



37 Wildpine Court

Planning Rationale Addendum 1
Zoning By-law Amendment & Plan of Subdivision
June 28, 2023



Prepared for Latitude Homes, a division of Zayoun Group

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1.0 Introduction

Fotenn Planning + Design ('Fotenn') previously prepared a Planning Rationale dated September 20, 2021, in support of Zoning By-law Amendment (ZBLA, D02-02-21-0106), Plan of Subdivision (D07-16-21-0030), and Plan of Condominium applications for the lands municipally known as 37 Wildpine Court in the Stittsville community of the City of Ottawa (the "subject site").

In support of a revised development proposal for a four-storey apartment building and semi-detached dwelling on the subject site, Fotenn has prepared this Planning Rationale Addendum as part of the resubmission package amending the Planning Act applications. The resubmission proposes to revise the ZBLA and Plan of Subdivision applications, while the Plan of Condominium application is proposed to be withdrawn. A Site Plan Control application will be submitted at a later date, following completion of these applications.

This Addendum should be read in conjunction with the original September 2021 Planning Rationale. All opinions and findings of the original report remain valid, except as otherwise described below.

1.1 Application History and Summary

In August 2022, Fotenn, on behalf of Latitude Homes, a division of Zayoun Group, submitted a Zoning By-law Amendment application (File no. D02-02-21-0106), Plan of Subdivision (File no. D07-16-21-0030), and Plan of Condominium (File no. D07-04-21-0012) to redevelop the subject site with 27 townhouse units and two (2) semi-detached dwelling units. The proposed development was originally envisioned with a public road connecting Wildpine Court and Ravenscroft Court and a private road extending northwest. The proposal also required a Draft Plan of Condominium application to create a Common Elements Condominium over the private road in the northern portion of the development.

A public consultation was held on December 6, 2021, hosted by Councillor Glen Gower's office. Residents attended to learn more about the project and share their comments and concerns.

During the technical review phase, City staff indicated a preference for two public roads and the plans for a Plan of Condominium was halted. Additionally, issues were identified with the proposed stormwater (SWM) management system, particularly the design of the drainage to Poole Creek to the northeast. Multiple alternative designs were proposed, and throughout 2022 and 2023 the development team met with City of Ottawa and Mississippi Valley Conservation Authority (MVCA) to address SWM impacts.

A new design for the subject site was prepared in Spring 2023. The revised design, which features an apartment building and semi-detached dwelling in place of the previously-proposed layout, achieves several objectives:

- / Consolidates the development form and lot fabric to improve drainage outcomes;
- / Proposes an appropriate density on the subject site that advances Provincial and City housing goals;
- / Meets the 30-metre setback requirement from Poole Creek;
- / Creates a single continuous public road network; and
- / Reduces the number of curb cuts along the new street connection.

Changes to the Proposed Development

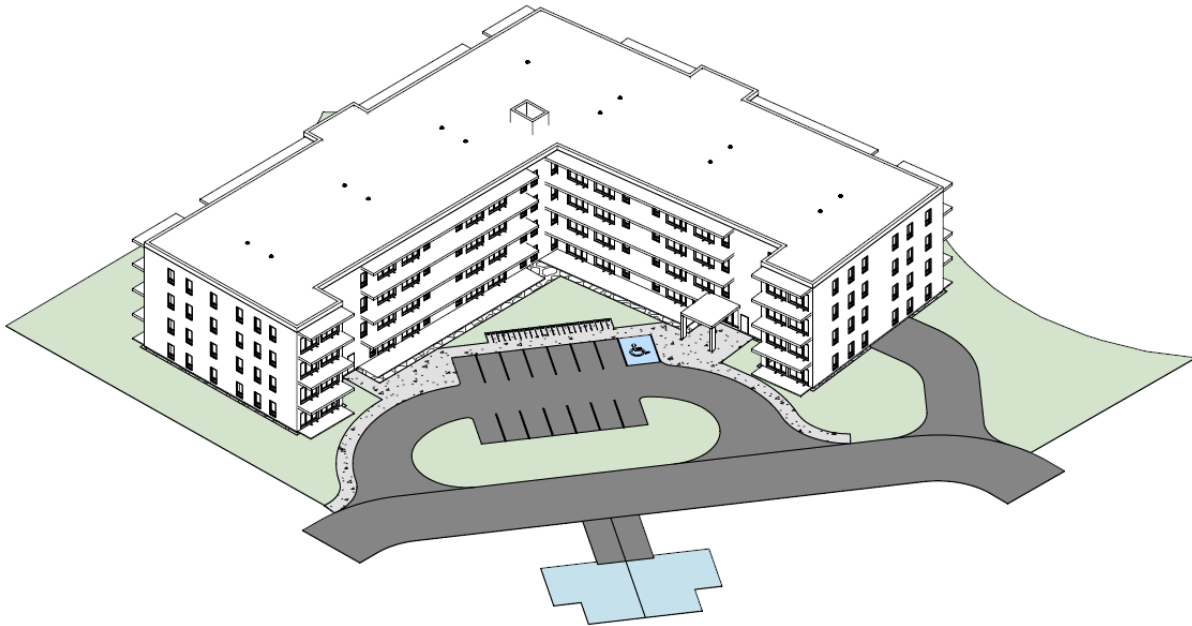


Figure 1: Proposed four-storey low-rise apartment building, with the proposed semi-detached footprints shown in blue

The revised design includes two semi-detached dwellings to complement the apartment building and frame the south side of the new public street. In the absence of the semi-detached dwellings, the block of land would otherwise result in ambiguous space, in contrast with good Crime Prevention Through Environmental Design (CPTED) principles.

Previous iterations of the plans for the subject site sought minor reductions to the setback requirement from Poole Creek to the proposed property lines, as shown in Figure 3 below. The revised design achieves the required 30-metre setback in full across the site, as shown in Figure 4.

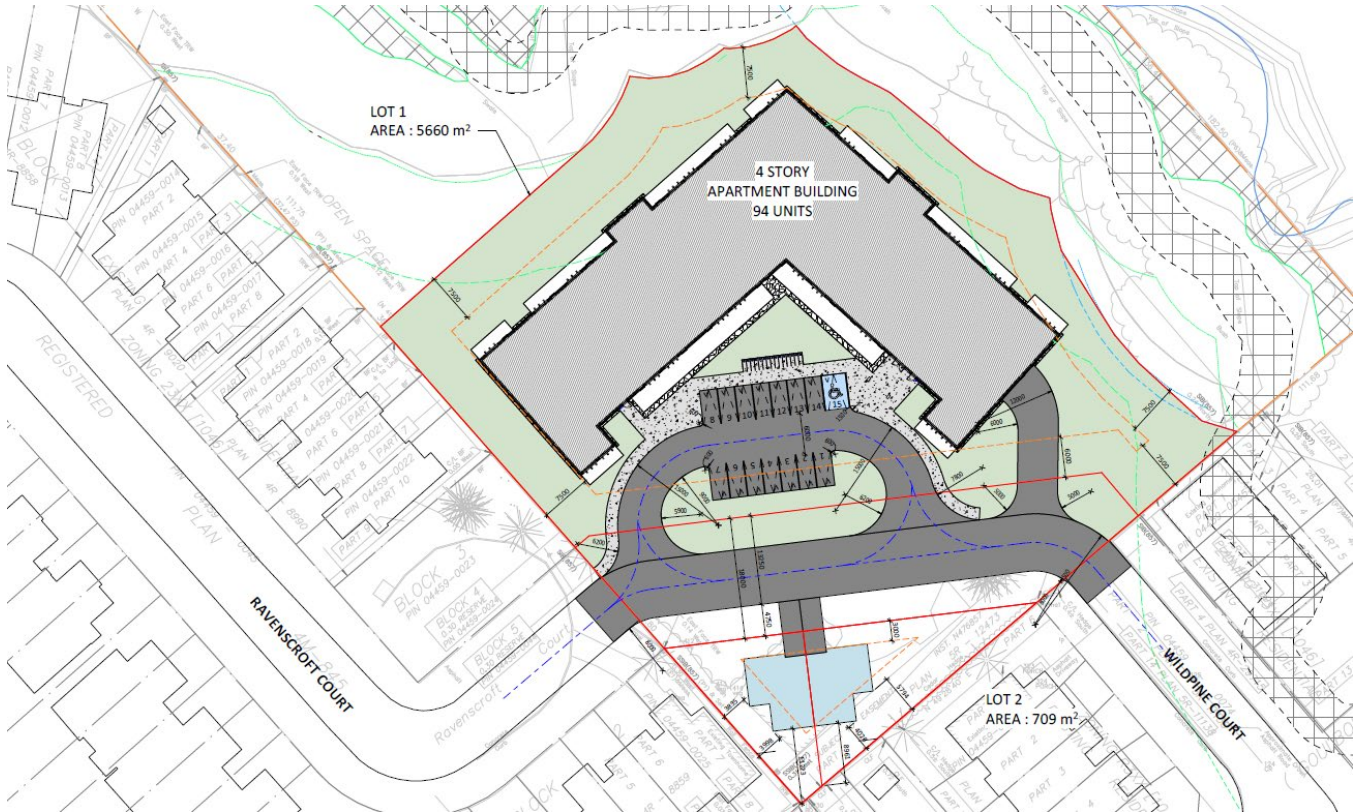


Figure 2: Revised site plan of proposed development

Zoning Provision	Required	Provided
Minimum rear yard setback	7.5 m	3.6 m


 Affected Lots Identified in Red



Figure 3: Units that required zoning relief for rear yard setbacks

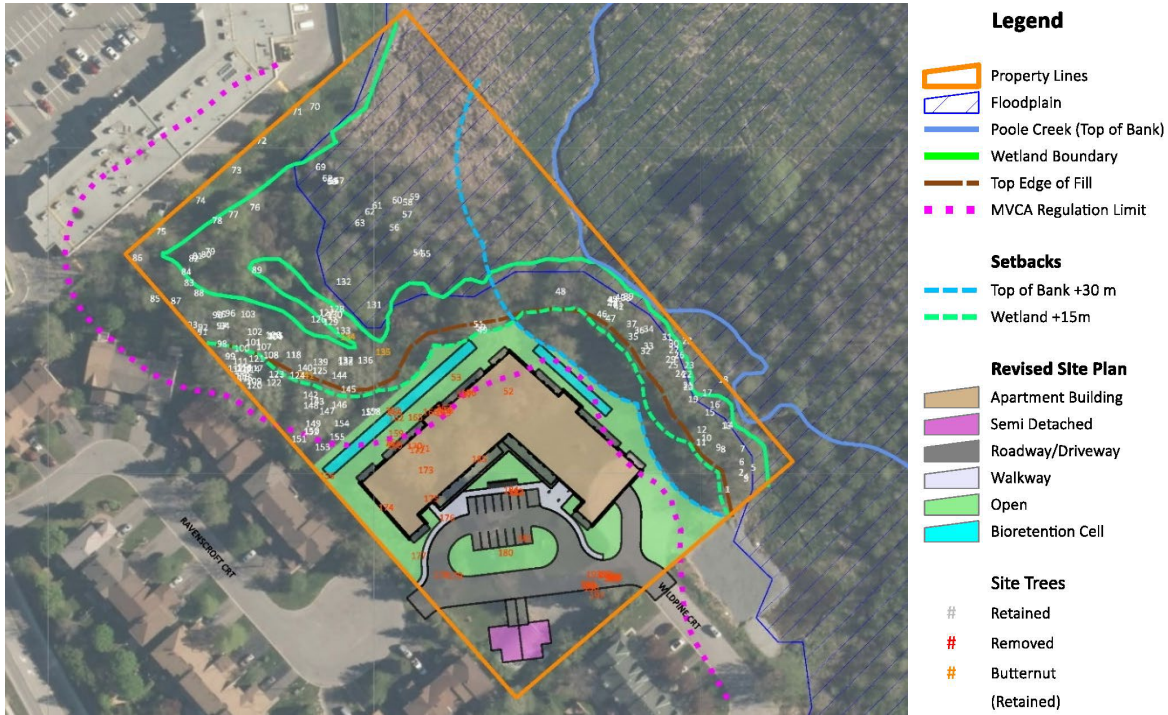


Figure 4: Revised site plan prepared by Kilgour & Associates, extracted from EIS dated June 15, 2023.

majority of the building, the required 6-metre setback is met or exceeded.

Figure 5. For the

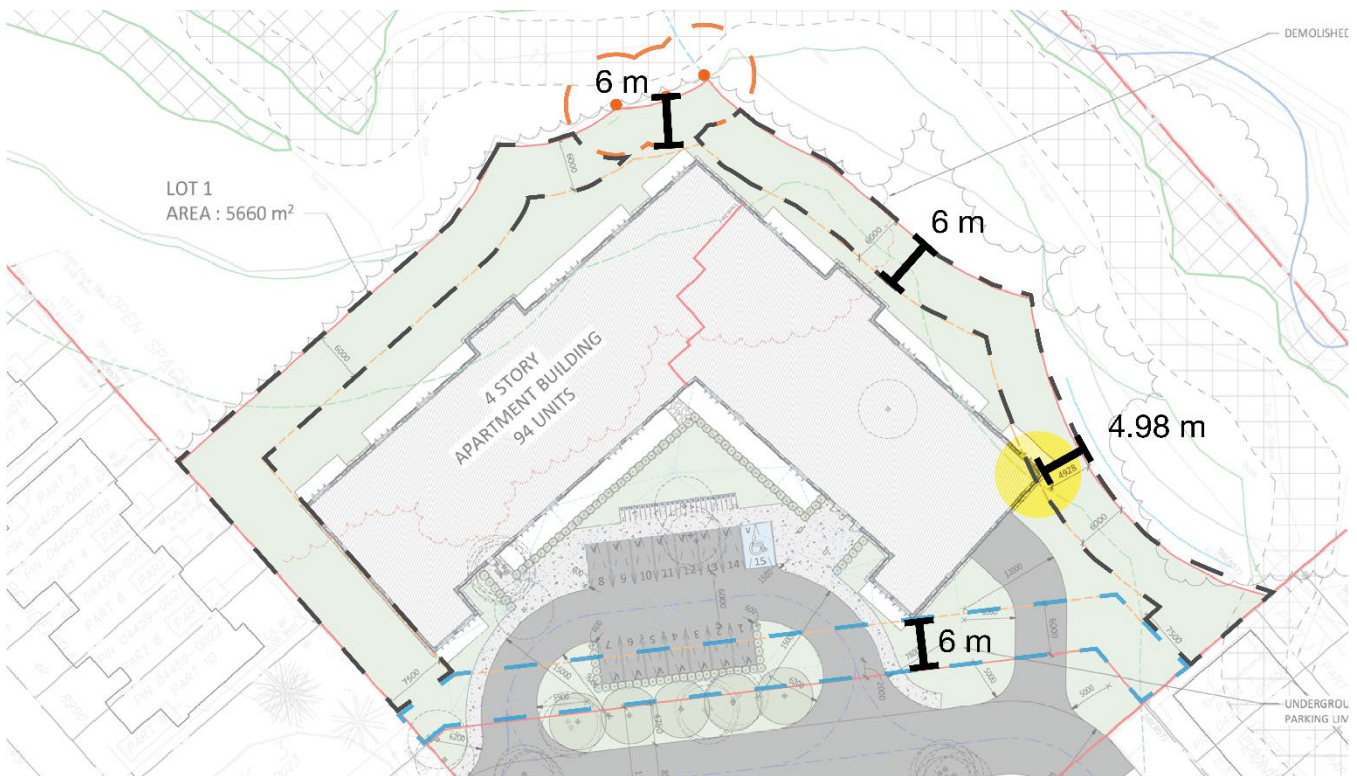


Figure 5: Extract from site plan indicating area of zoning relief for northeast setback

3.0 Policy & Regulatory Framework

3.1 City of Ottawa Official Plan (2022)

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

3.1.1 Strategic Directions

Ottawa is projected to grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents an opportunity to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

Section 2.2.1 of the Official Plan provides strategic directions for intensification and diversifying housing options as follows:

Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

The Official Plan establishes the goal that, by 2046, 60 percent of all new dwelling units are constructed in existing neighbourhoods, as opposed to undeveloped greenfield lands. The Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods, with the goal of these areas evolving towards becoming 15-minute neighbourhoods.

Provide housing options for larger households

The Official Plan is structured to provide opportunities for new ground-oriented units in residential Neighbourhoods within a short walking distance to Hubs and Corridors and to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. Policies direct to provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area. Smaller dwelling units with one- and two-bedroom apartments are intended to be located adjacent to transit stations and along corridors with transit stops.

Improve public amenities and services

To achieve the goal of directing 60 percent of all new development to existing neighbourhoods by 2046, the City will direct residential intensification to Neighbourhoods within a short walking distance of Hubs and Corridors. The new development will help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents.

The City's goals for intensification and diversification of housing options generally seek to develop new housing in the existing built-up area. The subject site is unique in Stittsville: a relatively large infill property in an existing neighbourhood that is available for redevelopment. The subject site provides an opportunity to introduce new housing options in a compatible building form to an area that is predominantly defined by townhouses. Expanding the range of housing forms will provide additional housing options for different household profiles, as well as providing opportunities for residents to remain in Stittsville and "age in place."

3.1.2 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices. Growth is intended to be located and designed to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan directs that most growth will occur within the urban area, with a majority of residential growth to be located within the built-up area through intensification, increasing over time during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 per cent of that growth is to occur within the existing urban area as it existed on July 1, 2018.

In Section 3.2, the Official Plan outlines its goals for intensification, including directing it to Hubs and Corridors, where the majority of services and amenities are located. Table 2 of the Official Plan (shown below as Table 1) contains residential intensification targets. Additionally, Table 3b of the Official Plan establishes a target residential density range of 40 to 60 units per gross hectare in Neighbourhoods within the Suburban Transect. The Plan also recognizes that densities achieved through new development may vary from the target, depending on lot fabric, neighbourhood context, and proximity to Hubs and Corridors.

Table 1: Residential Intensification Targets

	TOTAL
Ground-oriented / Large-household dwellings	49,000
Apartment / Small-household dwellings	43,000
Total Dwellings	92,000

At approximately 45 dwelling units per gross hectare, the proposed development meets the density target in the Official Plan and contributes to the achievement of the established residential intensification targets.

3.1.3 Housing

Adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being, as well as attracting and retaining highly-skilled labour and new businesses.

Market-based housing is the housing available as a result of houses being sold by existing owners and housing that is constructed in new communities. As Ottawa grows and changes with a larger population, more and different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The proposed low-rise apartment building expands the range of housing opportunities in the neighbourhood in a compatible building form, contributing to a greater diversity in unit sizes and tenure options.

3.1.4 Urban Design

Urban design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides a framework to outline the City's urban design program.

Policy 3 of section 4.6.5 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.

For the low-rise apartment building, the majority of parking will be located in an underground parking garage with limited visitor parking provided in front of the building. One (1) driveway is proposed to access the parking garage, with two (2) driveway accesses connecting to the surface parking spaces. The driveway accesses have been designed

to provide clear sight lines to the curves in the roadway. A landscaped buffer will provide visual screening between the at-grade parking spaces and the public right-of-way. Mechanical equipment and utilities are designed to be incorporated inside the building.

The driveways for the semi-detached dwellings have been paired to maximize soft landscaping in the front yards. The driveways are also located approximately mid-way between the driveways for the low-rise apartment building, reducing potential conflicts between road users.

Section 4.6.6 focuses on how to enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

Policy 6 states that 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 apartment building has been carefully sited to ensure sensitive integration into the existing neighbourhood. As a low-rise building, the height profile of the development is consistent with the neighbouring buildings. The proposed semi-detached dwellings are similarly compatible with the surrounding neighbourhood.

Policy 4 directs that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.

Amenity area has been provided for residents of the low-rise apartment building, including with balconies, terraces, and an outdoor shared amenity area. The rate provided is compliant with the required amenity area performance standards outlined in the Zoning By-law.

3.1.5 Natural Heritage, Greenspace, and the Urban Forest

The City recognizes, conserves and protects its natural landscape and environment in two ways: by identifying natural heritage features, and by designating the most important natural features in a natural heritage system consisting of core natural areas and natural linkage areas. The City also recognizes the contribution of all natural features and areas to the health of the environment, whether or not they fall within the natural heritage system.

Section 4.8.1 states that the City shall protect the natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies. Policy 2 states that the City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.

Development is proposed on lands identified as being part of the Urban Area, per Schedule C11-A – Natural Heritage System (West), backing onto lands identified as being part of the Natural Heritage Features Overlay. As part of the redevelopment, 12,092 square metres of land will be conveyed to the City of Ottawa to consolidate lands in public ownership. This will expand the amount of publicly-owned land in the Stittsville Wetland Complex and Poole Creek.

Policy 4.8.2 states that the City shall seek to provide residents with equitable access to an urban forest canopy. Policy 2 specifies that the City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors. Policy 3 states that growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Official Plan policies.

Policy 4 states that the City shall consider trees to be an important element in:

- / Infrastructure design, especially in conjunction with Low Impact Development;
- / Good urban design;
- / Good park design;
- / The design of the City's active mobility network; and
- / The design of local connections to the City's transit network.

The redesigned proposed development will not result in the removal of more trees than the original proposal; in both iterations, 42 trees are proposed to be removed and 155 trees are proposed to be retained. Trees located along the rear yards of the townhouses on the east side of Ravenscroft Court will be retained to maximize privacy and provide a green buffer between the existing dwellings and the proposed low-rise apartment building. The Site Plan Control stage will provide an opportunity for further refinement of new plantings, including trees. The siting of the both the low-rise apartment building and semi-detached dwellings provide sufficient space and soil volume for tree plantings.

Section 4.8.3 indicates that the city shall provide residents with equitable access to an inclusive urban greenspace network. Policy 1 confirms that the City shall protect all of its various types of greenspaces as described in Section 7 for their ecosystem services and their contributions to healthy, active communities. To support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:

- / Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
- / Within a 10-minute safe walking distance (800 metres), two green public spaces; and
- / Within a 15-minute trip by transit, a publicly-owned natural area.

As part of the proposed development, lands will be conveyed to the City, contributing to its goals of providing a range of greenspace options to urban residents.

3.1.6 Water Resources

Section 4.9 provides direction for Water Resources, which comprise an essential resource that shall be protected. Section 4.9.3 establishes a setback requirement of 30 metres from surface water features for new development, with the lands within the setback remaining in a naturally vegetated condition.

Nearby Poole Creek will not be disturbed as a result of the proposed development and surrounding lands will be kept in a natural state. The proposed development achieves the required 30-metre setback from the top of bank of Poole Creek.

3.1.7 Transect, Designation, and Overlay

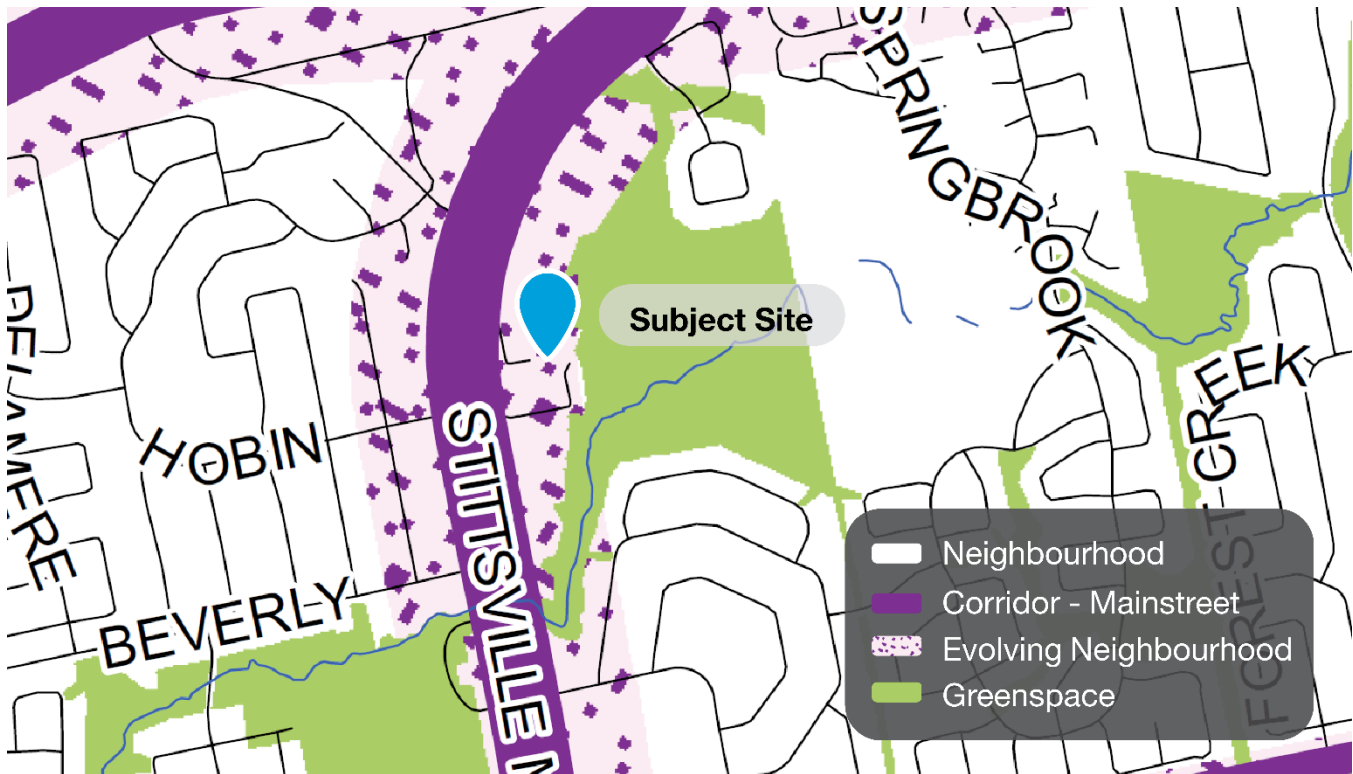


Figure 6: Schedule B5 - Suburban (West) Transect (City of Ottawa Official Plan, 2022)

The subject site is located in the Suburban Transect on Schedule A of the Official Plan and is designated as Neighbourhood and Greenspace on Schedule B6. Due to its proximity to Stittsville Main Street, a Mainstreet Corridor, the site is subject to an Evolving Neighbourhood Overlay.

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt and is generally characterized by low- to mid-density development. Policy 2 of Section 5.4.1 indicates that development shall be low-rise within Neighbourhoods. The Official Plan also supports ground-oriented housing forms in Neighbourhoods, with low-rise multi-unit dwellings near street transit routes.

Low-rise building heights range from one (1) to four (4) storeys, which describes both dwelling typologies proposed for the subject site. The site is located within walking distance of a Mainstreet Corridor that is designated as a Transit Priority Corridor on Schedule C2.

Section 5.4.4. provides direction for new development in the Suburban Transect. Policy 1 indicates that greenfield development will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating, among others:

- / A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- / A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets [...];
- / Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures.

The proposed development connects Wildpine Court and Ravenscroft Court, fulfilling the original intention of the neighbourhood's street grid and creating a fine-grained, fully-connected street network. Connecting the two streets will encourage connectivity and walkability, transforming both streets from culs-de-sac to access streets.

As surface parking is proposed in front of the low-rise apartment building, consideration has been given to landscaping the front yard with plantings to provide appropriate screening from the street.

Section 5.4.5 provides direction to Neighbourhoods located within the Suburban Transect. Policy 1 states that Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy. The Plan requires the Zoning By-law to implement the density thresholds in a manner which adheres to the built form requirements of the Evolving Overlay, as applicable and that:

- / 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;
- / Generally provides for up to 3-storey height permission, and where appropriate 4-storey height permissions, to allow for higher-density low-rise residential development; and
- / Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right-of-way.

The proposed development reflects an existing housing typology that already exists in the neighbourhood, complementing the four-storey low-rise retirement residence located to the southeast at 10 Wildpine Court. The proposed development will assist the City in achieving its residential intensification goals by proposing a compatible low-rise building form that frames the public right-of-way.

Section 5.6.1 provides direction on Built Form Overlays. The Built Form Overlays are meant to provide built form direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1.1 provides built form direction for the urban area where intensification is anticipated to occur. Policy 1 states that the Evolving Overlay will apply to areas that are in a location or at a 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 the Plan. The Evolving 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:

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

Per Policy 3, in the Evolving Overlay:

- / The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design;
- / Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the

City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan.

The proposed development exceeds the minimum density target of units per hectare, which is appropriate given its location in an Evolving Neighbourhood Overlay. The site's proximity to a Mainstreet Corridor makes it an ideal location for additional density. The proposed apartment building is an appropriate height and density, given its distance from the Corridor.

In addition to the Evolving Neighbourhood Overlay, lands designated as Greenspace are also subject to a Natural Heritage Features Overlay. Section 5.6.4 provides direction for all Natural Heritage Overlays and section 5.6.4.1 discusses how the City shall protect the Natural Heritage System and Natural Heritage Features. Specifically, policy 3 states that the City shall protect natural heritage features for their natural character and ecosystem services.

Policies 4 and 5 state that development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study (EIS) prepared in accordance with the City's guidelines. Development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features and shall be consistent with the conclusions and recommendations of an approved EIS.

A revised EIS memo has been prepared by Kilgour & Associates dated June 15, 2023, which confirms that the proposed development will have no significant negative impacts on natural features or their ecological functions, subject to mitigation measures.

Section 6.3 provides direction for sites designated as Neighbourhoods. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Plan that they, along with Hubs and Corridors, permit a mix of building forms and densities.

Section 6.3.1 explains how the City intends to define Neighbourhoods and set the stage for their function and change over the life of the Plan. Policy 2 states that permitted building heights in Neighbourhoods shall generally be low-rise.

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

- / Generally, a full range of low-rise housing options sufficient to meet or exceed growth management goals;
- / Housing options with the predominant new building form being missing middle housing; and
- / Parks, open spaces and linkage areas meant to serve as public space.

Policy 5 states that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- / 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;
- / Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- / Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in [the above two bullets].

The proposed development contributes to the creation of a full range of low-rise housing options, which will introduce the residential density necessary to support 15-minute neighbourhoods. The location of the proposed low-rise apartment building, within proximity to a designated Corridor and public transit route, is appropriate for the proposed building form.

Section 6.3.2 provides guidance on the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods. Policy 5 states that amenity areas that are provided outdoors for low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.

The proposed low-rise apartment building includes a mix of balconies, terraces, and outdoor amenity space for future residents.

3.2 Urban Design Guidelines for Low-Rise Infill Housing (2022)

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for low-rise residential infill that will help achieve Ottawa's intensification objectives outlined in the Growth Management section of the Official Plan. The design of low-rise residential infill will be important as Ottawa's neighbourhoods evolve to meet contemporary planning challenges and the strategic directions outlined in the Official Plan.

The objectives of the guidelines are to help create infill development that will, among others:

- / 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;
- / Include more soft landscaping and less asphalt in front and rear yards; and
- / Incorporate environmental innovation and sustainability.

The proposed development adheres to several of the guidelines, a selection of which are highlighted below:

#	Guideline	Response
1.0	Streetscapes	
1.1	Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.	Principal entries, windows, porches and key internal uses are located at street level.
1.2	Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration.	The proposed development complements the existing low-rise character of surrounding streets.
1.6	Design accessible walkways from private entrances to public sidewalks.	All points of entry to the low-rise apartment building and semi-detached dwellings will be accessible by walkways.
2.0	Landscapes	
2.1	Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and	

#	Guideline	Response
	provide adequate soil volume for the planting of large sized trees.	Soft landscaping will be provided in the front yard. Adequate soil volume for planting trees will be provided.
2.5	Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions.	
2.7	In order to enhance a sense of separation when infill is close to the street, use planting and/or low fencing, where feasible to define the boundary between the public space of the street and the semi-public space of the front yard.	Plantings will be provided to create a buffer between the parking area in front of the low-rise apartment building and the street.
3.0	Building Design (Built Form)	
3.1	Siting	
3.1.1	Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street.	The low-rise apartment building and semi-detached dwellings are both sited to face and animate the public streets.
3.1.2	Locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.	The proposed low-rise development is consistent with the surrounding neighbourhood, with front-facing entrances and outdoor amenity areas.
3.1.3	In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's Transect-, Overlay-, and Neighbourhood policies, and local lot sizes, including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.	The proposed lots meet the requirements of the requested subzones. Siting of the apartment building has been managed to ensure that the relationship to existing dwelling units is appropriate. Siting of the semi-detached dwellings ensures that all yards are appropriate.
3.1.4	Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and rooftop decks to respect the privacy of the surrounding homes.	Balconies of the apartment building face either the public street or the open space to the rear; no balconies are proposed in the interior side yard where the building faces neighbouring properties' rear and interior side yards.
3.1.5	In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots.	Setbacks have been designed to respond to the surrounding context, while framing both sides of the street.
3.1.6	Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them.	Units on the north side of the low-rise apartment building will face the open space to the rear.

#	Guideline	Response
3.1.8	Determine appropriate side and rear separation distances between existing homes and new infill homes/housing blocks to ensure appropriate space for landscaped area and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy.	The proposed development generally meets or exceeds the minimum setbacks for the proposed subzones. Modest zoning relief is required in select areas where the minimum setbacks cannot be met. Sufficient space is provided for landscaping, both in front of the apartment building and in the front and rear yards of the semi-detached dwellings. The orientation of the low-rise apartment building minimizes shadows cast on the adjacent existing dwellings and ensures that windows are generally not located adjacent to neighbouring properties.
3.1.9	Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Limit disruption to an existing neighbourhood pattern of green rear yards caused by reducing required rear yard setbacks.	<p>The semi-detached dwellings have rear yard amenity spaces consistent with the pattern of neighbouring homes. Despite the unusual lot shape, the rear yards generally back on to rear yards or the rear portions of interior side yards of adjacent homes.</p> <p>The apartment building's rear yard is adjacent to open space. Landscaping will be provided in the rear yard.</p>
3.2	Mass/ Height	
3.2.1	Design infill in a manner that contributes to the quality of the streetscape and considers the impacts of scale and mass on the adjacent surrounding homes.	Impacts of scale and mass have been carefully considered: the low-rise apartment building has been oriented so that the longest wall is perpendicular to the existing dwellings on Ravenscroft and Wildpine Courts.
3.2.2	In cases where larger infill development backs on to lower-scale residential properties or public open space, provide a suitable buffer zone in order to address bulk, massing, and privacy concerns.	Six-metre setbacks are provided in all locations where the low-rise apartment building abuts adjacent properties, either meeting or exceeding the required interior side yard setback for the proposed R4Z subzone. This provides sufficient space to retain trees and provide for a suitable buffer zone between the apartment buildings and townhouse dwellings.
3.2.3	Where the new development is higher than the existing buildings, create a transition in building heights through the harmonization and manipulation of mass. Add architectural features such as porches and bays, and use materials, colours and textures to visually reduce the height and mass of the new building.	Consistent with surrounding character, the proposed development is entirely composed of low-rise development.
3.3	Architectural Styles and Facades	
3.3.3	Provide primary building entrances that are inviting and visible from the street by:	Primary building entrances for the apartment building and semi-detached dwellings are visible from and face the street.

#	Guideline	Response
	<ul style="list-style-type: none"> <li data-bbox="305 275 906 338">/ Using quality and eye-catching materials and features at the entry; <li data-bbox="305 338 906 401">/ Adding architectural elements such as porches which promote street-oriented interaction; <li data-bbox="305 401 906 558">/ Keeping front doors prominent and close to the ground to match the pattern of the doors on the street and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance; and <li data-bbox="305 558 906 695">/ Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door. 	
3.3.4	Ensure that when one or more units are constructed on adjacent properties, they relate to each other and the existing fabric on the street. At the same time, design the infill units with distinguishing characteristics (e.g., different materials, colours, rooflines, windows and door treatments) so that they have distinct identities.	The proposed semi-detached buildings will be compatible with, but not identical to, surrounding residential development. Characteristics from the neighbourhood will be represented in the design of the buildings, such as with the peaked roofline, front-facing garage, and large windows.
4.0	Parking and Garages	
4.3	In order to minimize paved surface area and pedestrian/vehicular conflicts at the sidewalk, and to maximize room for soft landscaping and on-street parking, build shared underground parking that is contained within the site when multiple units are proposed, if parking is required.	Underground parking is proposed for the low-rise apartment building, with the majority of parking provided underground (98 spaces).
4.7	Limit the number and width of access depressions (curb cuts) and share driveways in order to maintain as much on-street parking as possible.	Curb cuts have been minimized by sharing driveways between the semi-detached dwellings and by utilizing the same drive aisle to provide access to front yard parking and the parking garage for the apartment building.

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

The subject site is currently zoned Residential Third Density Zone Subzone XX, exception 1046 (R3XX[1046]). Permitted uses in the R3XX subzone include detached, duplex, link-detached, semi-detached, three-unit, and townhouse dwellings, as well as planned unit development. Exception 1046 stipulates a maximum density of 40 units per hectare. Due to the site redesign, a new subzone has been proposed for the low-rise apartment building, while the semi-detached dwellings are proposed to utilize the R3XX subzone.

A review of Section 54 of the Zoning By-law, which includes the Definitions, was completed to determine the yards of the two proposed buildings. Figure 7, below, shows the yard interpretations for the two buildings.



Figure 7: Review of yards based on Zoning By-law definitions

Table 2 below provides an evaluation of the proposed development against the provisions of the Residential Fourth Density, Subzone Z (R4Z), while Table 3 provides an evaluation of the semi-detached dwellings against the provisions of the Residential Third Density, Subzone XX (R3XX). Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 2: Proposed R4Z Subzone performance standards and analysis for the low-rise apartment building

R4Z	Requirement	Provided	Compliance?
Minimum Lot Width (m) Table 162A	18 m	87.95 m	✓
Minimum Lot Area (m²) Table 162A	450 m ²	5,665 m ²	✓
Maximum Building Height (m) Table 162A	15 m	13.8 m	✓
Minimum Front Yard Setback (m) Table 162A	3 m	6 m	✓
Minimum Rear Yard Setback (m) Table 164B, endnote 6	6 m	6 m	✓
Minimum Interior Side Yard Setback (m) Table 162B, endnote 6	For any part of a building located within 21 m of a front lot line the minimum required interior side yard setback is as follows:		--

R4Z		Requirement	Provided	Compliance?
		Where the building wall is greater than 11 m in height: 3 m	4.93 m	✓
		In all other circumstances the minimum required interior side yard setback is 6 m.	6 m	✓
Landscaped Area Requirement s. 161(8)		30%	64%	✓
Amenity Area Table 137 s. 137(4)	Total Amenity Area	6m ² per dwelling unit: 564 m ²	Communal amenity: 282 m ² Private balconies/ terraces: 1,234 m ² Total: 1,516 m ²	✓
	Communal Amenity Area	A minimum of 50% of the required total amenity area: 282 m ²	282 m ²	✓
	Layout of Amenity Area	Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Communal room ground floor: 59 m ² Exterior landscaped area: 107 m ² Outdoor amenity: 116 m ²	✓
	Amenity area as part of landscaped area	Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements	Included	✓
Parking Requirements				
Parking Requirements Area C on Schedule 1A		Min. required resident parking spaces: 1.2 parking spaces/ dwelling unit, less 10% (94 units * 1.2) -10% = 102 resident parking spaces	Proposed to utilize a minimum rate of 1.0 parking spaces/ dwelling unit 98 parking spaces	✗
		Min. required visitor parking spaces: 0.2 parking spaces/ dwelling unit 94*0.2 = 19 visitor parking spaces	19 visitor parking spaces	✓
Vehicle Parking Space Dimensions s. 106		Must be 2.6 m x 5.2 m	2.6 m x 5.2 m	✓

R4Z	Requirement	Provided	Compliance?
Aisle and Driveway Provisions s. 107(1)(a), s. 107(1)(c)	<p>Minimum width of double-lane driveway providing access to a parking garage: 6m</p> <p>Maximum width for parking garage serving low-rise apartment dwelling with >20 parking spaces: 6.7 m</p> <p>Width of aisles in a parking garage for parking oriented at 90°: 6 m</p>	<p>6 m</p> <p>6 m</p>	<p>✓</p> <p>✓</p>
Location of Parking s. 109(3)(a)	<p>In the R4 zone, no parking space is permitted in a required and provided front yard</p>	<p>Visitor parking located in the front yard</p>	<p>✗</p>
Landscaping Provisions for Parking Lots s. 110(1)	<p>Min. of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area comprised of the following:</p> <p>A landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway may cross the landscaped buffer; and</p> <p>in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.</p>	<p>Perimeter landscaping around parking lot provided.</p>	<p>✓</p>
Minimum Required Width of a Landscaped Buffer of a Parking Lot, 11-99 parking spaces Table 110	<p>Abutting a street: 3 m</p>	<p>Abutting a street: 3 m</p>	<p>✓</p>
Bicycle Parking s. 111	<p>0.5 per dwelling unit: 94 dwelling units * 0.5 = 47 bicycle parking spaces</p>	<p>51 bicycle parking spaces</p>	<p>✓</p>
Bicycle Parking Space Dimensions	<p>Horizontal: 0.6 m by 1.8 m</p>	<p>Horizontal: 0.6 m by 1.8 m</p>	<p>✓</p>

R4Z	Requirement	Provided	Compliance?
s. 111	Vertical: 0.5 m by 1.5 m (Max 50% of required spaces)		
Bicycle Parking Access Aisle Width s. 111	1.5 m	1.5 m	✓
Setback from Watercourse	From normal high-water mark: 30 m	30 m	✓

Table 3: Proposed R3XX Subzone performance standards and analysis for the proposed semi-detached dwellings

R3XX[1046]	Requirement	Provided	Compliance?
Maximum Net Density [1046]	40 units/ ha	2 units/ 0.07 ha = 28 units per hectare	✓
Minimum Lot Width (m) Table 160A	7 m	West lot: 20.8 m East lot: 35.03 m	✓
Minimum Lot Area (m²) Table 160A	190 m ²	West lot: 304 m ² East lot: 405 m ²	✓
Maximum Building Height (m) Table 160A	11 m	8.6 m	✓
Minimum Front Yard Setback Table 160A	6 m	3 m	✗
Minimum Rear Yard Setback Table 160A	7.5 m	3.9 m	✗
Minimum Interior Side Yard Setback Table 160A	0.9 m	4.03 m	✓
Minimum Required Parking Spaces	1 per dwelling unit	1 per dwelling unit	✓
Minimum Parking Space Dimensions	Must be 2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Driveway Provisions s. 107(3)(a)	Minimum width: 2.6 m	3.1 m	✓

4.0 Proposed Zoning By-law Amendment

4.1 R4Z[XXX]

To facilitate the proposed development, a Zoning By-law Amendment is being submitted to rezone the northern parcel to Residential Fourth Density, Subzone Z, Special Exception XXX (R4Z [XXX]). The special exception would address site-specific performance standards in the following areas:

Minimum Resident Parking Rate

A rate of 1.0 parking spaces per dwelling unit and 94 parking spaces are proposed when 1.2 parking spaces per dwelling unit and 103 parking spaces are required. This reduction is consistent with parking rates applied on similar projects in Stittsville, as well as other parts of Ottawa.

The 1.2-space requirement is also inconsistent with the 1.0-space requirement for similar developments in other areas of Ottawa (including the rural area), and the 1.0-space requirement for other building types, such as dwelling units in mixed-use buildings. The requested rate change intends to align the requirement with these other contexts, market realities, and efficiency imperatives.

Location of Parking

The design of the building is strategic to reduce massing impacts on neighbours and the public realm, as well as to move vehicular parking away from the sensitive environmental areas to the rear. Whereas a parking lot would be permitted in the rear yard, a location in the front yard is less environmentally impactful and provides for visitor parking in an accessible and identifiable location. Landscaping will be provided to mitigate visual impacts.

4.2 R3XX[XXX]

The Zoning By-law Amendment also seeks to rezone the southern parcel to “Residential Third Density, Subzone XX, Exception XXX (R3[XXX])”. Although the R3XX[1046] zoning is already in-place, the special exception would provide relief from the minimum front yard setback provision, as detailed below:

Minimum Front Yard Setback

Whereas a 6-metre front yard setback is required, a setback of 3 metres is provided. The reduced setback results primarily from the need to accommodate an appropriate rear yard setback on a triangular-shaped lot, favouring a more northward siting of the dwellings. The reduced setback is appropriate for the following reasons:

- / While the semi-detached dwellings frame the public street connection and continue the streetscape, the angle of the right-of-way at this location ensures that the reduced setback does not appear inconsistent with the siting of adjacent dwellings to the west and south.
- / In addition to the designated parking spaces located in the garage of the dwellings, there is sufficient space to park a vehicle in the driveway to accommodate visitors. Continuing the existing roadway width along the public street connection, the distance between the garage door of the semi-detached dwellings and the roadway edge is a total of 7.5 metres, which is greater than the minimum length of a parking space, 5.2 metres. Consequently, most standard-sized vehicles will be able to fit in the driveway without encroaching onto the public road.
- / The shallower front yard setback permits for more useable rear and side yards and increases the separation distance between the two semi-detached dwellings and adjacent dwellings.

Minimum Rear Yard Setback

Due to the shape of the lot, relief is sought for the rear yard setbacks. Whereas 7.5 metres is required, 3.9 metres is provided at the narrowest point. The distance between the building and other points of the rear yard exceed the

required minimum, providing adequate separation distance from nearby dwellings. The rear yard configuration will continue to provide adequate private amenity space for occupants of the dwelling.

5.0 Supporting Studies

5.1 Environmental Impact Statement (EIS)

Kilgour & Associates has prepared an updated EIS memo dated June 15, 2023 to assess the revised concept. The EIS states:

The updated conceptual stormwater management servicing for the site directs stormwater in two general directions. Firstly, the stormwater management solution for the apartment block consists of rooftop control and two bioretention cells. The drainage system for the apartment block also includes a system to drain the lands above the extended portion of the underground garage structure. The two bioretention cells, together with the storage on the roof of the building, will provide sufficient storage and infiltration to control flows to pre-development release rates from the site and mimic the pre-development water balance. The bioretention cells include a 450-millimetre-deep surface storage basin with a level spreader overflow berm to the downstream receiver, a soil layer consisting of filter media to facilitate water quality treatment and a storage layer of clear-stone to hold runoff prior to infiltration. The west bioretention cell along the wetland side of the site is 60 metres long and the east bioretention cell, fronting Poole Creek, is 30 metres long. The bioretention cells are located within the setback limits of the site.

Secondly, stormwater management for the public right-of-way and residential semi-detached units fronting the right-of-way will use the existing storm sewer on Wildpine Court. Storage will be provided by means of a superpipe in the rear yard of the residential site, which will discharge to the public storm sewer. To mitigate the impact of the increased flows on the hydraulic grade line, the downstream sewer is recommended for upsizing to a 400-millimetre diameter PVC sewer which will provide additional capacity for the increased flows.

The memo concludes that the proposed development will have no significant negative impacts on natural features or their ecological functions if all mitigation measures provided within the report are followed.

5.2 Geotechnical Investigation and Slope Stability Analysis

EXP prepared a Geotechnical Investigation and Slope Stability Analysis dated June 15, 2023.

The report notes that, since the issuance of the original report in August 2021, periodic monitoring of the groundwater table in the piezometers/wells installed at the site were collected in 2022 and 2023, with the latest reading taken on June 14, 2023. A review of the latest reading indicates that the depth of the groundwater at the site ranges between 2.2 to 3.1 metres below ground surface (Elevation 113.82 to 112.72 metres).

Due to the new layout, a limited number of current test holes are situated within the building envelope. Therefore, it is proposed that additional boreholes/test pits are to be completed within the building envelope to collect additional data on the subsurface condition, and depth of fill/organic.

5.3 Hydrological Impact Study

J.L. Richards prepared a Hydrological Impact Study dated June 12, 2023. The report concludes that the proposed development will result in increased runoff and reduced infiltration in the water budget for the site. However, the long-term continuous simulation modelling has shown that the mitigation measures proposed in the stormwater management for the site, including the infiltration trench and outlet control, will increase infiltration beyond what is currently experienced and impact on the adjacent wetland will be minimal.

5.4 Noise Control Feasibility Study

J.L. Richards prepared a Noise Control Feasibility Study dated June 14, 2023. The report concludes that predicted noise levels are not expected to exceed the City of Ottawa Environmental Noise Control Guidelines (ENCG) and Ministry of Environment (MOE) criteria for the proposed units within the development, due to the distance between the noise source and units, as well as the existing residential and commercial buildings.

Based on the freefield noise contours, no lots/units require any noise mitigation measures or warning clauses.

5.5 Assessment of Adequacy of Public Services

J.L. Richards prepared an Assessment of Adequacy of Public Services dated June 14, 2023. Conclusions are as follows:

- / **Water Servicing:** Based on the HNA presented above, it is expected that the proposed 200 mm diameter watermain loop can provide adequate water supply to the apartment building (via the proposed 200 mm diameter water service) and the two semi-detached units. The peak hour, maximum day plus fire flow, and maximum HGL pressures achieve the required design criteria. The peak hour pressure for the building and the two semi-detached units exceeds the minimum criteria of 276 kPa (40 psi). The maximum day plus sprinkler flow pressure for the building and the two semi-detached units exceeds the minimum requirement of 140 kPa (20 psi), and the maximum HGL pressure for the building and the two semi-detached units is below the maximum pressure constraint of 552kPa (80 psi). The required fire flow calculated in accordance with FUS can be supplied by the sprinkler system and the existing/proposed municipal hydrants.
- / **Wastewater Servicing:** Wastewater from this development is tributary to the existing Wildpine Court 250 mm diameter sanitary sewer which is available at the site boundary limit. The theoretical peak wastewater flow of 2.10 L/s will be accommodated by proposed Wildpine 200 mm diameter sewer extension which will be at the minimum slope of 0.32%.
- / **Storm and SWM Servicing:** The proposed development for the site has a stormwater management solution which achieves the required water quantity and quality criteria for the site. Flows from the site are controlled to the pre-development release rate from the site in all events in up to the 1:100 year event, predevelopment water balance is achieved with the proposed bioretention cells and water quality is also provided.

5.6 Trip Generation Memo

J.L. Richards prepared a Trip Generation Memo dated June 15, 2023. The report found that the proposed development is projected to generate an approximate two-way total of 40 and 39 person trips/h during the weekday morning and afternoon peak hours, respectively. With regard to projected modal site generated trips, the site is projected to generate approximately:

- / **Vehicle trips:** two-way volumes of 20 veh/h during both weekday morning and afternoon peak hours;
- / **Active modes:** two-way person trips of 1 person/h, during both weekday morning and afternoon peak hours; and
- / **Transit trips:** during weekday morning and afternoon peak hours, the proposed development is projected to generate approximate two-way person trips of 9 persons/h during both weekday morning and afternoon peak hours.

The proposed development is projected to generate 'new' two-way vehicle volumes of 20 veh/h during both weekday morning and afternoon peak hours. This equates to approximately one new car every 3 minutes and as such, the addition of this traffic is understood to be negligible.

The report concludes that the proposed development fits well into the context of the surrounding area and it is projected to have an acceptable impact on the surrounding transportation network. The design and location of the proposed development also serves the City of Ottawa's policies, goals and objectives. From a transportation perspective, approval of the proposed development at 37 Wildpine Court is recommended.

6.0 Conclusion

It is Fotenn's professional opinion that these applications represent good land use planning and are in the public interest. The development is in the public interest for the following reasons:

- / The proposal is consistent with the policies of the Provincial Policy Statement (2020);
- / The proposed development conforms to the City of Ottawa Official Plan (2022) policies by proposing a compatible low-rise residential development, contributing to a range of housing types, tenures and choice in the area;
- / The proposed apartment building and the semi-detached dwellings comply with the majority of performance standards in the R4Z subzone and the R3XX subzone, respectively;
- / The relief requested for both buildings are reasonable and appropriate;
- / The proposed development is supported by technical studies.



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