4R17373 AND PART 2 ON PLAN 4R20112, AS  
CLOSED BY N599928; OTTAWA

PART OF LOT 31, CONCESSION 10, GOULBOURN, PART 1 ON PLAN 4R19334 CITY  
OF OTTAWA



Figure 1: Existing Site conditions looking north from Fernbank Road.

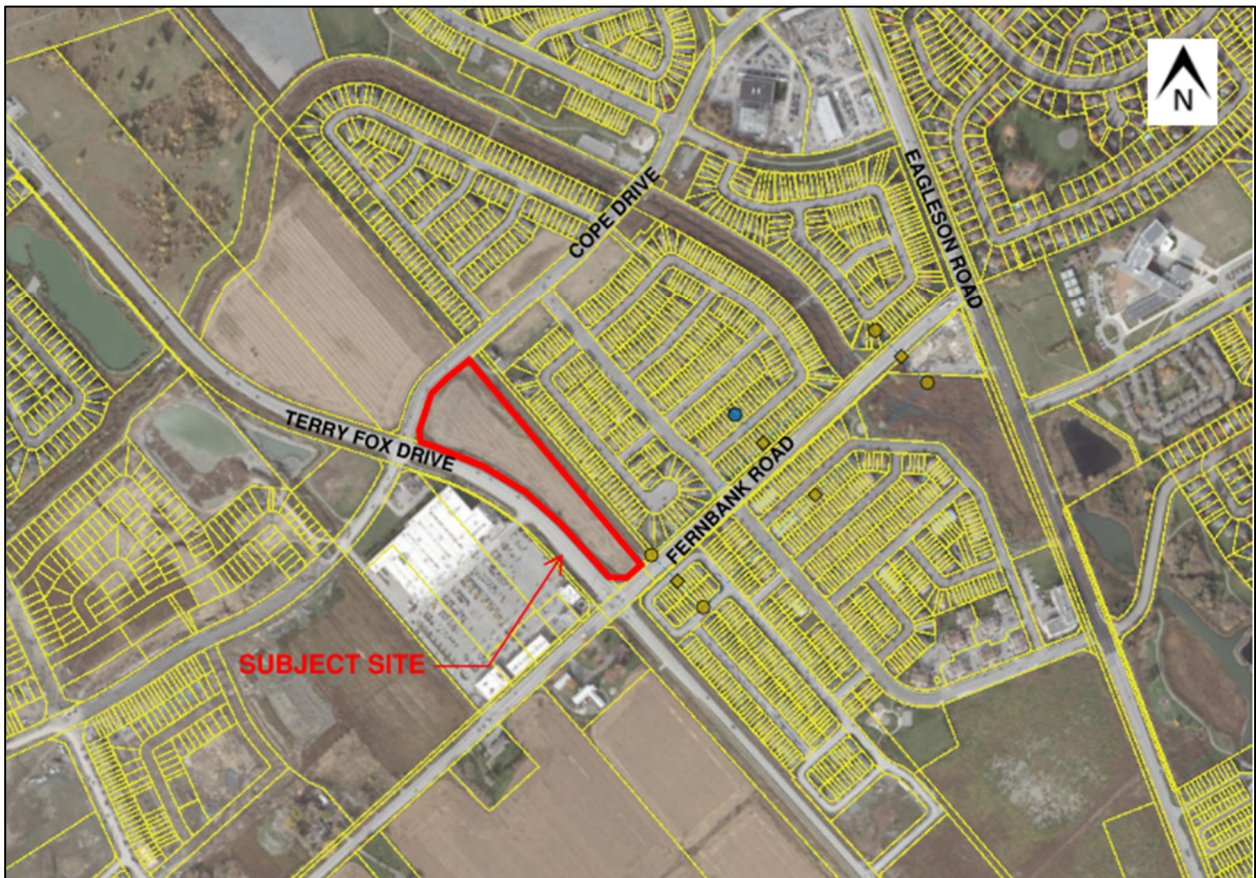


Figure 2: Subject Site and surrounding land uses.

The following describes the adjacent land uses as illustrated in **Figures 3, 4, 5 and 6**.

**North:** North of the property across Cope Drive is known as 225 Cope Drive, which is also being developed by Claridge. A Draft Plan of Subdivision was approved April 28, 2021.



*Figure 3: View North of the Subject Site, from the Fernbank Road.*

**West:** A Smart Centres plaza with a Walmart as the anchor tenant is located at 5357 Fernbank Road on the southwest corner of Terry Fox Drive and Cope Drive.



*Figure 4: The Shopping Plaza west of the Subject Site, across Terry Fox Drive.*

**South:** Fernbank Road, a four-lane arterial road bounds the site to the south. The lands beyond Fernbank Road are occupied by a made up of two-storey townhouse blocks.



*Figure 5: Looking across Fernbank Road to a recently completed townhouse development south of the Subject Site.*

**East:** The Subject Site is bounded to the east by townhouse dwellings with frontage on Northgraves Crescent in the adjacent Soho West Community.





Figure 6: View east from Terry Fox Drive, across the subject site of the adjacent Soho West Community

## 1.2 Proposed Development

Claridge is proposing a Planned Unit Development comprised of 13 of their Zen Models, with associated pathways, parking and amenity area. There will be a total of 192 units, each with two-bedrooms and a private balcony. Communal area is also provided at the exteriors of the buildings and further provided in the private park block, on the south-west portion of the site. A total of 268 parking spaces are proposed in shared parking areas. 38 visitor parking spaces are proposed, and 3 barrier free spaces.

Garbage collection is located along the internal corridor of the site and will be collected using earth bins and screened compost receptacles. Two vehicular accesses are proposed to the site, one off Terry Fox Drive, and one from Cope Drive. Both will be connected to the internal drive aisle and connected parking areas. A series of pathways throughout the site connect the buildings to the greater public realm, and surrounding network of sidewalks. Open areas will be appropriately landscaped.

The Site Plan is included in the application documents.

## 2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports and plans prepared by Novatech, Patterson Group, and RLA Architect Inc in support of the proposed development:

- Site Plan REV 4 by RLA Architecture, dated April 30, 2021.
- Site Servicing Report by Novatech dated June 2, 2021.

- Civil engineering plans by Novatech dated June 2, 2021.
- Geotechnical Investigation Report by Patterson Group, dated March 5, 2021.
- Transportation Impact Assessment by Novatech dated June 2021.
- Detailed Noise Control Study by Novatech, dated June 2, 2021.
- Phase I Environmental Site Assessment, by Paterson group, dated February 1, 2021.

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The *Provincial Policy Statement (PPS) 2020* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in Section 2 of the *Planning Act*. The decisions that affect all planning matters “shall be consistent with” relevant policy statements under the authority of Section 3 of the *Planning Act*. The following is an overall review of the applicable PPS policies:

##### ***Building Strong Healthy Communities***

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

Policy 1.1.1 states that healthy, liveable, and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

The proposed development will achieve an efficient land use pattern by using land within an existing urban area for residential development. The proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services. The medium density Zen apartments cater to the needs of a range of individuals and families in the community, with the design of the building centred around accessibility for the residents.

Section 1.1.3 speaks to settlement areas, which are urban areas and rural settlement areas and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development. The Subject Site is located within an existing settlement area.

Policy 1.1.3.2 notes that land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed.*

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.6 states that new development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*. The proposed residential development is situated on lands designated as settlement area with the overall community experiencing growth and development. The lands will be serviced by existing infrastructure, and represents an efficient use of land and resources.

Section 1.4 of the *PPS* speaks to housing with the applicable policies. Policy 1.4.3 requires that planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed residential development will contribute to a mix of dwelling unit typologies in the community provides additional housing options to a range of individuals and families. The proposed development represents a compact built form and efficiently uses land resources. The development is situated within an existing 15-minute neighbourhood and benefits from access to retail, recreation and services within walking distance from the proposed residential development.

Section 1.5 of the *PPS* speaks to public spaces, recreation, parks, trails, and open space with the applicable policies. Policy 1.5.1 notes that healthy, active communities should be promoted by:

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

The Subject Site has been designed with private amenity space surrounding the buildings and a private park block on the south-western side. A path network connects building access points to the public realm. The proposed residential development will have access to passive and active recreational green spaces located within walking and cycling distance but will namely benefit from the private park block provided on site.

Section 1.6.6 addresses sewage, water, and stormwater services. Policy 1.6.6.2 notes that *municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services. The proposed residential development will be connected to municipal infrastructure including water, stormwater, and sanitary services.

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

Section 2.0 of the *PPS* speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes that the diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*. No natural or environmental features were found on the Subject Site, as later explained in the EIS.

Sections 2.2 to 2.6 reference water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archeology. None of these features exist on the Subject Site.

Relating to Section 2.2 (Water), no watercourses were identified on the Subject Site in the EIS. Stormwater management infrastructure will ensure that runoff is controlled for quantity and treated for quality.

Relating to Section 2.3 (Agriculture), the Subject Site is located within the urban boundary of the City of Ottawa; it does not have any identified agricultural potential.

Relating to Section 2.4 (Minerals and Petroleum), the Subject Site has no known areas of mineral or petroleum potential; it will not impact areas of petroleum potential.

Relating to Section 2.5 (Mineral Aggregate Resources), the Subject Site has no known mineral aggregate potential; it will not impact areas of mineral aggregate potential.

Relating to Section 2.6 (Cultural Heritage and Archaeology), an Archaeological Resource Assessment was not required by City staff for this application.

### ***Protecting Public Health and Safety***

Section 3.0 considers the Province's long-term prosperity, environmental health and social well-being which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

Regarding Section 3.1 (Natural Hazards), the site is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, or large inland lakes. A Geotechnical Investigation Report was prepared by Patterson Group, dated March 5, 2021. No geotechnical concerns were identified, and development can proceed using standard engineering practices.

Regarding Section 3.2 (Human-Made Hazards), Patterson Group was retained to conduct a Phase I Environmental Site Assessment (February 1, 2021) for the site. There were no issues of potential environmental concern related to soil and groundwater identified on the Site. A need to conduct a Phase II ESA was not identified.

### **3.2 City of Ottawa Official Plan**

The Subject Site is designated as *General Urban* in the *City of Ottawa Official Plan Schedule B – Urban Policy Plan* as shown on **Figure 7**. As per Section 3.6.1 of the *Official Plan*, 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”.

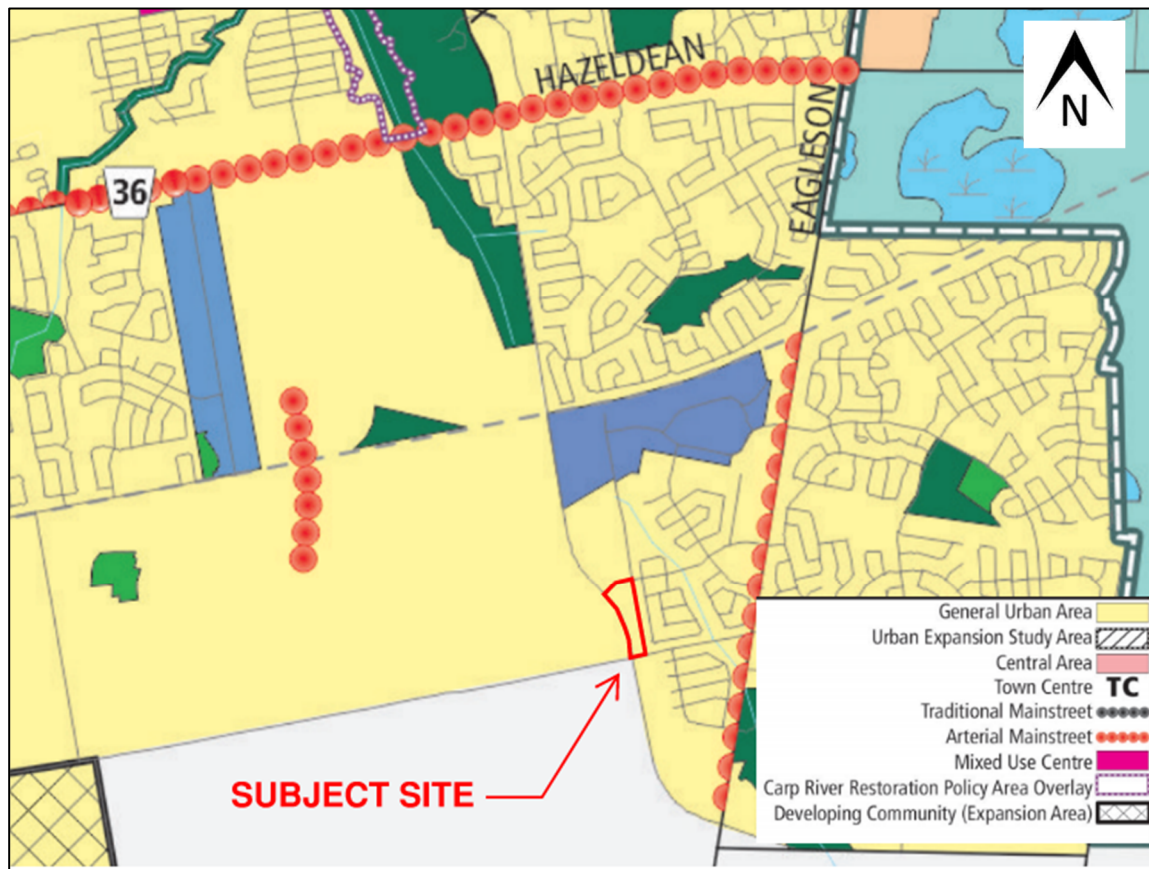


Figure 7: Official Plan Schedule B.

The applicable policies under Section 3.6.1 are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018]*
2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*
3. *Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.*

The proposed residential development will be medium density and three storeys, as permitted under the current zoning, which provides for an efficient use of land resources and greater range of housing types.

The Zen model is a three-storey, twelve-unit building comprised of two-bedroom units which provides for additional housing options to fulfil the needs of individuals and families.

Section 2.5.1 of the *Official Plan – Designing Ottawa* is concerned with how buildings, landscapes, and public spaces look as well as function together. Design elements should work together to complement and enhance the unique aspects of a community’s history, landscape, and its culture. Further, it is noted that “*encouraging good urban design and quality as well as innovative architecture can also stimulate the creation of lively community places with unique and distinct character while attracting people and investment to the City*”. Compatible development speaks to enhancing the features of an established community and coexisting with existing development without causing undue adverse impacts on surrounding properties. Section 4.11 which also speaks Urban Design and Compatibility will be reviewed in conjunction with Section 2.5.1.

The following is a review of the design objectives and summary of how the proposed development is consistent with these objectives:

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

The proposed residential development will establish itself as a unique development within the greater community, fulfilling the pressing need for more affordable housing typologies, and is compatible with the surrounding development, and approved development north of the Subject Site. There are existing areas in the surrounding area with similar densities. This is an appropriate form of density at the edge of the existing subdivision as it provides a transition between an arterial road and established low-rise neighbourhood.

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

Future residents of the proposed residential development will have access to shared outdoor amenity space, and private balconies for each unit. Pathways will connect the site to the public realm.

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

The layout of the site will provide for a safe and navigable access to Cope Drive, Terry Fox Drive, Fernbank Road, and network of sidewalks and the surrounding community. The orientation of the proposed buildings will allow for visual continuity between Terry Fox Drive and the existing neighbourhood to the west.

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

The proposed development is a popular Claridge model, which has been proven to fit into its suburban context. Zens models were constructed to the south on Overberg Way, and have been used to meet the need for a more affordable dwelling typology in the community. The Subject Site supports the existing character of the area by creating an appropriate height and density transition between the existing dwellings to the east, and Terry Fox Drive.

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

The proposed residential development is located in a Community which is already experiencing growth and new development. Once built out and completed, it is not anticipated to evolve significantly in the future.

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

The proposed residential development will respect the Subject Site's surrounding natural and environmental features. As noted in the EIS, no natural or environmental features were found on the Subject site, and as such the proposed development will not result in adverse environmental impact.

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

Access to transit services and sidewalks within the surrounding community will lead to a mixture of neighbourhood services and amenities within walking and cycling distance that will encourage future residents to reduce their overall carbon footprint and support the City's adopted goal of achieving a 15 minute neighbourhood.

Section 4.11 of the *Official Plan* also refers to Urban Design and Compatibility and works in conjunction with the policies found in Section 2.5.1 as previously reviewed. The policies within this section focus on urban design and compatibility at a more localized scale for neighbourhoods and individual properties. Although it is important to consider all policies in the design aspects, the policies that are relevant to the proposed development are reviewed below.

## **Views**

*“Depending on its location, the mass or height of new development may enhance or impact the views visible from public viewpoints, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view”.*

The proposed residential development will not impact the views of any public monuments, bridges, civic spaces, landforms, and other valued spaces.

## **Building Design**

*“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City's design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors”.*

Elevations of the proposed buildings are provided below in **Figures 8 to 11**. As demonstrated in the elevations, the architectural style and design elements provide for visual interest along streetscapes while ensuring compatibility with the existing character of the surrounding community.



The buildings have been designed more or less symmetrically with balconies on the front and rear faces. Doors are located in the centre of the face of the buildings. All the buildings have been designed with complimentary design elements and cladding which tie into the overall neighbourhood. This linear cladding is oriented into three layers to give the elevations “a base, a middle, and a top” and to lower the apparent height. The top floor features a projected partial roof over the canopy to create another horizontal line to help visually lower the height of the building. Windows are proposed on all sides to ensure sufficient sunlight in each unit, and to maintain “eyes on the street” surrounding the buildings.

**Figures 8 and 9** provide elevations of the proposed building within the surrounding context. The building itself acts as a transition from the residential dwellings in the neighbourhood.

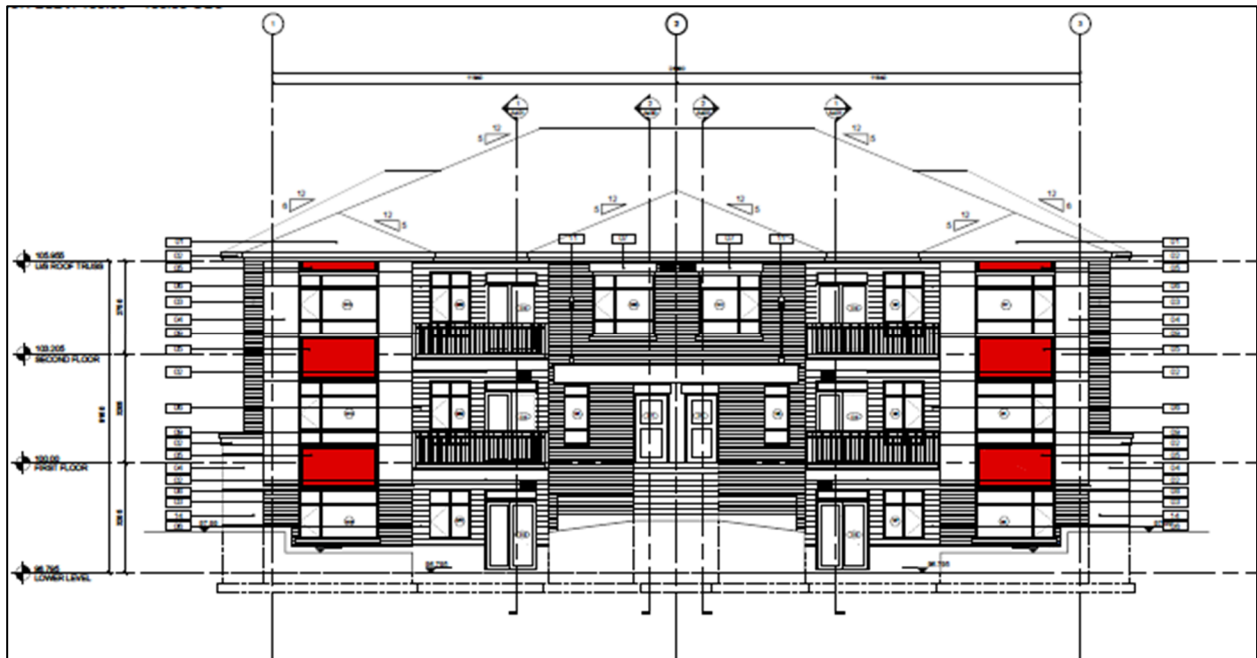


Figure 8: Front Elevations of Zens Model Block A

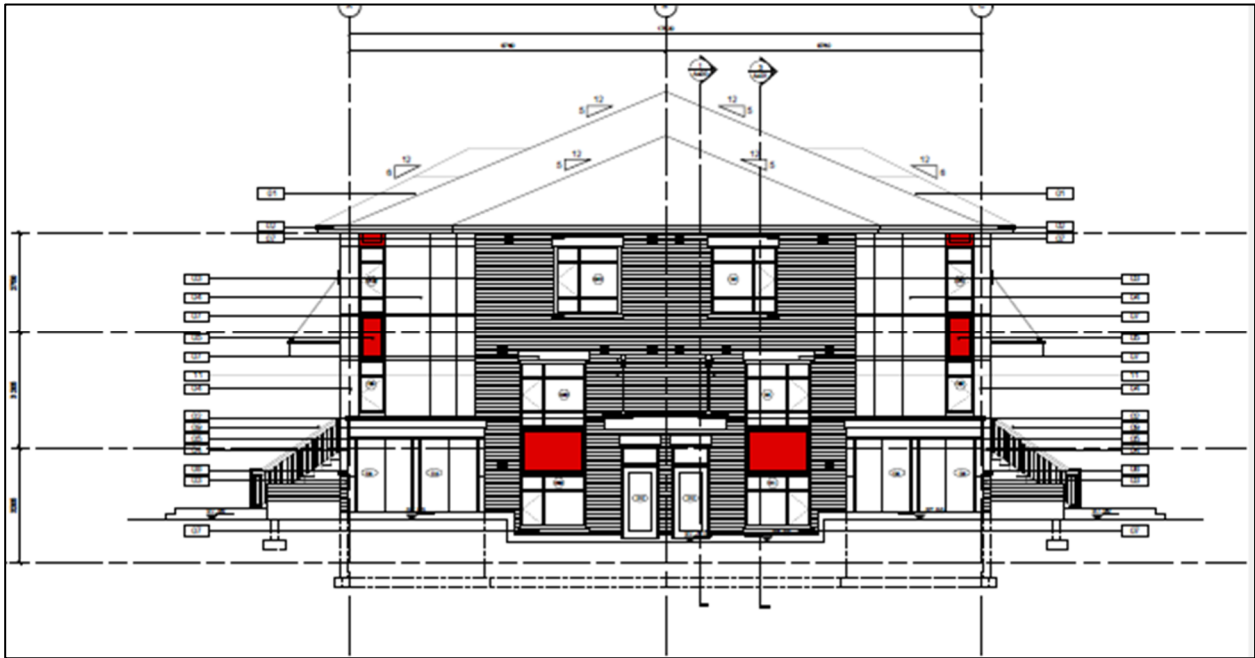


Figure 9: Side Elevations of Zens Model Block A

### Massing and Scale

*“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings”.*

As shown in the above elevations, the massing and scale of the proposed dwellings is compatible with the character found in the surrounding community, and provides transition between the neighbourhood and adjacent arterial roadway. A similar built form and transition to lower rise units exist elsewhere in the area, for example on Overberg Way.

The measures used to ensure appropriate building transition between the Subject Site and neighbouring properties to east including a large interior side yard setback as well as carefully designed landscaping elements, and the sidewalks connecting the site to the overall community, as well as Terry Fox Drive and the public realm.

The Subject Site is located along a Spine Route, a Cross-town pathway and a multi-use pathway as shown on **Figure 10**.



Figure 10: Excerpt from City of Ottawa Official Plan Schedule C: Primary Urban Cycling Network.

Presently, Fernbank Road and Terry Fox Drive is identified as Major Arterial Roads in the Official Plan. All day Transit Services are provided along Fernbank Road and in the future, will connect this site to the Light Rapid Transit system.

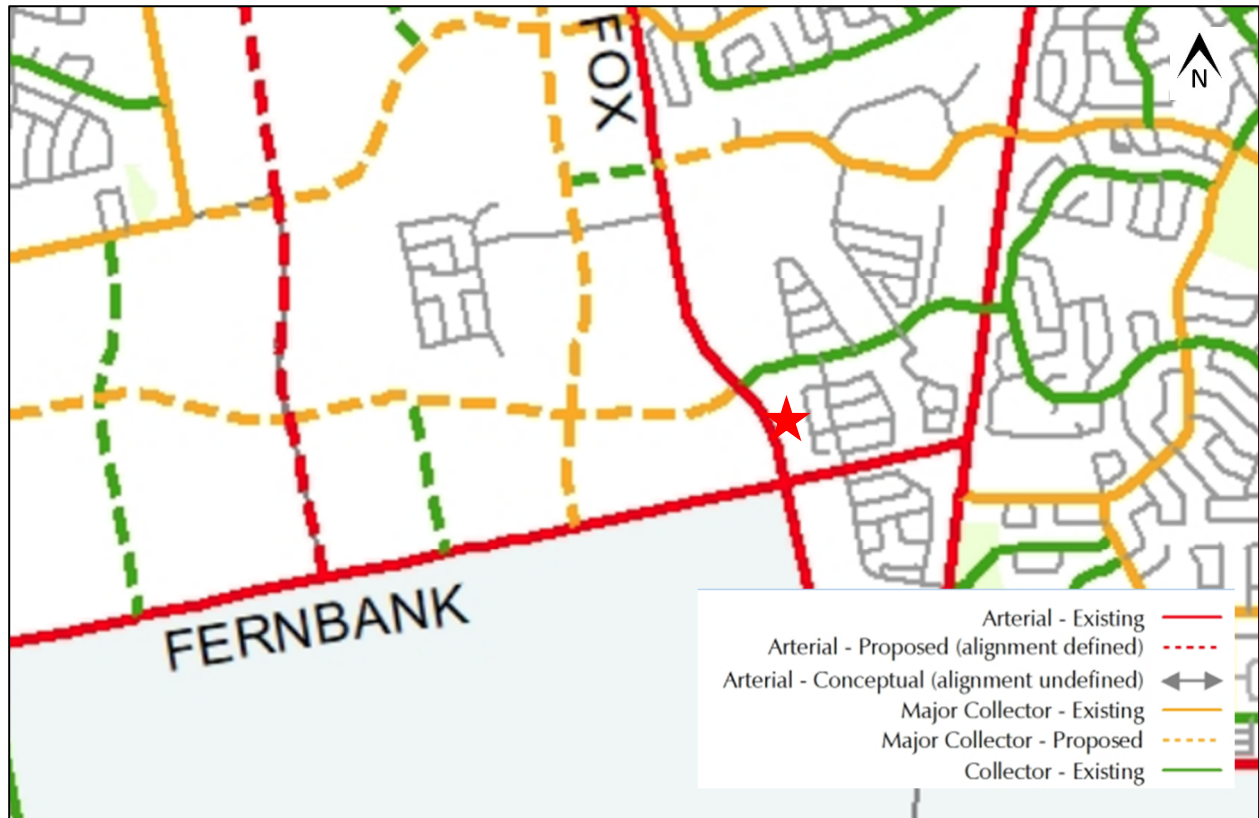


Figure 11: Excerpt of Schedule E: Urban Road Network

Section 4.4 speaks to ensuring that the development has a reliable supply of good quality water and safe disposal of wastewater. Applicants are required to demonstrate the servicing proposed for the development is adequate. The applicable policies under Section 4.4.1 are listed below.

1. *The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services...*

The proposed residential development will be served by expanded municipal service as indicated in the Site Servicing Report, prepared by Novatech, dated June 2, 2021.

### 3.3 Zoning By-law 2008-250

The Subject Site is currently zoned *General Mixed Use – GM* and subject to Urban Exception number 2411 under the *City of Ottawa’s Zoning By-law 2008-250* as shown on **Figure 15**. The purpose of the *General Mixed Use – GM* is to:

1. *allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;*

2. limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
3. permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
4. impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The proposed development of a low-rise apartment building is a permitted land use within the *General Mixed Use – GM* zone. The building has been designed to be compliant with the standards of the *General Mixed-Use Zone*, and the residential nature of the building is compatible with the surrounding properties.

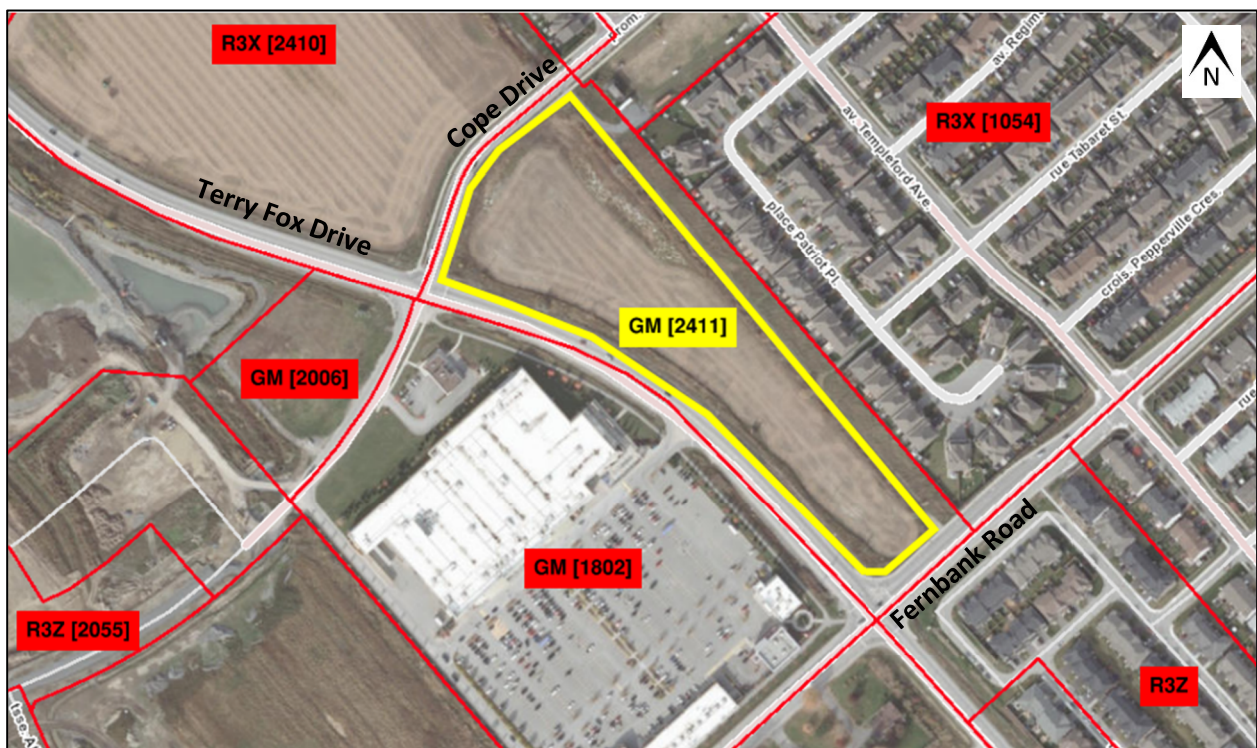


Figure 12: Zoning excerpt from GeoOttawa.

#### 4.0 CONCLUSION

It is our assessment that the proposed residential development is consistent with the *Provincial Policy Statement*, conforms with to the *City of Ottawa Official Plan* , and complies with *Zoning By-Law 2008-250*. This planning rationale, along with the associated technical studies supports the development of the residential development.

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

Sincerely,

#### NOVATECH

Prepared by:



Kiana Simmons B.E.S (PI)  
Planner

Reviewed by:



Greg Winters, MCIP, RPP  
Senior Project Manager