

Planning Rationale & Urban Design Brief

Site Plan Control Application Navan Residential Block 17 2983 Navan Road

12714001 Canada Inc.



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1.0 INTRODUCTION

This Planning Rationale and Urban Design Brief has been prepared by J.L. Richards & Associates Limited (JLR) on behalf of our client, 12714001 Canada Inc., in support of the Site Plan Control Application for Block 17 of the larger subdivision application at 2983-3053-3079 Navan Road, which is found in Chapel Hill South of Orleans, in the City of Ottawa’s east end. This document will henceforth be called the “Design Brief”. Block 17 consists of two low-rise (four story) residential buildings (E & F).

A Planning Rationale and a Design Brief are required by the City for Site Plan Control Applications. This document is a combined Planning Rationale and Urban Design Brief, as well as confirmation that the application meets the required zoning provisions. The reason for combining these documents is that a detailed Planning Rationale was previously completed for the Draft Plan of Subdivision and Zoning By-law Amendment. JLR aims to reduce duplication of content and save valuable time by providing one comprehensive document. It should be noted that the previous Planning Rationale submitted was done under the old City of Ottawa Official Plan, this document under the new Official Plan (as adopted by By-law No. 2021-386). This Design Brief aims to demonstrate compliance with the zoning for the subject property. The subject property is a portion of the 2983, 3053, and 3079 Navan Road and 2690 Page Road Navan Road subdivision application, which is shown in the extract below. The subject property fronts onto Brian Coburn and Paleo Heights (a new subdivision road), which results in a through corner lot. Direct access is to be provided for all lots/blocks from the internal subdivision road. The surrounding area is currently or proposed to be residential uses, with a major transit station being located on the opposite side of Brian Coburn Blvd. The current zoning for this property is General Mixed Use (GM [2546] H(14.5)). The table below summarizes the permitted uses and provisions for the GM special exception zone in relation to the subject property. This zoning conformity is a result of a zoning by-law amendment No. 2024-378 (Appendix A).

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| Zone | Permitted Uses | Provisions |
|------------------|--|--|
| GM[2546] H(14.5) | <ul style="list-style-type: none"> - Apartment dwelling (low-rise) - Office - Retail store - Retail food store - Restaurant | <ul style="list-style-type: none"> - Minimum required setback for all yards abutting a lot containing a residential use: 7.5m - Maximum building height of 14.5m |

Table 1 Zoning Table

As shown in Table 1, the GM[2546] H(14.5) zone permits low rise apartment dwellings, office space, retail store, retail food store and a restaurant. The dwelling units in buildings E and F will consist of one and two-bedroom apartments.

To support this application, the required studies, reports and plans were identified by the City of Ottawa Staff following a pre-application meeting which took place on September 13, 2023:

- Site Servicing Report – Residential Site Plan (Block 17) – 2983, 3053, and 3079 Navan Road and Page Road, Ottawa, Ontario., prepared by J.L. Richards and Associates, dated September 26, 2024
- Servicing Drawings, prepared by J.L. Richards & Associated, dated September 26, 2024.
 - Site Servicing Plan
 - Grading and Ponding Plan
 - Storm and Sanitary Drainage Plans
 - Erosion and Sediment Control Plan
- Planning Report – combined Planning Rationale, Urban Design Brief and Zoning Conformity – prepared by J.L. Richards & Associates, dated October 4, 2024
- Zoning Confirmation Report, prepared by J.L. Richards & Associates, dated October 3, 2024
- Phase I ESA Updated Report, prepared by EXP, dated November 30, 2023
- Geotechnical Study, prepared by EXP, dated December September 13, 2024
- Traffic Noise Assessment, prepared by Gradient Wind Engineers & Scientists, dated December 8, 2023
- Plan of Survey (Topo), prepared by Stantec Geomatics Ltd.
- Site Plan, prepared by PMA Architectes and L’Atelier Architectes, dated September 11, 2024
- Building Elevations, shown within Site Plan package, prepared by PMA Architectes, dated September 11, 2024
- Massing & Rendering, images prepared by L’Atelier Architectes, shown in Planning Report/Urban Design Brief, dated September 11, 2024
- Tree Conservation Report & Environmental Impact Statement Updated Report, prepared by Muncaster Environmental Planning, dated February 12, 2024
- Landscape Plan, prepared by James B. Lennox & Associates Inc. dated October 4, 2024
- Trip Generation Technical Memorandum, prepared by J.L. Richards & Associates, dated December 8, 2023

In the previous City of Ottawa Official Plan, under the 2005 Phase 1 Area of the East Urban Community, Community Design Plan (CDP), the Subject Lands are identified in the Land Use Structure Plan as Residential and, overlapping this, a portion of the site was identified as a potential Urban Natural Areas Environmental Evaluation Study Candidate Site. In the previous subdivision application this CDP was highlighted, however, the CDP is not part of the new Official Plan and is therefore no longer relevant to the application. As noted below the site is now designated as an Evolving Community.

1.1 Site Location

The Subject Lands are located within the Chapel Hill South Neighbourhood of Orléans, Ottawa. These lands are located south of the Orléans Village – Chateauneuf neighborhood and west of Mer Bleue Road (refer to Figure 1). In total, the Subject Lands are approximately 5.5 hectares (~13.6 acres) in size and are known municipally as 2983-3053-3079 Navan Road and 2690 Pagé Road. The site for Block 17 discussed in this Design Brief is located at the south-east portion of the lands at the corner of Navan Road and Page Road. The entire property is legally described as being part of Part of Lot 6, Concession 3, Ottawa Front, Geographic Township of Gloucester, now City of Ottawa. As shown in Figures 2 and 3 below, the site currently consists of undeveloped lands.

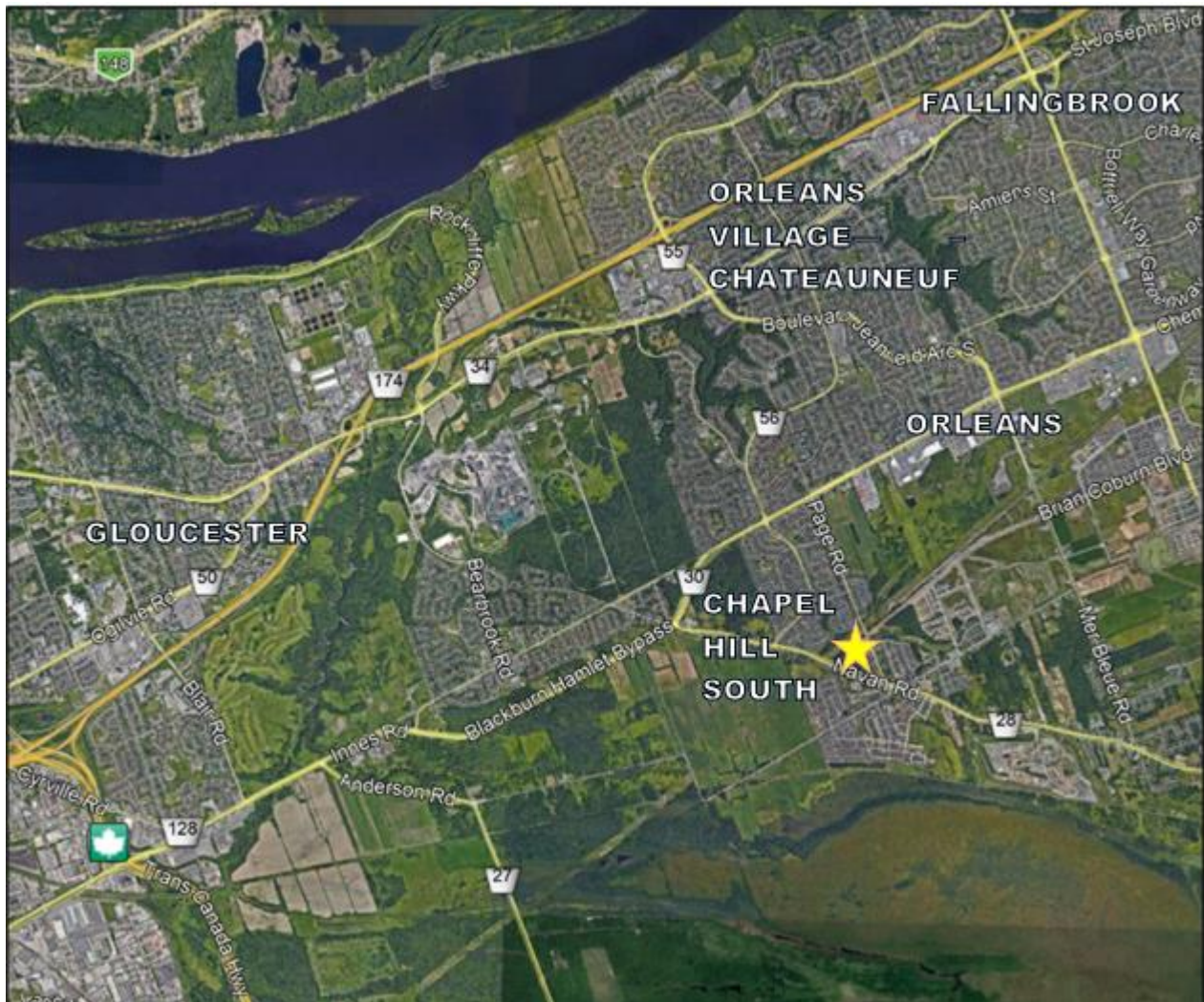


Figure 1 General location of proposed development, with star indicating location of Subject Lands.



Figure 2 Aerial image of approximate location of Block 17 – Residential.

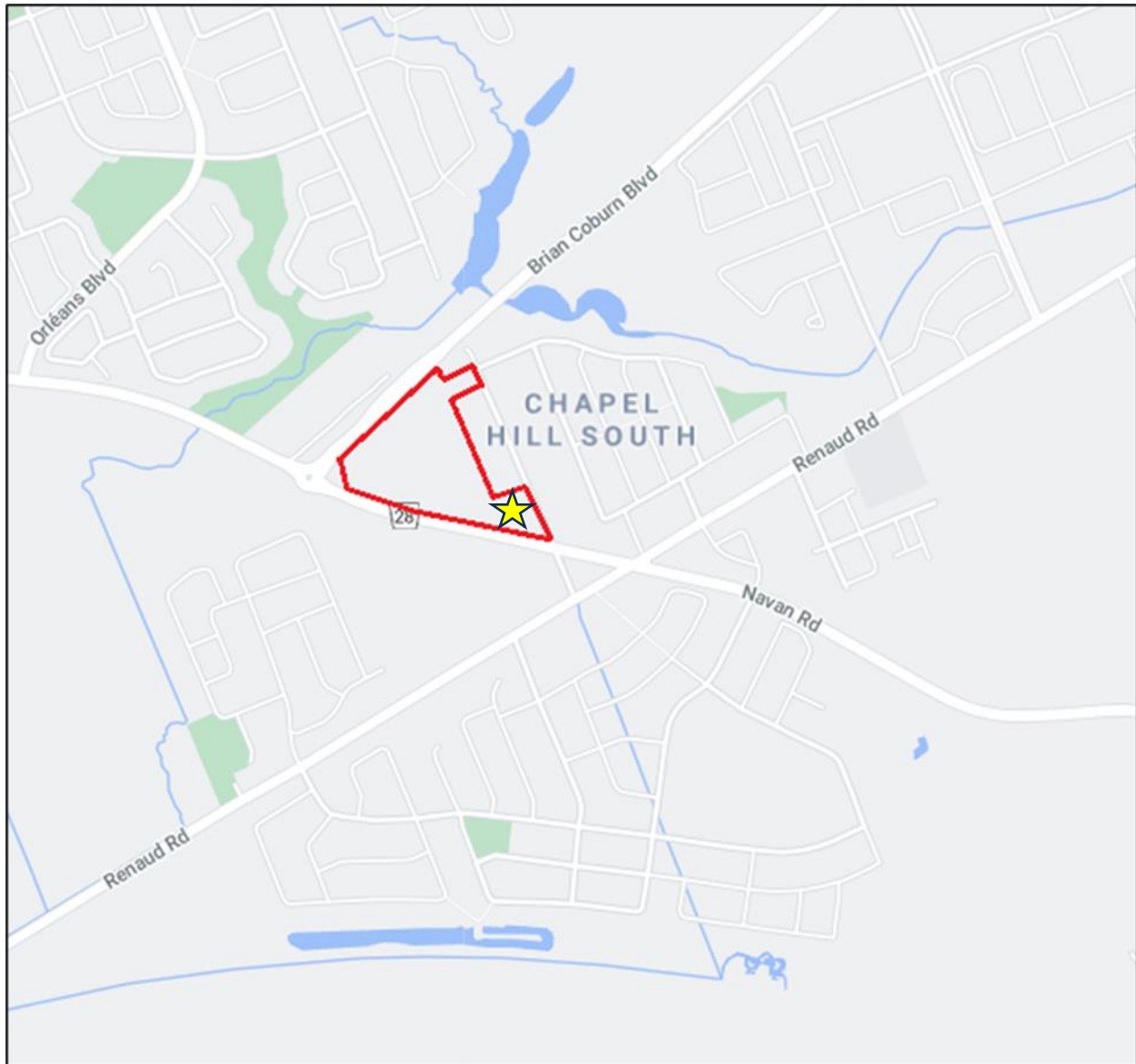


Figure 3 Approximate footprint of vacant Subject Lands with star indicating approximate location of Block 17.

1.2 Site Conditions and Surrounding Context

The subject property represents approximately 5.5 hectares (~13.6 acres) of vacant, developable land. Of this, approximately 5,547.66m² (0.55ha) represent the lands for Block 17. The entire subject property fronts two (2) streets, Brian Coburn Boulevard and Navan Road. Access to Block 17 will be from the newly constructed Paleo Heights off of Navan Road.

The City of Ottawa Official Plan – Schedule C4 – Urban Road Network, shows that Brian Coburn Blvd. and Navan Road are both Arterial Roads (Figure 4). There is an existing multi-use pathway on Brian Coburn Blvd.



Figure 4 City of Ottawa Official Plan – Schedule C4 – Urban Road Network. The star shows the approximate location of the subject lands.

All other infrastructure, including water and wastewater servicing, are currently in place and available for connection to support the proposed development, as described in JLR’s site servicing report.

The subject property is currently undeveloped.

The Landscape Plan prepared by James B. Lennox & Associates (Figure 10) confirms that there will be tree and shrub plantings around the site, particularly along the street and at the edges of the buildings.

The existing conditions of the subject property can be summarized as follows:

- The lands are vacant and undeveloped.
- There are existing dwelling units to the North and West of the site.

2.0 Policy Context

2.1 Planning Act of Ontario

The Planning Act of Ontario Section 41(4) outlines the requirements for a site plan as outlined below:

1. *Plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided in conjunction therewith and of all facilities and works required under clause (7) (a), including facilities designed to have regard for accessibility for persons with disabilities.*
2. *Drawings showing plan, elevation and cross-section views for each building to be erected, except a building to be used for residential purposes containing fewer than 25 dwelling units, which drawings are sufficient to display,*
 - a) *the massing and conceptual design of the proposed building;*
 - b) *the relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;*
 - c) *the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;*
 - d) *matters relating to building construction required under a by-law referred to in section 97.1 of the Municipal Act, 2001,*
 - e) *(d.1) matters relating to exterior access to each building that will contain affordable housing units or to any part of such building, but only to the extent that it is a matter of exterior design, if the municipal by-law passed under subsection (2) and the official plan to which the by-law gives effect both include provisions relating to policies described in subsection 16 (4) and both include requirements or standards for exterior access to buildings that will contain affordable housing units;*
 - f) *the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, if an official plan and a by-law passed under subsection (2) that both contain provisions relating to such matters are in effect in the municipality; and*
 - g) *facilities designed to have regard for accessibility for persons with disabilities.*

This design brief contains all relevant information outlined above in the Planning Act for the development.

2.2 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) was issued under section 3 of the Planning Act and came into effect May 1, 2020. The PPS provides policy direction on matters of provincial interest with regard to land use planning and development. Decisions made by all approval authorities in the Province on planning applications “shall be consistent with” the policies of the Statement.

Part IV: The PPS focuses growth within settlement areas and away from areas that are either significant resources or may pose a significant threat to public health and safety. Planning authorities are

encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

The following is a brief commentary on the application with regard to the policies of the Provincial Policy Statement.

Part V of the PPS sets out Provincial policies on land use.

Section 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses that 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.

Section 1.1.3.6 indicates that new development should take place adjacent to the existing built-up areas.

Section 1.3 indicates that planning authorities shall promote economic development by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

Section 2.0 of the PPS calls for the protection of natural heritage, water, agricultural, mineral, and cultural, and archaeological resources. No natural heritage features have been identified on the subject lands.

Section 3.0 of the PPS requires that development be directed away from areas of natural and man-made hazards. No hazards have been identified.

The development represents an appropriate mix and market-based range of land uses and densities that make efficient use of the land and of the available infrastructure and public service facilities. This intensification project within an existing residential area will make efficient use of an undeveloped lot while minimizing the demand for additional lands. The proposed mixed-use development for Block 17 supports the PPS' direction towards compact, mixed-use developments that incorporate both residential intensification and economic opportunity.

The proposed development will add to and diversify the available resources within this neighbourhood (e.g. access to office and commercial space and various types of dwelling). The proposed development benefits from its existing residential surrounding areas, the commercial block and residential areas will be mutually beneficial. Further, Block 17 provides economic benefit to the area through job creation.

The proposed development is therefore consistent with the Provincial Policy Statement.

2.3 City of Ottawa Official Plan, 2022

The property is designated Suburban as shown in the City of Ottawa Official Plan Appendix A (approved November 4, 2022), see Figure 6 below. Further, the subject property is designated Evolving Neighbourhood within the Suburban Transect as seen in the City of Ottawa Official Plan Suburban (East) Transect, Schedule B8 (Figure 7).

In the Official Plan the subject site is designated as Neighbourhood is modified with the Evolving Neighbourhood overlay. Brian Coburn Boulevard is also designated as a Minor Corridor. The subject lands are currently zoned GM[2546]H(14.5) General Mixed-Use, Exception.

Section 2. Strategic Directions of the Official Plan discusses various Big Policy Moves and issues that the Official Plan aims to address. Section 2.2.2 Economic development discusses integrating economic activities with residential and other land uses.

The Subject Property is within an Evolving Neighbourhood area of the Suburban East Transect as shown in Figure 6. Section 6 of the Official Plan, Urban Designations section 6.3.2 Policy 3) states that the Evolving Overlay shows locations where there are substantial increases in density and where building form and massing are expected to change significantly from the existing context. See Figure 6 for Schedule B8, Suburban East Transect from the City of Ottawa Official Plan.

Section 6.3.2 of the Official Plan further discusses how *form based regulation is established 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 privateland such as trees;*
- c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;*
- d) Proximity to Hubs, Corridors and rapid-transit stations;*
- e) Transition in building form to and from abutting designations;*
- f) The intended density to be accommodated within the permitted building envelope; and*
- g) The provisions of Subsection 4.2 Policy 1)(d).*

The proposed development plans have form-based design in mind through design of various features including connectivity, built form transition, appropriate interfaces and landscaping.

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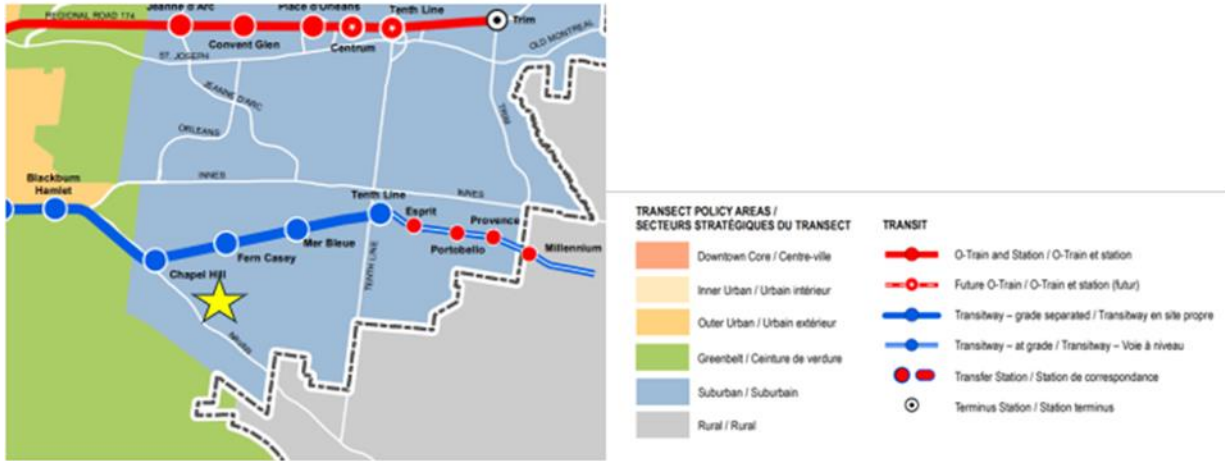


Figure 5 City of Ottawa Official Plan Schedule A showing subject property approximate location within the Suburban area.

As shown in Figure 5, the subject property is located in the Suburban Transect Policy Area. The map shows proximity to transitways and other policy areas including the Greenbelt and Rural lands.

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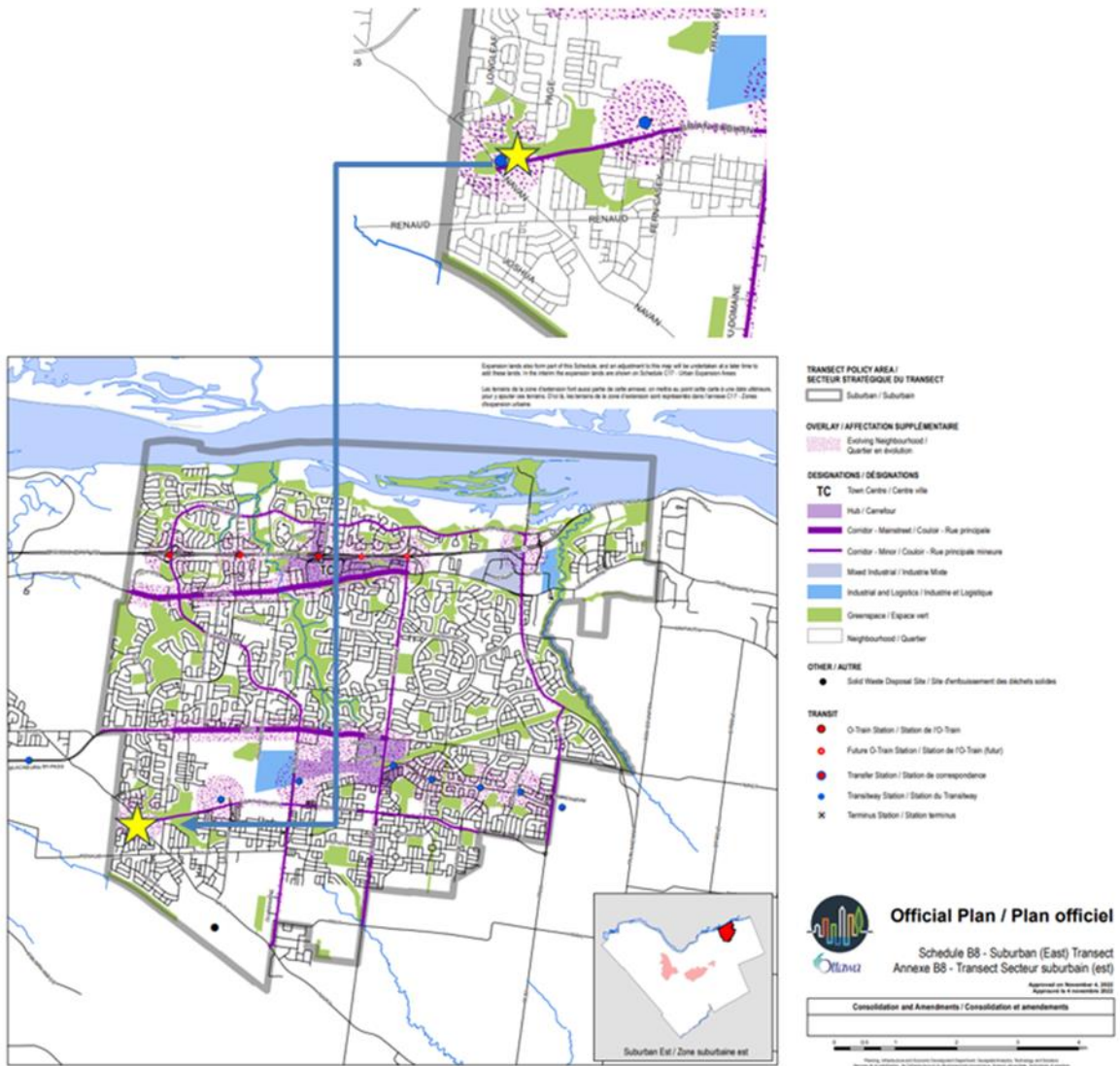


Figure 6 Schedule B8 Suburban East Transect, City of Ottawa Official Plan. The star represents approximate location of subject lands.

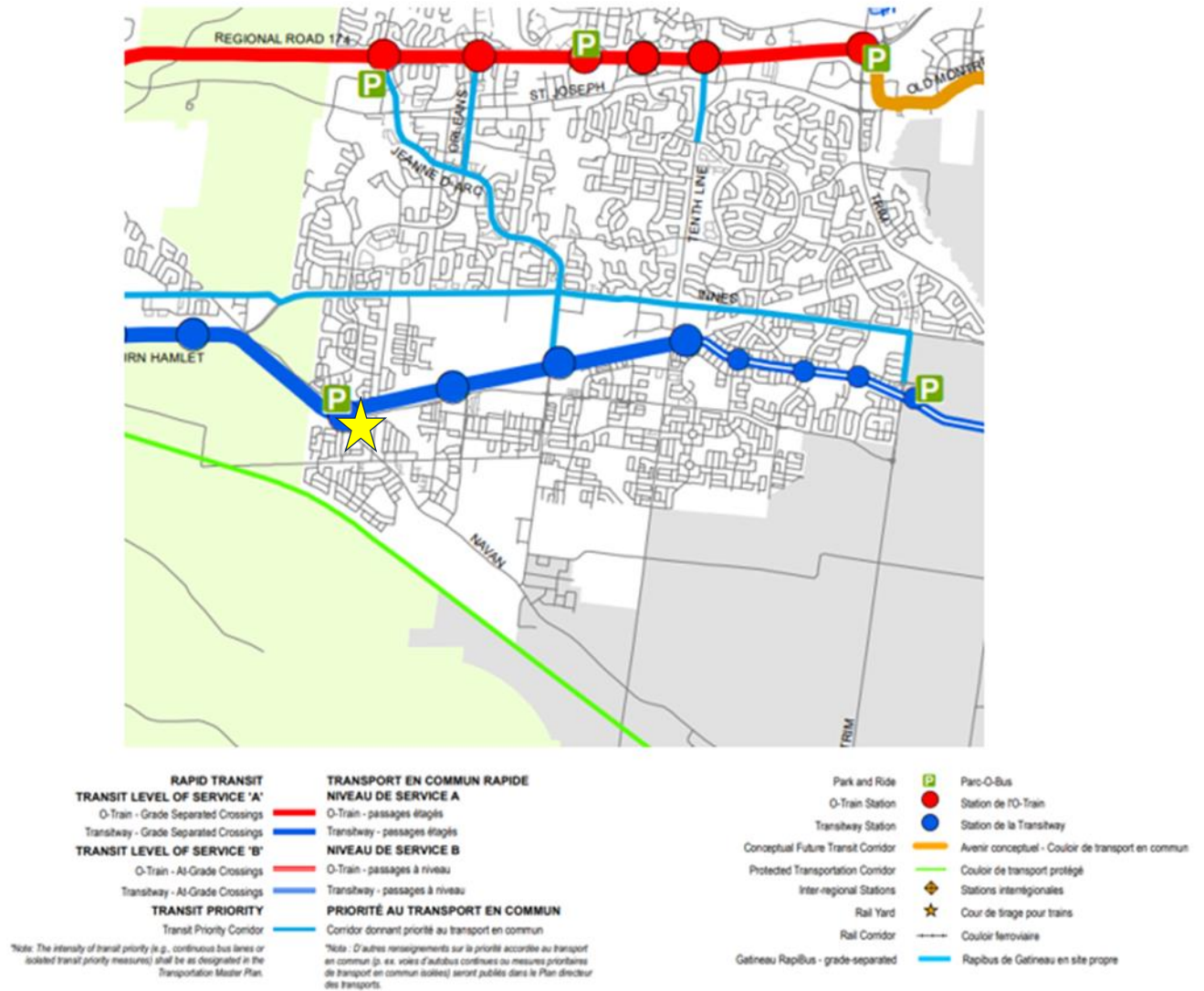


Figure 7 City of Ottawa Official Plan Schedule C2 Transit Network.

Figure 7 showed the subject area's proximity to the Park and Ride facility on Brian Coburn Blvd.

2.4 City of Ottawa Zoning By-law 2008-250

The current zoning for the subject property is a General Mixed-Use (GM) with Special Exception Zone (GM[2546] H[14.5]). This zoning was passed September 4, 2024, by By-law No. 2024-378, refer to Appendix A.

The GM[2546] H[14.5] zoning exception includes a specific provision for minimum setbacks from existing residential uses and allows for a gas station and car wash. Figure 8 below shows the zoning of the subject property and surrounding area.



Figure 8 The star indicates the approximate location of the subject property, Block 17, which has been rezoned from DR to GM[2546] H(14.5).

Figure 8 shows the zoning of the subject property, it should be noted that the subject property still appears to be zoned DR as per the GeoOttawa screen grab (Figure 8). Appendix A, Zoning By-law No. 2024-378, confirms that the location has been rezoned to GM[2546]H(14.5).

The intent of the GM zone is the following:

- 1) *allow residential, commercial and institutional uses, or mixed use development in the General Urban Area (subject property was considered in the General Urban Area under the previous Official Plan, now referred to as Suburban).*
- 2) *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas.*
- 3) *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed;*

4) *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

Permitted non-residential uses in the GM zone include a convenience store, drive-through facility, restaurant and retail food store. The special exception allows for a gas station and car wash. Permitted residential uses in the GM zone include an apartment dwelling (low rise), apartment dwelling (mid rise), dwelling unit, group home, stacked dwelling, and townhouse dwelling.

Below is a summary of zone provisions in the GM Zone:

- Minimum front yard and corner side yard setbacks: 3m
- Minimum interior side yard setbacks for non-residential or mixed use building, from any portion of a lot line abutting a residential zone: 5m
- Minimum rear yard setback
 - o Abutting a street: 3m
 - o From any portion of a rear lot line abutting a residential zone: 7.5m
- Maximum building height: 14.5m (special exception)

Both Building E and F are four-story low-rise residential buildings. The buildings are 14.5m in height and are proposed to have 48 dwelling units in them.

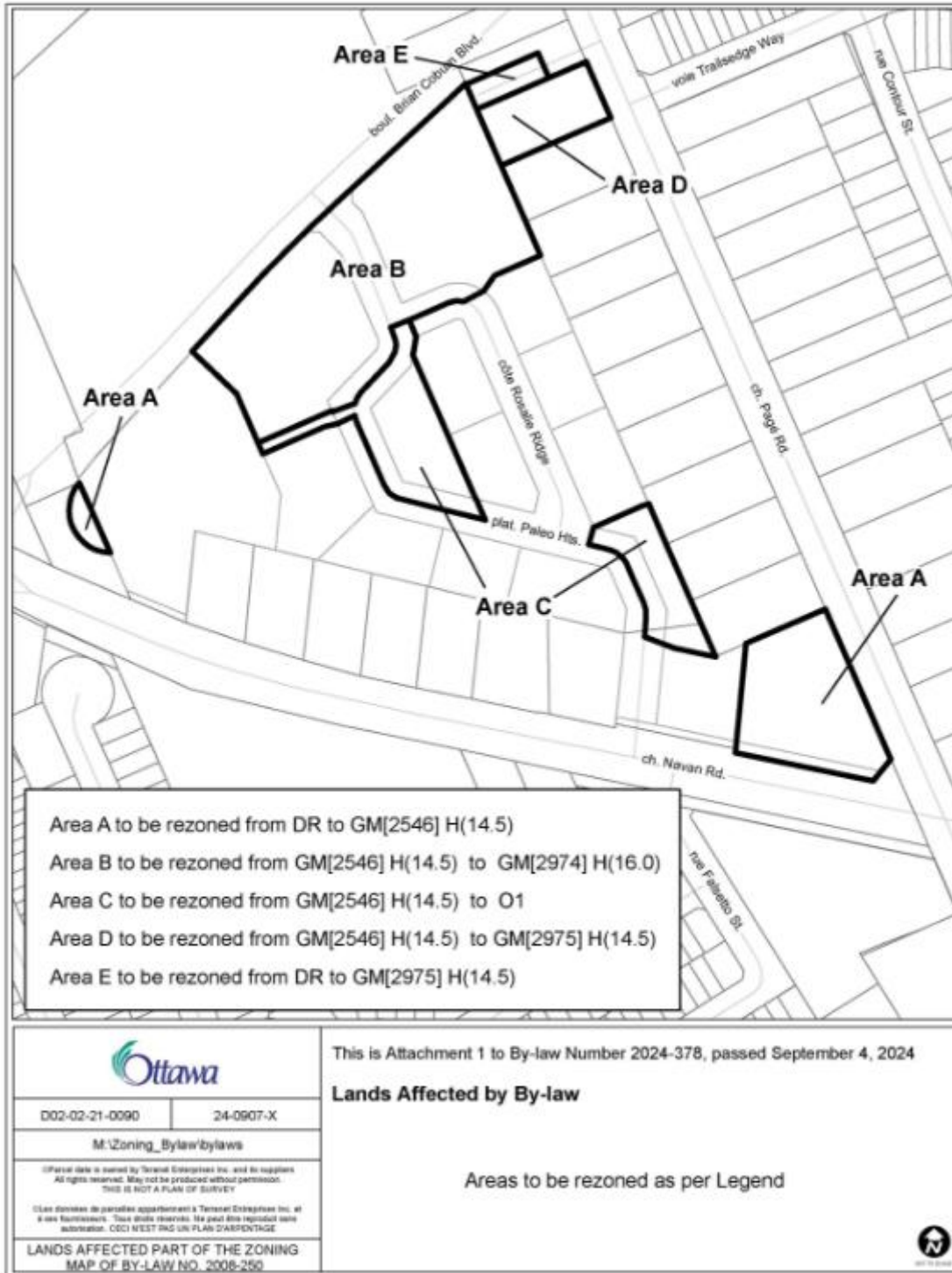


Figure 9 Zoning Amendment Key Map

3.0 DESIGN, DEVELOPMENT PROPOSAL & BRIEF

This Section satisfies the requirements of the City of Ottawa’s Design Brief Terms of Reference.

What follows is a detailed overview of the development proposal and our evaluation of how the Site Plan, prepared by PMA Architects dated September 11, 2024 , meets the applicable design policies, guidelines and zoning standards that apply to the subject property.

This section concludes with a detailed commentary on how the proposed development addresses all comments received to date.

3.1 Project Statistics and Compliance with Zoning By-law 2008-250

The following table provides detail on the project as requested in the Urban Design Brief Terms of Reference. The table outlines the zoning compliance and highlights key features of the development.

The total site area is ~5, 547.66m².

Building GFA:

- Building E Total: 4,053m²
- Building D Total: 4,051m²

Table 2 Project statistics and zoning compliance.

| Proposed Development versus the general provisions of Zoning By-Law 2008-250 | | | |
|---|--|--|-------------------|
| Provision | Required | Proposed | Compliance |
| Parking (Inclusive of Type A accessible Parking spaces) | | | |
| Dwelling, Low-rise apartment | 1.2 per dwelling unit Asking for 0.2 reduction | Total Units: 96 Parking: 96 | ✓ |
| VISITOR PARKING | 0.2 PER DWELLING (combined) (48 + 48)*0.2 = 19 | 19 | ✓ |
| Total Parking | | 96+19 = 115 | ✓ |
| Accessible Parking Ratio | | | |
| | 1 (Outside Commercial) 2 (Inside residential) | 1 OUTSIDE AND 2 INSIDE = 3 total | ✓ |
| Bicycle Parking | | | |
| 0.5 spaces per dwelling unit | 48+48 *.5= 48 | 63 proposed | ✓ |

| Driveway and Aisle Requirements for Parking Lot | | | |
|--|---|--|------------|
| Minimum Driveway Width | 6.0 m | 6.0m | ✓ |
| Minimum Aisle Width | 6.7 m | 6.7m | ✓ |
| Amenity Requirements | | | |
| Mixed Use Building, with 9 or more dwelling units or rooming units | Total Amenity area: 6m ² per dwelling unit | 48*6*0.5=144 603 PROVIDED | ✓ |
| | Communal Amenity Area: A minimum of 50% of the required total amenity area | COMMUNAL 48*6*0.5=144 147 PROVIDED | |
| Low-rise Apartment Dwelling of more than 4 units in any zone other than a Residential Zone | Total Amenity area: 6m ² per dwelling unit | 48*6*0.5=144 603 provided | ✓ |
| | Communal Amenity Area: A minimum of 50% of the required total amenity area | COMMUNAL 48*6*0.5=144 147 PROVIDED | |
| Proposed Development versus the standards of the GM [2546] H[14.5] Zone | | | |
| Provision | Required | Proposed | Compliance |
| Permitted Use | | | |
| Apartment dwelling (low-rise) | - | YES | ✓ |
| Specific Provisions from the GM[2546] H[14.5] Zone | | | |
| Maximum building height | 14.5m as per the H[14.5] exception | BUILDING E IS 14.5M BUILDING F IS 14.5m | ✓ |
| Minimum required setback for all yards abutting a lot containing a residential use: | 7.5m | 7.5m | ✓ |
| Minimum front yard and corner yard setbacks | 3.0m | 3.0m | ✓ |
| For a residential use building higher than 11 meters | 3.0m | 3.0m | ✓ |
| Minimum interior side yard setbacks for a non-residential or mixed use building from any | 5.0m | 5.0m | ✓ |

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| | | | |
|---|-----|--|---|
| portion of a lot line abutting a residential zone | | | |
| Maximum floor space index | 2.0 | TOTAL GFA FOR BUILDING C AND D IS 8,104M ² THE SITE IS : 5,732.75M ² FSI= 1.41 | ✓ |

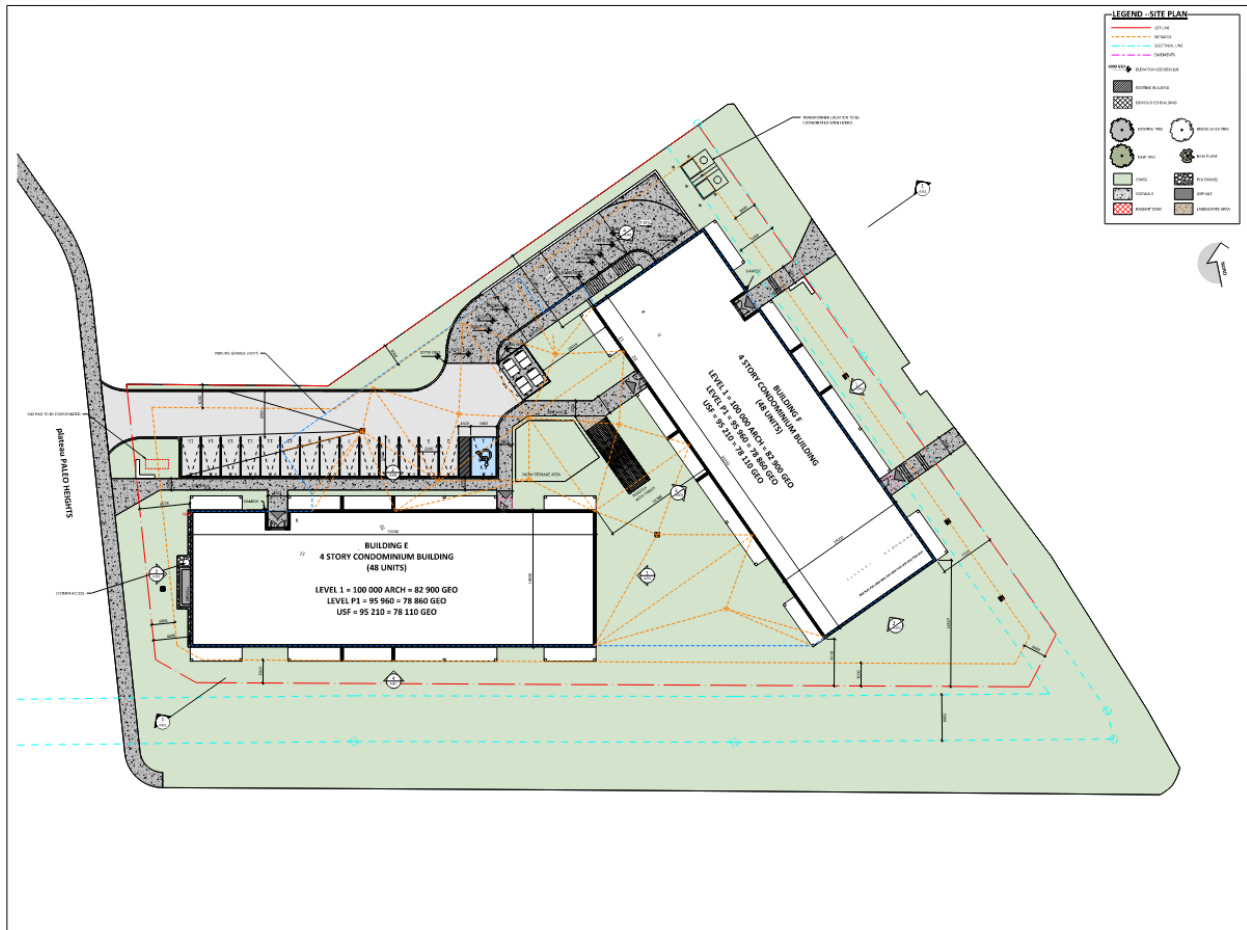


Figure 10 Block 17 Site Plan

3.2 Site, Context and Analysis

As mentioned in Section 1.1 of this Design Brief, the site is in the Chapel Hill South Neighbourhood of Orléans, Ottawa. This portion of the Design Brief will focus on key uses, destinations, and spatial elements in the surrounding area. Figures 5-8 and 11 show the subject property and surrounding area in various contexts.

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Figure 5 shows the subject property's approximate location within the suburban area of Ottawa, as well as proximity to various transit stations and routes. The site is opposite the Chapel Hill Park N'Ride.

Figure 6 shows the Suburban East Transect with the subject property as an Evolving Neighbourhood with various designations around it including but not limited to hubs, corridors, and greenspace.

Figure 7 shows the subject property in relation to the City's Transit Network, notably showing the proximity to the Park and Ride facility and the BRT.

Figure 8 showed the subject property's GM [2546] H[14.5] zoning, and the surrounding residential zones.

Figure 9 is the Zoning Amendment Key Map showing the approved zoning changes.

Land uses adjacent to the subject lands are primarily existing residential development or vacant lands slated for residential development. There is substantial open space uses to accommodate hydro lines, the MUP and related linear infrastructure, and stormwater management facilities and the Chapel Hill South Park and Ride. The residential lands are primarily low-rise single detached dwellings and townhomes. Figure 11 provides a satellite imagery map demarcating land uses surrounding the subject lands.



Figure 11 Surrounding land uses.

3.3 Massing of the Proposed Development

The following figures show the subject property from various viewpoints and scales. Table 2 in Section 3.1 highlighted the details of the site massing, size and design.



Figure 12 Rendering View 1.



Figure 13 Rendering View 2.



RENDERING 03

Figure 14 Rendering View 3.



RENDERING 04

Figure 15 Rendering View 4.



RENDERING 05

Figure 16 Rendering View 5



RENDERING 06

Figure 17 Rendering View 6

3.4 Built Form Transition

Both the residential and mixed-use buildings were designed considering transition from the surrounded uses of predominantly detached and semi-detached houses. The significant size of the subdivision parcel allowed for the development of a design that recognizes the importance of integrating into an existing area through height, setbacks, and enhanced landscaping features. Scaling of the buildings complies to the Zoning By-law height restriction of 14.5m and does not impact neighbourhood feel or cohesion. Both buildings have a façade that is easily integrated into the design of the surrounding built environment. The landscaping features around the site will provide softness and transition to the surrounding natural features and create a buffer from Navan Road and the surrounding dwellings. The underground parking garages allow for reduced paved surfaces and increased sense of safety and convenience for residents.

3.5 Response to City Urban Design Comments

During pre-consultation meetings with the City we gathered various comments relating to the proposed development and have addressed them below.

City Comment: We recommend further detail be provided about the low-rise apartments to better understand their relationship to the surrounding buildings and properties.

JLR Response: See Figures 12-17 provide the detail of the low-rise apartments and how they are integrated into the surrounding area.

City Comment: If this site is located outside the greenbelt, a shadow analysis will be required.

JLR Response: As shown in Figure 5, the subject property is outside of the Greenbelt. A Shadow Analysis is provided.

City Comment: We recommend the low-rise buildings fronting City streets consider grade related units accessed from the street to further 'fit-in' with the surrounding low-rise residential community where feasible.

JLR Response: Figures 12-17 (specifically 17) show the grade related units, building entrances are from the surface parking area as shown in the figures. Appropriate ground level access is provided along the long face of the building.

City Comment: We recommend additional landscaping detail be provided around the low-rise apartments to better understand how the buildings relate to their context.

JLR Response: Additional landscaping has been provided as shown in the landscaping plan. Refer to above renderings and Landscape Plan for further details.

City Comment: We recommend tree planting in front yards facing public right-of-way.

JLR Response: Tree plantings have been added to these locations as seen in the Landscape Plan. The placement has recognized the existence of the parking garage below grade and the utilities.

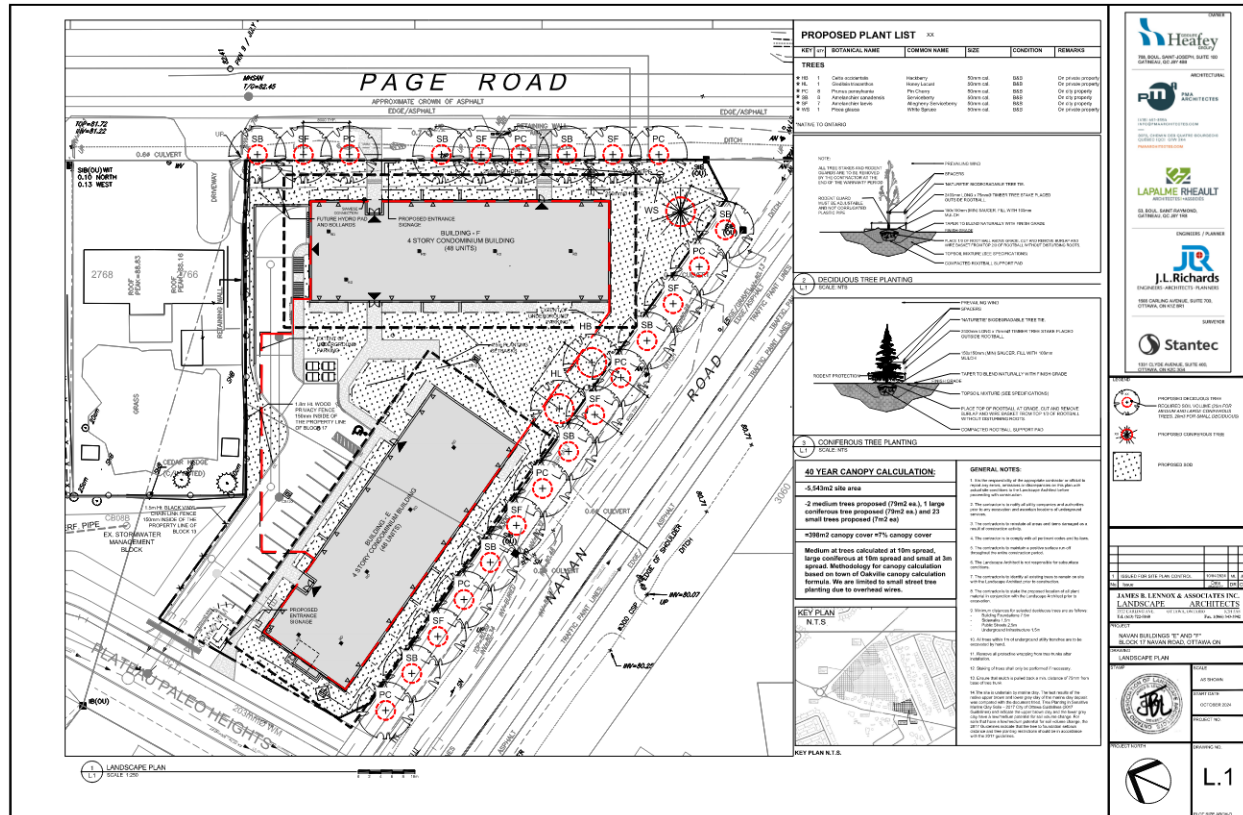


Figure 18 Landscape Plan

3.6 Adherence to Applicable Policies and Guidelines

3.6.1 City of Ottawa Urban Design Guidelines for Greenfield Neighbourhood

Ottawa City Council approved the Urban Design Guidelines for Greenfield Neighbourhoods in Fall 2007. These Guidelines outline key expectations for new neighbourhoods being developed within the Urban Area of the City of Ottawa. Key elements of these guidelines include direction on:

- Subdivision design, including structuring layout;
- Street design;
- Residential building and site design;
- Non-residential building and site design; and,
- Design of greenspaces, and utilities and amenities.

The proposed subdivision takes the following objectives of the Guidelines into account:

Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways. The Brian Coburn access will be aligned with the entrance to the Park and Ride facility.

The proposed development situates higher-density development and commercial and office space near transit and the proposed neighborhood park. Specifically, the applicant is seeking to develop four of the 4-storey apartment buildings and the proposed commercial and office space across the street from the Chapel Hill South Park and Ride. A vehicular entrance off Brian Coburn into the development aligns with the entrance to the Park and Ride facility across the street, serving as a key connection to the Park and Ride entrance. The location of these apartments and commercial/office space will encourage both pedestrian and vehicular access to a major transit hub. The two other apartment buildings that are located at the Pagé Road and Navan Road intersection are situated beside the proposed community park.

Guideline 10: Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.

The proposed development seeks to establish pedestrian connections within the neighbourhood, including to the proposed park, commercial and office space and the gas station/restaurant/convenience complex, and to the neighbouring Chapel Hill South Park and Ride.

Guideline 21: Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.

Setbacks utilized in the proposed development will conform to those established in the GM[2546] H(14.5) Zone. These setbacks are suitable as they were previously given City approval by way of Zoning By-law Amendment (Application D02-02-18-0065). Additionally, the proposed development follows City direction on required road right-of-way widths.

Guideline 48: Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building. Landscape these parking areas to screen views of cars while maintaining view for natural surveillance.

The surface parking is not located in a yard abutting a street.

Guideline 52: Provide a landscape buffer along the edge of parking areas in situations where they are along the public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

Landscape buffers are provided along the edge of the parking area and around the buildings to define the streetscape and ensure proper setbacks.

Guideline 5: Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.

The Landscape Plan shown in Figure 18 above shows the variety of healthy trees and shrubs to be added to the site.

Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Guideline 11: Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.

Guideline 16: Locate elementary schools on sites of approximately 2.5 hectares that have at least two road frontages, one of which faces a collector street, and are near a neighbourhood park or greenspace. Consult with school boards.

Guideline 17: Locate intermediate and secondary school on sites of approximately 5.0 to 8.0 hectares that have at least two road frontages, one of which faces a collector street, and are near parks or greenspaces. Consult with school boards.

The proposal has not utilized Guideline 11 as it is the last development in the area and direct vehicular connection to an existing neighbourhood would not be appropriate for the vast majority of the new traffic. Similarly, the proposal has not utilized Guidelines 16 and 17 as, being the last development in the area, neighbourhood schools have already been developed to meet community needs and additional schools have not been planned for development within the Subject Lands.

Guideline 51: Reduce and delay stormwater runoff from a property by using techniques such as stormwater retention gardens, green roofs, permeable paving and surfaces, and stormwater re-use.

The Functional Servicing Report, and the detailed design for the plan of subdivision, both prepared for the proposed development demonstrates that it can be adequately serviced and proposes an appropriate and feasible servicing strategy using some of the approaches outlined in Guideline 51.

Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Windows on building facades are located to face the street and the buildings.

In conclusion, the proposed Site Plan Application is consistent with the direction provided in the Urban Design Guidelines for Greenfield Neighbourhoods, as evidenced in this review of the guidelines.

3.6.2 City of Ottawa Urban Design Guidelines for Low-rise Infill Housing

The City recommended looking at the Urban Design Guidelines for Low-rise Infill Housing to direct the design of Block 17. The following is a summary of the guidelines in which this application is in line with. The guidelines are directed to areas where low-rise housing is provided such as in Suburban transects like this project is. The direction of the guidelines aims to achieve Ottawa's intensification objectives as well as the development of a compact and connected city. As will be shown in the following text, the development supports these guidelines by adding to a range of housing types, increasing density, and creating a connected pedestrian environment with a high-quality human-scale design.

| GUIDELINE | RELEVANCE TO PROPOSED DEVELOPMENT |
|------------------------------|--|
| Streetscapes | <ul style="list-style-type: none"> - The location of both building C and D in relation to Brian Coburn Blvd ensures connectivity to the surrounding area while providing a safe and comfortable pedestrian realm. - The location of the commercial space on the ground floor of building C provides an inviting and accessible street-level pedestrian opportunity. - Trees and shrubs line the street to reflect the surrounding area and add to the landscape pattern. A sensitive design approach was used to soften the integration of the buildings. - Sidewalks ensure an accessible and inviting pedestrian realm. |
| Landscape | <ul style="list-style-type: none"> - Refer to the Landscaping Plan and Tree Conservation Report for further details. - A variety of trees, shrubs and other vegetation have been added to the site to soften the spaces around the building. - As per the Tree Conservation Report, specific vegetative species have been chosen to add native and non-native species to the site and increase environmental quality. - The softened landscaping also contributes to an inviting pedestrian realm and adds connectivity and cohesion across the site and to the surrounding residential areas. |
| Building Design (Built Form) | <ul style="list-style-type: none"> - The buildings reflect the desirable planned neighbourhood pattern of development in terms of building height, elevation, setbacks and style. As seen in section 3.3, the massing of the buildings seamlessly integrates into the surrounding residential uses. - The buildings face each other promoting a sense of community, safety and comfortability. - A landscaped buffer zone is shown around the back and sides of the buildings to address bulk, massing and privacy concerns. - As shown in the renderings, the design of the buildings is rich in detail to enhance the surrounding areas through thoughtful architectural style. - Lighting between and around the buildings contributes to safety and visibility while not causing issues to surrounding residential areas. |
| Parking and Garages | <ul style="list-style-type: none"> - Parking garages have been used for each building to reduce pavement and provide a safe and accessible parking experience. - Commercial outdoor parking is provided for accessibility and to allow visitors to the site to access the services provided by the commercial space. |

4.0 CONCLUSION & NEXT STEPS

The proposed two, four story low-rise apartment buildings, and entire site design are consistent with the Provincial Policy Statement, conform to the City of Ottawa Official Plan, and comply with the Zoning By-law No. 2008-250.

The site aesthetics and functionality integrate into the surrounding area through thoughtful design of massing, landscaping, vehicular movement, and pedestrian realm, while providing services to the surrounding existing residential areas and future residential developments.

All other studies and plans identified and referenced herein are supportive of development.

Based on the above, the proposed development is representative of good land use planning that is in the public's interest.

J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:

Reviewed by:



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Planner

Senior Consultant, Associate

BY-LAW NO. 2024 - 378

A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of part of lands known municipally as 2793, 2983, 3053 and 3079 Navan Road and 2690 Pagé Road.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

1. The Zoning Map of By-law No. 2008-250, titled the "City of Ottawa Zoning By-law" is amended by rezoning the lands shown on Attachment 1 as follows:

- (a) Area A from DR to GM[2546] H(14.5);
- (b) Area B from GM[2546] H(14.5) to GM[2974] H(16);
- (c) Area C from GM[2546] H(14.5) to O1;
- (d) Area D from GM[2546] H(14.5) to GM[2975] H(14.5); and
- (e) Area E from DR to GM[2975] H(14.5).

2. Exception 2546 of Section 239 – Urban Exceptions of the said By-law No. 2008-250 is amended as follows:

In Column V, Provisions, add the text: "Despite Table 101, the minimum parking space rate for a Dwelling, Low-rise Apartment: 1 space per unit."

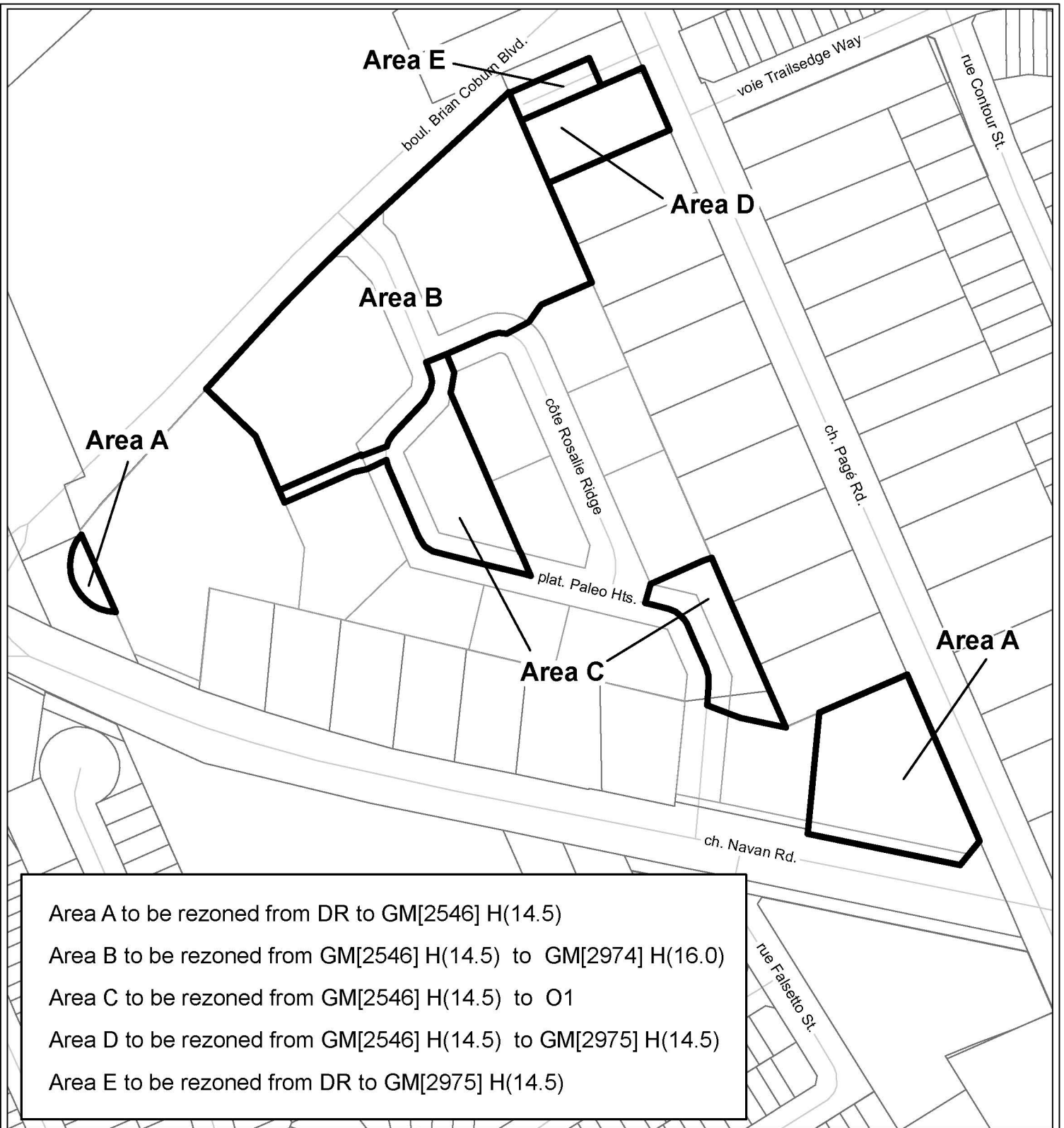
3. Section 239 – Urban Exceptions of the said By-law No. 2008-250 is amended by adding the following exceptions:

| I Exception Number | II Applicable Zone | Exception Provisions | | |
|--------------------------|--------------------------|--|-------------------------------|---|
| | | III Additional Land Uses Permitted | IV Land Uses Prohibited | V Provisions |
| 2974 | GM[2974] H(16) | | | - Each lot will have a minimum of 800m ² of commercial space. |
| 2975 | GM[2975] H(14.5) | | | - Despite Table 187(e), the minimum rear yard setback for a residential building is 3m. |

ENACTED AND PASSED this 4th day of September 2024.

CITY CLERK

MAYOR



Area A to be rezoned from DR to GM[2546] H(14.5)
 Area B to be rezoned from GM[2546] H(14.5) to GM[2974] H(16.0)
 Area C to be rezoned from GM[2546] H(14.5) to O1
 Area D to be rezoned from GM[2546] H(14.5) to GM[2975] H(14.5)
 Area E to be rezoned from DR to GM[2975] H(14.5)

| | |
|--|-----------|
| | |
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| <small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY</small> | |
| <small>©Les données de parcelles appartiennent à Terranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small> | |
| LANDS AFFECTED PART OF THE ZONING MAP OF BY-LAW NO. 2008-250 | |

This is Attachment 1 to By-law Number 2024-378, passed September 4, 2024

Lands Affected by By-law

Areas to be rezoned as per Legend

NOT TO SCALE

BY-LAW NO. 2024 - 378

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A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of part of lands known municipally as 2793, 2983, 3053 and 3079 Navan Road and 2690 Pagé Road.

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Enacted by City Council at its meeting of September 4, 2024.

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LEGAL SERVICES
BR/si

COUNCIL AUTHORITY:
City Council September 4, 2024
Agenda Item 12.1
(PHC Report No. 32)