

PLANNING RATIONALE

Application for Site Plan Control & Minor Variance to the Zoning By-Law

239 Craig Henry Drive
City of Ottawa

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Dated:
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1.0 INTRODUCTION

1.1 Purpose

Minto Communities Inc. (Minto) is proposing to add additional rental units to an existing rental complex managed and owned by Minto Properties Inc. The development will consist of two terrace style townhome blocks (stacked multi-dwellings), each containing 16 units, to create 32 additional units to the existing 134 unit complex.

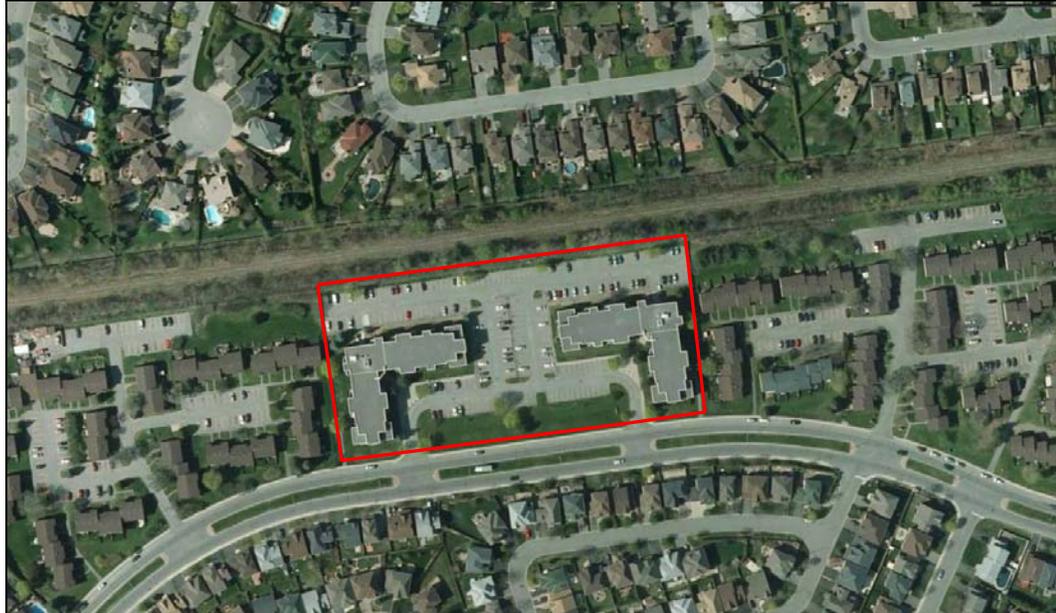
The purpose of this report is to provide a planning rationale in support of a Site Plan Control application and an application for a variance to the Zoning By-law for the property municipally known as 239 Craig Henry Drive.

1.2 Location and Surrounding Uses

The subject property is located approximately 1,000 meters west of Woodroffe Avenue and has a frontage of 195 metres along Craig Henry Drive. The legal description is Block B of Registered Plan 645571, municipally known as 239 Craig Henry Drive. There are two existing residential rental apartments with civic addresses of 239 and 249 Craig Henry Drive. The property has a total area of 1.78 hectares, of which approximately 2,500 square meters is proposed for redevelopment.

The site is rectangular in shape and is improved with two four storey residential rental apartment buildings. Similar low rise rental apartment complexes reside to the east and west of this property, and single detached dwellings front and back along south side of Craig Henry. The Ottawa Carleton Railroad line runs adjacent to the northern property line. **Figure 1** below, provides an aerial view of the property and the surrounding community. **Figure 2** identifies the proposed area for development.

**Figure 1 – Aerial Photo of 239 Craig Henry Drive
(Taken from the City of Ottawa geoOttawa website – September 2013)**



**Figure 2 – Aerial Photo – Proposed Area for Development
(Taken from the City of Ottawa geoOttawa website – September 2013)**



1.3 Site Characteristics

The site is relatively flat in topography. The property is improved with two four storey rental apartment buildings and a large paved parking area in front, between and behind the existing buildings. The area proposed for to be developed consists of soft landscaping (trees and grass) and some visitor parking areas which currently service the entire rental complex.

A tree inspection report, prepared by Fotenn Consultants, assessed the number and condition of the existing trees which will be impacted by the proposed development. It is reported that there are ten trees in varying states of health, all less than 50 cm in diameter and are not considered of any significant value. For additional information, please refer to the tree report submitted under a separate cover and included in the application.

There are 30 visitor parking spaces which will be impacted by the proposed development. As per the Zoning By-law #2008-250, for a 134 unit development, only 27 visitor parking spaces are required. The existing development currently has 48 stalls assigned for visitors, 21 spaces in excess of the City's requirements.

There are no existing buildings or structures, and no unusual physical or environmental constraints which could affect the development.

1.4 Background

The property is located within the Woodvale-Craig Henry-Manordale-Estates of Arlington Woods neighbourhood residing in the area formally known as the City of Nepean. The property is designated as General Urban Area in the Official Plan and is zoned Residential Forth Density Subzone 'Z' (R4Z) in Zoning By-law #2008-250.

This area does not have a secondary plan or any neighbourhood guidelines at this time.

1.5 Pre-consultation Details

Minto met with City of Ottawa Staff on March 7th, 2013 and further discussed the proposal with Staff on September 9, 2013 to confirm application requirements for the proposed development.

2.0 THE APPLICATIONS

This report deals with two applications:

- Site Plan Control Approval
- Minor Variance to the Zoning By-Law

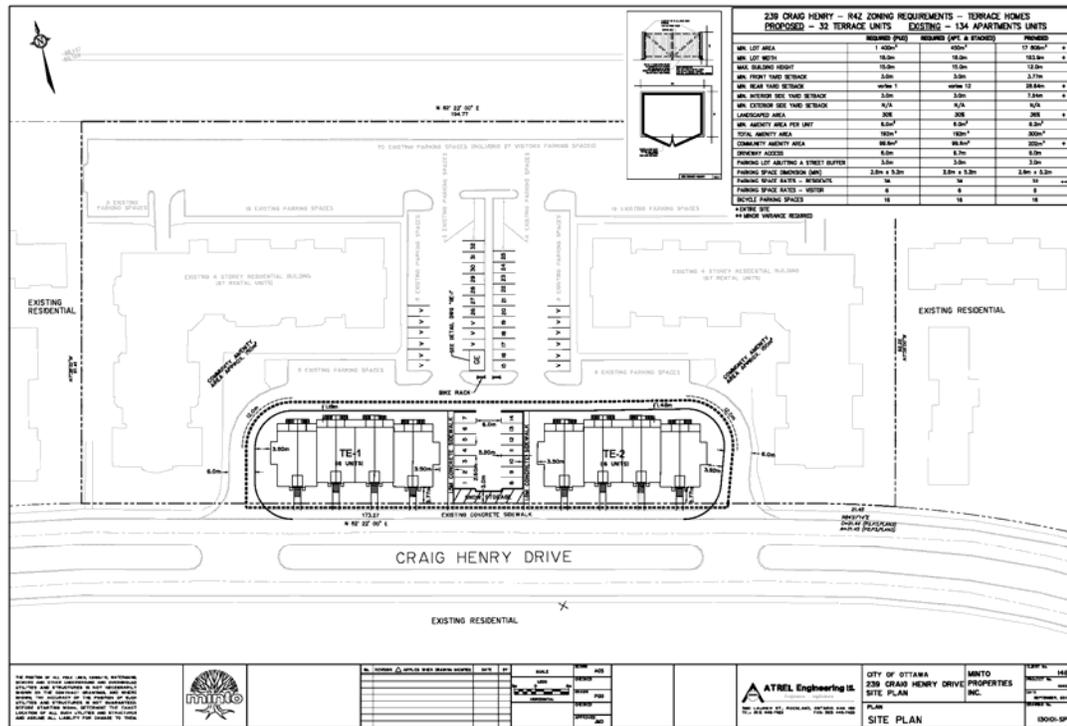
2.1 Site Plan Control

Minto is making an application to develop two additional rental buildings in an existing rental complex. The development proposes to build two terrace style townhome blocks, each containing 16 units to create 32 additional rental units to the existing development. The proposed plan includes a reconfiguration of the existing parking to create a parking area between the two proposed buildings and reallocation to some existing parking to accommodate the proposed development.

The area which will be developed is contained within an area of approximately 2,500 square meters, with a frontage of approximately 105 meters along Craig Henry Drive, bounded by existing driveways to east and west, and the internal roadway to the north. Both buildings are proposed to front onto Craig Henry Drive with parking accessed from the rear via the existing internal road network. The residents of these homes will be incorporated into the existing community and will have access to both community amenity areas located in front of the existing buildings as well as access to the surrounding mature neighbourhood. This site is in close proximity to two established neighbourhood parks, Craig Henry and Charing, and has excellent transit service with Route 172 which runs along Craig Henry Drive, with bus stops only meters way from the proposed development.

The proposed plan offers more variety to the rental choices for the existing neighbourhood. The development proposes to add 8 three bedroom and 24 two bedroom two storey stacked townhomes ranging between 1,100 to 1,400 square feet in size. Each dwelling unit will have a private amenity space either in the form of a private patio or a balcony. Recycling and waste will be maintained within a separate garbage enclosure located across the internal road, located within the private property in close proximity to the proposed development. See **Figure 3**, the proposed Site Plan.

Figure 3 – Proposed Site Plan



2.2 Minor Variance to the Zoning By-Law

The current zoning of the property is Residential Forth Density Subzone ‘Z’ (R4Z), as per the City of Ottawa’s Zoning By-Law 2008-250. The proposed development is a permitted use under this particular Zone.

Figure 4 illustrates the current zoning of the subject property and of the surrounding neighbourhood. The surrounding community consists of a mix of residential uses. The adjacent properties to the east and west are designated as R3Z [708] a medium density zone with site specific provisions and consists of two storey rental townhomes. The properties to the south along Craig Henry Drive are zoned R1V, a lower density zone and consists of two storey detached dwellings.

**Figure 4 – Zoning By-Law 2008-250 Schedule
(Taken from the City of Ottawa’s geoOttawa website – Oct. 2013)**



Minto is requesting to attain a minor variance to the Zoning By-Law in order to reduce the required number of resident parking spaces from 1.2 spaces per unit to 1.0 space per unit that would be applied to the entire property of 239 Craig Henry Drive.

Currently, there are 224 parking spaces provided onsite, of which 48 are allocated as visitor parking. The majority of the tenants require only a single parking space, and therefore much of the parking is underutilized. Minto’s property management group confirmed, only 10 additional spaces are allocated in addition to the one space included in the rent of each unit. With 21 spaces assigned to visitor parking over and above the City’s requirements, plus 32 which are unused generates a total of 53 parking spaces which are underutilized.

The application proposes to reduce the existing available parking to 166 spaces, of which 27 will be allocated as visitor parking. This would accommodate the single parking space included in the rent of each unit, leaving an additional 5 spaces for those existing residents who require an additional parking space. The new development would include 32 resident parking spaces one assigned to each unit, plus an additional 6 spaces allocated as visitor parking as shown on the site plan. This would create a total of 204 parking spaces. For those existing residents, at the time of development occurs, who have an extra parking space will continue to be entitle to the extra space. Should there be more than the five extra spaces provided within the proposed plan; the Minto Property management group ensures these residents will be accommodated as long as they reside within the South Centrepoint Rental Community.

With public transit easily accessible along Craig Henry Drive, and the Woodroffe Transit Station in close proximity to subject property (only 900 meters away), reducing the number of parking provided on this property supports the City's initiative create healthier, sustainable communities and would have minimal impact to the existing community. **Figure 5** provides an illustration of transit service available along Craig Henry Drive and the close proximity of the Woodroffe transit corridor.

All other conditions of the Zoning By-law are being met in regards to the proposed development.

**Figure 5 – Existing Transit Services available to Craig Henry Neighbourhood
(Taken from the City of Ottawa's geoOttawa website – Oct. 2013)**



3.0 EXISTING PLANNING POLICY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement provides policy direction on matters of Provincial interest related to land use planning and development. It was issued under Section 3 of the Planning Act and came into effect on March 1, 2005. The salient policies applicable to the subject application are outlined in the following tables:

PROVINCIAL POLICY STATEMENT

1.0 BUILDING STRONG COMMUNITIES

Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth.

Accordingly:

1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT DEVELOPMENT AND LAND USE PATTERNS

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting cost-effective development standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers which restrict their full participation in society; and
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs.

1.1.2 Sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

The proposed plan complies with and enhances these policies by being appropriately designed and provides an additional range and mix of housing to an established neighbourhood without impacting the existing land use patterns. It is located in an area that consists of a mix of existing residential, employment, recreational, and open space, and does not negatively impact the environment, public health or safety. It will utilize existing infrastructure without requiring further expansion or extension.

The proposed development meets the intensification and redevelopment objectives to meet the projected growth needs as stated in the Policy Statement.

PROVINCIAL POLICY STATEMENT	
1.1.3	Settlement Areas
1.1.3.1	<i>Settlement areas</i> shall be the focus of growth and their vitality and regeneration shall be promoted.
1.1.3.2	Land use patterns within <i>settlement areas</i> shall be based on: <ul style="list-style-type: none">a) densities and a mix of land uses which:<ul style="list-style-type: none">1. efficiently use land and resources;2. are appropriate for, and efficiently use, the <i>infrastructure</i> and <i>public service facilities</i> which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and3. minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8; andb) a range of uses and opportunities for <i>intensification</i> and <i>redevelopment</i> in accordance with the criteria in policy 1.1.3.3.
1.1.3.3	Planning authorities shall identify and promote opportunities for <i>intensification</i> and <i>redevelopment</i> where this can be accommodated taking into account existing building stock or areas, including <i>brownfield sites</i> , and the availability of suitable existing or planned <i>infrastructure</i> and <i>public service facilities</i> required to accommodate projected needs.
1.1.4	<i>Intensification</i> and <i>redevelopment</i> shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

The proposed development is within an existing settlement area and provides additional residential type housing within a plan that is efficiently designed, is adjacent to existing development and will be serviced by existing systems. The density proposed is appropriate in this location due to its close proximity to the Woodroffe Transit Corridor and bus service along Craig Henry Drive.

The proposed development provides an opportunity to redevelop an area which is underutilized without impacting the existing buildings onsite or existing private and public infrastructure as set out in the Policy.

PROVINCIAL POLICY STATEMENT

1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

1.6.1 *Infrastructure and public service facilities* shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.

Planning for *infrastructure and public service facilities* shall be integrated with planning for growth so that these are available to meet current and projected needs.

1.6.2 The use of existing *infrastructure and public service facilities* should be optimized, wherever feasible, before consideration is given to developing new *infrastructure and public service facilities*.

1.6.3 *Infrastructure and public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services.

1.6.4 Where feasible, *public service facilities* should be co-located to promote cost-effectiveness and facilitate service integration.

The proposed development is to be serviced by existing infrastructure. No new or extended systems will be required.

3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan (OP) was adopted by City Council on May 14, 2003 and was approved and modified by the Minister of Municipal Affairs and Housing on November 10, 2003. (Note, the plan is currently under review) No outstanding amendments or appeals of the Plan to the Ontario Municipal Board affect the subject application. For the purposes of this report, the January 2007 consolidated version of the Official Plan was utilized for this report.

The Official Plan designates the subject property as General Urban Area, which permits development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The salient policies applicable to the subject application are outlined in the following tables:

CITY OF OTTAWA OFFICIAL PLAN

2.2 Managing Growth

2.2.1 Urban Area Boundary

The urban boundary defines the area that already is serviced or may be serviced with major roads, transit and piped sewer and water services.

Policies:

1. *The City will accommodate growth by directing it to urban areas shown on Schedule B, where urban services already exist or can be efficiently provided.*

2.2.2 Managing Growth Within the Urban Area

The projected urban population and associated land required for housing and jobs can be accommodated within the existing urban area provided:

- Land uses intensify within existing areas of development. Intensification means that the density of development, measured in households or employment per hectare, increases. Intensification occurs along a continuum, from expansion of an existing use or infill on a vacant lot, right up to large-scale redevelopment of an area such as Rockcliffe Airbase.

Policies:

1. *All intensification of land uses will occur in accordance with the criteria set out in Section 2.5.1. Where the Zoning By-Law permits the intensity of use, the focus will be on the design and the extent to which the design can contribute to compatibility. Where a Zoning By-Law amendment is required, the appropriateness of the scale of development will be evaluated along with the design and its compatibility.*
2. *The City supports intensification and infill development throughout the urban area, including areas designated General Urban Area.*

3.6 Urban Designations

3.6.1 General Urban Area

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

Policies:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*
3. *When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*

- a) *Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;*
- c) *Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;*

The roads, sewers and water within the existing Craig Henry Neighbourhood were designed to accommodate the various uses in the area, including medium density housing. The existing infrastructure is considered adequate to accommodate the proposed 32 additional housing units. No new infrastructure will be required.

The surrounding neighbourhood consists of a variety of housing types, from four storey rental apartments to two storey single detached dwelling. The proposed development is similar in height and scale to existing developments throughout Craig Henry Neighbourhood.

The proposed development is consistent with these policies and assists the City in achieving its overall intensification and housing objectives. The proposed development is considered to fit well within the physical context of the surrounding neighbourhood, is consistent and compatible with the established community and therefore, it is concluded that the proposed development meets the general overall intent of the Official Plan.

The City of Ottawa reviews development applications with respect to meeting the objectives of the Official Plan. The following assesses this development proposal under the criteria of Section 4 of the Official Plan – Review of Development Application. The salient policies of Section 4 are:

CITY OF OTTAWA OFFICIAL PLAN

4.0 Review of Development Applications

4.1 Site-Specific Policies and Secondary Policy Plans

- *No Secondary plans, Village plans and site-specific policies apply to this particular area.*

4.2 Adjacent to Land-Use Designation

- *The subject lands are not adjacent to any significant natural feature, habitat, wetland, quarry, or waste disposal facility.*

4.3 Walking, Cycling, Transit, Roads and Parking Lots

- *It is expected that the traffic generated by this development will have negligible impact on traffic operations in this area.*

4.4 Water and Wastewater Services

- *A Serviceability Report has been prepared by Atriel Engineering Ltd. under a separate cover and forms a part of this submission. Its conclusions state that the site is readily serviceable by existing*

<p><i>municipal services and that acceptable stormwater management techniques will be employed.</i></p> <p>4.5 Housing</p> <ul style="list-style-type: none"><i>The subject application proposes to development of 32 Terrace style homes. The proposal complies with the housing policies of the Official Plan.</i> <p>4.6 Cultural Heritage Resources</p> <ul style="list-style-type: none"><i>There are no archaeological concerns on this land.</i> <p>4.7 Environmental Protection</p> <ul style="list-style-type: none"><i>The subject lands are not near in proximity to any identified natural features nor any geomorphic, geological and land form features and the site is devoid of any significant vegetation.</i> <p>4.8 Protection of Health and Safety</p> <ul style="list-style-type: none"><i>The subject lands are not affected by designations with respect to flood plain, organic soils, wellhead protection, unstable slopes, vicinity to an airport or landform features. The proposed uses are not considered as noise generators.</i> <p>4.9 Energy Conservation Through Design</p> <ul style="list-style-type: none"><i>The proposed development at a minimum will comply with EnergyStar standards.</i> <p>4.10 Greenspace Requirements</p> <ul style="list-style-type: none"><i>There is sufficient existing greenspace and parks in the near vicinity to the proposed develop. No additional greenspace is required.</i>
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Sections 4.11 and 2.5.1 of the Official Plan establish criteria to assess compatibility of a proposed development such that a proposal “enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.” The test of compatibility is expressed by the phrase “It fits well within its physical context and works well among those functions that surround it. The policies for evaluating compatibility are found at Section 4.11 Policies 2 as follows:

CITY OF OTTAWA OFFICIAL PLAN
<p>4.11 Urban Design and Compatibility</p> <p>Policies</p> <p>2. a. Traffic: <i>The transportation brief prepared by CastleGlenn Consultants determined there is sufficient capacity to accommodate the anticipated traffic generated from the proposed development.</i></p> <p>b. Vehicular Access: <i>There are no measurable impacts regarding noise, headlight glare or loss of privacy on adjacent development or immediately opposite.</i></p> <p>c. Parking Requirements: <i>Adequate on-site parking is provided to minimize the potential for spillover parking on adjacent areas. Connections are made to sidewalks and existing pathways, along with an existing internal pathway network to promote walking and cycling. The development is in</i></p>

- close proximity, 900 meters to the Woodroffe Transit Station.*
- d. Outdoor Amenity Areas: *The proposed plan is designed to respect privacy of outdoor amenity areas of adjacent residents with the use of design and landscaping.*
 - e. Load Areas, Services Areas, and Outdoor Storage: *As a residential development this policy does not apply.*
 - f. Lighting: *There are no adverse impacts of lighting anticipated by this development.*
 - g. Noise and Air Quality: *There are no adverse impacts of noise and air quality anticipated by this development.*
 - h. Sunlight: *No adverse impacts regarding sunlight are anticipated.*
 - i. Microclimate: *No adverse impacts to the microclimate are anticipated.*
 - j. Supporting Neighbourhood Services: *Existing parks, schools and other amenities in the area are adequately sized to support this development. No adverse impacts to neighbourhood services are anticipated.*

Based on the above criteria, it is concluded that the proposed development is compatible with adjacent uses and meets the general and specific intent of the Official Plan

4.0 SUMMARY AND OPINION

This report has been prepared in support of an application of Site Plan Control and a minor variance to the Zoning By-Law #2008-250 of 238 Craig Henry Drive to permit and implement a 32 unit residential development within the City of Ottawa.

The applications proposed are consistent with:

- the Provincial Policy Statement,
- the general and specific policies of the Official Plan of the City of Ottawa

With respect to the Site Plan and to Section 41 (7) of the Planning Act, the subject application and proposed development;

1. require no necessary widening of highways that abut the land are required
2. provide two accesses to and from the development
3. the design of the existing driveways takes into consideration emergency access
4. pedestrian access is provided throughout the development with new and existing walkways connecting to public sidewalks.
 - 4.1 The existing rental apartment buildings have facilities to accommodate accessibility needs
5. the existing lighting facilities onsite are consider sufficient
6. a landscaping plan is included with this application for approval
7. a single central refuse enclosure is provided to service the new residents of the proposed development

8. necessary easements, should they be required, will be conveyed to the municipality for the construction, maintenance or improvement of all public utilities of the municipality on the land
9. a grading and erosion plan, and a stormwater management plan are provided with this application for approval

In summary, the application as proposed is consistent with the policies and objectives of the City of Ottawa and therefore reflects good planning.

MINTO COMMUNITIES INC.

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