

FOTENN

800 EAGLESON ROAD – MINOR ZONING BY-LAW AMENDMENT





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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Ironclad Developments Eagleson Inc. (Ironclad), is pleased to submit the enclosed Minor Zoning By-law Amendment Application for the lands municipally known as 800 Eagleson Road in the Kanata South community of the City of Ottawa.

1.1 Application History

The property known as 800 Eagleson Road is the subject of multiple recent and current planning applications. A Zoning By-law Amendment (By-law 2014-327) was approved in 2014 that rezoned the property to an Arterial Mainstreet (AM) designation. A current application for Site Plan Control approval (D07-12-18-0096) to permit a six (6) storey residential building with 143 dwelling units and associated parking is being processed. It should be noted that this Site Plan application has completed technical circulation and review.

1.2 Purpose of the Application

In order to permit development of the proposed six (6) storey residential building on the property, the following zoning deficiency must be addressed:

- 1) To permit a reduced number of resident parking spaces to 0.97 parking spaces per dwelling unit or 139 parking spaces, whereas the By-law states that the required number of resident parking spaces is 1.2 parking spaces per dwelling unit, which in this case is 172 parking spaces.

Once this zoning deficiency is addressed via this application, development of the six (6) storey residential apartment building can proceed as per the previously submitted Site Plan Control application (D07-12-18-0096).

2.0 SURROUNDING AREA AND CONTEXT

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2.1 Subject Property

The undeveloped subject property at 800 Eagleson Road is an irregularly shaped, triangular lot with frontages along Eagleson Road and Fernbank Road.

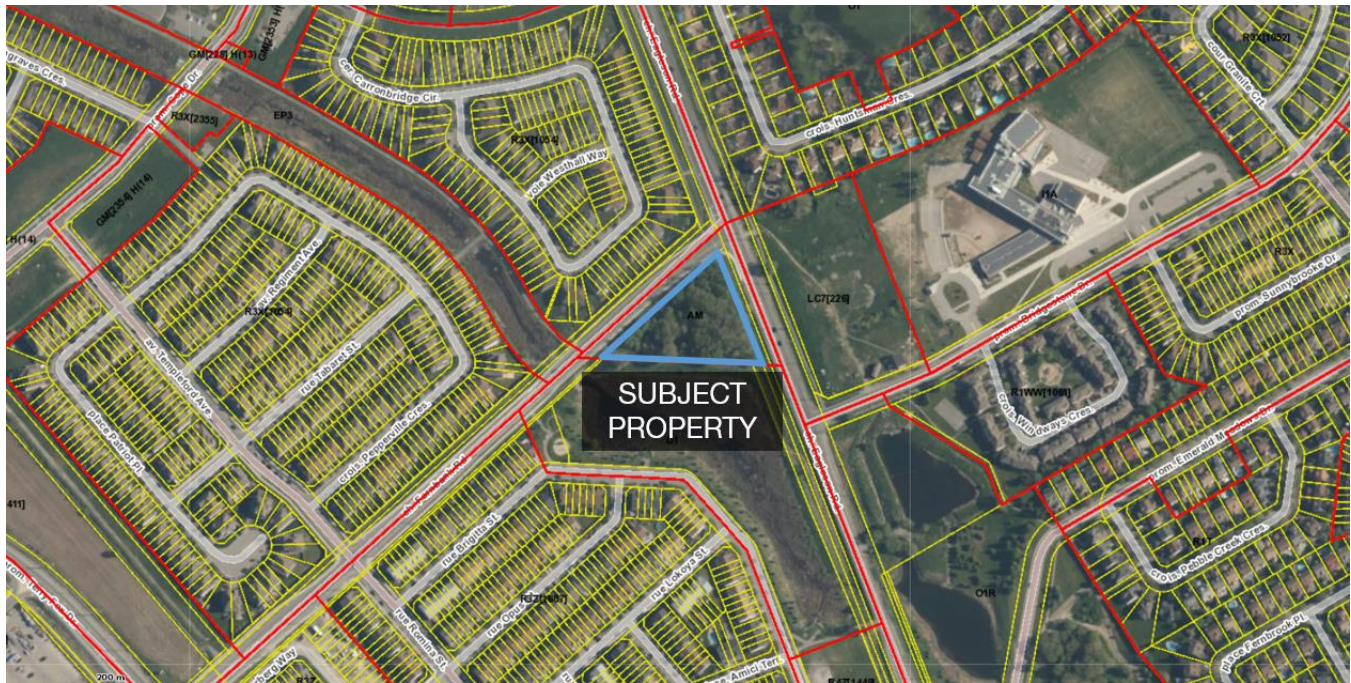


Figure 1. Subject property at 800 Eagleson Road.

2.2 Surrounding Area

The subject property is located in Ottawa's west end community of Glen Cairn – South Kanata. The surrounding area is characterized by mostly low-rise residential communities, and beyond that, by agricultural type uses as well as some small pockets of commercial and employment activity (see Figure 2). The subject property is approximately 4.8 km south of Highway 417 (Queensway) and 5.3 km west of Highway 416.

The subject property is located in close proximity to three (3) major commercial areas, being: the Walmart Supercentre commercial area southwest of the subject property, the Real Canadian Superstore north of the subject property, and slightly further north along Eagleson Road is a large commercial area with several retail and service uses as well as some employment areas, known as Eagleson Place.

Two (2) elementary schools are located in the community including one, Maurice Lapointe Public Elementary School, located across the subject property on Bridgestone Drive and the second located slightly northeast of the proposed development, being Bridlewood Community Elementary School.



Figure 2. 800 Eagleson Road - Surrounding Area.

The surrounding uses can be described as follows:

North: Low-rise residential consisting of mostly single-family dwellings, semi-detached dwellings, townhouses; Real Canadian Superstore commercial plaza; Eagleson Place commercial and retail area.

East: Vacant lands and Maurice Lapointe Elementary School; low-rise residential neighborhoods.

South: Directly south of the subject property is a portion of the Monahan Drain; further south along Eagleson Road is the Bridlewood Trails Retirement Community.

West: Low-rise residential neighborhoods across Fernbank Road; further west is the Walmart Supercentre commercial area.

2.3 Road Network

The subject property is well served by the local road network and is located at the convergence of Fernbank Road and Eagleson Road; both identified as arterial roads under Schedule E of the City of Ottawa's Official Plan (Figure 3). Arterial roads are the major roads of the City intended to carry large volumes of traffic over the longest distances. They also function as major public and infrastructure corridors. A conceptual re-alignment of Bridgestone Drive, a Major Collector road, is also identified on Schedule E; however, it is listed as an undefined conceptual re-alignment and therefore has no status or projected completion. This re-alignment would pass south of the subject property, around the portion of the Monahan Drain abutting the property to the south.

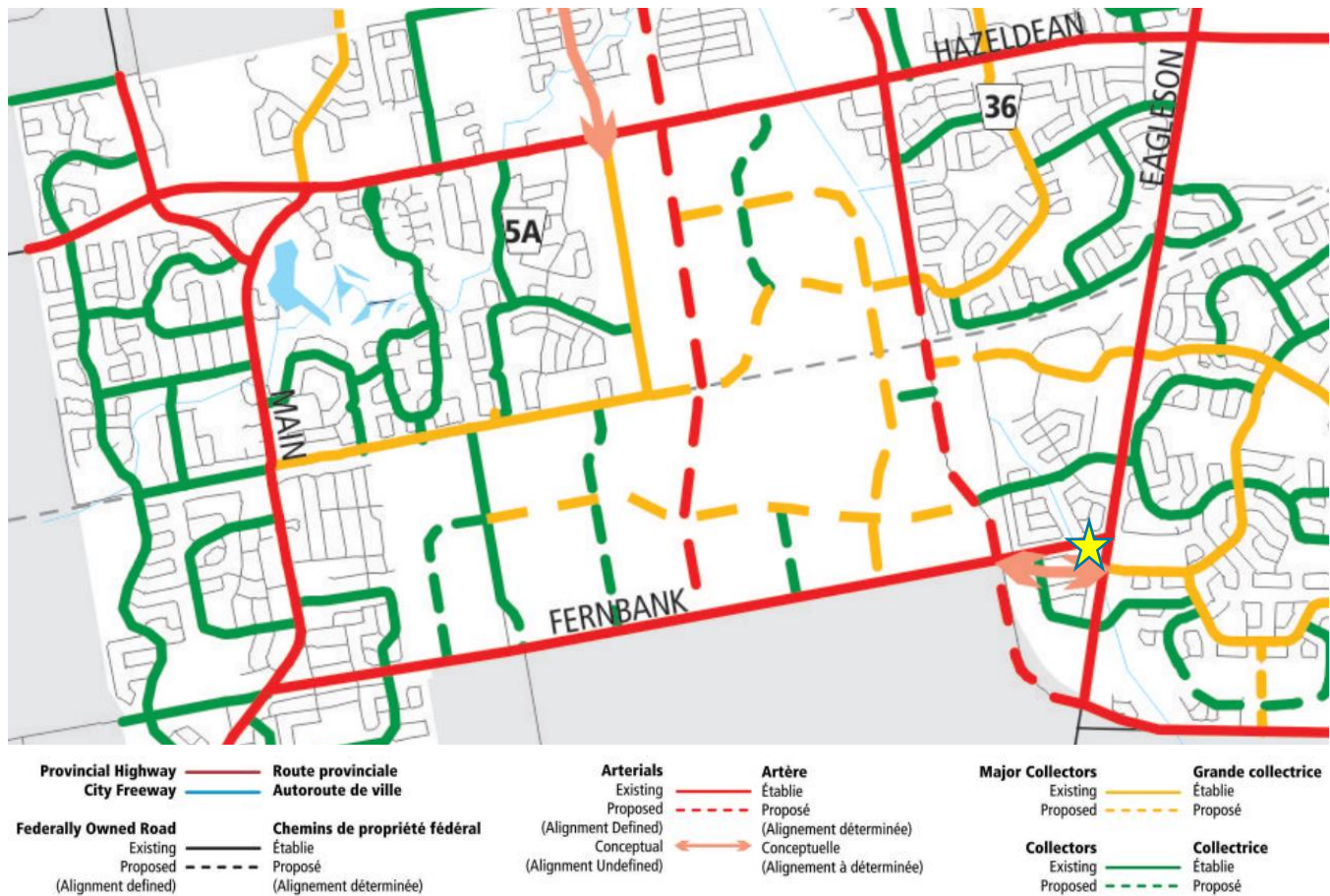


Figure 3. Road Network - City of Ottawa Official Plan Schedule E.

2.4 Cycling Network

The subject property is located adjacent to existing and planned cycling routes, notably Eagleson Road is an on-road cycling route and a multi use pathway is located along the southern fringe of the Monahan Drain south of the subject property (Figure 4).

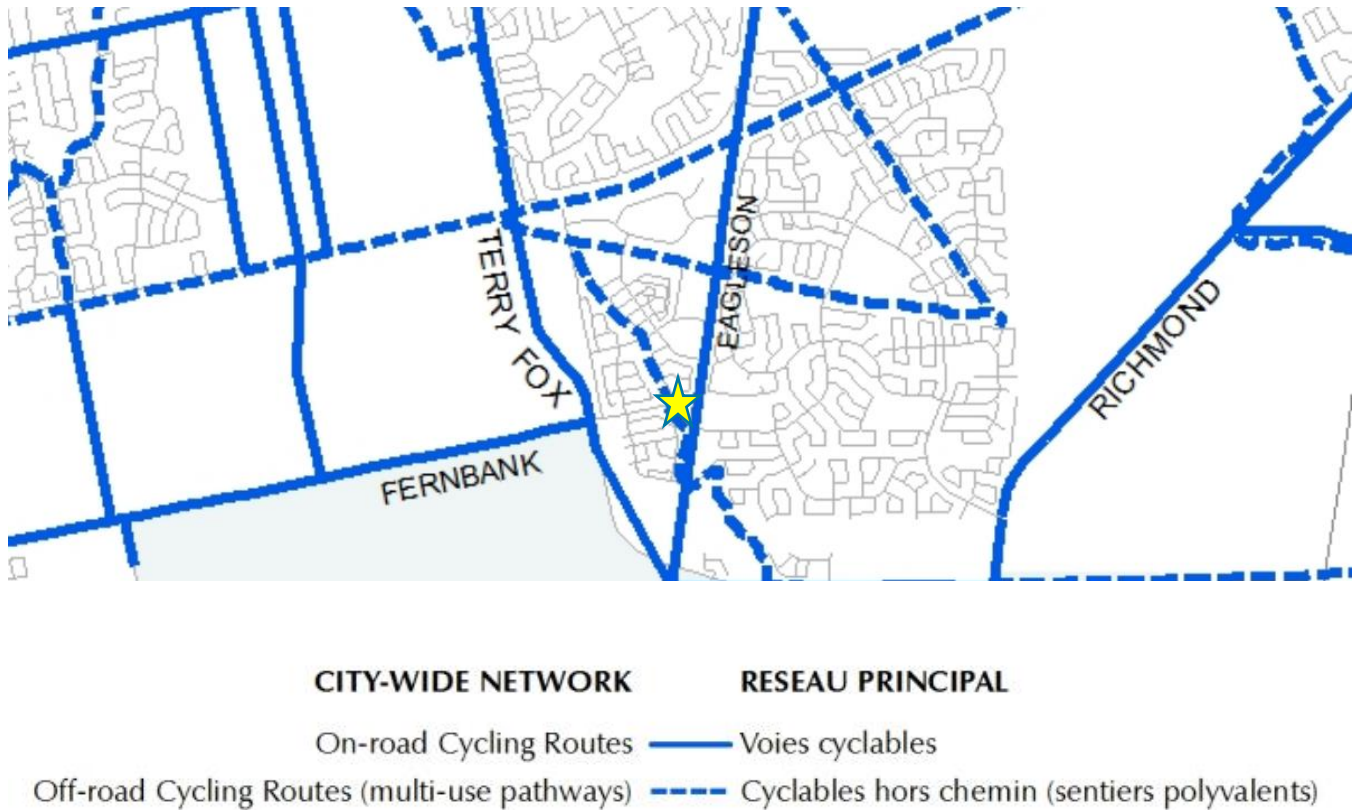


Figure 4. Urban Cycling Network – City of Ottawa Official Plan Schedule C.

2.5 Rapid Transit Network

The subject property is well served by local transit routes. Several bus stops are located in the area, including stops for OC Transpo Route 168 on the Eagleson frontage of the subject property and on Fernbank Road directly across from the subject property. Route 168 provides daily service every 30 minutes on average to/from the proposed development to the Eagleson and Terry Fox Rapid Transit Stations as well as shopping and entertainment destinations and developments throughout western Kanata. In addition, OC Transpo routes 161, 164, 168, 252, 256, and 681 all operate within walking distance of the subject property.

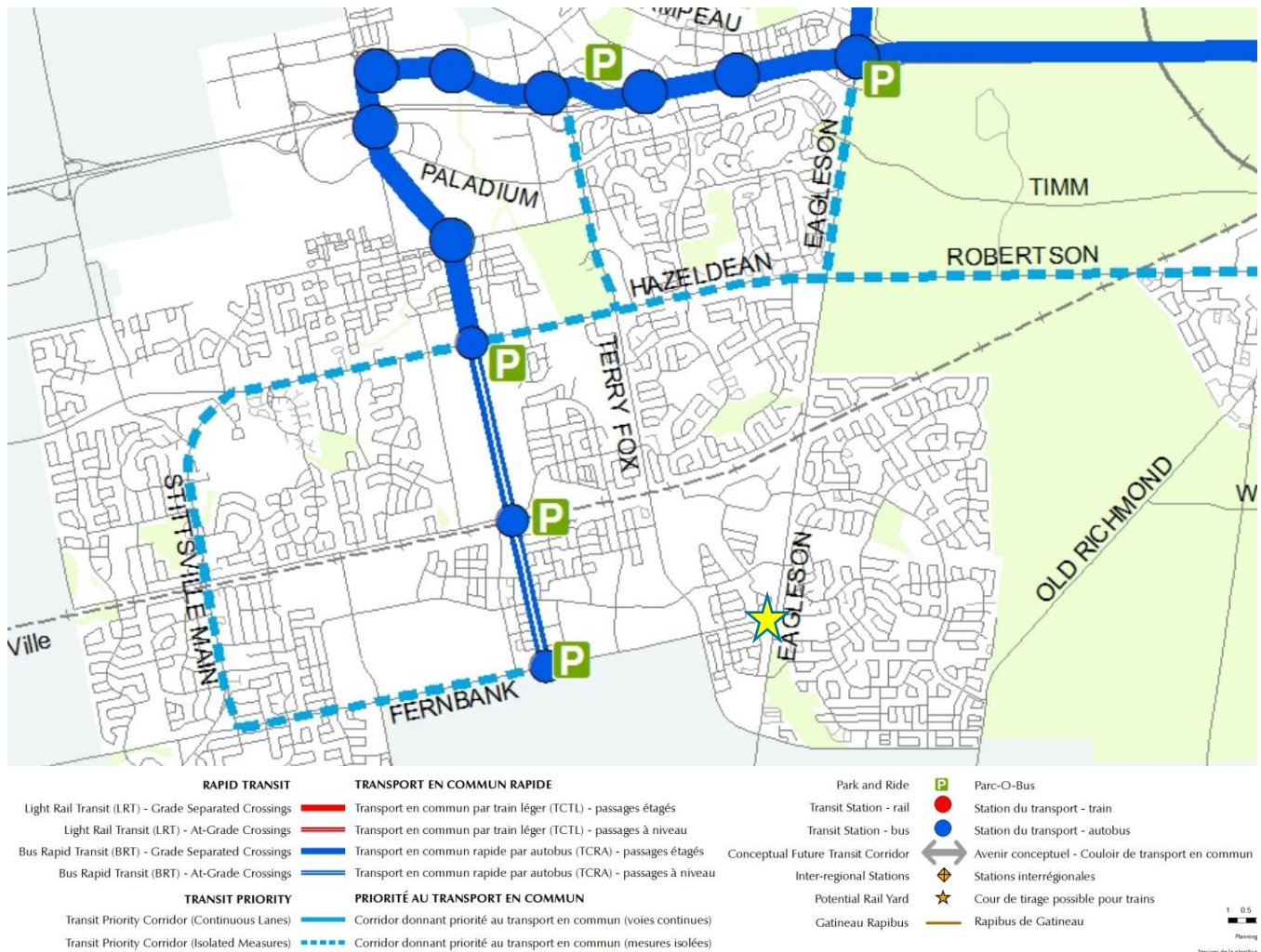


Figure 5. Rapid Transit Network - City of Ottawa Official Plan Schedule D.

3.0 PROPOSED DEVELOPMENT

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Ironclad Developments Inc. is proposing to construct a six (6) storey residential apartment building with 143 rental units in a range of types including: 49 one-bedroom units, 66 two-bedroom units, and 28 three-bedroom units. The proposed development will also feature a leasing office and a fitness centre for use by the residents as the primary communal amenity space. The proposed building will have a maximum height of six (6) storeys at 20.6 m in height, with a floorplan area of 14,722.3 m² and a Floor Space Index (FSI) of 2.02.



Figure 6. Conceptual rendering of the proposed 6-storey residential apartment building at 800 Eagleson Road.

The building is proposed as a 'T' shape with most of the massing of the building fronting onto Fernbank Road and a section of the building facing south towards the portion of the Monahan Drain abutting the subject property. The main entrance is proposed for Eagleson Road and a secondary entrance will also be introduced. Units are to be accessed via a common entryway and each unit is proposed to have a balcony or walk out patio for a private amenity space. A total of 168 parking spaces are proposed for the development; 139 spaces for residents and 29 spaces for visitors to be located in a surface parking lot as well as underground parking. A separated multi-use pathway is proposed to run along the Monahan Drain and extend the existing pathway to Eagleson Road. This proposed pathway is in accordance with the directives of City of Ottawa, as discussions have been had between the developer and staff regarding placement and design of the pathway.

The proposed development reflects a higher density land use than most of the surrounding area, however, the building is designed in such a way as to minimize potential negative impacts to adjacent properties via appropriate transitions, large setbacks, as well as articulated facades and transparent windows to break up the massing along Fernbank Road.

Landscaping and site details are demonstrated on the Site Plan (Figure 7) and reflect a functional and high-quality aesthetic that will provide a desirable environment for residents while contributing to objectives of urban design and compatibility.



POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

In Ontario, the Provincial Policy Statement (PPS), enacted in April 2014, provides direction on land use planning and development issues of provincial interest. The Provincial legislation states that decisions impacting planning matters, “shall be consistent with” the policy statements within the Provincial Policy Statement.

The PPS encourages the formation of, “healthy, liveable and safe communities”, through efficient land use patterns and infrastructure development incorporating increased densities and a mix of uses representing efficient development to minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include opportunities for intensification.

Section 1.1 of the PPS provides policy guidance for efficient development and land use patterns, stating that “[h]ealthy, liveable and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Section 1.1.3.1 of the PPS states that “Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.” More specifically, Section 1.1.3.2 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, and promote energy efficiency;
 4. support active transportation;
 5. are transit-supportive, where transit is planned, exists or may be developed.

Section 1.4.1 states that: “To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- / maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- / maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

The proposed development will contribute to the existing neighborhood and surrounding area and make use of planned and existing infrastructure, transit, and community amenities. The proposed intensification of the property is an efficient use of land and provides a cost-effective development pattern. The proposed development is in conformity with the objectives of the PPS.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole. The City is anticipated to grow by approximately 143,000 homes by 2036. The City intends to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit and that encourage walking and cycling.

4.2.1 Land Use Designation

The subject property is designated 'Arterial Mainstreet' in the City of Ottawa's Official Plan as the designation is identified on the west side of Eagleson Road and would therefore apply to whole of the property fronting Eagleson Road, per Policy 3 of Section 3.6.3 of the Official Plan.

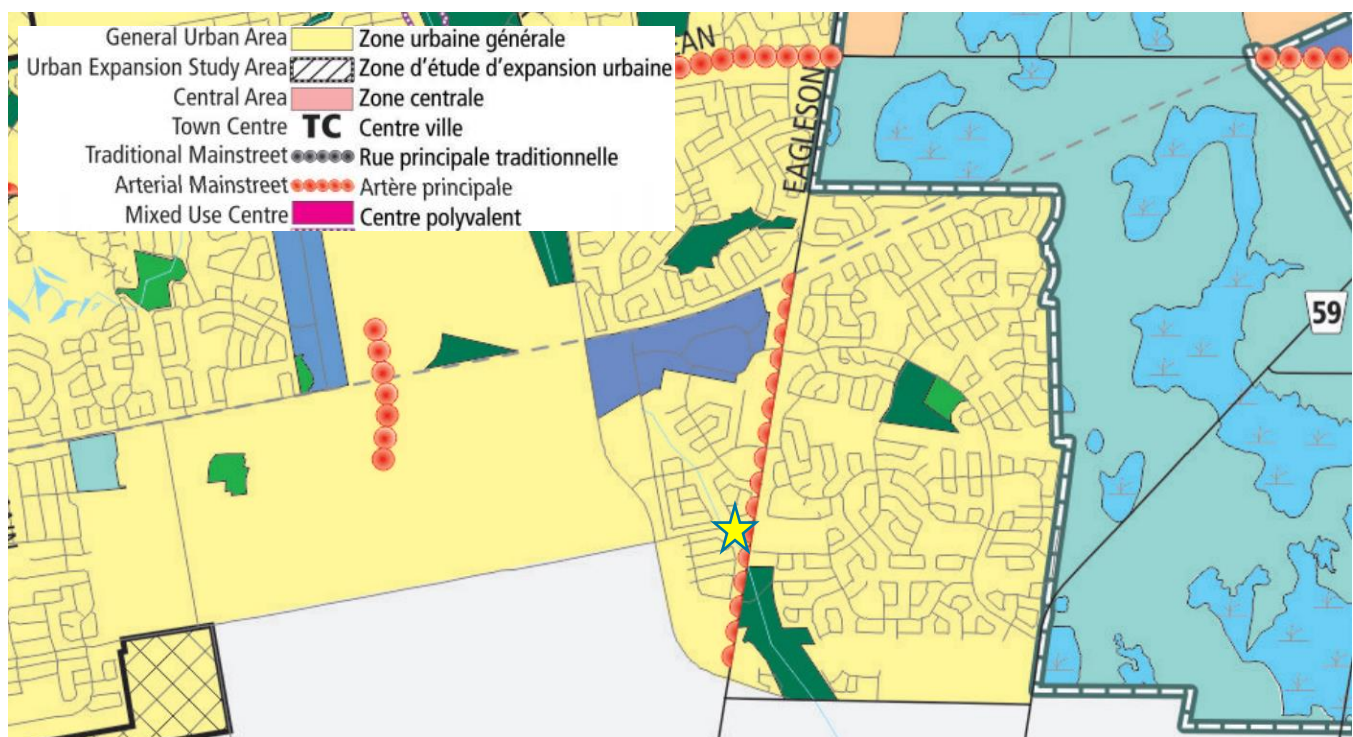


Figure 7. Land Use Schedule B - City of Ottawa Official Plan.

A broad range of uses is permitted on Arterial Mainstreets including retail and service commercial, office, institutional and residential uses, which can be located together in mixed-use buildings or individually. Arterial Mainstreet areas are encouraged to optimize the use of land through infill and redevelopment, promote uses that have the potential to evolve over time, and contribute to more compact pedestrian oriented and transit friendly neighborhoods. This might include reduced front yard setbacks to create a defined street edge that is more amenable to pedestrians or potentially increases in height and density to support employment areas or transit infrastructure.

The proposed development is in conformity with Arterial Mainstreet designation of the Official Plan. The subject property's location is in keeping with the recommendations of the Official Plan regarding areas identified for redevelopment and intensification and will contribute to a compact, transit supportive neighborhood.

4.3 City of Ottawa Zoning By-law (2008-250)

The subject property is zoned 'Arterial Mainstreet - AM' under the City of Ottawa's Zoning By-law (Figure 8).

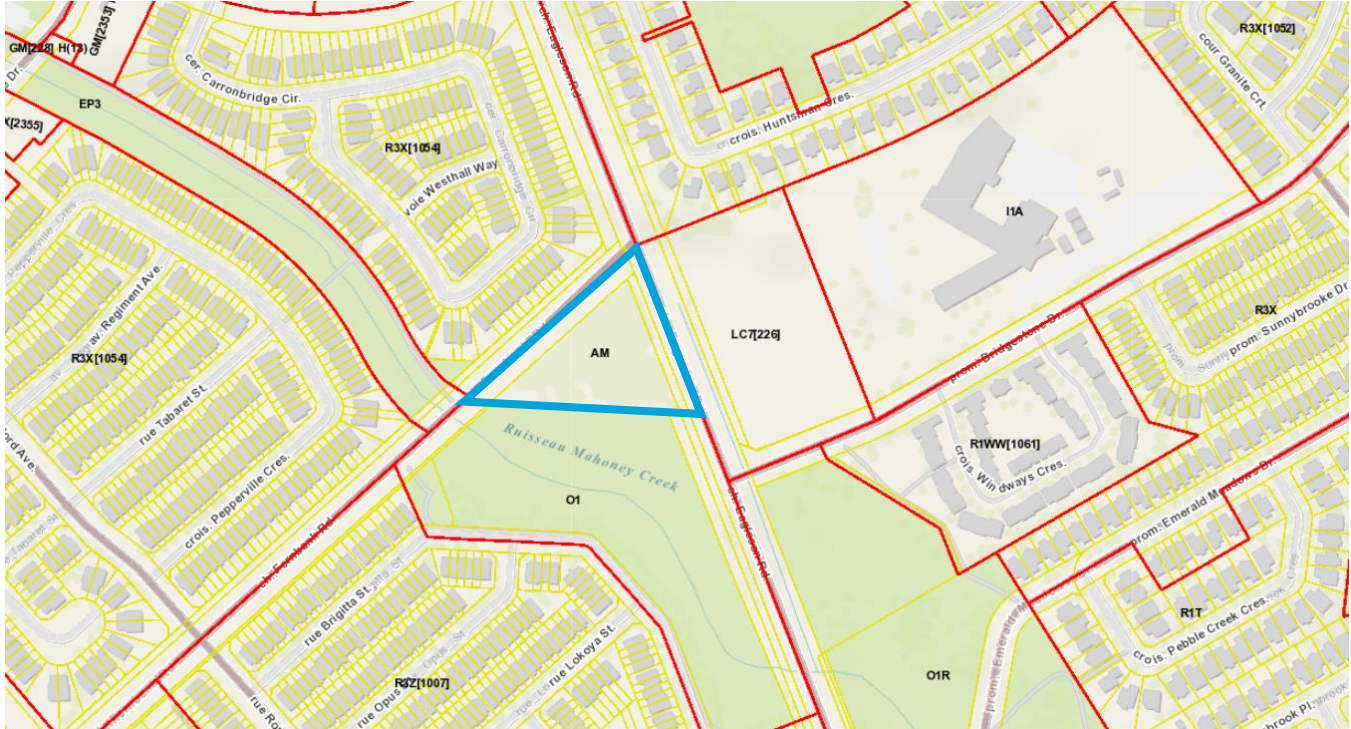


Figure 8. Excerpt of Zoning By-law (2008-250).

The intent of the 'Arterial Mainstreet – AM' zoning is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in a mixed-use building or side by side in areas designated Arterial Mainstreet in the Official Plan. And, to impose development standards that will promote intensification while ensuring compatibility with surrounding established land uses.

A number of residential uses are permitted in the Arterial Mainstreet zone, including:

apartment dwelling, low rise	planned unit development
apartment dwelling, mid rise	retirement home
bed and breakfast	retirement home, converted
dwelling unit	rooming house
group home	stacked dwelling
home-based business	townhouse dwelling
home-based day care	

The following table (Table 1) summarizes the provisions and zone standards of the Arterial Mainstreet zone. As the subject property is an irregular triangular shape.

Table 1. Arterial Mainstreet Zoning Provisions

Zoning Provision	Required	Provided	Compliance
Lot Area (min.)	n/a	7,288.5 m ²	✓
Lot Width (min.)	n/a	> 50 m	✓
Front yard and corner side yard	3 m (min.)	12.04 m, 3.91 m	✓
Minimum interior side yard	None	2.37 m	✓
Minimum rear yard	3 m	Greater than 3 m	✓
Maximum building height	30 m but not greater than 9-storeys	20.6 m, 6-storeys	✓
Maximum FSI	None	2.02	✓
Width of landscaped area around parking lot (min.)	1.5 m not abutting a public street	1.52 m	✓
Resident Parking Spaces	1.2 spaces per unit, = 172	139	✗
Visitor Parking Spaces	0.2 spaces per unit = 29	29	✓
Bicycle Parking Spaces	0.5 spaces per unit = 72	82	✓
Loading Spaces	n/a	1	✓

4.3.1 Proposed Zoning By-law Amendment

This Zoning By-law Amendment application is being submitted in support of the concurrent Site Plan Control application (D07-12-18-0096) in order to address a deficiency in the residential parking provision of the By-law. The proposed development would be required to provide parking spaces at the rate established under Section 101 of the Zoning By-law, which is identified as 1.2 spaces per dwelling unit. This provision would require the proposed development to provide 172 spaces for residents, whereas the developer is proposing to provide 139 parking spaces for residents, a rate of 0.97 spaces per unit.

The residential parking requirement, as outlined in Section 101 of the Zoning By-law, is determined based on the location of the proposed development in the City of Ottawa. The subject property is located within Area C: Suburban on Schedule 1A to the Zoning By-law, which proposes a resident rate of 1.2 parking spaces per dwelling unit. This rate is reflective of a suburban community with pre-dominantly low-rise, low density residential dwellings that are not well serviced by transit infrastructure.

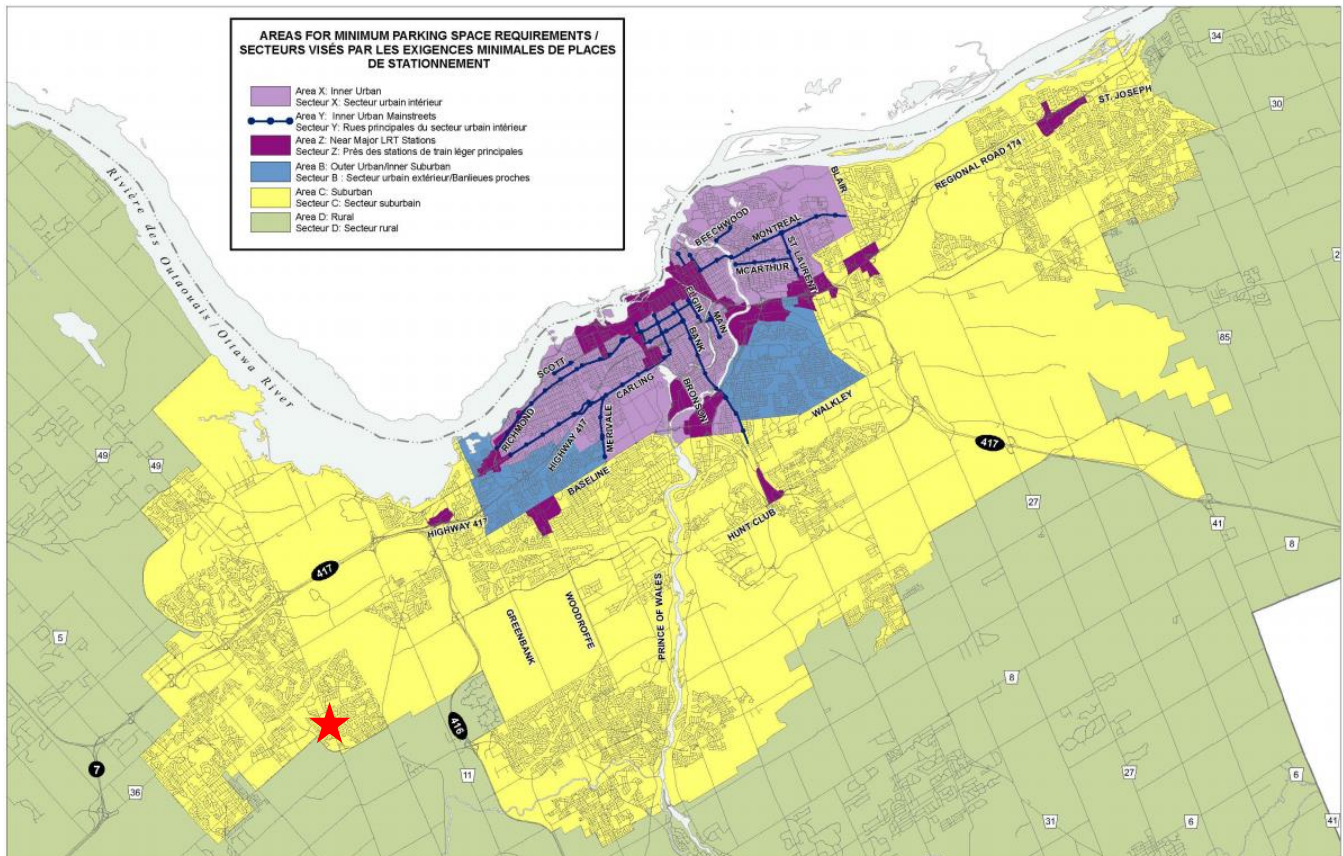


Figure 3. City of Ottawa Zoning By-law Schedule 1A.

It is our opinion that a reduced parking requirement can be accommodated for the proposed development for the following reasons:

- / The subject property is currently well serviced by local transit routes, including bus stops along the Eagleson Road frontage of the property and across Fernbank Road, which are serviced by Route 168. Route 168 provides service every 30 minutes to/from the proposed development to the Eagleson and Terry Fox Rapid Transit Stations as well as shopping and entertainment destinations and developments throughout western Kanata.
- / The Transportation Impact Assessment carried out by WSP, which was most recently revised in November 2018, discusses a peak period parking demand calculation which provides an approximation of the required amount of parking spaces for a low/mid rise apartment in a suburban area at peak periods. This calculation results in a peak period parking demand of 159 vehicles for the proposed development, which does not distinguish between resident or visitor parking spaces. The Site Plan (Figure 7) proposes a combined 168 parking spaces for visitors and residents, exceeding the approximate peak period parking demand. Furthermore, 82 bicycle parking spaces are provided, in excess of the required 72 bicycle parking spaces.
- / One-bedroom units comprise over one-third of the proposed development residential unit mix (49 units out of 143). These smaller units do not generate the amount of parking demand and may be

marketed and leased without a parking space if spaces are not available or provided within the development.

- / Residential visitor parking is being provided at the required rate as set out in the Zoning By-law, limiting demand on spillover parking into neighbouring areas. It was noted in the Transportation Impact Assessment that although spillover parking onto surrounding streets is not anticipated for this development; however, there is capacity to accommodate any occasional non-recurring spillover on Brigatta Street.
- / A reduced rate of parking is in conformity with the intent and objectives of the 'Arterial Mainstreet' zoning which promotes development standards that encourage intensification of sites with greater building coverage and less surface parking.
- / Dwelling units located in a mixed-use building on the same property would only require a parking rate of 1.0 spaces per dwelling unit versus the 1.2 spaces required in a residential use only building, although the parking demand for residential uses may be the same. The property is designated Arterial Mainstreet and is zoned for mixed uses. The proposed rate of 0.97 spaces per residential dwelling unit is close in line with the mixed-use building rate for residential units.
- / After development, parking demand can be monitored, and as required, a partnership with a local carshare provider is an option to mitigate demand.

5.0 CONCLUSION

It is our professional planning opinion that the proposed Zoning By-law Amendment application represents good planning as follows:

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services and infrastructure are readily available;
- / The proposed development conforms to the Official Plan policies for Arterial Mainstreets;
- / The proposed development meets all Zoning By-law performance requirements, with the exception of a variance to the resident parking rate;
- / Transit availability, parking demand, unit mix, and lease controls are all factors in mitigating the resident parking deficiency.



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