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Institutional
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Restoration

Greystone Village – Phase 5

295 - 355 Deschâtelets Avenue

Planning Rationale



Prepared for: eQ Homes Inc.

Greystone Village – Phase 5
Forecourt Blocks
295 - 355 Deschâtelets Avenue
Ottawa, Ontario

Planning Rationale in support of
Minor Zoning By-Law Amendment and
Site Plan Control Applications

Prepared For:

eQ Homes Inc.

Prepared By:

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Novatech File: 114025-5

Ref: R-2024-098

November 29, 2024

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

**Attention: Jack Smith, Planner II, Development Review, Central
Ann O'Connor, Planner III, Development Review, Central**

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications
Greystone Village – 295 and 355 Deschâtelets Avenue
Our File No.: 114025-5**

The following Planning Rationale has been prepared in support of Minor Zoning By-law Amendment and Site Plan Control applications to facilitate the development of the property at 295-355 Deschâtelets Avenue (the “Subject Property”).

The Subject Property is within the Inner Urban Transect and is designated Neighbourhood on Schedule B2 of the City of Ottawa Official Plan. The Subject Property is located within the Evolving Neighbourhood Overlay. The Subject Property is designated Neighbourhood Low-Rise on Schedule A of the Old Ottawa East Secondary Plan. The Subject Site is zoned Residential Third Density, Subzone Q, Urban Exception 2306 (R3Q [2306]) and is located within the Mature Neighbourhoods Overlay in the City of Ottawa’s Zoning By-law 2008-250.

The Subject Property is comprised of two development blocks on an approved Plan of Subdivision (Block 28 and Block 29, Plan 4M-1596). Blocks 28 and 29 are separated by a landscaped pedestrian connection through the heritage designated grand allée between Deschâtelets Avenue and the forecourt park. It is proposed to construct a total of 18 semi-detached dwellings and 12 townhouse dwellings on the Subject Property. Blocks 28 and 29 are the final parcels of land that remain to be developed as part of Greystone Village community.

A minor rezoning application is required to provide relief from zoning provisions on the Subject Property for the following:

Block 28

Site-specific amendments for the Subject Property are required to incorporate the required relief from zoning provisions for a Planned Unit Development to decrease the minimum required front yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the front yard, to increase the maximum extent of a balcony projection to the front lot line, to increase the maximum extent of a balcony projection to the interior side lot line, to increase the maximum extent of a balcony projection into the rear yard, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development.

Block 29

Site-specific amendments for the Subject Property are required to incorporate the required relief from zoning provisions for a Planned Unit Development to decrease the minimum required front yard setback, to decrease the minimum required corner side yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the corner side yard, to increase the maximum extent of a balcony projection into the corner side yard, to increase the maximum extent of a balcony projection into the interior side yard, to increase the maximum extent of a balcony projection to the corner side lot line, to increase the maximum extent of a balcony projection to the rear lot line, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development.

Access to parking spaces for residential units located in attached garages will be accessible via an internal car court between each proposed building off Deschâtelets Avenue and Des Oblats Avenue. Walkways from Deschâtelets Avenue and Des Oblats Avenue are proposed along the perimeter of the Subject Property abutting the forecourt park and grand allée. Internal walkways are proposed between buildings on the Subject Property to connect internal car courts with the forecourt park, Deschâtelets Avenue and Des Oblats Avenue. The proposed walkways will facilitate pedestrian and bicycle access off Deschâtelets Avenue, Des Oblats Avenue and the forecourt park to building entrances and bicycle parking located within the proposed buildings. No impacts to traffic or existing land uses surrounding the Subject Property are anticipated as a result of the proposed development. A concurrent site plan control application is being filed as part of the submission package.

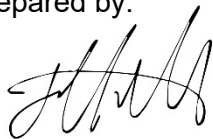
This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the Minor Zoning By-law Amendment and Site Plan Control applications required to facilitate the proposed development on the Subject Property.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH

Prepared by:



Jeffrey Kelly, MCIP, RPP
Project Manager | Planning & Development

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications for the property at 295-355 Deschâtelets Avenue (the “Subject Property”). The Subject Property is comprised of two development blocks on an approved Plan of Subdivision (Block 28 and Block 29, Plan 4M-1596). Blocks 28 and 29 are separated by a pedestrian connection through the grand allée located between Deschâtelets Avenue and the forecourt park. It is proposed to construct a total of 18 semi-detached dwellings and 12 townhouse dwellings on the Subject Property. Pedestrian access is proposed from Deschâtelets Avenue, Des Oblats Avenue and the forecourt park. The proposed development will require modifications to site grading, drainage and landscaping on the property.

The Subject Property is within the Inner Urban Transect and is designated Mainstreet Corridor on Schedule B2 of the City of Ottawa Official Plan. The Subject Property is located within the Evolving Neighbourhood Overlay. The Subject Property is designated Neighbourhood Low-Rise on Schedule A of the Old Ottawa East Secondary Plan. The Subject Property is located within the Evolving Neighbourhood Overlay. The Subject Property is zoned Residential Third Density, Subzone Q, Urban Exception 2306 (R3Q [2306]) and is located within the Mature Neighbourhoods Overlay in the City of Ottawa’s Zoning By-law 2008-250.

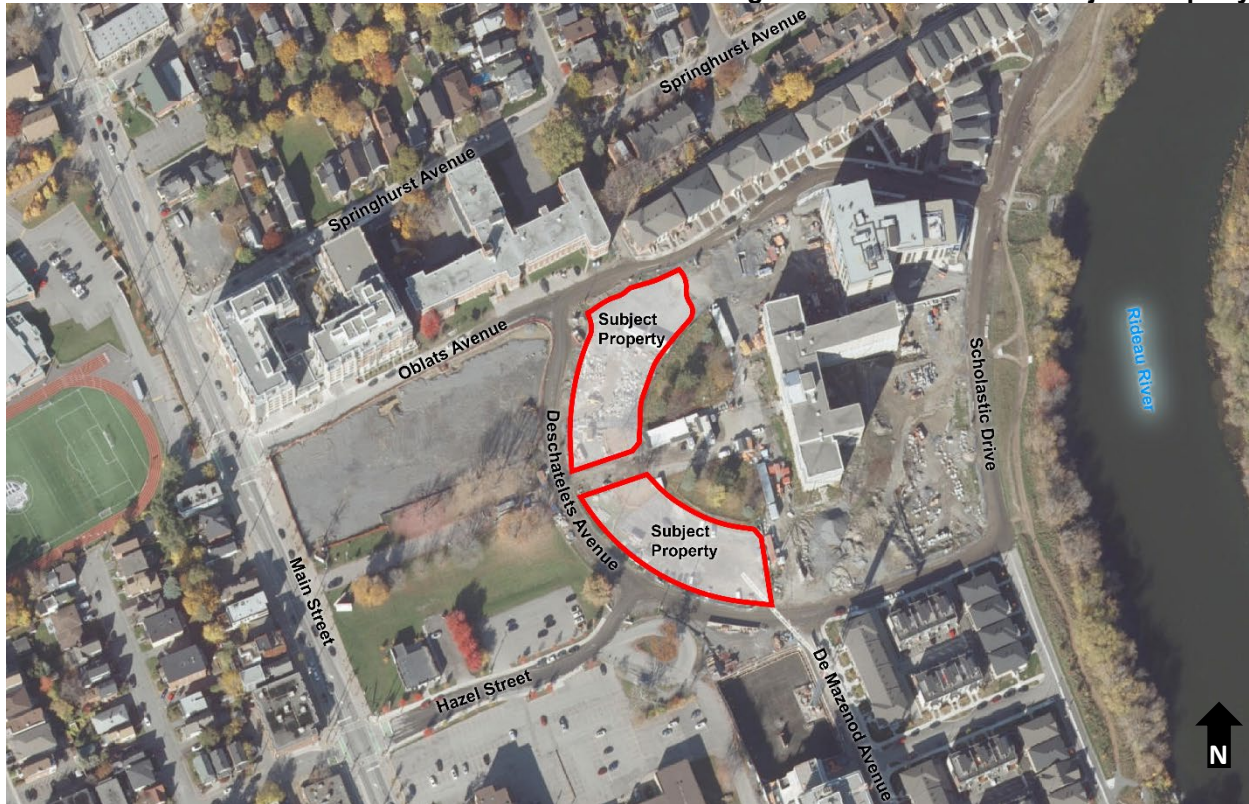
This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment and Site Plan Control applications will:

- be consistent with the policies of the Provincial Planning Statement (2024);
- conform to the policies of the City of Ottawa Official Plan;
- conform to the policies of the Old Ottawa East Secondary Plan;
- adhere to relevant Urban Design Guidelines applicable to the Subject Property;
- establish appropriate Zoning standards for the Subject Property; and
- maintain compatibility with the surrounding uses and community.

1.1 Description of Subject Property

The Subject Property is located in Ward 17 (Capital) of the City of Ottawa. The Subject Property forms part of Phase 5 of the Greystone Village subdivision and is legally described as Part of Blocks 28 and 29, Plan 4M1596 City of Ottawa.

Figure 1. Aerial Photo of Subject Property



The Subject Property is located in an area bounded by Des Oblats Avenue to the north, Hazel Street to the south, Scholastic Drive to the east, and Main Street to the west (see Figure 1). The Subject Property is currently used as a staging area awaiting development. The Subject Property is comprised of two separate blocks on the approved Plan of Subdivision (Blocks 28 and 29, Plan 4M-1596). Block 28 has an area of 2,395 square metres, and approximately 127 metres of frontage on Deschâtelets Avenue. Block 29 has an area of 2,520 square metres, approximately 70 metres of frontage on Deschâtelets Avenue and approximately 52 square metres on Des Oblats Avenue.

Blocks 28 and 29 are the final parcels of land that remain to be developed as part of Greystone Village community.

1.2 Site Location and Community Context

Figure 2: Surrounding Context



The Subject Property is located within the Old Ottawa East neighbourhood. Immediately to the north of the Subject Property is a Des Oblats Avenue. To the north across Des Oblats Avenue, the majority of lands are comprised of low-rise residential buildings. Several parks, places of worship, schools and community centres are located further to the north, south and west of the Subject Property (see Figure 2). To the east of the Subject Property is the heritage designated forecourt park and Deschâtelets Building. To the west of the Subject Property are recently constructed mid-rise residential buildings and the grand allée connecting to Main Street. Further to the west along Main Street, a broad range of uses including residential, institutional, places of worship, commercial and retail characterize the corridor. St. Paul University is located to the south of the Subject Property. The University of Ottawa Lees Campus is located to the northeast of the Subject Property along the Rideau River.

Additional details are provided in Figures 3 to 6 and in the descriptions below.

Figure 3: Land uses to the north of the Subject Property



North: To the north of the Subject Property across Des Oblats Avenue are low-rise residential uses.

Figure 4: Land uses to the south of the Subject Property



South: To the south of the Subject Property are a mix of low to mid-rise residential buildings.

Figure 5: Land uses to the west of the Subject Property



West: To the west of the Subject Property are low to mid-rise residential uses and the grand allée.

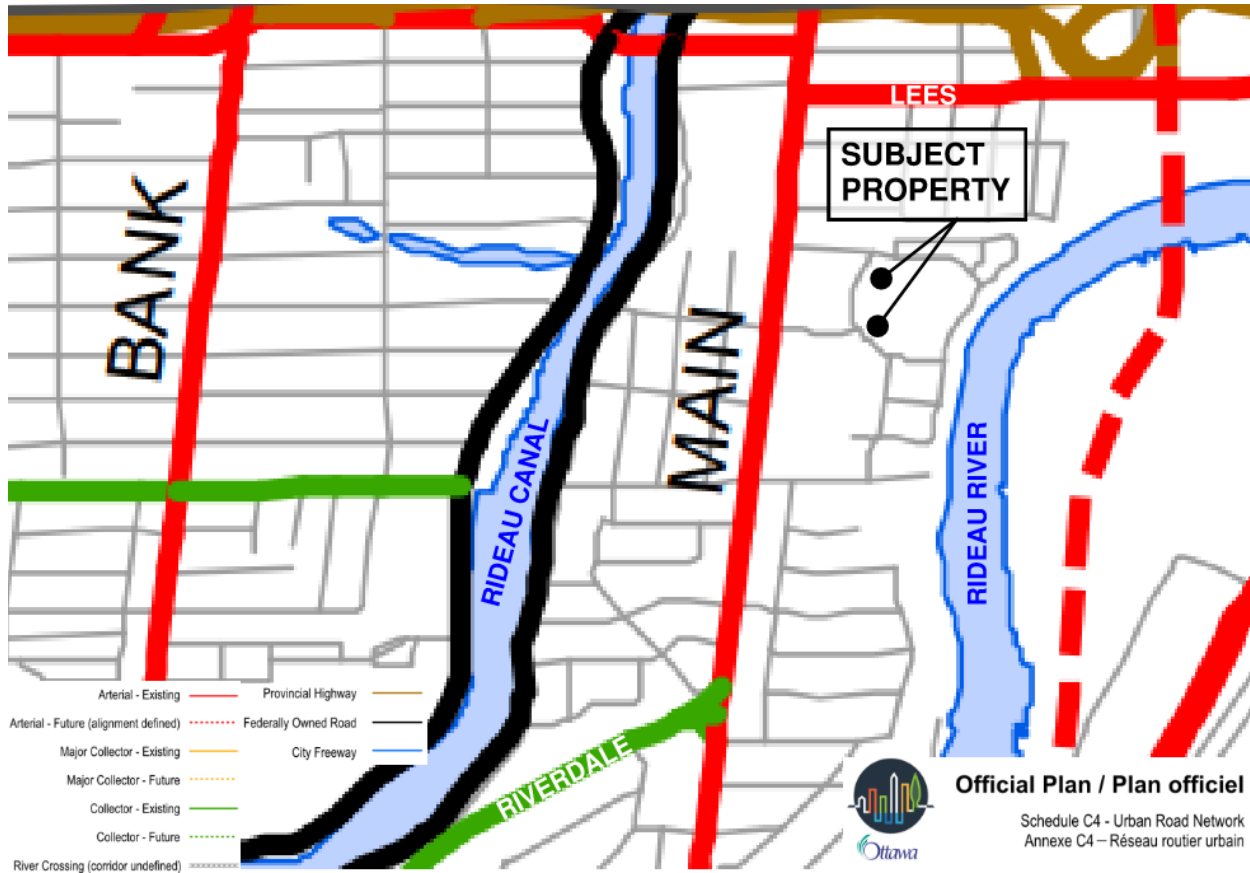
Figure 6: Land uses to the east of the Subject Property



East: Immediately to the east of the Subject Property is the planned forecourt park and the Deschâtelets Building.

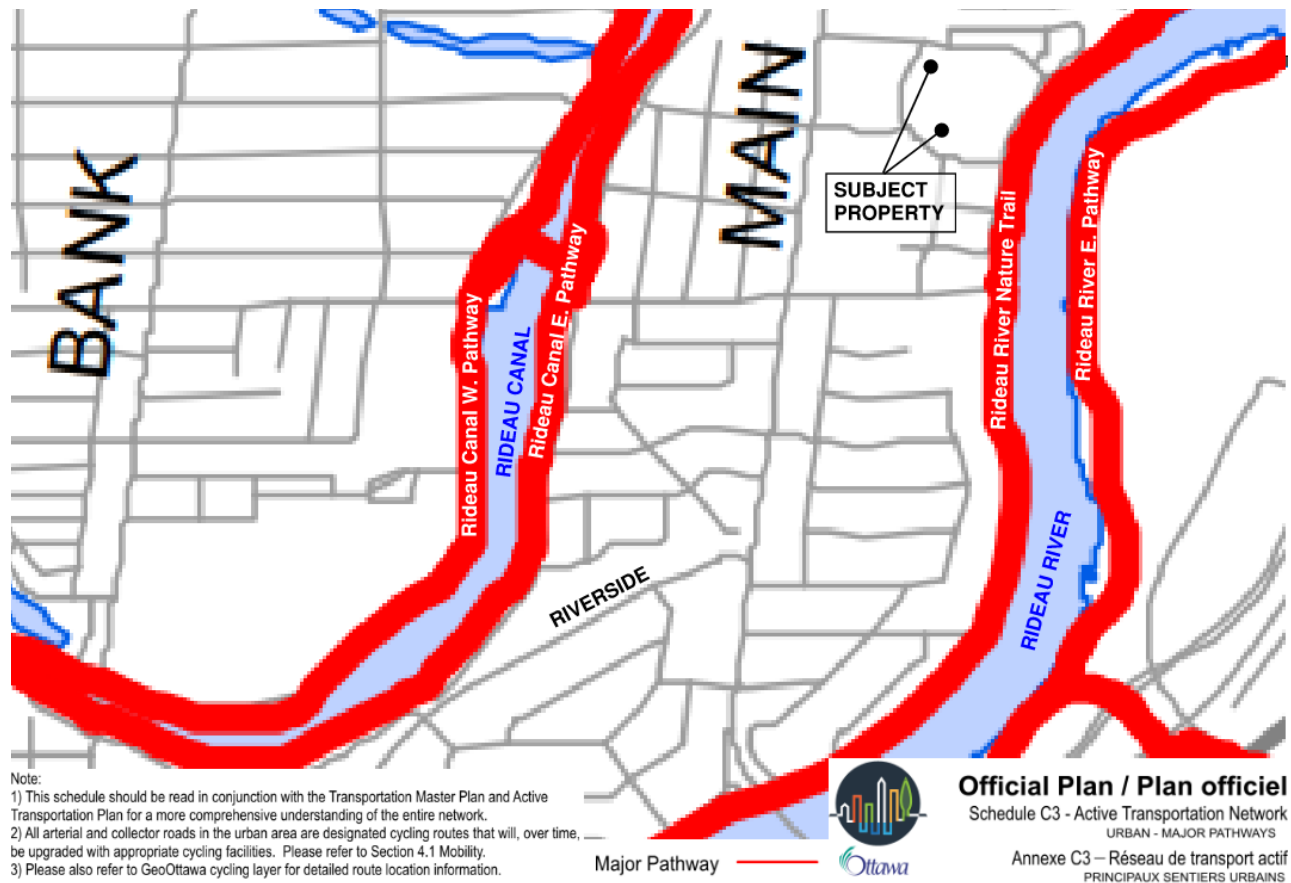
1.3 Linkages and Transportation Framework

Figure 7: Official Plan Schedule C4 Excerpt



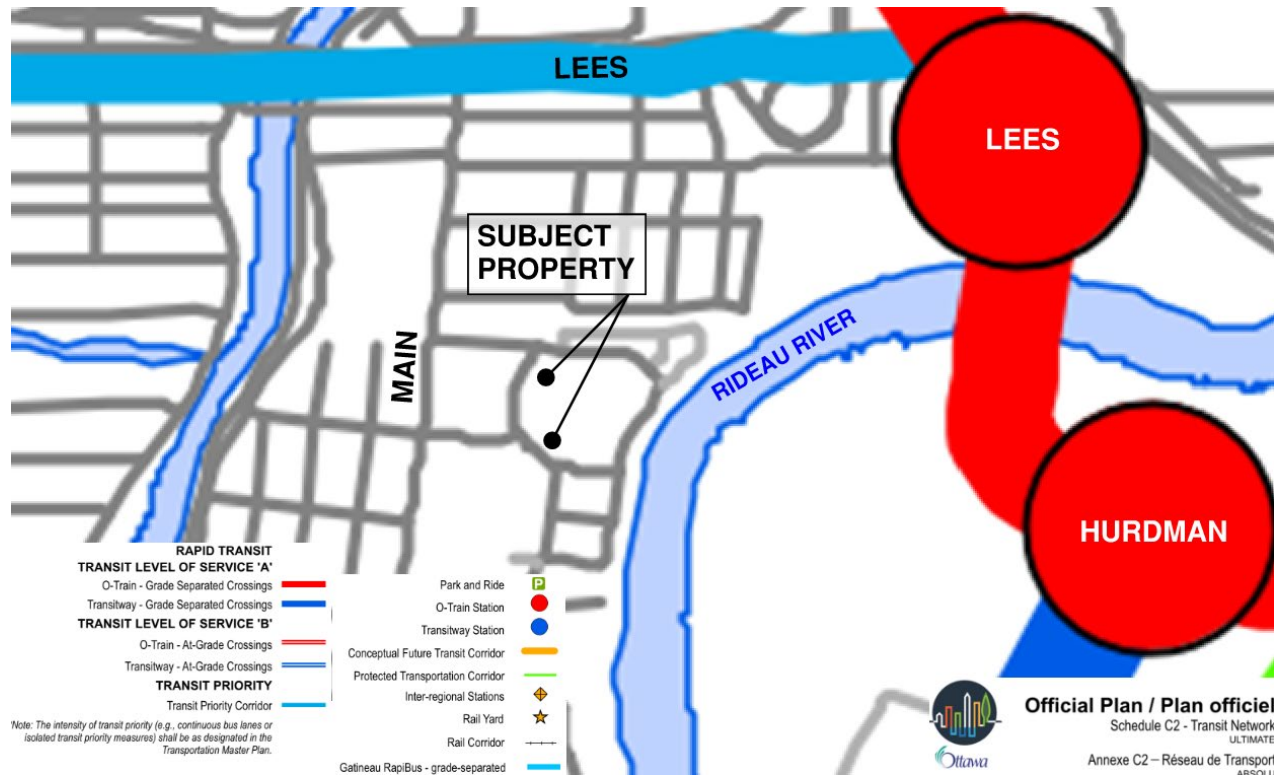
The Subject Property is located east of Main Street and south of Lees Avenue. Riverdale Avenue is located further south of the Subject Property. Main Street and Lees Avenue are designated as arterial roads and Riverdale Avenue is designated as a collector road on Schedule C4 of the Official Plan (see Figure 7). All arterial and collector roads in the urban area are designated cycling routes (see Figure 8).

Figure 8: Official Plan Schedule C3 Excerpt



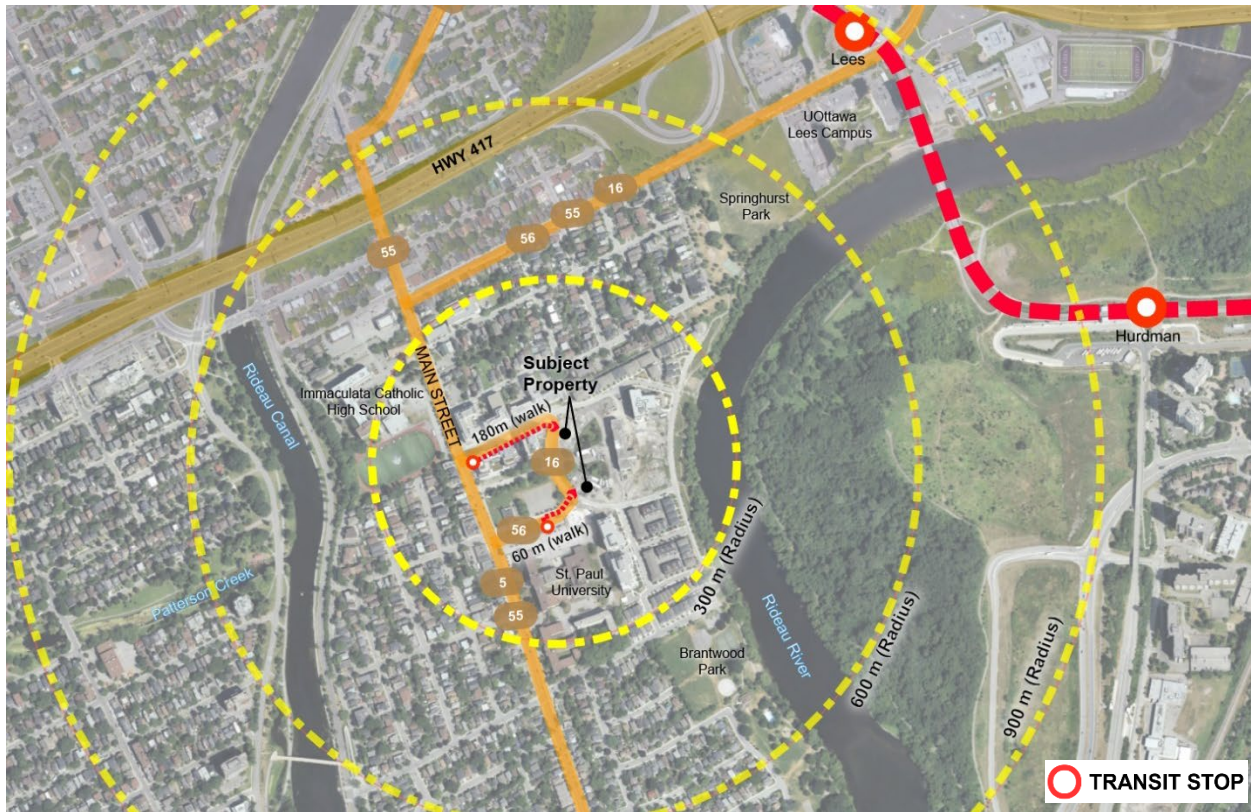
The Subject Property is located to the west of the Rideau River Nature Trail which is designated as a Major Pathway on Schedule C3 of the Official Plan (see Figure 8). There are public sidewalks proposed along both sides of Deschâtelets Avenue, Des Oblats Avenue and Hazel Street. Access is proposed off Deschâtelets Avenue and from the forecourt park to facilitate pedestrian and bicycle access to the Subject Property.

Figure 9: Official Plan Schedule C2 Excerpt



Lees Avenue is located to the north of the Subject Property and is designated as a Transit Priority Corridor on Schedule C2 of the Official Plan. The Lees O-Train station is located to the east of the Subject Property (see Figure 9).

Figure 10. Walking Distance to Transit Network



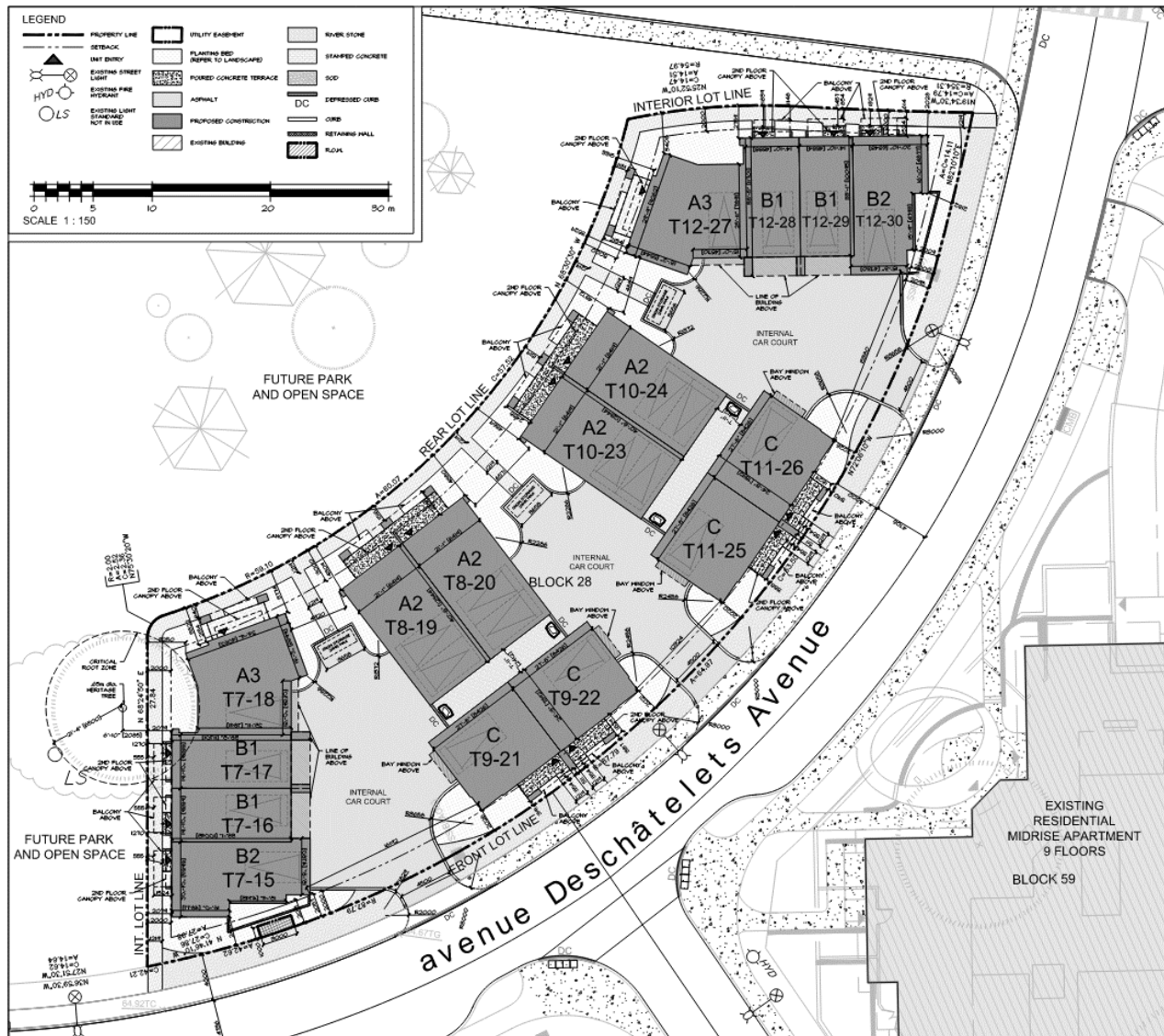
The Subject Property is located along several bus transit routes with connections to rapid transit options in the immediate area (see Figure 10). Transit options are available to the west of the Subject Property along Main Street. Bus routes 5, 16 and 55 and 56 provide transit service to the west of the Subject Property. Bus stops are provided within 200 metres walking distance from the Subject Property. Bus routes 16 and 56 enter the Greystone community via a loop between Main Street and Deschâtelets Avenue with stops located at Hazel Street/ Deschâtelets Avenue and Des Oblats Avenue/Main Street. Additional bus stops are located along Main Street. Lees Transit station is located to the northeast along the Rideau River, within a 900 metre radius or approximately 15 minutes walking distance of the Subject Property.

2.0 DEVELOPMENT PROPOSAL

The Subject Property is comprised of two separate blocks on an approved Plan of Subdivision (Blocks 28 and 29, Plan 4M-1596). It is proposed to develop a total of 18 semi-detached dwellings and 12 townhouse dwellings on the Subject Property. The principal access to proposed development will be provided off Deschâtelets Avenue and Des Oblats Avenue. Motor vehicle parking spaces are provided for residents within each proposed dwelling accessed from internal car courts located between the buildings.

A Minor Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. Detailed descriptions of the requested relief are provided along with the proposed site plan for each block, attached as Appendix A (see Figure 11 and Figure 12).

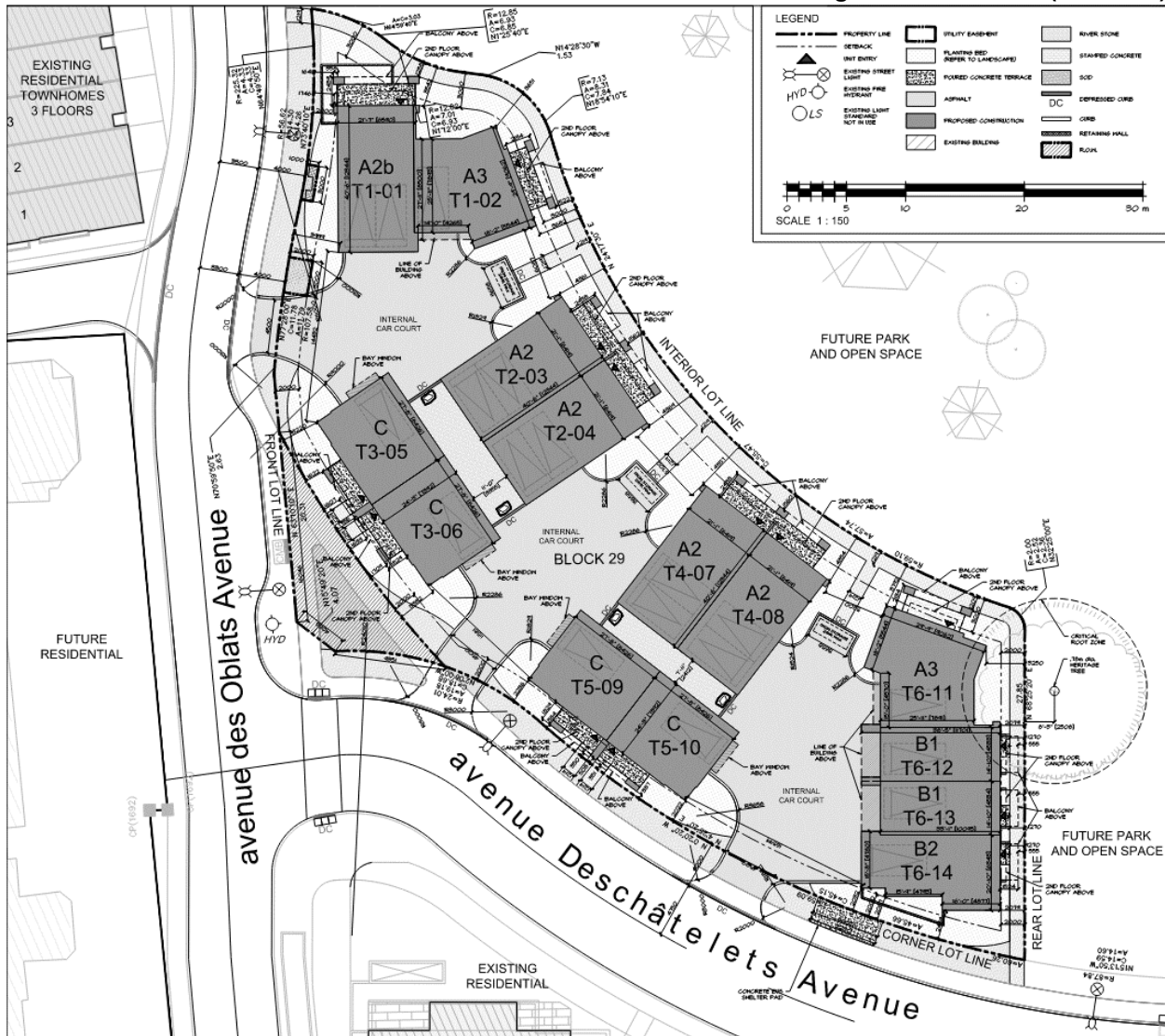
Figure 11: Site Plan (Block 28)



Block 28

It is proposed to develop a total of 8 semi-detached dwellings and 8 townhouse dwellings on Block 28. Site-specific amendments for the Subject Property are required to incorporate the required relief from zoning provisions for a Planned Unit Development to decrease the minimum required front yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the front yard, to increase the maximum extent of a balcony projection to the front lot line, to increase the maximum extent of a balcony projection to the interior side lot line, to increase the maximum extent of a balcony projection into the rear yard, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development. It is suggested to include the provisions of Section 144 under the list of provisions which do not apply to the Subject Property.

Figure 12: Site Plan (Block 29)



Block 29

It is proposed to develop a total of 10 semi-detached dwellings and 4 townhouse dwellings on Block 28. Site-specific amendments for the Subject Property are required to incorporate the required relief from zoning provisions for a Planned Unit Development to decrease the minimum required front yard setback, to decrease the minimum required corner side yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the corner side yard, to increase the maximum extent of a balcony projection into the corner side yard, to increase the maximum extent of a balcony projection into the interior side yard, to increase the maximum extent of a balcony projection to the corner side lot line, to increase the maximum extent of a balcony projection to the rear lot line, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development. It is suggested to include the provisions of Section 144 under the list of provisions which do not apply to the Subject Property.

A detailed Site Plan Control application is required to facilitate development on the Subject Property and is being filed as part of this submission. The proposed development will require modifications to site grading, drainage and landscaping.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Planning Statement

The 2024 Provincial Planning Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 2.1 of the PPS sets out policies to plan for people and homes.

Policy 2.1.6 of the PPS states:

“Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.”*

The proposed development on the Subject Property will provide a mix of semi-detached and townhouse dwellings in a ground-oriented building form with access to multimodal transit options in the local context. The proposed development will contribute to a diverse range of built forms in the surrounding area and will provide housing options for residents at all levels of ability and stages of life.

Section 2.2 of the PPS sets out policies for housing.

Policy 2.2.1 of the PPS states:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:*

- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- d) and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”

The PPS defines “intensification” as:

“the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites and underutilized shopping malls and plazas;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings”

The proposed development on the Subject Property will promote the efficient use of land through redevelopment of an underutilized site within the City’s urban area in accordance with a master plan for the community. The proposed infill development is an example of residential intensification. The mix of semi-detached and townhouse dwellings will add 30 dwelling units to a site that is vacant. The proposed development will enhance the Greystone Village neighbourhood through provision of ground-oriented residential uses fronting on Deschâtelets Avenue, Des Oblats Avenue and the forecourt park. The location of the development is well suited to intensification, with nearby active transportation infrastructure and bus stops connecting to light rail transit routes located in proximity to the proposed buildings and further to the west along Main Street.

Section 2.3 of the PPS defines and sets out policies for settlement areas. The Subject Property is considered part of a settlement area, as it is within the Urban Area for the City of Ottawa.

Policy 2.3.1.1 states: “*Settlement areas shall be the focus of growth and development.*”

Policy 2.3.1.2 states:

“Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) support active transportation;
- c) are transit-supportive, as appropriate; and,
- d) are freight-supportive.”

The Minor Zoning By-law Amendment and Site Plan Control applications will facilitate development of a mix of semi-detached and townhouse dwellings on the Subject Property. The proposed development is consistent with Policy 2.3.1.1 and 2.3.1.2 of the PPS as it represents an efficient use of an existing fully serviced property and existing municipal infrastructure. The property is within proximity of designated cycling routes along Main Street and Riverside Avenue and promotes active transportation opportunities for residents. The Subject Property is within

proximity of transit stops at Main Street and Des Oblats Avenue and at Hazel Street near Deschâtelets Avenue located along routes 5, 16, 55 and 56 providing connections to local transit routes and Lees O-Train station. The proposed development is transit supportive.

Policy 2.3.1.3 states:

“Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.”

The Subject Property is underutilized and can accommodate intensification and redevelopment. The proposed development is situated in an appropriate location to establish the creation of complete communities. The proposed mix of semi-detached and townhouse dwellings on the Subject Property are an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community.

Section 2.9 of the PPS provides policy direction related to energy conservation, air quality, and climate change.

Policy 2.9.1 states:

“Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.”*

The proposed development meets the climate change objectives and policies of the PPS by providing intensification in proximity to active transportation routes and rapid transit. The introduction of ground-oriented residential uses and proximity to bus stops on frequent transit routes increases opportunities for residents to fulfill most of their daily needs by walking, cycling, or taking transit.

Section 3.2 of the PPS sets out policies for transportation systems.

Policy 3.2.1 states:

“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.”

The proposed development of a mix of semi-detached and townhouse dwellings with limited off-street motor vehicle parking provided on the Subject Property will introduce a level of density that promotes the viability of active transportation and transit use and contributes to the efficient movement of residents and visitors to and from the Subject Property.

Section 3.3 of the PPS sets out policies for transportation and infrastructure corridors.

Policy 3.3.3 states:

“New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.”

The Subject Property is located east of Main Street, and north of Riverside Drive. Riverside Drive and Main Street are each designated as cycling routes on Schedule C3 and Schedule C4 of the Official Plan. Transit stops along routes 5, 16, 55 and 56 of the transit network are located within proximity of the Subject Property. The proposed development of a mix of semi-detached and townhouse dwellings on the Subject Property is compatible with the existing use of the Main Street corridor, will be transit-supportive and designed to create no negative impacts on the existing or planned function of transportation corridors in the area.

Section 3.6 of the PPS sets out policies for Sewer, Water and Stormwater.

Policy 3.6.1 of the PPS states:

“Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.”

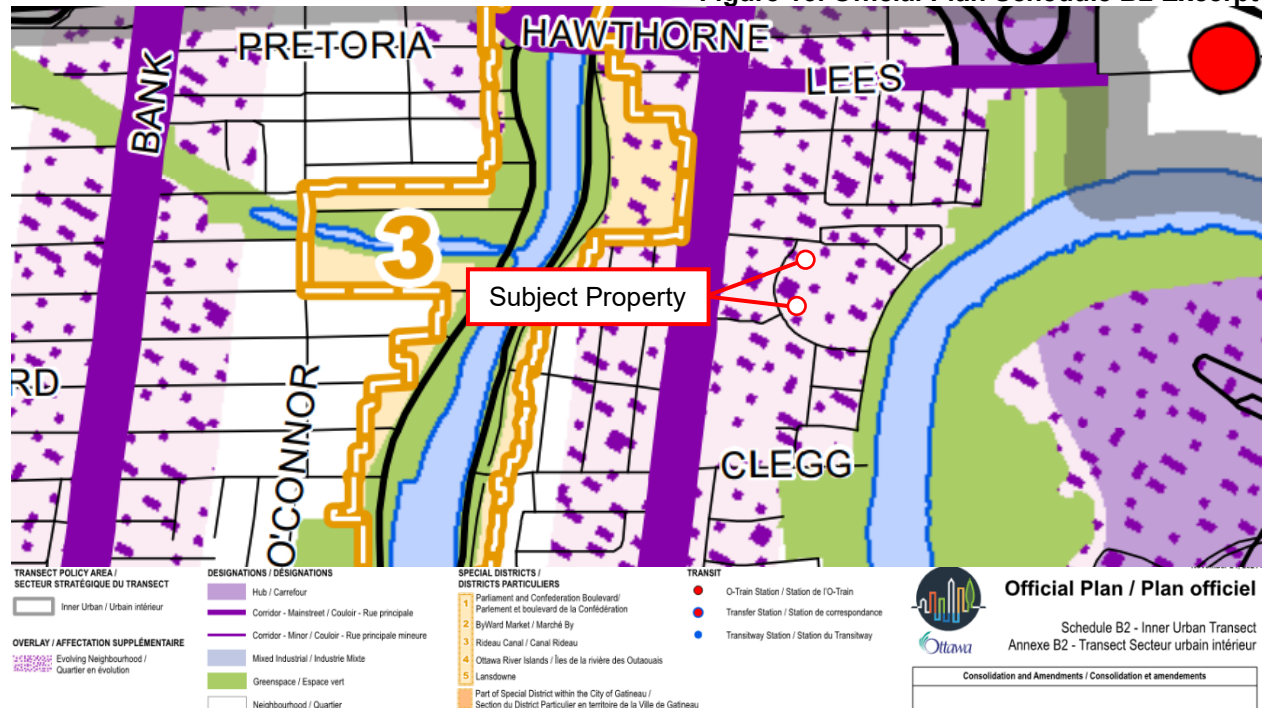
The proposed development on the Subject Property represents intensification from the current use. The proposed development of a mix of semi-detached and townhouse dwellings has been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications are consistent with policies of the Provincial Planning Statement.

3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan (the “Official Plan”) was adopted by City Council on November 24th, 2021. The Official Plan received final approval, as modified by the Minister of Municipal Affairs and Housing on November 4th, 2022. For the purposes of this Planning Rationale, the Official Plan dated November 24, 2021 was used for reference.

Figure 13. Official Plan Schedule B2 Excerpt



3.2.1 Land Use Designation

The Subject Property is designated “Neighbourhood” within the “Evolving Neighbourhood Overlay” in the Inner Urban Transect on Schedule B2 of the Official Plan (see Figure 13).

Section 5.2 of the Official Plan sets out general policies and guidance for proposed development within the Inner Urban Transect.

Section 5.2.1, Policy 4 of the Official Plan states that:

- “4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:*
- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;*
 - b) Small, locally oriented services may be appropriately located within Neighbourhoods;*
 - c) Existing and new cultural assets are supported, including those that support music and nightlife;*
 - d) Larger employment uses are directed to Hubs and Corridors; and*
 - e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).”*

Policies of the Official Plan direct areas in the Inner Urban Transect to accommodate increased residential growth and mixed-use development that supports a wide variety of housing types and services for residents in proximity to home. The proposed development of a mix of semi-detached and townhouse dwellings on the Subject Property is consistent with policies of the Official Plan for Neighbourhoods within the Inner Urban Transect.

Section 5.2.4, Policy 1 of the Official Plan states that:

- “1) Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. 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, 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) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;*
 - c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;*
 - d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and*
 - e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.”*

The Subject Property is designated Neighbourhood on Schedule B2 of the Official Plan. Main Street is designated as a Mainstreet Corridor and is located within 200 metres walking distance of the Subject Property. The proposed semi-detached and townhouse dwellings are an example of missing middle housing that will be developed as a planned unit development oriented to front on and frame Des Oblats Avenue, Deschâtelets Avenue the grand allée and forecourt park. The proposed land use and built form on the Subject Property would be supported by policies of the Official Plan.

Section 5.6.1 of the Official Plan provides policy direction for Built Form Overlays, including the Evolving Neighbourhood Overlay.

Section 5.6.1.1, Policy 1 of the Official Plan states that:

- “1) The Evolving Neighbourhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighbourhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors.
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

The Subject Property is suitable for intensification, being located within 200 metres from the Main Street Corridor. The proposed development of semi-detached and townhouse dwellings on the Subject Property is consistent with City objectives to establish a more urban community character and to create opportunities for infill and intensification within walking distance of bus stops providing connections to rapid transit and active transportation routes in the Inner Urban Transect.

Section 5.6.1.1, Policy 2 of the Official Plan states that:

“2) Where an Evolving Neighbourhood Overlay is applied:

- a) *The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
- b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.”*

For Neighbourhoods in the Inner Urban Transect, the required minimum density is 60 to 80 dwelling units per net hectare. The proposed development meets this requirement, as it provides approximately 62 dwelling units per net hectare.

Section 5.6.1.1, Policy 6 of the Official Plan states that:

“6) Zoning By-law development standards and development on lands with an Evolving Neighbourhood Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.”

The urban characteristics outlined in Table 6 of Section 5 of the Official Plan are as follows:

- *Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm*
- *Principal entrances at grade with direct relationship to public realm*
- *Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios*
- *Minimum of two functional storeys*
- *Buildings attached or with minimal functional side yard setbacks*
- *Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing*
- *No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage*

Block 28 of the proposed development has a two metre front yard setback and a two metre corner side yard setback. Block 29 of the proposed development has a two metre front yard setback, a

two metre corner side yard setback and a two metre rear yard setback. Minimal functional yard setbacks will establish a strong interface with the public realm along Deschâtelets Avenue, Des Oblats Avenue the grand allée and forecourt park. To create an active street frontage, principal entrances to residential units of Block 28 are located facing Deschâtelets Avenue, the grand allée and forecourt park and Block 29 is located facing Des Oblats Avenue, Deschâtelets Avenue, the grand allée and forecourt park each complete with soft and hard landscaping, street trees and patio areas for residents. Landscaped private walkways provide access to principal entrances for private dwellings facing the grand allée or forecourt park. To establish a transition between private and public space abutting the forecourt park, a generally consistent grading line between zero and 2 metres is proposed to encroach onto the park block. Direct, barrier-free pedestrian connections around the Subject Property are provided by the public sidewalk along Des Oblats Avenue and Deschâtelets Avenue and through the planned extension of the grand allée into the forecourt park to limit accessibility concerns for residents and visitors. The proposed development has limited off-street parking located entirely within attached garages. Motor vehicle parking is accessed via internal car courts off Des Oblats Avenue and Deschâtelets Avenue. Parking is separated from principal entrances located along Des Oblats Avenue, Deschâtelets Avenue, the grand allée and forecourt park.

Section 6.3 of the Official Plan sets out functional policies related to the Neighbourhood designation that are to be applied to each Transect on a site-specific basis.

Section 6.3.1, Policy 1 and Policy 2 of the Official Plan state that:

“1) Neighbourhoods are designated on the B-series of schedules.

2) Permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or*
- b) In areas already characterized by taller buildings”*

The Neighbourhood designation of the Official Plan generally permits low-rise housing forms that are compatible with the existing site context. The proposed development of semi-detached and townhouse dwellings on the Subject Property could be considered compatible with the existing site context. The Subject Property is located within the boundary of the Old Ottawa East Secondary Plan. Applicable policies of the Secondary Plan take precedence over policies of the Official Plan.

Section 6.3.1, Policy 4 of the Official Plan states that:

“4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

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

Policies of the Official Plan permit a range of low-rise housing forms including missing middle housing to meet or exceed the City’s density targets. Policies of the Official Plan support the proposed development of semi-detached and townhouse dwellings on the Subject Property.

Section 6.3.1, Policy 5 of the Official Plan states that:

“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)”*

Policies of the Official Plan direct the Zoning By-law to permit lower density, ground-oriented dwelling forms further away from rapid-transit stations or corridors. The Subject Property is approximately 15 minutes walking distance from Lees O-Train Station and approximately 200 metres from Main Street. Policies of the Official Plan support lower density development such as semi-detached and townhouse dwellings on the Subject Property.

3.2.2 Growth Management Framework

Section 3 of the Official Plan sets out policies to direct growth toward target areas for intensification. The majority of projected growth between 2018 and 2046 is directed within the urban boundary, representing 93% of all new development. 47% of the growth allocation is directed to take place within existing built-up areas inside the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 3.2, Policy 3 of the Official Plan identifies “Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them” as target areas designated for residential and employment intensification in the City of Ottawa.

The Subject Property is designated Neighbourhood and is located within the Inner Urban Transect on Schedule B2 of the Official Plan. The Subject Property is located within a land use designation targeted for intensification. The proposed development of semi-detached and townhouse dwellings on the Subject Property is consistent with the growth objectives of the Official Plan.

Section 3.2, Policy 10 of the Official Plan sets out residential density targets that apply to Corridors and states: “The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors.”

The Subject Property is designated as Neighbourhood in the Official Plan. Policies of the Official Plan establish a minimum residential density requirement of 60 to 80 dwellings per net hectare for proposed developments on properties designated “Neighbourhood” in the Inner Urban Transect.

The Subject Property has a gross area of approximately 4,780 square metres. A mix of 30 semi-detached and townhouse dwellings are proposed on the Subject Property, which has a net buildable area of approximately 4,780 square metres. The density of the proposed development is approximately 62 dwelling units per net hectare, which meets the minimum requirement and is consistent with residential density targets for Neighbourhoods in the Official Plan.

3.2.3 City-wide Policies

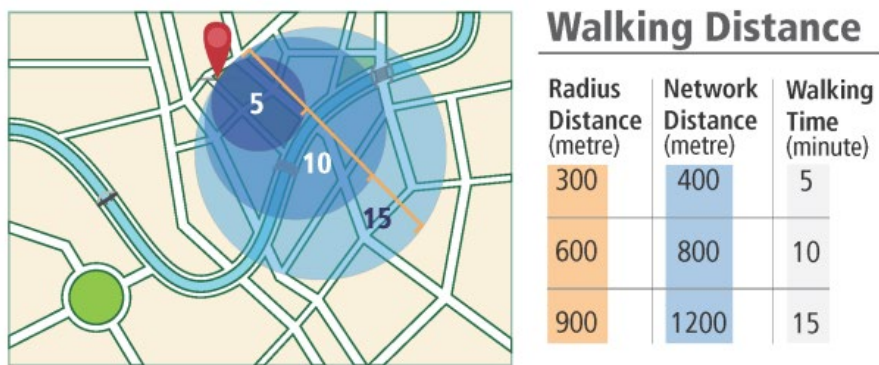
Section 4 of the Official Plan sets out city-wide policies to be considered where all new development is proposed.

Section 4.1.2, Policy 1 of the Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

“1) In general, this Plan equates a walking time of:

- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
- b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
- c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.”*

Figure 14 – Official Plan Figure 11



The Subject Property is located fully within 300 metres radius and within 200 metres network distance of transit stops along bus routes 5, 16, 55 and 56, located west of the Subject Property along Hazel Street, Des Oblats Avenue and Main Street. Bus routes 16, 55 and 56 provide direct access to the Lees rapid transit station. The proximity of the proposed development to a range of transit options in the immediate area represents a walking distance of 5 minutes or less for residents to access local and rapid transit options from their home (see Figure 14).

3.2.4 Urban Design

Section 4.6 of the Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

Figure 15: View West from forecourt park



Section 4.6.6, Policy 6 of the Official Plan states that:

“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 responds to the existing and planned scale envisioned for the surrounding context through an appropriate setback and façade design for each building along the perimeter of each block resulting in a continuous frontage that frames the street, improves pedestrian access and interfaces well with the public realm (see Figure 15). A landscaped private walkway lines the grand allée and forecourt park providing connection to internal car courts and front door access to dwelling units fronting on the parks. A range of three-storey semi-detached and townhouse buildings provide an appropriate scale of development that is compatible with existing low to mid-rise buildings to the north, east, west and south of the Subject Property.

Figure 16: View North from Deschâtelets Avenue

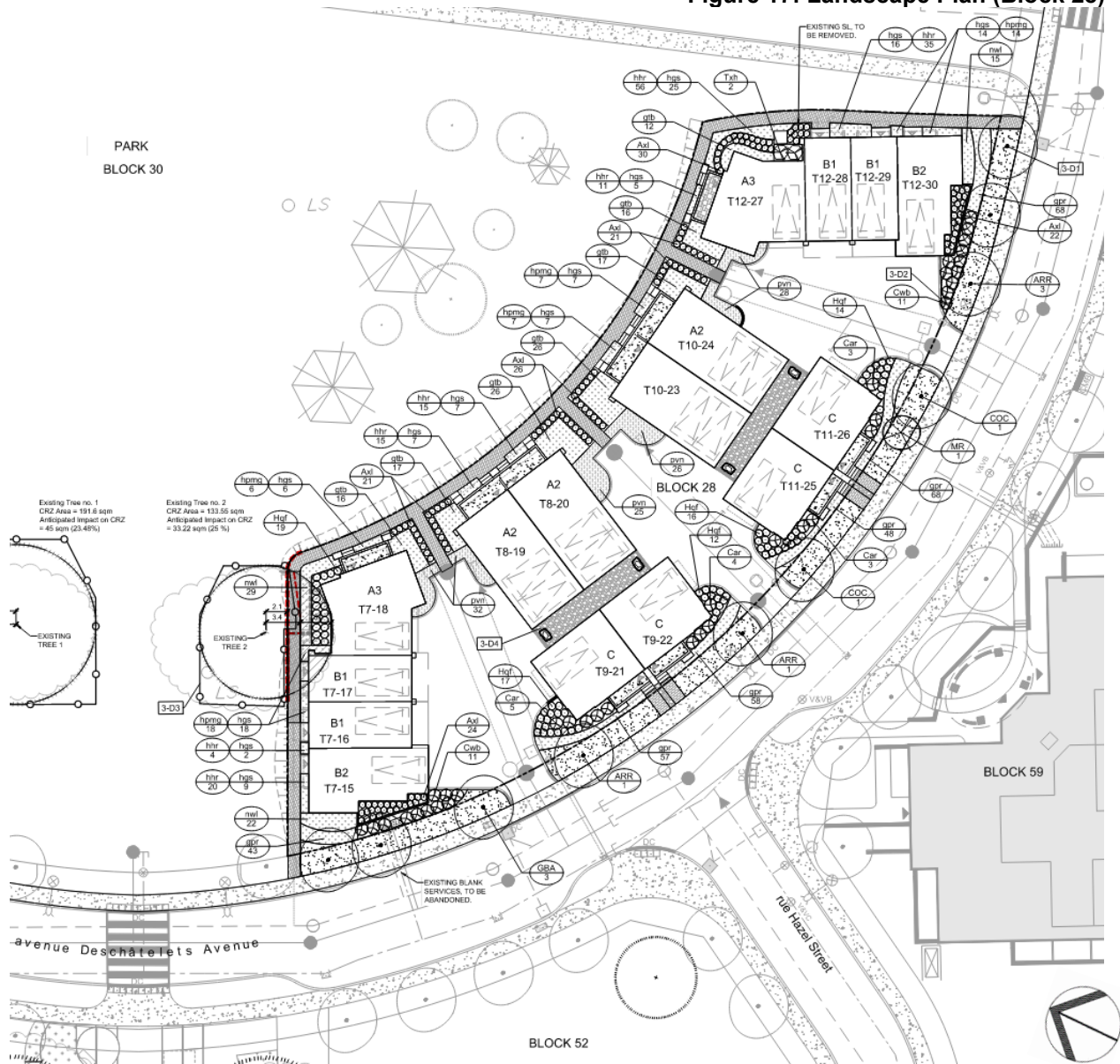


Each building has been designed with porches, balconies, generous glazing and landscape screening elements to define building entrances and complement the scale and character of built form within the surrounding Greystone community (see Figure 16). An appropriate building setback, context-sensitive materials and façade articulation is provided for each building.

The proposed building materials for each building facing Des Oblats Avenue and Deschâtelets Avenue primarily comprise a classic grey brick, large format grey stone masonry, charcoal wood siding and dark grey coloured metal panelling that are appropriate for the existing neighbourhood context. Copper paneling is used as an accent material across the development. A contemporary rhythm of black windows with horizontal mullions, front-facing glass and metal railing balconies, textured brick/stone masonry and concrete details at grade level are complemented by use of metal/copper panel cladding and wood siding set within recessed portions of the façade, surrounding windows and at the upper level are compatible with the design of existing low-rise buildings in the area.

Appropriate space for hard and soft landscaping treatments is provided along Deschâtelets Avenue, Des Oblats Avenue, the grand allée and forecourt park to ensure a smooth transition where built form interfaces with the public realm.

Figure 17: Landscape Plan (Block 28)



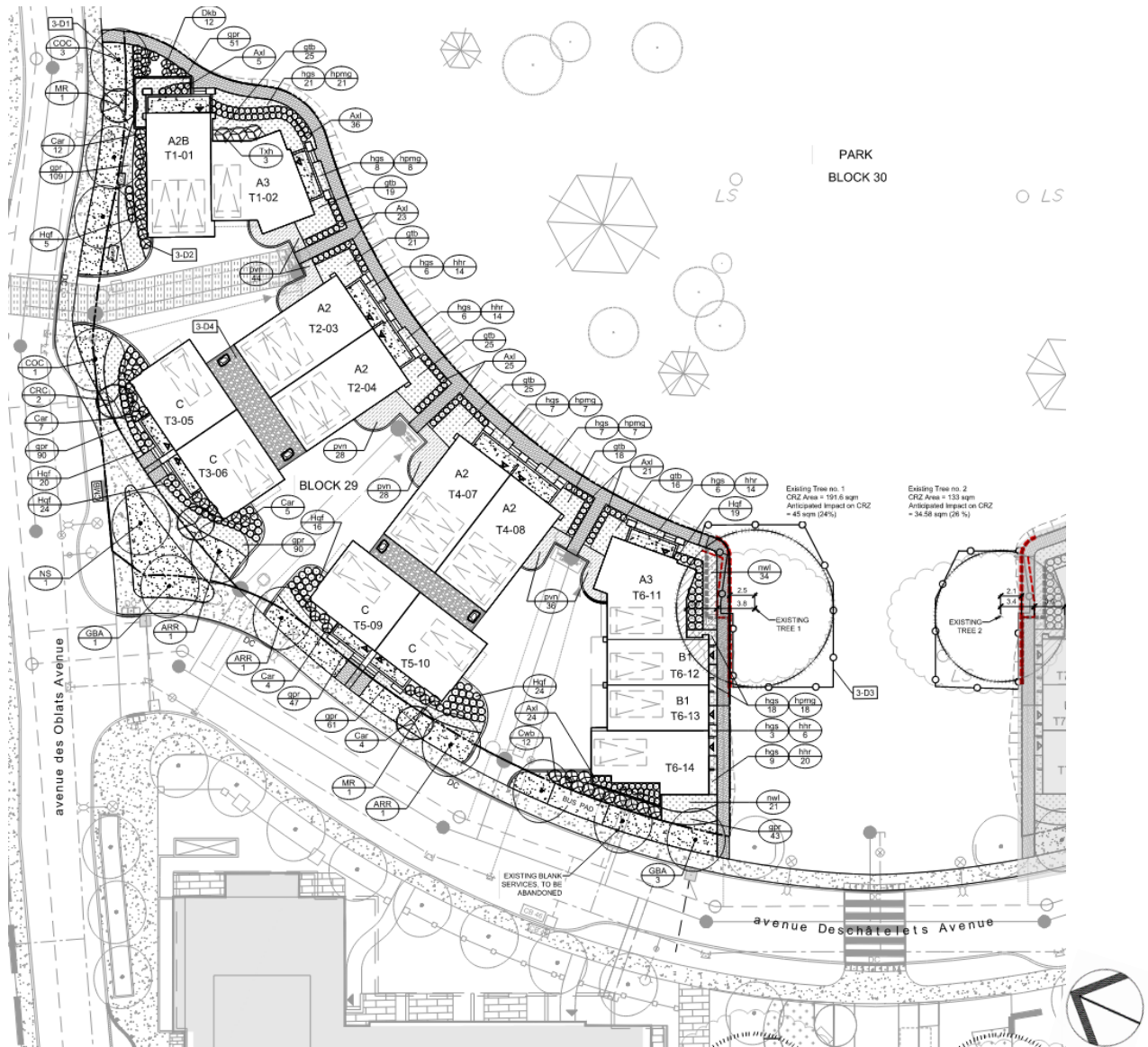
Section 4.6.5, Policy 3 of the Official Plan states that:

“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.”

A combination of soft and hard landscaping treatments and street trees are provided along Deschâtelets Avenue, Des Oblats Avenue and where abutting the grand allée and forecourt park (see Figure 17).

Landscaped private walkways provide access to principal entrances for private dwellings facing the grand allée or forecourt park. Direct, barrier-free pedestrian connections around the Subject Property are provided by the public sidewalk along Des Oblats Avenue and Deschâtelets Avenue and through the planned extension of the grand allée into the forecourt park to limit accessibility concerns for residents and visitors (see Figure 18).

Figure 18: Landscape Plan (Block 29)



There are two existing heritage trees along the grand allée next to the Subject Property proposed for retention. A Tree Protection plan and proposed methodology to protect the heritage trees is provided as part of this application. Due to existing marine clay soils on the Subject Property, and to meet geotechnical recommendations for planting, proposed street trees along the right of way are medium to small-size canopy trees.

Motor vehicle access to attached garages for each dwelling unit are provided via internal car courts for the proposed development. Access via internal car courts is proposed to minimize the

number of access points for vehicles to individual parking garages off Des Oblats Avenue and Deschâtelets Avenue. Intermediate paths connect each internal car court to peripheral pathways along the park block. These connections effectively maintain the sightlines to the forecourt park and the Deschâtelets building. Soft landscape areas with ornamental grasses and shrubs are provided at entrances to the interior car court of each building, providing screening for paved surfaces from the public realm. Perennial plantings are provided in a continuous ribbon along the street frontage. The planting is proposed to accentuate the feeling of arrival and help distinguish between private and public space.

Providing motor vehicle access to the Subject Property that is separated from Des Oblats Avenue and Deschâtelets Avenue reduces the potential for vehicle conflicts, improves the safety, accessibility, and movement of pedestrians and bicycles to and from the Subject Property and is consistent with policies of the Official Plan.

3.2.5 Review of Development Applications

The Official Plan requires a range of studies to be included as part of a complete development application to meet the objectives of the Official Plan. The appropriate policies, related studies, and plans were identified through a pre-application consultation meeting with City staff at the beginning of the application review process.

Required studies and plans identified as relevant have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.5.2 – Built Heritage Resources

Policy 2 of Section 4.5.2 requires redevelopment applications to submit a Heritage Impact Assessment where development is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property.

A Heritage Impact Assessment Report prepared by Commonwealth Historic Resource Management, dated August 2024 has been included with the formal Site Plan Control submission.

The conclusions of the Heritage Impact Assessment Report are consistent with Section 4.5.2 of the Official Plan.

Relating to Section 4.7.1 – Stormwater Management and Site Servicing

Policy 6 of Section 4.7.1 requires redevelopment applications to implement site, grading, building, and servicing design measures. As part of this application, a Site Servicing Plan, Site Grading Plan, and Erosion and Sediment Control Plan have been completed by Novatech, dated August 14, 2024.

Policy 8 of Section 4.7.1 requires proof of sufficient stormwater management and drainage system as a condition of Site Plan Control approval. A Servicing and Stormwater Management Report was completed by Novatech, dated August 14, 2024. The Servicing and Stormwater Management Report examined the potential water quality and quantity impacts of the proposed development and how each will be addressed through the proposed development. The proposed stormwater design and recommendations are consistent with the policies of Section 4.7.1 of the Official Plan.

Policy 12 of Section 4.7.1 requires an approved master servicing study, an approved environmental management plan, and a subwatershed study to be included as part of a complete application for a new development in a future neighbourhood. The Subject Property is not located in a future neighbourhood and these studies are not required. City staff requested that a Site Servicing study and plan be included as part of the complete application package. A Servicing and Stormwater Management Report was completed by Novatech, dated August 14, 2024. The recommendations of the Site Servicing Study conclude that there are no servicing constraints associated with the proposed development.

The recommendations of the Site Servicing Study are consistent with Section 4.7.1 of the Official Plan.

Relating to Section 10.1.6 – Contaminated Sites

Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase I Environmental Assessment to be completed as part of the application. A Phase I ESA was completed for the Greystone Village Subdivision by Golder Associates dated September 8, 2016.

The conclusions of the Phase I ESA state that:

“Based on the presence of APEC 1 [fill of unknown composition and quality]... a Phase Two ESA is required to support the submission of a RSC for the Site.”

Based on the recommendations of the Phase I ESA, a subsequent Phase II ESA was prepared by Golder Associates dated September 9, 2016. The recommendations of the Phase II ESA state the following:

“The results of the Phase Two ESA indicate that metal and PAH impacts are generally limited to the debris fill layer found on the eastern and southern sections of the Site. Three PAH exceedances in the topsoil layer were identified. As discussed in Section 6.6.1, the topsoil exceedances have been noted to either be remediated (TP X and TP15-106) or to be off-Site (TP W).” and that *“The results indicated that the groundwater has not been impacted by the debris fill.”*

Based on the conclusions of the Phase II ESA, remedial activities occurred between July and August 2016. A Record of Site Condition was prepared and filed by Golder Associates on October 24, 2016 with a Certification date of August 16, 2016.

An updated Phase 1 ESA specific to the Subject Property has been prepared by Paterson Group, dated August 29, 2024. The recommendations of the updated Phase I ESA state the following:

“The results of the records review, research, and site inspection indicated that there are no new potential environmental concerns regarding the subject site since the 2016 Phase I ESA. Based on the findings of this Phase I ESA Update, in our opinion, a Phase II Environmental Site Assessment is not required for the Phase I Property.”

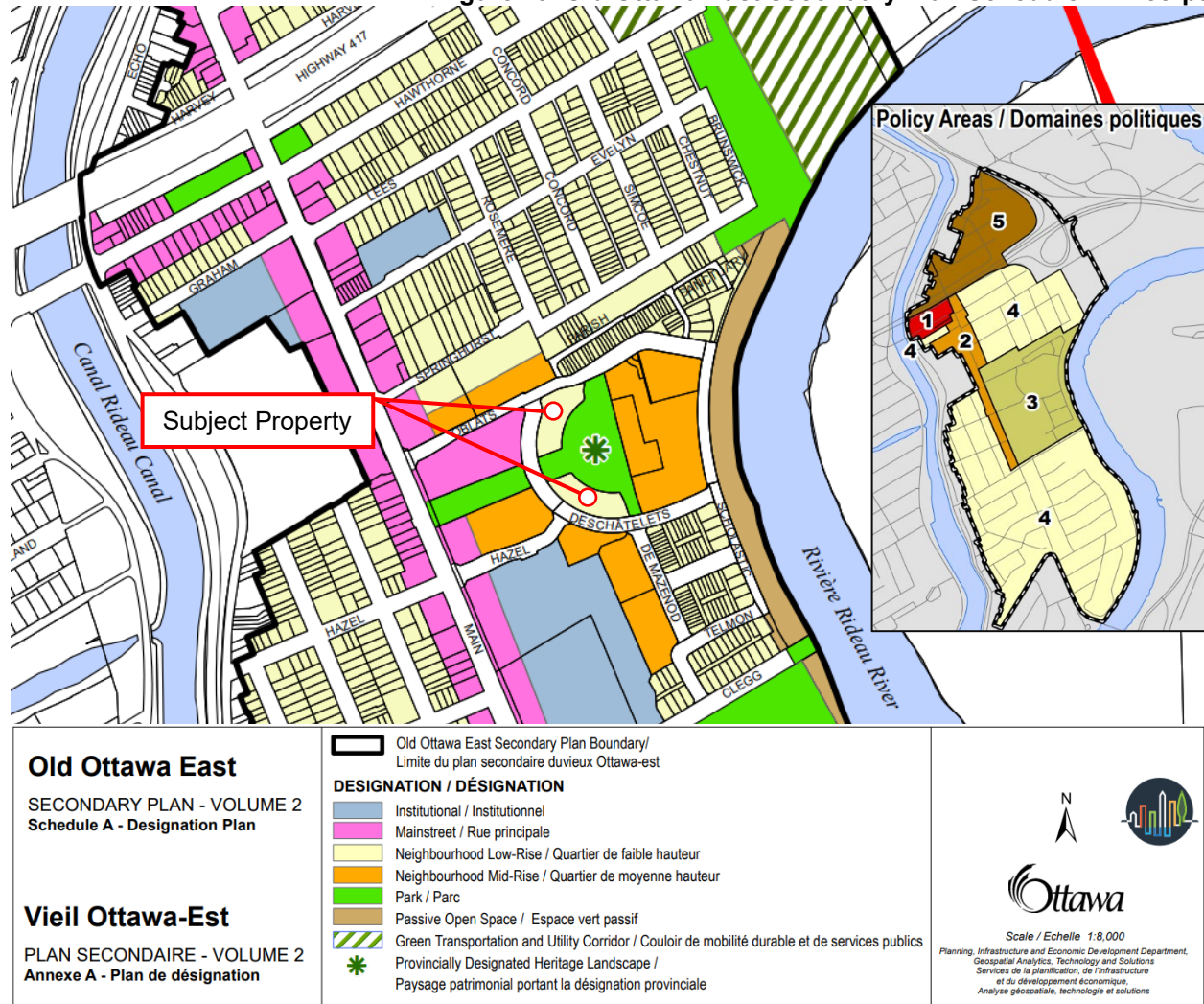
The recommendations are consistent with Section 10.1.6. of the Official Plan.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.

4.0 OLD OTTAWA EAST SECONDARY PLAN

The Subject Property is located within the Old Ottawa East Secondary Plan area (“the Secondary Plan”), specifically within “Policy Area 3 - East side of Main Street, Springhurst Avenue to Clegg Street” and is designated Neighbourhood Low-rise on Schedule A of the Secondary Plan (see Figure 19).

Figure 19. Old Ottawa East Secondary Plan Schedule A Excerpt



4.1.1 Land Designation and Design Policies

The general policies for the Secondary Plan area provide policy direction for land use, urban design and compatibility of new development with existing uses and built heritage resources. More specific policies apply to individual Policy Areas identified by the Secondary Plan.

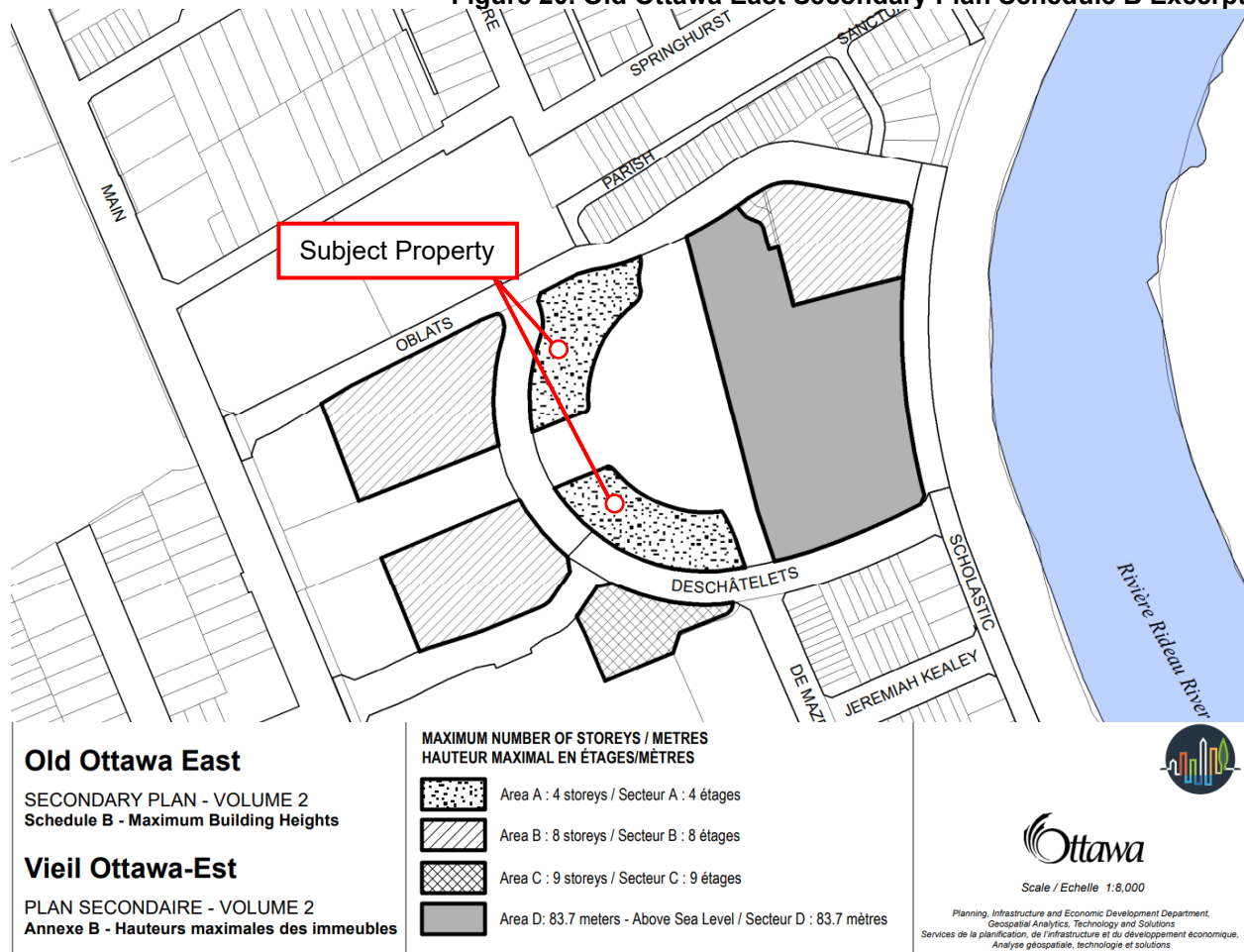
Section 2.2.1.4 of the Secondary Plan states that: “Building heights within the Neighbourhood Low-rise area will not exceed four storeys.” The proposed development will be three-storeys in building height.

4.1.2 Neighbourhood Policies

4.1.2.1 Policy Area 3

Section 3.3 of the Secondary Plan sets out policies related to development of Policy Area 3 - East side of Main Street, Springhurst Avenue to Clegg Street”, including the Subject Property.

Figure 20. Old Ottawa East Secondary Plan Schedule B Excerpt



Section 3.3.17 of the Secondary Plan states that:

“17) This policy area has been planned in greater detail due to its potential for redevelopment and the extensive public consultation that ensued as the former landowners and St. Paul University engaged in the planning process. It extends along Main Street, south of Springhurst Avenue, including the property owned by St. Paul University (155 Hazel Street), the Convent of the Sisters of the Sacred Heart and the former property of the Oblate Fathers, currently under development. It will develop as a Mainstreet along Main Street with an adjoining mixed-use neighbourhood extending east towards the river. Redevelopment is subject to maximum storey heights and density as shown on Schedule B - Old Ottawa East Maximum Building Heights.”

Policies of the Secondary Plan permit a maximum building height of 4 storeys on the Subject Property.

Section 3.3.18 of the Secondary Plan states that:

“18) Achieve a Diversity of Uses, Activities and People

- a) Provide for a variety of residential building types and tenures for a rich and diverse community to accommodate a full demographic profile of households. A range of housing options are needed to ensure affordability and accommodate a variety of users including families, seniors, empty nesters, single room occupancy and smaller households; and
- b) *Encourage a diverse mix of uses that contributes to the overall self-sufficiency and sustainability of Old Ottawa East. These include a broad range of housing types as described above, live-work units, public/civic uses, commercial uses that contribute to the vibrancy of Main Street and a strengthening of the institutional presence of St. Paul University; and*
- c) *Encourage a complementary architectural treatment of buildings, including finish, colour and materials, together with a consistent design treatment of common elements on the property, such as fencing, landscaping, gateway features, street lighting and signage; and*
- d) Achieve compatibility with existing lower-profile neighbourhoods bordering the subject lands by ensuring an appropriate transition of use and built form; and
- e) *Extend the surrounding public street grid and axial views to order and deploy the built form in the redevelopment of these properties. However, primary vehicular access/egress within the site shall be oriented to Main Street. Vehicular access/egress to Clegg Street shall be secondary; and*
- f) Provide a range of building heights between three and nine storeys, as shown on Schedule A - Designation Plan and Schedule B - Old Ottawa East Maximum Building Heights. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height; and
- g) *In areas with height reference included on Schedule B - Old Ottawa East Maximum Building Heights, projections will be permitted above the maximum height, including but not limited to mechanical and service equipment penthouses, elevator or stairway penthouses, landscaped areas, roof-top gardens, terraces and associated safety guards, access structures and washrooms; and*
- h) *Locate parking for the mid-rise buildings primarily below grade. Where necessary, surface parking related to all development in this policy area should be obscured from view by means such as placement behind buildings and landscaping.”*

Policies of the Secondary Plan support a range of housing types, including low-rise, ground-oriented dwelling typologies which are compatible with the profile of neighbourhoods and public spaces surrounding the Subject Property. Access to individual garages for each principal dwelling unit has been designed to ensure adequate screening is provided from the public realm along Des Oblats Avenue and Deschâtelets Avenue.

Section 3.3.20 of the Secondary Plan states that:

“20) Celebrate Legacy and Heritage

- a) *Recognize, support and commemorate the presence of the existing institutions as part of the community in the redevelopment of these lands; and*
- b) *Conserve the Deschâtelets building by maintaining its heritage attributes while adapting it to new uses over time to ensure its ongoing utility; and*

- c) Conserve the grand allée and forecourt of the Deschâtelets building as cultural heritage landscape, which are designated under Part IV of the Ontario Heritage Act, included in the City's Heritage Register and as shown on - Schedule A - Designation Plan, as Provincially Designated Heritage Landscape; and
- d) Respect the cultural heritage value of the designated places in the design of all new development; and
- e) Retain the statue of the Blessed Virgin and associated grove of trees to commemorate the Sisters of the Sacred Heart."

Policies of the Secondary Plan direct new development on the Subject Property to be designed for compatibility with abutting cultural heritage buildings and landscapes. The proposed development has been designed to integrate with the grand allée and forecourt of the Deschâtelets building by selecting complementary building materials and colours to integrate with the Deschâtelets building and its associated heritage landscape, preserving existing trees and maintaining a pedestrian connection to Main Street between Block 28 and Block 29.

Section 3.3.21 of the Secondary Plan states that:

"21) Integrate Green Space and Ensure Connectivity

- a) Integrate existing trees in the development to the extent possible; and
- b) Maintain public access through the new development by establishing east-west pedestrian/cycle paths between Main Street and the Rideau River as well as north-south between Springhurst and Clegg; and
- c) Ensure connectivity to nearby transit stations; and
- d) Provide a range of high-quality landscaped spaces within the development; and
- e) The grand allée and forecourt are designated as parkland and cultural heritage landscape which will influence the park design. The intent of the uses of the Deschâtelet's building is for a community facility to be provided. The Park will provide the opportunity for a community gathering place in the forecourt and grand allée leading to the Deschâtelets building; and
- f) Design the intersection of Main Street and the tree-lined grand allée leading to the Deschâtelets building as a gathering space for the community (for example, through the creation of attractive outdoor seating associated with commercial activity on Main Street); and
- g) Naturalize the river frontage along a 30-metre open space corridor as measured from the Normal Highwater Mark of the Rideau River at the rear of the Oblate land, in consultation with the Rideau Valley Conservation Authority; and
- h) Encourage partnerships to provide for community facilities and activities within this policy area."

Policies of the Secondary Plan direct new development on the Subject Property to integrate with existing open spaces and maintain or establish connections between Main Street and the Rideau River as well as within the Subject Property. The proposed development has been designed to maintain existing trees along the grand allée and in the forecourt park, where feasible. The proposed development is accessible to local transit stops within a short walking distance of the Subject Property, connecting to the rapid transit network via Lees Station. The buildings are designed to interface with the forecourt park and maintain a connection with the Deschâtelets building. A pedestrian connection along the grand allée to Main Street is provided between Block 28 and Block 29.

5.0 URBAN DESIGN GUIDELINES

The City of Ottawa's Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all of the direction provided will apply to the proposed development. The Urban Design Guidelines are non-statutory documents and are intended to supplement the policies and regulations of the Official Plan and Zoning By-law. The Urban Design Guidelines for Low-rise Infill Housing have been reviewed for the proposed development.

5.1 Urban Design Guidelines for Low-rise Infill Housing.

The Urban Design Guidelines for Development along Traditional Mainstreets were approved on July 6, 2022. These guidelines apply to all buildings up to and including four full storeys across urban and suburban transects within the City and to urban areas of villages within the rural transect and provide urban design guidance for new developments. The primary objectives of the guidelines are to help create low-rise infill development that will:

- Enhance streetscapes;
- Protect and expand established landscaping;
- Create a more compact urban form to consume less land and natural resources;
- Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage;
- Provide new housing designs that offer variety, quality and a sense of identity;
- Emphasize front doors and windows rather than garages;
- Include more soft landscaping and less asphalt in front and rear yards;
- Create at-grade living spaces that promote interaction with the street; and
- Incorporate environmental innovation and sustainability

The proposed development adheres to the objectives of the Urban Design Guidelines for low-rise infill housing. The proposed development consists of a mix of townhouse and semi-detached dwellings up to three-storeys in building height. The proposed development maintains the existing scale and character of the streetscape in the surrounding low-rise neighbourhoods to the north and south of the Subject Property and integrates with taller buildings in the existing and planned context immediately across Deschâtelets Avenue and Des Oblats Avenue. Front doors provide a significant proportion of glazed surfaces and landscape treatments at grade create active frontages designed to provide an open and transparent pedestrian experience and provide access to dwelling units from the street and forecourt. Ground floor living spaces and entrances are intended to extend the existing character of Deschâtelets Avenue, Des Oblats Avenue, the grand allée and forecourt park along the entire site frontage. A separate principal entrance for each dwelling is provided to further promote a connection with the street. The proposed residential density establishes a compact form that will support the surrounding commercial uses along Main Street, allowing residents to access their daily needs within walking distance of home. All parking on the site is screened and separated from the public realm with access off Deschâtelets Avenue to interior car courts and private garages for each dwelling to minimize any potential impact on the streetscape.

An Urban Design Brief has been prepared and included with the complete application package.

6.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is zoned Residential Third Density, Subzone Q, Urban Exception 2306 (R3Q [2306]) in the City of Ottawa Zoning By-law 2008-250. The property is also subject to provisions of the Mature Neighbourhoods Overlay.

The purpose of the R3Q zone is to:

- (1) allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- (2) *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
- (3) *allow ancillary uses to the principal residential use to allow residents to work at home;*
- (4) 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
- (5) *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.*

A mix of semi-detached and townhouse dwellings within a planned unit development are proposed for the Subject Property on two separate blocks. Blocks 28 and 29 are the final parcels of land that remain to be developed as part of Greystone Village community. The proposed development is consistent with the approved plan of subdivision. The proposed development will include a total of 30 residential dwelling units. The proposed built form is designed to maintain the scale and character of the area by providing ground-oriented dwellings with principal entrances accessed off Deschâtelets Avenue, Des Oblats Avenue and the forecourt park. The proposed development is designed to be compatible with the scale of surrounding neighbourhoods to the north and south of the Subject Property. The proposed development is consistent with the purpose of the R3 zone.

Urban Exception 2306 sets out the following site-specific provisions:

- *Sections 139 and 140 do not apply to the initial construction of a residential use building on the subject site, but do apply except where otherwise regulated in this exception to:
 1. *a change in use from one type of residential use building to another permitted dwelling type;*
 2. *an addition to an existing residential use building that abuts the front yard or corner side yard; and,*
 3. *the incidental use of lands within the front, interior side and corner side yards, including the creation of a new driveway or parking space, associated with an existing residential use building.**
- *For the purposes for Section 59, a lot is considered to comply with this section if it abuts a park for at least 3 metres and does not abut a public street.*
- *Where the lot does not abut a public street, and has frontage abutting a park, the shortest lot line abutting the park is considered to be the front lot line.*
- *minimum corner side yard setback: 3 m*
- *maximum building height: 11 m*

- A roof top access that projects above the maximum building height must not exceed 3 metres in height
- Section 136 does not apply
- For the purposes of calculating the maximum permitted building height for the initial construction of a residential use building, the definition of grade in Section 54 is to be used.

The above provisions apply to all types of buildings. The proposed development does not conform with the minimum required corner side yard setback on Block 29. The proposed development conforms to all other provisions of Zoning Exception 2306.

Section 159 (1)(d) of the Zoning By-law lists a number of permitted residential uses for the R3 zone including semi-detached dwelling, townhouse dwelling and planned unit development. The proposed building types are permitted in the R3 zone.

Table 1 below summarizes the applicable zoning provisions for Block 28 on the Subject Property.

Table 1: Zoning Review Table (Block 28 – Planned Unit Development)

Zoning Provision	Required		Provided
Minimum Lot Area (m ²)	1,400m ²		2,416m ²
Minimum Lot Width (m)	Not applicable		Not applicable
Max. Front Yard Setback (m)	3.0 m		2.0 m
Min. Interior Yard Setback (m)	1.8m		2.0 m
Min. Corner Yard Setback (m)	3.0 m		Not applicable
Minimum Rear Yard Setback (m)	7.1m		3.0 m
Minimum Building Height (m)	11.0 m		11.0 m
Projections into Required Yards (Balconies)	Max. Projection (Front Yard)	2.0m	2.0m
	To Property Line (Front Yard)	1.0m	0.2m
	Max. Projection (Interior Side Yard)	2.0m	1.6m
	To Property Line (Interior Side Yard)	1.0m	0.5m
	Max. Projection (Rear Yard)	2.0m	2.5m
	To Property Line (Rear Yard)	1.0m	1.1m
Projections into Required Yards (Steps)	To Property Line (Front Yard)	0.6m	0.2m
	(Interior Side Yard)	No Limit	1.2m
	(Rear Yard)	No Limit	1.1m

Planned Unit Development Provisions		
Minimum width of Private Way	6.0m	4.5m
Minimum setback for wall of a residential use building to a private way	1.8m	0 m
Minimum setback for any garage or carport entrance from a private way	5.2m	0 m
Minimum separation area between buildings within a PUD	1.2m	2.4m
Landscaping and Parking	Soft Landscaping required between dwelling unit and private way	None
	No wider driveways than parking space, garage, or carport	None
Parking Requirements - Residential		
Minimum Parking Spaces Semi-Detached: (1 space per dwelling unit)	8 spaces	12 residential spaces
Minimum Parking Spaces Townhouse: (0.75 spaces per dwelling unit)	6 spaces	8 residential spaces
Minimum Visitor Parking Spaces Townhouse: (0.1 spaces per dwelling unit beyond 12 units)	0 spaces (0.1 spaces per dwelling unit beyond 12 units)	0 visitor parking spaces

The proposed development of Block 28 fully conforms with the required lot area, corner side yard setback, interior side yard setback, building height, required resident parking, required visitor parking and minimum separation distance between buildings for a Planned Unit Development. A minor rezoning application is required to establish site-specific amendments on the Subject Property to decrease the minimum required front yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the front yard, to increase the maximum extent of a balcony projection to the front lot line, to increase the maximum extent of a balcony projection to the interior side lot line, to increase the maximum extent of a balcony projection into the rear yard, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development. It is suggested to include the provisions of Section 144 under the list of provisions which do not apply to the Subject Property.

Table 2 below summarizes the applicable zoning provisions for Block 29 on the Subject Property.

Table 2: Zoning Review Table (Block 29 – Planned Unit Development)

Zoning Provision	Required		Provided
Minimum Lot Area (m ²)	1,400m ²		2,430m ²
Minimum Lot Width (m)	Not applicable		Not applicable
Max. Front Yard Setback (m)	3.0 m		2.0 m
Min. Interior Yard Setback (m)	1.8m		3.0 m
Min. Corner Yard Setback (m)	3.0 m		2.0 m
Minimum Rear Yard Setback (m)	18.5m, not exceed 7.5m (25% of lot depth)		2.0 m
Minimum Building Height (m)	11.0 m		11.0 m
Projections into Required Yards (Balconies)	Max. Projection (Front Yard)	2.0m	0.4m
	To Property Line (Front Yard)	1.0m	1.6m
	Max. Projection (Interior Side Yard)	2.0m	2.5m
	To Property Line (Interior Side Yard)	1.0m	1.2m
	Max. Projection (Corner Side Yard)	2.0m	2.0m
	To Property Line (Corner Side Yard)	1.0m	0.2m
	Max. Projection (Rear Yard)	2.0m	1.6m
	To Property Line (Rear Yard)	1.0m	0.5m
Projections into Required Yards (Steps)	To Property Line (Front Yard)	0.6m	1.6m
	(Interior Side Yard)	No Limit	1.5m
	(Corner Side Yard)	0.6m	0.2m
	(Rear Yard)	No Limit	1.2m
Planned Unit Development Provisions			
Minimum width of Private Way	6.0m		4.5m
Minimum setback for wall of a residential use building to a private way	1.8m		0 m
Minimum setback for any garage or carport entrance from a private way	5.2m		0 m
Minimum separation area between buildings within a PUD	1.2m		2.4m

Landscaping and Parking	Soft Landscaping required between dwelling unit and private way	None
	No wider driveways than parking space, garage, or carport	None
Parking Requirements - Residential		
Minimum Parking Spaces Semi-Detached: (1 space per dwelling unit)	10 spaces	15 residential spaces
Minimum Parking Spaces Townhouse: (0.75 spaces per dwelling unit)	3 spaces	4 residential spaces
Minimum Visitor Parking Spaces Townhouse: (0.1 spaces per dwelling unit beyond 12 units)	0 spaces (0.1 spaces per dwelling unit beyond 12 units)	0 visitor parking spaces

The proposed development of Block 29 fully conforms with the required lot area, interior side yard setback, building height, required resident parking, required visitor parking and minimum separation distance between buildings for a Planned Unit Development. A minor rezoning application is required to establish site-specific amendments on the Subject Property to decrease the minimum required front yard setback, to decrease the minimum required corner side yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the corner side yard, to increase the maximum extent of a balcony projection into the corner side yard, to increase the maximum extent of a balcony projection into the interior side yard, to increase the maximum extent of a balcony projection to the corner side lot line, to increase the maximum extent of a balcony projection to the rear lot line, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development. It is suggested to include the provisions of Section 144 under the list of provisions which do not apply to the Subject Property.

The proposed Minor Zoning By-law Amendment and Site Plan Control application are consistent with the purpose of the Residential Third Density zone and the relevant provisions of the City of Ottawa Zoning By-law.

7.0 SUGGESTED ZONING BY-LAW AMENDMENT

7.1 Block 28

Provisions of the R3Q zone require a minimum front yard setback of 3 metres. The proposed development provides a front yard setback of 2 metres. Relief from the zoning provision is required to decrease the minimum permitted front yard setback by 1 metre to 2 metres to facilitate the proposed development. Policies of the Official Plan support the establishment of minimal functional yard setbacks for developments in the urban area and evolving neighbourhood overlay to establish more urban building characteristics and create a strong interface with the public realm. The proposed setback maintains the intent of the required front yard and is appropriate for this location.

Provisions of the R3Q zone require a minimum rear yard setback of 25% of the lot depth on the Subject Property. The Subject Property has a lot depth of 28.5 metres. A 7.1 metre rear yard setback is required. The rear lot line immediately abuts the forecourt park. The proposed semi-detached and townhouse buildings are designed to frame the public realm along the perimeter of the Subject Property with principal entrances and balconies facing Deschâtelets Avenue, the grand allée, and the forecourt park. Proposed semi-detached and townhouse buildings facing the rear lot line provide access to the large public amenity space accordingly. Taking into consideration policies of the Official Plan to establish minimal setbacks where interfacing with the public realm, the proposed development provides a 3 metre setback from the lot line abutting the forecourt park, maintains the intent of the required rear yard setback and is appropriate for this location.

Provisions of the zoning by-law permit balcony projections into the required front yard and interior side yard of 2 metres, but no closer than 1 metre from the property line. The front lot line of the Subject Property abuts Deschâtelets Avenue. The interior side lot lines of the Subject Property abut the forecourt park and grand allée. The proposed semi-detached and townhouse buildings are designed to frame the public realm with principal entrances and balconies facing Deschâtelets Avenue, the forecourt park and grand allée respectively. The proposed development provides a 2 metre building setback from the lot line abutting Deschâtelets Avenue, the forecourt park and grand allée. Proposed 2 metre balcony projections extend within 0.2 metres of the front lot line. Proposed 2 metre balcony projections extend within 0.5 metres of the interior side lot line. Taking into consideration policies of the Official Plan to establish minimal setbacks where buildings interface with the public realm, the proposed increase to the maximum extent of a balcony projections from the front lot line and interior side lot lines are appropriate for this location.

Provisions of the zoning by-law permit stair projections into the required front yard, but no closer than 0.6 metres from the property line. The front lot line of the Subject Property abuts Deschâtelets Avenue. The proposed semi-detached and townhouse buildings are designed to frame the public realm with principal entrances and stairs facing Deschâtelets Avenue. The proposed development provides a 2 metre building setback from the lot line abutting Deschâtelets Avenue. Proposed stair projections extend within 0.2 metres of the front lot line. Taking into consideration the stair projections will extend into an area abutting a public sidewalk with no adverse impacts on surrounding properties, the proposed increase to the maximum extent of a stair projection from the front side lot line is appropriate for this location.

Provisions of the zoning by-law permit balcony projections into the required rear yard of 2 metres, but no closer than 1 metre from the property line. The rear lot line of the Subject Property abuts the forecourt park. The proposed semi-detached and townhouse buildings are designed to frame the public realm with principal entrances and balconies facing the forecourt park. The proposed development provides a 2 metre setback from the lot line abutting Deschâtelets Avenue. The proposed 2.5 metre balcony projections extend 0.5 metres greater than the maximum permitted by provisions of the zoning by-law. Taking into consideration the balcony projections will extend into an area abutting a public amenity area with no adverse impacts on surrounding properties, the proposed increase to the maximum extent of a balcony projection from the rear lot line is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require a minimum width of 6 metres for a private way providing access to the Subject Property. The Subject Property is curved and irregular in shape, situated between Deschâtelets Avenue and the forecourt park. The

proposed buildings are arranged with irregular spacing between them to maximize the buildable area, provide adequate site access and ensure that buildings frame the public realm with principal entrances and balconies facing the forecourt park, the grand allée and Deschâtelets Avenue. Motor vehicle access to private garages is provided via internal car courts from three separate 4.5 metre wide private ways off Deschâtelets Avenue. Each private way will service a maximum of six principal dwelling units and is functionally used as a driveway rather than a lane. The proposed decrease to the minimum required width of a private way is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require a minimum setback of 1.8 metres for any wall of a residential use building to a private way. The intent of this provision is to provide adequate separation between buildings and the private way for landscaping and pedestrian circulation via walkways. The Subject Property is curved and irregular in shape. Proposed buildings have been designed to frame the public realm along the perimeter of the Subject Property. Private walkways provide pedestrian access to principal entrances for dwelling units directly from the forecourt park, grand allée and Deschâtelets Avenue. Motor vehicle access to private garages for each principal dwelling unit are provided via an internal car court off Deschâtelets Avenue, separated from pedestrian circulation areas. Limited vehicle maneuvering space is available between the proposed buildings to access individual garages within each internal car court. The proposed decrease to the minimum required building setback from a private way is required to ensure that adequate maneuvering space for vehicles is available within each internal car court. The extent of a private way providing access to individual garages may not require the entire area of each internal car court to ensure adequate maneuvering space. Access to principal entrances and pedestrian walkways is separated from the private way and provided along the perimeter of the Subject Property. The proposed reduction to the minimum required setback for any wall of a residential use building to a private way maintains the intent of the zoning by-law and is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require a minimum setback of 5.2 metres for any garage or carport entrance from a private way. The intent of this provision is to provide adequate separation between a garage and the private way for surface parking and access. Motor vehicle access to private garages for each principal dwelling unit are provided via a shared internal car court off Deschâtelets Avenue. There is insufficient space within the internal car court for surface parking. Taking into consideration that the internal car court provides shared access to individual garages and surface parking is not permitted, the proposed reduction to the minimum required setback from any garage or carport entrance from a private way maintains the intent of the zoning by-law and is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require soft landscaping to be provided between the buildings and private way. The intent of this provision is to provide adequate separation between buildings and the private way for soft landscaping. Motor vehicle access to private garages for each principal dwelling unit are provided via an internal car court off Deschâtelets Avenue. Limited vehicle maneuvering space is available between the proposed buildings to access individual garages within each internal car court. The proposed decrease to soft landscaping between buildings and the private way is required to ensure that adequate maneuvering space for vehicles is available within each internal car court. Proposed buildings have been designed to provide significant soft landscaping along the perimeter of the Subject Property where buildings frame the public realm and at vehicle access points off Deschâtelets Avenue. The proposed reduction to soft landscaping between buildings within the internal car court areas maintains the intent of the zoning by-law and is appropriate for this location.

The Subject Property is located within the Greenbelt and Mature Neighbourhoods Overlay. The Subject Property is in an area previously occupied by the grand allée and driveway leading to the Deschâtelets building via Main Street. The Subject Property is functionally a “greenfield” site and has never been developed. Exception Provision 2306 states that “Sections 139 and 140 do not apply to the initial construction of a residential use building on the subject site”. It is suggested to include the provisions of Section 144 under the list of provisions which do not apply to the Subject Property.

The proposed number of resident parking spaces fully conforms with all provisions of the zoning by-law.

To facilitate the proposed development of 8 semi-detached dwellings and 8 townhouse dwellings on the Subject Property, this application requests a site-specific amendment to incorporate the required relief from the zoning provisions to decrease the minimum required front yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the front yard, to increase the maximum extent of a balcony projection to the front lot line, to increase the maximum extent of a balcony projection to the interior side lot line, to increase the maximum extent of a balcony projection into the rear yard, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development as highlighted in orange on the Zoning Review Table (see Table 1). The site-specific amendment will result in development of 16 residential units in the Greystone Village community and is consistent with the approved Plan of Subdivision. The proposed development is within proximity to restaurants, shops and outdoor amenity areas for residents. The requested relief from provisions of the R3Q zone is appropriate to facilitate the proposed development on the Subject Property.

7.2 Block 29

Provisions of the R3Q zone require a minimum front yard setback of 3 metres. The proposed development provides a front yard setback of 2 metres abutting Des Oblats Avenue. Relief from the zoning provision is required to decrease the minimum permitted front yard setback by 1 metre to 2 metres to facilitate the proposed development. Policies of the Official Plan support the establishment of minimal functional yard setbacks for developments in the urban area and evolving neighbourhood overlay to establish more urban building characteristics and create a strong interface with the public realm. The proposed setback maintains the intent of the required front yard and is appropriate for this location.

Provisions of the R3Q zone require a minimum corner side yard setback of 3 metres on the Subject Property. The corner side lot line immediately abuts Deschâtelets Avenue. The proposed semi-detached and townhouse buildings are designed to frame the public realm along the perimeter of the Subject Property with principal entrances and balconies facing Deschâtelets Avenue. Proposed semi-detached and townhouse buildings facing the corner side lot line provide direct access to private walkways leading to the public sidewalk. Taking into consideration policies of the Official Plan to establish minimal setbacks where interfacing with the public realm, the proposed development provides a 2 metre setback from the lot line abutting Deschâtelets Avenue, maintains the intent of the required corner side yard setback and is appropriate for this location.

Provisions of the R3Q zone require a minimum rear yard setback of 25% of the lot depth on the Subject Property, to a maximum of 7.5 metres. The Subject Property has a lot depth of 74 metres. A 7.5 metre rear yard setback is required. The rear lot line immediately abuts the grand allée. The proposed semi-detached and townhouse buildings are designed to frame the public realm along the perimeter of the Subject Property with principal entrances and balconies facing Deschâtelets Avenue, Des Oblats Avenue, the grand allée, and the forecourt park. Proposed semi-detached and townhouse buildings facing the rear lot line provide access to the large public amenity space accordingly. Taking into consideration policies of the Official Plan to establish minimal setbacks where interfacing with the public realm, the proposed development provides a 2 metre setback from the lot line abutting the grand allée, maintains the intent of the required rear yard setback and is appropriate for this location.

Provisions of the zoning by-law permit balcony projections into the required interior side yard of 2 metres, but no closer than 1 metre from the property line. The interior side lot line of the Subject Property abuts the forecourt park. The proposed semi-detached and townhouse buildings are designed to frame the public realm with principal entrances and balconies facing the forecourt park. The proposed 2.5 metre balcony projections extend 0.5 metres greater than the maximum permitted by provisions of the zoning by-law. Taking into consideration the balcony projections will extend into an area abutting a public amenity space with no adverse impacts on surrounding properties, the proposed increase to the maximum extent of a balcony projection from the interior side lot line is appropriate for this location.

Provisions of the zoning by-law permit balcony projections into the required rear yard of 2 metres, but no closer than 1 metre from the property line. The corner side lot line of the Subject Property abuts Deschâtelets Avenue. The rear lot line of the Subject Property abuts the grand allée. The proposed semi-detached and townhouse buildings are designed to frame the public realm with principal entrances and balconies facing Deschâtelets Avenue and the grand allée respectively. Proposed 2 metre balcony projections extend within 0.2 metres of the corner side lot line. Proposed 2 metre balcony projections extend within 0.5 metres of the rear lot line. Taking into consideration policies of the Official Plan to establish minimal setbacks where buildings interface with the public realm, the proposed increase to the maximum extent of a balcony projections from the interior side lot line and rear lot lines are appropriate for this location.

Provisions of the zoning by-law permit stair projections into the required corner side yard, but no closer than 0.6 metres from the property line. The corner side lot line of the Subject Property abuts Deschâtelets Avenue. The proposed semi-detached and townhouse buildings are designed to frame the public realm with principal entrances and stairs facing Deschâtelets Avenue. The proposed development provides a 2 metre building setback from the lot line abutting Deschâtelets Avenue. Proposed stair projections extend within 0.2 metres of the corner side lot line. Taking into consideration the stair projections will extend into an area abutting a public sidewalk with no adverse impacts on surrounding properties, the proposed increase to the maximum extent of a stair projection from the corner side lot line is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require a minimum width of 6 metres for a private way providing access to the Subject Property. The Subject Property is curved and irregular in shape, situated between Des Oblats Avenue, Deschâtelets Avenue and the forecourt park. The proposed buildings are arranged with irregular spacing between them to maximize the buildable area, provide adequate site access and ensure that buildings frame the public realm with principal entrances and balconies facing the forecourt park, the grand allée, Des

Oblats Avenue and Deschâtelets Avenue. Motor vehicle access to private garages is provided via internal car courts from three separate 4.5 metre wide private ways off Des Oblats Avenue and Deschâtelets Avenue. Each private way will service a maximum of six principal dwelling units and is functionally used as a driveway rather than a lane. The proposed decrease to the minimum required width of a private way is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require a minimum setback of 1.8 metres for any wall of a residential use building to a private way. The intent of this provision is to provide adequate separation between buildings and the private way for landscaping and pedestrian circulation via walkways. The Subject Property is curved and irregular in shape. Proposed buildings have been designed to frame the public realm along the perimeter of the Subject Property. Walkways provide pedestrian access to principal entrances for dwelling units directly from the forecourt park, grand allée, Des Oblats Avenue and Deschâtelets Avenue. Motor vehicle access to private garages for each principal dwelling unit are provided via an internal car court off Des Oblats Avenue and Deschâtelets Avenue, separated from pedestrian circulation areas. Limited vehicle maneuvering space is available between the proposed buildings to access individual garages within each internal car court. The proposed decrease to the minimum required building setback from a private way is required to ensure that adequate maneuvering space for vehicles is available within each internal car court. The extent of a private way providing access to individual garages may not require the entire area of each internal car court to ensure adequate maneuvering space. Access to principal entrances and pedestrian walkways is separated from the private way and provided along the perimeter of the Subject Property. The proposed reduction to the minimum required setback for any wall of a residential use building to a private way maintains the intent of the zoning by-law and is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require a minimum setback of 5.2 metres for any garage or carport entrance from a private way. The intent of this provision is to provide adequate separation between a garage and the private way for surface parking and access. Motor vehicle access to private garages for each principal dwelling unit are provided via shared internal car courts off Des Oblats Avenue and Deschâtelets Avenue. There is insufficient space within each internal car court for surface parking. Taking into consideration that each internal car court provides shared access to individual garages and surface parking is not permitted, the proposed reduction to the minimum required setback from any garage or carport entrance from a private way maintains the intent of the zoning by-law and is appropriate for this location.

Provisions of the zoning by-law for planned unit developments require soft landscaping to be provided between the buildings and private way. The intent of this provision is to provide adequate separation between buildings and the private way for soft landscaping. Motor vehicle access to private garages for each principal dwelling unit are provided via internal car courts off Des Oblats Avenue and Deschâtelets Avenue. Limited vehicle maneuvering space is available between the proposed buildings to access individual garages within each internal car court. The proposed decrease to soft landscaping between buildings and the private way is required to ensure that adequate maneuvering space for vehicles is available within each internal car court. Proposed buildings have been designed to provide significant soft landscaping along the perimeter of the Subject Property where buildings frame the public realm and at vehicle access points off Des Oblats Avenue and Deschâtelets Avenue. The proposed reduction to soft landscaping between buildings within the internal car court areas maintains the intent of the zoning by-law and is appropriate for this location.

The Subject Property is located within the Greenbelt and Mature Neighbourhoods Overlay. The Subject Property is in an area previously occupied by the grand allée and driveway leading to the Deschâtelets building via Main Street. The Subject Property is functionally a “greenfield” site and has never been developed. Exception Provision 2306 states that “Sections 139 and 140 do not apply to the initial construction of a residential use building on the subject site”. It is proposed to include Section 144 under the list of provisions which do not apply to the Subject Property.

The proposed number of resident parking spaces fully conforms with all provisions of the zoning by-law.

To facilitate the proposed development of 10 semi-detached dwellings and 4 townhouse dwellings on the Subject Property, this application requests a site-specific amendment to incorporate the required relief from the zoning provisions to decrease the minimum required front yard setback, to decrease the minimum required corner side yard setback, to decrease the minimum required rear yard setback, to increase the maximum extent of a stair projection into the corner side yard, to increase the maximum extent of a balcony projection into the corner side yard, to increase the maximum extent of a balcony projection into the interior side yard, to increase the maximum extent of a balcony projection to the corner side lot line, to increase the maximum extent of a balcony projection to the rear lot line, to decrease the minimum required width of a private way, to decrease the minimum required setback for any wall from a private way, to decrease the minimum required setback for any garage or carport entrance from a private way, and to reduce the minimum soft landscape area requirements for the proposed development as highlighted in orange on the Zoning Review Table (see Table 2). The site-specific amendment will result in development of 14 residential units in the Greystone Village community and is consistent with the approved Plan of Subdivision. The proposed development is within proximity to restaurants, shops and outdoor amenity areas for residents. The requested relief from provisions of the R3Q zone is appropriate to facilitate the proposed development on the Subject Property.

8.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on May 29, 2024. A public open house was held with members of the Old Ottawa East Community Association (OOECA) on June 4, 2024 to solicit feedback on the proposed development.

Upon Submission

The public will be consulted regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City’s ‘DevApps’ website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor’s office where there is interest from the community. If necessary, a second public meeting will take place to discuss this development application with the community.

Virtual Open House (Optional)

Who:	Residents of the community
Where:	The Open House may be held in-person or electronically via Zoom, subject to coordination with the Community Association and Councillor’s office.
When:	Soon after the City’s circulation. This is to ensure that interested members of the public are aware of the project well in advance of any public meeting of Planning and Housing Committee.
City rep.:	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.
Follow up:	Attendees wishing to receive follow-up information may email Novatech’s file lead or the City’s file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning and Housing Committee.

Community Heads Up

A “Community Heads Up” notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

Statutory Public Meeting (Planning and Housing Committee)

Who:	Members of Planning and Housing Committee, Registered Delegations
Where:	The Planning and Housing Committee Meeting will be held in hybrid format (in-person and electronically via Zoom), subject to coordination with Committee staff.
When:	After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
City rep.:	The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
Follow up:	Attendees wishing to receive follow-up information may email Novatech’s file lead or the City’s file lead.

9.0 CONCLUSION

This Planning Rationale has been prepared in support of Minor Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a mix of semi-detached and townhouse dwellings within a planned unit development on two separate blocks of an approved Plan of Subdivision (Blocks 28 and 29, Plan 4M-1596). The proposed development will include a

total of 30 residential dwelling units on the Subject Property. The proposed development is consistent with the approved plan of subdivision. The Subject Property is within the Inner Urban Transect and is designated Mainstreet Corridor on Schedule B2 of the City of Ottawa Official Plan. The Subject Property is located within the Evolving Neighbourhood Overlay. The Subject Property is designated Neighbourhood Low-Rise on Schedule A of the Old Ottawa East Secondary Plan. The Subject Site is zoned Residential Third Density, Subzone Q, Urban Exception 2306 (R3Q [2306]) and is located within the Mature Neighbourhoods Overlay in the City of Ottawa's Zoning By-law 2008-250.

The purpose of these applications is to facilitate the proposed development through establishing site-specific zoning provisions for the Subject Property to increase to the maximum permitted building height, to alter the required angular plane for the proposed building from the rear lot line, to reduce the minimum total amenity area requirement, and to reduce the minimum communal amenity area requirement for the proposed development. Approval of the proposed development will permit a total of 30 residential dwelling units on the Subject Property. A total of 39 off-street resident parking spaces are provided in private garages.

The proposed development is appropriate to support growth objectives and residential intensification targets within the urban area of the City of Ottawa. The proposed Minor Zoning By-law Amendment and Site Plan Control applications will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Planning Statement.

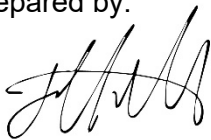
The Minor Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan and Old Ottawa East Secondary Plan. The proposal is consistent with the Local Neighbourhood designation and meets the City's intensification goals while maintaining a form that is context-sensitive and adds to the existing characteristics of the Old Ottawa East community. The proposed ground-oriented residential units are consistent with the surrounding Greystone Village community and contribute to the City's objectives to establish 15-minute neighbourhoods. The requested Minor Zoning By-law Amendment establishes appropriate zoning provisions for the proposed buildings and permits development that is compatible with surrounding land uses.

The Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

Yours Truly,

NOVATECH

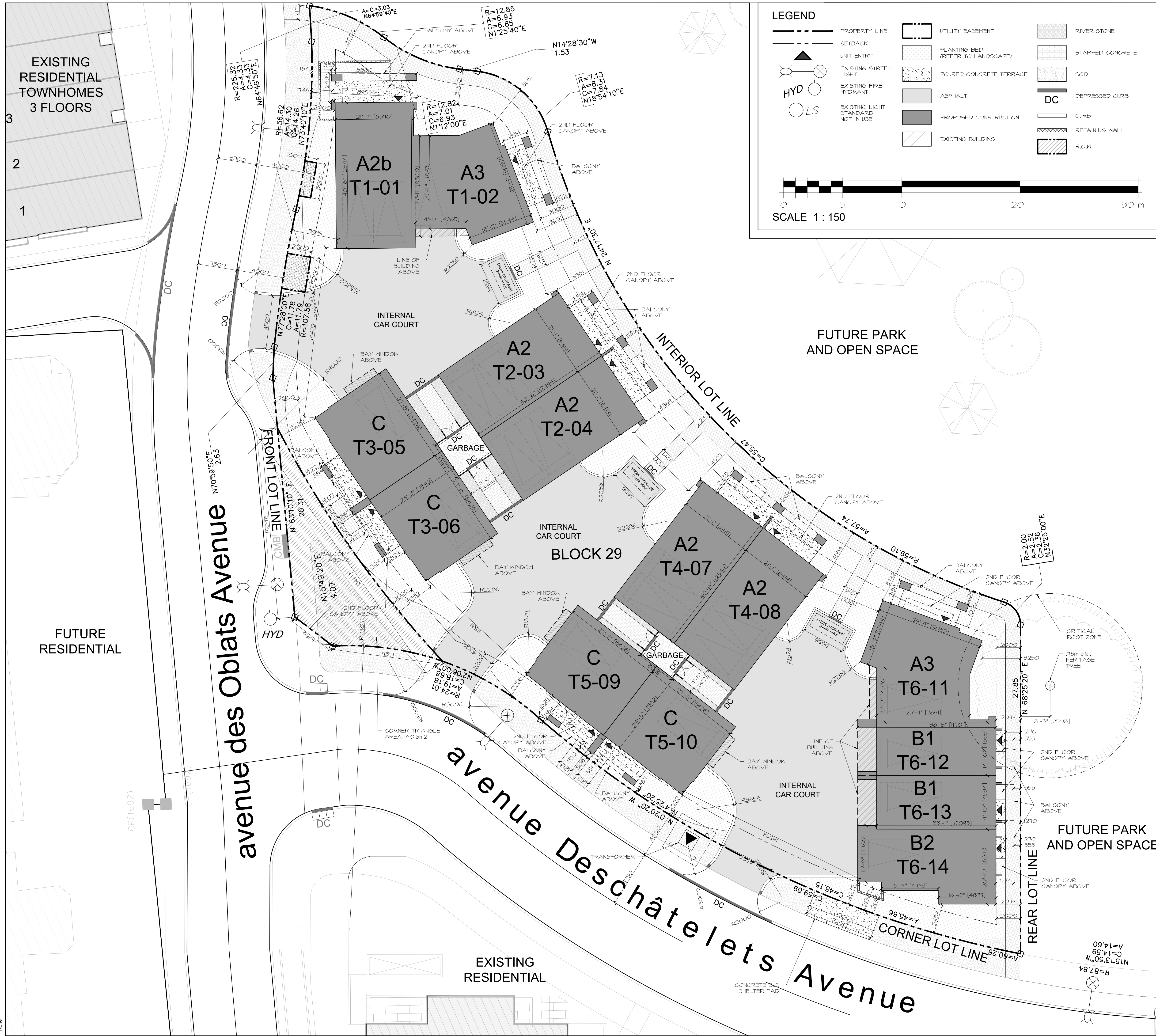
Prepared by:



Jeffrey Kelly, MCIP, RPP
Project Manager | Planning & Development

Appendix A:

Site Plan



LEGEND

	PROPERTY LINE		UTILITY EASEMENT		RIVER STONE
	SETBACK		PLANTING BED (REFER TO LANDSCAPE)		STAMPED CONCRETE
	UNIT ENTRY		POURED CONCRETE TERRACE		SOD
	EXISTING STREET LIGHT		ASPHALT		DC
	EXISTING FIRE HYDRANT		PROPOSED CONSTRUCTION		CURB
	EXISTING LIGHT STANDARD NOT IN USE		EXISTING BUILDING		RETAINING WALL
					R.O.X.L.

SCALE 1 : 150

SURVEY INFORMATION TAKEN FROM:

PART OF LOT "H" CONCESSION "D" (RIDEAU FRONT)
 GEOGRAPHIC TOWNSHIP OF NEPEAN AND BLOCKS 60
 AND 62 REGISTERED PLAN 4M-1583
 CITY OF OTTAWA

PART OF BLOCKS
 26, 28, 29, 30, 31 & 32
 REGISTERED PLAN 4M-1586 AND PART OF BLOCK 58
 REGISTERED PLAN 4M-1583
 CITY OF OTTAWA

ANNIS O'SULLIVAN VOLLEBECK LTD. 2017

ZONING SUMMARY (BLOCK 29)

R30(2306) Planned Unit Development (Detached Dwellings and Townhouse Dwellings)

	REQUIRED	PROVIDED
MINIMUM LOT WIDTH (m)	N/A	N/A
MINIMUM LOT AREA (m ²)	1,400 m ²	2,430 m ²
MINIMUM FRONT YARD (m)	3.0 m	2.0 m
MINIMUM CORNER SIDE YARD (m)	3.0 m	2.0 m
MINIMUM INTERIOR SIDE YARD (m)	1.8 m	3.0 m
MINIMUM REAR YARD (m)	18.5m (25% LOT DEPTH)	2.0 m
MAXIMUM BUILDING HEIGHT (m)	11 m	11 m

	REQUIRED	PROVIDED
FRONT YARD	0.6m	1.6m
IN. SIDE YARD	NO LIMIT	1.5 m
C. SIDE YARD	0.6m	0.2 m
REAR YARD	NO LIMIT	1.2 m
FRONT YARD	2.0 m MAX PROJ.	0.4 m
IN. SIDE YARD	1.0 m (NO PROJ.)	1.6 m
C. SIDE YARD	2.0 m MAX PROJ.	1.2 m
REAR YARD	2.0 m MAX PROJ.	1.6 m
	1.0 m (NO PROJ.)	0.5 m

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PLANNED UNIT DEVELOPMENT - PART 5, SECTION 131

(1)(c) the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, development parcels within the planned unit development, whether severed or not, that have vehicular access off of the private way only need not comply with the dwelling type specific provisions indicated in Part 6 other than maximum permitted building height.

MINIMUM WIDTH OF PRIVATE WAY	6.0 m	4.5 m
MIN. SETBACK FOR ANY WALL OF RESIDENTIAL USE BUILDING TO PRIVATE WAY	1.8 m	0 m
MIN. SETBACK FOR ANY GARAGE OR CARPORT ENTRANCE FROM PRIVATE WAY	5.2 m	0 m
MINIMUM SEPARATION BETWEEN BUILDINGS	1.2 m	2.4 m

LANDSCAPE AND PARKING

a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling units or oversized dwelling unit, the extension of the main wall of the dwelling unit or oversized dwelling unit, and the driveway leading to the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.

b) In no case may any dwelling unit or oversized dwelling unit located within a Planned Unit Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversized dwelling unit and the private way must be landscaped with soft landscaping and a walkway extending from the private way back to the principal entranceway is prohibited. A path that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted.

c) Despite (a) and (b), where a development parcel containing a dwelling unit or oversized dwelling unit located within a Planned Unit Development in R3, R2, R3 or R4 Zone within Schedule 342 has frontage on a public street, whether severed or not, the area between the dwelling unit or oversized dwelling unit and the street lot line is subject to the requirements of Sections 134 and 140.

	COMPLIES	DOES NOT COMPLY
MIN. SETBACK FOR ANY WALL OF RESIDENTIAL USE BUILDING TO PRIVATE WAY		
MIN. SETBACK FOR ANY GARAGE OR CARPORT ENTRANCE FROM PRIVATE WAY		
MINIMUM SEPARATION BETWEEN BUILDINGS		

PARKING REQUIREMENTS

	10	15
MINIMUM PARKING SPACES (1.00 / SEMI-DETACHED)		
MINIMUM PARKING SPACES (0.75 / TOWNHOUSE)		
MINIMUM PARKING VISITOR PARKING SPACES	0	0
TOTAL PARKING SPACES	13	14

NOTE: CELLS HIGHLIGHTED IN RED INDICATE REQUESTED RELIEF FROM PROVISIONS OF ZONING BY-LAW (2008-250)

SITE STATISTICS

RESIDENTIAL BLOCK #	# OF UNITS	GROSS FLOOR AREA (m ²)
T1	2	386 m ²
T2	2	384 m ²
T3	2	315 m ²
T4	2	384 m ²
T5	2	315 m ²
T6	4	601 m ²
14 UNITS (TOTAL)		2,385 m ² (TOTAL)

UNIT TYPOLOGIES

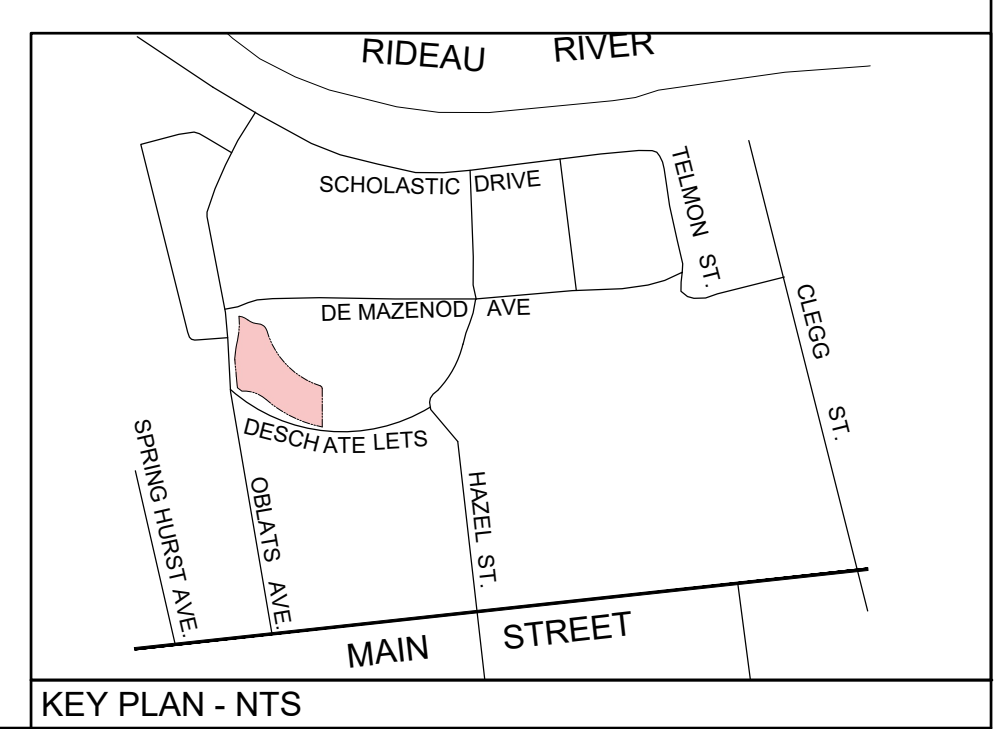
	10
SEMI-DETACHED	
TOWNHOUSE	4

SITE COVERAGE

	2,416 m ²
TOTAL LOT AREA (m ²)	
TOTAL GROSS BUILDING AREA (m ² / % LOT COVERAGE)	949 m ² / 39.3%
TOTAL HARD LANDSCAPING AREA (m ² / % LOT COVERAGE)	257 m ² / 10.6%
TOTAL SOFT LANDSCAPING AREA (m ² / % LOT COVERAGE)	549 m ² / 22.7%
TOTAL VEHICULAR SURFACE AREA (m ² / % LOT COVERAGE)	661 m ² / 27.4%

SOLID WASTE STORAGE AND DISPOSAL

TYPE	REQUIRED	PROVIDED
GARBAGE	3 YARDS	3 YARDS (6x 360L)
FIBRE	1 YARD	1 YARD (2x 360L)
G.M.P.	5 YARDS	1 YARD (2x360L)
ORGANICS	1 X 240L CART	2 X 240L CART



no.	date	revision
8	2024-11-29	REISSUED FOR ZBA + SFC
7	2024-11-26	ISSUED FOR COORDINATION
6	2024-10-11	ISSUED FOR SFC
5	2024-10-10	ISSUED FOR COORDINATION
4	2024-09-18	ISSUED FOR COORDINATION
3	2024-08-14	SFC PRECONSULT 3
2	2024-08-04	ISSUED FOR COORDINATION
1	2024-07-16	ISSUED FOR REVIEW

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

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PROJECT/LOCATION:
FORECOURT TOWNHOMES
 175 MAIN STREET - GREYSTONE

DRAWING TITLE:
SITEPLAN - BLOCK 29
4M-1596
295 DESCHÂTELETS AVE.

DRAWN BY: JD DATE: 24/03/15 SCALE: 1:150

PROJECT: 2308

DRAWING NO.: **A1.02**

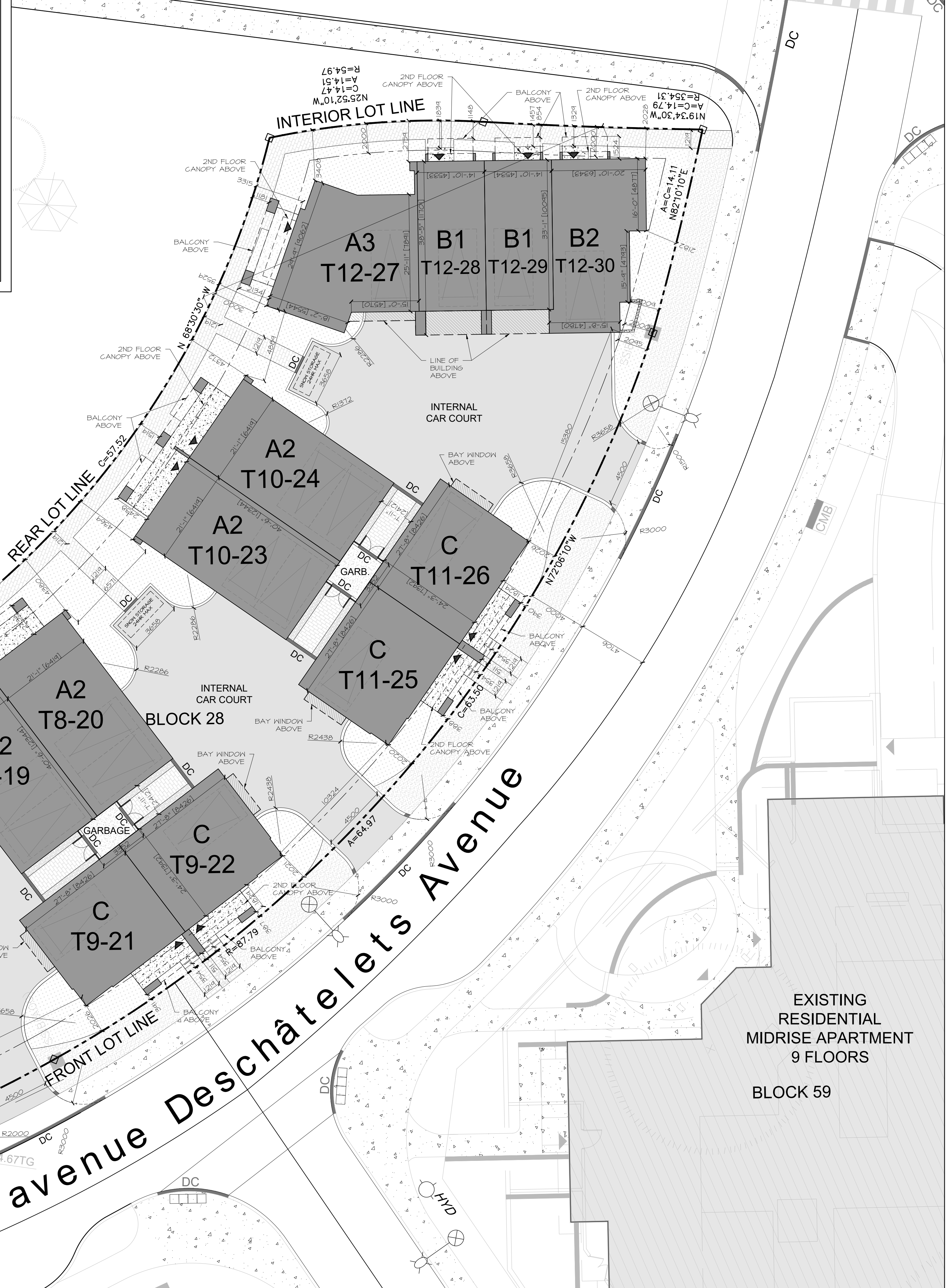
REVISION NO.:

City Plan No.: #19191

LEGEND

	PROPERTY LINE		UTILITY EASEMENT		RIVER STONE
	SETBACK		PLANTING BED (REFER TO LANDSCAPE)		STAMPED CONCRETE
	UNIT ENTRY		POURED CONCRETE TERRACE		SOD
	EXISTING STREET LIGHT		ASPHALT		DC DEPRESSED CURB
	EXISTING FIRE HYDRANT		PROPOSED CONSTRUCTION		CURB
	EXISTING LIGHT STANDARD NOT IN USE		RETAINING WALL		R.O.W.
	EXISTING BUILDINGS				

SCALE 1 : 150



SURVEY INFORMATION TAKEN FROM:

PART OF LOT "H" CONCESSION "D" (RIDEAU FRONT)
 GEOGRAPHIC TOWNSHIP OF NEPEAN AND BLOCKS 60 AND 62 REGISTERED PLAN 4M-1583
 CITY OF OTTAWA

PART OF BLOCKS 26, 28, 29, 30, 31 & 32
 REGISTERED PLAN 4M-1586 AND PART OF BLOCK 58
 REGISTERED PLAN 4M-1583
 CITY OF OTTAWA

ANNIS O'SULLIVAN VOLLEBECK LTD. 2017

ZONING SUMMARY (BLOCK 28)
 R30(2306) Planned Unit Development (Detached Dwellings and Townhouse Dwellings)

	REQUIRED	PROVIDED
MINIMUM LOT WIDTH (m)	N/A	N/A
MINIMUM LOT AREA (m ²)	1,400 m ²	2,416 m ²
MINIMUM FRONT YARD (m)	3.0 m	2.0 m
MINIMUM INTERIOR SIDE YARD (m)	1.8 m	2.0 m
MINIMUM REAR YARD (m)	7.1m (25% LOT DEPTH)	3.0 m
MAXIMUM BUILDING HEIGHT (m)	11 m	11 m

PERMITTED PROJECTION INTO YARDS - PART 2, SECTION 65

	FRONT YARD	IN. SIDE YARD	REAR YARD
(b)(6)(i)	0.6 m	NO LIMIT	NO LIMIT
	NO LIMIT	1.2 m	1.1 m
	2.0 m MAX PROJ	2.0 m	2.0 m
(b)(6)(iv)	1.0 m (NO PROJ)	1.6 m	0.2 m
	2.0 m MAX PROJ	1.6 m	0.5 m
	2.0 m MAX PROJ	2.5 m	2.5 m
	1.0 m (NO PROJ)	1.1 m	1.1 m

PLANNED UNIT DEVELOPMENT - PART 5, SECTION 131
 (U) the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, development parcels within the planned unit development, whether severed or not, that have vehicular access off of the private way only, need not comply with the dwelling type specific provisions indicated in Part 6 other than maximum permitted building height.

	MINIMUM WIDTH OF PRIVATE WAY	MIN. SETBACK FOR ANY WALL OF RESIDENTIAL USE BUILDING TO PRIVATE WAY	MIN. SETBACK FOR ANY GARAGE OR CARPORT ENTRANCE FROM PRIVATE WAY	MINIMUM SEPARATION BETWEEN BUILDINGS
	6.0 m	4.5 m	0 m	0 m
		1.8 m	0 m	0 m
		5.2 m	0 m	0 m
		1.2 m	2.4 m	2.4 m

PARKING

a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located within the development, whether or not the development parcels within the planned unit development are severed.

LANDSCAPE AND PARKING

a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversized dwelling unit, the extension of the main wall of the dwelling unit or oversized dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.

b) In no case may any dwelling unit or oversized dwelling unit located within a Planned Unit Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage or carport. Furthermore, the remaining area between the dwelling unit or oversized dwelling unit and the private way must be landscaped with soft landscaping and a walkway extending from the private way back to the principal entranceway is prohibited. A path that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted.

c) Despite (a) and (b), where a development parcel containing a dwelling unit or oversized dwelling unit, located within a Planned Unit Development in R1, R2, R3 or R4 Zone within Schedule 342 has frontage on a public street, whether severed or not, the area between the dwelling unit or oversized dwelling unit and the street lot line is subject to the requirements of Sections 139 and 140.

	COMPLIES	DOES NOT COMPLY
	COMPLIES	COMPLIES
	N/A	N/A

PARKING REQUIREMENTS

	8	12
MINIMUM PARKING SPACES (1.00 / SEMI-DETACHED)	8	12
MINIMUM PARKING SPACES (0.75 / TOWNHOUSE)	6	8
MINIMUM PARKING VISITOR PARKING SPACES	0	0
TOTAL PARKING SPACES	14	20

NOTE: CELLS HIGHLIGHTED IN RED INDICATE REQUESTED RELIEF FROM PROVISIONS OF ZONING BY-LAW (2008-250)

SITE STATISTICS

RESIDENTIAL BLOCK #	# OF UNITS	GROSS FLOOR AREA (m ²)
T7	4	601 m ²
T8	2	384 m ²
T9	2	315 m ²
T10	2	384 m ²
T11	2	315 m ²
T12	4	601 m ²
16 UNITS (TOTAL)		2,600 m² (TOTAL)

UNIT TYPOLOGIES

	8	8
SEMI-DETACHED	8	
TOWNHOUSE		8

SITE COVERAGE

	2,416 m ²	1,022 m ² / 42.3%	350 m ² / 14.5%	441 m ² / 18.5%	541 m ² / 24.7%
TOTAL LOT AREA (m ²)	2,416 m ²				
TOTAL GROSS BUILDING AREA (m ² / % LOT COVERAGE)	1,022 m ² / 42.3%				
TOTAL HARD LANDSCAPING AREA (m ² / % LOT COVERAGE)	350 m ² / 14.5%				
TOTAL SOFT LANDSCAPING AREA (m ² / % LOT COVERAGE)	441 m ² / 18.5%				
TOTAL VEHICULAR SURFACE AREA (m ² / % LOT COVERAGE)	541 m ² / 24.7%				

SOLID WASTE STORAGE AND DISPOSAL

TYPE	REQUIRED	PROVIDED
GARBAGE	3 YARDS	3 YARDS (6x 360L)
FIBRE	1 YARD	1 YARD (2x 360L)
G.M.P.	5 YARDS	1 YARD (2x360L)
ORGANICS	1 X 240L CART	2 X 240L CART

KEY PLAN - NTS

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no.	date	revision
8	2024-11-24	REISSUED FOR ZBA + SPC
7	2024-11-26	ISSUED FOR COORDINATION
6	2024-10-11	ISSUED FOR SPC
5	2024-10-10	ISSUED FOR COORDINATION
4	2024-09-18	ISSUED FOR COORDINATION
3	2024-08-14	SPC PRECONSULT 3
2	2024-08-04	ISSUED FOR COORDINATION
1	2024-07-16	ISSUED FOR REVIEW

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

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PROJECT/LOCATION:
FORECOURT TOWNHOMES
 175 MAIN STREET - GREYSTONE

DRAWING TITLE:
SITEPLAN - BLOCK 28
4M-1596
355 DESCHÂTELETS AVE.

DRAWN BY: JD **DATE:** 24/03/15 **SCALE:** 1:150

PROJECT: 2308 **DRAWING NO.:** A1.01 **REVISION NO.:**

City Plan No.: #19191

File Number: D02-02-24-0062 & D07-12-24-0130