



68 Hawktree Ridge

Planning Rationale + Design Brief
Site Plan Control
March 31, 2022



Prepared for Mattamy Homes

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1.0 Introduction

Fotenn Planning + Design ('Fotenn') has been retained by Mattamy Homes ('Mattamy') to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the proposed cart storage facility at the Stonebridge Golf and Country Club on lands municipally known as 68 Hawktree Ridge in the City of Ottawa.

1.1 Application Overview

The subject lands currently comprise a portion of the Stonebridge Golf and Country Club. The Stonebridge Golf and Country Club is located in the middle of the Stonebridge subdivision. This subdivision is a predominantly residential community developed by Monarch Corporation and now owned by Mattamy Homes.

The proposed development consists of an accessory structure to the golf course. No modifications to the golf course are proposed as a result of this application, only modifications to the existing surface parking lot to accommodate the proposed structure. The proposed cart storage facility will be a single storey structure with a pitched roof, with a height of 5.9 metres and approximately 548 square metres in size. The new structure will be used to store golf carts, with the new location achieving a better flow of carts to hole #1 and golfers to the practice putting green.

This Planning Rationale is in support of a new Site Plan Control application, following the draft approval of a Plan of Subdivision on February 1, 2021 (D07-16-19-0031) and Council approval of a Zoning By-law Amendment on November 24, 2021 (D02-02-19-0134).

This Site Plan Control application has been submitted to facilitate the proposed development of the cart storage facility and is required as a result of the size of the accessory structure.

Site Context and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 68 Hawktree Ridge, is located in Barrhaven South, at the edge of the urban boundary. The property is 3.17 hectares in lot area and approximately 28.4 metres of frontage on Hawktree Ridge, comprising a portion of the 73-hectare Stonebridge Golf and Country Club. The subject property is generally bound by Longfields Drive to the south and west, and the Stonebridge subdivision to the north and east. Figure 1 shows an aerial image of the subject property in the city context.

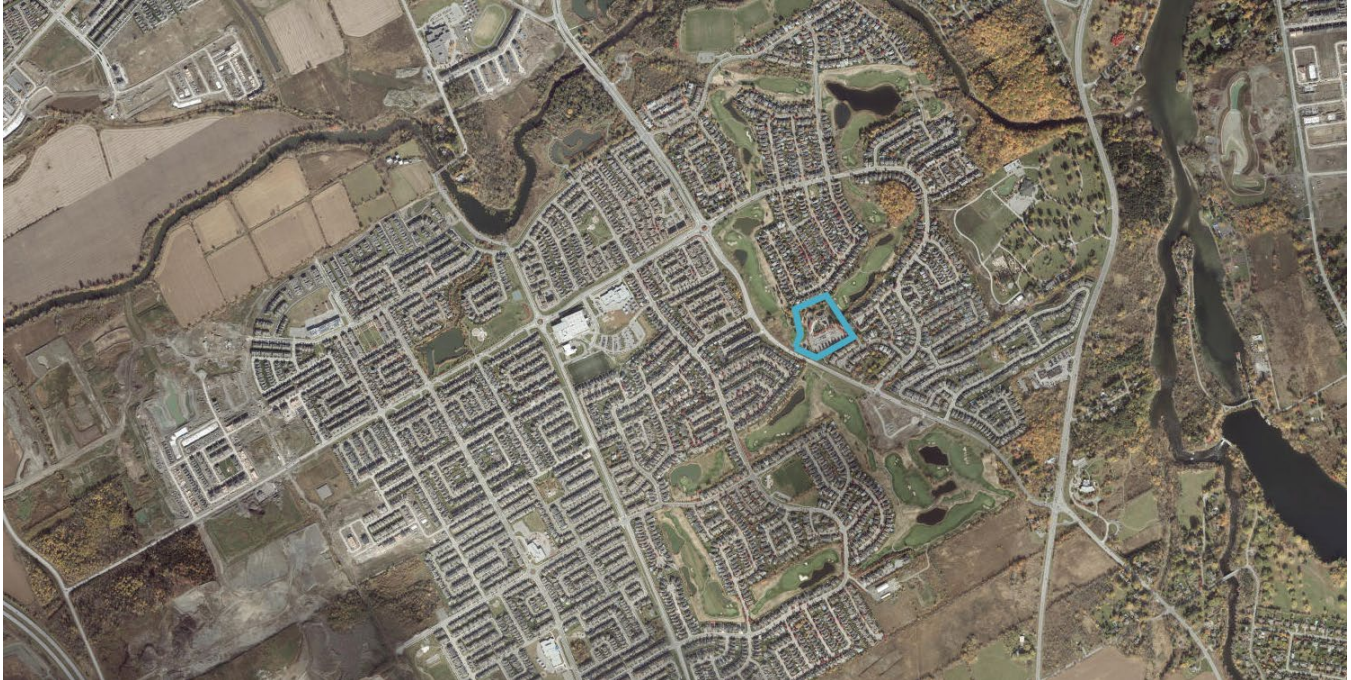


Figure 1. Aerial image of the property (indicated in blue) and surrounding area

The subject property is currently developed with a surface parking lot and two (2) accessory structures – the main clubhouse for the Stonebridge Golf and Country Club and a snack bar. The clubhouse is located within the north corner of the property and the snack bar is located within the southwest corner of the site, immediately west of the existing surface parking lot and the proposed accessory structure. Parking on the property is currently located in one surface parking lot located within the southern portion of the property. The surface parking lot contains a total of 214 standard parking spaces and 3 accessible parking spaces.

Vehicular access to the property is located along Hawktree Ridge, with one internal street that provides a connection to the surface parking lot and a drop-off area in front of the clubhouse. The sidewalk along Hawktree Ridge is extended into the property, providing a direct pedestrian connection to the clubhouse and the surface parking lot.

The property is landscaped with trees of varying size along the southern edge of the property and around the existing buildings.

2.2 Surrounding Context

North: Immediately north of the property is a portion of the Stonebridge subdivision. Further north of the subdivision are WC Levesque Park, Barcham Park, and the Stonebridge Trail which runs along the Jock River.

East: Immediately east of the property is a portion of the Stonebridge subdivision, primarily consisting of low-density residential uses. A residential subdivision developed by Uniform containing a mix of low- and medium-density residential uses as well as a park is currently under construction past Golfinks Drive. Further east is Prince of Wales Drive, a north-south arterial providing access to the downtown core. Additionally, there are several city-owned parks, including Maple Hill, Beryl Gaffney and David Bartlett located east of Prince of Wales Drive along the Rideau River.

South: Immediately south of the property is Longfields Drive and a portion of the Stonebridge Golf Course. Further south is the Stonebridge subdivision, which includes the city-owned Kilbirnie Park. Approximately 1.5 kilometres south of the subject property is the urban boundary, which is bound by Barnsdale Road,

West: Immediately west of the property is Longfields Drive and another portion of the Stonebridge subdivision. Further west is existing Greenbank Road, the Minto Recreation Complex, Quinn's Pointe Field, and Half Moon Bay Park. Several residential subdivisions are also located to the west of the property including Mattamy's Half Moon Bay West subdivision.

2.3 Road Network

As shown in Figure 2, the subject property abuts a local road to the south (Hawktree Ridge) that is connected to a designated existing Collector to the east (Golfinks Drive). The Collector connects to Longfields Drive which is designated as an Arterial road pursuant to Schedule E (Road Network) of the City of Ottawa Official Plan as well as Schedule C4 of the new City of Ottawa Official Plan.

Arterial Roadways are major routes within the City's transportation network, generally carrying large volumes of traffic over the longest distances. These roadways provide the greatest connection to the rest of the city, connecting to roads like Provincial Highways, as well as a variety of different land uses. Collector Roadways provide connections between arterial and local roads, often carrying lower volumes of traffic than arterials and being shorter stretches of road than arterials. Collectors, such as Golfinks Drive, are the principal urban streets in urban and suburban neighbourhoods and are used for a variety of purposes, such as residential uses, delivery and commercial vehicles, transit and school buses, pedestrians and cyclists. Finally, local roads are residential streets that serve as the connections to collector roads and the greater transportation network from individual communities, and they also act as places that foster interaction between neighbours.



Figure 2. Excerpt of Schedule C4 - Urban Road Network, of the New Official Plan

2.4 Transit Network

As shown in Figure 3, the subject property is located in close proximity to local OTranspo bus routes. Local OTranspo bus routes #175, #176, and #305 have stops located at the intersection of Longfields Drive and Golfinks Drive. Bus route #175 generally runs in a north-south direction from the intersection at Longfields Drive and Golfinks Drive at its southern terminus to the Barrhaven Centre at its northern terminus. Bus route #176 generally runs in a north-south direction from Manotick at its southern terminus to the Barrhaven Town Centre at its northern terminus. Bus route #305 generally runs in a north-south direction from North Gower at its southern terminus to Carlingwood Shopping Centre at its northern terminus. These local bus routes provide connections to the larger rapid transit system (BRT and LRT) at the Barrhaven Town Centre.



Figure 3. Excerpt of Schedule C2 - Transit Network, of the New Official Plan

Proposed Development

Mattamy Homes is proposing to construct an accessory structure that will be used as a storage facility for golf carts at the existing Stonebridge Golf and Country Club. The proposed structure will be 548 square metres (5,900 square feet) in area, consisting of a single storey with a pitched roof and a maximum building height of 5.9 metres. The structure will be located within the southwest corner of the existing surface parking lot. The location of the structure within the parking lot will result in some of the parking spaces being reconfigured, with 27 parking spaces proposed to be removed to accommodate the accessory structure, however the amount of parking that remains will meet the minimum parking requirements (Figure 4). The proposed accessory structure will be able to accommodate 90 golf carts at its maximum capacity. Access into the accessory structure will be from the east with egress from the west. The structure will have a unidirectional flow of carts.

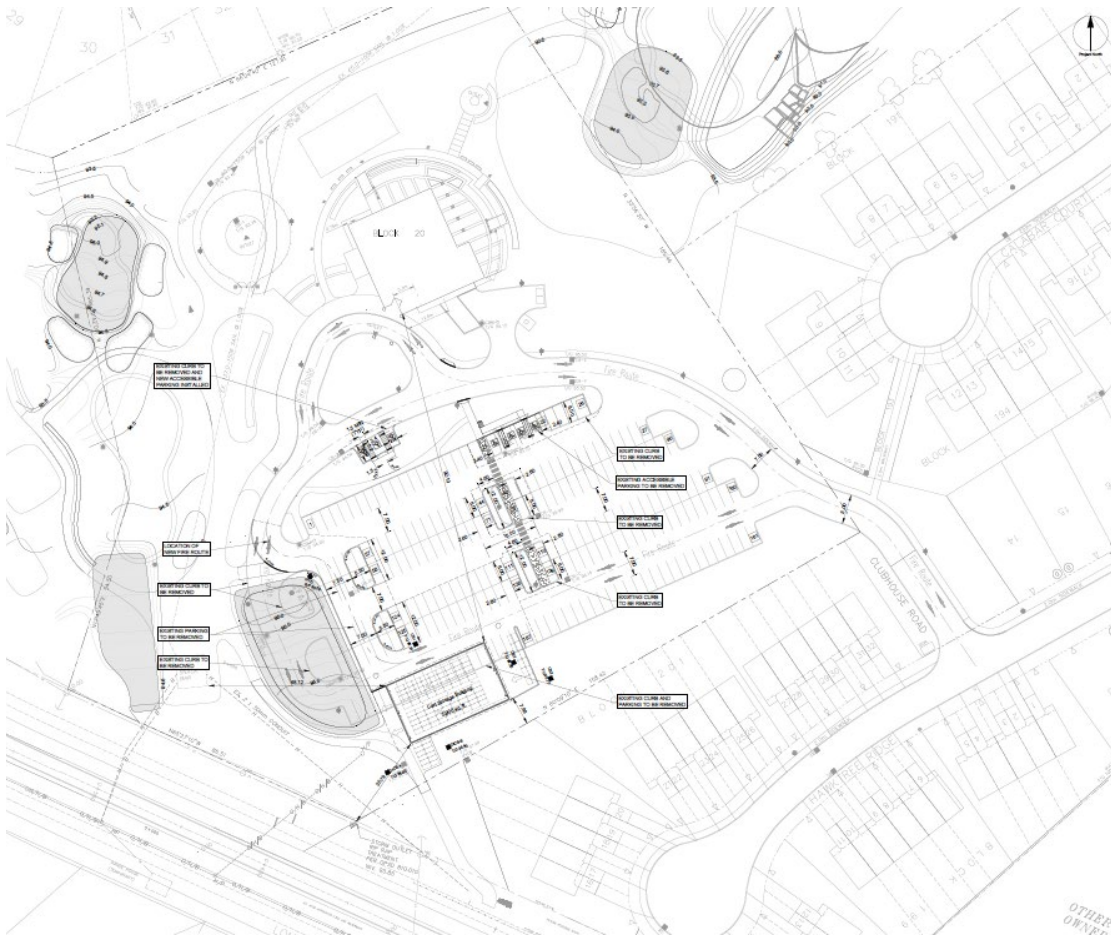


Figure 4. Site Plan of the proposed cart storage facility

In designing the proposed structure, components were considered in order to respond to the existing and planned context, and to ensure liveability for future residents of the planned subdivision. The following sections outline and describe these considerations.

3.1 Building Massing and Scale

The subject property is a large site that has all existing buildings set back from the adjacent residential buildings to the east and the south of the property.

The proposed structure will be a single storey building with a pitched roof, and a maximum building height of 5.9 metres (Figure 5), which is in keeping with the overall intent of the new Official Plan to maintain low-rise building forms in areas that are designated as Neighbourhoods within the Suburban Transect. As specified in the Official Plan, the proposed structure also provides compatibility with the other low-rise structures on the property as well as the surrounding low-rise residential neighbourhoods.



Figure 5. Building rendering of the proposed accessory structure, looking southwest at the entrance



Figure 6. Building rendering of the proposed development, looking northeast at the exit

Alternative building designs were considered for the proposed development, which included a flat roof design (Figure 7 and Figure 8). Ultimately Mattamy Homes chose to proceed with the pitched roof design, which compliments the existing buildings on the site.



Figure 7. Alternative building design, looking southwest



Figure 8. Alternative building design, looking northeast

3.2 Building Design

The proposed cart storage facility has been designed using the same materials as the existing buildings on site, specifically using light stone at the base of the building and a light-colored siding closer to the top of the building. In addition, the proposed design compliments the surrounding Stonebridge subdivision. Below are building elevations of the site outlining the materials proposed.

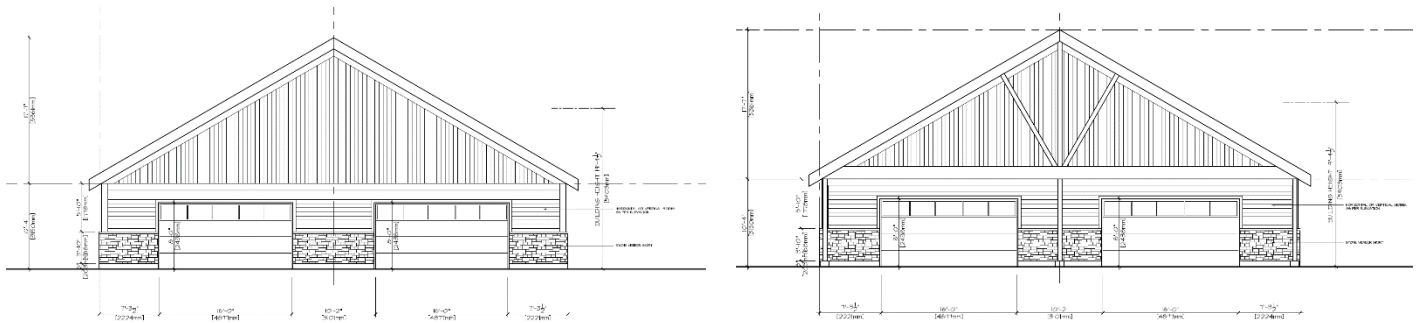


Figure 9. East (left) and west (right) building elevations

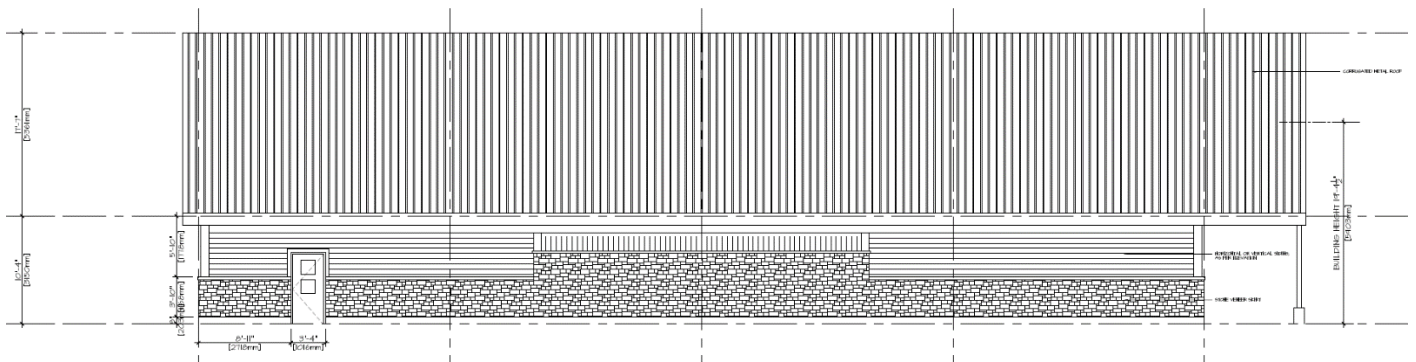


Figure 10. North elevation

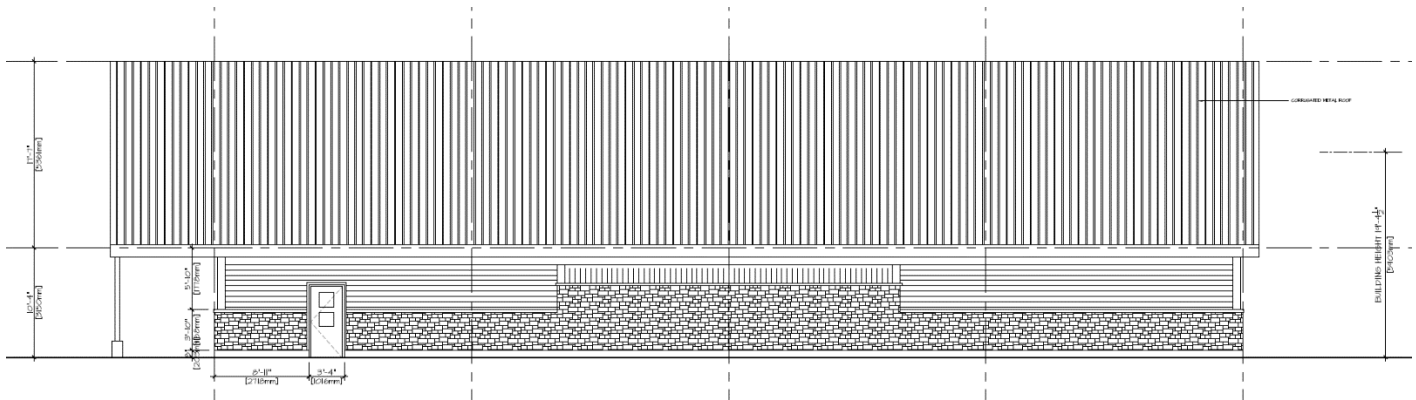


Figure 11. South elevation

3.3 Views

The proposed accessory structure is located on a large site that abuts a residential zone to the north, east and south. The structure will be 5.9 metres in height, which is similar to the heights of the existing buildings on the site and the existing low-rise residential dwellings in the surrounding neighbourhood. A landscaped buffer currently exists between the subject site and the residential dwellings to the south, which will remain as part of this development (Figure 12). Additionally, the cart storage facility will be set back approximately 25 metres from the western property line with a portion of vacant land between Longfields Drive and the subject property. In addition to the vacant parcel of land between Longfields Drive and the subject property, an existing buffer of trees will be maintained along the western property line providing an additional buffer.

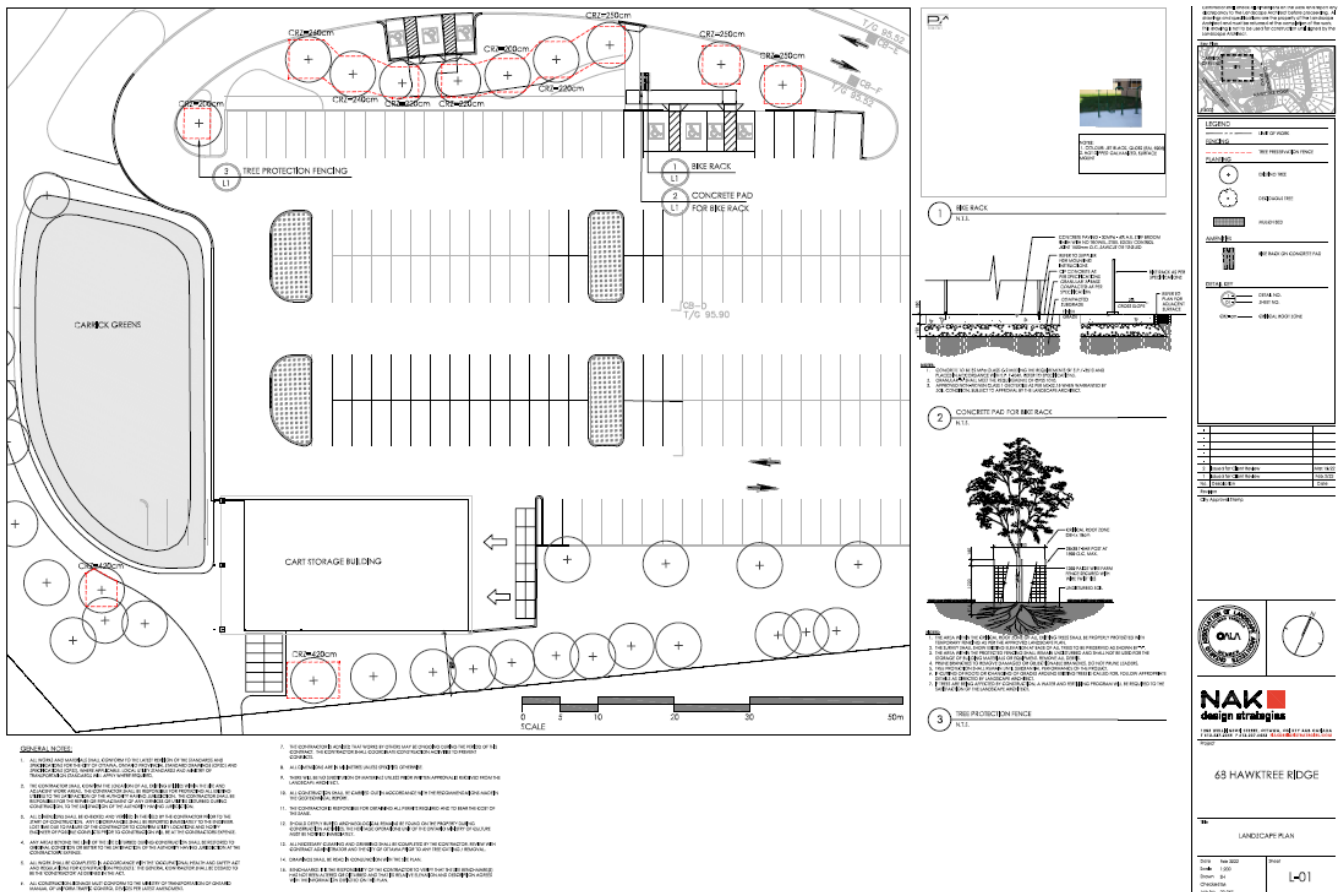


Figure 12. Landscape plan for the proposed development, prepared by NAK Design Strategies

3.4 Circulation and Connectivity

Access to the existing golf course will remain from Hawktree Ridge and will not be affected by the proposed accessory structure. The proposed accessory structure features an internal circulation that is unidirectional (Figure 9). Carts are proposed to access the structure from the east side and exit at the west side.

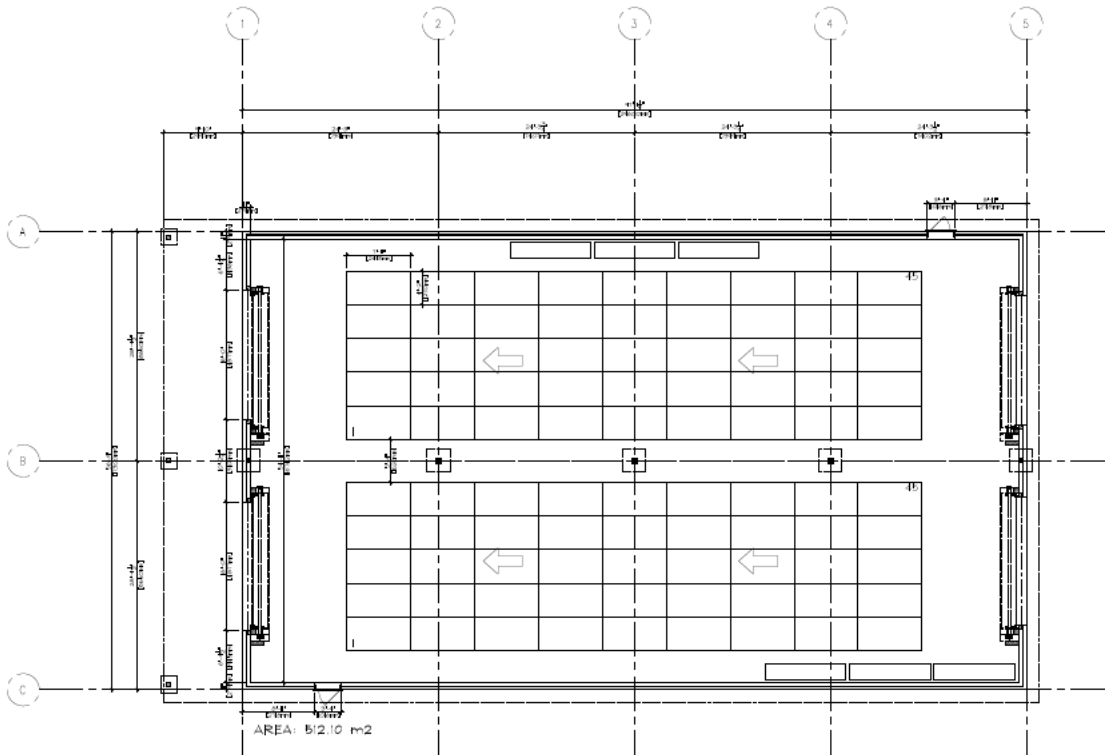


Figure 13. Cart storage facility floorplan

The unidirectional circulation of the building is intentional providing for enhanced circulation of golf carts on the golf course. The location of the building will allow for golfers to have a more direct route to the practice putting green as well as the first hole on the cart path that is directly adjacent to the western periphery of the proposed structure.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages ...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

Section 1.1.1 – Healthy, liveable and safe communities are sustained by:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns; and
- / Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / Efficiently use land and resources; and
- / 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;

The proposed development provides an accessory structure to an existing recreational use. The development also considers infrastructure and public services and does not intend to expand the existing services on the site. The development will be recycling water used for other uses within the golf course for uses associated with the cart storage facility (i.e. cleaning carts). Overall, the proposed development is consistent with the policies of the Provincial Policy Statement (2020).

4.2 City of Ottawa New Official Plan (adopted November 24, 2021, awaiting Ministry approval)

The City of Ottawa has recently undertaken an Official Plan review. The final draft Official Plan was endorsed by Council in October and a By-law was passed on November 24th, 2021. The Official Plan has been sent to the Ministry of Municipal Affairs and Housing (MMAH) for final review and approval, anticipated in early Spring.

Given the timing of the planning application, Ottawa City Council’s approval of the new Official Plan (OP) and the pending Ministry approval, the Plan is not yet in full-force and effect. Despite that, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period and the more restrictive policies should be considered in considering the Site Plan Control application.

It is also important to review the New Official Plan as it provides insight on the City's direction on land use planning and growth management in the future, as approved by City Council. It should be noted that the new Official Plan versions that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

4.2.1 Transect Policy Areas

Schedule A of the draft New Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect policies provide direction based on the context of each Transect.

The subject property is located in the *Suburban Transect* (Figure 14), an area that comprises neighbourhoods within the urban boundary located outside the Greenbelt. Suburban neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Many of the existing suburban neighbourhoods have completed growing, however there are small pockets of land that can be added to these neighbourhoods to accommodate further growth. Future neighbourhoods will be built on sustainable design attributes for dense and connected networks, learning from the Building Better and Smarter Suburbs program. These lands will be used to address approximately 46 per cent of the growth needed in greenfield land over the next 25 years.

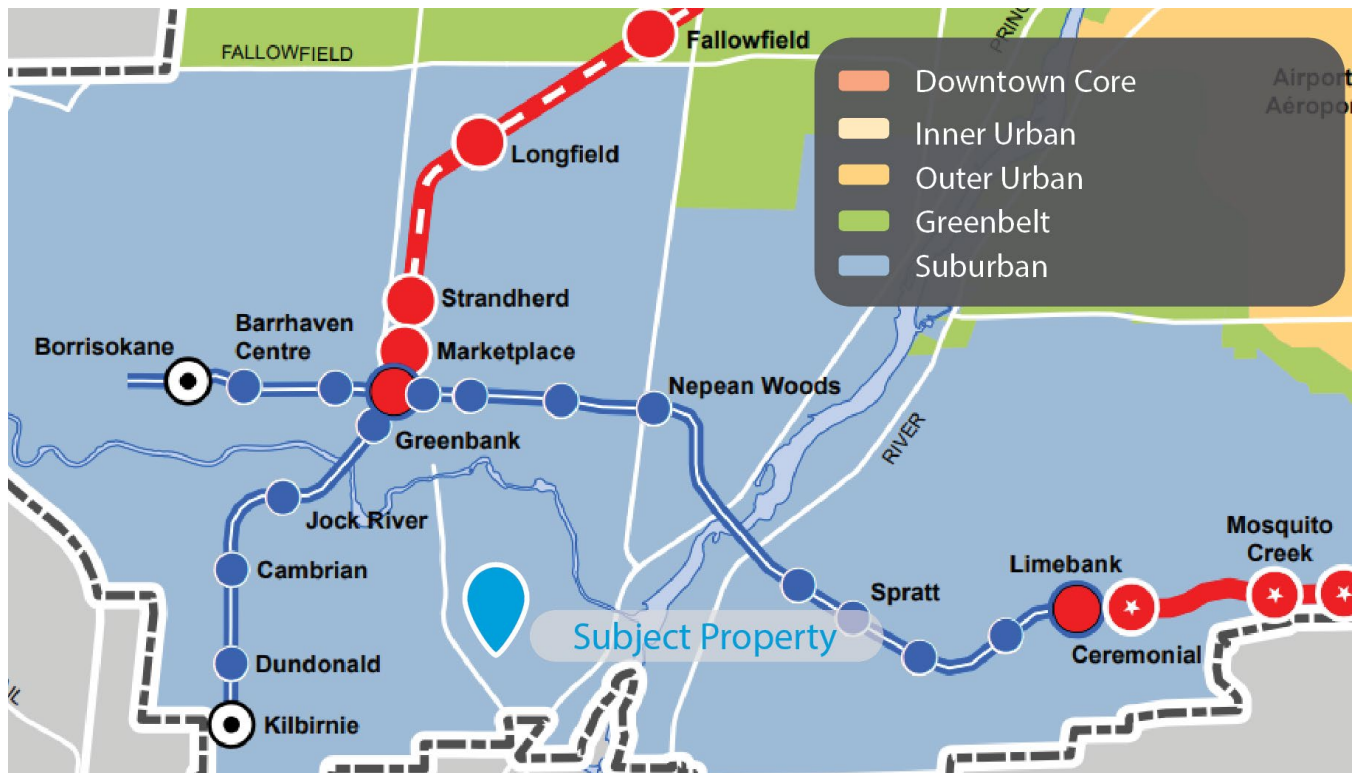


Figure 14. Excerpt of Schedule A - Transect Policy Areas of the City of Ottawa New Official Plan

The proposed development meets the following Suburban Transect policies outlined in Section 5.4, among others:

Section 5.4.1 – Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

- / **Policy 2** states that the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:
- i. Low-rise within Neighbourhoods and along Minor Corridors;
 - ii. Mid-rise along Mainstreet Corridors, however the following policy direction applies;
 - i. Where the lot fabric can provide a suitable transition to abutting Low-rise area, High-rise development may be permitted;
 - ii. The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9) of the Official Plan; and
 - iii. The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; and
 - iii. In Hubs, the following heights will apply:
 - i. High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
 - ii. Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
 - iii. Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.

The proposed development is appropriate for the development of a low-rise accessory structure, as it is located within the Neighbourhood designation. The proposed development is an accessory structure to a recreational use and will be located in an area already characterized by low-rise development.

The Suburban Transect policies primarily speak to residential development and do not provide policies for accessory uses or structures within this Transect area. Despite this, the proposed structure meets the intent of the Suburban Transect policies by maintaining a low-rise built form and being located in an area that will not negatively impact the surrounding residential uses.

4.2.2 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is designated as Neighbourhood. Neighbourhoods are contiguous urban areas that constitute the heart of communities. These areas are intended to permit a mix of building forms and densities. Neighbourhoods are not all at the same stage of development, maturity and evolution, and as a result, the intent of the Official Plan is to reinforce those neighbourhoods that have all the elements of and presently function as 15-minute neighbourhoods; guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development.



Figure 15. Excerpt of Schedule B6 - Suburban (Southwest) Transect of the City of Ottawa New Official Plan

The proposed development meets the following Neighbourhood designation policies outlined in Section 6.3, among others:

Section 6.3.1 – Define neighbourhoods and set the stage for their function and change over the life of this Plan

- / **Policy 2** states that permitted building heights in Neighbourhoods shall be Low-rise, except:
 - i. Where existing zoning or secondary plans allow for greater building heights; or
 - ii. In areas already characterized by taller buildings.

The proposed development is appropriate for the Neighbourhood designation as it is a single-storey (low-rise) accessory structure.

- / **Policy 4** states that 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:
 - i. Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b of the Official Plan;
 - ii. Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - iii. In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms;
 - iv. To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;

- iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
- v. May restrict or prohibit motor vehicle parking in association with such uses; and
- vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.
- v. Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and
- vi. Parks, open spaces and linkage areas meant to serve as public space.

The proposed development is an accessory use to a recreational use, which is a permitted small-scale non-residential use. The addition of the accessory structure will not alter the use of the property as a golf course and will not pose a risk or nuisance to the adjacent residential uses. The proposed development is a single-storey structure, maintaining the low-rise built form of the surrounding neighbourhood.

Section 6.3.3 – Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

- / **Policy 2** states that the City shall allow, through the Zoning By-law, small-scale non-residential uses such as retail, service, cultural, leisure and/or entertainment functions: on all Collector streets; in clusters of areas that currently have these functions and uses present; and by identifying new streets that could foster small scale non-residential growth. Where the Zoning By-law allows for these uses, the Zoning By-law will also permit the fluid switch between residential and non-residential small scale uses, to support flexible market needs and resiliency of buildings.

The proposed development is located on a property that is currently used for leisure and entertainment uses, as permitted in the Zoning By-law. In addition, the proposed development is an accessory use to the current use, which is also permitted in the Zoning By-law, and therefore an appropriate development on the subject site designated as Neighbourhood.

4.2.3 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be design to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the New Official Plan contemplates an urban design framework to outline the City’s urban design program. The proposed development meets the following Urban Design policies among others:

Section 4.6.5 – Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- / **Policy 4** states that development shall demonstrate universal accessibility, in accordance with the City’s Accessibility Design Standards. Designing universally accessible places ensure the built environment addressed the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development has ensured that the site has been designed to meet accessibility requirements. More specifically, accessible parking spaces have been provided at the rate set out in the City of Ottawa’s Accessibility Design Standards and have been located closest to the main building. A review of the Accessibility Design Standards has been included in Section 5.1 of this report.

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

- / **Policy 6** states that 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 development is a low-rise structure that is screened from the adjacent residential uses and adjacent roads with landscaping. The architectural design of the proposed structure responds to the architectural design of the existing buildings on the subject property and the surrounding residential neighbourhood, integrating the proposed development into the neighbourhood. The proposed development meets the intent of the Official Plan with respect to Urban Design policies.

4.3 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for the strategic growth and development of the city to the year 2036. The City plans to meet Ottawa’s growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of ‘complete’ communities where residents can live, work and play.

4.3.1 Land Use Designation

The property is designated **General Urban Area** on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan as shown in Figure 16. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.

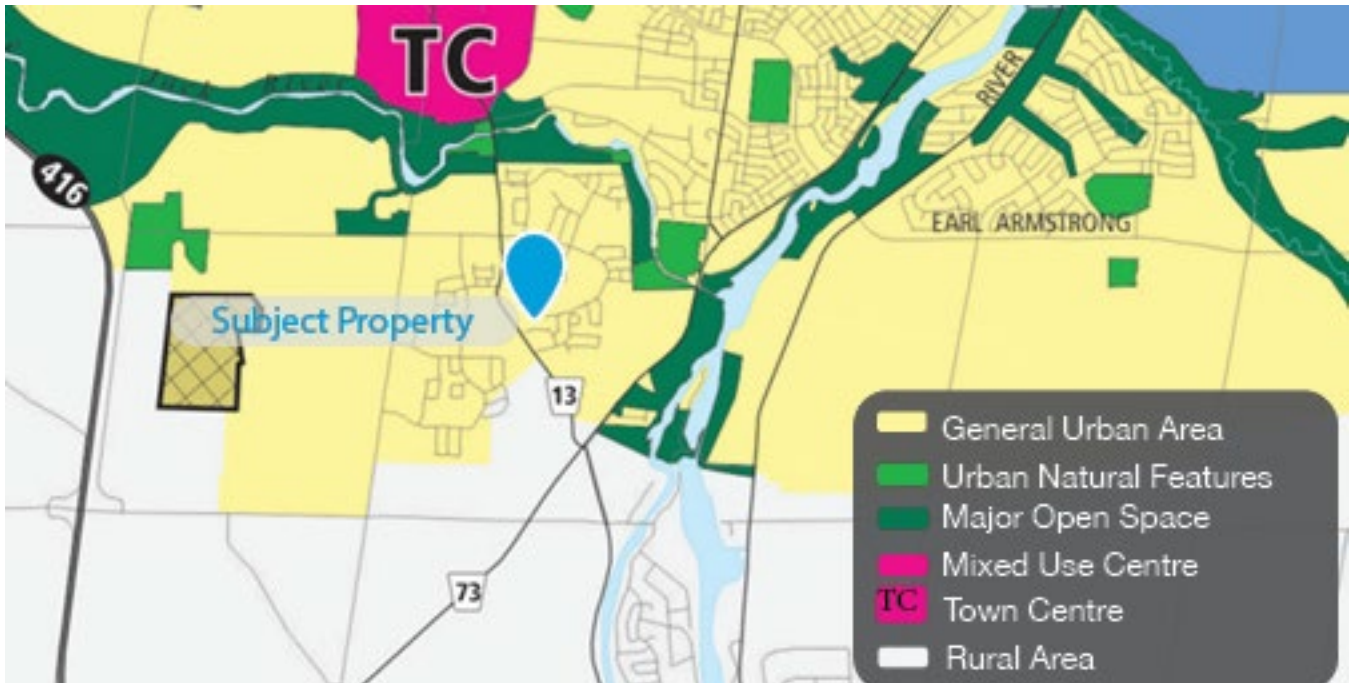


Figure 16. Excerpt of Schedule B - Urban Policy Plan, of the current Official Plan

The proposed development meets the following General Urban Area designation policies outlined in **Section 3.6.1**, among others:

- / **Policy 2** states that new development must follow the design and compatibility directives included in Section 2.5.1 and 4.11 of the Official Plan.

- / **Policy 3** states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys).
- / **Policy 7** states that the General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses often serve or draw from broader areas of the city. As such, the City will ensure that anticipated impacts can be mitigated or addressed. Such uses will be directed to:
 - i. Locations on Rapid Transit and Transit Priority network, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
 - ii. Suitable locations on the perimeter of, or isolated from, established residential development or other sensitive uses. In this regard existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, natural and constructed buffering, or the presence of features such as significant depths of forest may be taken into account.

The proposed development is an accessory structure to the existing Stonebridge Golf and Country Club. The proposed structure will be a low-rise building that is compatible with the existing structures on the subject property, as well as the surrounding residential neighbourhood. No new uses are proposed as a result of this accessory structure, mitigating any concerns related to traffic or noise. The proposed development is intended to provide better flow of golf carts throughout the site, while providing a space to store the golf carts when the golf course is closed. The proposed development is consistent with the General Urban Area policies of the Official Plan.

4.3.2 Urban Design, Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposed to create more liveable communities by focusing on community design and collaborative building. Community design engages with the details of how buildings and landscapes relate. The Official Plan states that compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broadly applicable design objectives are outline **Section 2.5.1** of the Official Plan, while more specific compatibility criteria are set out in **Section 4.11** of the Official Plan.

The proposed development responds to the design objectives of **Section 2.5.1** in the following ways:

1. It defines quality public and private spaces through development:

- / The development proposes an accessory structure with a well-designed and architecturally interesting low-rise building.
- / The development proposes soft landscaping along the perimeter of the site and throughout the surface parking lot.

2. It creates a place that is safe, accessible and easy to get to, and move through:

- / The development proposal adheres to the City of Ottawa Accessibility Design Standards.
- / The development proposal allows for better flow and movement of golf carts and golfers throughout the site.

3. It respects the character of existing areas:

- / The development proposal creates a sense of human scale through the massing and detail of the structure providing visual interest.
- / The development proposal maintains a built form consistent with the surrounding neighbourhood.

4.3.3 Urban Design Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to **Section 2.5.1** of the Official Plan, **Section 4.11** outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for noise, spillover of light, accommodation of parking and access, microclimatic conditions, views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of **Section 4.11**.

Policy	Proposed Development
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and/or facing the public realm with achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transitions; / Facade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On-site grading; and / Elements and details that reference common characteristics of the area. 	<p>The architectural articulation and building facades create visual interest and are compatible with the built form of the immediate golf course and the surrounding context. Setbacks between the abutting residential neighbourhood and the road have been provided to ensure sufficient separation. Architectural treatments such as materiality and colours are compatible with the materiality common throughout the golf course and the surrounding neighbourhood.</p>
<p>6. Orient the principal facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing, and landscaping to accentuate main building entrances.</p>	<p>The proposed development is oriented with the front facade facing east, towards the surface parking lot and entrance of the golf course. Windows are included on the front facade of the building. The architectural elements of the proposed structure are similar to those in the Stonebridge subdivision and the existing golf course, with similar materiality and a pitched roof. The proposed structure has been located in an area that limits the amount of parking being lost, and in an area where there is existing landscaping providing a buffer between the development and the abutting residential dwellings.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view.</p>	<p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.</p>
Massing and Scale	
<p>10. Where there are no established criteria provided in an approved Secondary Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines and the following criteria:</p>	<p>There is a variety of residential zones on the adjacent properties, primarily Residential Third Density, Subzone Z, with multiple site-specific exceptions. The R3Z zone permits heights of 9 metres for detached dwellings. Although the proposed development is not a detached dwelling, it is a single storey stand-alone building. The proposed accessory structure includes</p>

<ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties and the character established by the prevailing pattern of abutting development; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; / The need to provide transition between areas of different development intensity and scale. 	<p>a low-rise single storey structure with a maximum building height of 5.9 metres. A thorough review of the Zoning By-law ensures that the proposed structure will be compliant with all of the required setbacks, height, total area and building separation. The use of landscaping between the proposed structure and the abutting residential uses provides a green buffer while ensuring a transition between uses.</p>
<p>Outdoor Amenity Areas</p>	
<p>19. Demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>There are no amenities proposed as part of the development, as the development is an accessory structure. The private amenity space of the abutting residential uses will be protected by the use of landscaping between the proposed development and the abutting dwellings.</p>

The proposed development conforms to the policy direction of Section 4.11. The development has been designed in a manner that will minimize impacts to the surrounding properties by providing a landscaped buffer and maintaining the required setbacks to the abutting residential uses.

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The property is zoned Parks and Open Space, Subzone A (O1A) in the City of Ottawa’s Comprehensive Zoning By-law (280-250) (Figure 17).

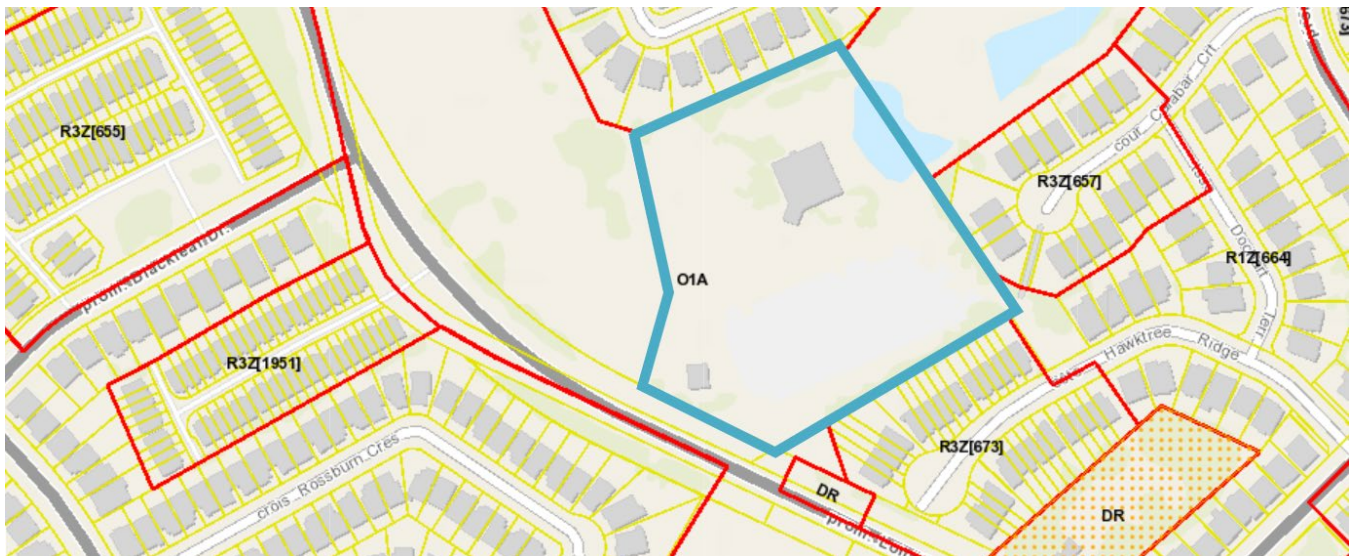


Figure 17. City of Ottawa Zoning By-law (2008-250) Map, subject site indicated in blue

The purpose of the O1 zone is to:

- / Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan; and
- / Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

To maintain the intent of the O1 zone, there are limited permitted uses. The following uses are permitted in the O1 zone:

- / Environmental preserve and education area;
- / Park;
- / Urban agriculture
- / Retail food store, limited to a farmer’s market, only in specific subzones and subject to additional provisions.

The O1A subzone allows an additional permitted use – a golf course.

The following zone provisions in Table 1 are required on the site for principal buildings.

Table 1. Zone provisions for the O1A zone for principal building

Zoning Mechanisms	Required
Minimum Lot Width	No minimum
Minimum Lot Area	No minimum
Minimum Front Yard Setback	7.5 metres
Minimum Rear Yard Setback	
Minimum Interior Side Yard Setback	
Minimum Corner Side Yard Setback	

Maximum Height	11 metres
Maximum Lot Coverage	20%

The proposed development is considered an accessory structure and therefore would not be required to comply with Table 1, above. The proposal does however need to comply with the zoning provisions for accessory uses, buildings or structures in Table 2, below. The proposal's compliance is indicated with a "✓" and non-compliance with a "✗".

Table 2. Zoning provisions for accessory structures

Zoning Mechanisms (Section 55)	Requirement	Provided	Compliance
Minimum Required Setback from a Front Lot Line	7.5 metres	>7.5 metres	✓
Minimum Required Setback from an Interior Side Lot Line or Rear Lot Line not abutting a street	0.6 metres	>0.6 metres	✓
Minimum Required Distance from Any Other Building Located on the same lot, except for a hot tub	0 metres	48.12 metres	✓
Maximum Permitted Height	6 metres	5.9 metres	✓
Maximum Permitted Size	No restriction	548 square metres	✓
Maximum Number of Accessory Buildings Permitted on a lot	No restriction	3 buildings total on site	✓
Rooftop landscaped areas, gardens and terraces	Not applicable to the site	N/A	Not applicable to the site

4.4.1 Parking Provisions

The subject property is located in Area C of Schedule 1A of the Comprehensive Zoning By-law (2008-250). Table 3 outlines the parking provisions required on the site, as well as what has been provided as part of the proposed development.

Table 3. Parking provisions

Parking Provision	Requirement	Provided	Compliance
Minimum Parking Spaces Area C of Schedule 1A Golf Course – 1 space per 100m ² of gross floor area plus 4 per hole.	GFA/100m ² = 1720.9 m ² /100 = 17 spaces 18 holes x 4 spaces = 72 spaces Total spaces = 89	187 spaces	✓
Parking Spaces	Width – 2.6 metres (min.) to 3.1 metres (max.)	2.6 metres x 6 metres	✓

	Length – 5.2 metres (min.)		
Accessible Parking Spaces As per the City of Ottawa Accessibility Design Standards	4% of total spaces	7 spaces Type A – 3 spaces Type B – 4 spaces	✓
Accessible Parking Space Dimensions	Type A – Length – 5.2 metres (min.); Width – 3.4 metres (min.) Type B – Length – 5.2 metres (min.); Width – 2.4 metres (min.) Access Aisle (adjacent and parallel to space) – 1.5 metres (min.)	Type A – 5.2 metres x 3.4 metres Type B – 5.2 metres x 2.4 metres Aisle – 1.5 metres	✓
Aisle and Driveways	Driveway – 6 metres (min.) for double traffic lane Aisle Width (71-90 degrees) – 6.7 metres (min.)	Driveway – 8 metres Aisle – 7 metres	✓
Landscaping	A minimum of 15% of the parking lot must be provided as perimeter or interior landscaped area comprised of: / A 3 metre landscaped buffer between the perimeter of the parking lot and lot line; and / Interior landscaping to meet the minimum 15% of landscaping required	Landscaped buffer – 7.8 metres Landscaped Area (parking) – 1,650 m ²	✓
Bicycle Parking Area C of Schedule 1 Land Use – all other non-residential uses	1 space/1500 m ² of GFA GFA/1500 = 1720.9/1500 = 1 space	2 spaces	✓

5.0 Guidelines

5.1 City of Ottawa Accessibility Design Standards

The Accessibility Design Standards were developed by the City of Ottawa to ensure that all City owned and operated facilities are inclusive and accessible to everyone. The Accessibility Design Standards are mandatory and apply to both new construction and rehabilitation projects. The Design Standards are divided into five areas:

- / Common Elements (Exterior and Interior);
- / Exterior Elements;
- / Interior Environments;
- / Systems, Controls and Communications; and
- / Special Facilities and Spaces.

Section 3, Exterior Elements, provides the relevant Accessible Design Standards for the site and the proposed cart storage facility. Section 3.1 provides design standards for parking garages or related structures, surface parking and on-street parking. When determining how much accessible parking space is needed, it is typically best practice to provide four percent (4%) of the total number of parking spaces as accessible spaces. These accessible parking spaces consists of two different types – Type A and Type B.

- / Type A spaces have a minimum width of 3.4 metres and consist of wider parking spaces that are meant to accommodate larger vehicles, such as vans, that are equipped with transfer ramps for users of wheeled mobility aids.
- / Type B spaces have a minimum width of 2.4 metres and consist of standard sized parking spaces which accommodate users who are ambulatory, but have limited mobility and cannot travel lengthy distances, or use other mobility aids such as canes, crutches and walkers.
- / There are 187 parking spaces proposed on the site. Based on the Accessible Parking Provision Requirements in the Design Standards, 3 Type A spaces are required, and 4 Type B spaces are required.
- / It is best practice to ensure accessible parking spaces are located within 30 metres (maximum) from accessible entrance(s).

The design and layout of accessible parking spaces should be as follows:

- / Locate accessible parking spaces as close as possible to an accessible entrance and integrate with an accessible route;
- / Ensure ground surface is firm, stable and slip-resistant;
- / Maximum running slope of surface at 1:50 (2%);
- / Maximum cross-slope of surface at 1:50 (2%);
- / Length of 5.2 metres;
- / Minimum width of 3.4 metres for Type A wide van spaces and minimum width of 2.4 meters for Type B standard parking spaces;
- / Provide an access aisle adjacent and parallel to each accessible parking space:
 - i. 1.5 metres wide (minimum);
 - ii. Extend the full length of the space;
 - iii. Clearly indicated by high colour contrast diagonal pavement markings;

- iv. Where two accessible parking spaces are provided adjacent to each other, they may share an access aisle;
- v. Connect with adjacent accessible path of travel and centre curb ramp on access aisle;
- / Ensure vertical height clearance of 2.1 metres at designated parking spaces and along the vehicle access and egress routes;
 - i. It is best practice to provide additional vertical height clearance of 2.75 metres (minimum) to accommodate larger vehicles; and
- / Provide lighting in accordance with Section 5.7 Lighting requirements of the Accessible Design Standards, as applicable.

Section 3.1 also provides provisions for signage and pavement markings, all of which need to be considered in the design and layout of the surface parking lot on the subject property.

Section 3.2 of the Design Standards provides direction for passenger loading zones. The design and layout of passenger loading zones are outline in Section 3.2.1:

- / Passenger loading zones (PLZ) are to be located as close as possible to the nearest accessible entrance or within 30 metres (maximum);
- / Locate the PLZ away from traffic flow and design so that users avoid entering any adjacent vehicular routes and drive aisles;
- / Where practical, provide overhead protection (e.g. a canopy to protect users from weather conditions) with clearance (i.e. vertical dimension) of 3.6 metres (minimum) throughout vehicular pull-up space and passenger loading zone;
- / Include a side access aisle that:
 - i. Is adjacent, parallel and at the same level as the vehicular pull-up space;
 - ii. Is 2.44 metres wide by 7.4 metres long (minimum);
 - iii. Provides a clearance height of 3.6 metres (minimum) at the vehicle pull-up space and along the vehicle access and egress routes; and
 - iv. Provides diagonal pavement markings (e.g. yellow or white colour and are clearly visible through use of high tonal contrast compared to surface), extending the full length of the space;
- / Provide at least one curb ramp, for users of mobility aids, where there is a change in level; and
- / Where the accessible route are note separated by a curb, consider installing tactile walking surface indicators (TWSIs) or other warning features (e.g. bollards). If using TWSIs ensure that they:
 - i. Are detectable by foot or cane;
 - ii. Are clearly visible through the use of high tonal contrast compared to adjacent mounting surface; and
 - iii. Extend across the full length of the space.

Section 3.3 provides design direction for exterior paths of travel. The general features of exterior paths of travel include:

- / Ensure ground surfaces are firm, stable and slip-resistant;
- / Provide adequate drainage to prevent water accumulation;
- / Ensure headroom clearance is not less than 2100 mm;
- / Provide lighting in accordance with Section 5.7 Lighting requirements, as applicable;
- / Provide a high tonal or textural contrast on ground surfaces to help define primary accessible routes and assist with wayfinding;

- / Where a pedestrian route crosses or joins a vehicular route and the walking surfaces are not separated by curbs, railings or other elements between the pedestrian and vehicular areas, provide tactile walking surface indicators (TWSI), continuous along the full length of the crossing boundary; and
- / Consider providing level rest areas and stopping places along the path of travel, especially sloped walkways longer than 30 metres, for users of mobility aids and people with reduced stamina.

Where possible, the best practice for exterior paths of travel is to provide a clear width of 2.0 metres (minimum) for exterior paths of travel.

The proposal conforms to the City of Ottawa Accessibility Design Standards. Accessible parking spaces have been provided at the rate set out in the Design Standards and have been located closest to the main building. In addition to the parking spaces, access aisles have been provided along the border of the accessible parking spaces. An existing passenger loading zone is currently located in front of the main building and will not be impacted as a result of this application.

6.0 Supporting Studies

6.1 Servicing Memorandum, prepared by IBI Group, dated March 18th, 2022

IBI Group prepared the Servicing Memorandum to summarize the servicing requirements and design considerations for the proposed cart storage building.

The memorandum identifies that no new municipal water services and water fixtures are required for the site. A seasonal distribution line will be extended from the existing irrigation system located at the “snack shack” to the northwest of the proposed storage building, and will be used for cart cleaning operations only, and is considered non-potable and is fed from a branch off the gold course irrigation distribution system. No municipal approval is required, and it not required to be constructed to City Standards. Additionally, no new municipal sanitary services and wastewater fixtures are proposed.

The memorandum also notes that the stormwater runoff is captured on-site through sheet drainage and landscaping and parking lot drains, which outlet to the Stonebridge Golf Course pond network. As a result of a decreased parking lot area, and an increase in roof and softscape areas, the redevelopment will have an improved benefit on water quality, and no additional on-site water quality measures are required.

Grading for the site has been designed to function with the new practice putting green, as well as to limit disruption to the existing landscape and parking lot areas. A 150mm freeboard to the garage doors has been provided for the cart washing station at the east side of the building.

The Stonebridge Golf Course cart storage building can be serviced to meet the requirements of the City of Ottawa and the MOE.

6.2 Geotechnical Study, prepared by Paterson Group, dated March 10th, 2022

Paterson Group prepared a Geotechnical Study for the proposed development by determining the subsoil and groundwater conditions and provide geotechnical construction considerations which may affect the design of the building.

These recommendations include:

- / Observation of all bearing surfaces prior to the placement of concrete.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Sampling and testing of the concrete and fill materials used.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

6.3 Tree Conservation Report, prepared by Kilgour & Associates Ltd., dated February 3, 2022

Kilgour & Associates Ltd. prepared a Tree Conservation Report for the proposed development by highlighting the condition of any existing trees on site, the impact of the proposed development and measures recommended to preserve and minimize impact.

The methodological approach evaluates trees of 10 centimetres in diameter or greater. The report identified that there was a total of 68 identified species, that are generally in good condition, with four species slated for removal. The report has also identified “Distinctive Trees” as trees of 30 centimetres in diameter or greater. Of the twenty-three distinctive trees identified, three trees are slated for removal, all of which are located on the subject property.

The report notes mitigation measures to minimize impacts to trees to be retained on Site. Of these mitigation measures is erecting a fence beyond the retained trees along the proposed edge of paving. While this fence will fall within the nominal CRZ of the retained trees, the fence in this location will protect roots occurring within the extent that they have grown to date. Tree planting recommendations are consistent with the Tree Protection By-law (2020-340) which states that compensatory tree planting should be at a 1:1 ratio.

7.0 Conclusions

It is our professional opinion that the proposed Site Plan Control application to permit the proposed cart storage facility on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by efficiently using the land, infrastructure, and resources available.
- / The proposed development conforms to the Official Plan's policies for the General Urban Area. The proposal responds to its context by proposing a low-rise building in an area characterized by low-rise buildings. The proposal also recognizes the surrounding uses and provides landscaping features to shield the proposed structure from the view of surrounding residential dwellings.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development conforms to the New Official Plan's policies and responds to its context within the Suburban Transect. A low-rise development is appropriate for the subject site within the Neighbourhood designation.
- / The proposed development responds strongly to the City of Ottawa's Accessibility Design Standards by providing an accessible parking lot, in addition to the existing passenger loading zone.
- / The proposed development meets the applicable requirements in the Comprehensive Zoning By-law 2008-250.
- / The proposed development will allow for better flow of people and use of the existing golf course. Additionally, the development will provide a single location for golf carts to be stored within an enclosed structure mitigating any impacts on adjacent residential uses.
- / The proposed development is supported by technical studies submitted as part of this application.

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