

FOTENN

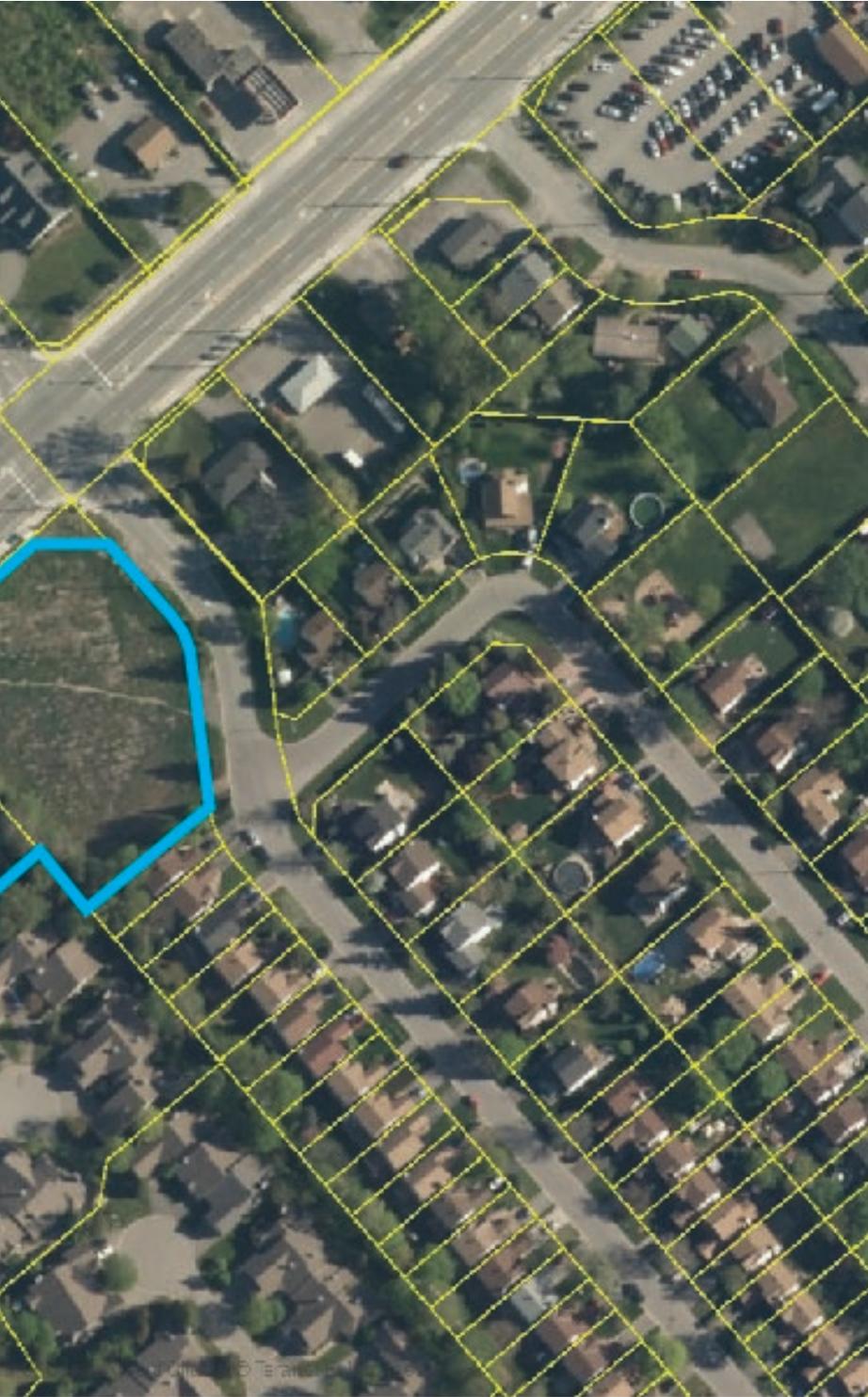
5924-5938 HAZELDEAN ROAD PLANNING RATIONALE



February 06, 2020

Planning Rationale

Zoning By-law
Amendment and Site
Plan Control



Prepared for:

Hazeldean Crossing Inc.
(a division of GNCR Developments Inc.)

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

February 06, 2020

CONTENTS

1.0 Introduction2

2.0 Surrounding Area and Site Context.....3

3.0 Proposed Development6

4.0 Policy and Regulatory Framework.....9

5.0 Supporting Studies 20

6.0 Conclusion 21

1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Hazeldean Crossing Inc. (a division of GNCR Developments Inc.), is pleased to submit the enclosed Major Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 5924 and 5938 Hazeldean Road (the “subject property”) in the Stittsville community of the City of Ottawa.

1.1 Application History

In approximately 2007, zoning approval was granted for a mixed-use development on 5924 Hazeldean Road. The previous landowner proposed to develop the property with a one-storey commercial building at the north side of the property, and a four-storey residential apartment building. The balance of the property was proposed to be developed with surface parking spaces.

Site-specific zoning was approved for the proposal, which currently remains applicable. The prevailing zoning includes site-specific exception 1208 (see Appendix A), and contains setbacks and other provisions tailored to the 2007 proposal. Additionally, a road widening and corner sight triangle were dedicated to the City of Ottawa as part of a previous approval process.

A rendering of the proposed development is shown as Figure 1 below.



Figure 1: Rendering of Previously-Approved Mixed-Use Development (c. 2007)

The subject property is located at the southwest corner of the intersection of Hazeldean Road and Victor Street in the Stittsville community of the City of Ottawa. Hazeldean Road is a major arterial road running east-west through Stittsville, connecting Highway 7 in the west with Eagleson Road in the east, before becoming Robertson Road on the east side of Eagleson Road.



Figure 2: Subject Property in City Context

The subject property has 124 metres of frontage along Hazeldean Road, with a 15-metre corner sight triangle subtracted at the intersection with Victor Street. The property has a total area of approximately 9,550 square metres, excluding the previous road widening and corner sight triangle.

The portion of the property known as 5924 Hazeldean Road is currently undeveloped. While some sparse vegetation is present on the property, the majority of the property is covered with low grasses. Some more established trees are located in the adjacent public rights-of-way or along the boundaries with adjacent properties.

The western portion of the property, municipally known as 5938 Hazeldean Road, is developed with an abandoned equipment rental facility. The former facility includes a small one-storey building with an approximately 140-square-metre floorplate, located approximately 12 metres from the northern property line. The balance of the property is generally paved, with some limited surface vegetation. Due to the previous use, a portion of the centre of the 5938 Hazeldean Road property has contaminated soils, as confirmed in the submitted Environmental Site Assessments.

The Hazeldean Road right-of-way adjacent to the property contains two eastbound lanes with northbound left-turn lane, and two westbound lanes. A median divides the right-of-way approaching the intersection with Victor Street / Johnwoods Street. Bicycle lanes and sidewalks are provided on both sides of the right-of-way.

A bus shelter is located adjacent to the subject property on Hazeldean Road, approximately 14 metres west of Victor Street. Several hydro poles and light standards are located in the public right-of-way along the north and east sides of the property.

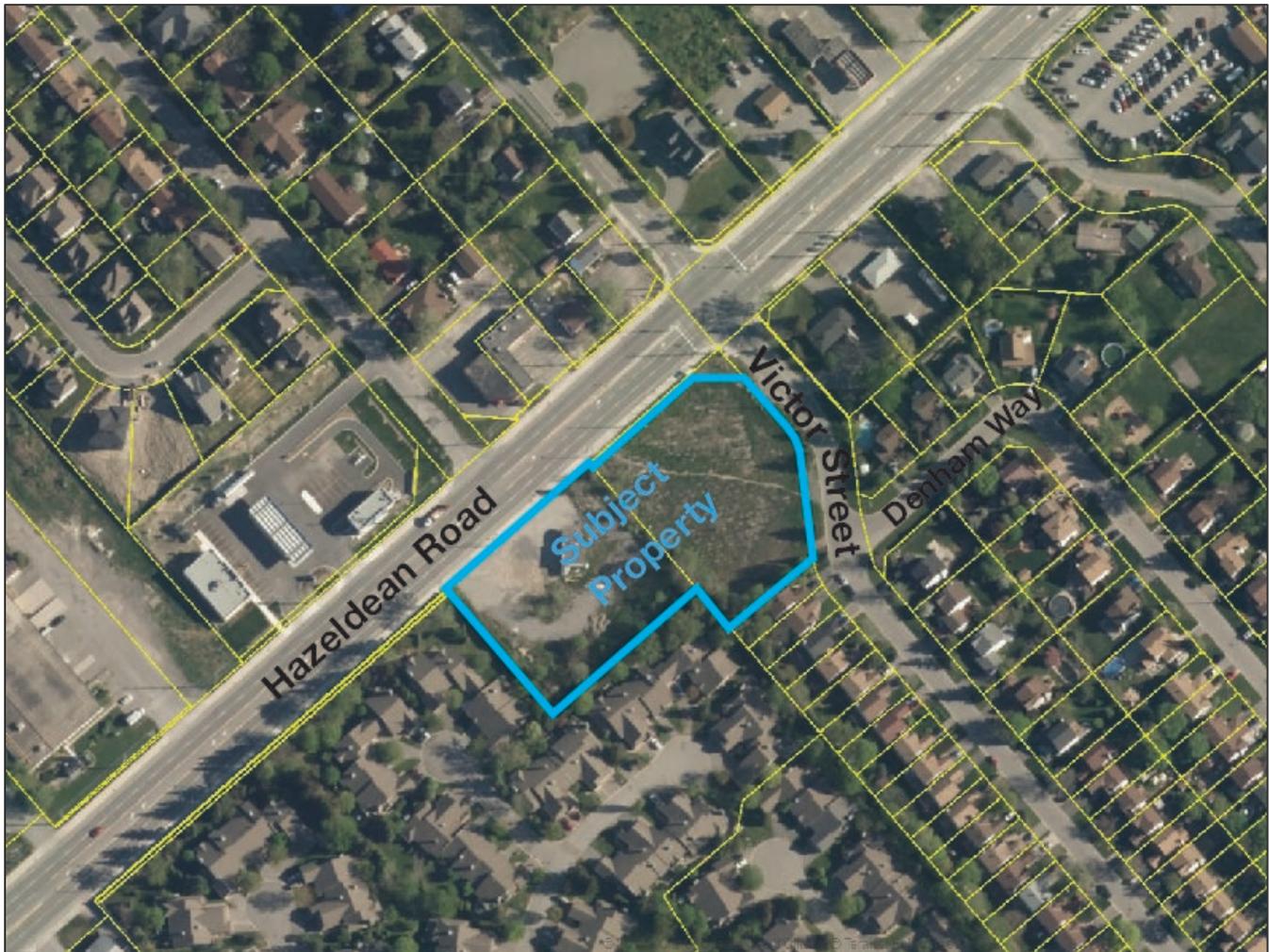


Figure 3: Subject Property in Local Context

The subject property is located in a mixed-use area, and abuts both a major arterial road and a local residential street. Hazeldean Road features a range of existing and planned land uses, including automobile-oriented commercial and low-density residential uses. West of the subject property, houses are located the southern side of Hazeldean Road, with rear yards abutting the right-of-way.

The western and southwestern lot line of the subject property abuts the Amberwood Village community, which features ground-oriented attached dwellings surrounded by a privacy fence along the subject property. Some

vegetation overflows from the Amberwood Village residential properties over the privacy fence onto the subject property.

The southeastern lot line of the subject property abuts the property municipally known as 8 Victor Street, which is currently developed with a detached dwelling. Other properties along Victor Street south of the subject property are similarly developed with detached dwellings.

Victor Street is a local residential street with a right-of-way of 20 metres. A westbound left turn lane is provided at Hazeldean Road. The Victor Street right-of-way currently contains no sidewalks, multi-use pathways, or bicycle lanes.

Across from the subject property on the east side of Victor Street is Denham Way, a local street. The Denham Way right-of-way features a similar cross-section to Victor Street, with a 20-metre width and an absence of pedestrian infrastructure.

A range of community amenities are available in proximity to the subject property, including:

- / Stittsville Main Street / Hazeldean Road commercial areas
- / Amberway Park
- / Lower Poole Creek Corridor
- / Fringewood Community Centre
- / St. Stephen School
- / Stittsville Public School
- / Holy Spirit School
- / Saint-Jean-Paul II Catholic Elementary School
- / Paul Demarais Catholic High School
- / A. Lorne Cassidy Elementary School
- / Stittsville Imagination Station Preschool
- / Dolphin Tale Child Care
- / Andrew Fleck Child Care Services
- / Jackson Trails Early Learning Centre
- / Granite Ridge Long Term Care Home

3.0 PROPOSED DEVELOPMENT

The Zoning By-law Amendment and Site Plan Control applications are intended to permit a Planned Unit Development (PUD) on the subject property. The PUD is proposed to contain 76 stacked townhouses and 10 back-to-back townhouses, totaling 86 units. A surface parking lot with internal circulation drive aisles are proposed for the interior of the PUD. All units will be included in a future Plan of Condominium.

The stacked townhouses are generally proposed to be located along the north, west, and south edges of the property, with two blocks near the centre of the development. The stacked dwellings will contain four-, eight-, or 12-unit building formats, with individual entrances for each unit.

The back-to-back townhouses are proposed to be located along Victor Street at the southeast area of the property. The five east-facing units will have direct frontage onto Victor Street, including driveways with direct access. The west-facing units will have driveway access from the internal surface parking area.

Landscaping will be provided throughout the PUD, particularly in rear yards. A range of species are proposed, including Freeman's Maple, Honey Locust, Crabapples, and Serviceberry trees. Additional landscaping is also proposed adjacent to the corner sight triangle at the intersection of Hazeldean Road and Victor Street to visually screen the hydro transformer box.

A total of 127 parking spaces are proposed to be provided in the development, including 76 parking spaces in the surface parking lot and private garages for each of the back-to-back townhouses. An additional 16 parking spaces are reserved for visitor parking for the stacked townhouse units, proposed to be distributed throughout the development. Each back-to-back townhouse is equipped with a garage to accommodate one or two vehicles, as well as a driveway for visitors.

The applicant is currently in the process of securing additional temporary off-site parking spaces to offset additional demand. While significant additional demand for parking is not anticipated, the off-site spaces will contribute to reducing any overflow impacts on the surrounding local streets.

Vehicular access to the development will be provided from Victor Street at the southeastern corner of the property. The location of the vehicular access driveway achieves the maximum separation distance from the intersection of Victor Street with Hazeldean Road, minimizing any potential conflicts. Additionally, the proposed driveway is located directly across from Denham Way on the east side of Denham Way, creating optimal sightlines for vehicular movements from all directions. Traffic calming measures are proposed along Victor Street adjacent to the property, which will be designed with support from City of Ottawa Staff.

The garbage and recycling storage structure is proposed near the centre of the development. The location of the waste collection facility aims to balance access by residents, access by collection vehicles, and distance from residential units on the property and adjacent properties. The proposed shelter allocates space for five garbage bins, three recycling bins, and two organics bins.

Figures 4, 5, and 6 show renderings of the proposed development.



Figure 4: Oblique View of Proposed Development



Figure 5: Rendering of Townhouse Elevations



Figure 6: Rendering of Stacked Townhouse Elevations

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement 2014 (PPS)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy.” To this end, the PPS promotes the creation of “healthy, liveable and safe communities” through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification.

Policy 1.1.1 defines the components that sustain healthy, liveable and safe communities, including:

- / 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, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; and
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society.

Policy 1.1.2 stipulates that within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Specifically, Policy 1.1.3.2 clarifies that land use patterns within settlement areas shall be based on:

- / Densities and a mix of land uses which:
 - o Efficiently use land and resources;
 - o 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;
 - o Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - o Support active transportation;
 - o Are transit-supportive, where transit is planned, exists or may be developed; and
 - o A range of uses and opportunities for intensification and redevelopment.

Policy 1.1.3.4 stipulates that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 states that planning authorities must:

- / Provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, including special needs requirements;
- / Permit and facilitate all forms of intensification, including second units, and redevelopment;

-
- / Direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - / Promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
 - / Establish development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. Policy 1.6.7.5 requires that transportation and land use considerations shall be integrated at all stages of the planning process.

The proposed development is consistent with the above-noted policies of the Provincial Policy Statement (2014). The development contributes to a range of housing types within the settlement area boundary, and will utilize existing infrastructure.

4.2 City of Ottawa Official Plan

The subject property is designated General Urban Area on Official Plan Schedule B (Urban Policy Plan). The designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural leisure, greenspace, entertainment and institutional uses.

Policy 3 of Section 3.6.1 states that building height in the General Urban Area will be predominantly low-rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Policy 5 states that, when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- / Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- / Apply the policies of Section 2.5.1 and 4.11;
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area; and
- / Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

Section 2.5.1 of the Official Plan contains a set of Design Objectives for new development. The proposed development meets the applicable objectives:

- / Enhances the sense of community by creating and maintaining places with their own distinct identity by proposing low-rise residential buildings in a residential area that transition between the existing residential community to the south and the mixed-use character of Hazeldean Road;
- / Defines quality public and private spaces through development by proposing to locate new buildings along adjacent streets, framing the street rights-of-way and enclosing the perimeter of the proposed PUD;
- / Creates places that are safe, accessible and are easy to get to, and move through, by providing for efficient vehicular circulation to and within the PUD, as well as a full pedestrian pathway network internal to the development;

-
- / Ensures that new development respects the character of existing areas by proposing low-rise residential dwellings and incorporating ample setbacks along property lines adjacent to existing residential uses; and
 - / Considers adaptability and diversity by contributing to the diversity of unit types in the area, enabling housing opportunities for a range of community members.

Section 4.11 of the Official Plan contains a set of compatibility criteria against which new development will be evaluated. The proposed development meets the applicable compatibility criteria:

- / **Traffic:** Significant traffic impacts are not anticipated. Dominant movements are expected to be northbound left turn from the proposed development onto Victor Street, limiting traffic impacts in the adjacent neighbourhood to the south.
- / **Vehicular Access:** Ingress and egress from the proposed development will be by means of a two-directional driveway connecting to Victor Street along the southeastern edge of the property. While a minor exception to the Private Approach By-law will be required to enable development of the driveway in the proposed location, the configuration is appropriate for the following reasons:
 - o The driveway provides access to the subject property at the farthest possible distance from the intersection of Victor Street and Hazeldean Road;
 - o The angle of the driveway is deliberately designed to align with the centreline of Denham Way on the east side of Victor Street, maximizing sightlines for vehicles on both sides of Victor Street;
 - o The driveway is located at the southern limit of the property at a right angle to Victor Street, maximizing sight lines from the entrance;
 - o The proposed entrance is located at an existing service entrance to the property;
 - o As the dominant movements will be northbound left turn from the proposed development onto Victor Street, frequent conflicts with the adjacent driveway are not anticipated.
- / **Parking Requirements:** The proposed development features one parking space for each dwelling unit in the PUD. While the proposal meets the parking requirements for the back-to-back townhouses, zoning relief is requested through the Zoning By-law Amendment application to reduce the required rate of parking for stacked townhouses to 1.0 space per unit, whereas 1.2 spaces per unit is required. This reduction in parking is reasonable and appropriate, and a more detailed rationale is provided in the following section of this Rationale.
- / **Outdoor Amenity Areas:** The proposed development is designed with sensitivity to impacts on existing rear yards. Setbacks of approximately 15 metres and 7.5 metres are provided along the southern property lines, limiting overlook impacts to the adjacent rear yards to the south and southwest.
- / **Lighting:** As a residential development, undue lighting impacts on adjacent uses are not anticipated to be generated from the proposed development.
- / **Sunlight:** The proposed buildings meet the maximum building height limits in the Zoning By-law. Additionally, the siting and location of the buildings will ensure that the vast majority of shadows will be cast internal to the development or in the Hazeldean Road right-of-way.
- / **Supporting Neighbourhood Services:** The subject property is located in an established neighbourhood with existing supporting neighbourhood services, including parks, schools, day cares, and commercial uses.

The proposed Zoning By-law Amendment and Site Plan Control applications meet the policies of the Official Plan, including the policies for the General Urban Area and the urban design and compatibility criteria of Sections 2.5.1 and 4.11.

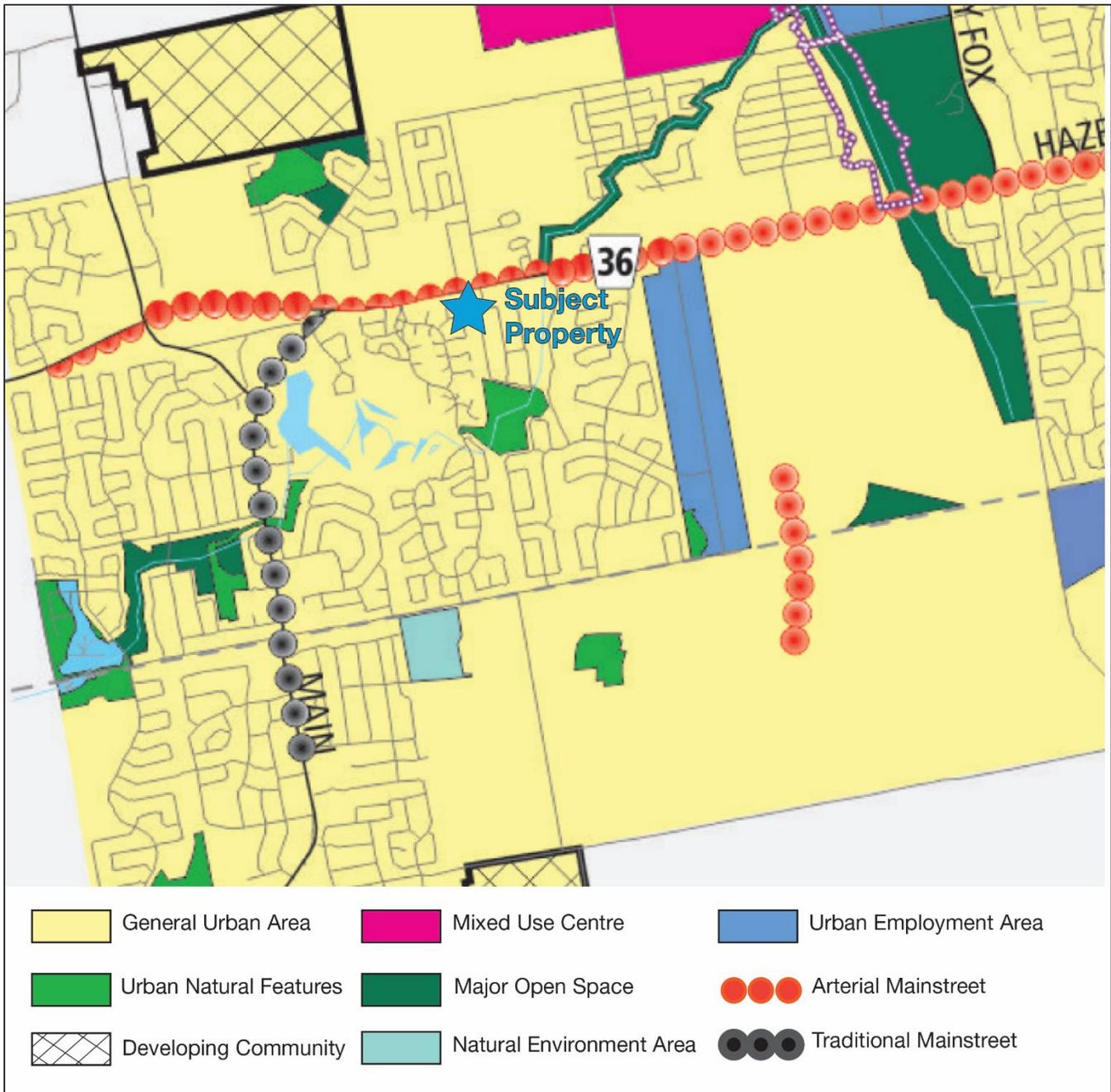


Figure 7: Extract from Official Plan Schedule B (Urban Policy Plan)



Figure 8: Extract from Official Plan Schedule D (Rapid Transit Network)

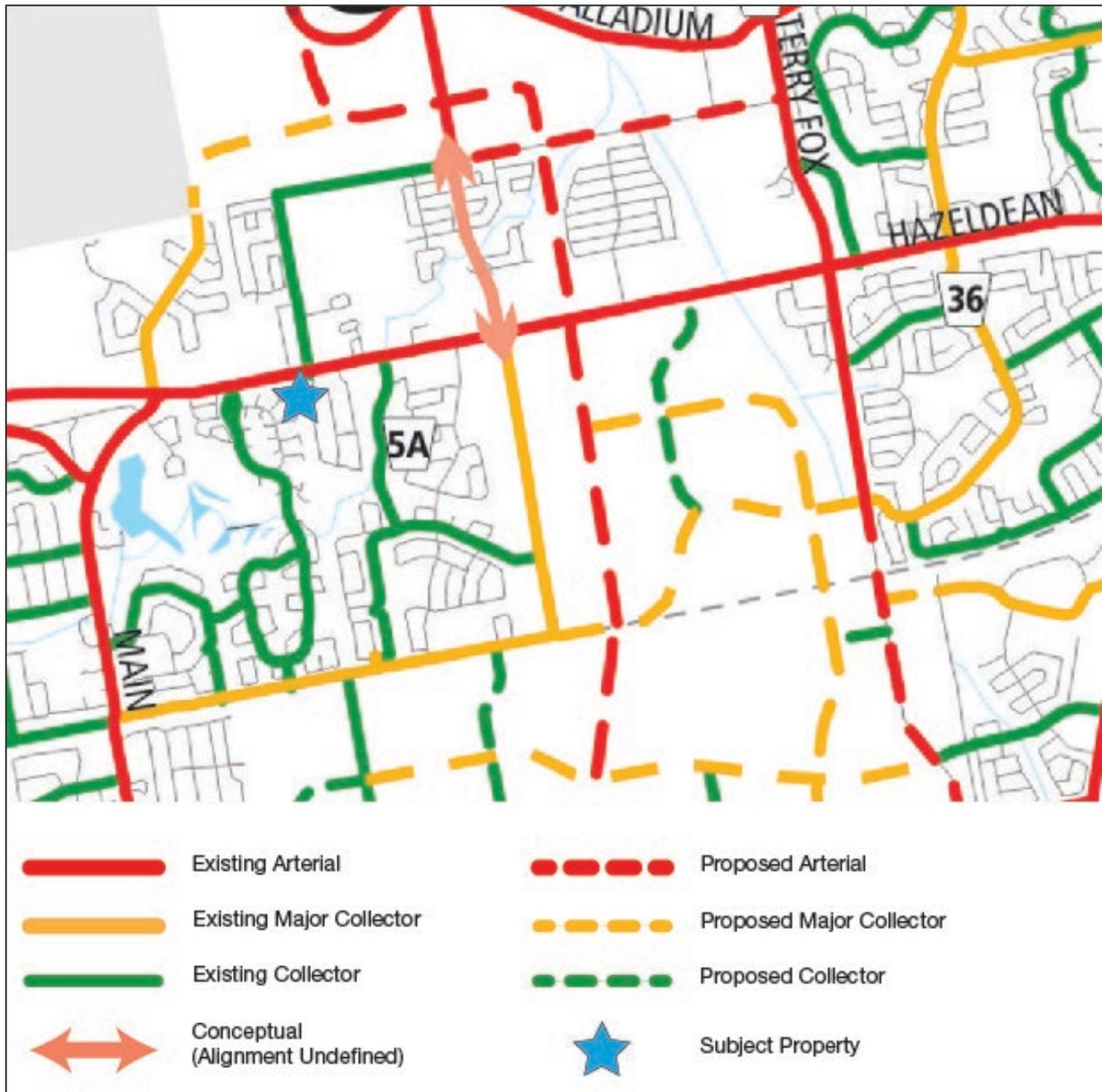


Figure 9: Extract from Official Plan Schedule E (Urban Road Network)

4.3 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is split-zoned, with zoning lines corresponding to the former component properties. The eastern property municipally known as 5924 Hazeldean Road is zoned Residential Fourth Density Subzone Z, Exception 1208 (R4Z[1208]). The zoning was applied through the site-specific rezoning for the property that was approved in 2007.

The purpose of the R4 zone is to:

-
- / Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
 - / Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
 - / Permit ancillary uses to the principal residential use to allow residents to work at home;
 - / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
 - / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The R4Z Subzone permits the following uses:

- / Planned Unit Development
- / Apartment dwelling, low rise
- / Stacked dwelling
- / Three unit dwelling
- / Duplex
- / Detached dwelling
- / Linked-detached dwelling
- / Semi-detached dwelling
- / Townhouse

Exception 1208 contains several site-specific provisions intended to permit the previously-approved development in 2007. The full contents of Exception 1208 are included as Appendix A to this Planning Rationale.

The western property municipally known as 5938 Hazeldean Road is zoned General Mixed Use Subzone 14, Maximum Building Height 11 metres (GM14 H(11)).

The purpose of the GM zone is to:

- / Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- / Limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- / Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The GM14 subzone permits a wider range of residential and non-residential land uses, including stacked dwelling and townhouse dwelling.

The Zoning By-law Amendment application seeks to rezone the entirety of the subject property as a uniform Residential Fourth Density zone. The performance standards of the amended R4 zone would replace Exception

1208 and provide site-specific relief for select zoning provisions. Table 1 below evaluates the proposal against the prevailing zoning provisions for Planned Unit Developments in the R4Z subzone:

Mechanism	Requirement	Proposed	Compliance
Minimum Lot Width	18 m	87 m	✓
Minimum Lot Area	1,400 m ²	9,601 m ²	✓
Maximum Building Height	(As per dwelling type)	Stacked dwellings: 11 m	✓
	Stacked dwellings: 15 m Townhouse dwellings: 11 m	Townhouse dwellings: 11 m	✓
Minimum Front Yard Setback	3 m	3 m	✓
Minimum Corner Side Yard Setback	3 m	3 m	✓
Minimum Interior Side Yard Setback	7.5 m	Majority of development meets 7.5-metre requirement	✓
		One setback adjacent to Block 2 is 3.8 m	✗
Minimum Rear Yard Setback	(As per dwelling type)	4.5 m	✗
	Where abutting a rear yard on an abutting lot: equivalent to rear yard setback for dwelling type proposed, to a maximum of 7.5 m Where abutting a side yard on an adjacent lot: equivalent to interior side yard setback for dwelling type proposed		
Minimum Landscaped Area	30%	45.3%	✓
Minimum Width of Private Way	6 m	>6 m	✓
Minimum Width of Aisle Width	6.7 m	6 m	✗

Mechanism	Requirement	Proposed	Compliance
Minimum Setback for Any Wall of a Residential Use Building to a Private Way	1.8 m	>1.8 m	✓
Minimum Setback for Any Garage or Carport Entrance from a Private Way	5.2 m	4.2 m	✗
Minimum Separation Area Between Buildings Within a Planned Unit Development	Building height ≤ 14.5 m: 1.2 m Other cases: 3 m	>1.2 m	✓
Maximum Number of Attached Dwelling Units in a Townhouse Dwelling	No more than 8 townhouse dwelling units may be in a single row and the maximum number of attached townhouse units is 16	10 units attached (Back-to-back)	✓
Minimum Resident Parking	Stacked Townhouse: 1.2 spaces per dwelling unit = 109 Townhouse: 1.0 space per unit	Stacked Townhouse: 76 spaces (1.0 space per unit) Townhouse: 18 spaces (1.0 space per unit)	✗ ✓
Minimum Visitor Parking	0.2 spaces per unit (17 required)	Stacked Townhouse: 16 spaces Townhouse: 17 spaces = 33 spaces	✓
Minimum Width of Landscape Buffer for Parking Lots	Abutting a street: 3 m Other cases: 1.5 m	Abutting a street: 3 m Other cases: >1.5 m	✓ ✓
Minimum Bicycle Parking	Stacked Townhouse: 0.5 per unit = 38 spaces	44 spaces	✓
Outdoor Loading and Refuse Collection	Outdoor loading and refuse collection areas contained within a parking lot must be: a) Located at least 9 m from a lot line abutting a public street	>3 m from lot line	✓ ✓

Mechanism	Requirement	Proposed	Compliance
	b) Located at least 3 m from any other lot line c) Screened from view by an opaque screen with a minimum height of 2 m	Enclosed	✓

4.4 Requested Relief

While the proposed development meets the majority of the zoning standards for a PUD in the R4Z zone, relief is required from select provisions. A rationale is provided for each provision below:

/ **Permit a rear yard setback of 4.5 metres**

Due to zoning definitions, the rear lot line of the development is the westernmost property line. The rear yard setback represents a side yard condition, as viewed from Hazeldean Road. Additionally, if the two component land parcels had remained separate, the required setback from the west property line would be 3 metres.

The 4.5-metre setback was increased from the previous proposal of 3 metres. The revised setback distance was determined through discussions with the abutting condo board, and representatives from the condo board have gone on record in support of this setback.

/ **Permit a minimum setback for a garage from a private way of 4.2 metres**

While the majority of garages in the townhouse units meet the setback requirement of 5.2 metres from the private way, the southernmost garage on the west bank of townhouses is located 4.2 metres from the private way. The configuration results from the curve in the private way, which cannot be reduced in width to meet the garage setback performance standard. As the garage comprises part of a double-wide driveway, the townhouse unit will continue to benefit from a 6-metre driveway on the north side. The design will meet the intent of the provision by providing an opportunity for vehicular parking in front of the garage, including visitors.

/ **Permit an interior side yard setback of 3.8 metres**

While the majority of the development meets the required 7.5-metre interior side yard setback, the southernmost unit in Block 2 is located 3.8 metres from the nearest lot line. The reduced setback would apply only to the width of the unit, and interfaces with a heavily-landscaped area on abutting property west of the lot line. The residential building on the abutting property is located approximately 16 metres from the segment of the lot line subject to the reduced setback, effectively creating a separation distance of approximately 20 metres between the buildings. As this separation distance is common in a suburban context, and the existing landscaping will visually screen the new building, the relief to the zoning provision is appropriate.

/ **Permit a reduced drive aisle width of 6.0 metres**

While many of the surface parking drive aisles in the development comply with the 6.7-metre minimum requirement, some are deficient at 6.5 metres, 6.15 metres, or 6.0 metres. The Zoning By-law permits aisle widths of 6.0 metres in underground parking facilities in apartment buildings, demonstrating that 6-metre drive aisles can remain functional. As the proposed drive aisle continues to meet fire route requirements, and exceeds the 6-metre width in the vast majority of the proposed development, the proposed layout is appropriate.

Reduce the minimum rate of resident parking for stacked townhouses from 1.2 spaces per unit to 1.0 space per unit

The proposed parking rate of 1.0 spaces per unit is reasonable and appropriate for this location. The back-to-back townhouse units meet and exceed the required parking rate of 1.0-per-unit, given the length of the driveways provided for each unit.

Parking is provided for the stacked townhouses at a rate of 1.0 per parking space. Although the requirement is 1.2 per unit for stacked townhouses, these units are generally smaller than the back-to-back townhouses in the development, and it would be reasonable to anticipate a concomitant reduction in parking demand in these units.

Additionally, parking requirements for stacked townhouses in other areas of the City of Ottawa (Areas X, Y, and B) are uniformly less onerous than parking requirements for townhouse units (including back-to-back townhouse units). By contrast, Area C is the only area in which stacked townhouses have a higher parking requirement than townhouse units. Of additional note, stacked townhouses in the rural area (Area D), where dependency on private vehicles is even greater than in Stittsville, require a parking rate of 1.0 spaces per unit. There is no apparent rationale for the higher requirement in Area C.

As an additional example, dwelling units in a mixed-use building in Area C require only 1 parking space per dwelling unit. Dwelling units in these types of development are generally apartment-type units that would be comparable to the proposed stacked townhouses in size and demand for vehicles.

The provided parking rate is proposed in response to market realities, in which one-vehicle households are increasingly common. The 1.2-per-unit parking requirement equates to one household in five having two cars, while the remaining households (80% of the total) would have one car each. In this way, the Zoning provision implicitly acknowledges that the majority of households in stacked townhouse dwellings require only one car. The requested variance simply extrapolates this understanding to encompass all households in the development, providing one parking space for each unit.

Prospective buyers and tenants will have a full understanding of the parking supply offered in the development, and will therefore recognize that accommodation for a second vehicle per household is not provided. The applicant is currently finalizing plans to secure temporary off-site parking in proximity to the development, to reduce impacts on nearby streets in the unlikely event of parking overflow.

A comparable example is the recently-approved development at 800 Eagleson Road. The development includes a residential apartment building with no commercial uses, and a mix of two-bedroom and three-bedroom units. While the requirement was 1.2 parking spaces per unit, Council approved an overall parking rate of 0.97 spaces per unit through a Zoning By-law Amendment. Notably, if commercial uses were included in the building, the parking requirement would be 1.0 spaces per unit.

Visitor parking is provided to serve the development, exceeding the minimum rate established in the Zoning By-law. As the back-to-back townhouses are equipped with visitor parking in their respective driveways, all visitor parking facilities in the surface parking lot will be used by vehicles associated with the stacked townhouse dwellings. As parking overflow impacts on nearby streets are overwhelmingly generated from visitor parking, the ample visitor parking provided will serve to avoid these impacts.

Public transit facilities are available at the corner of Hazeldean Road and Victor Street, which are proposed to remain in service following the completion of the development. Bus Route #61 provides a direct transit connection to Tunney's Pasture LRT station and points beyond, offering a convenient mode of transportation for residents to meet daily needs.

5.1 Site Servicing and Stormwater Management Report

EXP prepared a Site Servicing and Stormwater Management Report in support of the development. The report examines existing and proposed water, sanitary, and stormwater management infrastructure and concludes that:

- / Existing municipal watermains have adequate capacity to service the proposed development for both domestic and fire protection;
- / Adequate reserve capacity is available in the downstream sewer system to service the proposed development; and
- / Underground chambers will be used for stormwater management, and will account for the 100-year event.

5.2 Noise Impact Assessment

EXP prepared a Noise Impact Assessment in support of the proposed development. The Assessment was required based on proximity to Hazeldean Road, an undivided 4-Lane Urban Arterial roadway. The report assesses noise impacts from surface transportation sources only, as no stationary noise sources were noted at the site that would exceed the sound level criteria.

The report concludes with a set of recommendations for noise mitigation, including adding warning clauses on title for central air conditioning.

5.3 Transportation Impact Assessment (TIA)

EXP prepared a Transportation Impact Assessment and Scoping Report in support of the application. It notes that the assessment is only triggered for safety evaluation, and not Trip Generation or Location. In accordance with City of Ottawa Guidelines, the size and scale of the development does not warrant assessment in these categories.

The assessment anticipates that the trips generated by the development will be relatively insignificant and easily absorbed by the existing transportation network.

5.4 Environmental Site Assessments (ESA)

EXP prepared a suite of ESA reports for the both component parcels of the subject property, including Phase One and Phase Two Assessments for each respective address.

The Phase Two assessment for the property municipally known as 5924 Hazeldean Road concludes that no further work is needed. The contaminant levels observed on the property were below Ministry of the Environment, Conservation and Parks (MECP) site condition standards.

The Phase Two assessment for the property municipally known as 5938 Hazeldean Road noted that the concentrations of one or more exceedances of PHC F3, cadmium, lead, benzo(a)pyrene and fluoranthene of the MECP Table 7 SCS in soil, and the concentrations of benzene, PHCs F2 and naphthalene exceeded the MECP Table 7 SCS in groundwater.

Approximately 600 m³ of impacted soil was identified east of the existing site building. The report recommends that this soil be removed and safely disposed of. Additionally, approximately 900 m² of petroleum impacted groundwater was identified within the limestone bedrock in the former locations of the UST nest and pump island in the north-central area of the property. The report similarly recommends that the groundwater be remediated.

6.0 CONCLUSION

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications are appropriate, represent good planning, and are in the public interest.

The proposal is consistent with the PPS by providing efficient and appropriate development on lands within the urban boundary that contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area, and meets the policies for the General Urban Area. The proposal responds to its context by ensuring an appropriate land use and built form, and meets urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed land uses are permitted in the underlying R4 and GM zones, and the Zoning By-law Amendment application is limited to amendments to select performance standards for the requested R4 zone. The requested site-specific amendments are reasonable and appropriate for the property, and will not result in undue adverse impacts.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,

A handwritten signature in black ink that reads "Jaime Posen". The signature is written in a cursive, slightly slanted style.

Jaime Posen, MCIP RPP
Senior Planner

APPENDIX A: EXCEPTION 1208

Additional Land Uses Permitted:

- / Bank
- / Retail food store limited to bakery and butcher shop
- / Medical facility
- / Convenience store
- / Daycare
- / Retail store limited to: drug store, florist shop, stationary store, video rental outlet
- / Dry-cleaning outlet or laundry outlet
- / Office
- / Payday loan establishment
- / Personal service business
- / Restaurant, full service
- / Restaurant, take out

Provisions:

- / No person may use any lot or erect or use any building or structure unless such lot is served by a public water system and a sanitary sewer
- / Non-residential uses are permitted on the ground floor or basement of an apartment dwelling
- / Maximum density: 99 units / ha
- / Minimum lot width: 24 m
- / Minimum front yard setback: 9 m
- / Minimum corner side yard setback: 9 m
- / Minimum interior side yard setback:
 - o Non-residential uses: on the ground floor, abutting a non-residential zone: 0 m
 - o For residential uses:
 - Between a side lot line and part of a building with its height greater than 0 m and less than 9.5 m (second and third storeys): 3.5 m
 - Between a side lot line and part of a building with its height greater than 9.5 m (fourth storey): 8.5 m
- / Minimum rear yard setback:
 - o Between a rear lot line and a parking structure with its height less than 1.4 m: 3.5 m
 - o Between a rear lot line and part of a building with its height greater than 1.4 m and less than 9.5 m (second and third storeys): 18 m
 - o Between a rear lot line and part of a building with its height greater than 9.5 m (fourth storey): 23 m
 - o Minimum lot area: 900 m²
 - o Dwelling unit area:
 - Minimum bachelor / studio unit: 35 m²
 - Minimum one-bedroom units: 50 m²
 - Minimum two-bedroom units: 65 m²
- / Minimum landscaped open space: 25%, this includes the landscaped amenity area on the roof of the parking garage
- / Maximum lot coverage, main building: 40%
- / Maximum building height: 12 m
- / Parking requirements: 1.5 parking spaces per unit; 20% of spaces to be designated as visitor parking
- / The surface parking area is permitted in the required front yard and interior side yard provided that no part of any parking area, other than a driveway, is located closer than 1 m to any street line
- / In addition to Section 64 the following projections are permitted:
 - o Sloped parapet roof to a maximum vertical height of 1.5 m
 - o Fences

-
- / In addition to the permitted encroachments in Section 65 the following encroachments are permitted:
 - o Balcony on the fourth storey to a maximum projection of 3 m
 - o Planter
 - o Railing
 - / Balconies on the second and third storeys are not permitted encroachments
 - / The outdoor leisure area may only be used for residential purposes, no non-residential use is permitted on the roof of the parking garage, that portion of the outdoor amenity area immediately in front of the non-residential premises would be available for use as access to the non-residential premises and not be used for residential purposes
 - / A loading facility and entrance other than the front entrance, must be provided for the residential occupants of the building
 - / A restaurant, take-out is limited in size to 111 m² gross floor area
 - / A restaurant, full-service is limited in size to 223 m² gross floor area