AQUAVIEW COMMUNITY STAGES 1 AND 2

PLANNING RATIONALE
ZONING BY-LAW AMENDMENT AND
DRAFT PLAN OF SUBDIVISION

APRIL 2018

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1 INTRODUCTION

WPS was retained by Minto Communities Canada to prepare a Planning Rationale (the "Report") in support of a Zoning By-law Amendment and Draft Plan of Subdivision applications for the Aquaview Community Stage 1 and Stage 2. The proposed development consists of a mix of townhome and single detached residential units as well as open space on two properties within the existing Avalon community. As part of the application process, a Zoning By-law Amendment and Plan of Subdivision application are being filed concurrently and will need to be approved prior to development taking place.

The Zoning By-law Amendment seeks to amend the Development Reserve, DR1 Subzone with new site specific zoning provisions to accommodate the proposed development, as follows:

- Rezone certain lands to a Residential Third Density zone, subzone YY, Exception 2164 (R3YY [2164]) to permit the development of single detached dwellings;
- Rezone certain lands to a Residential Third Density zone, subzone YY, Exception 2115 (R3YY [2115]) to permit the development of executive townhomes;
- Rezone certain lands to Residential Third Density zone, subzone YY, Exception 2328 (R3YY [2328]) to permit the development of avenue (back to back) townhomes; and
- Rezone certain lands to Residential Third Density zone, subzone YY, Exception 1886 (R3YY [1886]) to permit the development of rear lane townhomes.

The proposed Draft Zoning By-law Amendment can be found in Appendix A of this report.

This Planning Rationale has been prepared in accordance with the City of Ottawa requirements to assess and confirm the appropriateness of the proposed rezoning and the Draft Plan of Subdivision, in the context of the surrounding Avalon community, and the overarching policy and regulatory framework.

A number of supporting technical studies have been prepared in support of the applications and have been submitted to the City and are available under separate cover.

This Report is setup as follows:

Section 2 provides a description of the site location and community context;

Section 3 provides an explanation of the proposed development;

Section 4 outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed development; and

Section 5 summarizes the planning opinion.

2 COMMUNITY CONTEXT AND SITE LOCATION

2.1 COMMUNITY CONTEXT

The subject properties (the "sites") are located in the Avalon Community in Orléans, Ward 19. The Avalon Community is a 750-acre neighbourhood comprising of over 3,500 homes including a mix of single detached, semi-detached, and townhome units. The surrounding community contains a number of institutional uses including several schools (both built and planned), and two community centres (Aquaview Community Centre and the Francois Dupuis Recreation Centre).

The community also contains a network of parks and open spaces. Nearby commercial uses are located north and south of the properties at Tenth Line Road at Brian Coburn Boulevard, as well as along Innes Road both east and west of Tenth Line Road. The sites are adjacent to the Mer Bleu Community Design Plan Area located west of Tenth Line Road.

The location of the sites in the context of the greater community is shown in

Figure 2-1**.**

Figure 2-1: Location Map

2.2 SITE LOCATIONS

The sites are legally described as Block 12, Plan 4M1253 (referred to as "Stage 1") and Block 205, Plan 4M1172, except part 1 Plan 4R22263 (referred to as "Stage 2"). The sites are owned by Minto Communities Canada.

The Stage 1 site is 2.56 hectares (6.33 acres) in area, and is bounded by Aquaview Pond and Aquaview Park to the north and east, and Aquaview Drive to the south and west, as shown in **Figure 2-2**. The land to the east is the future location of an highschool, owned by the Ottawa-Carleton District School Board. Stages 1 and 2 are currently vacant.

A site visit was conducted by WSP on November 6, 2017. Photos contained herein are from WSP, unless otherwise stated.

Figure 2-2: Aquaview Stage 1 and Stage 2 Lands (Image Source: Google, 2016)

Figure 2-3: View of Stage 1 lands from Aquaview Drive looking south

Figure 2-4: View of existing townhomes west of Stage 1

Figure 2-5: View of Aquaview Drive south west of Stage 1 from the Aquaview Community Centre parking lot

Figure 2-6: View of Aquaview Park located east of Stage 1

The Stage 2 site is 7.86 ha (19. 42 acres) in area, and is bounded by a Hydro corridor to the north, Serrano Street and Aquaview Drive to the east, Lakepointe Drive to the south, and Tenth Line Road to the west (see **Figure 2-2**). The Trans Orleans Pathway is located in the corridor found northeast of the Stage 2 lands and connects Liska Street with Trim Road. Construction of the pathway commenced in the summer of 2017.

Stage 2 is currently vacant. Views of the property and its immediate surrounding context are found in **Figure 2-7** to **Figure 2-12.**

Figure 2-7: View of Stage 2 looking northwest from Aquaview Drive

Figure 2-8: View of Stage 2 looking north from Aquaview Drive

Figure 2-9: View of existing townhomes along Lakepointe Drive looking south

Figure 2-10: View of Aquaview Pond from Stage 2 looking east

Figure 2-11: View of existing townhomes along Aquaview Drive north east of Stage 2

Figure 2-12: View of the Trans Orléans Pathway from Esprit Drive looking west towards Stage 2

3 THE PROPOSED DEVELOPMENT

The proposed development by Minto (Stages 1 and 2) consists of 48 single detached units; 181 executive townhome units; 58 avenue townhome units and 35 rear-lane townhome units for a total of 322 units, as shown in **Table 1**.

Table 1: Unit Breakdown - Aquaview Stages 1 and 2

Stage 1	**Units**
Single detached	48
Stage 1 Sub-total	48
Stage 2	Units
Executive Townhomes	181
Avenue Townhomes	58
Rear-Lane Townhomes	35
Stage 2 Sub-total	274
Total Units (Stages 1 and 2)	322

The distribution of unit types throughout Stages 1 and 2 is shown in Error! Reference source not found.**.** S tage 1 consists exclusively of single detached units fronting onto Aquaview Drive and a new internal road running adjacent and parallel to Aquaview Drive, terminating with a cul-de-sac. Nineteen of these 48 units back directly onto the Avalon Trail and Aquaview Park. The single detached built form is responsive to the open space character of the adjacent Aquaview park and complements the existing single detached dwellings on the east side of the Aquaview Pond. All single detached units will feature double garages.

Stage 2 consists of 181 Executive Townhomes, 58 Avenue (Back-to-Back) Townhomes, and 35 Rear-Lane Townhomes, for a total of 274 units. Stage 2 units will front onto a number of internal roads which will be accessed by Aquaview Drive.

Rear-Lane Townhomes are located at the southern edge of Stage 2, and flank Lakepointe Drive and Aquaview Drive. The Rear-Lane Townhomes are designed to front onto Lakepointe Drive and Aquaview Drive, with garages in the rear. Executive Townhome units are situated on three internal blocks and along the western edge of the site, backing onto the proposed Cumberland Bus Rapid Transit (BRT) line. Avenue Townhomes are located at the north of the site, and are situated on two smaller internal blocks. Three open space blocks, totalling 0.4 hectare are proposed at the western corners of the Stage 2 site.

The Draft Plan of Subdivision for Stages 1 and 2 follows the concept plan, and is illustrated in **Figure 3-2.**

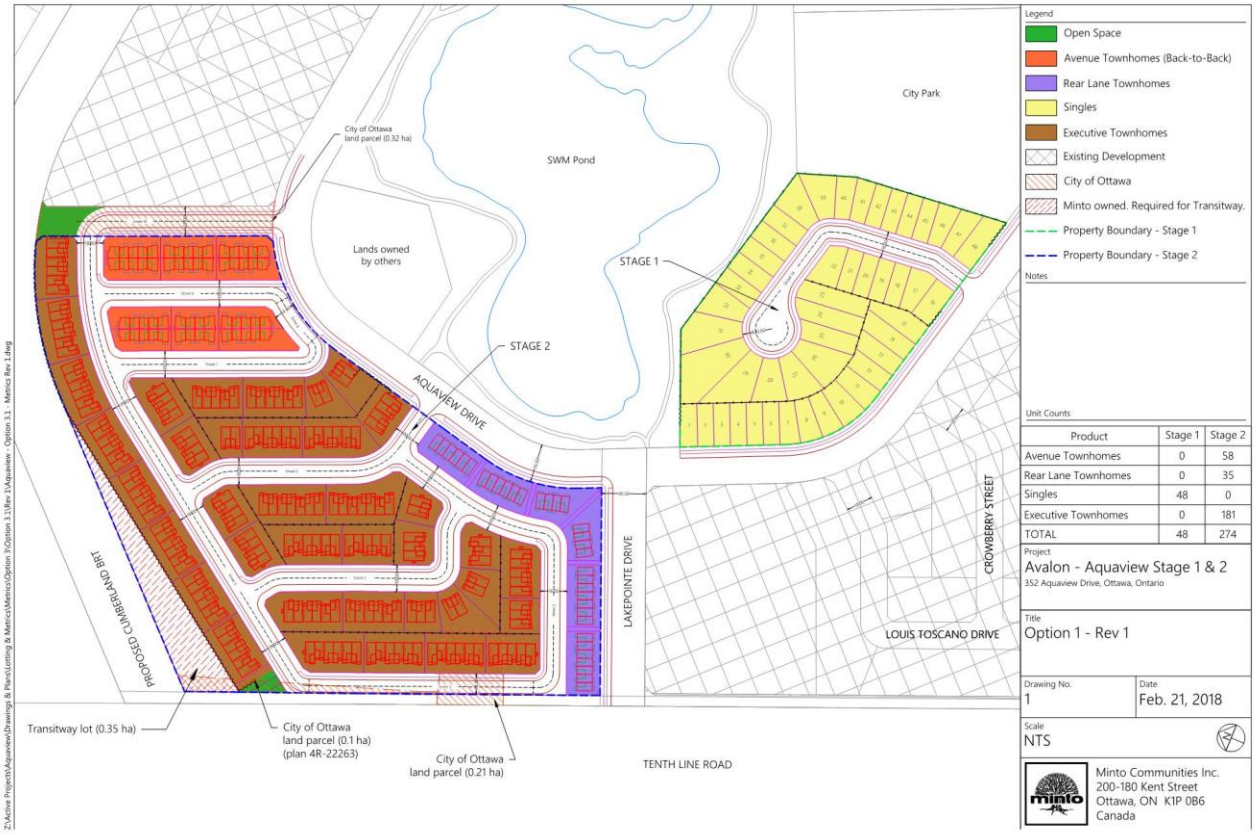


Figure 3-1: Aquaview Stage 1 and 2 Concept Plan

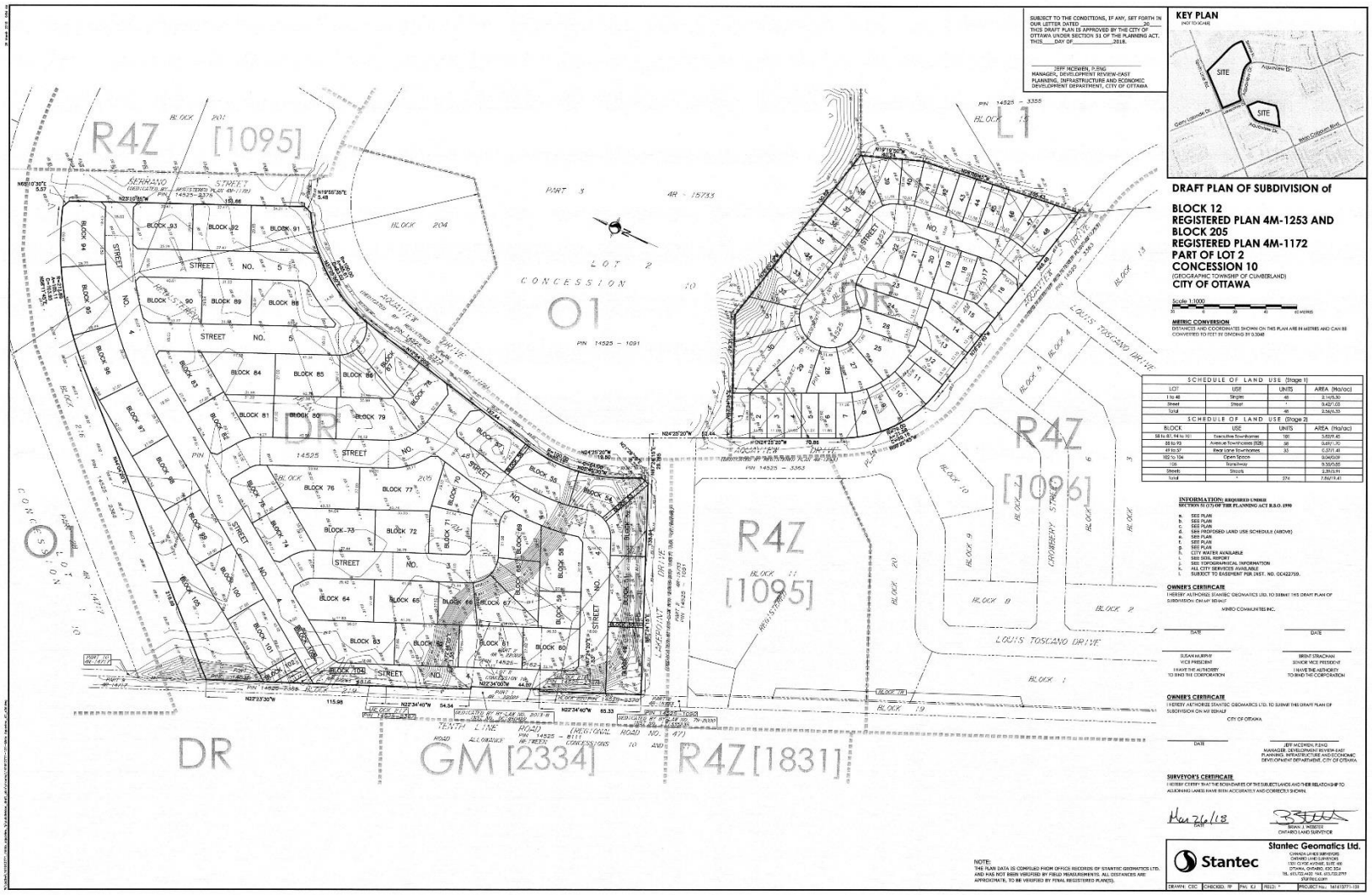


Figure 3-2: Draft Plan of Subdivision for Stages 1 and 2 (Stantec Geomatics Ltd

3.1.1 MINTO - CITY OF OTTAWA LAND SWAP

The Stage 2 site includes a triangular block of 0.35 hectares located at the western edge of the site, adjacent to Tenth Line Road. This block has been identified by the City of Ottawa as being required for a maintenance/layover facility as part of the future Cumberland BRT. The block is to be transferred to the City of Ottawa in exchange for a square "holdout parcel" of approximately 0.18 hectares, which is presently owned by the City.

3.1.2 PARKLAND DEDICATION

Pursuant to the parkland dedication provisions of the *Planning Act* and the City of Ottawa's Parkland Dedication By-Law, conveyance or cash-in-lieu equivalent to1.11 hectares of parkland is required to be conveyed to the City. A breakdown of community park statistics and assumptions used to determine parkland requirements can be found in Appendix B.

As the existing residents of the Avalon Community, and future residents of the Aquaview community, benefit from the existing Aquaview Park (3.19 ha.), Avalon trail, Trans-Orleans Pathway, as well as the programmed Aquaview Pond area, Minto is proposing to provide cash-in-lie of parkland, as permitted under Section 51.1(3) of the *Planning Act*. Funds may be put towards equipment upgrades and additions to Aquaview Park and/or Aquaview Pond. Potential additions and upgrades facilitated by the cash-in-lieu payment could include the following:

- Upgraded features to the existing playground equipment within the Aquaview Pond area;
- Additional equipment (i.e. fitness pods) along the Aquaview Pond Trail; or
- Additional/upgraded features and equipment within Aquaview Park (i.e. splash pad).

3.1.3 PROPOSED RIGHTS OF WAY

One new street is proposed within the Stage 1 (Street No.1) and four new internal streets (Streets Nos. 4-5) are proposed within the Stage 2, as shown on **Figure 3-2**. Additionally, the existing Serrano Street right-of-way, located at the eastern edge of the Stage 2 Lands and dedicated by Registered Plan 4M-1172, is proposed to be opened. Serrano Street will connect Aquaview Drive with Street No. 4.

4 POLICY AND REGULATORY FRAMEWORK

This section describes the local planning frameworks applicable, or relevant, to the proposed development of the site, including: the Provincial Policy Statement (2014), the City of Ottawa Official Plan (2003, Consolidated February 2018), Official Plan Amendment 150, and the City of Ottawa Zoning By-law 2008-250 (Consolidated November 9, 2016).

4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The Provincial Policy Statement seeks to strike a balance between the province's economic, social and environmental interests through the following:

- Promoting cost effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Part IV: Vision for Ontario's Land Use Planning System identifies that healthy, liveable and sustained communities are sustained by promoting efficient development, cost effective land use patterns and development standards, accommodating an appropriate range of mix of uses to meet long term needs, and focusing growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, livable, resilient and safe communities. Section 1.1.3.1 directs that settlement areas shall be the focus of growth and development, as that their vitality and regeneration shall be promoted. Policy 1.1.3.2 (a) states that land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

1. "efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. minimize negative impacts to air quality and climate change;
4. support active transportation;
5. Are transit-supportive, where transit is planned, exists or may be developed".

In addition, Policy 1.4.1 identifies that planning authorities provide an appropriate range and mix of housing types and densities to meet the project requirements of current and future residents.

Policy 1.5.1 (a) states that healthy, active communities should be promoted by "planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity". Additionally, Policy 1.5.1 (b) provides direction for the planning and provision for a range and equitable distribution of publicly-accessible built and natural setting for recreation, including parklands, public spaces, open space areas, trails and linkages, and water-

based resources where practical. Policy 1.5.1 also ensures that impacts to other protected areas and conservation reserves are minimized.

Policies under 1.6.6 Sewage, Water and Stormwater state that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas (Policy 1.6.6.2). Planning for sewage and water services are to "direct and accommodate expected growth that supports the efficient use of existing municipal waste and water services.

Transportation focused policies state that transportation and land use considerations are to be integrated into all stages of the planning process (Policy 1.6.7.5) and that the land use pattern, density and mix of uses proposed should minimize the length and number of vehicle trips while supporting current and future use of transit and active transportation (Policy 1.6.7.6).

The proposed development is consistent with the PPS. The proposal is to provide residential development within a settlement area, utilizing land and existing infrastructure efficiently. The proposed unit mix provides a variety of housing forms at a range of densities. Lower density single detached units are proposed for Stage 1, while medium density Executive, Avenue, and Rear Lane Townhomes are proposed for Stage 2, are sited close to the future BRT station and nearby commercial uses to the north of the site.

Stages 1 and 2 have been designed to promote a healthy and active community by providing easy access to adjacent recreational amenities, specifically the Avalon Trail, Trans-Orleans Pathway and Aquaview park. Stage 1 is directly adjacent to Stage 1 and Aquaview Park while Stage 2 is across the street from the Aquaview Park and adjacent to the Trans-Orleans Pathway. Additionally, the fine-grained street network within Stage 2 is intended to meet the needs of pedestrians and promotes active transportation.

Stages 1 and 2 will be serviced by municipal sewage and water services which currently service nearby developments and the broader Avalon community.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED FEBRUARY 2018)

The Official Plan (OP) provides policies to implement the direction provided in the PPS. The Official Plan provides the planning policy framework for evaluating the appropriateness of a proposed development at a City-wide level as well as in relation to the specific sites.

4.2.1 BUILDING A SUSTAINABLE CITY

The Official Plan seeks to achieve Council's vision of a sustainable, resilient and livable City. This vision is also articulated in the City's Strategic Plan which identifies goals including the provision of housing options which are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents' first choice for transportation.

4.2.2 STRATEGIC DIRECTIONS

Section 2.1 – Patterns of Growth indicates that Ottawa's population is projected to grow by up to 32 per cent by 2036 compared to 2011, reaching an estimated 1.2 million people. Almost two-thirds of the added

housing stock will be located outside of the Greenbelt. Many of the new dwellings there will be in the form of detached homes and at least 40 per cent will be either townhouses or apartments.

The OP's strategic direction seeks to build liveable communities through attention to urban design which will help create attractive communities where buildings, open space and transportation work well together. Growth is to be managed in ways that create complete communities that meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop. Municipal infrastructure is to be used efficiently in order to reduce the need to build and maintain new infrastructure.

Section 2.2 – Managing Growth indicates that the majority of the City's growth will be directed to areas designated within the urban boundary of the Official Plan. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking.

Growth within the urban boundary is to be distributed through:

- Intensification and infill; and
- New development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies).

Section 2.5.1 – Urban Design and Compatibility encourages good urban design and quality and innovative architecture as it can help create lively community places with distinctive character.

4.2.3 LAND USE DESIGNATION

The subject lands are within the urban boundary and are designated as "General Urban Area" on Schedule B (Urban Policy Plan) of the Official Plan, as shown in **Figure 4-1.**

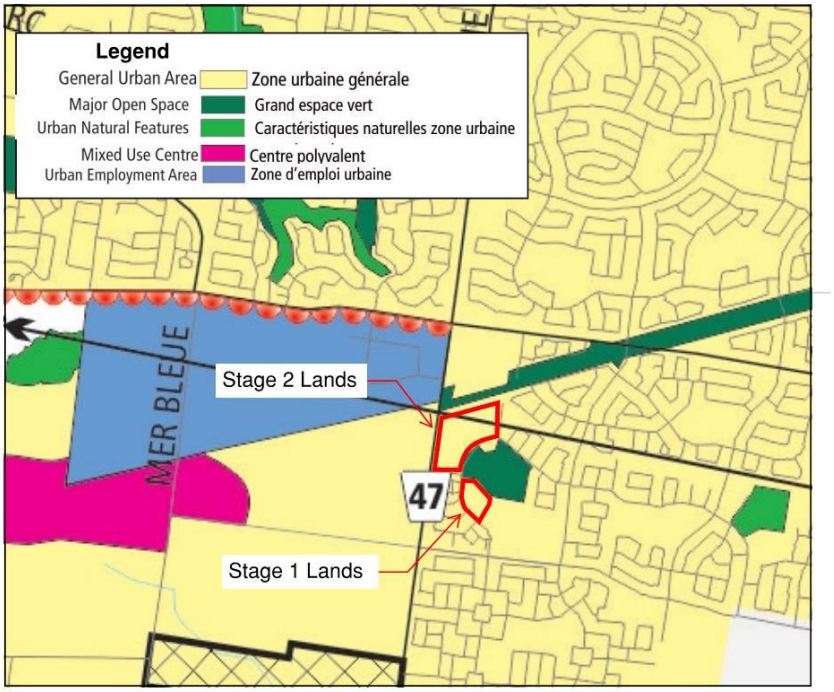


Figure 4-1: City of Ottawa Official Plan Schedule B

The intent of the General Urban designation (Section 3.6.1) is to permit a full range and choice of housing types to accommodate the needs of all ages, income levels and life circumstances, along with conveniently located retail, leisure, institutional and employment uses. The mix of permitted uses in this designation assists in creating complete and sustainable communities and includes ground-oriented residential use.

4.2.4 URBAN DESIGN AND COMPATIBILITY

Policy 3.6.1.2 states that the evaluation of development applications in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

A sensitive approach along with a respect for a community's established characteristics need to be considered when new development is introduced into an existing area, while allowing flexibility in overall site design and built form. The criteria assist in evaluating a proposed development and the compatibility of the new development with the surrounding community.

Compatible development is defined in the OP as "development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' among those functions that surround it."

The City's urban design objectives and principles are found in Section 2.5.1 of the OP. The proposed development supports the seven (7) urban design objectives and principles as explained below:

Design Objective 1: To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed residential development will maintain and strengthen the existing identity and character of the Avalon area by rounding-out existing residential development.
    - Stage 1: The single detached built form is intended to reflect the open space character of the adjacent parkland and trail while rounding out the area's overall residential development.
    - Stage 2: The proposed townhouses are intended to round out existing adjacent townhouse development to the northeast and southwest.

Design Objective 2: To define quality public and private spaces through development.

- Public Space: The proposed development will contribute to the existing wealth of public space in the area, specifically by dedicating parkland contributions to the improvement of existing parkland amenities. Additionally, the proposed development will front onto existing streets such as Aquaview Drive and Lakepointe, providing a continuous and active streetscape, as well as "eyes on the street."
- Private Space: The proposed development will foster high-quality private space through exceptional design and quality of townhomes and single detached houses. The NAK Concept Book included as Appendix B provides renderings of the proposed built form.

Design Objective 3: To create places that are safe, accessible and are easy to get to, and move through.

- The proposed development will be universally designed for all users to easily access the dwellings from sidewalks and pathways.

- The landscape treatment, including signage and lighting, will consider safety for all users.
- The proposed development is approximately within a 5 minute walk of the proposed Cumberland BRT Station which will provide future residents with convenient transit access and mobility within the broader City.

Design Objective 4: To ensure that new development respects the character of existing areas.

- The proposed development has been designed to respect the existing area by introducing densities, heights, and built form, which reflects and compliments the existing Avalon community.

Design Objective 5: To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- The proposal for residential units in the form of single detached and townhome units of various sizes would accommodate the needs of a range of people with varying incomes and lifestyles.

Design Objective 6: To understand and respect natural process and features in development design.

- No environmental constrains or natural heritage elements which would be affected by the proposed development have been identified on the subject lands.
- Stormwater will be managed using the existing Aquaview stormwater pond.

Design Objective 7: To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.

- The proposed development would benefit from the active transportation opportunities offered by the adjacent Trans-Orleans Pathway and Avalon trail.
- The proximity of the proposed development to the proposed Cumberland BRT Station offers future residents a convenient and viable alternative to the private automobile, thus contributing to a reduced carbon footprint.

The policies under Section 4.11 set the stage for high quality urban design throughout the City. **Table 2** lists the applicable policies under Section 4.11 which have been considered in the design of the proposed development.

Table 2: Official Plan Urban Design Criteria

DESIGN CRITERIA	COMPATIBILITY
VIEWS	– Stage 2 has been designed to celebrate the Aquaview Pond by provide views of the Pond, specifically from proposed Street No. 2, which provides access to Aquaview Drive, as well as proposed street No. 5.
BUILDING DESIGN	– Buildings have been designed to fit with and respect the existing character of the community by establishing heights, densities, and built form which is similar to the existing Avalon community. – Buildings along existing streets (e.g. Aquaview Drive and Lakepointe Drive) have been designed to front onto the street, providing parking at the rear, contributing to a continuous streetscape. More details regarding building design are provided in Appendix B.
MASSING AND SCALE	– The massing and scale of the proposed development is intended to complement and complete the existing Avalon community by providing heights, densities, setbacks and a built form which is similar to the surrounding neighbourhood.

4.2.5 DENSITY

Official Plan Section 3.6.4 – Developing Community, includes policies respecting minimum densities in Developing Communities. Developing Communities are undeveloped or substantially vacant lands identified on OP Schedule B. These lands require the completion of a community design plan before development can proceed.

The Aquaview Stage 1 and Stage 2 lands are not identified as a Developing Community and are not within a community design Plan. Notwithstanding this, the proposed development has been designed to achieve a density of 44.48 units/hectare, recognizing the importance of the future Cumberland BRT. The proposed unit mix has been distributed to locate higher density in the form of Townhomes closest to the future BRT station and lower-density single detached units farther away towards Aquaview Park.

4.2.6 TRAILS, CYCLING, AND TRANSIT

Official Plan Section 4.3 - Walking, Cycling, Transit, Roads and Parking Lots, includes policies promoting active transportation and the importance of new development which is easy to get to and travel through on foot, by bicycle, transit, and automobile. Specifically, Policy 4.3.12 states that:

> "The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Furthermore, the City will ensure that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes, which

connect parks and other open spaces, transit stations and transit stops, and community services and facilities […]"

The proposed development's modified grid street network (Stage 2) is intended to provide easy and convenient movement through the site for pedestrians and active transportation users.

The Stage 1 site's frontage does not currently include a sidewalk along Aquaview Drive. As part of the proposed development, a sidewalk will be added along Aquaview Drive and linked to the existing sidewalk network further to the south, as well as new sidewalks internal to Stage 1 along proposed Street No.1. The Sage 2 site features existing sidewalks along its Aquaview Road and Lakepointe Drive frontage. New internal sidewalks will be linked to these sidewalks and a new sidewalk will be added along Serranto Street.

The proposed development will provide residents with easy access to the Avalon Trail and Trans-Orleans Pathway which are both in close proximity. Access to the future BRT station will be from Tenth Line Road and will represent a walk of five minutes or less from anywhere within the Aquaview Community.

4.3 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250

The Aquaview Stage 1 and Aquaview Stage 2 sites are currently zoned Development Reserve (DR) as illustrated in **Figure 4-2**. The purpose of this zone is to recognize lands intended for "future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan". It aims to limit the range of permitted uses "to those which will not preclude future development options" and to impose "regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses". This type of zone is typically used by municipalities on land where further land use planning is required.

Figure 4-2: Zoning By-law 2008-250

A rezoning is required to implement Aquaview Stages 1 and 2. As part of the application process, a Plan of Subdivision application has been filed concurrently with the Zoning By-law Amendment, and will need to be approved prior to development taking place.

STAGE 1

SINGLE DETACHED

The proposed single detached lots in Stage 1 are proposed to be zoned to a Residential Third Density zone, subzone YY, Exception 2164 (R3YY [2164]). This exception requires a minimum 3 metre corner side yard setback and a minimum 1.2 metre rear yard setback for corner lots.

STAGE 2

EXECUTIVE TOWNHOMES

The proposed Executive Townhome Blocks in Stage 2 are proposed to be zoned to a Residential Third Density zone, subzone YY, Exception 2115 (R3YY [2115]). This exception requires a minimum 3 metre corner side yard setback. Additionally, an air-conditioner condenser is permitted as a projection into the corner side yard and the front yard.

AVENUE TOWNHOMES (BACK TO BACK)

The proposed Avenue Townhome Blocks in Stage 2 are proposed to be zoned to a Residential Third Density zone, subzone YY, Exception 2328 (R3YY [2328]). This exception applies specifically to back-to-back attached dwellings. The exception requires a minimum lot area: 80 m^2; a minimum corner side yard setback of 3m; and permits an air conditioning condenser to project into the front and corner side yards. The exception also limits the number of dwelling units within a townhouse dwelling to no more than 12 and no more than six dwelling units are permitted in a single row.

REAR LANE TOWNHOMES

The proposed Rear Lane Townhome Blocks in Stage 2 are proposed to be zoned to a new Residential Third Density zone, subzone YY, Exception XXX (R3YY [1886]).

A copy of the Draft Zoning By-law Amendment can be found in Appendix A to this report.

5 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed Aquaview Stage 1 and Stage 2 community represents good land use planning and is appropriate for the site for the following reasons:

- The proposed Aquaview development supports and is consistent with the Provincial Policy Statement.
- The proposed Aquaview development conforms to the strategic directions and policies of the Official Plan. Aquaview proposes to provide a wide range of housing forms that is in keeping with and compliments the existing urban character and scale; to provide infrastructure that is integrated with the planned development; to enhance parks and open space, and the natural environment; and to provide access to community facilities and services.
- The proposed Aquaview Community meets several principles under the Urban Design Objectives and Principles of Section 2.5.1, as well as the Compatibility criteria of Section 4.11.
- The proposed Aquaview development complies with the general intent of the Zoning By-law.

Under Section 51(24) of the *Planning Act*, there are 13 criteria when considering a draft plan of subdivision and consents:

a) "the effect of development of the proposed subdivision on matters of provincial interest":

   – The proposed subdivision will not negatively effect, and is supportive of, provincial interest. As previously noted in this Planning Rationale, the proposed Draft Plan of Subdivision is consistent with the PPS.

b) "where the proposed subdivision is premature or in the public interest":

   – The proposed subdivision is in the public interest as it will continue to provide diverse and appropriate housing options for residents of the City. The proposed development will have complement the existing surrounding community by introducing new compatible development.

c) "whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any":

   – As previously noted in this Report, the proposed Aquaview development conforms to the City's Official Plan. The proposed development conforms to adjacent plans of subdivision by rounding out existing development in the area. The design and scale of the proposed development is intended to complete and compliment the adjacent communities.

d) "the suitability of the land for the purposes for which it is to be subdivided":

   – As previously noted in this Report and through the findings of the supporting studies, the land is suitable for the subdivision and development of Aquaview Stages 1 and 2.

   d.1) "if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing":

   – No below-market rate affordable housing is proposed to be provided through the proposed development.

e) "the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them":

- The proposed road network is designed to be safe for pedestrians, cyclists, and motorists. The modified grid network and hierarchy of streets ensure easy orientation throughout the community as well as pedestrian-oriented scale and permeability. Two (2) new road connections are proposed to Aquaview Drive. Supporting studies, specifically the Minto Aquaview Stage 1 and 2 Traffic Impact Analysis and Forecasting Strategy Report, prepared by Parsons and submitted under a separate cover, include detailed information about the road network, and their adequacy within the proposed subdivision and the surrounding network.

f) "the dimensions and shapes of the proposed lots":

- Lots in Stage 1 range between approximately 10-13 m and are intended to reflect the open space character of the adjacent Aquaview park and Avalon trail. Blocks in Stage 2, are appropriate for the proposed Townhome units and support denser development in close proximity to the future Cumberland BRT.

g) "the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land":

- There are no existing or proposed restrictions on the land for the proposed Aquaview Stage 1 and Stage 2 development.

h) "conservation of natural resources and flood control":

- The Stage 1 ESA undertaken in support of the Aquaview Stage 1 and Stage 2 development identified no natural resources on the subject lands that require conservation. The lands are not located in a flood zone.

i) "the adequacy of utilities and municipal services":

- Municipal services are required to be constructed in order to service the proposed Aquaview Stage 1 and Aquaview Stage 2 community. Details regarding the provision of utilities and municipal services have been submitted with the applications under a separate cover.

j) "the adequacy of school sites":

- The Ottawa-Carleton District School Board (OCDSB) owns a future school site at the northwest corner of Brian Coburn Boulevard and Esprit Drive adjacent to the Stage 1 lands and within an approximately 5-10 minute walk of the Stage 2 and Stage 2 lands. Additionally, there are a number of existing schools within walking-distance (25 minutes or less) of the Stage 1 and Stage 2 lands. These are: St. Dominic Primary School, Avalon Public School, École élémentaire catholique Alain-Fortin, and École élémentaire catholique Notre-Place.

k) "the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes":

- As the existing residents of the Avalon Community, and future residents of the Aquaview community, benefit from the existing Aquaview Park (3.19 ha.), Avalon trail, Trans-Orleans Pathway, as well as the programmed Aquaview Pond area, Minto is proposing to provide cash-in-lie of parkland, as permitted under Section 51.1(3) of the Planning Act. Funds may be put towards equipment upgrades and additions to Aquaview Park and/or Aquaview Pond.

l) "the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy":

- The density of the proposed community and range of lot size and variety of housing typologies (including townhomes) optimizes the available land supply.

"the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act":

- Site Plan Control does not apply to this application.

The proposed Draft Plan of Subdivision meets the applicable criteria under Section 51(24) of the Planning Act.

In conclusion, the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications to support the proposed Minto Aquaview Stage 1 and Stage 2 Community represents good planning and is in the public interest.

Please feel free to contact me at Nadia.De-Santi@wsp.com or at (613) 690-1114 if you have any questions or require additional information.

Yours truly,

Nadia De Santi, MCIP, RPP
Senior Project Manager

Planning, Landscape Architecture and Urban Design

APPENDIX

A DRAFT ZONING BY-LAW AMENDMENT

DRAFT BY-LAW NO. 2018-XX

A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands legally described as Block 12, Plan 4M1253 and Block 205, Plan 4M1172, except part 1 Plan 4R22263, City of Ottawa.

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

The Zoning Map of By-law No. 2008-250, entitled “City of Ottawa Zoning By-law” is amended by rezoning the lands on Attachment 1 to this by-law as follows:

1. Rezoning the lands shown as area A on Attachment 1 to this by-law from Development Reserve (DR) to Residential Third Density zone, subzone YY, Exception 2164 (R3YY [2164]).

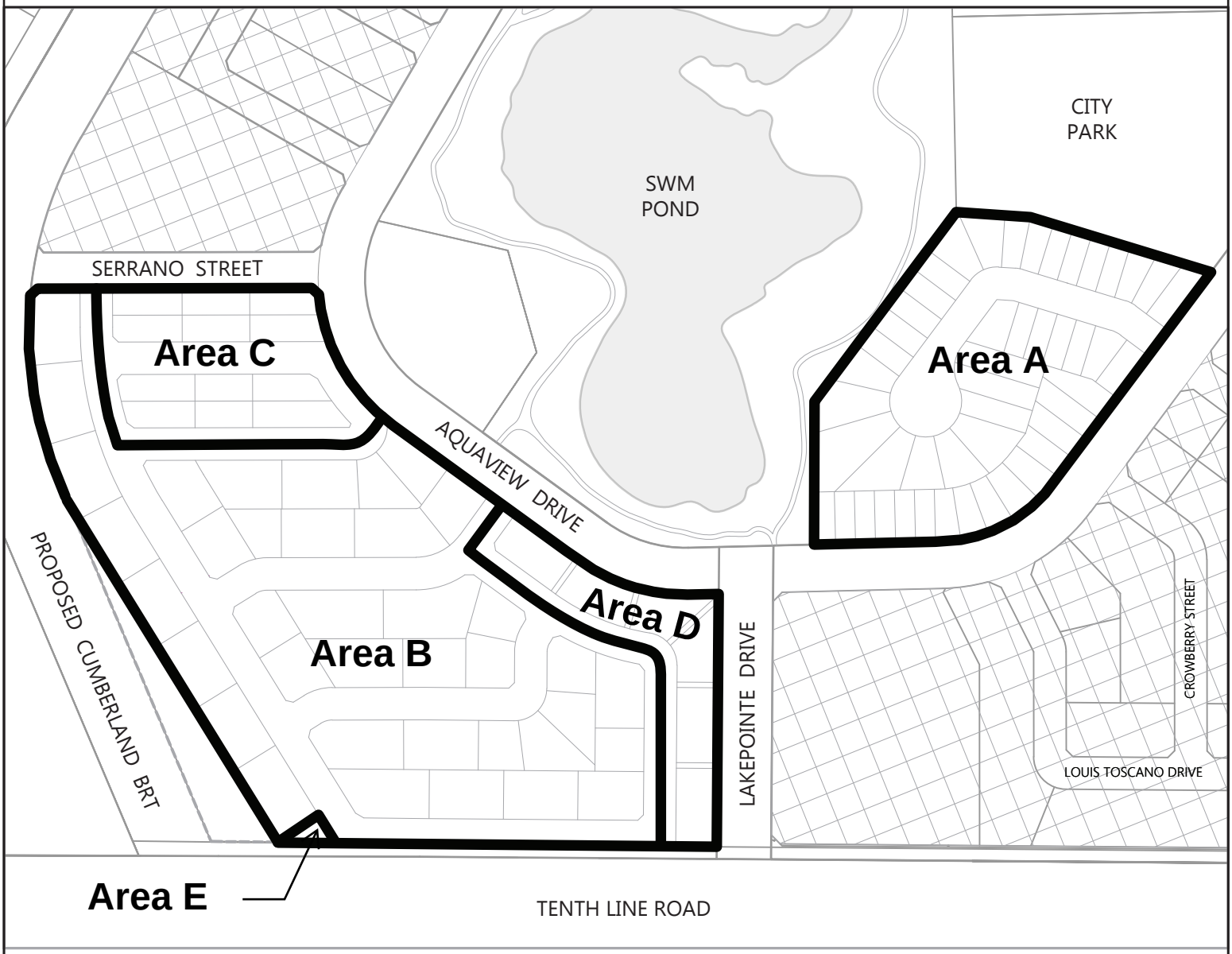
2. Rezoning the lands shown as area B on Attachment 1 to this by-law from Development Reserve (DR) Zone to Residential Third Density zone, subzone YY, Exception 2115 (R3YY [2115]);

3. Rezoning the lands shown as area C on Attachment 1 to this by-law from Development Reserve (DR) Zone to Residential Third Density zone, subzone YY, Exception 2328 (R3YY [2328]);

4. Rezoning the lands shown as area D on Attachment 1 to this by-law from Development Reserve (DR) Zone to Residential Third Density zone, subzone YY, Exception 1886 (R3YY [1886]); and

5. Rezoning the lands shown as area E on the on Attachment 1 to this by-law from Development Reserve (DR) Zone to Parks and Open Space Zone (O1).

ENACTED AND PASSED this _____ day of _____, 2018.



Ottawa

This is Attachment 1 to By-law Number _____, passed _____, 2018

Lands Affected by By-law

Area A to be rezoned from DR to R3YY [2164]

Area B to be rezoned from DR to R3YY [2115]

Area C to be rezoned from DR to R3YY [2328]

Area D to be rezoned from DR to R3YY [1886]

Area E to be rezoned from DR to O1

DRAFT

Prepared by WSP

APPENDIX

B NAK CONCEPT BOOK

AQUAVIEW

BY

minto

NAK
design strategies

COMMUNITY VISION

CONTENTS

Area Context	1
Neighbourhood Context	2
Vision	3
Master Plan	4
Density Analysis	5
Open Space Connectivity	6
Park Land Dedication Analysis	7
Built Form	9
Tenth Line Interface	10

AREA CONTEXT

Mariah Park
Pelican Park
Avebury Park
Recreational Trail (Hydro Corridor)
Lalande Conservation Park
Provence Park
Des Sentiers Public Elementary School
Trans-Orléans Pathway
Innes Road
Avalon Centre
RioCan Orleans
Tenth Line Road
Avalon Public School
Portobello Park
Avalon Multi-use Pathway
Aquaview Drive
Future Commercial Site
SUBJECT SITE
Aquaview Pond
Esprit Drive
Future Commercial Site
Lakepointe Drive
SUBJECT SITE
Aquaview Park
Future School Site
Francois Dupuis Recreation Centre
Gerry Lalonde Drive
Aquaview Community Hall
Portobello Boulevard
Jopseph Vezina Park
Ouellette Park
Commercial Site
Commercial Site
Lakeridge Drive
Saint Dominic School
Summerside Public School
Vista Park
Future Commercial Site
Boisdale Park
Norman Edwards Park
Brian Coburn Boulevard
Catholic Elementary School Notre-Place
Allegro Park
Alain-Fortin Catholic Elementary School

NEIGHBOURHOOD CONTEXT

1 Aquaview Pond

2 Playground

3 Playground & Community Hall

EXISTING UNIT COUNT

Single Detached Homes	223
Townhomes	393
Condo Block	352
TOTAL	**968**

DENSITY **62.94 units / hectare***

* ***Density Benchmark:***
"Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses."
(City of Ottawa Official Plan, Section 2.2.2, Policy 24b, pg 2-21)

VISION

> Integrate the AQUAVIEW sites with the surrounding neighbourhood context in order to develop strong pedestrian and cycling networks, and create one cohesive community.

PRINCIPLES

- Incorporate a variety of housing product (i.e. single detached homes, townhomes and back-to-back townhomes) that are representative of the adjacent built form;
- Maintain pedestrian access and connections to parks, open space, commercial and public transit; and
- Upgrade and renew existing park and pathway system with new amenities for the neighbourhood at large.

MASTER PLAN

PROPOSED AREA STATISTICS

Single Detached Homes	2.15 ha
Townhomes	3.83 ha
Rear Lane Townhomes	0.57 ha
Back-to-Back Townhomes	0.69 ha

PROPOSED UNIT COUNT

Single Detached Homes	48
Townhomes	181
Rear Lane Townhomes	35
Back-to-Back Townhomes	58
TOTAL	**322**

PROPOSED DENSITY **44.48 units / hectare***

* ***Density Benchmark:***
"Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses."
(City of Ottawa Official Plan, Section 2.2.2, Policy 24b, pg 2-21)

DENSITY ANALYSIS

PROPOSED + EXISTING UNIT COUNT

UNIT COUNT

	EXISTING	PROPOSED	TOTAL
Single Detached Homes	223	48	**271**
Townhomes	393	181	**574**
Rear Lane Townhomes	0	35	**35**
Back-to-Back Townhomes / Condo Block	352	58	**410**
TOTAL	968	322	**1290**

DENSITY

	EXISTING	PROPOSED	TOTAL
units per hectare*	62.94	44.48	**57.03**

* ***Density Benchmark:***
"Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses."
(City of Ottawa Official Plan, Section 2.2.2, Policy 24b, pg 2-21)

OPEN SPACE CONNECTIVITY

Avebury Park
(~0.65 ha)
10-Minute Walking Radius
5-Minute Walking Radius
Innes Road
Aquaview Drive
Aquaview Pond
(8.30 ha)
Tenth Line Road
Lakepointe Drive
Esprit Drive
Aquaview Park
(3.19 ha)
Gerry Lalonde Drive
Brian Coburn Boulevard
Ouellette Park
(~3.05 ha)
LEGEND
On-Road Pathway
Off-Road Pathway

PARKLAND DEDICATION ANALYSIS

NEIGHBOURHOOD 2 SUMMARY

Total Unit Count	1290
Parks Within a 5-Minute Walk	1
Parks Within a 10-Minute Walk	2

PARKLAND DEDICATION STATISTICS

Required Parkland Dedication for Neighbourhood 2	4.30 ha*
Current Park Area	3.19 ha
Park Area Required to Fulfill Parkland Dedication Requirements	**1.11 ha**

* **Required Parkland Dedication Formula:**
Total Unit Count (1,290) ÷ One Hectare of Parkland for Every 300 Dwelling Units (300) = 4.30 Hectares

"A maximum of five per cent (5%) of the land area for any other development including residential uses. However, in the case of the development or redevelopment of land for residential purposes, **a municipality may choose to utilize an 'alternate rate' that provides up to one hectare of parkland for every 300 dwelling units proposed in the development**. For most new urban development this rate would provide more that five per cent of the developable land area. But, to use this 'alternative rate' the City must indicate when it will be used in the Official Plan." (PARKLAND DEDICATION BY-LAW, Ref N°: ACS2008-ICS-PLA-0242)

PARKLAND DEDICATION ANALYSIS

CASH-IN-LIEU SCENARIO

The need for an additional 1.11 ha of dedicated parkland seems repetitive for this neighbourhood as there are already three parks within a 5 to 10-minute walk - as well as a programmed stormwater management (swm) pond area.

Minto is proposing a cash-in-lieu scenario where the collected funds may be put towards equipment upgrades and additions to Aquaview Park and/or Aquaview Pond.

Potential offerings may include:

1. Upgraded features to the existing playground equipment within Aquaview Pond;
2. Additional equipment (i.e. fitness pods) along the Aquaview Pond trail; or
3. Additional/upgraded features and equipment within Aquaview Park (i.e. splash pad)

BUILT FORM

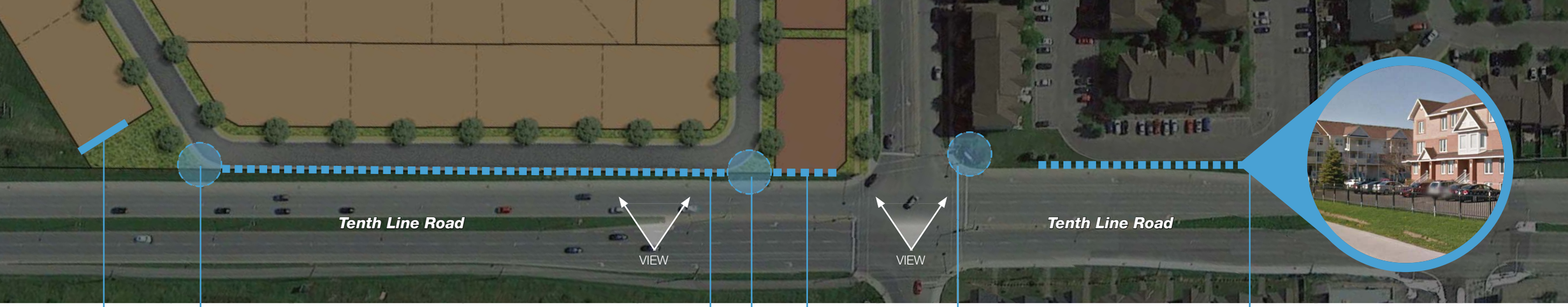
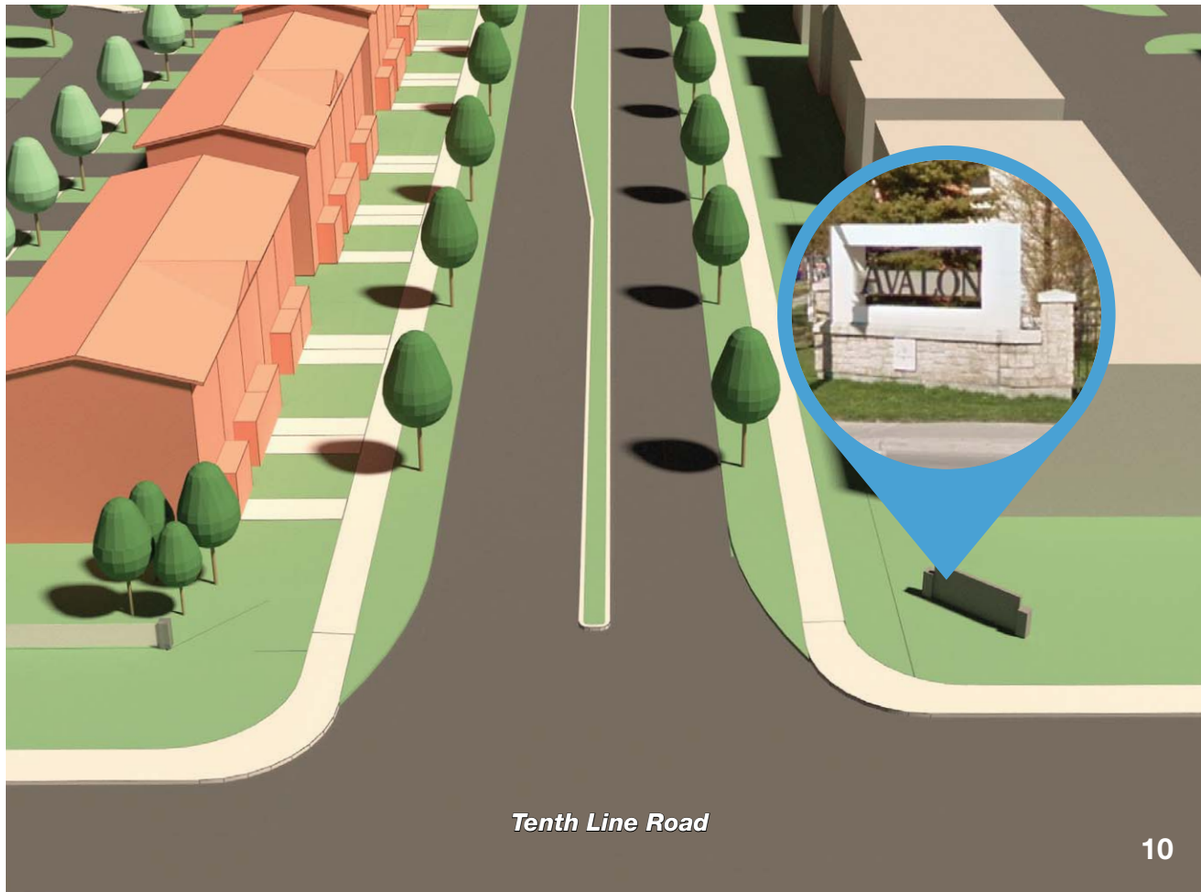
Single Detached Homes

Executive Front Drive Townhomes

Back-to-Back Townhomes

Rear Lane Townhomes

TENTH LINE INTERFACE



Window Street Opening
Acoustic Fence
Black Rail Fence
Window Street Opening
Existing Avalon Entry Feature
Black Rail Fence & Landscape Treatment
Existing Black Rail Fence