



1158 Old Second Line Road

Planning Rationale
Zoning By-law Amendment + Site Plan Control
June 13, 2023



Prepared for Theberge Homes

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Theberge Homes to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 1158 Old Second Line Road, “the subject property”, in the City of Ottawa.

Theberge Homes is proposing to redevelop the lands with a Planned Unit Development (‘PUD’) consisting of eight stacked townhouse buildings, which together comprise a total of 100 dwelling units. Each building contains between 10 and 14 dwelling units. Access to the development will be provided from a private way fronting onto Old Second Line Road. The proposed development incorporates 140 automobile parking spaces, which aligns with the minimum requirement for the subject property.

1.1 Required Applications

In order to proceed with the vision for the lands, the following development applications are required:

1.1.1 Zoning By-law Amendment (Major)

The Major Zoning By-law Amendment would amend the existing zoning, Residential Third Density, Subzone Z, Urban Exception 2622, Schedule 183 – **R3Z[2622] S183**, to Residential Third Density, Subzone Z, Urban Exception XXXX, Schedule 183 – **R3Z[XXXX] S183**.

The proposed Urban Exception includes the following Additional Permitted Land Use:

- / Stacked dwelling

The proposed Urban Exception includes the following Provisions:

- / Maximum building height of a stacked dwelling, 10.0 metres;
- / Minimum rear yard setback, 3.5 metres; and
- / Minimum interior yard setback, 3.5 metres

1.1.2 Site Plan Control (Complex)

A Site Plan Control application is being submitted concurrent to the Zoning By-law Amendment application. The Site Plan Control application process will review the proposal to ensure that it is a safe, functional, and orderly approach to redevelopment the subject property.

The proposal is consistent with the design and intensification policies and direction of the City of Ottawa Official Plan (2022), the Provincial Policy Statement (2020) and all other relevant policies. The proposed amendment to the Zoning By-law is appropriate with consideration to the planned intent for the lands. Fotenn is of the opinion that the proposal represents sound land use planning.

2.0 Site and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 1158 Old Second Line Road, is located in the Brookside-Briarbrook-Morgan's Grant neighbourhood of the City of Ottawa. The subject property is located east side of Old Second Line Road, with a frontage of 96 metres, a depth of 127.71 metres, and an area of 12,294.44 square metres. The subject property is currently occupied by a single detached dwelling and primarily non-woody vegetative conditions, which occupy the remain portion of the site. The subject property abuts the City of Ottawa's urban boundary, which runs along this portion of Old Second Line Road.

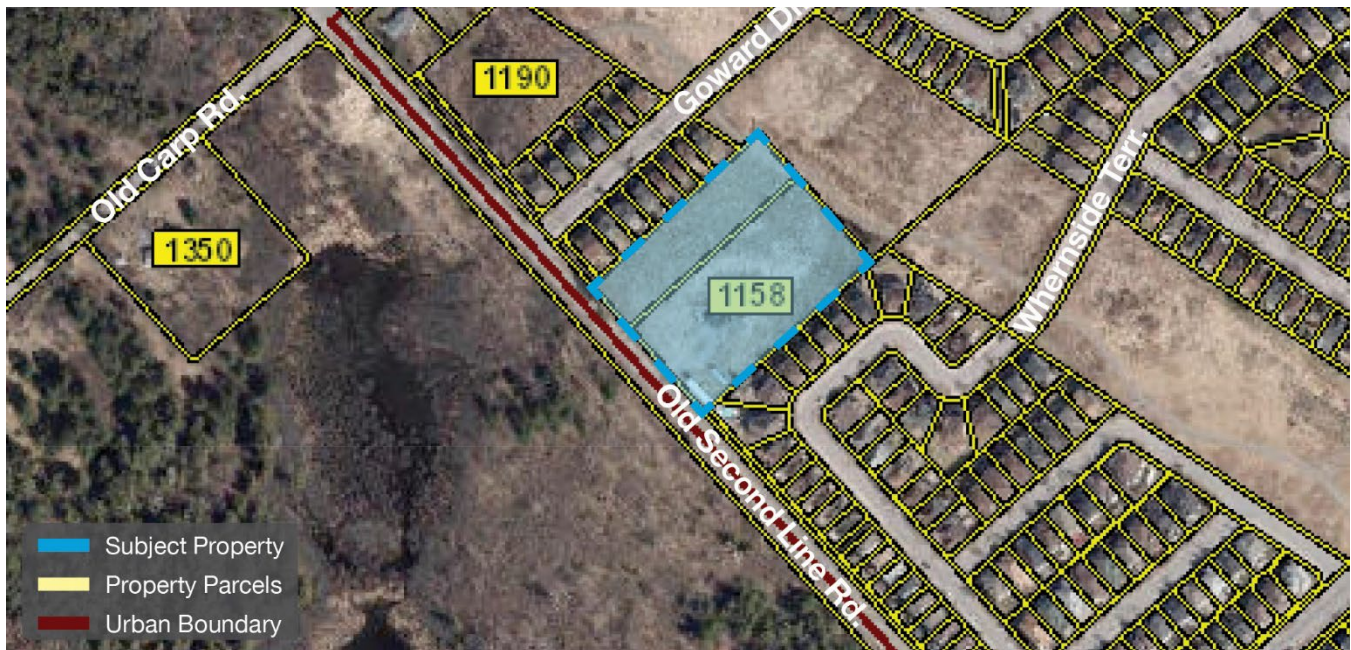


Figure 1: Aerial image of the subject property and the surrounding context.



Figure 2: Street view of subject property and abutting development, looking north-east on Old Second Line Road.

2.2 Surrounding Context

The following land uses are located in the area surrounding the subject property:

North: Immediately north of the subject property is an approximately 90-metre-wide Ottawa Hydro Corridor. The land is primarily grassland and includes asphalt trails for pedestrian travel. Beyond the corridor, is a subdivision that is composed of a combination of single-detached, semi-detached, and townhouse dwellings. Old Carp Road is the border between the urban and rural boundaries.

East: Abutting the subject property to the east is a subdivision composed of single-detached, semi-detached, and townhouse dwellings. Other uses in the area include multiple schools, parklands, and the Kanata North Technology Park east of Terry Fox Drive.

West: The subject property abuts a small subdivision composed of single detached dwellings to the west. To the east of the subdivision is Louis Turner Park, which also includes the terminus for the pathway that leads through the Ottawa Hydro Corridor. East of Louis Turner Park is the urban boundary. The rural area, east of the subject property is defined by woodlands and single detached dwellings on large properties.

South: The south side of Old Second Line Road is located in the Rural area. The area immediately south of the subject property is the South March Highlands Conservation Forest, which also includes a trail network. The area also includes a golf course and single detached dwellings on large properties.



Figure 3: Subject property and non-residential uses in the surrounding area.

2.3 Road Network

The subject property is located on Old Second Line Road, which is classified as a Major Collector Road, as identified on Schedule C4 of the Ottawa Official Plan (Figure 4). Major collectors connect communities and usually provide connections between arterial and local roads. These roads tend to be shorter and carry lower volumes of traffic than do arterials. The design and construction of these roads will accommodate safe use by all travel modes and the efficient operation of transit services.

Old Second Line Road leads to Terry Fox Drive and March Road, both of which are Arterial Roads. Arterials are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel including such as people walking and cycling as well as provide corridors for public infrastructure and utilities.



Figure 4: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

2.4 Transit Network

The closest future Bus Rapid Transit station to the subject property is projected to be located at Terry Fox Drive and Innovation Drive, which is approximately 2 kilometres east from the subject property, as identified on Schedule C1 of the Ottawa Official Plan (Figure 5). Local OC Transpo services can be found on Old Second Line Road, approximately 600 metres south-east of the subject property. Routes 64 and 165 are available on local transit in the general area of the subject property.

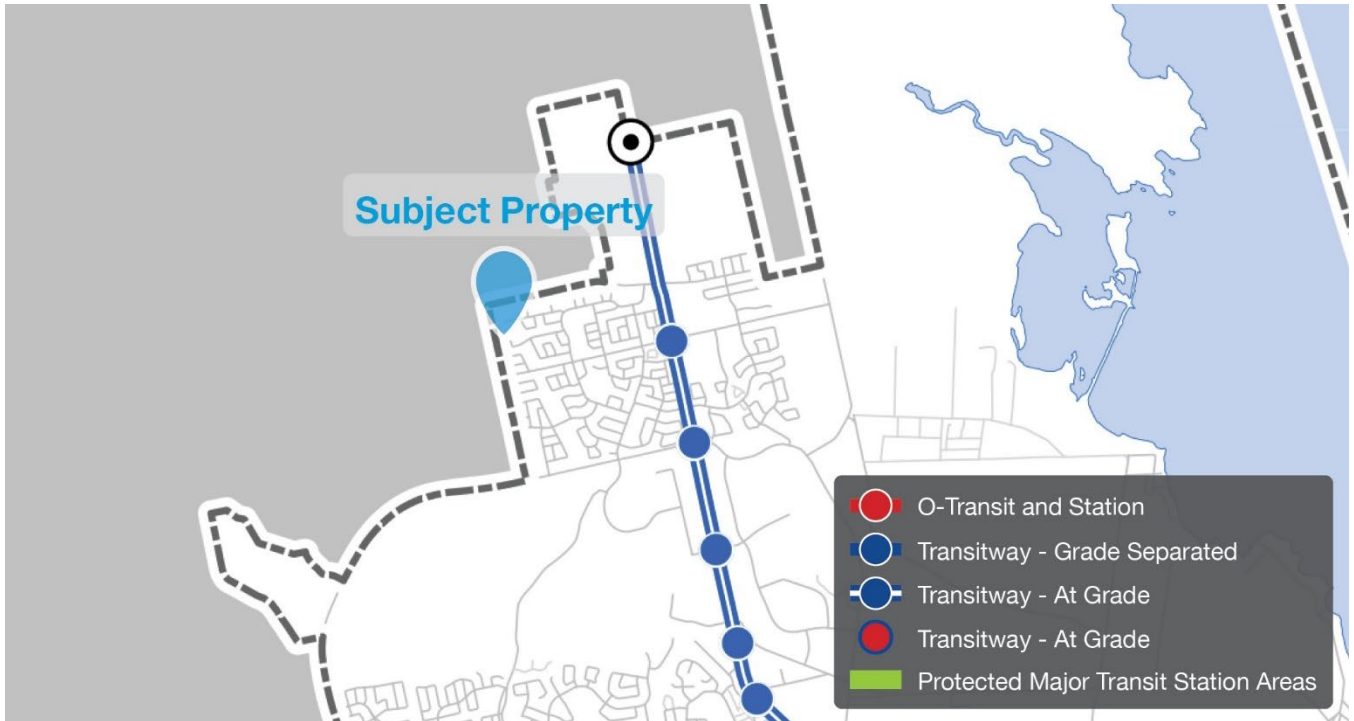


Figure 5: Schedule C1 – Protected Major Transit Station Areas, City of Ottawa Official Plan.

2.5 Active Transportation Network

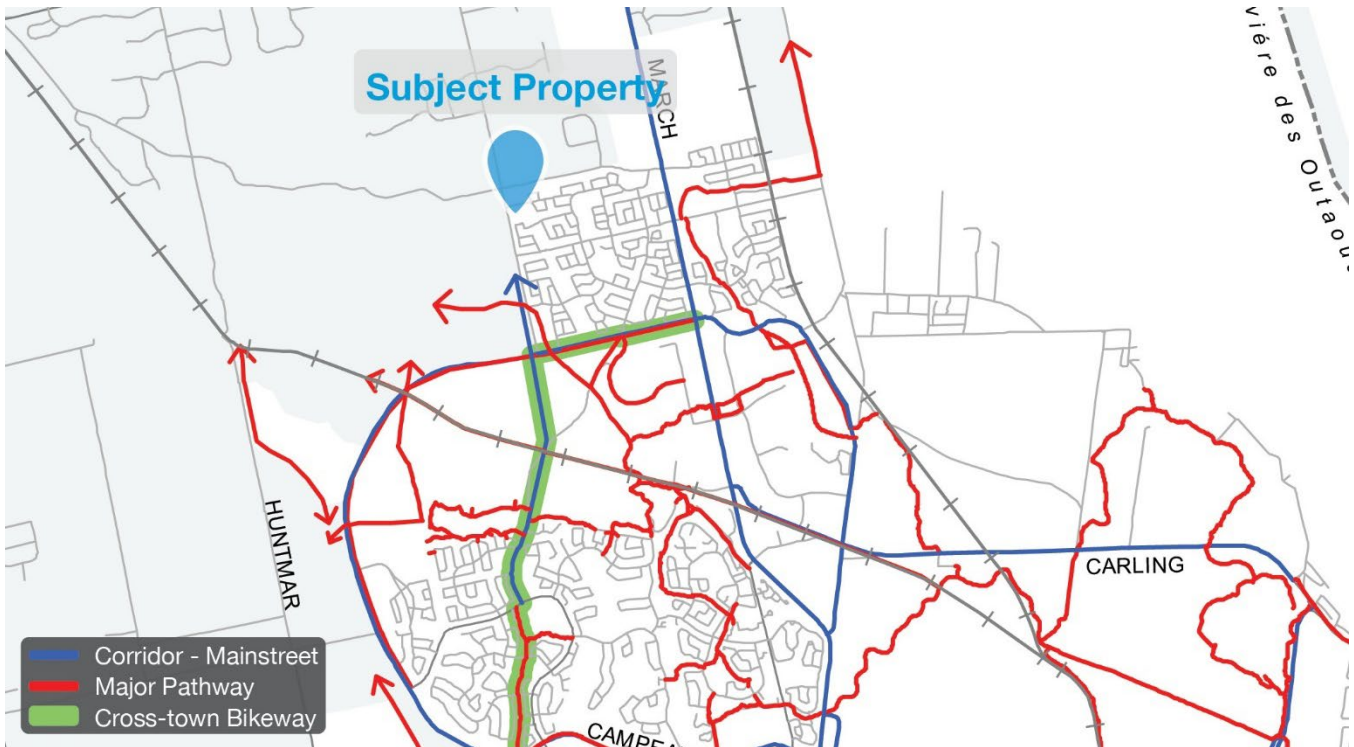


Figure 6: Map 1 - Cycling Network, City of Ottawa Transportation Master Plan.

The subject property is located in an area that is in close proximity to Major Pathways and the Cross-town Bikeway, as identified on Map 1 of the Ottawa Transportation Master Plan (Figure 6). Both the Major Pathway network and Cross-Town Bikeway can be accessed from the subject property using the Multi-Use Pathway the runs along Old Second Line Road. Further, Major Pathways can be found in the Ottawa Hydro corridor that abuts the subject property to the north, and throughout the South March Highland Trail Network which abuts the property to the south.

3.0 Proposed Development

Theberge Homes is proposing to replace an existing single detached dwelling with a Planned Unit Development, that includes eight stacked townhouses, which comprise a total of 100 dwelling units. Each building contains between 10 and 14 dwellings. The proposed development offers 140 automobile parking spaces, which is the minimum requirement for the subject property.

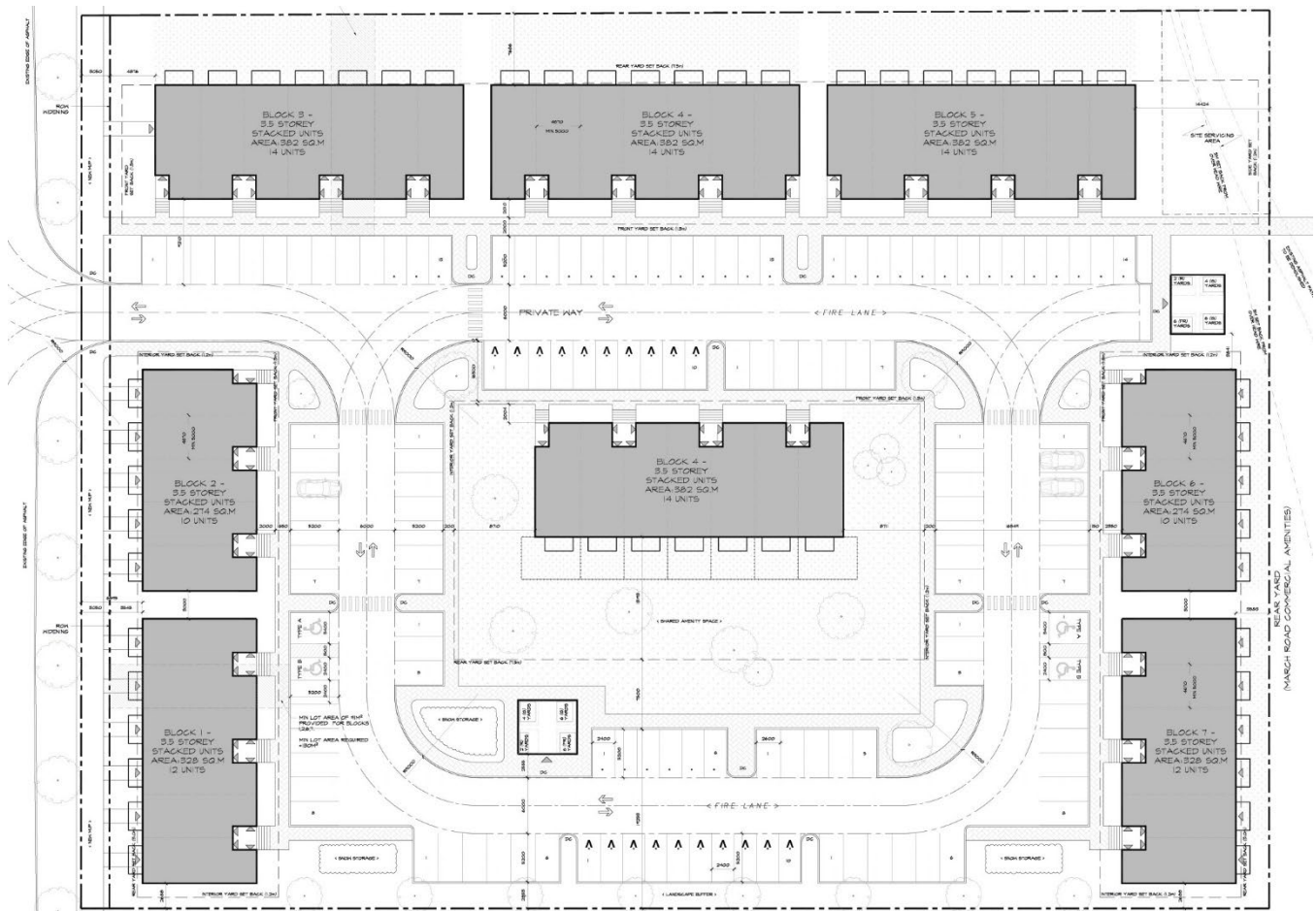


Figure 7: Proposed Site Plan.

The proposed development includes a shared amenity space at the centre of the development, which offers 962 square meters of a programmed landscaped area. Additionally, 1,105 square metres of private amenity space is provided to individual ground-oriented units. In total, 2,073 square meters of amenity space is present on the subject property, which exceeds the required 600 square metres by more than three times. The total area of the subject property that is landscaped is 3,907 square metres, which amounts to 47% of the property.

Servicing components, such as garbage areas, snow removal sites, and site servicing are offered in areas that are conveniently located, but that do not negatively impact the circulation or user experience of the development. In designing the proposed development, many components were considered to respond to the existing and planned

context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

3.1 Building Design

3.1.1 Building Massing and Materials

To remain compatible with the surrounding neighbourhood context, the proposed development maintains a low-rise building height, complimenting the existing low-rise built form that is located on the abutting subdivisions to the north and south of the subject property. The three and a half storey buildings (9.16 metres) are modestly taller than the surrounding single detached dwellings, but due to appropriate setbacks and landscaping around property lines, privacy



Figure 8: Elevation and Perspective drawing of the proposed 10 unit stacked townhouse dwelling type.

concerns are mitigated. The building setbacks from the Old Second Line Road frontage are consistent with the abutting subdivision to the north to accommodate the Multi Use Pathway that is present on the abutting properties.

The design, in terms of materials and aesthetics is consistent with similar contemporary infill projects found in the area and Ottawa more broadly. Specifically, the use of large fenestration, masonry, and other stone façade cladding is typical of contemporary infill in the Ottawa area.

3.1.2 Relationship to Surrounding Context

The physical dimensions of the buildings are fully compliant with the R3Z zone provisions, requiring no site-specific relief regarding the built form and only seeks relief from the position of the building on the interior side yard. Further, the proposed development complements the general intent and purpose of the R1V zones in the surrounding area with respect to building height. The proposed 9.16 metre building height is less than the 9.5 metres height permitted in the surrounding R1V properties.

The buildings fronting on to Old Second Line Road are positioned appropriately to match the setback of the abutting properties to the north and links the existing Multi-Use Pathway together, which is located on the north and south properties abutting the subject property. Additionally, the design of the buildings fronting Old Second Line Road include active entrances which help animate the street.

3.2 Landscape Design

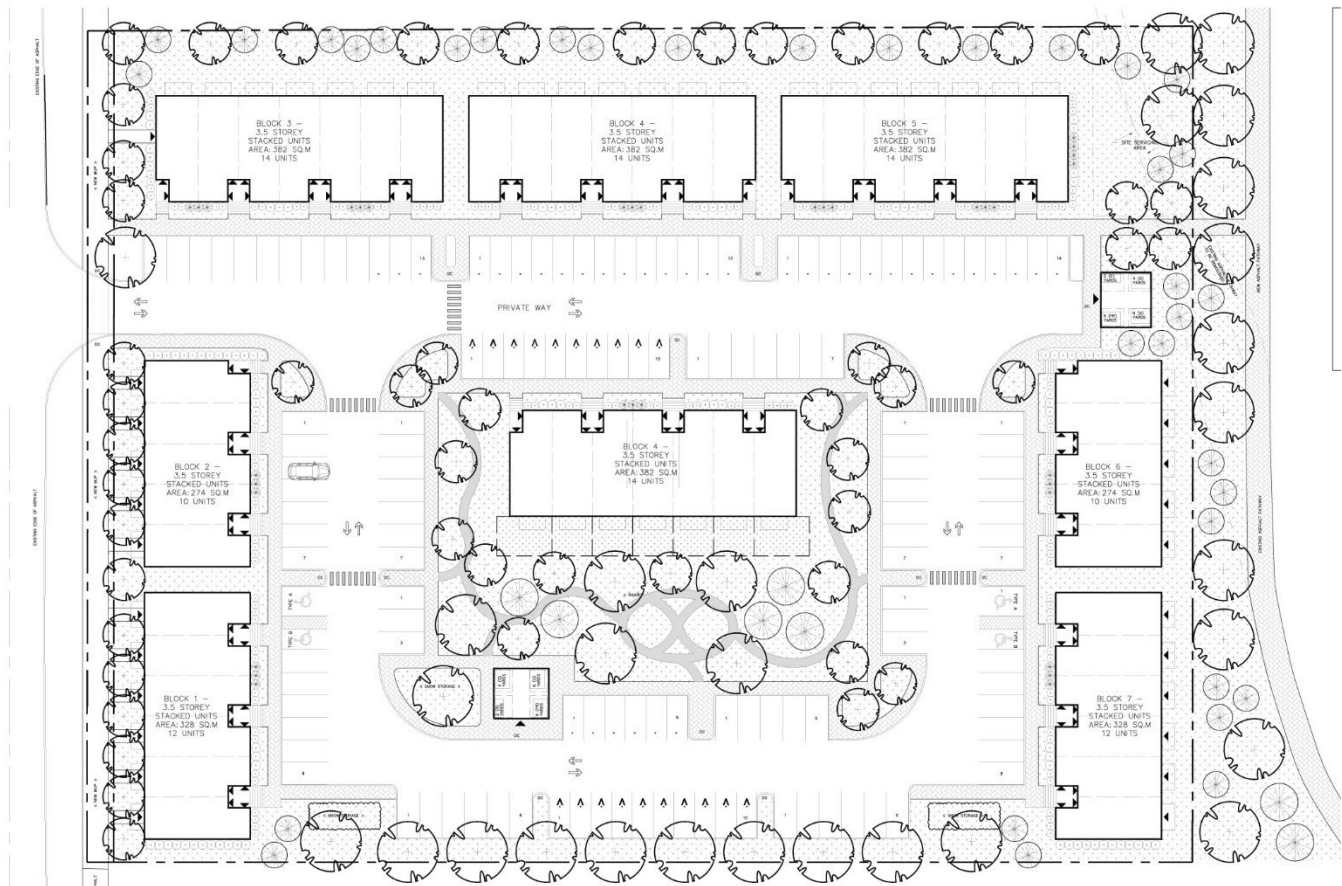


Figure 9: Proposed Landscape Plan.

The proposed design includes a substantial investment in creating a quality exterior experience on the subject property. With respect to planting materials, the proposed development includes a substantial investment in trees to accommodate the City of Ottawa's tree canopy goals. The primary shared amenity area is located at the centre of the development, situated between parking spaces and the interior stacked dwellings. The area is proposed to be well programmed, with a pathway through the site, and a strong tree canopy covering all but the central area of the parkland area. In addition to the amenity space present on the site, a pathway is proposed to link the abutting pathway system located in the Ottawa Hydro corridor to the subject property.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and came into effect May 1, 2020, replacing the PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are analyzed below.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

- 1.1.1 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
 - 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; and
 - g) Ensuring that necessary infrastructure and public service facilities are or will be available.

Settlement Areas

- 1.1.3.2 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;
 - e) Support active transportation; and
 - f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Housing

1.4.3 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; and
 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- 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 development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the proposed development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city's urban area, in an established area with important amenities and employment hubs to promote sustainable transportation modes as an alternative to personal vehicle use. Intensification of the subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

e) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

4.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six 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 on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the **Suburban Transect**, which comprises neighbourhoods within the urban boundary located outside the Greenbelt and are characterized by separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. These greenfield lands are forecasted for 46% of the City's growth, as outlined in the Growth Management Section of the Official Plan.

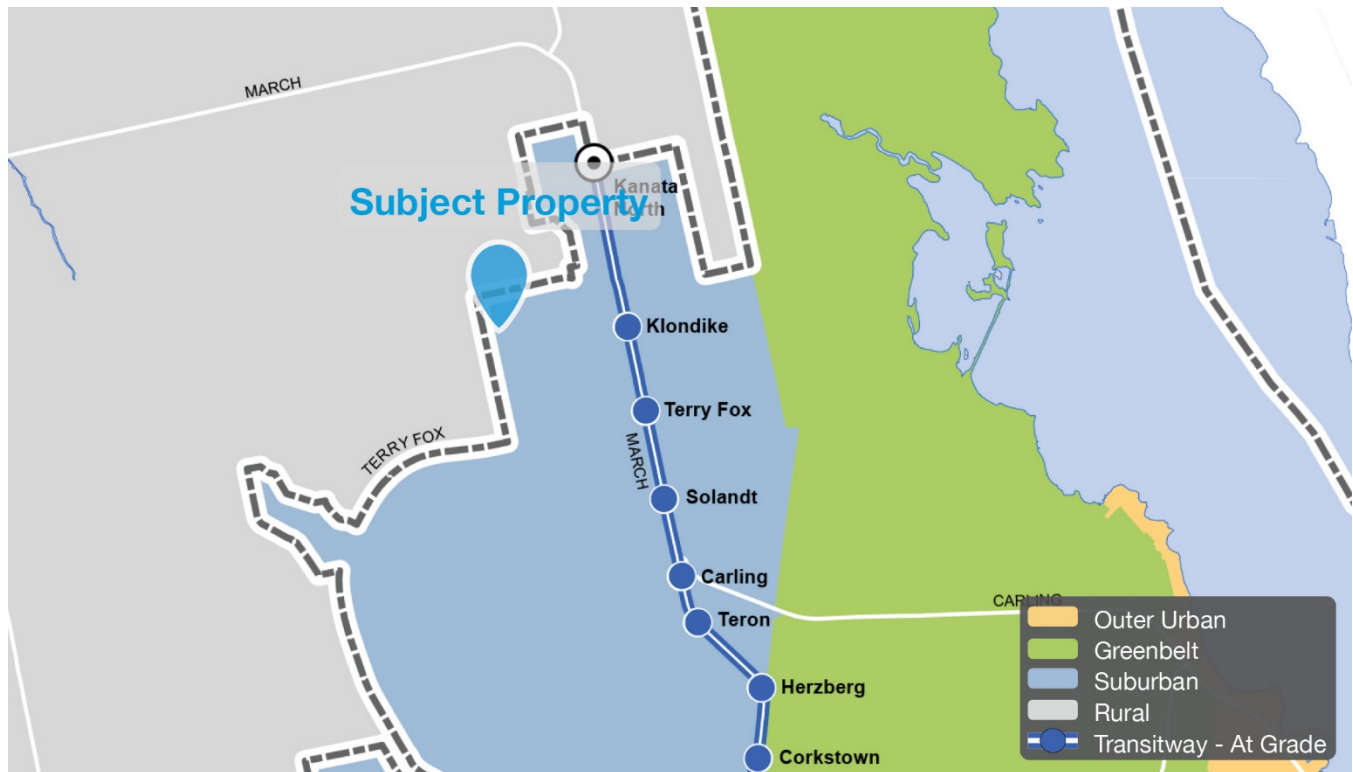


Figure 10: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

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

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

- 5.4.1.1 The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban.

The proposed development contemplates stacked townhouses, which are permitted in the Suburban Transect, the Neighbourhood designation, and are a typology that is consistent with the planned development of the area. The low-rise, ground-oriented format of these units coincide with the forms present throughout the surrounding area.

5.4.1.2 The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods;

The proposed development contemplates stacked-townhouses, a low-rise form of development, which is within the low to mid-density development range permitted. The housing type is permitted within the Neighbourhood designation.

5.4.1.3 In the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:
 - i. Multi-unit dwellings in Hubs and on Corridors; and
 - ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes;

The proposed development includes ground-oriented residential dwellings in the form of stacked townhouses, which are located in close proximity to local transit offered on Old Second Line Road.

Provide direction to Neighbourhoods located within the Suburban Transect

5.4.5.1 Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

The proposed development contemplates a housing type which is representative of the ‘missing middle’ housing typology, is within permitted building heights for the neighbourhood designation, and oriented in a manner that frames the public right of way and locates parking within the interior of the subject property.

4.2.4 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. 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 (Neighborhoods).

The subject property is designated as a **Neighbourhood**. Neighborhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15- minute neighbourhoods. Most of the development in this designation will be low-rise residential, except where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

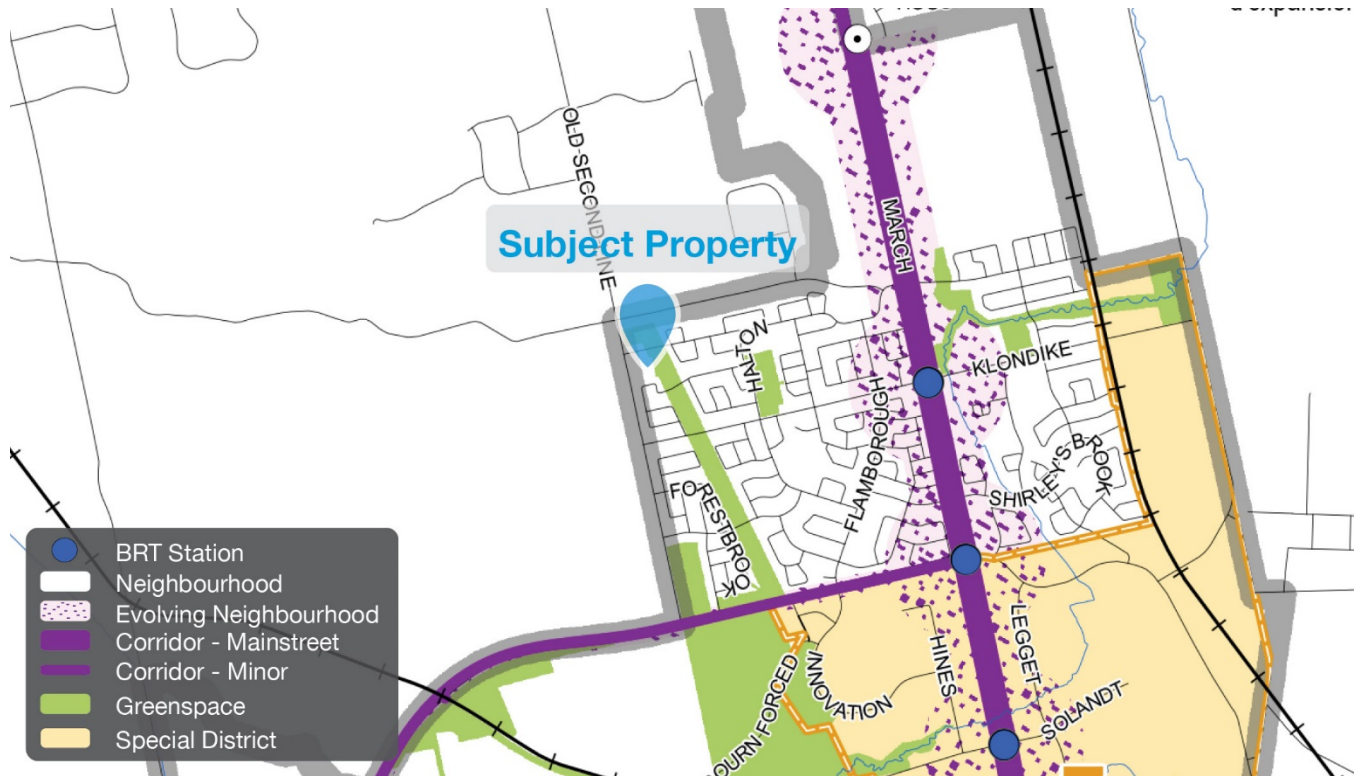


Figure 11: Schedule B5 – Suburban (West) Transect, City of Ottawa Official Plan.

The proposed development meets the following Neighbourhood Designation Policies outlined in **Section 6.3** of the Official Plan, among others:

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

- 6.3.1.2 Permitted building heights in Neighbourhoods shall be Low-rise, except:
- Where existing zoning or secondary plans allow for greater building heights; or
 - In areas already characterized by taller buildings.

The proposed development contemplates stacked townhouses, which are a low-rise form of development and consistent with the character of the surrounding neighbourhood context.

- 6.3.1.4 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:
- Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);

The proposed development contemplates stacked townhouses. This housing types is representative of missing middle housing and contributes to meeting the density targets for the area as outlined in Section 6 of the Ottawa Official Plan.

- 6.3.1.5 The Zoning By-law will distribute permitted densities in the Neighbourhood by:
- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The proposed development contemplates low-rise development in close proximity to local transit stops and major amenities and services.

- 6.3.2.1 The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods.

The proposed development contemplates a housing typology that is representative of the missing middle housing category. Further, the modest additional density offered from stacked-townhouses strengthen the conditions for an emerging 15-minute community.

- 6.3.2.2 The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:
- a) Local context and character of existing development;
 - b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
 - c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;

The proposed development is consistent with the character of the surrounding neighbourhood, appropriately interfaces with both the abutting residential subdivisions located to the north and south and the public right of way.

- 6.3.2.4 The Zoning By-law may establish separate standards as appropriate for development on interior lots, corner lots, through lots and whole-block lots, in order to produce coherent and predictable built form and site development outcomes that contribute to well-designed blocks and street lines.

The proposed development contemplates a built form that is consistent with the character of the surrounding neighbourhood and is in line with the planned development for the area as outline in the policies found throughout this report.

- 6.3.2.5 Further to 6.3.1, Policy 4 a), amenity areas that are provided outdoors for Low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.

The proposed development contemplates 1,105 square meters of private amenity space, 968 square metres of shared amenity space, for a total of 2,073 square metres of amenity space on the subject property. This represents more than three times the required amenity space, 600 square metres.

4.2.5 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the Ottawa Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

Designate Sufficient Land for Growth

3.1.3 The urban area and villages shall be the focus of growth and development.

As outlined in the Transect Policy section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy analysis presented throughout this report.

Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area

The proposed development looks to replace an existing single detached residential dwelling, for an intensified, more efficient use of the property, which includes a total of 100 dwelling units in the form of low-rise stacked townhouse residential units.

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.

The density targets, as outlined in table 3b of the Ottawa Official Plan, indicate the target for the Suburban Transect is 40-60 residential dwellings per net hectare. The proposed development contemplates adding 100 units to a property that is presently occupied by one single detached residential dwelling. The proposed development helps contribute to this target, in an area that is presently deficient of this level of density.

- 3.2.3 The vast majority of Residential intensification shall focus within 15- minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8.

The subject property is located within the Neighbourhood designation and the proposed development looks to contribute to the intensification of an area designated for greater density than what is present. Further, the development of 100 additional residential units will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.

- 3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable

The subject property is located within the Neighbourhood designation within the Suburban Transect and the contemplated intensification is supported by the policies of the Ottawa Official plan, outlined in this Section. Further, the subject property is fully serviced and supporting studies included in the Zoning Bylaw Amendment and Site Plan Control applications confirm the protection of groundwater resources.

- 3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
- a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The proposed development contemplates two bedroom, stacked townhouse residential dwelling units, which have larger floor areas than typical two bedroom units by virtue of the two floors per unit orientation. Further, as per table 3b, there are no Minimums for Proportion of Large-household Dwellings within Intensification within the Suburban Transect.

4.2.6 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 designed 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.

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

- 4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development looks to continue to have a single curb cut on the subject property for the ingress and egress of motor vehicles. Further all parking stalls are internalized to the site and screened by either buildings or well vegetated landscape screens to the north and south abutting properties.

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

4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

The proposed development contemplates stacked townhouses, at a height of 9.16 metres, which is below the permitted height of any use in the R3Z zone. Further, impacts on abutting properties will be mitigated by adhering the required interior lot line setbacks, and the inclusion of well treed landscape buffers.

4.6.6.6 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 development contemplates a type of development that is permitted within the Transect and Designation policies, in a built form that meets the general provisions of the R3 zone. Further, the proposed development is designed to be well treed and landscaped. Both with regards to publicly available amenity spaces and on individual properties.

4.3 Urban Design Guidelines for Low-rise Infill Housing

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development. The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. The following guidelines apply to the proposed subdivision:

Streetscapes

- Guideline 1.1 Contribute to an inviting, safe, and accessible streetscape
- Guideline 1.2 Reflects the desirable aspects of the established streetscape character

Landscape

- Guideline 2.1 Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees.
- Guideline 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions.

Building Design (Built Form)

- Guideline 3.1.2 Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- Guideline 3.1.4 Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized.
- Guideline 3.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.
- Guideline 3.1.11 Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades
- Guideline 3.2.1 Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.
- Guideline 3.3.1 Provides similar level of quality and detail on all sides of the building.
- Guideline 3.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:
- / Materials, patterns and colours used in wall treatments
 - / Cornice lines, form of the roofline and chimney details
 - / Size, shape, placement and number of doors and windows
 - / The pattern and location of projections, recesses, front porches, stoops, and balconies.
- Guideline 3.3.3 Provides primary building entrances that are inviting and visible from the street.
- Guideline 3.3.4 Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, design the infill units with distinguishing characteristics.

The proposed development was informed by the Urban Design Guidelines for Low-Rise Infill Housing and responds positively to the vast majority that are applicable.

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

4.4.1 Existing Zoning

The subject property is currently zoned Residential Third Density, Subzone Z, Urban Exception 2622, Schedule 183 – **R3Z[2622] S183**, in the City of Ottawa Zoning By-law. The purpose of the Residential Third Density is as follows:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)
- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and

- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

In addition to the non-residential uses permitted in the R3 zone, the R3Z permits the following residential uses:

- / Planned Unit Development / Three Unit / Duplex
- / Detached, Linked-detached / Long Semi / Semi-Detached
- / Townhouse

Stacked dwellings are not a permitted use in the R3Z zone, it will be necessary to seek an Urban Exception to develop the subject property as proposed.

Schedule 183 adds additional zoning provisions for lands outlined in Area A of the Schedule (Figure 12). The schedule states: Lands shown within Area A are subject to the provisions of Section 56(4).

Section 56(4) states:

4. Despite subsection (2), with the exception of wells that are required for environmental site assessment purposes as per Ontario Regulation 153/04 (Environmental Protection Act), on any land shown in Area A on Schedule 183 the following are prohibited:
 - a) drilling of a new groundwater well;
 - b) drilling to make an existing groundwater well any deeper; and
 - c) the installation of a groundwater heat pump, except as approved by the City of Ottawa.

The drilling of a groundwater well or groundwater heat pump is not proposed as part of this application. The proposed Zoning By-law Amendment does not conflict with these provisions, and the continuity of this schedule and its provisions applying to this site is supported.

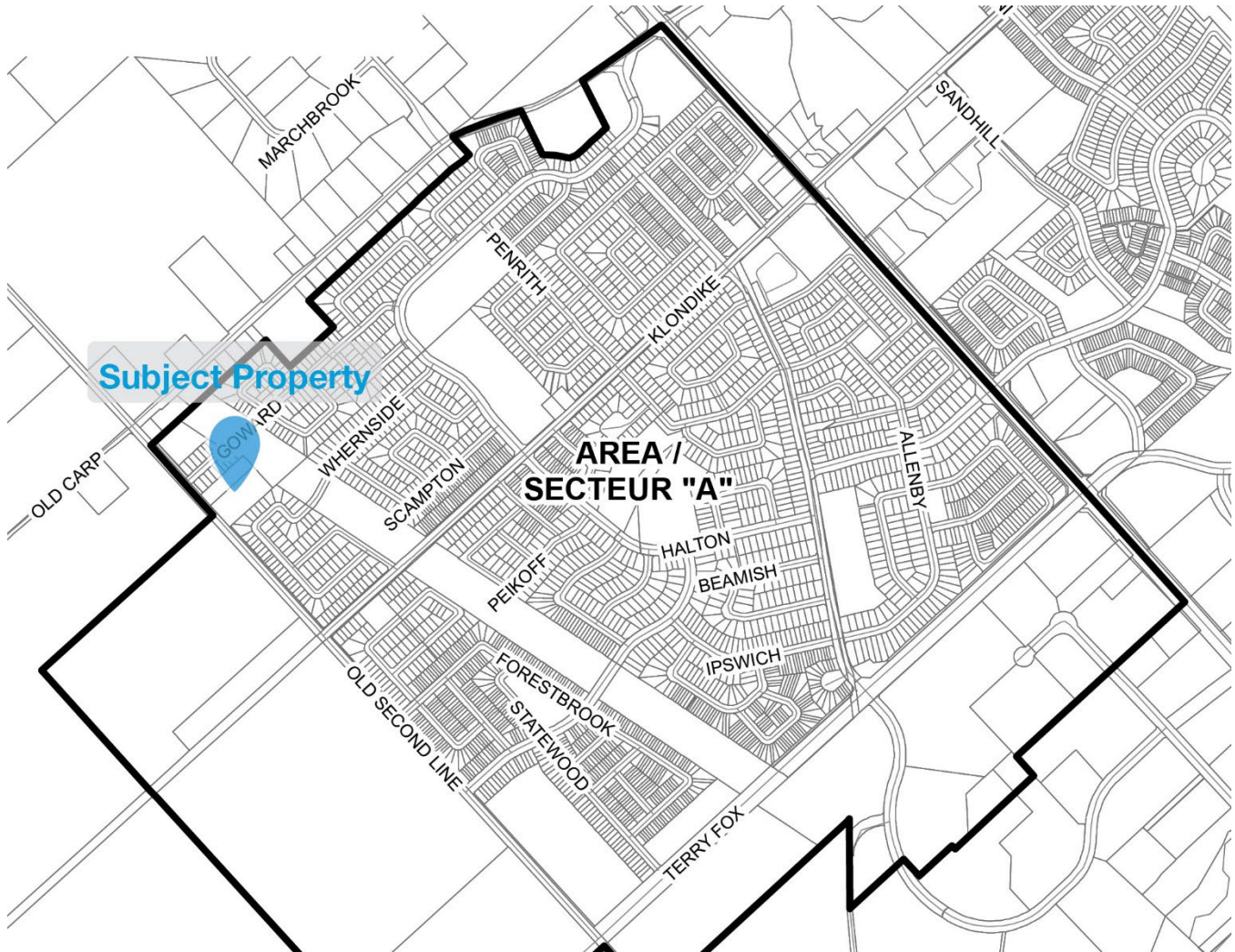


Figure 12: Schedule 183 of the Zoning By-law.

Urban Exception 2622 includes the following zoning provisions:

- / A lot is considered to have frontage where it abuts a private way that serves as a driveway leading to a public street.
- / The lot line that abuts a private way is considered to be the front lot line, and when more than one property line abuts a private way, the front lot line is considered to be the shortest property line abutting a private way and the other lot line that abuts a private way is considered a side lot line abutting a street.
- / Despite the foregoing, where a through lot abuts both a public street and private way, the front lot line shall be along the public street.
- / For the purposes of Part 4, the private way is considered a public street.
- / Minimum lot width: 5 m
- / Minimum lot area: 130 m²
- / Maximum building height: 10 m
- / Minimum front yard setback: 1.3 m

- / Minimum corner side yard setback: 1.2 m
- / Minimum rear yard setback: 7.5 m for lots abutting a residential zone and 3 m for all other lots
- / Minimum interior side yard setback: 1.2 m



Figure 13: Zoning map of subject property and surrounding area.

4.4.2 Proposed Zoning

The submitted Zoning By-law Amendment application looks to rezone the subject property to Residential Third Density, Subzone Z, Urban Exception XXXX – R3Z[XXXX]. The associated Urban Exception seeks relief to the existing R3Z zoning where the proposed development is deficient in zoning provisions, as outlined in the following table.

The following table provides a summary of the R3Z zone as detailed in the City of Ottawa Zoning By-law 2008-250. The table demonstrates how the development meets the provisions, and an **X** is identified where the proposed development does not meet the provision.

Zoning Mechanism (R3Z – Planned Unit Development)	Provision	Provided	Compliance
Minimum Lot Width	18.0 metres	96.0 metres	✓
Minimum Lot Area	1,400 square metres	12,294.4 square metres	✓
Maximum Building Height	As per dwelling type, dwelling type not permitted	9.16 metres	✗
Minimum Front Yard Setback	3.0 metres	3.5 metres	✓
Minimum Rear Yard Setback	6.0 metres	3.5 metres	✗
Minimum Interior Yard Setback	6.0 metres	2.6 metres	✗

The following table summarizes the proposed development's compliance with zoning relating to parking requirements, landscaping, and refuse. Areas of non-compliance are noted with an **X**.

Zoning Mechanism	Provision	Provided	Compliance	
Minimum Required Vehicle Parking Spaces (Area C of Schedule 1A)	Residential: 1.2 per dwelling unit	120	✓	
	Visitor: 0.2 per dwelling unit	20	✓	
Minimum Driveway Width	Parking lot: 6.0 metres	6.0 metres	✓	
Minimum Aisle Width	Parking lot: 6.0 metres	6.0 metres	✓	
Minimum Parking Space Dimensions	Length: 5.2 metres Width: 2.6 metres	Length: 5.2 m Width: 2.6 m	✓	
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	40%	✓	
Minimum width of landscaped area around a parking lot	Abutting a street	3.0 metres	3.0 metres	✓
	Not abutting a street	1.5 metres	2.6 metres	✓
Minimum Required Landscaped Area within a Parking Lot	15%	>15%	✓	
Outdoor Refuse Collection	Min. setback from a public street	9.0 metres	>9.0 metres	✓
	Min. setback from any other lot line	3.0 metres	>3.0 metres	✓
	Screening minimum height	2.0 metres	2.0 metres	✓

The following table summarizes the proposed development's compliance with the applicable provisions of Section 131 – Planned Unit Development of the Zoning By-law. Areas of non-compliance are noted with an **X**.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Width of Private Way	6.0 metres	6.0 metres	✓
Minimum Setback for any Wall of a Residential Use Building to a Private Way	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres	3.5 metres	✓
Minimum separation area between buildings within a planned unit development	3 metres	3 metres	✓

The proposed development broadly meets the general intent of the R3Z by allowing for an additional mix of housing type in the neighbourhood, while developing the subject property in an efficient manner, that is compatible with the housing types of the surrounding area. The proposed Zoning By-law Amendment will address the non-compliant use and provisions. The proposed amendment is outlined in Section 5.1 of this Rationale.

5.0 Proposed Zoning Bylaw Amendment

5.1 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Residential Third Density, Subzone Z, Urban Exception 2622, Schedule 183 – **R3Z[2622] S183**, to Residential Third Density, Subzone Z, Urban Exception XXXX, Schedule 183 – **R3Z[XXXX] S183**.

The proposed Urban Exception includes the following Permitted Additional Land Use:

- / Stacked dwelling

The requested additional use is appropriate, given that it contemplates a built form that meets or exceeds the provisions of the existing zoning on the site, and presents no greater impact to the site and surrounding area than what is presently permitted. Further, the housing type contributes to the low-rise diversity of housing available in the surrounding area, while remaining complimentary to the surrounding context.

The proposed Urban Exception includes the following Provisions:

- / Maximum building height of a stacked dwelling, 10.0 metres;
- / Minimum rear yard setback, 3.5 metres; and
- / Minimum interior yard setback, 3.5 metres

The requested provision exceptions are appropriate, given that they meet or exceed the provisions of the existing Urban Exception present on the subject property, and reduce the total number of provisions that require relief.

6.0 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application has been submitted:

Notification to residents and local registered Community Association(s)

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

Public Consultation Meeting(s)

- / Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format will be accommodated.

Planning Committee Meeting Advertisement and Report Mail out to Public

- / Notification for the statutory public meeting will be undertaken by the City of Ottawa.

7.0 Conclusion

It is our professional planning opinion that the applications for a Zoning By-law Amendment and Site Plan Control are appropriate, represent good planning, and are in the public interest.

The proposed development is consistent with the **Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.

The proposed development conforms to the **Official Plan's** vision for managing growth in the urban area and meets the policies for infill and intensification in the Suburban Transect and Neighbourhood designation.

The proposed development meets the **Urban Design** and **Growth Management Framework** objectives, principles, and policies in Sections 4.6 and 3 of the Official Plan.

The proposed development responds strongly to the **Urban Design Guidelines for Low-Rise Infill Housing** by proposing appropriately designed infill that is sensitive to its existing context while gently intensifying an underutilized property.

The proposed development **complies with the general intent of the R3Z zone**. The requested amendments are appropriate and will not create any undue or negative impacts on the surrounding properties or community at large.

The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely



Tyler Yakichuk, MPlan
Planner



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Senior Planner