



2504 White Street

Planning Rationale + Design Brief
Zoning By-law Amendment
May 2, 2022



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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by the owner (the “applicant”) of 2504 White Street (the “subject property”) to prepare this Planning Rationale in support of a Major Zoning By-law Amendment application for the lands municipally known as 2504 White Street in the Orléans neighbourhood of the City of Ottawa. The applicant intends to later sever the property and develop a planned unit development on the severed lands.

1.1 Application Summary

The proposed development consists of a planned unit development (PUD), comprised of the following:

- / Eight (8) traditional townhouses on the east side of the severed lands (two (2) blocks);
- / 16 stacked townhouses on the west side of the severed lands (two (2) blocks); and
- / An amenity area in the southeast portion of the severed lands.

The proposed development will be accessed from the existing street network along Renaud Road, where the subject property currently has frontage. The existing dwelling will maintain its current access from White Street.

In order to permit the proposed development, a Zoning By-law Amendment application is required. The Zoning By-law Amendment application will rezone the subject property to residential zones, which will permit the proposed planned unit development and the existing detached dwelling. More specifically, the following zones are proposed:

- / “Residential First Density, Subzone Z, with a Site-Specific Exception” (R1Z[XXXX]) for the lands on which the existing detached dwelling will be located; and
- / “Residential Fourth Density, Subzone Z, with a Site-Specific Exception” (R4Z[XXXX]) for the lands on which the proposed planned unit development will be located.

The following plans and reports have been prepared in support of the application:

Plans:

- / Concept Plan, prepared by Fotenn Planning + Design, dated June 7th, 2021;
- / Draft Reference Plan, prepared by Stantec Geomatics Ltd.;
- / Plan of Survey, prepared by Martin & Farley.

Reports:

- / Assessment of Adequacy of Public Services, prepared by McIntosh Perry Consulting Engineers Ltd., dated April 29th, 2022;
- / Phase One Environmental Site Assessment, prepared by McIntosh Perry Consulting Engineers Ltd., dated March 31st, 2022;
- / This Planning Rationale and Design Brief, prepared by Fotenn Planning + Design, dated April 27th, 2022

Site Context and Surrounding Area

2.1 Subject Property

The subject property, which is municipally known as 2504 White Street, is located south of Renaud Road in the South Orléans community of the City of Ottawa. The irregularly shaped lot has an area of approximately 7,926 square metres (roughly 0.8 hectares or 2.0 acres), with 11.2 metres of frontage along Renaud Road to the north and 30.5 metres of frontage along White Street to the east. Further, the western edge of the subject property (approximately 74.2 metres) will be in close proximity to a future collector street (Fern Casey Street).



Figure 1. Aerial View of the Subject Property and Surrounding Area

The subject property is currently occupied by a detached dwelling with an associated driveway and garage, which are accessible from and in proximity to White Street to the east. A septic system serving the detached dwelling is located within the subject property's front yard. The rest of the subject property is vacant and largely covered with trees.

A light standard, overhead power lines, and a fire hydrant are located along the subject property's frontage along Renaud Road to the north. Overhead power lines and a wooden hydro pole are located near the southeast corner of the subject property, near White Street.

2.2 Surrounding Area

The subject property is in proximity to several new developments and active development applications. As such, the surrounding context is expected to continue to evolve in a significant way in the near future. The surrounding land uses are described as follows:

North: Immediately to the north of the subject property are detached dwellings fronting on Renaud Road, an east-west collector street. To the north of Renaud Road is Collège catholique Mer Bleue, a French Catholic high school, further north of which is a low-rise residential neighbourhood that is currently under development ("Trailsedge").

South: To the south of the subject property are large residential lots with detached dwellings. Non-residential uses are also in operation on nearby residential properties to the south. Further south are largely undeveloped lands, beyond which are a mix of uses along Navan Road, located approximately 675 metres to the south of the subject property, including a landfill. The Phase 1 and 2 East Urban Community (EUC) Community Design Plan (CDP) plans for a new District Park approximately 250 metres to the south of the subject property. Approximately 1.3 kilometres to the southeast of the subject property is the Village of Notre-Dame-des-Champs.

East: To the east of the subject property is White Street, a local street that ends in a cul-de-sac to the south of the subject property. White Street has a rural cross-section with no curbs or sidewalks and with culverts. Residential lots with detached dwellings are located on both sides of White Street. Further to the east are largely undeveloped lands, with some detached dwellings located along Renaud Road.

West: To the west of the subject property are largely vacant lands that have been rezoned to be developed into a predominantly residential neighbourhood. The planned development would include the southern extension of Fern Casey Street, a collector street formerly known as Belcourt Boulevard. The subject property will not directly abut the western edge of Fern Casey Street due to the presence of a sliver of land located in between the subject property and the planned right-of-way (ROW). A new municipal Neighbourhood Park is planned approximately 275 metres to the southwest. Existing low-rise apartments are located approximately 700 metres to the west (at 355 Elizabeth Cosgrove Private).



Figure 2. Photographs of the Subject Property and Surrounding Area

2.3 Road Network

As per Schedule E – Urban Road Network of the City of Ottawa Official Plan (Figure 3), the subject property is located in proximity to an existing east-west collector road (Renaud Road) and a planned north-south collector road (Fern Casey

Street). Collectors are roads that serve neighbourhood travel to and from major collector or arterial roads and usually provides direct access to adjacent lands. Other nearby collectors include Pagé Road, Joshua Street, and Mer Bleue Road south of Renaud Road.

The subject property is also in proximity to several planned and existing arterial and major collector roads. Arterial roads are roads that serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Arterial roads in proximity to the subject property include Innes Road, Mer Bleue Road north of Renaud Road, Brian Coburn Boulevard and Navan Road.

Major Collector roads are roads that serve neighbourhood travel between collector and arterial roads and may provide direct access to adjacent lands. Major collector roads in proximity to the subject property include northern sections of Fern Casey Street and Frank Bender Street (close to Innes Road).



Figure 3. Excerpt from Schedule E - Urban Road Network, of the City of Ottawa Official Plan

2.4 Transit Network

As per Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (Figure 4), the subject property is located slightly less than 850 metres from the planned Bus Rapid Transit (BRT) station north of the intersection of Brian Coburn Boulevard and Fern Casey Street. The planned east-west BRT corridor, which is currently not planned to be constructed until post-2036, will provide rapid transit connectivity between Trim Road to the east and Blair Road to the west, ultimately connecting to the east-west Light Rail Transit (LRT) Confederation Line to the northwest at Blair Station.

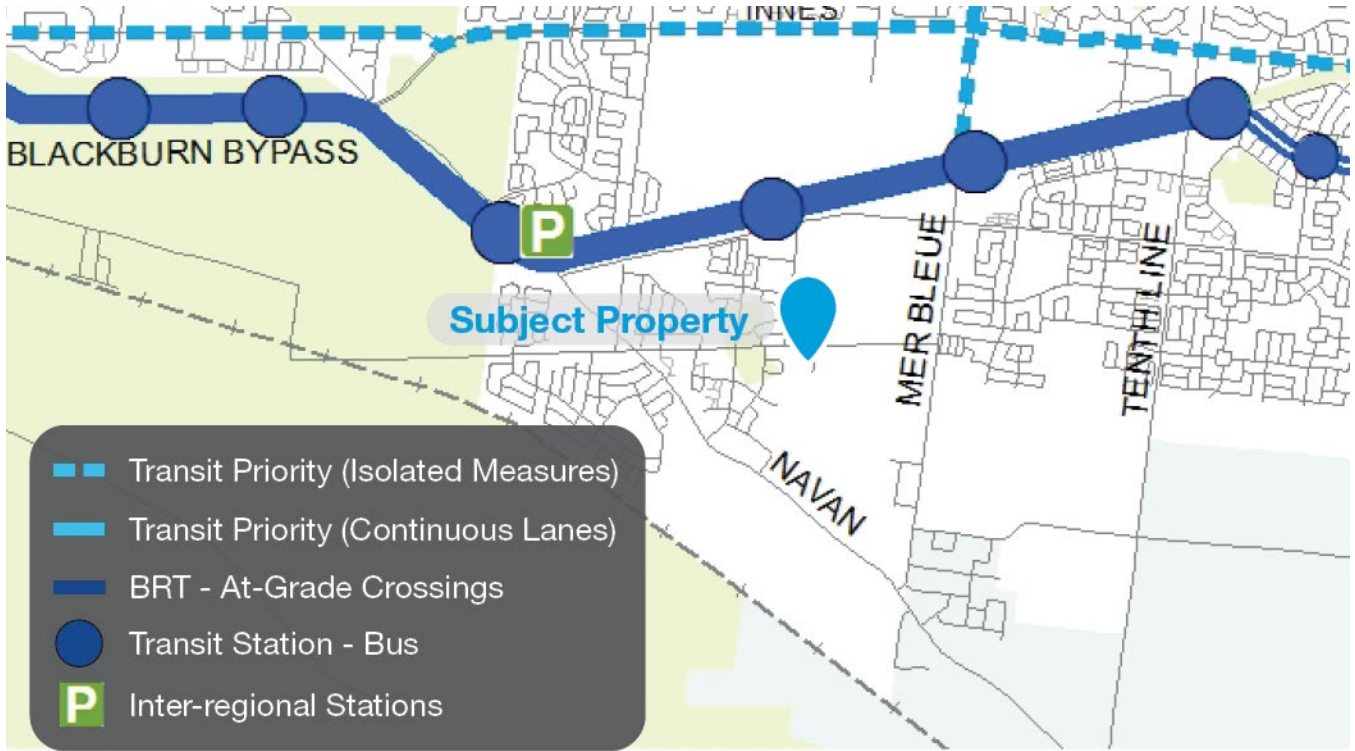


Figure 4. Excerpt from Schedule D - Rapid Transit and Transit Priority Network, of the City of Ottawa Official Plan

2.5 Active Transportation Network

As per Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (Figure 5), the subject property is located in proximity to a number of planned and existing Spine Routes, including along Navan Road and Pagé Road, and planned and existing Multi-Use Pathways (MUPs), including along Fern Casey Street, Brian Coburn Boulevard, and the Mud Creek Stormwater Management Area to the northwest of the subject property.

Cycling infrastructure in the area surrounding the subject lands has not been implemented to its full and planned extent; however, as more development is completed and the infrastructure and roads are added and improved, cycling Spine Routes and MUPs are expected to continue to expand.

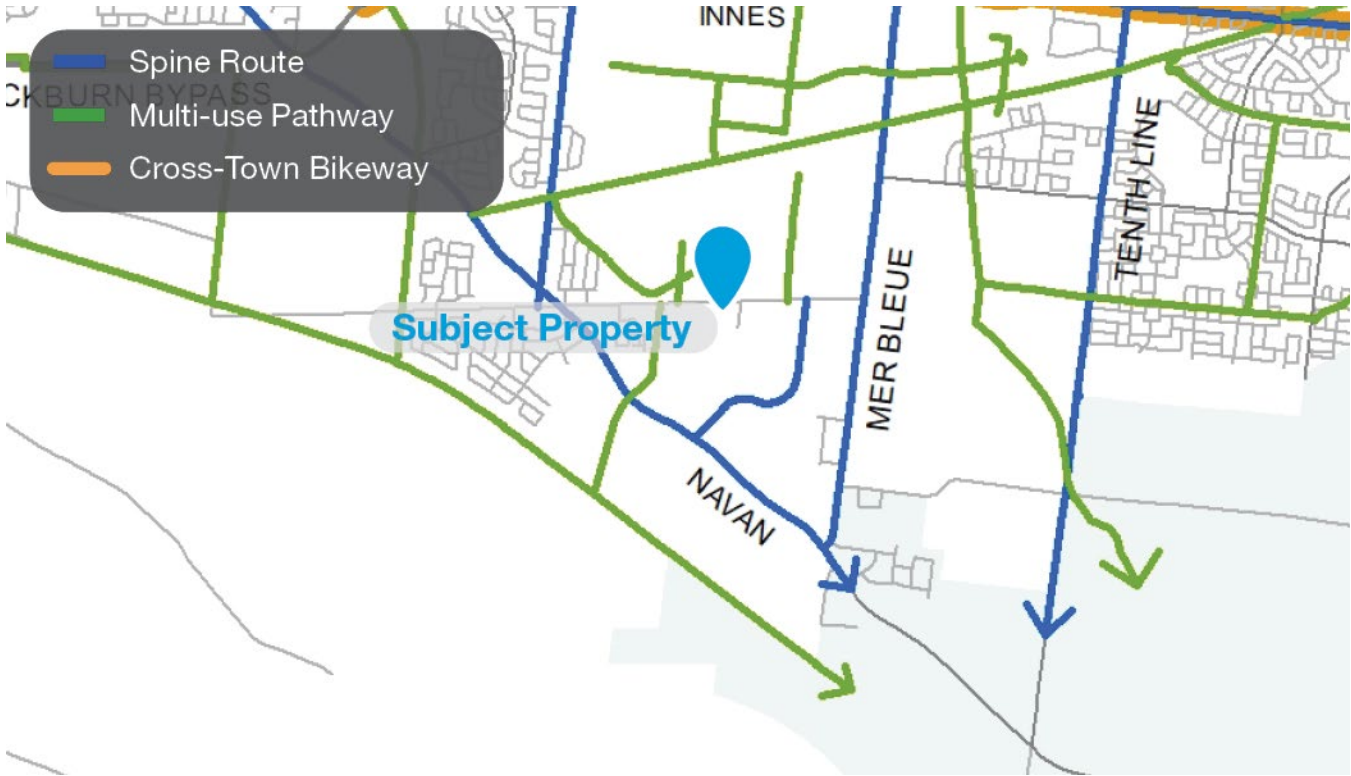


Figure 5. Excerpt from Schedule C - Primary Urban Cycling Network, of the City of Ottawa Official Plan

3.0 Proposed Development

The Applicant is proposing to sever the subject property and retain the existing detached dwelling. The severed portion of the land is proposed to be developed with a planned unit development comprised of a mix of traditional and stacked townhouses, including:

- / Eight (8) traditional townhouses in two (2) blocks of four (4) units, two (2) storeys in height; and
- / 16 stacked townhouses in two blocks of eight (8) units, two and a half (2.5) storeys in height.

As shown on the Concept Plan (Figure 6), the existing detached dwelling is not proposed to be altered and no new development is proposed on the retained lands. The proposed planned unit development will be located on the west portion of the subject property with direct access from Renaud Road.



Figure 6. Development Concept Plan

3.1 Unit Typology

3.1.1 Townhouses

The proposed townhouses will be located in the eastern portion of the severed lands. The townhouses, which will be six (6) metres wide and two (2) storeys in height, will incorporate a 7.5 metre setback from the north lot line, which will allow for private amenity space at the rear of each townhouse dwelling. 6.5-metre long shared driveways in front of the dwellings will provide access to townhouse dwellings' garages. Figure 7 provides precedent images of townhouse developments that could be developed on the subject property.

3.1.2 Stacked Townhouses

The proposed stacked townhouses will be located on the west side of the severed lands and will be six (6) metres wide, which is the same width as the standard townhouses. They are proposed to be two and a half (2.5) storeys in height (approximately eight (8) metres). A 1.8 metre wide pathway has been proposed in front of both townhouse blocks as well as in between the blocks to provide pedestrian access to the units and to the surface parking lot to the east. Figure 7 provides precedent images of stacked townhouse developments that could be developed on the subject property.

3.1.3 Amenity Space

As part of the proposed development, an amenity space of approximately 670 square metres in area is proposed to be located on the southeast portion of the severed lands. The design of the amenity space would be determined at a later stage, during a future Site Plan Control process. In addition to being a communal space for residents, the amenity area also provides a significant buffer between the portion of the property being developed and the abutting residential property to the south. The development as proposed will meet the zoning requirements for communal and total amenity space.



Figure 7. Precedents for the Proposed Development

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (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, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...” The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development, amongst others.

1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 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 met long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;
- 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;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.3 – Settlement Areas

Policy 1.1.3.2 states that 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; and,
- e) support active transportation.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.4 – Housing

Policy 1.4.3 states that 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 income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipality.
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing 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;
- d) promoting 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;
- e) requiring transit-supportive development and prioritizing intensifications, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing 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.

1.6.6 – Sewage, Water and Stormwater

Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

Policy 1.6.6.4 states that where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development.

Policy 1.6.6.5 states that partial services shall only be permitted in the following circumstances:

- a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
- b) within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

Policy 1.6.6.6 states that subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5, planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private community sewage services and individual on-site sewage services.

The proposed development is consistent with the PPS as it is located in a settlement area of the City of Ottawa which has planned and existing infrastructure and public service facilities. The proposed development will efficiently use the subject property and provide a mix of housing options. The retained portion of the subject property will remain on partial services, which is an existing condition.

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

The City of Ottawa Official Plan provides the policy framework for the strategic growth and development of the City to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

4.2.1 Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies.

The policies in Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as "the development of a property, building or area that results in a net increase in residential units or accommodation". It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions.

The City supports compatible intensification within the urban boundary, including areas designated General Urban Area. The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings, and new development will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The City will consider the character of the community and built form in its assessment of the compatibility of new development.

Policy 26 of Section 2.2.2 states that overall residential development will meet a minimum density target of 34 units/net hectare on lands outside of the Greenbelt that are included in a community design plan approved by Council after June 10, 2009.

The subject property is located within a community characterized by primarily low-rise built form and residential uses. The proposed development of traditional and stacked townhouses will maintain the low-rise built form of the surrounding community. Additionally, the proposed density of 24 units/0.62 hectares (38.7 units/hectare) meets the density target set out for new development of lands outside the Greenbelt.

4.2.2 General Urban Area Designation (Section 3.6.1)

The subject lands are designated "General Urban Area" on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (Figure 8).



Figure 8. Excerpt from Schedule B - Urban Policy Plan, of the City of Ottawa Official Plan

The General Urban Area designation permits the development of a range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities. The proposed development is subject to the following General Urban Area policies, amongst others:

- / **Policy 2 of Section 3.6.1** states that the evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11. The proposed development's conformity with Sections 2.5.1 and 4.11 of the Official Plan is discussed in greater detail in Sections 4.2.4 and 4.2.5 of this Planning Rationale and Design Brief.
- / **Policy 3** states that 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.
- / **Policy 5** states that 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. Where 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;
 - 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.

The proposed standard townhouse and stacked townhouse dwellings are permitted uses in the General Urban Area designation. The proposed development will contribute to the provisions of a mix of housing choices in the area and increase residential density in proximity to planned rapid transit. The proposed standard townhouses and stacked townhouses, which will be low-rise in height and will be compatible with the surrounding existing uses, are in conformity with the policies of the General Urban Area.

4.2.3 Water and Wastewater Servicing (Section 2.3.2)

Water treatment and distribution and sanitary wastewater collection and disposal services are important to the health of both the community and the environment. Two major water treatment facilities and one major wastewater treatment facility makes up the City's central systems, which service areas within the designated urban boundary. The subject property is located within a Public Service Area, and as such, the following policies, among others, apply to the proposed development.

- / Policy 1 of Section 2.3.2 states that development in Public Service Areas must be on the basis of both public water and wastewater services, except as provided for in Policies 10 and 11.
- / Policy 7 states that the City will discourage future growth on the basis of partial services, particularly where City water is provided to resolve a groundwater contamination issue. Growth may be considered where an Environmental Assessment has addressed the potential for aquifer contamination by pollution from private septic system effluent, and has addressed the impact of indiscriminate water use.

Outside of the water or wastewater Public Service Areas, water supply or wastewater treatment and disposal is on the basis of privately-owned services. The policies in this Plan provide for the continued use of private services where it is done in a safe and environmentally-appropriate manner. The intention of the Official Plan is to ensure that where public services are provided, that this include both public water and public wastewater, however some rare exceptions occur which leads to partial servicing.

- / Policy 13 of Section 2.3.2 states that partial services shall only be considered in the following circumstances:
 - a) Where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
 - b) Within the urban area and in villages where development on partial services already exists and the proposal constitutes minor infill.

The proposed development will be fully serviced by municipal services as the subject property is located within a Public Service Area, conforming with the policies of the Official Plan. The existing detached dwelling, which is currently partially serviced by municipal services (water only) will continue to be partially serviced. The Official Plan is supportive of partial services where a site is already partially serviced. Meanwhile, the proposed planned unit development is intended to be serviced by full municipal services, in conformity with the servicing policies of the Official Plan. As such, the proposed development will not result in any additional dwellings that are partially serviced.

4.2.4 Designing Ottawa (Section 2.5.1)

Section 2.5.1 of the Official Plan contains design objectives which are qualitative statements of how the City wants to influence the built environment as the City matures and evolves. These Design Objectives are broadly applicable to plans and development in all land use designations and from a city-wide to a site-specific basis.

The proposed development meets these objectives as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity. **The proposed development makes more efficient use of an underutilized lot in an existing neighbourhood and will connect to other planned developments on adjacent properties from Renaud Road. The proposed development will also maintain the low-rise residential character of the surrounding neighbourhood.**

2. To define quality public and private spaces through development.
Private amenity spaces will be located at the rear of each townhouse unit. The proposed stacked townhouse dwellings will be served by a communal amenity area located on the southeast portion of the severed lands.
3. To create places that are safe, accessible and are easy to get to, and move through.
Access to the proposed development will be from Renaud Road where the property has existing frontage. Pedestrian access throughout the severed lands will be accommodated through pathways and sidewalks that connect to the sidewalks along Renaud Road.
4. To ensure that new development respects the character of existing areas.
The proposed development’s mix of ground oriented dwelling units is in keeping with the character of the surrounding residential areas, which are primarily characterized by ground-oriented units such as detached dwellings and townhouse dwellings. The proposed development creates a sense of human scale through architectural massing and a maximum height of two and a half storeys.
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 will contribute to the diversity of the area’s building stock, increasing the variety of housing options.
6. To understand and respect natural processes and features in development design.
The proposed development has been designed to respect natural processes. The proposed development will have no impact on environmentally sensitive areas.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
The proposed development makes use of an underutilized property within an existing urban area that can be supported by municipal services. As such, the proposed development will result in a more efficient use of existing urban land and infrastructure.

4.2.5 Urban Design and Compatibility (Section 4.11)

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application.	A Design Brief has been prepared and integrated into this Planning Rationale as per the requirements to satisfy a complete application package.
Building Design	
5. Design of the portions of the structure adjacent to existing buildings and/or facing the public realm will achieve compatibility through the design of: <ul style="list-style-type: none"> • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements, including windows, doors and projections; 	The proposed development has minimal frontage on Renaud Road resulting in the proposed development being located away from the public realm. The proposed development has responded to the existing heights of the surrounding neighbourhood and has located the two (2) storey standard townhouses closest to the existing detached dwelling and the two and a half (2.5) storey stacked townhouses closest to the vacant parcels of land surrounding the subject property. Although not immediately abutting the southerly extension of Fern Casey Street to the west, the proposed development will

Policy	Proposed Development
<ul style="list-style-type: none"> • Pre- and post-construction grades on site; and • Elements and details of common characteristics of the area. 	<p>locate stacked townhouses along the subject property's western edge, in proximity to the right-of-way.</p> <p>The proposed development's unit typology (low-rise heights) and setbacks are generally in keeping with the character of the surrounding area, which is largely characterized by newly developed residential neighbourhoods.</p>
<p>6. For new development:</p> <ul style="list-style-type: none"> • Orient the principal façade and entrance(s) of main building(s) to the street; • Include windows on the building elevations that are adjacent to public spaces; and • Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>The principal façades and entrances will be oriented to the private way that provides access to the development from Renaud Road, with stacked townhouses in proximity to the future Fern Casey Street extension to the west. Architectural elements surrounding the design of the main building will be further explored during the site plan process.</p>
Massing and Scale	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ol style="list-style-type: none"> a) Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; b) Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; c) The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. 	<p>The low-rise building form proposed, consisting of standard townhouses and stacked townhouses, will be of a similar built form to the surrounding area.</p> <p>The proposed development will incorporate sufficient setbacks from abutting residential properties, thereby providing an adequate transition to nearby built forms.</p> <p>In addition to the proposed setbacks, a treed buffer is proposed along the rear lot line, as well as other soft landscaping throughout the site.</p>
<p>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</p>	<p>The proposed development maintains a low-rise built form; however the increased density of the stacked townhouses has been located furthest away from the</p>

Policy	Proposed Development
<p>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 stepping down or variation in building form has been incorporated into the design.</p>	<p>surrounding detached-dwellings on the adjacent lots and located closest to the future Fern Casey Street extension. The proposed development incorporates appropriate setbacks from abutting residential properties.</p>
Outdoor Amenity Areas	
<p>19. Applicants will demonstrate that the development minimized undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>Private amenity areas are proposed to be located in the rear yard of all standard townhouses. These rear yards will abut the rear yards of most of the existing detached dwellings that front onto Renaud Road, with an additional dwelling's rear yard abutting a proposed stacked townhouse block's five (5) metre side yard. The rear yards of the abutting residential properties appear to be fairly treed, providing some natural screening between those properties and the proposed development. Additional screening and buffering will be considered during the site plan process.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development.</p>	<p>An outdoor communal amenity area has been provided for all residents of the planned unit development. The amount of communal amenity space provided accounts for approximately 27 square metres of amenity space per unit (standard townhouses and stacked townhouses). This communal amenity space has been located in the rear yard of the development, abutting the rear yard of the neighbouring property to the south.</p>

Given the above, the proposed development conforms to the policy direction of Section 4.11.

4.3 City of Ottawa New Official Plan (adopted 2021, awaiting Ministry approval)

On October 27th, 2021, The City of Ottawa approved a New Official Plan that will plan for a 25-year time horizon. The Ontario Minister of Municipal Affairs and Housing is expected to provide approval and/or comments later in 2022. While this Official Plan is not yet in full force and effect, the policy directions adopted and approved by City Council have been reviewed. The version of the New Official Plan 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 the most liveable mid-size city in North America. By 2046, the population is expected to hit 1.4 million people. The City has drafted an Official Plan that is intended to create a flexible, resilient city where people want to live, work and play. The main goal of the plan is to achieve more growth by intensification than by greenfield development.

4.3.1 Suburban Transect

Schedule A of the New Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represent a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (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 located in the “Suburban (East) Transect”, an area that comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods within the Suburban Transect generally reflect the conventional suburban model, characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The City’s focus in the three major suburbs will be to complete those neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhoods, recognizing that the evolution of existing neighbourhoods is expected to be very gradual within a fundamentally suburban pattern of development.



Figure 9. Excerpt of Schedule A - Transects, from City of Ottawa's New Official Plan

The following Suburban Transect policies, among others, apply to the proposed development.

- / Policy 2 of Section 5.4.1 states that the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:
 - a) Low-rise within Neighbourhoods and along Minor Corridors
- / Policy 3 of Section 5.4.1 states that in the Suburban Transect, this Plan shall support:
 - a) A range of dwelling unit sizes in:
 - ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes.

- / Policy 1 of Section 5.4.4 provides direction for greenfield development in the Suburban Transect and states that greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible.
- / Policy 2 of Section 5.4.4 states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.
- / Policy 1 of Section 5.4.5 states that Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:
 - a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
 - b) Generally provides for up to 3 storey height permission, and where appropriate 4-storey height permissions to allow for higher-density Low-rise residential development; and
 - c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right-of-way.

The proposed development is consistent with the Suburban Transect policies of the New Official Plan, as it is a low-rise development comprised of townhouses and stacked townhouses that will be no taller than 2.5 storeys. The proposed development supports missing middle housing through the development of medium-density ground-oriented housing in an area otherwise characterized by detached dwellings and townhouses. The proposed development is also consistent with the density target of 36 units per net hectare as identified in the above policy, providing 24 units on 0.62 hectares of land (approximately 39 units/hectare).

4.3.2 Neighbourhood Designation

The subject property is designated as Neighbourhood in the New Official Plan. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that Neighbourhoods, along with hubs and corridors, permit a mix of building forms and densities. The City recognizes that Neighbourhoods are not all at the same stage of development, maturity and evolution, as and such, the Official Plan will reinforce those that have all elements of and presently function as 15-minute neighbourhoods; guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

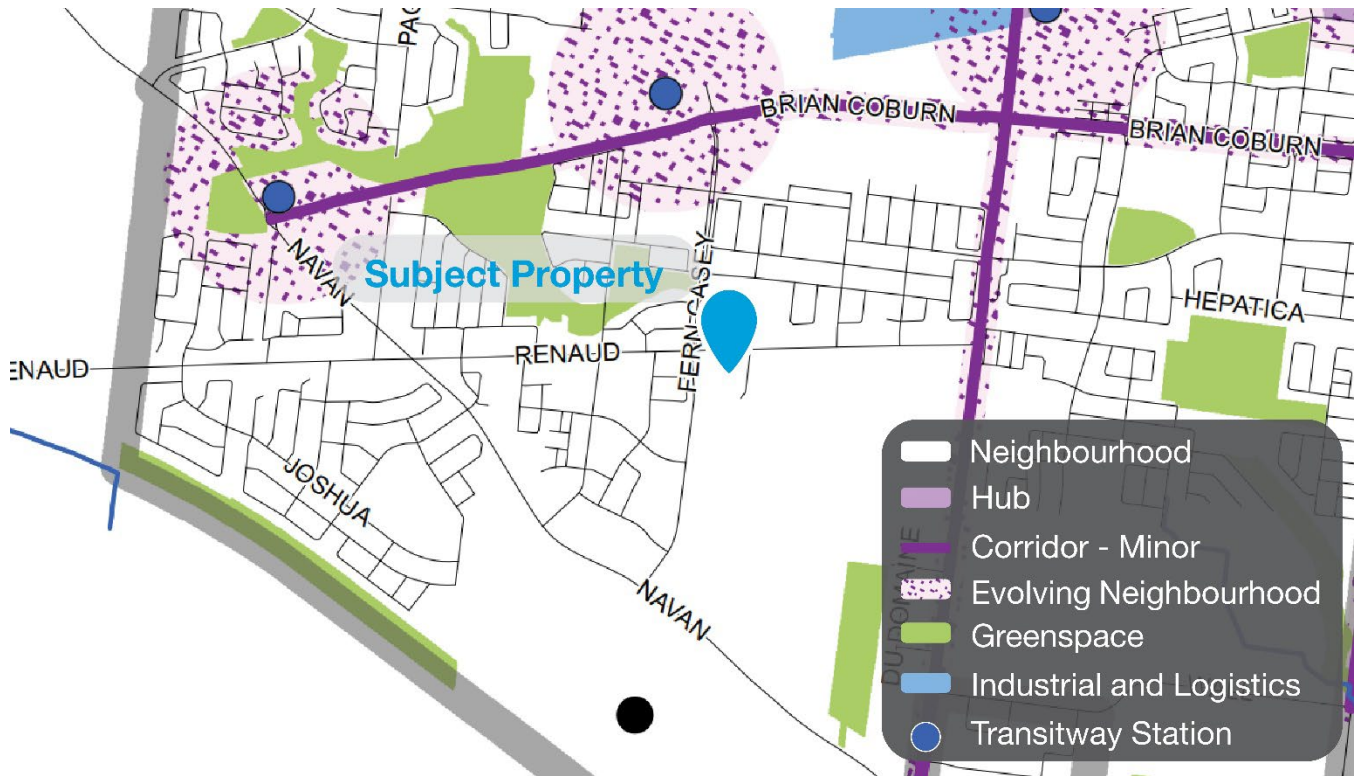


Figure 10. Excerpt of Schedule B8 - Suburban (East) Transect, from City of Ottawa's New Official Plan

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation. The following Neighbourhood policies, among others, apply to the proposed development.

- / Policy 2 of Section 6.3.1 states that permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings.
- / Policy 4 of Section 6.3.1 states that the Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- / Policy 5 of Section 6.3.1 states that 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).

/ Policy 5 of Section 6.3.2 states that further to 6.3.1, Policy 4a), amenity areas that are provided outdoors for Low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.

The proposed development is consistent with the Neighbourhood policies of the New Official Plan. The proposed development will locate lower-density ground-oriented dwellings in the form of townhouses and stacked townhouses in an area further away from rapid transit. Additionally, the proposed development will contribute to missing middle housing and will remain low-rise in height (maximum height proposed is 2.5 storeys). The proposed development also meets the density targets outlined in Table 3 of the Official Plan. The proposed development represents appropriate development of an underutilized lot that responds to the surrounding neighbourhood. This proposal will advance the growth management goals of more residential development by intensification than greenfield development.

4.3.3 Growth Management Framework (Section 3)

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. Most growth within the City will occur within the urban area, which is comprised of a built-up area and a greenfield area of vacant lands on the periphery of the urban area.

The City anticipates that much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. Housing growth within the Greenbelt will be in the form of larger dwelling units and apartments, while greenfield development will be in the Suburban Transect.

The following Growth Management policies, among others, apply to the proposed development.

- / Policy 3 in Section 3.1 states that the urban area and villages shall be the focus of growth and development.
- / Policy 2 of Section 3.2 states that 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.
- / Policy 4 of Section 3.2 states that 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. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
- / Policies 8 and 9 of Section 3.2 identify two broad categories of dwelling sizes that should be provided through intensification and has established residential intensification targets for each category.

Residential Intensification Targets	Total
Ground-oriented / Large-household dwellings	49,000
Apartment / Small-household dwellings	43,000

Residential Intensification Targets	Total
Total Dwellings	92,000

- / The City has established a target residential density range for intensification of 40 to 60 dwellings per net hectare in the Suburban Transect, as per Table 3b of the Official Plan.

The proposed development is located within the greenfield urban area on an underutilized lot and will be serviced by municipal water and sewer services. The addition of the proposed development will help support the eventual transformation of the area into a 15-minute neighbourhood and will approach the density target of 40 units per hectare with 24 units on 0.62 hectares of land. A mix of standard townhouses and stacked townhouses are proposed, contributing to the ground-oriented / large household dwelling residential intensification target of 49,000 dwellings.

4.3.4 Urban Design (Section 4.6)

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. The urban design policies focus on key areas within the City as well as on mid- and high-rise development, with some policies providing direction for low-rise development. The following urban design policies apply to the proposed development.

- / Policy 1 of Section 4.6.5 states that development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- / Policy 3 of Section 4.6.5 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- / Policy 4 of Section 4.6.6 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.
- / Policy 6 of Section 4.6.6 states that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Building shall integrate architecturally to complement the surrounding context.

The proposed development responds to the subject property's immediate context, the Suburban Transect policies, the Neighbourhood policies, and Council-approved design guidelines. The subject property currently has frontage on both White Street and Renaud Road, however through a future Consent application to sever, the existing detached dwelling will maintain its White Street frontage and the proposed development will maintain the Renaud Road frontage. The proposed planned unit development will have one access and egress off Renaud Road, with parking located internally to the site, out of view from the public realm. The proposed development has included a variety of amenity spaces from private rear yards to a communal outdoor amenity space. Additionally, the site has been designed to incorporate landscaping and trees across the site, with a treed buffer along the rear property line abutting an existing detached dwelling.

4.3.5 Drinking Water, Wastewater and Stormwater Infrastructure (Section 4.7)

In order to meet the challenge of planning, engineering and funding water infrastructure, the City relies on master plans, like the Infrastructure Master Plan, to provide comprehensive documentation of the development and evaluation of water, wastewater and stormwater servicing strategies and projects in the City. The policies in the Official Plan have been established to ensure that infrastructure in the City is safe, affordable, environmentally sound and meets the needs of the future. The following policies, among others, apply to the subject property and proposed development.

- / Policy 2 of Section 4.7.2 states that development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).
- / Policy 6 of Section 4.7.2 states that Partial Services shall be considered only in the following circumstances:
 - a) Where servicing is necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or
 - b) Within the Urban area and in Villages where development on partial services already exists and the proposal constitutes minor infill or minor rounding out provided that site conditions are suitable for the long-term provision of such services with no negative impacts;

The policies relating to servicing are similar to those within the current Official Plan, as discussed above. The proposed development is in a Public Service Area and will be located on full municipal services, while the existing dwelling will remain on partial services (municipal water and private septic). The Official Plan is supportive of partial services where it already exists. The proposed development does not alter the existing dwelling or the portion of the lot in which the existing dwelling is located. The proposed development is a minor infill development as it intensifies an underutilized portion of land within the urban boundary. Through a future Consent application, the subject property will be severed to maintain the existing dwelling on partial services (retained lot) and the proposed development on full municipal services (severed lot).

4.4 East Urban Community (EUC) Community Design Plan (CDP) (Phase 1) (2005)

The EUC CDP is the City of Ottawa Council-approved guide to long-term growth and development of the East Urban Community. The CDP provides guidelines for day-to-day decision making on land use planning and sets out the community's priorities for the future. The Phase 1 EUC CDP study area is bounded by Mer Bleue Road to the east, a former Canadian Pacific Railway line bordering Mer Bleue Bog to the south, the Phase 2 EUC community to the southeast, the National Capital Commission Greenbelt to the west, and a hydro corridor running parallel to the planned BRT route and Brian Coburn Boulevard to the north.

The Phase 1 EUC CDP:

- / Indicates how the unit mix, residential density, parks and green space objectives found in the Official Plan can be met;
- / Illustrates the arrangement of all types of land uses, parks, green spaces and transportation corridors;
- / Provides a land use summary table that sets out land areas, number of units, jobs and densities; and
- / Serves as a community development guideline document, which incorporates the policy direction for design in the Official Plan.

In addition, the CDP for Phase 1:

- / Considers the context of adjacent General Urban Area, Phase 2 and Mixed Use Centre lands (now known as the Phase 3 Area) and has regard to the fact that the lands will also be examined under their own CDP processes;
- / Rationalizes the size and geographic limits of the Mixed Use Centre;
- / Identifies key land use, density and infrastructure assumptions for the Phase 2 and Mixed Use Centre lands;

- / Identifies the Waste Disposal Site and its influence area; and
- / Establishes the collector road network for the broader area.

Although the subject property is located outside of the Phase 1 lands, Community Design Guidelines in Sections 5.1 through 5.3 of the EUC CDP for the Phase 1 lands also apply to the Phase 2 EUC CDP (2013) lands, within which the subject property is located. The proposed development will meet the following design guidelines:

- / Maintain and enhance the existing natural infrastructure / landscape patterns;
- / Foster biodiversity and establish planting guidelines that promote ecological integrity; and
- / Establish features areas that contribute to the green space network created by parks and natural areas.
- / Orient buildings to front onto public streets and ensure that principal entries are clearly identifiable, visible from the street and universally accessible;
- / Ensure that reduced setbacks achieve satisfactory privacy for residential units;
- / Ensure that the facing distance between buildings provides appropriate access light, views and privacy;
- / Ensure façades, which face and flank streets and open spaces add interest through their architectural detail;
- / Minimize the impact of driveways on the pedestrian environment;
- / Where there is joint parking, limit the access driveway to one location per frontage in order to minimize pedestrian / vehicular conflicts on the sidewalk and to maximize room for landscaping and on-street parking;
- / Vary the character and type of dwellings within each development block in order to ensure visual diversity;
- / Locate loading, garbage, and other services in non-prominent locations that do not detract from the aesthetic appeal of the street and homes and that minimize the impact on the street;
- / Ensure that housing, businesses, and the public realm are universally accessible in order to serve a full range of individuals and family types.

The proposed development has considered the guidelines of the EUC CDP (Phase 1). Given that the subject property is located within Phase 2, a more detailed review of the EUC CDP (Phases 1 and 2) has been provided in Section 4.5 of this Report.

4.5 EUC CDP (Phases 1 & 2) (2013)

The CDP for the Phase 2 lands in the EUC was approved by City Council in 2013. Along with the CDP for the Phase 1 area, the two (2) CDP documents form the coordinated vision for development in the EUC and are to be read together.

As per Schedule A – Land Use, of the EUC Phase 2 CDP (Figure 11), the subject property is designated as “Existing Residential – Potential for long-term redevelopment to low / medium density residential”.

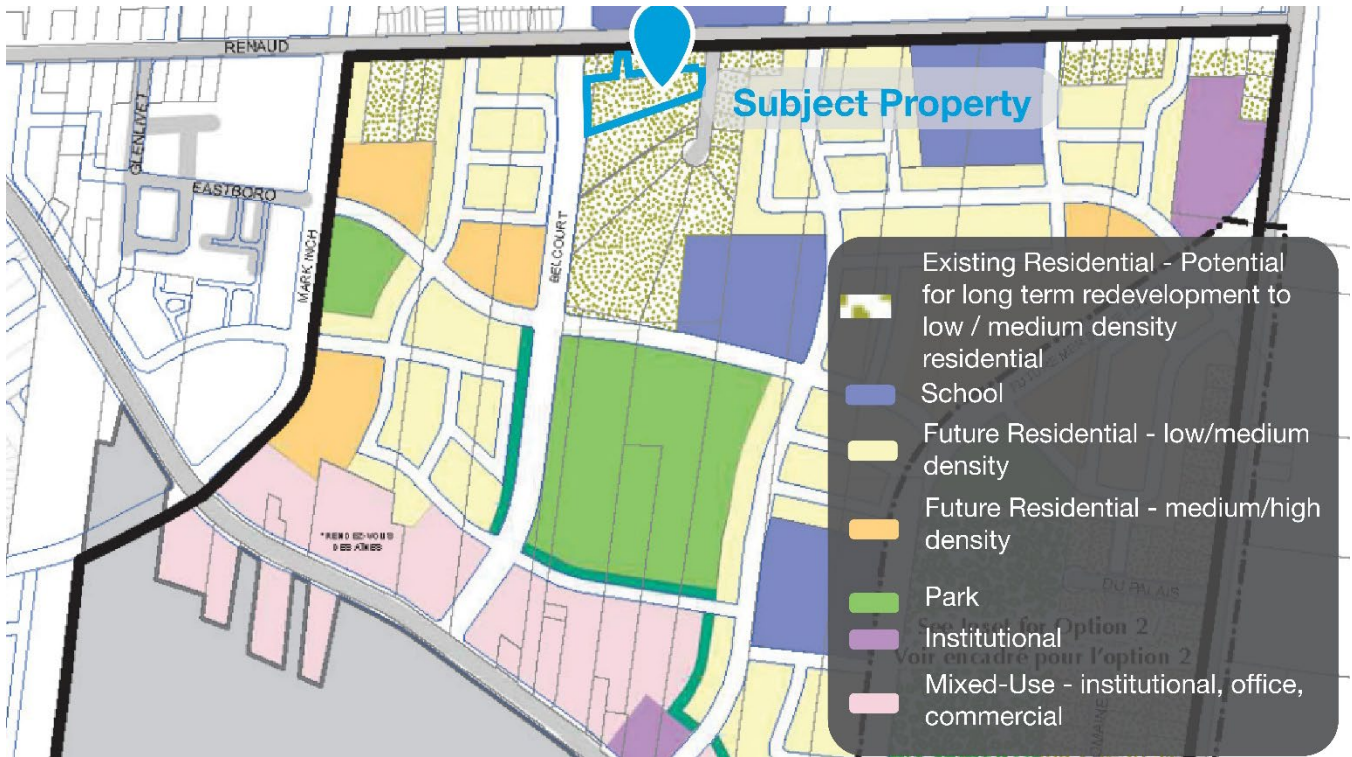


Figure 11. Excerpt of Schedule A - Land Use, from the EUC Phase 2 CDP

4.5.1 Residential Land

This CDP suggests that average residential densities in the Phase 2 Area could range from 28 units/net hectare to upwards of 63 units/net hectare for stacked townhomes. Section 3.1.1.4 states that within the Phase 2 Area, there are large residential lots that could be intensified. Should these lots redevelop, they are to redevelop as residential uses on urban services. Proposed development must meet the principles and requirements of this document as well as the design guidelines in the Phase 1 CDP.

Section 3.1.1.1 of the EUC Phase 2 CDP outlines development requirements for all medium- and high-density housing areas, including private development sites consisting of ground-oriented housing such as stacked townhouses and back-to-back townhouses.

Site Feature	Development Requirements
Circulation network	<ul style="list-style-type: none"> <li data-bbox="609 1465 1472 1528">/ The circulation network is to provide the same level of vehicular, bicycle and pedestrian connectivity as a public network. <li data-bbox="609 1545 1472 1608">/ Sidewalks will connect from the public network into and through private blocks, in order to facilitate pedestrian travel across the EUC. <li data-bbox="609 1625 1472 1709">/ Key lots and roadways allowances, that permit future connections to areas of adjacent development, may be preserved through the development application process.

Site Feature	Development Requirements
On-site facilities	<ul style="list-style-type: none"> / Communal garbage and recycling facilities will be provided within the private block. These enclosed facilities are to be centrally located and screened with vegetation. / Adequate space will be provided for communal mail boxes as per Canada Post requirements. / Enclosed communal bike storage will be provided on site and will be visible and centrally located.
Planting requirements	<ul style="list-style-type: none"> / Planting is required between rear facing walls in order to increase privacy. Where there is insufficient room for tree planting, tall shrubs or privacy walls can be used to create the necessary screening.
Location of parking	<ul style="list-style-type: none"> / Underground parking is encouraged. / Surface parking is to be located internal to the development and not adjacent to public rights-of-way. / Visitor parking will be accommodated on site.
At-grade communal amenity areas	<ul style="list-style-type: none"> / At grade, communal amenity space is required. This requirement is in addition to parkland dedication and private amenity space requirements. / Communal amenity areas will be contiguous spaces large enough to support play equipment, seating areas and tree planting. / Where a block of medium / high density housing is located adjacent to a public park or natural area, the City may remove the requirement for shared amenity areas.
Orientation of units	<ul style="list-style-type: none"> / Units are to face and front public streets.

The proposed development will achieve a density target of 39 units/hectare, which is within the range identified in the CDP. The proposed development will intensify a large residential lot that is underutilized, providing more housing options to the East Urban Community. Additionally, the proposed development has ensured a direct connection from the subject property to Renaud Road with a 1.8 metre wide sidewalk. Parking will be provided as surface parking, located internal to the development. The proposed development meets the CDP's amenity area requirements by providing 670 square metres of communal, at-grade amenity space south of the proposed standard townhouses. Communal garbage and recycling facilities are proposed to be located at the south end of the surface parking lot.

4.5.2 Transportation Network

The EUC sustainable transportation network encourages convenient and safe travel, within the neighbourhood and to adjacent neighbourhoods, on foot, by bike and via transit. To facilitate travel, all developments are to include clear pedestrian and bicycle connections to arterial and collector roadways, as these street types are all potential bus routes.

As previously mentioned, the proposed development will include a 1.8 metre wide sidewalk that connects to Renaud Road, providing mobility opportunities for pedestrians and cyclists.

4.6 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large are of land within the Urban Area that has not been developed previously, or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines, despite being a small lot.

The guidelines have a strong focus on larger developments, such as greenfield subdivisions, so many guidelines are not applicable to the proposed development. The proposed development does, however, meet the following guidelines:

Structuring Layout:

- / Maximizes opportunities for passive energy conservation and south facing exposure through street orientation, building location and heights [Guideline 14];

Street Design:

- / Orients rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. The development uses a single-loaded driveway to access the residential properties. [Guideline 22];

Residential Building and Site Design:

- / Locates residential buildings close to the property line with their primary face addressing the [internal] street. [Guideline 34];
- / Locates surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Designs and landscapes parking areas so they do not detract from any rear yard amenity space. [Guideline 42];
- / Provides shared driveways for ground-oriented attached dwellings to maximise area fir trees, utilities, and snow storage. [Guideline 45];

While the proposed development is on a small site, does not consist of any new public streets and is a planned unit development, the proposed development still advances several of the Urban Design Guidelines for Greenfield Neighbourhoods.

4.7 Building Better and Smarter Suburbs (BBSS)

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Complete BBSS initiatives include the following:

- / Tree Planting in Sensitive Marine Clay Soils;
- / Arterial Road Cross-Sections
- / Traffic Calming and Pedestrian Priority Measures;
- / Zoning By-law Amendment to facilitate efficient use of land at school sites;

- / Updated Park Development Manual;
- / Mini-Roundabout Guidelines;
- / Pedestrian Crossovers (PXOs) in new subdivisions;
- / Designing Neighbourhood Collector Streets; and
- / School site planning policies in draft New Official Plan.

On March 10, 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Uses
- / Parks and Open Space
- / Stormwater Management
- / School Sites
- / Parking
- / Road Rights-Of-Way
- / Rear Lanes
- / Trees
- / Utility Placement

The following table identifies the BBSS Strategic Directions that are met in the proposed planned unit development.

BBSS Core Topic Area	Strategic Direction	Proposed
Street Network and Land Use	Provide flexibility in zoning to accommodate a mix of land uses within a community, such as areas that allow live-work units or local commercial land uses.	The proposed Zoning By-law Amendment is proposing to rezone the subject property that the planned unit development will be located on to a Residential Fourth Density (R4) zone, which permits a variety of housing types.
Parks and Open Space	Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.	The proposed development does not include a park, however it does include a landscaped amenity area at-grade. The proposed units all are oriented towards the amenity area.

Similar to the Urban Design Guidelines for Greenfield Neighbourhoods, the BBSS Strategic Directions are more focused on larger subdivision developments, not small-scale planned unit developments, however, the proposed development does advance a few BBSS Strategic Directions.

4.8 Comprehensive Zoning By-law (2008-250)

4.8.1 Existing Zoning

The subject property is currently zoned 'Development Reserve' (DR) in the City of Ottawa's Comprehensive Zoning By-law.

The purpose of the DR zone is to:

- / Recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;
- / Limit the range of permitted uses to those which will not preclude future development options;
- / Impose regulations which ensure low scale and intensity of development to reflect the characteristics of existing land use; and
- / Permit lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3.

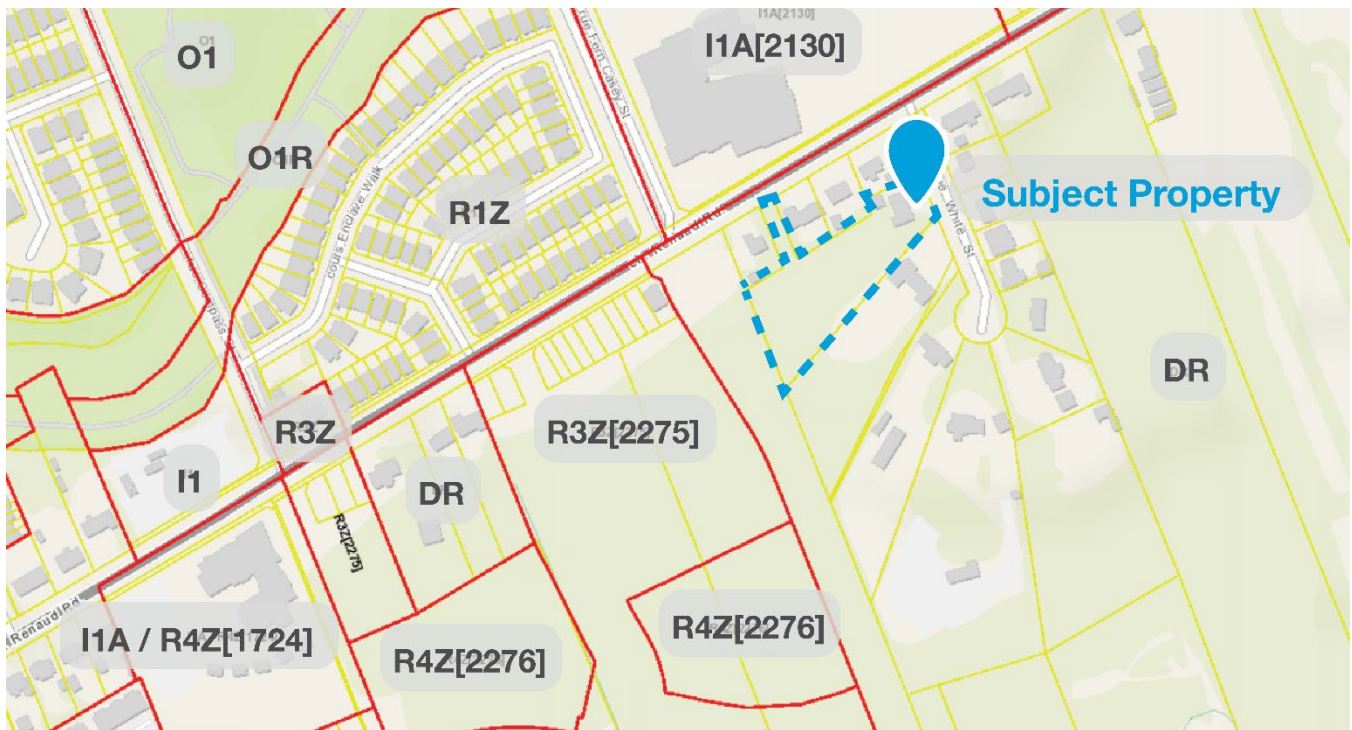


Figure 12. Zoning Map

Permitted uses in the DR zone are limited to:

- / agricultural use
- / agriculture-related use
- / emergency service
- / environmental preserve and education area
- / forestry operation

- / group home
- / home-based business
- / marine facility
- / one detached dwelling accessory to a permitted use
- / park
- / on-farm diversified use
- / secondary dwelling unit
- / urban agriculture

4.8.2 Proposed Zoning

In order to facilitate the development of the subject property as proposed, it is recommended that the subject property be rezoned to “Residential First Density (R1)” (for the retained lands with the existing detached dwelling) and “Residential Fourth Density, Subzone Z, with a Site-Specific Exception (R4Z[XXXX])” (for the severed lands with the proposed planned unit development). This zoning will be consistent with zoning in proximity to the subject property, west of Fern Casey Street.



Figure 13: Proposed Zoning Map of the Subject Property

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 Development Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Table 1 below identifies the proposed development's compliance with the base R4Z zoning provisions.

Table 1. R4 Zoning Provisions and Proposed Development Compliance

Zoning Mechanism	R4Z Zone (Section 161) and Planned Unit Development (Section 131)	Proposed	Compliance
Minimum Lot Width	18 m	11.2 m	NO
Minimum Lot Area	1,400 sqm	6,220 square metres	YES
Maximum Building Height	Townhouse: 11 m Stacked: 15 m	Townhouse: 6 m Stacked: 8 m	YES
Minimum Front Yard Setback See End Note 5	3 m	53 metres	YES
Minimum Corner Side Yard Setback See End Note 5	3 m	n/a	n/a
Minimum Interior Side Yard Setback See End Note 1	North: 7.5 m East: 7.5 m West: 1.8 m	North: 5.0 metres East: 5.0 metres West: 3.0 metres	NO NO YES
Minimum Rear Yard Setback See End Notes 1 and 6	Townhouses: 6 m Stacked: 7.5 m	7.5 m	YES
End Notes			
1.	Despite the definitions of rear yard and interior side yard, buildings in a PUD must be located so that they are set back, / an amount equal to the minimum required rear yard setback for the dwelling type proposed, from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 metres,		

	<ul style="list-style-type: none"> / an amount equal to the minimum required interior side yard setback for the dwelling type proposed, from a lot line where it abuts a side yard on an abutting lot for the first 18 metres back from the street and 25 percent of the lot depth for the remainder, to a maximum 7.5 metres, and / in the case of an abutting vacant lot, a minimum required interior side yard of 1.8 metres, and a minimum required rear yard setback based on the minimum rear yard setback applicable to the dwelling type proposed to be located within the PUD adjacent to the rear lot line. 		
5.	<p>The minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 6.2 m. No portion of a private garage or carport shall be located more than 2.5 m closer to a street lot line than the closer of:</p> <ul style="list-style-type: none"> / a building front wall or side wall, or / a covered porch or veranda that is at least 2.5 m wide. 		
6.	<p>Interior Side Yard Setback: For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows:</p> <ul style="list-style-type: none"> / Where the building wall is equal to or less than 11 m in height: 1.5 m / Where the building wall is greater than 11 m in height: 3 m / In all other circumstances the minimum required interior side yard setback is 6 m. <p>Rear Yard Setback:</p> <ul style="list-style-type: none"> / Where located within Area A of Schedule 342, see Part V, Section 144 – Alternative Yard Setbacks for Low-rise Residential Uses in the Greenbelt for the minimum required rear yard setback. / Where located outside of Area A of Schedule 342, the minimum required rear yard setback is 6 metres. Notwithstanding the foregoing, where the rear lot line abuts the interior side lot line of an abutting lot, the minimum required rear yard setback is equal to the minimum required interior side yard setback of the abutting lot along each point of the shared lot line. 		
Minimum Width of Private Way	6 m	6 m	YES
Minimum Setback of a Residential Use Building to a Private Way in a Planned Unit Development	1.8 m	6.5 m	YES
Minimum Separation Area Between Buildings within a PUD Where the height of abutting buildings within the PUD is less than or equal to 14.5 m	1.2 m	> 1.2 m	YES
Landscaping Provisions for Parking Lots For a parking lot with between 10 and 99 spaces	Abutting a street: 3 m Not abutting a street: 1.5 m	1.8 m	YES
Outdoor Refuse Collection Contained within or Accessed via a Parking Lot must be:	<ul style="list-style-type: none"> / Located at least 9 m from a lot line abutting a public street; / Located at least 3 m from any other lot line; and 		YES

	/ Screened from view by an opaque screen with a minimum height of 2 m		
Parking Area C on Schedule 1A Townhouse: 1 space/unit Stacked: 1.2 spaces/unit Visitor: 0.2 spaces/unit (stacked only)	Townhouse: 8 spaces Stacked: 19 spaces Visitor: 3 spaces	Townhouse: 8 spaces Stacked: 19 spaces Visitor: 3 spaces	YES
Vehicle Parking Space Dimensions	Minimum: 2.6 m x 5.2 m Up to 40% of required parking spaces may be reduced to 2.4 m x 4.6 m	2.6 m x 5.2 m	YES
Minimum Required Aisle and Driveway Widths 71-90 degree parking Double-lane driveway	Aisle: 6.7 m Driveway: 6 m	Aisle: 6.7 m Driveway: 6 m	YES
Amenity Space	Not required	Total: 670 m ²	YES

The proposed development meets the general intent of the provisions of the Residential Fourth Density zone, however, relief will be required from the zoning provisions as detailed in Section 4.6.4 of this Report.

4.8.3 Proposed Zoning – Existing Detached Dwelling

The existing detached dwelling is proposed to be rezoned to “Residential First Density” (R1) zone to permit the existing use.

The 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;
- / Allow a number of other residential uses to provide additional housing choices within detached dwelling 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 detached dwelling, 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.

Table 2 below identifies the proposed R1Z zoning provisions.

Table 2. R1 Zoning Provisions and Existing Detached Dwelling Compliance

Zoning Mechanism	R1Z Zone	Existing Dwelling	Compliance
Minimum Lot Width	9 m	30.48 m	YES
Minimum Lot Area	240 m ²	1,706 m ²	YES

Maximum Building Height	11 m	1 storey	YES
Minimum Front Yard	3 m (see end note 11)	Approx. 16 m	YES
Minimum Corner Side Yard	3 m (see end note 11)	n/a	n/a
Minimum Rear Yard	6 m (see end notes 6, 12)	11.5 m	YES
Minimum Interior Side Yard	total is 1.8 m with one yard no less than 0.6 m	North: 4.9 m South: 11.5 m	
Maximum Lot Coverage	n/a	n/a	n/a
End Notes			
6.	Where a lot is located within S. 342, see Part V, Section 144 – Alternative Yard Setbacks for Low-rise Dwellings in the Greenbelt. (By-law 2020-288)		
11.	The minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 6.2 m. No portion of a private garage or carport shall be located more than 2.5 m closer to a street lot line than the closer of: / a building front wall or side wall, or / a covered porch or veranda that is at least 2.5 m wide.		
12.	Access to a lot by means of a rear lane is permitted, provided the rear lane is a minimum of 8.5 metres wide. Where access is via the rear lane, the minimum rear yard setback may be reduced to 1.0 metre, and in no case may the width of the garage, carport or driveway exceed 50% of the width of the rear lot line.		
Parking 1 space/dwelling unit	1 space	1 space	YES

Table 3. Accessory Structure Zoning Provisions

Zoning Mechanism	Accessory Structure in an R1 Zone (Section 55)	Existing Detached Garage	Compliance
Min. Setback from Front Lot Line	9 m	Approx. 30.9 m	YES
Min. Setback from Corner Side Lot Line	3 m	n/a	n/a
Min. Setback from Interior Side Lot Line and Rear Lot Line	0.6 m	Interior Side Lot Line: 1.27 m Rear Lot Line: 3.78 m	YES
Min. Distance from Other Buildings	1.2 m	Approx. 3.9 m	YES
Max. Permitted Height	3.6 m; exterior walls cannot exceed 3.2 m	4 m	NO
Max. Permitted Size	Aggregate of all accessory buildings not to exceed a lot coverage of 50% of the yard in which they are located, with a	47 m ²	YES

Zoning Mechanism	Accessory Structure in an R1 Zone (Section 55)	Existing Detached Garage	Compliance
	maximum cumulative floor area of 55 m ² as measured from the exterior walls of the building		
Max. Number of Accessory Buildings	2	1	YES

The existing detached dwelling meets the provisions of the Residential First Density, Subzone Z, however relief will be required for the provisions of the accessory structure (detached garage) as detailed below.

4.8.4 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to rezone the entire property from Development Reserve (DR) to Residential First Density, Subzone Z, Exception [XXXX] and Residential Fourth Density, Subzone Z, Exception [XXXX]. The portion of the site subject to the R1Z[XXXX] zoning will be where the existing dwelling is located (retained lands), while the portion of the property subject to the proposed development (severed lands) will be zoned R4Z[XXXX]. The following relief is being sought as part of this application:

R1Z[XXXX]:

- / **Maximum Permitted Height of Accessory Structures:** As outlined in the table above, the maximum permitted height of an accessory structure is 3.6 metres, with the exterior walls not exceeding 3.2 metres. The existing detached garage is approximately 4 metres in height, requiring a relief of 0.4 metres from the Zoning By-law. As this garage is an existing structure and the rezoning of the site from DR to R1Z[XXXX] is required as a result of the proposed planned unit development, this amendment is technical in nature and will recognize an existing condition.

R4Z[XXXX]:

- / **Minimum Interior Side Yard Setback:** The zoning provisions require a minimum 7.5 metre setback of the proposed development from the north and east interior side yards; however, the proposed development requires relief of 2.5 metres to decrease both setbacks to 5 metres. It is important to note that the northern interior side yard abuts the rear yard of the residential dwellings fronting Renaud Road. These properties have existing rear yard setbacks of approximately 20 metres that are heavily treed. As a result of a future consent application to sever the subject property, the block of townhouses will be setback 5 metres from the new rear lot line of the existing detached dwelling. A rear yard of 11.5 metres is being provided on the lot to be retained, nearly double of what is required by the R1Z zoning provisions. As such, the requested reductions are therefore appropriate.
- / **Minimum Lot Width:** The zoning provisions require a minimum lot width of 18 metres for a planned unit development in Subzone Z; however, the proposed development requires relief of 6.8 metres to allow for an 11.2 metre lot width. The subject property has a narrow strip of existing frontage on Renaud Road which is where the access and egress for the planned unit development will be. The lot width of 11.2 metres will extend for a depth of approximately 46 metres before reaching the portion of the property where the townhouses and stacked townhouses will be located, and where there is a distance of approximately 107 metres between the eastern and western property lines. The reduced lot width is required as a result of the irregular lot shape, and will not affect the proposed development's ability to comply with the other zoning provisions of the R4Z zone as outlined in the zoning table above. As such, the requested reduction is appropriate.

5.0 Supporting Studies

5.1 Assessment of Adequacy of Public Services, prepared by McIntosh Perry Consulting Engineers Ltd., dated December 22, 2021

McIntosh Perry Consulting Engineers prepared the Adequacy of Services report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property.

The report anticipates that the development will be served from Renaud Road via a 150mm or 200mm internal watermain network. It is also anticipated that the existing hydrant within Renaud Road along with an internal hydrant will provide fire protection for the subject site.

The report also notes that the existing 200mm diameter sanitary sewer within Renaud Road will have sufficient capacity to accept the peak sanitary flows of 5.99 L/s, which includes the proposed development. Due to the complexity of the downstream network, the City will need to advise of any downstream constraints.

Existing drainage from the site flows overland to catch basins within Renaud Road as roadside ditches within White Street. It is anticipated that runoff will be directed off site to the existing storm infrastructure at a restricted rate. It is anticipated that approximately 179.48 m² of storage will be required on site to attenuate flow to the established release rate of 26.56 L/s.

5.2 Phase 1 Environmental Site Assessment, prepared by McIntosh Perry Consulting Engineers Ltd., dated March 31, 2022

McIntosh Perry Consulting Engineers conducted a Phase I Environmental Site Assessment (Phase 1 ESA) to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the Phase I property. According to historical information reviewed, the Phase 1 property was first developed with the existing residential dwelling between 1976 and 1986. Prior to 1986 the site was undeveloped forested land.

The neighbouring lands in the vicinity of the subject site have historically been developed for residential purposes. The assessment notes that one Potentially Contaminating Activity (PCA) was identified within the Phase 1 ESA Study Area. This PCA is summarized as the waste generated at 6401 Renaud Road, located approximately 60 metres northwest of the site, from 2018-2021. Based on separation distance, this PCA does not represent an Area of Potential Environmental Concern (APEC).

Based on the results of this assessment, it was concluded that a Phase II Environmental Site Assessment is not required for the subject site.

6.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the statutory public meeting. The following public engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting
 - i. A Pre-Application Consultation Meeting was held with City Staff and the applicant team on July 8, 2021.

- / Notification of Ward Councillor, Councillor Laura Dudas
 - i. The Ward Councillor was notified of the proposed development for the subject property prior to the Zoning By-law Amendment application being submitted.

- / Community “Heads Up” to local registered Community Associations
 - i. A “heads up” notification to local registered community associations will be completed by City of Ottawa during the application process.

- / Community Information Session
 - i. If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
 - ii. It is anticipated that the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.

- / Planning Committee Meeting Advertisement and Report Mail-out to Public
 - i. Notification of the statutory public meeting will be undertaken by the City of Ottawa.

- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - i. The statutory public meeting will take place at the City of Ottawa Planning Committee.

7.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment Application to permit the proposed development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) in developing an area that is located within the City of Ottawa's Urban Area, adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services. The proposed development will also contribute to a range of housing options in the area.
- / The proposed development conforms to the Official Plan's vision for managing growth in the urban area. The proposal responds to its context by proposing low-rise ground-oriented units in an area characterized by existing low-rise buildings.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development conforms to the City of Ottawa's New Official Plan by locating low-rise residential within Neighbourhoods in the Suburban Transect. The proposed development will contribute to missing middle housing through the development of a variety of low-rise residential units and increasing the housing supply in the area.
- / The proposed residential use and density meet the intent of the East Urban Community Community Design Plan for Phases 1 and 2. The proposed development also meets several landscape, architectural and community structure design guidelines of the CDPs.
- / The proposed development meets several of the City's Urban Design Guidelines for Greenfield Neighbourhoods (2007).
- / The proposed development meets several of the strategic directions of the City's Building Better and Smarter Suburbs initiative (2015).
- / The proposed Zoning By-law Amendment would apply a Residential Fourth Density, Subzone Z with Exceptions (R4Z[XXXX]) zoning to the portion of the subject property subject to the proposed development, which is consistent with zoning in the area. A Residential First Density, Subzone Z (R1Z) zoning would apply to the portion of the subject property that contains the existing detached dwelling.
- / The proposed development and applications are supported by a range of technical studies.

Sincerely,



Nico Church, MCIP, RPP
Senior Planner



Patricia Warren, M.Pl.
Planner