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Residential
Commercial &
Institutional
Environmental
Restoration

4624 Spratt Road Ottawa, Ontario

Planning Rationale and Design Brief



Prepared for: Claridge Homes

**4624 SPRATT ROAD
OTTAWA, ONTARIO**

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

Prepared For:

Claridge Homes



Prepared By:



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February 7, 2022

Novatech File: 121328
Ref: R-2021-192

February 7, 2022

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**Reference: 4624 Spratt Road
Planning Rationale and Design Brief
Our File No.: 121328**

Novatech has been retained by Claridge Homes to prepare this Planning Rationale and Design Brief in support of an application for Site Plan Control for their property municipally known as 4624 Spratt Road in Ward 22 Gloucester – South Nepean, Ottawa.

Claridge is proposing to develop 'Missing Middle Housing' – 120 stacked dwellings in ten three storey buildings containing 12 units each, with surface parking and associated pathways. There is a dedicated private communal amenity area on the Subject Site.

This Planning Rationale and Design Brief outlines the proposed development and demonstrates that the proposal is consistent with the Provincial Policy Statement, conforms to both the current and new City of Ottawa Official Plans and complies with the provisions of Zoning By-Law 2008-250.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

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1.0 INTRODUCTION

Novatech has been retained by Claridge Homes to prepare this Planning Rationale and Design Brief in support of an application for Site Plan Control for their property municipally known as 4624 Spratt Road in Ward 22 Gloucester – South Nepean, Ottawa.

This Planning Rationale and Design Brief outlines the proposed development and demonstrates that the proposal is consistent with the Provincial Policy Statement, conforms to both the current and new City of Ottawa Official Plans and complies with the provisions of Zoning By-Law 2008-250.

2.0 DEVELOPMENT PROPOSAL

Claridge is proposing to develop 120 stacked dwellings in ten of their three-storey 'Zen Urban Flats' buildings, each of which contains 12 dwelling units. The dwellings have two bedrooms and a balcony or ground level terrace as private open space. In addition to smaller communal amenity areas throughout the site, there is a dedicated 540m² amenity area on the Subject Site (shown as 'Park' on the Site Plan, although it will be a private amenity area).

Vehicular access is from Spratt Road only via two accesses and a double loop access driveway. Parking is provided with spaces at 90 degrees to the driveway and in parking lots with 24 spaces each. A total of 168 parking spaces are proposed in shared parking areas. Of these, 24 are visitor parking spaces. This number complies with the Zoning By-law.

There is no vehicular access from Nutting Crescent to the west but there is a pedestrian connection there. A series of pathways throughout the site connect the buildings to the broader public realm, and the surrounding network of sidewalks. Open areas will be appropriately landscaped. Garbage collection is located along the internal corridor of the site and will be collected using earth bins and compost bin enclosures.

3.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site is located on the west side of Spratt Road, immediately to the north of the future transitway and future South Spratt Bus Rapid Transit (BRT) station. It is 2.39 ha in area, but approximately 3115m² in the southeastern corner does not form part of the development as it will likely be sold, potentially for commercial development adjacent to the BRT station. This was a request of City staff at the pre-application consultation. The remaining area is 2.08 ha. The topography of the site and surrounding area is generally flat. The Subject Site is entirely vacant and has been historically used for agricultural purposes. It is almost entirely cleared of vegetation, with a small number of trees in the northeast corner of the site.

The lands are legally described as: BLOCK 177 PLAN 4M1470 EXCEPT PT 1 4R29198 CITY OF OTTAWA

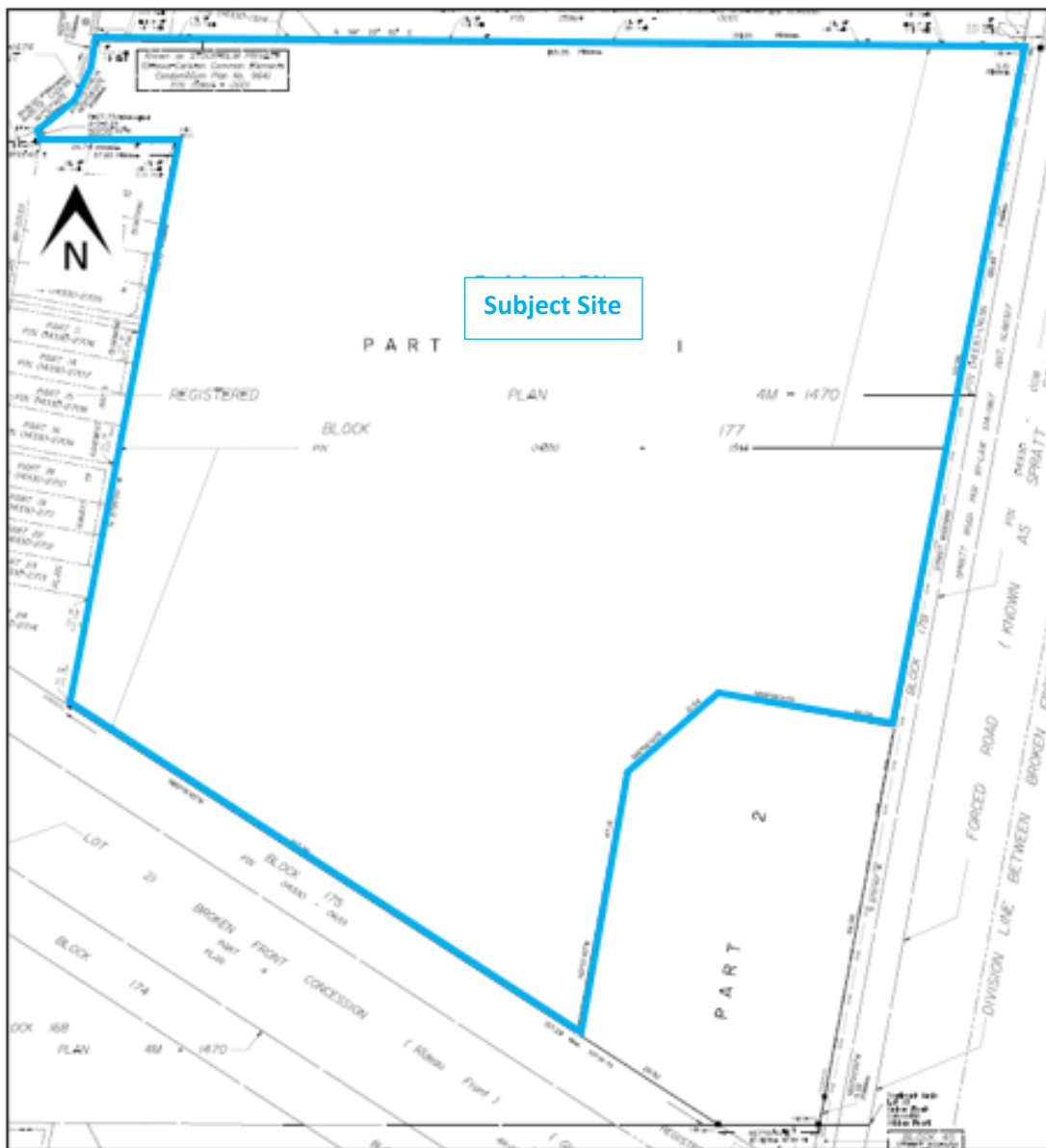


Figure 1: Subject Site shown on the Plan of Survey

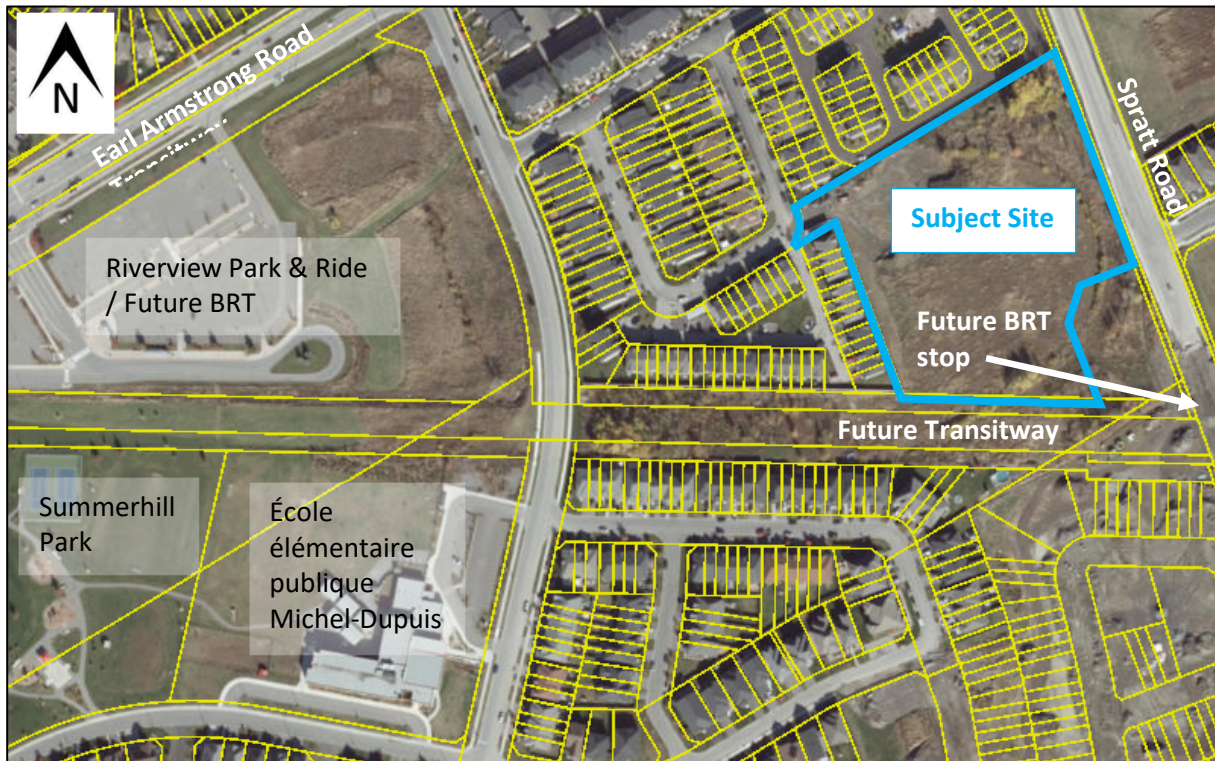


Figure 2: Subject Site and surrounding land uses.

The following describes the adjacent land uses as illustrated in **Figures 3, 4, 5 and 6**. **North:** Back to back townhouses on private streets accessed from Poplin Street and completed around 2019:



Figure 3: Looking north from above the Subject Site to the back to back townhouses to the north

East: Across Spratt Road are single detached dwellings completed in 2019, a future park, and land intended for future development:



Figure 4: Looking east across Spratt Road from above the Subject Site

South: A future Transit Way and 'South Spratt' BRT stop, with residential development beyond:



Figure 5: Looking south from above the Subject Site

East: Recently completed townhouses on a private street accessed from Nutting Crescent:



Figure 6: Looking west from above the Subject Site

4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 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 dwellings cater to the needs of a range of individuals and families in the community.**

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 and provides additional housing options to a range of individuals and families. It is an example of ‘Missing Middle Housing’ as defined in the new City of Ottawa Official Plan. 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. In addition to this there is a dedicated 540m² amenity area on the Subject Site. A network of pathways 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.**

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.

- **In the Official Plan, no natural or environmental features were identified on the Subject Site. This would have also been addressed as part of the subdivision of the land.**
- **Sections 2.2 to 2.6 reference water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archeology. None of these features were identified on the Subject Site.**
- **Relating to Section 2.2 (Water), no watercourses were identified on the Subject Site. 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 Paterson Group, dated February 23, 2021. No geotechnical concerns were identified, and development can proceed using standard engineering practices.**

- Regarding Section 3.2 (Human-Made Hazards), Paterson Group was retained to conduct a Phase I Environmental Site Assessment (January 6, 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.

4.2 Current City of Ottawa Official Plan (2003)

The City of Ottawa has released a document titled “*Transition of In-stream Applications*” as part of the new Official Plan to guide how applications filed around the time of adoption of the new Official Plan should be addressed. It provides guidance for most types of applications but does not provide specific guidance for Site Plan applications like this one. Notwithstanding, the general guidance below has been followed for this application:

“Applications received after the day before the new Official Plan is adopted on October 27, 2021, but before Ministry approval of the Official Plan... must be evaluated against the existing Official Plan and must also include an evaluation of the application against the Council approved new Official Plan (and the new Secondary Plan, where applicable).”

With the exception of Schedule B – Urban Policy Plan, the Schedules in the new Official Plan are generally updated versions of the comparable schedule in the current Official Plan. In the interests of clarity, the other schedules in the current Official Plan have been jettisoned in this rationale in favour of the schedules in the new 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**.



Figure 7: Official Plan Schedule B with Subject Site starred

The proposal conforms with Section 3.6.1 of the Official Plan, the General Urban Area designation which: “*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*”.

The applicable policies under Section 3.6.1 are listed below with a description of how the proposal responds to the policies:

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 (58 units per ha) 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 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 fulfill the pressing need for more affordable housing types whilst being compatible with the surrounding development which comprises stacked and regular townhouses. This is an appropriate form of density at the edge of the existing subdivision as it provides a transition between a future Transitway and Major Collector Road and an 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 or terraces 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 pedestrian access to Spratt Road and Nutting Crescent and the surrounding community.**
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 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 north and east.**
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 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. Based on the relevant OP Schedules, 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.*
 - **The Subject Site is adjacent to the future BRT station and is a 650m walk from an existing Park and Ride station which is proposed to have commercial development adjacent to it. This proximity transit services and the presence of a shopping centre, an elementary school and a park within 700m will encourage future residents to reduce their car use and to 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. As demonstrated in the elevations, the architectural style and design elements provide for visual interest while ensuring compatibility with the existing character of the surrounding community. The buildings are generally symmetric 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.

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 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. The setbacks and landscaping elements measures ensure appropriate building transition between the Subject Site and neighbouring properties to the north and west.

4.3 Riverside South Community Design Plan

This plan forms part of the current Official Plan. It is being transformed into a Secondary Plan that will form part of the new Official Plan. It is designated as a “Secondary Plan in Progress” on Annex 6 – Urban Areas Subject to a Secondary Plan in the new Official Plan. Accordingly the only plan that is in force is the 2016 Community Design Plan (CDP).

Pursuant to Schedule 1 – Land Use the Subject Site within an area designated for medium density residential development (MD):



Figure 8: 2016 Riverside South CDP Land Use Schedule with the Subject Site starred

Pursuant to the Land Use Plan section of the Plan and 2.3, the Subject Site is located within an area designated for medium density residential development which has a density target of 38 units per hectare and is described as:

Medium Density – predominantly townhouse dwellings, but may also include single detached, semi-detached and ground-oriented multi-unit dwellings, including stacked townhouse dwellings and, in the case of lands abutting a rapid transit station or stop, may include apartment dwellings

- **The proposal is for stacked dwellings at a net density of 58 units per hectare, meeting the CDP target.**

The CDP contains design guidelines. Those relating to community design and streetscape are applicable.

3.1 Community Design

3.1.4 Community Edge: Development Adjacent to Arterial and Collector Roads applies to the Subject Site:

Edges along arterial roads and collector roads will be treated to present the larger community with the identity and character of the Riverside South neighbourhoods. Edge treatment will allow views into the community and will be landscaped to reinforce an overall community identity.

- *Walkways and open areas along arterials and collectors should be landscaped and be designed to provide pedestrian access into the neighbourhoods.*
- **No fencing is proposed along Spratt Road, allowing views into the site. Pedestrian access into the neighbourhood is clear.**
 - *Rear lotting should generally be avoided along arterial roads throughout the community; window streets (service roads), cul-de-sacs and block flankages are used as alternatives wherever possible.*
- **The proposal does not include rear lotting – the buildings address Spratt Road and as the buildings are roughly symmetrical, they do not have a rear façade.**
 - *The use of acoustic (noise) fencing should be minimized, wherever possible, through alternative measures (e.g. unit and street orientation) as set out in the City's updated environmental noise control guidelines.*
- **The submitted Environmental Noise Impact Assessment by IBI dated December 2021 requires a 20m long 2.2m high acoustic fence between the main amenity space and the transitway. No other acoustic fencing is required.**

3.1.5 Development Adjacent to Existing Residential Lots requires that:

"...when an abutting subdivision or other development occurs, screen fencing and/or vegetative screening is to be provided abutting the property where required to reduce visual impacts."

Fencing is already in place along Stockholm Private to the north. Suitable fencing will be provided to the dwellings to the west and to the future Transitway to the south.

As the Subject Site abuts the future Transitway, Section **3.1.6 Development Adjacent to the Rapid Transit Corridor** applies:

Development sites adjacent to the rapid transit corridor will be designed to mitigate noise and potential pedestrian, cycling and vehicular conflicts. However the use of noise fencing to mitigate noise shall be a last resort. Alternate layout arrangements including buildings facing the corridor and single-loaded roads shall be the first solution.

- *Except for the approach to Mosquito Creek, fencing will not be permitted through the Community Core.*
 - *If, as a last resort, noise fencing is required, a consistent design style is to be selected at the time of subdivision approval to avoid a “patchwork” of fence styles along the right-of-way. Refer to Section 3.2.5 for further details.*
- **The submitted Environmental Noise Impact Assessment by IBI dated December 2021 requires a 20m long 2.2m high acoustic fence between the main amenity space and the transitway. No other acoustic fencing is required.**

3.2 Streetscape Guidelines

Section 3.2.1 Building-to-Street Relationship is applicable and sets out:

- *Generally, streetscape elements should provide enclosure to the roadway by locating buildings with a desirable separation distance across the street from each other (at a ratio of horizontal distance to height ranging from 3:1 in low density residential areas to 1:1 in more intensive locations, such as the Community Core), and locating light poles, trees and other features at a consistent distance from the curb.*
 - *The fronts of buildings should, wherever possible, be oriented to the street, be articulated to provide interest, avoid blank walls and have pedestrian-scale architectural features, such as functional porches and recessed garage design.*
- **The 11m tall buildings are setback 6m from Spratt Road, which has a 23m wide ROW. This represents an enclosure ratio of approximately 3:1 in keeping with the suburban context. The three buildings close to Spratt Road and the one building close to Nutting Crescent all address the street.**

Section 6 of the Plan provides Site and Built Form Guidelines, with different dwelling types addressed at 6.1 Residential Built Form. Street Townhouses are addressed, but stacked dwellings are not. The requirements for apartment buildings at 6.1.3 are considered more appropriate and are addressed below:

Siting Criteria

- *Buildings should be oriented to a public street.*
- *Main building entries must face onto the public sidewalk and be directly accessible from the sidewalk.*

- The buildings close to a public street are oriented to it and each building has entries facing the public sidewalk and accessible from it.

Building Elevations

- Building façades should be highly articulated; entry features, window detailing, variation of rooflines and change of planes should be used.
 - Within mixed-use areas, façade materials and colours should reflect the residential nature of the building.
 - All elevations should have the same degree of architectural treatment.
- As demonstrated in the elevations, the architectural style and design elements provide for visual interest while ensuring compatibility with the existing character of the surrounding community. The buildings generally symmetric 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.

4.4 New City of Ottawa Official Plan (2022)

The Subject Site is in the Suburban Transect. Pursuant to Schedule B6 - Suburban (Southwest) Transect the Subject Site is designated Neighbourhood and is within the Evolving Neighbourhood Overlay. The Minor Corridor designation extends 120m from the centre line of Spratt Road and projects approximately 105m into the Subject Site.

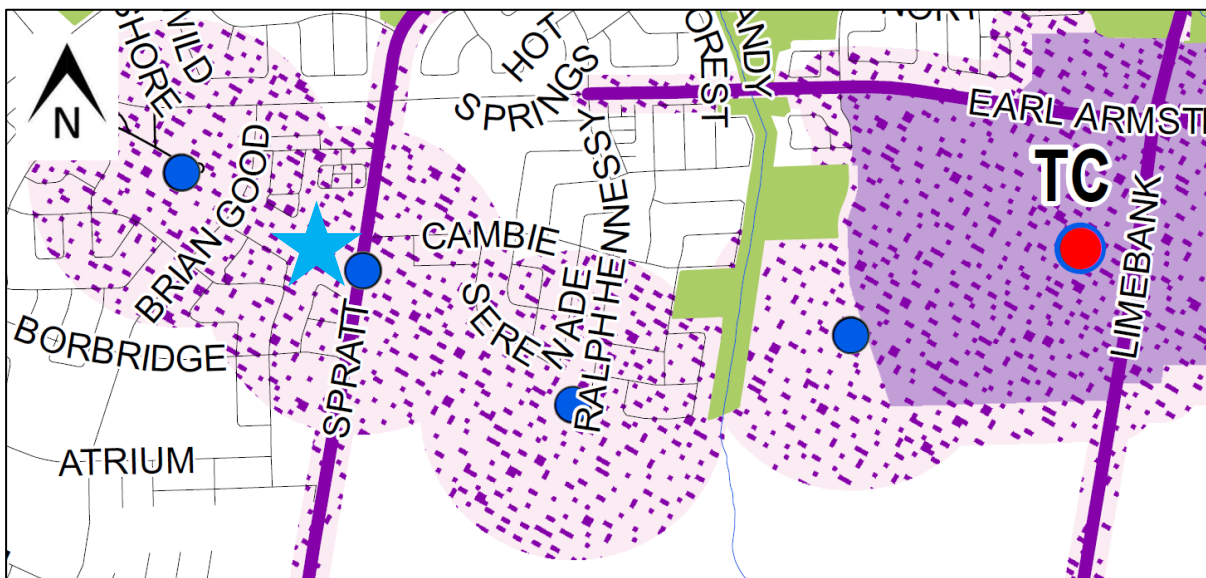


Figure 9: Subject Site starred with Emerging Neighbourhood (flecked) and Minor Corridor (purple line) designations)

Pursuant to Schedule C2 - Transit Network Ultimate, the Subject Site is immediately adjacent to a future BRT station 'South Spratt' which will connect to the LRT under construction at Limebank Station. In the other direction the BRT connects to Barrhaven. The existing 'Riverview' BRT station is a 650m walk to the west.

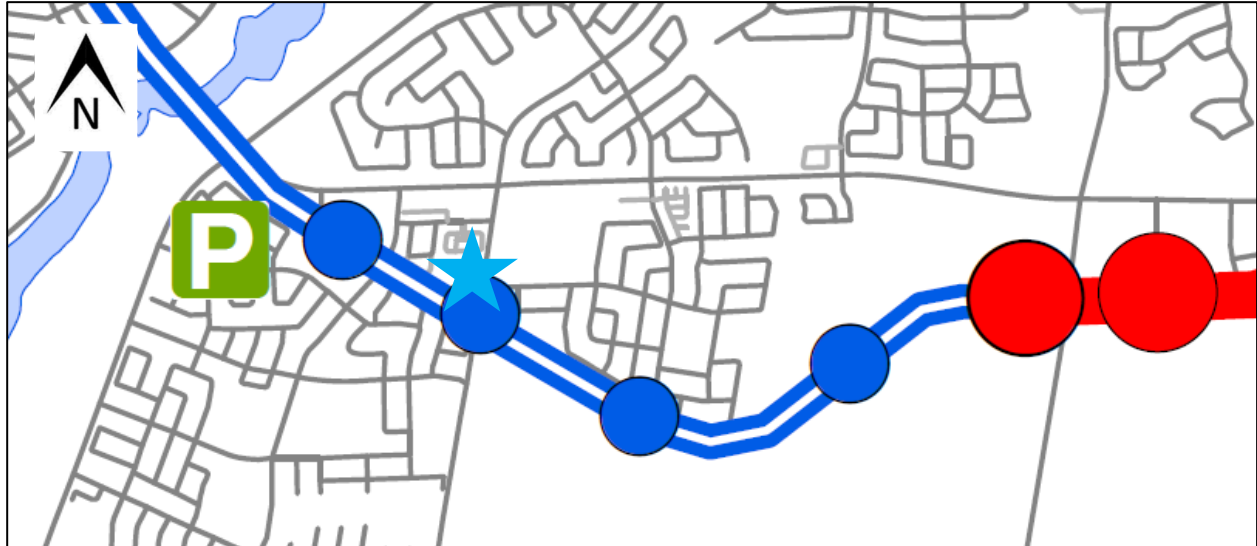


Figure 10: Subject Site shown in relation to BRT (blue) and LRT (red)

Schedule C3 - Active Transportation Network shows a Major Pathway in the transitway directly to the south of the Subject Site:



Figure 21: Major Pathway to the south of the Subject Site

Schedule C4 – Urban Road Network shows Spratt Road as a Collector (yellow). Earl Armstrong Road and River Road are Arterials (red)



Figure 32: Road Designations with the Subject Site starred

Pursuant to Schedule C11-B - Natural Heritage System (South) the Subject Site is designated Urban Area. The Subject is not designated on Schedule C12 - Urban Greenspace or on Schedule C15 - Environmental Constraints. These Schedules are not reproduced here.

Pursuant to Schedule C14 - Land Use Constraints Due to Aircraft Noise the Subject Site is in the Airport Vicinity Development Zone (AVDZ) and Section 10.2.2 of the new OP (Protection of airport and aircraft operations) applies. Relevant policies are:

- 1) *Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.*
 - 5) *Within the Airport Vicinity Development Zone, noise-sensitive uses may be permitted between the 25 Line and the Airport Operating Influence Zone.*
 - 6) *Development shall comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.*
- **The proposal is a noise sensitive use. The submitted Environmental Noise Impact Assessment by IBI dated December 2021 requires a warning clause as follows:**

“Purchasers/tenants are advised that due to the proximity of the Ottawa Macdonald-Cartier International Airport, noise from the airport and individual aircraft may at times interfere with outdoor or indoor activities”.

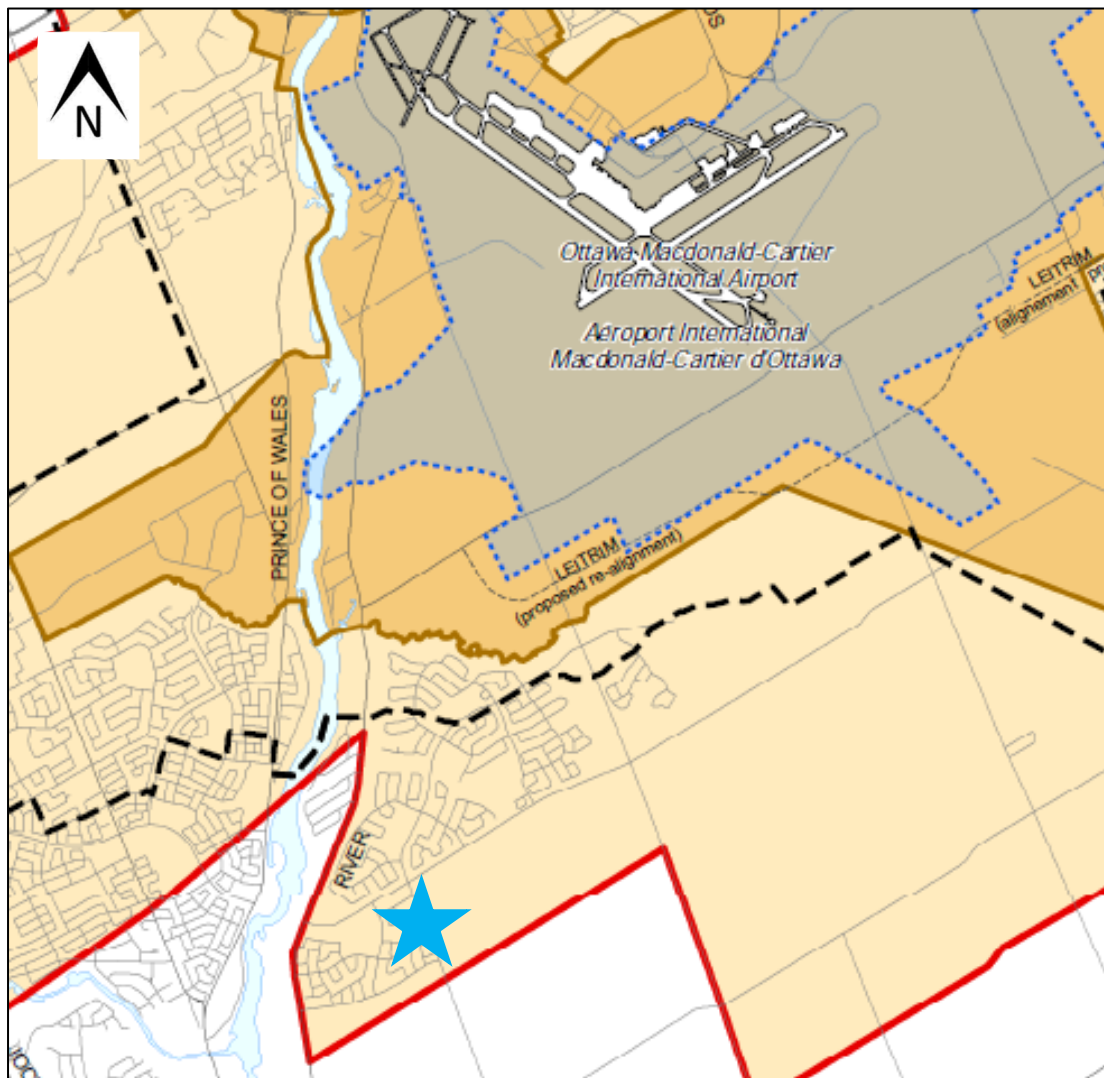


Figure 43: Land Use Constraints Due to Aircraft Noise with Subject Site starred

Pursuant to Schedule B6 - Suburban (Southwest) Transect, the Subject Site is designated Minor Corridor and Neighbourhood and is affected by the Evolving Neighbourhood Overlay.

The Minor Corridor designation extends 120 m from the centre of Spratt Road and so affects the eastern two thirds of the Subject Site. Section 6.2 sets out policy for Corridors:

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

- **Table 7 at Section 5 sets the height range for Minor Corridors in the Suburban Transect as two to four storeys. The proposal is three storeys. The key policies are at Section 6.2.2.2:**

- 2) *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:*
- a) *Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;*
 - b) *May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;*
 - c) *For sites generally of greater than one hectare in area or 100 metres in depth: Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and*
- **In relation to a), the proposed built form is three storeys across the site. The neighbouring development to the north and west is three storey townhouses. Beyond the required setbacks, additional transition is not required. In relation to b) and c), pedestrian connections are provided through the site, providing access from Nutting Crescent in the west to Spratt Road in the east.**

Policies relating to the Neighbourhood designation are set out at 6.3.1:

- 2) *Permitted building heights in Neighbourhoods shall be Low-rise, except:*
- a) *Where existing zoning or secondary plans allow for greater building heights; or*
 - b) *In areas already characterized by taller buildings.*
- 4) *The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:*
- a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
- **The proposal is low-rise. The stacked townhouse dwellings add to the range of dwelling types available in the neighbourhood. They are generally a more affordable type of townhouse dwelling.**

The Evolving overlay is a Built-Form overlay that applies for 150m beyond the Minor Corridor designation, thus covering the remaining part of the Subject Site that is not a Minor Corridor. The intent of the overlay is set out at 5.6.1:

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Policy is at 5.6.1.1. The relevant sections are addressed below:

- 1) *The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to lands 150 meters from the boundary of a Hub or Corridor designation. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*
 - a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
 - b) *Allowance for new building forms and typologies, such as missing middle housing;*
 - c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
 - d) *Direction to govern the evaluation of development.*
- **The proposal provides stacked townhouse dwellings at a density of 58 units per hectare.**
- 3) *In the Evolving Overlay, the City:*
 - a) *The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;*
 - b) *May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.*

Section 3 of the OP is the Growth Management Framework. Section 3.2 Support Intensification provides target densities for each designation. The Target Residential Density Range for Intensification for the Suburban Transect is 40-60 dwellings per net hectare. The proposal's density is 58 units per hectare.

Section 4 of the Draft OP sets out City Wide Policies.

Section 4.2 covers Housing. At Section 4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city, 'Missing Middle Housing' is addressed:

- 2) *The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:*
 - a) *Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;*
 - b) *Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and*

c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

- **The proposal is an excellent example of Missing Middle Housing, supporting the development of a 15 minute neighbourhood in the Suburban Transect.**

Section 4.6 covers Urban Design. Section 4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all is applicable. Relevant policies from it are addressed below:

4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*

- **Amenity areas comply with the Zoning By-law. Each unit has either a balcony or terrace, with an average area of 13.6m². Communal amenity areas are located though out the site and there is a dedicated 540m² amenity area in the south of the Subject Site which is located away from streets and is protected from wind and sun by the adjacent buildings. The submitted Environmental Noise Impact Assessment by IBI dated December 2021 requires a 20m long 2.2m high acoustic fence between the amenity space and the transitway.**

6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

- **The proposed low-rise buildings response to the policies for the Suburban Transect. The buildings contain stacked dwellings rather than apartments, so all units have entries close to grade, with balconies and terraces just above and below grade. The design of the Claridge 'Zen Flats' building complements the surrounding context, with pitched roofs, articulated forms and a varied finishes.**

4.5 Zoning By-law 2008-250

The Subject Site is zoned General Mixed Use and subject to an exception and a holding provision (GM[1826]-h) as shown on **Figure 13**.

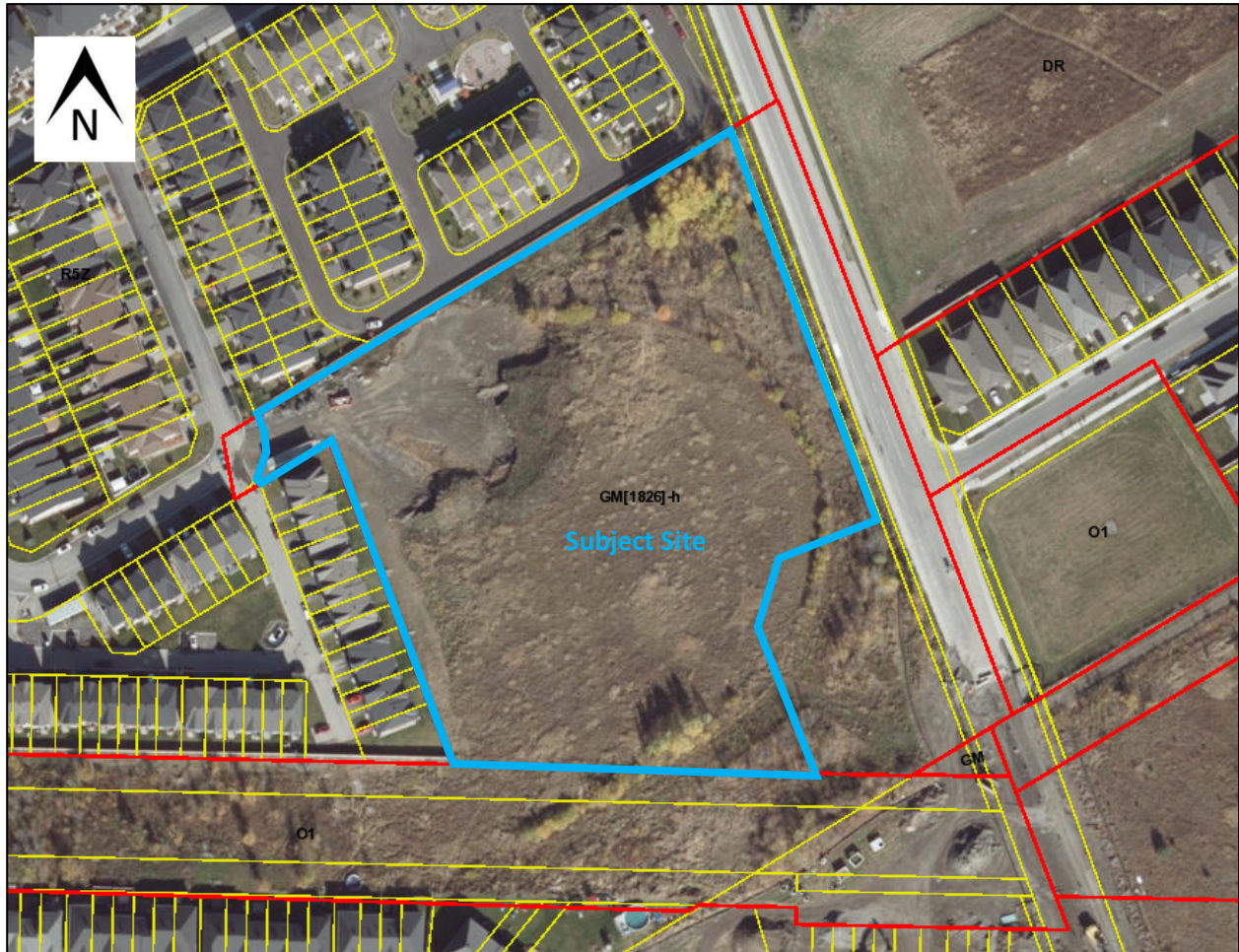


Figure 54: Zoning excerpt from GeoOttawa.

The purpose of the General Mixed Use zone 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 stacked dwellings is a permitted use within the GM zone. The residential nature of the building is compatible with the surrounding residential properties. The proposal has been designed to be compliant with the standards of the GM zone, with the exception of the minor non-compliance of one building for rear yard setback (Spratt Road). This may be subject to a future Minor Variance application or a minor redesign of the site layout.

Zoning Provision (from Table 187 in the Zoning By-law)	GM[1854]-h Required	Proposed
Minimum Lot Area	No minimum	2.08 ha
Minimum Lot Width	No minimum	18.0m
Minimum front yard and corner side yard setbacks	3m	41.0m
Minimum interior side yard setbacks; for a residential use building; for a building equal or lower than 11 metres in height	1.2m	4.9m
Minimum rear yard setback; Residential use building	7.5m	6.0m
Maximum building height	18m	11.0m
Maximum floor space index	2	0.6
Minimum width of landscaped area; abutting a street	3m	6.0m
Minimum width of landscaped area; abutting a residential or institutional zone	3m	4.9m
Section 110 - Landscaping Provisions for Parking Lots minimum width of landscaped area around a parking lot containing more than 10 but fewer than 100 spaces; Not abutting a street	1.5m	1.6m
Section 137 – Amenity Area Stacked dwelling of 9 or more dwelling units	6m ² per unit = 720m ² ; 360m ² of this to be communal	1632m ² total; 540m ² + communal

The exception requires:

The holding symbol may only be removed following:

1. *Site Plan Approval for all of Block 164; and*
2. *The reconstruction of Spratt Road as a Major Collector Road to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development*

It is not clear which Block 164 the exception refers to. Block 164 on the same 4M Plan (4M-1470, enclosed with the application) as the Subject Site has been developed for townhouses, so criteria 1) is considered satisfied. Spratt Road was reconstructed as a Major Collector Road by 2019. It is now classified as a Major Collector Road on the 'Roads-Classification' layer on GeoOttawa, satisfying criteria 2).

An application to lift the holding will be made separately.

5.0 CONCLUSION

It is our assessment that the proposed residential development is consistent with the Provincial Policy Statement, conforms to the current and new City of Ottawa Official Plans and complies with Zoning By-Law 2008-250. This Planning Rationale and Design Brief, along with the associated technical studies supports the development of the residential development.

The proposed development is compatible in scale with the existing development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

**Appendix A
Site Plan REV 2
Prepared by RLA Architecture
Dated October 15, 2021**

