



## **1568 Meadowbrook Road**

Planning Rationale + Design Brief  
Zoning By-law Amendment  
January 19, 2022



Prepared for HP Urban Inc

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# 1.0

## Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by HP Urban Inc to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment application to facilitate the proposed development on the lands municipally known as 1568 Meadowbrook Road (the “subject property”) in the Pineview neighbourhood of the City of Ottawa.

The proposed development seeks to redevelop the subject property with four (4) long semi-detached dwelling units. Presently, the property is occupied with one (1) low-rise single detached dwelling. To allow development to proceed as designed, a Zoning By-law Amendment is required. The purpose of the Zoning By-law Amendment application is to request the subject property be rezoned “Residential Third Density, Subzone Y – (R3Y)” and seek specific relief from the minimum lot width, rear yard setback, and rear yard area.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines, including appropriate transition and building height within the established neighbourhood.

### 1.1 Required Application

To proceed with the development as envisioned, the following planning application is required:

#### Zoning By-law Amendment

The proposed Zoning By-law Amendment proposes to change the existing zoning, Residential First Density, Subzone WW (R1WW) of the subject property to Residential Third Density, Subzone Y, with a site specific exception – R3Y [XXXX] to permit the use and building design as proposed.

#### Site Specific Provisions

The site-specific exception to the R3Y zone includes the following provisions:

- / Reduce minimum lot width to 9.92 metres, whereas the R3Y (long semi) minimum lot width is 10 metres.
- / Reduce rear yard area to 63.5 square metres, where as Section 144 of the Zoning Bylaw requires 90.73 square metres (25% lot area)

It should be noted that this proposal assumes the property will be successfully severed through a forthcoming Consent Application at the Committee of Adjustment.



## 2.0 Site Context and Surrounding Area

### 2.1 Subject Site

The subject property, municipally known as 1568 Meadowbrook Road, is located in the Beacon Hill-Cyrville Ward (Ward 11) of the City of Ottawa. The subject property is currently developed with a two-storey single detached dwelling. The subject property has a total area of 1448.2 square metres and a frontage along the south side of Meadowbrook Road of 39.62 metres. The subject property is located approximately within a 650-metre radius of the planned Blair Light Rail Transit (LRT) station.

The subject property includes three (3) trees, a Freeman Maple, Balsam Fir, and Easter White Cedar, all in good condition, as noted in the included Tree Information Report. Beyond the three large trees on the property the remaining landscaping is sod. Parking on the property is located abutting the house on a paved laneway along the east side of the property and a separate garage building.

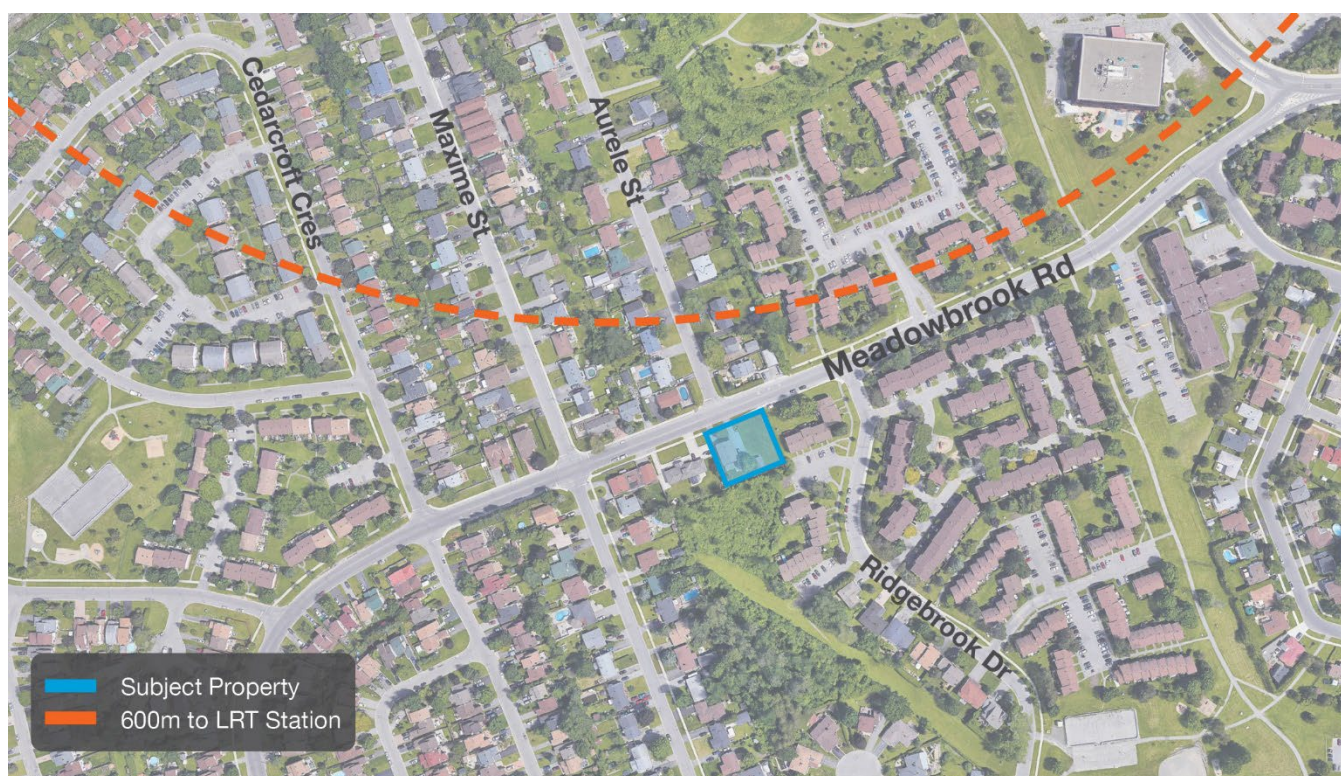


Figure 1: Aerial image of subject property, surrounding area, and proximity to rapid transit.

### 2.2 Surrounding Area

**North:** The area immediately north of the subject property is a primarily residential area that is characterized by a mix of dwellings, ranging from single detached, and semi-detached homes to townhouses. Non-residential uses in proximity to the subject property include Queensway Park, the Blair Station park and ride facility, and commercial office uses. Further north is the Queensway Highway which includes an overpass pathway for pedestrians to commute to the Blair LRT station.

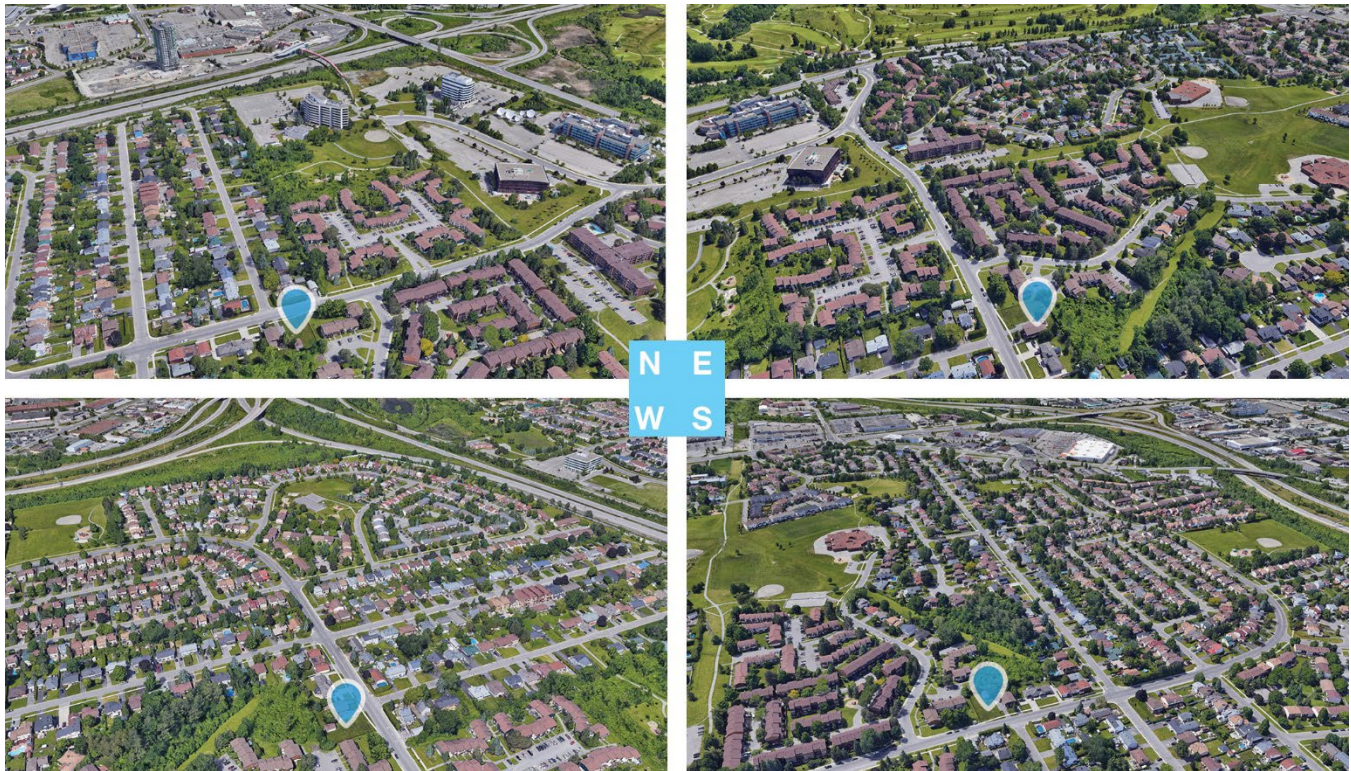


Beyond the Queensway Highway is a large commercial area which includes the Gloucester Centre, two (2) recently developed high-rise residential towers, a grocery store, Costco, restaurants, and a movie theatre.

**West:** To the west of the subject property is a residential area that is primarily characterized by a mix of dwellings, including single detached, semi-detached, and townhouses. Further east is Cedarcroft Park, Meadowbrook Park, and other recreational fields. A light industrial park located within a Mixed-Use Centre is located on the west side of Highway 417.

**South:** Maxime Park directly abuts the property. Other parks to the south include Stonehenge Park, Woodburn Park, and Cyrville Park. The residential uses to the south of the subject property are comprised of a mix of typologies, including single detached units, semi-detached dwellings, and townhouses. Additional uses to the south of the property include two (2) schools, recreational facilities, and a commercial area along Innes Road. Innes Road features a wide range of uses and heights including retail, restaurants, residential, personal services and other uses.

**East:** The area to the east of the subject property is characterized predominantly by residential uses, the majority of which are townhouses, but also include single detached and semi-detached units. Other uses include a commercial business park which features offices for MBNA, TD Bank, and the Children's Aid Foundation of Ottawa. West of Blair Road is Pine View Golf Course which provides further recreational facilities.



### Community Amenities:

The subject property enjoys a location near a two Mixed Use Centres and two Urban Employment Areas which offer proximity to both employment and recreation activities. The surrounding neighbourhood benefits from access to multiple, large, grocery facilities and a shopping centre within a kilometre of the subject property. The site is well-served with respect to attractions, parks, and community facilities, including Pine View Golf Course, Queensway Park, and the Gloucester Centre.



A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and include:

- / Multiple commercial uses including Tim Horton's, Chapters, Costco, Walmart, and Canadian Tire;
- / Recreational facilities including tennis courts, baseball diamonds, golf course and a splash pad;
- / Parks including Queensway Park, Cedarcroft Park, Meadowbrook Park, Appleton Park, Cryville Park, and trails, pathways, and greenspaces along the Multi-Use Pathways; and
- / Schools including the St. John Paul II School, École Élémentaire Catholique des Pins, and Montessori-Suzuki Nursery School.



### 2.3 Road Network

The subject property is located on a Major Collector Road (Meadowbrook Road) as identified on Schedule E of the City of Ottawa Official Plan. Collector roads connect communities and distribute traffic between the arterial system and the local road system. As a Major Collector Road, Meadowbrook Road directs traffic to Blair Road to the east and Cyrville Road to the south. Innes Road and Cyrville Road are both identified as Arterial Roads on Schedule E of the City of Ottawa Official Plan. Additionally, the subject property is located in close proximity to the Queensway Highway and the 174 Highway running east-west and north-south respectively. These highways offer efficient travel throughout the City of Ottawa.

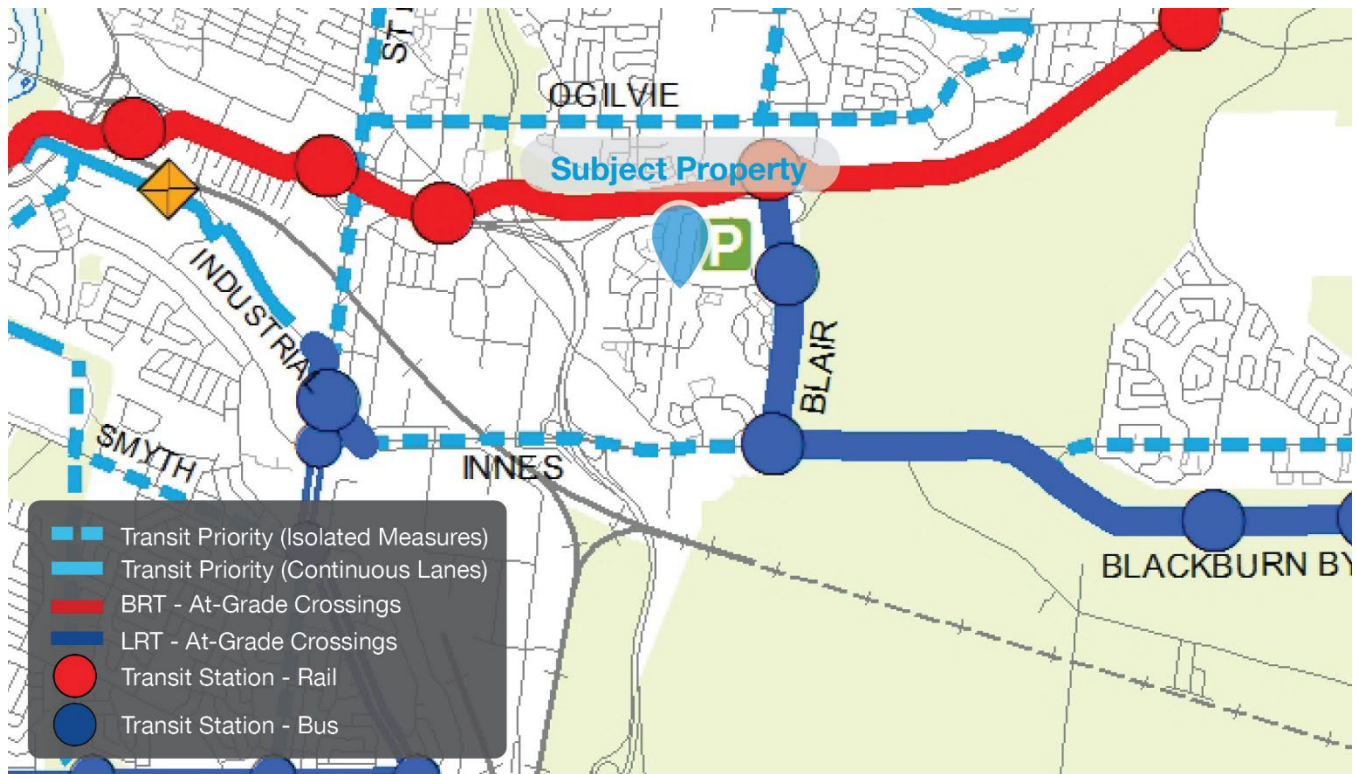


### 2.4 Transit Network

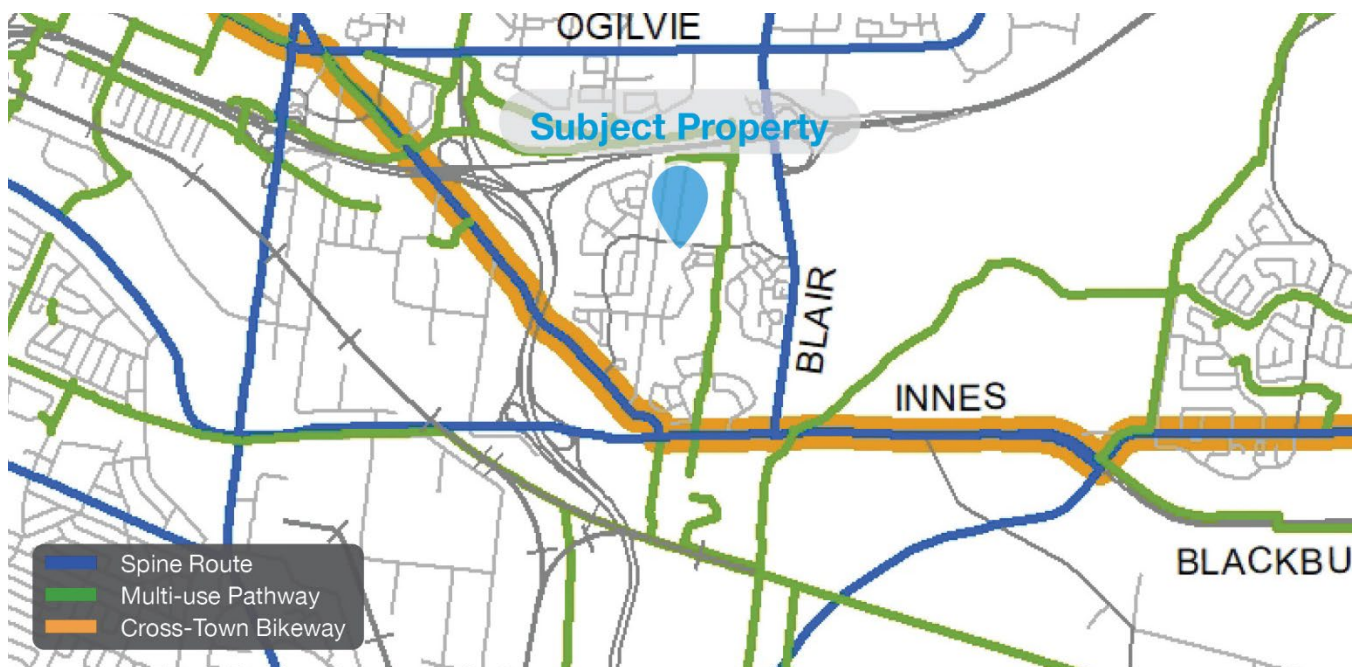
The subject property is located approximately 650 metres from the existing Blair LRT station and 610 metres from the planned Meadowbrook Bus Rapid Transit (BRT) station as indicated on Schedule D of the current Official Plan. The Blair LRT station is accessible to the subject property via a pedestrian overpass that crosses the Queensway Highway. Additionally, there is a park and ride parking lot, approximately 325 metres north of the subject property, and south of the Queensway Highway in the Protected Major Transit Station Area.

The nearest bus station is in front of the subject property servicing OTranspo Bus Routes the 25, 26, 42, and 622.





## 2.5 Active Transportation Network



The area surrounding the subject property offers multiple active transportation options. Cyrville Road is a Spine Route with a Cross-Town Bikeway designation on Schedule C (Primary Urban Cycling Network) of the Official Plan. This designation indicates that the street is as a major cycling connector across the City. In addition to the Cross-Town Bikeway that follows Baseline Road, Spine Routes are found on Woodroffe Avenue and Clyde Avenue. Further, Multi-Use Pathways can be found in proximity north and west of the subject property.

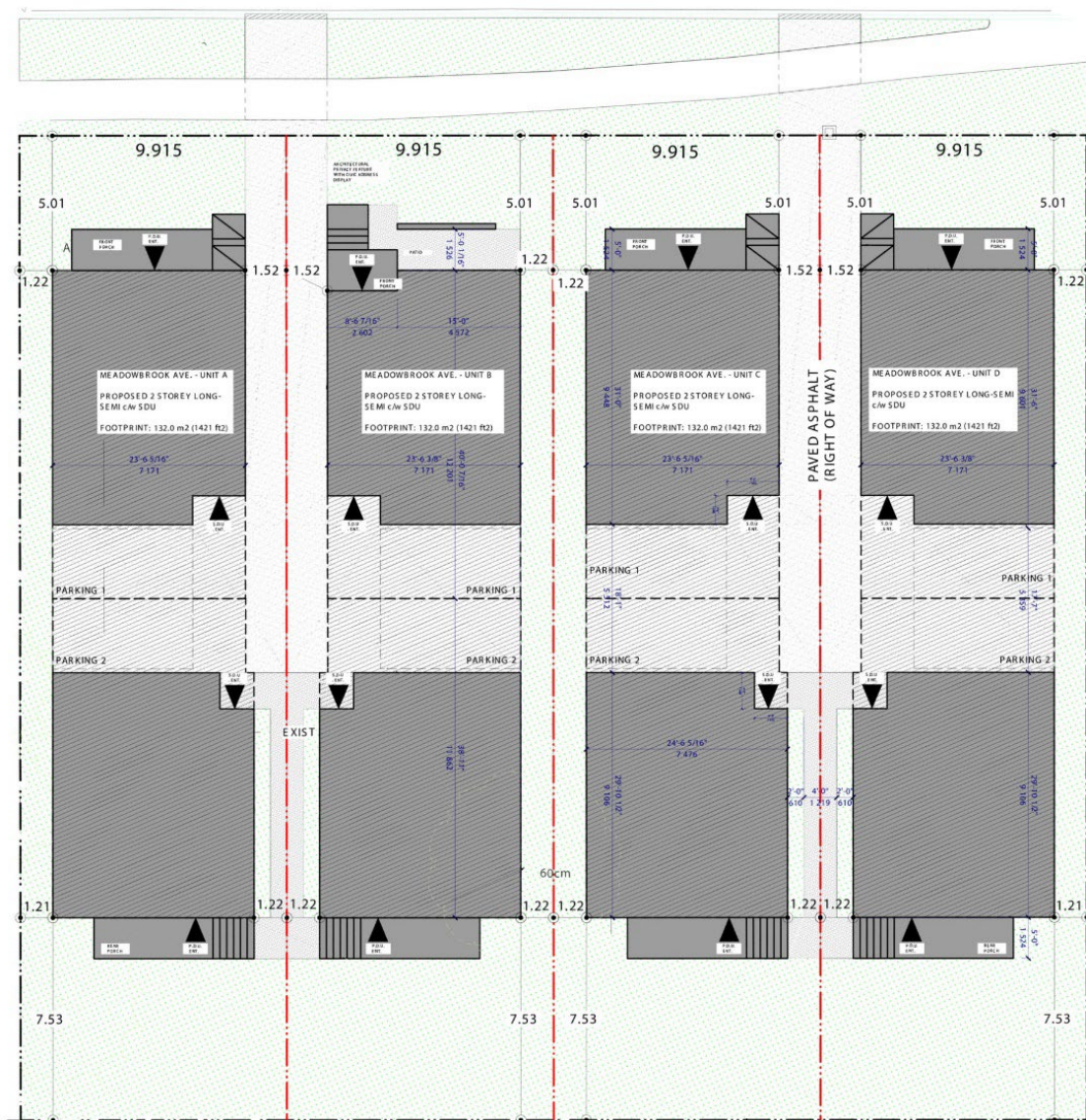


## 3.0 Proposed Development Design

### 3.1 Proposed Development

HP Urban Inc. has retained Azul Designs to prepare development concepts which propose to demolish the existing detached dwelling unit and detached garage and infill the subject property with four (4) long semi-detached dwelling units, to a maximum built height of 9.0 metres.

The proposed development of four (4) long semi-detached dwellings for a total of eight (8) units with a GFA of 1757.2 square metres for a coverage of 36.4% of the lot. Each semi-detached unit shares driveway between abutting units to maximize the available landscaping area. Soft landscaping is provided for 35.4% of the subject property.



## 3.2 Building Design

### 3.2.1 Building Massing and Transitions

The subject property is in an evolving neighbourhood that is presently characterized by a mix of single detached dwellings, semi-detached dwellings, and townhouses. Abutting the subject property to the east as well as on the north side of Meadowbrook Road is the Carlton Condominium Corporation Community which is comprised of 135 townhouse units. The proposed long semi-detached dwellings are broadly consistent with the density found on the abutting properties. The proposed footprints are smaller than the as-of-right built form permitted in the property's current R1WW zone.

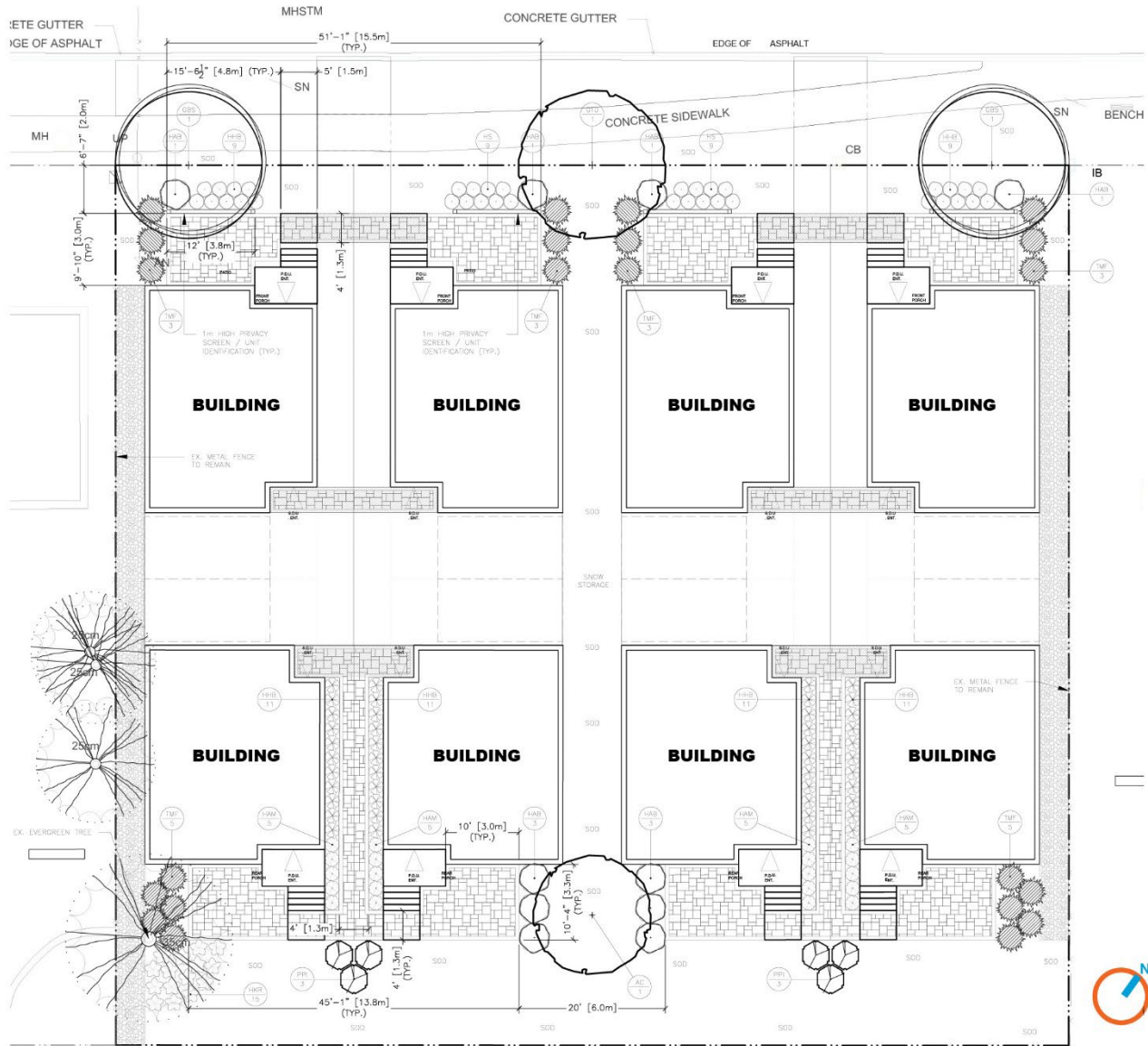
The physical dimensions of the dwelling units are generally compliant with the proposed R3Y zone, requiring site specific relief for lot width, rear yard area and rear yard setback. The proposed development complies with the general intent and purpose of the R3Y zone with respect to broadening the mix of housing types and creating additional housing choices within the third density residential area. The design, in terms of materials and aesthetics is consistent with similar contemporary infill projects found in the area and Ottawa more broadly. Specifically, the use of large fenestration, masonry, and other stone façade cladding is typical of contemporary infill in the Ottawa area.



## 3.3 Streetscape and public realm

The proposed design includes a substantial investment in creating a quality exterior experience on the subject property. With respect to the soft-scaping, the landscape plan includes the installation of 4 deciduous trees, the retention of 3 coniferous trees, 38 shrubs, and 97 perennials and grasses. Further, the rear yard is sodded with the addition of a hardscaped patio area. This offers private exterior space for residents of the units.





The property also includes extensive hardscaping in the form of light and heavy-duty interlocking pavers. The pavers create patio spaces in the front area of the property in addition to the rear, offering all residents private exterior space. Patio areas in the front of the subject property have vegetative screens in the form of trees, grasses, and shrubs to create greater levels of privacy. Further, pathways between units include interlocking pavers. The side yards are proposed to be fitted with river rock for ease of maintenance.

The parking spaces are located at the interior of the subject property, between the connected units. To access these parking spaces each pair of long semi-detached building shares a 3.04 metre drive aisle. Each unit is allocated one parking space. Locating parking at the interior of the site, paired with sharing drive aisles, allows for an efficient and roughly equal level of exterior space for residents of both the units at the front of the property and the rear.

The frontage of the property interfaces with the public realm by framing each pair of buildings with newly planted trees at the edge of the property and shrubs and grasses under each tree's canopy. This offers an attractive presentation of the property to the broader neighbourhood.





## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) 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 emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

As discussed above, **Section 1.1.1** (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, the proposed development meets the following policies:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;
- 1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 1.1.1 d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

**Section 1.1.3** of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. The proposed development meets the following policies:

- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;

- b) 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;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impact of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight supportive.

1.1.3.3 Planning authorities shall identify appropriate locations, and promote opportunities for transit-supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment where it can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs;

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

**Section 1.4** contains policies on Housing. The proposed development meets the following policies:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
- b) Permitting and facilitating all types of residential intensification and redevelopment;
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
- d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
- e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
- f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

**Section 1.6.7** contains policies on Transportation, the proposed development meets the following policies:

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 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.

**Section 1.7** contains policies on Long Term Economic Prosperity, the proposed development meets the following policy:

1.7.1 e) long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.



**Section 1.8** contains policies on Energy Conservation, Air Quality, and Climate Change, the proposed development meets the following policies:

- 1.8.1 PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:
- a) Promote compact form and a structure of nodes and corridors;
  - b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
  - e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**The proposed development is consistent with the policies of the Provincial Policy Statement, 2020. As part of the overall concept, the re-development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city's urban area, in close proximity to significant transit infrastructure, important amenities, and employment hubs promoting the principles of the 15-minute neighbourhood. Finally, the proposed development will contribute to the supply of available housing within the Pineview neighbourhood in a built form that will offer greater variety in housing types.**

## 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four (4) key areas, two (2) of which are relevant to this proposal:

### Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently; and
- / Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

### Creating Liveable Communities

- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- / Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Sections 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), discussed below.

The proposed development intensifies an underutilized property within the City's urban area and in an area appropriate for intensification. The compact form of the development is consistent with abutting housing units to the east of the subject property and consistent with the strategic directions of the Official Plan. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the existing and planned scale and character of development in the area.

#### **4.2.1 Managing Growth**

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

**The proposed development meets the following policies of the Section 2.2.2, among others:**

- Policy 1      Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a)    Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
  - b)    The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
  - c)    The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
  - d)    The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses."

**The proposed development represents the redevelopment of an underutilized lot within a developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.**

- Policy 10      Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area;

- Policy 12 Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.  
Figure 2.4 of Section 2.2.2 defines building heights as follows:
- / Low-Rise: 4 storeys or less
  - / Mid-Rise: 5 to 9 storeys
  - / High-Rise: 10 to 30 storeys
  - / High-Rise 31+: 31 storeys or greater
- Policy 22 The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.
- Policy 23 The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

**The planned development efficiently intensifies a previously under-utilized site in an area currently well served by community facilities, commercial services, park spaces, and rapid transportation options. The redevelopment and intensification of the subject property will complement the existing built form environment while creating more units near Urban Employment Areas and Mixed Use Centres. Further discussion of the compatibility and design policies are in Section 4.2.3 and 4.2.4 below.**

#### **4.2.2 Land Designation**

The subject property is designated "General Urban Area" on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. Section 3.6.1 define General Urban Area as areas permitted for development of a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

- Policy 1 The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.
- Policy 2 New development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

**The proposed development will contribute to the available housing options within an existing established neighbourhood, adding to the variety of housing types and tenures within the neighbourhood. Moreover, the proposal**



is in proximity to existing services and amenities. The proposed design and compatibility of the design is evaluated in the context of Sections 2.5.1 and 4.11 of the Official Plan and outlined further in this report.

**Policy 3** Building height in the General Urban Area will continue to 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. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

**The proposed development is of a compatible form and typology. The subject property is located in an area characterized by low-rise residential building heights and the proposed development will continue this height profile.**

**Policy 5** The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and
- b) 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.

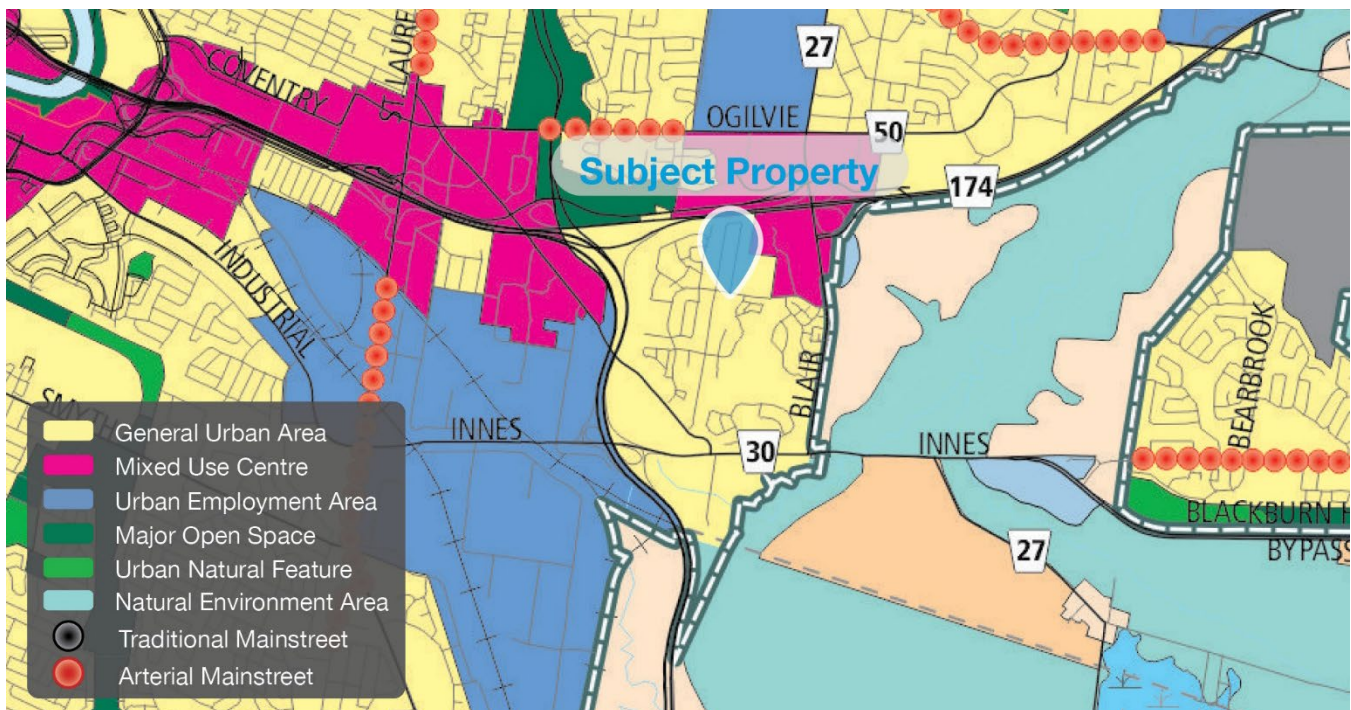


Figure 13: Schedule B - Urban Policy Plan, City of Ottawa Official Plan.

**The proposed development introduces long, semi-detached dwelling units, aligning with the housing type contemplated for intensification in the Official Plan within the General Urban Area. The proposed development will also contribute to**

the available housing stock within the City of Ottawa, specifically the Beacon Hill-Cyrville area, which is in proximity to existing services, amenities, employment, while supporting active transportation and transit use.

#### 4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. The Official Plan states that compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

**The Design Objectives in Section 2.5.1 are intended to influence Ottawa’s built environment as it grows. The following are applicable to the subject site and proposed development:**

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

**The proposed development is within the Beacon Hill-Cyrville Ward, which is a well-established, low-rise residential area. The proposed development seeks to maintain this vision of the area. The proposed residential use will offer additional housing options in proximity to transit, retail, employment, and other amenities, in a way that is compatible with this complete community. Further, the development will offer interest to the area through large use of fenestration, high-quality material choices, and a well landscaped exterior space to better interface with the public realm.**

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

**The proposed development will add quality private spaces by way of ample fenestration thereby increasing the notion of eyes on the street. Further, use of high-quality cladding materials will present attractive housing units along streetscape. The proposal ensures that buildings are closer to the street than the existing development thereby ensuring that the Meadowbrook frontage is addressed and the public realm is enhanced. Finally, the integration of hardscaped interlocking pavers to provide private patio space for each unit presents residents well integrated private exterior space.**

Objective 3 To create places that are safe, accessible and are easy to get to.

**The proposed long semi-detached dwellings create places that are safe, accessible, and easy to get to by transit and active transportation.**

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

**The design of the buildings has contemplated a built form that is compatible with the existing context. The proposed long, semi-detached dwelling units adhere to policies established for low-rise buildings in the General Urban Area ensuring the development form follows that of the existing character of the area. The footprints and massing are consistent with what is envisioned for development in the area.**

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

**The proposed development helps to achieve a more compact urban form and considers adaptability and diversity by intensifying an existing development lot and providing a mix of unit types to accommodate residents. The development accommodates the needs of people with a broad range of life stages. By introducing smaller homes, the proposal provides an opportunity for people to “right-size” their housing as life circumstances changes.**

#### 4.2.4 Urban Design Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, **Section 4.11** describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development.

**The following provides an analysis of how the proposed development meets the applicable policies of Section 4.11.**

##### Building Design

Policy 5            New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

**The proposed development has a low-rise residential built form that is compatible with the existing context and planned function of the area. Materials, colours, and architectural elements will be carefully considered as to provide a redevelopment which is complementary, yet distinctive from existing conditions.**

Policy 6            The City will require that all applications for new development:

- a) Orient the principal façade and entrance(s) of main building(s) to the street;
- b) Include windows on the building elevations that are adjacent to public spaces; and
- c) Use architectural elements, massing, and landscaping to accentuate main building entrances.

**The proposed development includes four (4) long, semi-detached dwelling units that feature entrances fronting Meadowbrook Road. Each building has abundant fenestration directed towards public spaces, and entrances are framed by vegetative features to accentuate the main entrance to each building.**

Policy 8            To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.

**The proposed development internalizes all mechanical and utility equipment. Further, parking spaces are located in the interior of the site, limiting automobiles dominance of the public realm. Drive aisles are paired between buildings to reduce space dedicated to automobiles and minimize disruptions to the public sidewalk. This also maximizes soft landscaping opportunities in the publicly viewable areas.**

##### Massing and Scale

Policy 12           Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

**The long, semi-detached dwellings proposed at nine (9) metres in height are within the 10-metre permitted height in the proposed R3Y zone and remain low-rise development. Issues about transitions in height are mitigated by the**



**proposed building's 10-metre distance from the closest abutting building on Meadowbrook Road. Further, there are no buildings actively fronting Meadowbrook Road on the opposite side of the street. The impact of the height of the proposed long, semi-detached units is negligible to the immediate area.**

## Outdoor Amenities

**Policy 19** Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).

**The subject property has neighbours only to the west where the residential unit is approximately 8.7 metres from the shared property line. The proposed development will not create undesirable impacts to the private amenity spaces for the adjacent residential unit. No above grade-decks/porches are proposed, and a privacy fence will be installed along shared property lines minimizing any overlook concerns.**

## 4.3 New Ottawa Official Plan

The City of Ottawa has recently undertaken an Official Plan review, which has culminated in a new Official Plan, that was adopted by Council in November 2021. However, the new Official Plan has yet to achieve ministerial approval from the Province of Ontario, and thus has not yet been fully adopted. Development applications filed and deemed complete prior to the adoption of the new Official Plan will be subject to the policies of the current Official Plan (summarized in the previous section). Regardless, it is important to review the New Official Plan as approved by City Council, as it provides insight on the direction the City of Ottawa has on land use planning and growth management in the future. It should be noted that the new Official Plan version that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021, as by-law 2021-386.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

### 4.3.1 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;

- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

**The proposed development meets the following Growth Management Framework policies among others:**

### **Designate Sufficient Land for Growth**

- 3.1.3 The urban area and villages shall be the focus of growth and development

**As outlined in the Transect Policy section, the subject property is within the Outer Urban Area and located in an ideal location for further intensification based on the policy throughout this report.**

### **Support Intensification**

- 3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.

**The proposed development replaces a single detached unit and intensifies the subject property with eight (8) residential units, which will contribute positively to the City's intensification goals.**

- 3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

**The proposed development includes two-storey residential units which are permissible within the Neighbourhood designation. Further, the proposed density is in conformity with the density policies found in the New Official Plan applicable to the subject property.**

- 3.2.3 The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services.

**The subject property is located in a Neighbourhood designation that is close to a Hub designation. The intensification of the subject property will positively contribute concentration of residential units in close proximity to areas of employment, rapid transit, as well as support the creation of a 15-minute neighbourhood in the area.**

- 3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the

approval of applications for intensification shall be in conformity with transect and overlay policies as applicable

**The subject property is fully serviced, and the proposed development conforms to the intensification policies specific to its transect and urban designation.**

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices

**The proposed development looks to build long, semi-detached dwellings which will offer the area an additional housing typology in addition to adding intensification to the subject property.**

#### 4.3.2 Urban Design

Urban Design is the process of giving form and context to our 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 New Official Plan provides framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:**

*Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes.*

4.6.5.1 Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

**Covered in Sections 4.3.3 and 4.3.4 of this report, the proposed development is compatible with the intent of the New Official Plan's Transect and Urban Designation policies. Further, the development is compliant with the policies of the existing Official Plan outline in Section 4.2 of the report and compatible with both the Urban Design Guidelines for Low-Rise Infill and Transit Oriented Development as detailed in Sections 4.4 and 4.5 of this report.**

4.6.5.3 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.

**The proposed development makes efficient use of the subject property by providing shared driveways between abutting residential units and locating parking between the long, semi-detached units, to remove automobiles from the streetscape. By reducing driveway widths and removing cars from the front of the subject property, the proposed development adds to the attractiveness of the public realm by maximizing area for landscaping and other beautification measures.**

*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*

4.6.6.6 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 development is compatible with the Outer Urban Transect policies and remains contextually appropriate for the context. The residential units include front porches, soft landscaping, and main entrances located at-grade in the front of the residence. Further, the buildings are constructed of high-quality materials and include large amounts of fenestration that complement the existing housing stock in the area.

#### 4.3.3 Transect Policy Area

Schedule A of the Draft Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the **Outer Urban Transect**, comprised of newer neighbourhoods inside the Greenbelt. The built form and site design in this Transect includes predominantly suburban characteristics while attempting to introduce more viable public transit and active mobility options. More substantial changes in built form will be confined to strategic locations close to Hubs, Corridors, and areas well served by Rapid Transit.



Figure 14: Schedule A - Transect Policy Areas, New Ottawa Official Plan

The proposed development meets the following Outer Urban Transect policies outlined in Section 5.3, among others:

#### Recognize a suburban pattern of built form and site design

- 5.3.1.1 Over the medium- to long-term, the Outer Urban Transect area will evolve towards an urban (15-minute) model. This Plan allows for this evolution to happen gradually

The proposed development improves density which will contribute to the future evolution towards a 15-minute neighbourhood model, while remaining consistent with the low-rise residential planned use of the area.

5.3.1.2 The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- c) Mid- or High-rise in Hubs

**The proposed development is low-rise residential development that remains consistent with the built form found in neighbourhood designated area and context area.**

5.3.1.4 In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- a) Multi-unit dwellings in Hubs and on Corridors;
- b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; and
- c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

**The proposed development is in a Neighbourhood designated location in close proximity to two rapid transit stations as well as having a local transit stop in front of the property. The built form is ground oriented and includes the development of semi-detached units which will contribute to broader range of dwelling units in the area.**

#### **Provide direction to Neighbourhoods located within the Outer Urban Transect**

5.3.4.1 Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy. The Zoning Bylaw shall implement development standards that transition away from a suburban model and move towards urban built forms as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- a) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

**The proposed development adds to the variety of housing types in the neighbourhood while ensuring that the proposed low-rise built form reflects the height and character of the existing area. The built form envelope is permissible under the existing zoning and helps frame the streetscape through a consistent pattern of housing.**

#### 4.3.4 Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is designated as a **Neighbourhood**. Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

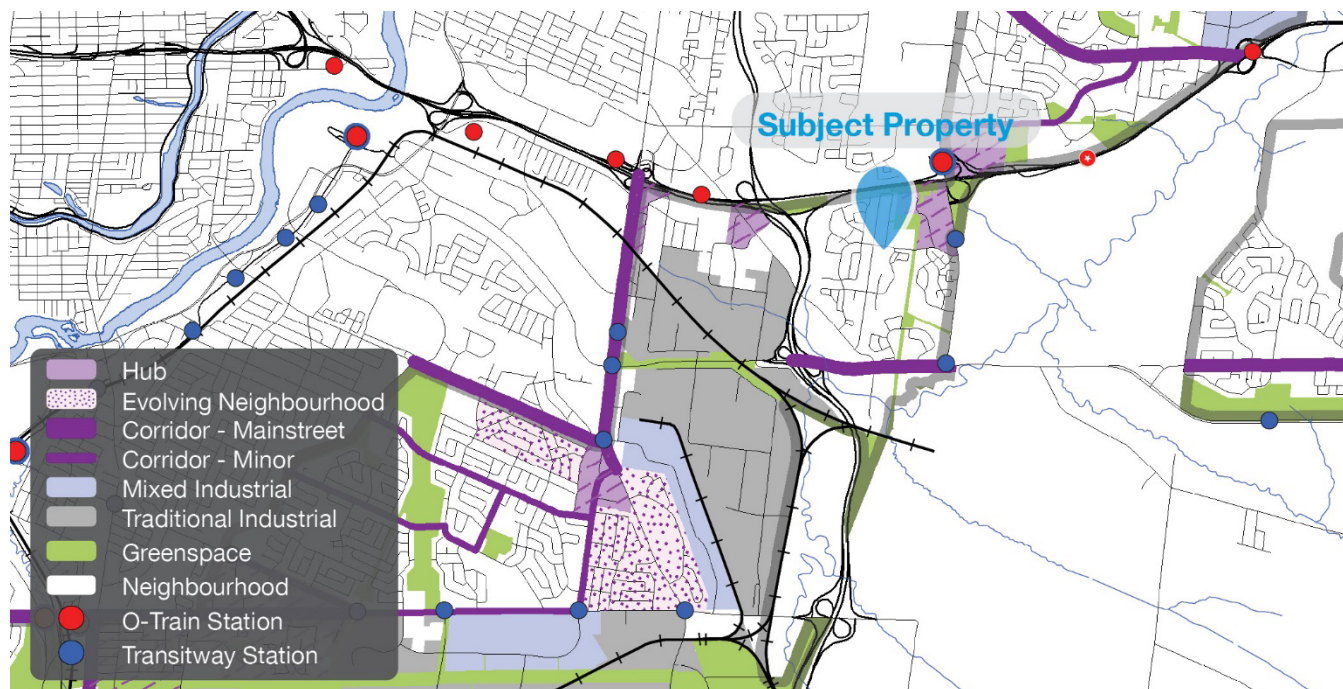


Figure 15: Schedule B3 - Outer Urban Transect, New Ottawa Official Plan.

**The proposed development meets the following Neighbourhood designation policies outlined in Section 6.3, among others:**

*Define neighbourhoods and set the stage for their function and change over the life of this Plan*

6.3.1.2 Permitted building heights in Neighbourhoods shall be Low-rise

**The proposed development is low-rise residential that remains consistent with the planned use of the area while adding intensification to a property that is presently developed with a single detached unit.**

6.3.1.4 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

**The proposed development replaces a single detached residential unit with four (4) long semi-detached units thereby increasing the variety of built forms within the neighbourhood.**



- 6.3.1.5 The Zoning By-law will distribute permitted densities in the Neighbourhood by:
- a) 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;
  - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
  - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

**The proposed development provides ground oriented low-rise development while offering greater levels of density than presently offered on the property.**

#### 4.4 Urban Design Guidelines for Low-Rise Infill

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development.

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. **The following guidelines are met by the proposed redevelopment:**

##### *Streetscapes*

- Guideline 2.1 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

**The proposed residential units locate principal entrances and porches towards the street and offer ample fenestration along the front façade of the buildings creating more 'eyes on the street'.**

##### *Landscape*

- Guideline 3.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.

**The proposed landscaping is consistent with character and landscape pattern of abutting properties and generally in line with soft surfacing and planting in the neighbourhood.**

##### *Building Design (Built Form)*

- Guideline 4.1.1 Ensure new infill faces and animates the public streets.

**The proposed residential units are positioned on the property to define the streetscape while offering porches and large fenestration to create a greater sense of safety and security.**

- Guideline 4.1.2 Locate and build infill in a manner that reflects the existing or 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 development looks to develop residential units that are low-rise in height and generally reflect existing housing typologies found in the surrounding neighbourhood. Setbacks, encroachments, and location of entrances reflect the existing housing pattern in the broader neighbourhood.**

Guideline 4.1.8 Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy.

**The separation between existing abutting homes and the proposed development exceeds the required separation distances outlined in existing zoning bylaws. Fenestration offering views of abutting properties is limited to preserve privacy.**

Guideline 4.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.

**The proposed rear yard amenity space is generally consistent with the pattern in the neighbourhood while also exceeding the required rear yard area outlined in Section 144 of Ottawa's zoning bylaws.**

Guideline 4.2.1 Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.

**The design of the proposed development remains low-rise in height and complementary to the housing pattern and design typology of the neighbourhood.**

Guideline 4.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:

- / Materials, patterns and colours used in wall treatments
- / Cornice lines, form of the roofline and chimney details
- / Size, shape, placement and number of doors and windows
- / The pattern and location of projections, recesses, front porches, stoops, and balconies.

**The proposed development includes high quality materials that compliment the existing character of the neighbourhood, while a new design and material palette. The placement of doors, porches, and fenestration remain inline with the pattern found in the existing neighbourhood.**

Guideline 4.3.4 Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, design the infill units with distinguishing characteristics.

**The proposed development and lot fabric is consistent with existing properties in the neighbourhood but are distinguished by contemporary material choices and enlarged fenestration on the front facades.**

### *Parking and Garages*

Guideline 5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.

**Parking is to be located in the interior of the property to obscure car uses from the streetscape, while maximizing landscaping in front and rear yards.**

Guideline 5.11 Limit the width of front yard parking in order to retain the maximum amount of soft landscape area in the front yard.

**Abutting semi-detached units share driveways to negate parking on the driveway as it would block access to for the neighbouring units. This results in the maximizing of soft landscaping area on the property, specifically the front yards.**

## 4.5 Transit Oriented Design Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties.

While the subject property is not within a 600-metre walking distance, at approximately 615 metres from two different rapid transit stations, the proposed development remains consistent with many of the design guidelines.

The proposed development meets the following applicable design guidelines, among others:

### *Land Use*

Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within proximity of one another.

### *Layout*

Guideline 8 Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station.

### *Vehicles and Parking*

Guideline 32 Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.

Guideline 46 Locate residential garages at the rear of buildings. If residential garages are accessed from the front facade, they should not project beyond the front wall of the dwelling and should not be wider than 50% of the front building façade so that they do not dominate the streetscape.

Guideline 47 Design ground oriented multiple unit dwellings with shared driveways to maximize on-street parking and to limit the physical disruption of sidewalks.



## 4.6 City of Ottawa Zoning By-law

The subject property is currently zoned Residential First Density, Subzone WW. The primary purpose of the R1 zone is to restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan.



Figure 16: Excerpt from the City of Ottawa's Zoning Bylaw Map

The current zoning would not permit the proposed development of semi-detached units; therefore the proposed Zoning By-law Amendment is requesting to rezone the subject property to Residential Third Density, Subzone Y, with a site specific exception – R3Y [XXXX]. The Residential Third Density zone is aligned with the Official Plan policy direction for the site as it:

- / Allows for a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / Allows for a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Regulates development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permits 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 R3 zone permits the following uses:

- |                                 |                            |                      |
|---------------------------------|----------------------------|----------------------|
| / <b>Semi-detached dwelling</b> | / Bed and breakfast        | / Park               |
| / Detached dwelling             | / Duplex dwelling          | / Secondary dwelling |
| / Group home                    | / Home-based business      | / Retirement home    |
| / Home-based daycare            | / Linked-detached dwelling | / Urban agriculture  |

**The proposed development contains semi-detached dwellings which are permitted uses within the R3 zone.**

The rezoning would extend the R3Y zone already in place to the east further along Meadowbrook Road. The proposal has been designed considering the zoning mechanisms outlined in the following table.

<b>Zoning Mechanism</b>	<b>R3Y(Long-Semi)</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Minimum Lot Width</b>	10 metres	9.92 metres	<b>X</b>
<b>Minimum Lot Area</b>	270 square metres	362.9 square metres	✓
<b>Maximum Building Height</b>	10 metres	9.0 metres	✓
<b>Minimum Front Yard Setback</b> <i>Sec. 144 - Alternative Yard Setbacks</i>	Average of the abutting lots' corresponding yard setbacks (not to exceed 3 m, and in no case may be less than 1.5 m) 5 meters	5.1 metres	✓
<b>Minimum Interior Yard Setback</b> <i>Sec. 144 - Alternative Yard Setbacks</i>	0.6 metres for one side yard, 1.8 total	1.22 metres, 2.74 metres total	✓
<b>Rear Yard Setback</b>	6.5 metre	7.53 metres	✓
<b>Rear Yard Area</b> <i>Sec. 144 - Alternative Yard Setbacks</i>	25% of lot area 90.73 square metres	17.5% 63.5 square metres	<b>X</b>

**The proposed development broadly meets the general intent and purpose of the R3Y zone. It will improve the property with a land use that adds intensification and is compatible with the existing and evolving land use pattern in the area. Further, the proposed development will offer a more efficient land use that remains within the general character of the neighbourhood.**

## 5.0 Requested Amendment

### 5.1 Zoning By-law Amendment

In addition to rezoning the subject property from “R1WW” to “R3Y [XXXX]”, the requested zoning amendment also seeks relief to:

#### Reduce minimum lot width from 10.0 metres to 9.92 metres

- / Whereas the subject property’s minimum lot width is 10 metres, the proposed development would reduce the lot width to 9.92 metres.
  - The proposed reduction in lot width is appropriate as the reduction is minor in nature at 0.08 metres. Further, the residential units remain consistent in built form to other semi-detached units in the neighbourhood. Moreover, the proposal exceeds the required side yard setbacks as specified in the Zoning By-law.

#### Reduce rear yard area from 90.72 square metres to 63.5 metres

- / Whereas the subject property’s minimum rear yard area is 90.72 square metres (25% of lot area), the proposed development would reduce the rear yard area to 63.5 square metres (17.5%).
  - The proposed reduction in rear yard area is appropriate as the adjacent area is supported by both ample parkland and active transportation trails to offer residents recreational space in their immediate vicinity. Further, the rear of the subject property abuts parkland mitigating any impacts a reduced area would have to abutting rear neighbours.

Long semi-detached units are appropriate for the subject property given its context close to future rapid transit. Further, the proposed built form is consistent with properties in the surrounding neighbourhood.

The proposal will see intensification as encouraged in the policies of both the Official Plan and New Official Plan in a built form (47.5% lot coverage) which is less than what is permitted in the current R1WW zoning as (63.8% lot coverage) diagrammed in Figure 16 below.

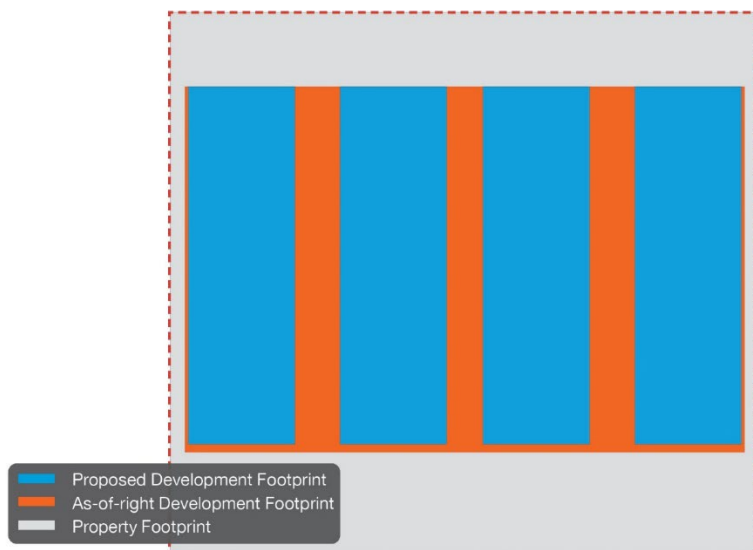


Figure 17: Building footprint comparison (As-of-right vs Proposed).



## 6.0 Conclusion

It is our professional opinion that the application for a Zoning By-law Amendment for 1568 Meadowbrook Road is appropriate, represents good planning, and is in the public interest.

- / The proposed development is **consistent with the Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary. The proposal will contribute to a broader 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. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development is **consistent with the policy directions of the City's New Official Plan**.
- / The proposed development **responds strongly to the Urban Design Guidelines** for Low-Rise Infill Housing and Transit-Oriented Development by proposing context sensitive infill, encouraging use of transit for a project near two Rapid Transit stations.
- / The **proposed Zoning By-law Amendment aligns with the planned neighbourhood context and Official Plan policies**. The Residential Third Density, Subzone Y would ensure efficient development patterns that remain compatible with the existing built form in the neighbourhood.

Sincerely,



Lisa Dalla Rosa MCIP, RPP  
Associate



Tyler Yakichuk, MPlan  
Planner



Ghada Zaki  
Senior Planner