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25 Fair Oaks Crescent Planning Rationale



Planning Rationale
In Support of a
Minor Zoning By-law Amendment
25 Fair Oaks Crescent

Prepared For:



Prepared By:



Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
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June 3rd, 2022

Novatech File: 121281
Ref: R-2022-111

June 3rd, 2022

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Attention: Lisa Stern, MCIP, RPP

Dear: Ms. Stern

**Reference: 25 Fair Oaks Crescent
Minor Zoning By-law Amendment Application
Our File No.: 121266**

This Planning Rationale has been prepared in support of an application for Minor Zoning By-law Amendment for the property municipally known as 25 Fair Oaks Crescent in the City of Ottawa.

The proposal is for a series of three townhouses with secondary dwelling units. It is anticipated that an application for lifting of Part Lot Control will be submitted after the first round of municipal comments are received.

The Subject Site is zoned Residential Third Density, Subzone Z, Exception 937 (R3Z[937]) in City of Ottawa Zoning By-law 2008-250. The Minor Zoning By-Law Amendment is required to permit reduced rear yards, permit the interior driveway to be located flush with the principle entrance, and to permit an individual driveway for each townhouse.

Should you have any questions regarding any aspects of this application, please do not hesitate to contact either Murray Chown or myself.

Sincerely,



NOVATECH

Taylor West, MCIP, RPP
Planner

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1.0 INTRODUCTION

Novatech has been retained by the owner of the property municipally known as 25 Fair Oaks Crescent (the Subject Site) to prepare a Planning Rationale in support of a Minor Zoning By-law Amendment to facilitate the development of a series of three townhomes. Each townhome will have a secondary dwelling unit. Vehicular and pedestrian access to the Subject Site is from Fair Oaks.

The Minor Zoning By-Law Amendment is required to permit reduced rear yards, permit the interior driveway to be located flush with the principle entrance, and to permit an individual driveway for each townhouse. The required relief will be discussed in section 6.2 of this report.

This Planning Rationale will demonstrate that the Minor Zoning Amendment and proposed development:

- Are consistent with the Provincial Policy Statement;
- Conform to the in-force City of Ottawa Official Plan;
- Conform to the council adopted City of Ottawa Official Plan;
- Establish appropriate performance standards for the Subject Site.

1.1 SITE LOCATION AND CONTEXT

25 Fair Oaks is approximately 523 square metres in size, with approximately 32 metres of frontage on the southern side of Fair Oaks, and 11 metres of frontage on the western side of Fair Oaks. The Subject Site has a depth of approximately 30m. The Subject Site is currently occupied with a detached dwelling. The Subject Site is legally known as Part of Lot 17 on Registered Plan 4M-487.

An aerial view of the Subject Site is shown on Figure 1. The context of the Subject Site is shown on Figure 2.



Figure 1: Aerial View of Subject Site

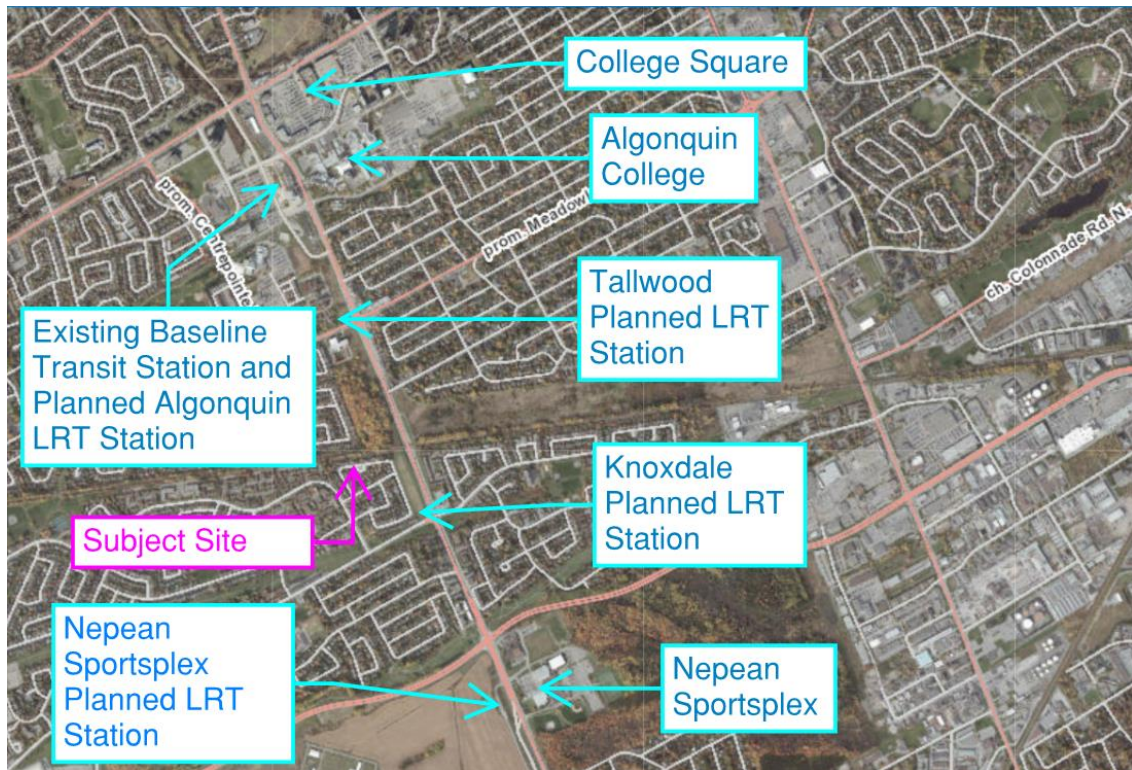


Figure 2: Context of Subject Site

The surrounding land uses are described as follows:

East: To the east of the Subject Site is a large asphalt crescent. This space is largely used for motor vehicle parking. This asphalt crescent is shown on Figure 3.



Figure 3: Asphalt Crescent to the East of the Subject Site

South: To the south of the Subject Site is a detached dwelling municipally known as 27 Fair Oaks Crescent. 27 Fair Oaks Crescent fronts on the large asphalt crescent shown in Figure 3. The interior side yard of this detached dwelling will abut the rear yard of the proposed development. The front façade of 27 Fair Oaks Crescent is shown on Figure 4.



Figure 4: The Front Façade of the Detached Dwelling to the South of the Subject Site

West: To the west of the Subject Site are townhouses municipally known as 19, 21, and 23 Fair Oaks Crescent. The rear yard of these townhouses will abut the interior side yard setback of the proposed development. These townhouses are shown on Figure 5.



Figure 5: Townhouses to the West of the Subject Site

North: To the north of the Subject Site are a mixture of townhouses and detached dwellings. The detached dwellings and townhouses immediately to the north of the Subject Site are shown on Figure 6.



Figure 6: Detached Dwellings and Townhouses to the North of the Subject Site

1.2 DEVELOPMENT PROPOSAL

The proposed development a series of three townhomes with secondary dwelling units in each townhome. Pedestrian access is from Fair Oaks Crescent. The westernmost unit will have a parking space located in the interior side yard. The interior unit, and the easternmost unit will have a parking space within an attached garage. Outdoor amenity space will be provided in the rear of the building and on private balconies. The Site Plan is shown in Figure 7.

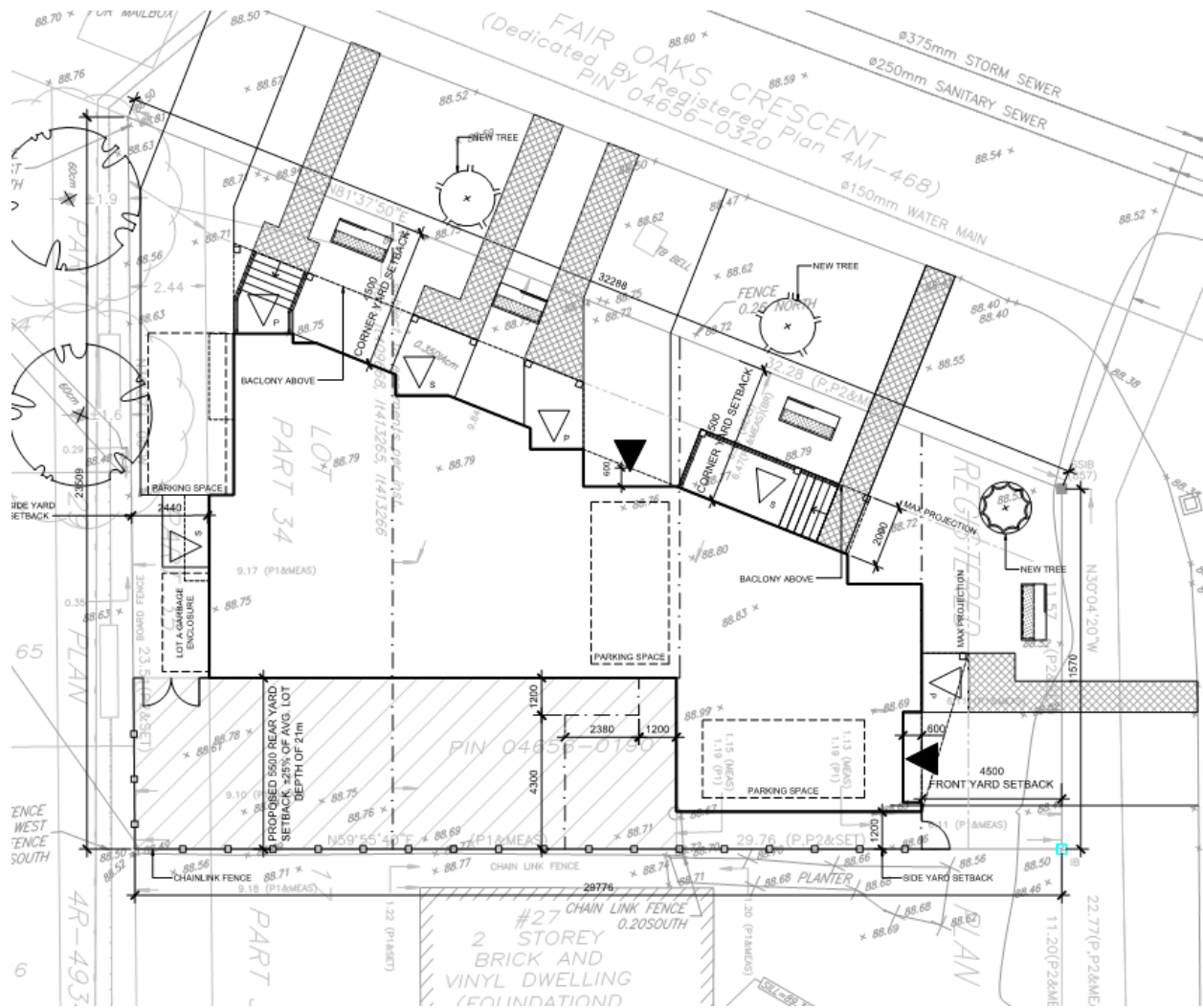


Figure 7: Site Plan

The Zoning By-law requires one motor vehicle parking space for each townhouse unit. A total of three parking spaces are required and are provided. The Zoning By-law does not require any motor vehicle parking spaces for the secondary dwelling units. The Zoning By-law does not require any visitor parking spaces for the proposed development. The proposed development will conform with the parking requirements of the Zoning By-law. The Zoning By-law does not require bike parking spaces for the proposed development.

Balconies and terraces are proposed for the townhouse units. The secondary dwelling units will be located within the basement of each townhouse unit. Amenity space is provided in the rear of the building.

A mixture of stone and brick masonry combined with different textures and colours of metal cladding, helps create a unique finished appearance that animates the façade. An accent colour

of panelized material helps create a visual focus for the façade without dominating the overall appearance. The proposed materiality has been designed to compliment other buildings in the neighbourhood, while providing a refreshing updated style. A rendering of the proposed development is shown on Figure 8.



Figure 8: Rendering of the Proposed Development

1.3 LANDSCAPING AND PEDESTRIAN CONNECTIVITY

The proposed development has been designed to provide a high-quality streetscape along Fair Oaks Crescent. There is adequate greenspace in the front and corner side yards for planting. The rear of the building consists of soft landscaped amenity area.

1.4 TRANSPORTATION NETWORK

The Subject Site is in close proximity to bus stops along Craig Henry Drive and Knoxdale Road. These bus stops serve the 82-bus route and 173-bus route. The 82-bus route provides all-day service to Bayshore, Pinecrest Mall, Baseline, Lincoln Fields, and Tunney's Pasture every 30 minutes on weekdays and weekends. The 173-bus route provides all day service to Fallowfield, and Barrhaven Center every half hour on weekdays. An excerpt from OC Transpo's service map is shown on Figure 9.

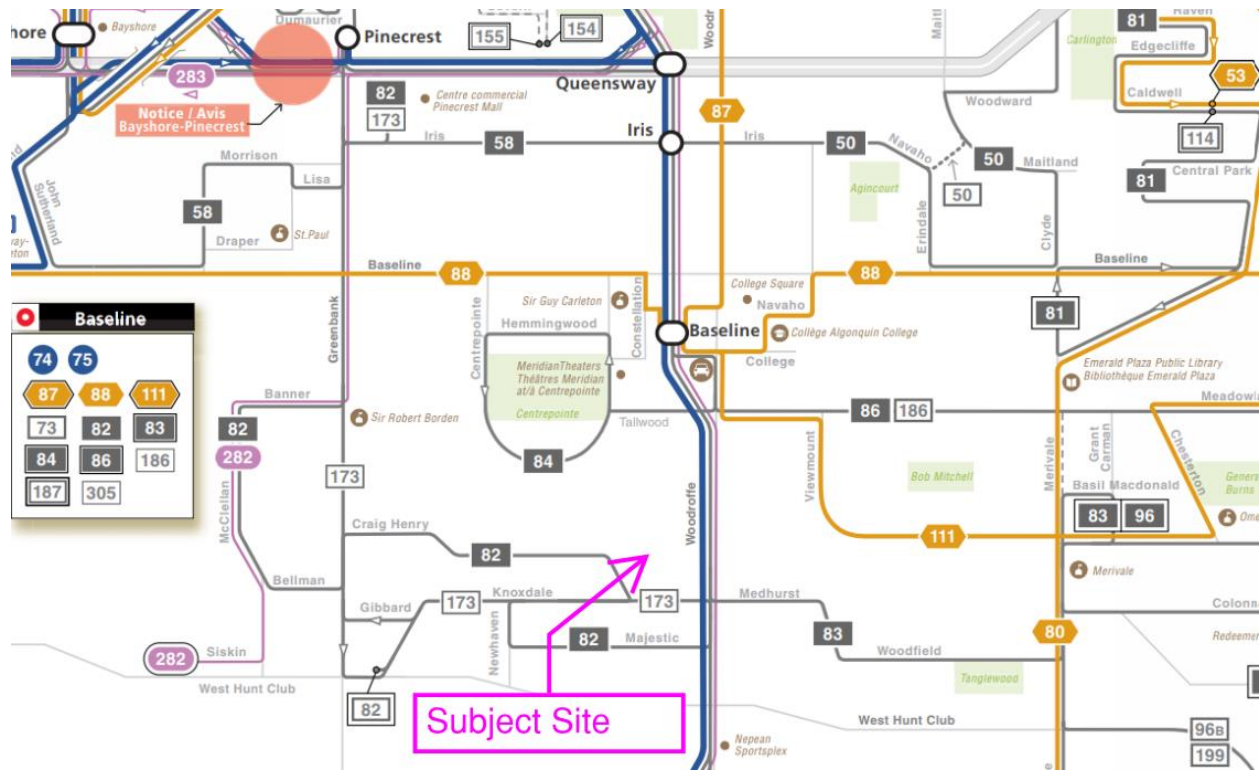


Figure 9. Bus Routes near the Subject Site

The Subject Site is located in close proximity to the planned Knoxdale LRT station at the corner of Knoxdale and Woodroffe Road. The proximity of the Subject Site to the planned Knoxdale LRT Station is shown on Figure 10.

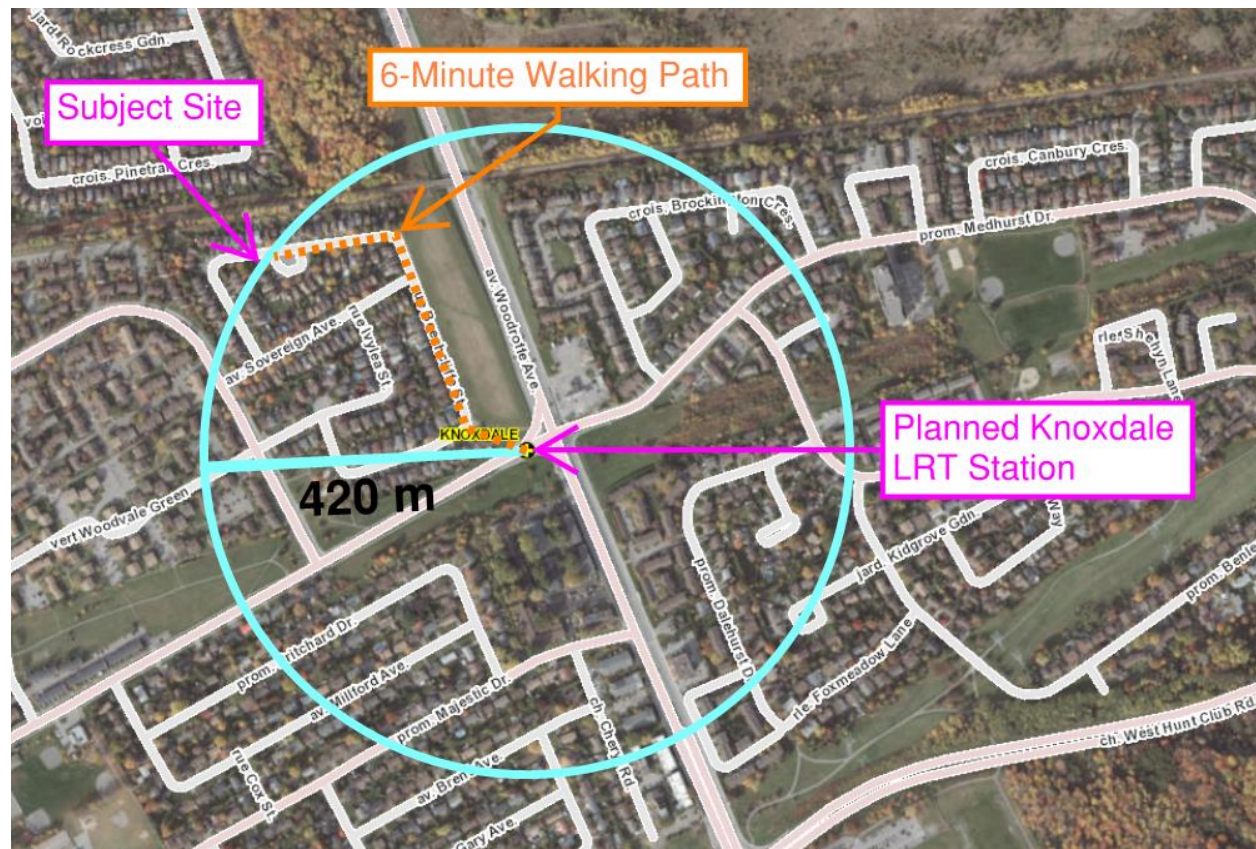


Figure 10. Proximity of the Planned Knoxdale LRT Station to the Subject Site

The City of Ottawa is planning to extent light-rail services from Baseline Road to Barrhaven Center through “Stage 3” of the LRT expansion. The proposed Knoxdale LRT station will be located approximately 420m from the Subject Site (6-minute walk) at the corner of Knoxdale Road and Woodroffe Avenue. The Subject Site will be located within walking distance to the light-rail system, providing connective to Barrhaven to the south, and Algonquin College and the Trillium Line to the north.

In retrofitting light-rail tracks between Knoxdale Station, and the Nepean Sportsplex LRT station, Transportation Committee carried a motion on May 30th, 2022, to approve the replacement of the previous alignment for the Barrhaven LRT for the section between north of Knoxdale Road and the Nepean Sportsplex. The revised alignment will run down the centre of Woodroffe Avenue from Knoxdale Road to Hunt Club Road, as an elevated LRT track. This motion was carried in an effort to avoid the displacement of the residences in Manor Park and Cheryl Gardens. The report to Transportation Committee describes the potential impact to the planned Knoxdale LRT Station:

Knoxdale Station will need to be located approximately 100 m north of the Woodroffe Avenue and Knoxdale Road intersection due to the influence of the LRT geometry in the area... Specifically this is due to the horizontal curves to transition into the Woodroffe ROW, the vertical gradient imposed by the higher (7.6 m) clearance needed 10 over the

CNR rail line to the north and the requirement for a consistent shallow grade through the station area. This means a longer walking distance for those transferring from a local bus route. Mitigating this increased walking distance will be investigated at detailed design, considering options such as moving the station platforms as far south as possible, making the pedestrian path between the platforms and the Woodroffe/Knoxdale intersection as direct as possible, and redesigning the intersection to reduce walking distance to and from the bus stops.

The proposed Knoxdale LRT station will be located approximately 100m further to the north to accommodate the elevated LRT tracks. This brings the planned station closer to the Subject Site. The potential location of the Knoxdale LRT station is shown in Figure 11.

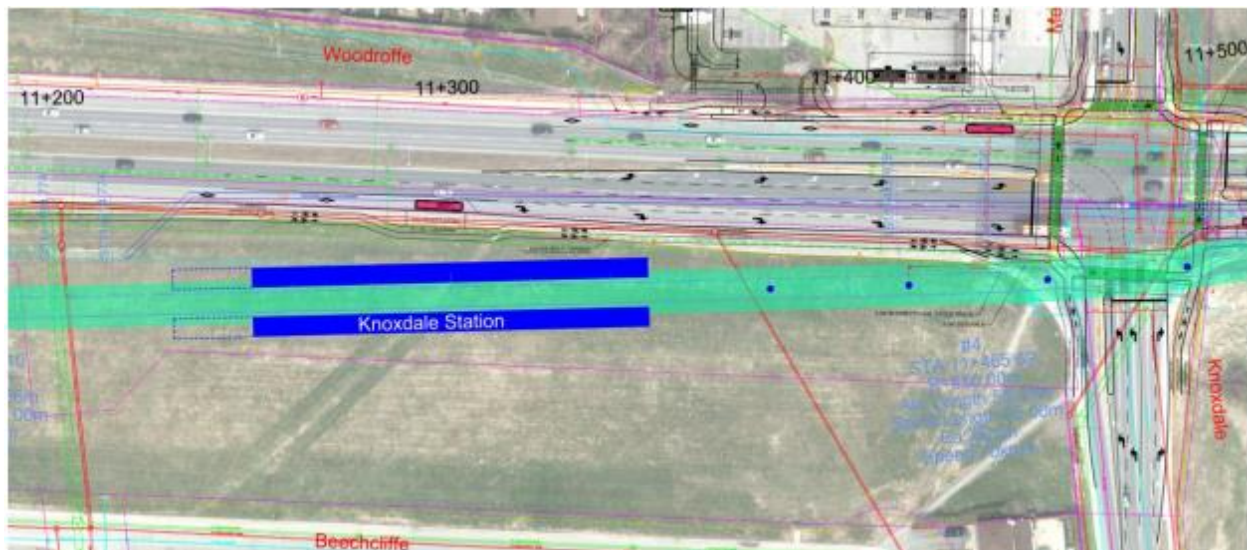


Figure 11. Potential Location of the Future Knoxdale LRT Station

The proposed development is in a location accessible to public transit.

The Subject Site is located in close proximity to Woodroffe Avenue, which is identified as a Major Pathway on Schedule C3 of the Council adopted Official Plan. Schedule C3 is shown on Figure 12.

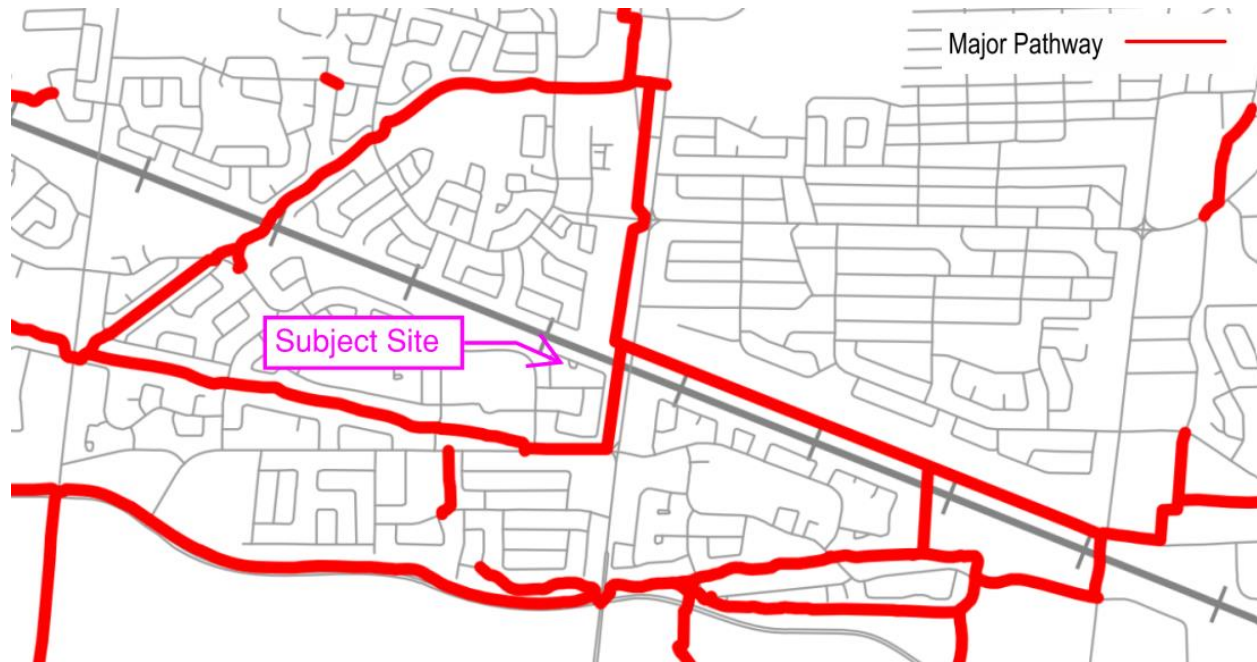


Figure 12. Excerpt from the Council Adopted Official Plan Schedule C3

The Major Pathways are shown in red on Figure 12. Major Pathways have cycling infrastructure that provides access to active transportation routes throughout the City.

The proposed development is in a location accessible to active transit.

2.0 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. Under Section 3 of the Planning Act, all decisions affecting planning matters shall be consistent with the PPS.

Section 1 of the PPS speaks to the building of strong and healthy communities within the province of Ontario. Section 1.1.1 sets out policies that aim to achieve the building of these healthy communities. The proposed development meets the following policies of Section 1.1.1:

- The proposed development promotes efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term (Policy 1.1.1 a);
- The proposed development accommodates an appropriate affordable, and market based range and mix of residential types to meet the long term needs of the City of Ottawa (Policy 1.1.1 b);

- The proposed development avoids land use patterns which may cause environmental or public health and safety concerns (Policy 1.1.1 c);
- The proposed development does not impede the efficient expansion of settlement areas as it is a redevelopment located within the City's urban area (Policy 1.1.1 d);
- The proposed development promotes growth management, transit supportive development, and intensification to achieve cost effective development, optimization of transit investment, minimization of servicing costs, and minimization of land consumption (Policy 1.1.1 e);

The proposed development is consistent with the policies of Section 1.1.1 of the PPS 2020.

Section 1.1.2 of the PPS speaks to providing sufficient land to:

accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years

The proposed development is a residential use in an urban area that is serviced by existing transit services and located extremely close to planned transit services. The intensification of the Subject Site helps achieve a density that supports the existing and planned transit system.

Section 1.1.3 provides direction on Settlement Areas. Policy 1.1.3.2 speaks to how land use patterns within settlement areas should be developed. The proposed development meets the following policies of Section 1.1.3.2.

- The proposed development provides a density and mix of land use that:
 - efficiently uses land and resources (Policy 1.1.3.2 a);
 - is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion (Policy 1.1.3.2 b);
 - supports active transportation (Policy 1.1.3.2 e);
 - is transit-supportive, where transit is planned, exists or may be developed (Policy 1.1.3.2 f).

The proposed development is an example of intensification and redevelopment, consistent with Section 1.1.3.2 of the PPS.

Section 1.1.3.3 states that:

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

The proposed development will result in intensification that increases the supply and range of housing, and development that is transit supportive.

The proposed development is located within an urban area that can be served by infrastructure and transit systems. The proposed development is accessible by local bus services and is located in close proximity to planned LRT service at the intersection of Knoxdale Road and Woodroffe Avenue.

The surrounding neighbourhood features many neighbourhood amenities such as Beechcliffe Park, and Medhurst Park. The Subject Site is located near the Nepean Sportsplex. The Subject Site has access to several schools, including Manordale, Sir Robert Borden, Briargreen, Sir Guy Carleton, St. Gregory, and Algonquin College. The proximity of the Subject Site to these amenities is shown on Figure 13.

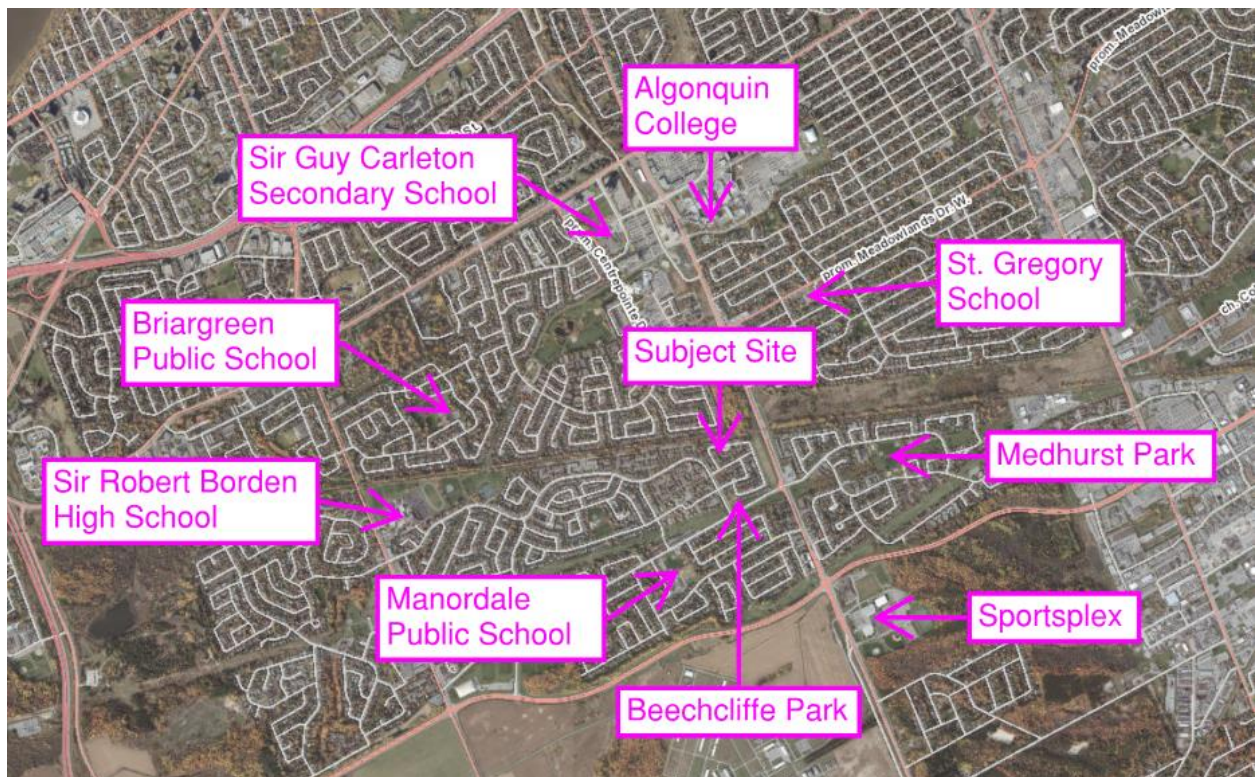


Figure 13. Proximity to Amenities

The proposed development represents an efficient use of land located within a built-up settlement area in the City. The Subject Site benefits from existing infrastructure, bus service, planned LRT service, and a variety of neighbourhood amenities. The Subject Site is well suited for intensification.

The proposed development is consistent with the policies of the Provincial Policy Statement.

3.0 CITY OF OTTAWA OFFICIAL PLAN 2003-203

The Subject Site is designated General Urban Area on Schedule B of the City of Ottawa's in-force Official Plan, as shown on Figure 14. The Official Plan identifies General Urban Areas as areas for growth:

The General Urban Area designation permits the development of a full 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. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office

The proposed development represents an opportunity for higher density residential development within the General Urban Area. The Subject Site is located in an area with access to existing services, transit facilities and greenspace within the surrounding area.

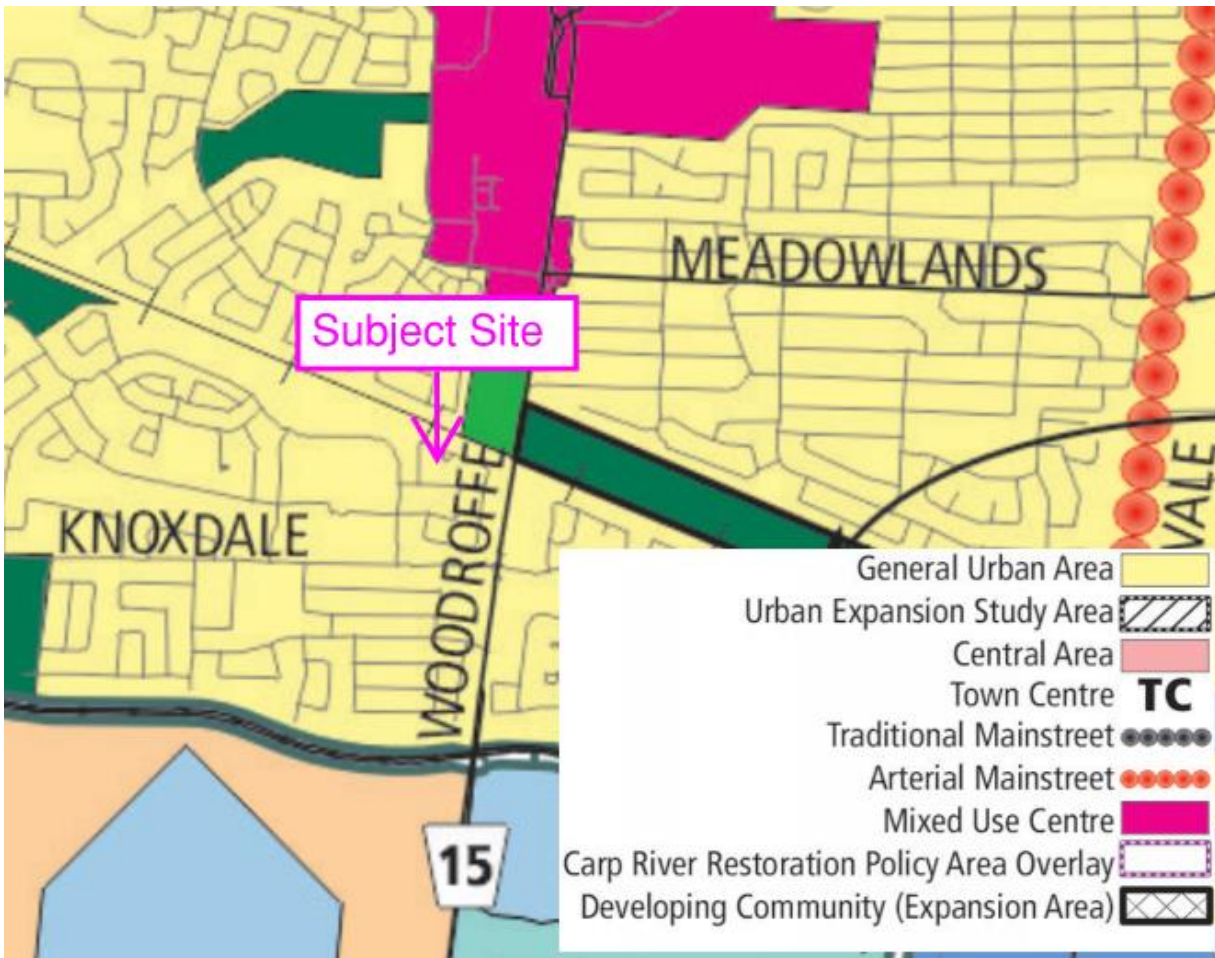


Figure 14: Excerpt from Official Plan 2003-203 Schedule B

Policy 1 of Section 3.6.1 states:

General Urban Area areas are designated on Schedule B. 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

The proposed residential use is permitted in the General Urban Area designation.

Policy 2 of Section 3.6.1 states:

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.

This report will outline the required studies submitted with this application in Section 5.

Policy 3 of Section 3.6.1 states:

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.

Low-Rise is defined as a built form of four or fewer stories. The proposed development is three stories. The proposed development is compatible with the existing context and the planned function of the area. The Subject Site is not located in an area covered by a Secondary Plan.

Policy 5 of Section 3.6.1 states:

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.

The proposed development is a form of ground oriented, residential intensification. The proposed development has been designed to be compatible with the existing, and planned built form of the neighbourhood. The Official Plan supports these projects as long as the following is considered:

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;*
- 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 development is in keeping with the existing ground-oriented built forms in the neighbourhood. The proposed development has been designed to be compatible with the character of the area, and the design of existing buildings. The proposed development provides increased housing choices to contribute to a variety of housing options in the General Urban Area.

The proposed development conforms with the General Urban Area policies of the in-force Official Plan.

3.1 URBAN DESIGN AND COMPATIBILITY

Section 2.5.1 of the Official Plan provides policy direction on urban design and compatibility.

Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinct character that will attract people and investment to the City.

Section 2.5.1 sets out a number of design objectives for new development. The proposed development responds to the following design objectives:

- The proposed development will help to enhance the sense of community by creating a development with a distinct identity (Objective 1);
- The proposed development defines quality public and private spaces (Objective 2);
- The proposed development will have a safe and accessible design (Objective 3);
- The proposed development maintains the character of the area by utilizing architectural design that complements the surrounding development and neighbourhood (Objective 4);
- The proposed development promotes sustainability by utilizing existing infrastructure and adding a higher density to an area served by bus-transit, helping to reduce the carbon footprint (Objective 7).

This proposed development addresses the City of Ottawa Design Objectives.

The policies regarding Urban Design and Compatibility found in Section 4.11 of the Official Plan are discussed below.

Section 4.11 of the Official Plan addresses issues of compatible development.

At the scale of neighbourhood or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing and micro-climate conditions are prominent considerations when assessing the relationship between new and existing development.

Section 4.11 sets out policies to encourage high quality design throughout the City of Ottawa and to address issues of compatibility for infill development. Policies of Section 4.11 are grouped under the themes discussed below:

View – Depending on its location, the mass or height of new development may enhance or impact the view visible from public view points.

The proposed development has been designed to be compatible with the neighbourhood. The area is characterized by low-rise residential buildings of similar height. The existing, and planned function of the neighbourhood is low-rise buildings. The height of the proposed development is

consistent with the planned context of the neighbourhood and does not cause significant undue adverse impacts on the views of the abutting properties.

Building Design – *Good building design contributes to successful neighbourhood integration and compatibility of new development with the existing or planned character of its surroundings.*

The proposed development has been designed to blend into the surrounding area. The design of the building is compatible with the character of the neighbourhood with respect to material, and architectural elements.

Massing and Scale – *complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and compatibility of new development with the character of surrounding community.*

The proposed development makes effective use of the area of the lot. The height of the proposed development is suitable for the area. The proposed development brings the building closer to the street, in an effort to animate the public realm.

Outdoor Amenity Areas - *private and communal areas of a property designed to accommodate a variety of leisure activities.*

Outdoor amenity areas are provided in the form of private balconies and terraces. Each townhouse has amenity space in the rear yard. Greenspace is present in the front, corner, and rear yards.

The proposed development conforms to the City of Ottawa Official Plan including the design and development review policies of Section 2.5.1 and Section 4.11.

The proposed development conforms with City of Ottawa development goals and design objectives.

4.0 COUNCIL ADOPTED OFFICIAL PLAN

The City of Ottawa adopted an Official Plan on November 24th, 2021. Prior to approval by the Ministry of Municipal Affairs and Housing, development applications must address the policies of both the in-force Official Plan and the Council adopted Official Plan.

The Subject Site is located within the Outer Urban Transect on Schedule A of the Council adopted Official Plan. Schedule A is shown on Figure 15.



Figure 15: Excerpt from Schedule A of the Council Adopted Official Plan

Section 5 of the Council adopted Official Plan describes the purpose of transects.

Schedule A 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).

Section 5 provides general guidelines for development within each transect.

The transect policies provide direction on minimum and maximum height based on context through the type of transect and designation. Table 7 is provided as an easy reference tool for the reader to quickly determine what minimum and maximum heights could apply. For full details of the heights requirements, refer to the policy reference.

The Subject Site is designated as Neighbourhood, within the Outer Urban Transect. An excerpt from Schedule B3 of the Council adopted official Plan is shown on Figure 16.

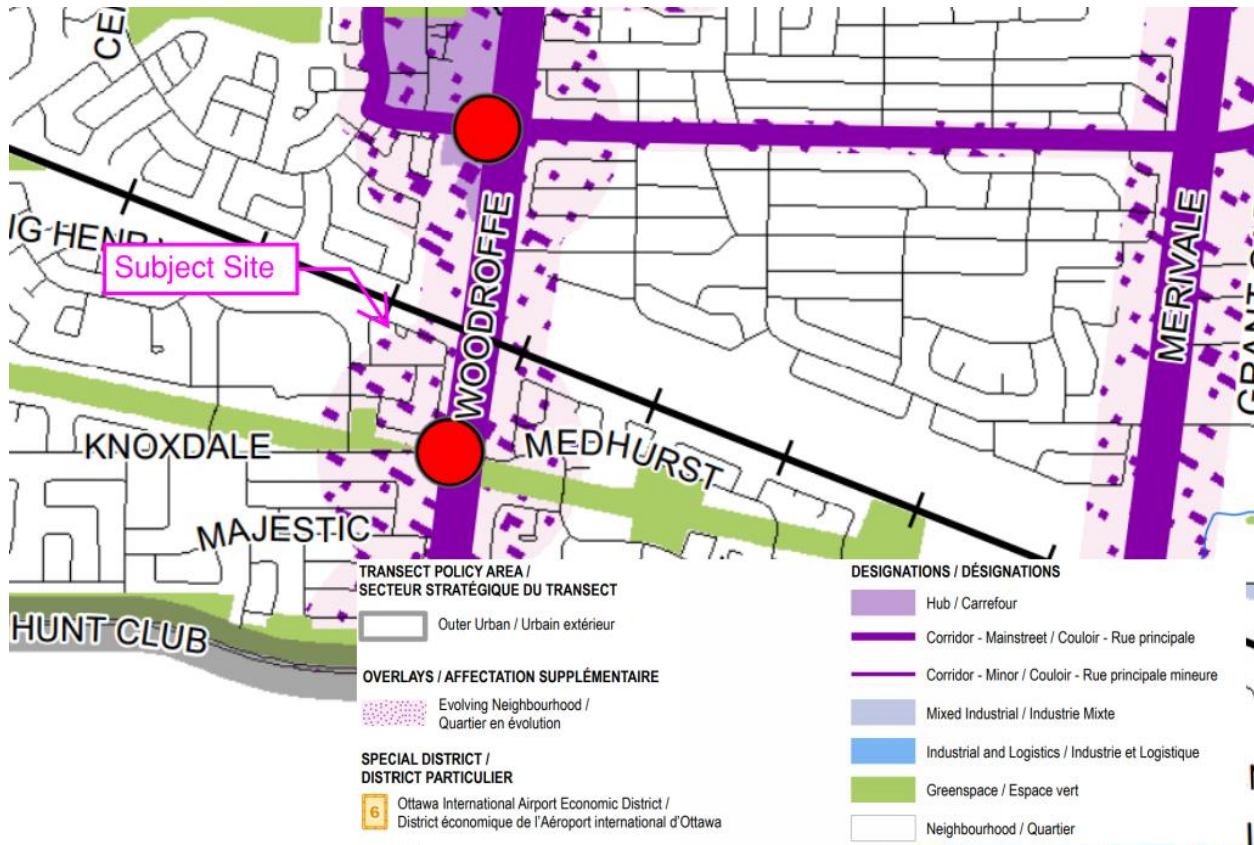


Figure 16: Excerpt from Schedule B3 of the Council Adopted Official Plan

The Outer Urban Transect excerpt from Table 7 is shown in the table below.

Table 1: Excerpt from Table 7 of the Council Adopted Official Plan

Transect	Official Plan Policy Reference	Designation	Height Categories and Details
Outer Urban Transect	5.3.4 (1)	Neighbourhoods	Low-rise: no minimum and generally, zoning will permit at least 3 storeys but no more than 4 storeys

The proposed development is 3 stories in height and is compatible with Table 7. The policies of the Outer Urban Transect will be explored in Section 4.1 of this report.

4.1 OUTER URBAN TRANSECT

Policy 4 of Section 5.3.1 details the policies related dwelling sizes.

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 an example of ground-oriented development. The Subject Site is located in close proximity to existing bus transit, and planned light-rail transit. The City encourages different housing types in areas located in proximity to transit.

Section 5.3.4 of the Council adopted Official Plan details the policies related to development within the neighbourhood designation within the Outer Urban Transect.

1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3.

The Growth Management Strategy outlined in Section 3 of the Council adopted Official Plan is shown in the Table below.

Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets		
Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Downtown Transect	80 to 120	Within the Neighbourhood designation: Existing lots with a frontage 15 metres or wider: - Target of 25 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings; All other cases: none

		Minor Corridors: No minimum
Inner Urban Transect	60 to 80	<p>Within the Neighbourhood designation:</p> <p>Existing lots with a frontage approximately 15 metres or wider:</p> <ul style="list-style-type: none"> - Target of 50 per cent for <p>Low-rise buildings;</p> <ul style="list-style-type: none"> - Target of 5 per cent for Mid-rise or taller buildings; <p>Minor Corridors: No minimum</p>
Outer Urban Transect	40 to 60	<p>Existing lots with a frontage 15 metres or wider:</p> <ul style="list-style-type: none"> - Target of 50 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings; <p>Minor Corridors: No minimum</p>
Suburban Transect	40 to 60	

Section 3 of the Council adopted Official Plan sets a target of 40-60 dwellings per net hectare for the Outer Urban Transect. The proposed development has an area of 0.05 hectares and proposes three dwellings. The Council Adopted Official Plan does not factor secondary dwelling units into the density calculation. The proposed development has a density of 60 units per net hectare, which is consistent with the growth targets of the Outer Urban Transect. The proposed development is not a large household dwelling, as it is surrounded by large household dwellings. The proposed development provides additional housing choices in the neighbourhood.

The Zoning Bylaw shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 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;*

The proposed development provides additional housing types through the development of townhouses and secondary dwelling units, which are permitted within the existing zone.

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;

The proposed development is three stories in height, consistent with the above policy.

d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and

The proposed development conforms to the minimum front yard, and corner side yard setbacks of the underlying zone.

e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

The proposed development is in a suitable location, based on proximity to existing and planned transit.

The Subject Site is located just outside the boundary of the Evolving Overlay Neighbourhood. Section 5.6.1.1 details the policies related to the Evolving Neighbourhood Overlay.

1) The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law...

The Evolving neighbourhood generally applies to lands within a 400 metre radius of a rapid transit station. The Subject Site is approximately 420m from the planned Knoxdale light-rail transit station. While the policy does not apply to the Subject Site, Policy 3 of Section 5.6.1.1 states:

3) In the Evolving Overlay, the City:

a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates

that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;

Policy 3 of Section 5.6.1.1 directs the City to be supportive for intensification within the Evolving Overlay for proposals that amend the development standards of the Zoning By-law.

It should be noted that if the planned Knodxdale LRT Station is moved 100m to the north, the Subject Site may be within 400m of a Rapid transit station. This results in the Subject Site being within the boundary of the Evolving Overlay and that policy 3 of Section 5.6.1.1 will apply to the proposed development.

The proposed development conforms with the Council Adopted Official Plan.

5.0 REVIEW OF DEVELOPMENT APPLICATIONS

The following studies have been submitted with this application.

A Site Servicing Plan and Grading Plan were prepared by D.B. Gray Engineering Inc, dated June 3rd, 2022. These plans provide an overview on how the proposed development will be serviced, and how stormwater management will be accommodated.

A Noise Study was prepared by Paterson Group, dated June 3rd, 2022. The Noise Study provides recommendations for the installation of central air conditioning to ensure indoor sound levels are sufficient.

A Phase One Environmental Site Assessment was prepared by Paterson Group, dated May 27th, 2022. The Phase One Environmental Site Assessment provides an overview on any potential sources of contamination near the property. The Phase One Environmental Site Assessment did not identify any potential contaminated activities associated with the current use, or surrounding uses.

A Tree Planting Plan and Tree Information Report was prepared by Dendron Forestry Services, dated June 1st, 2022. The Tree Information Report reviews all the trees on site and makes a recommendation for their removal/retention. The Tree Planting Plan indicates where trees will be planted on the proposed development. The Tree Planting Plan proposes to plant two new City trees along the north side of the property, and one new private tree in the north-eastern corner of the Subject Site. An excerpt of the Tree Planting Plan is shown on Figure 17.

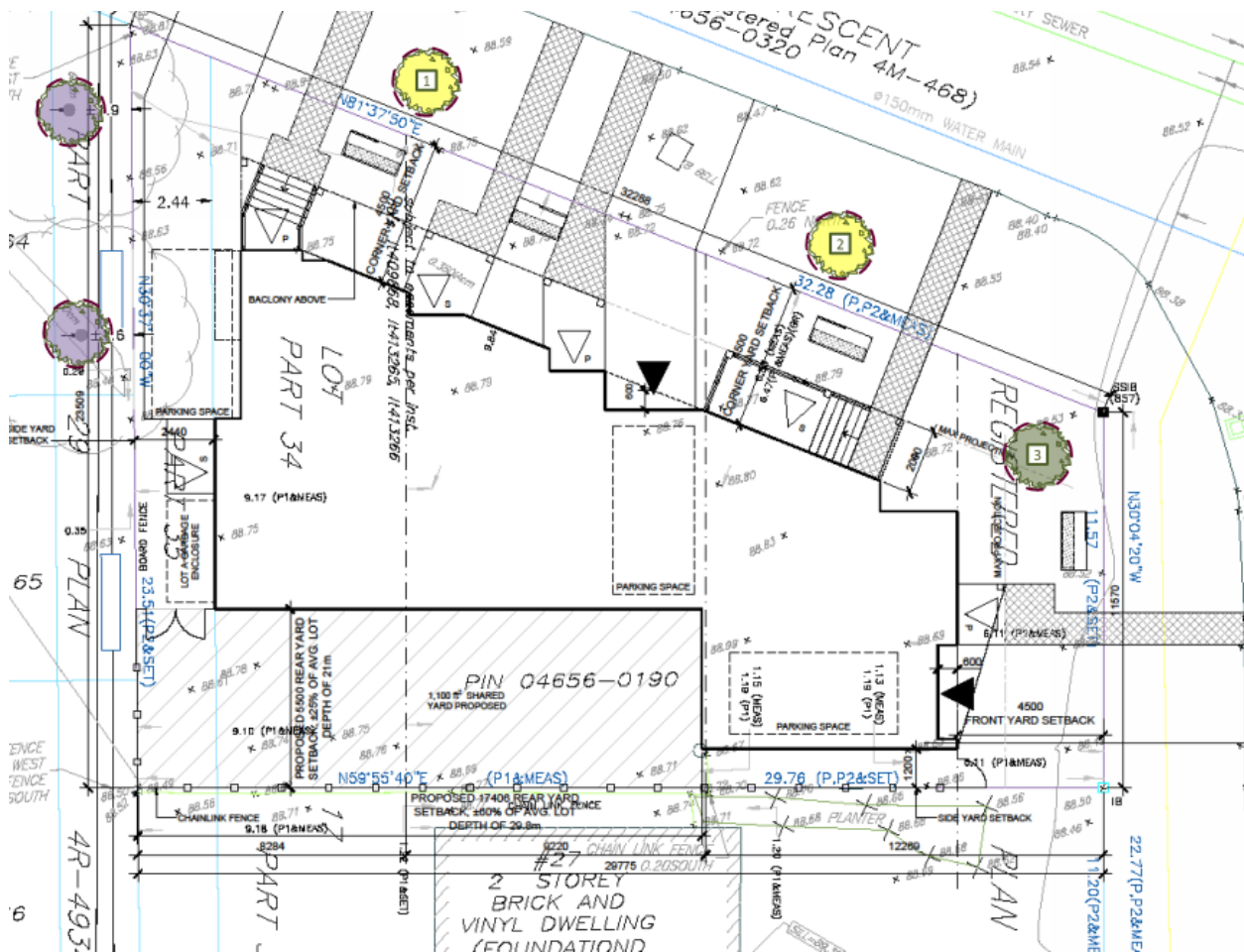


Figure 17: Excerpt from Tree Planting Plan

The new municipal trees are shown in yellow, and the new private tree is shown in green. The species of these trees has not been finalized, but they will be large trees at maturity. The existing trees on the abutting property to the west will be retained. These trees are shown in purple.

A Design Brief, was prepared by DCA Architects, dated May 31st, 2022. The design brief provides an overview of the design approach and provides additional information on the previous iterations of plans for the proposed development.

6.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

6.1 ZONING SUMMARY

The Subject Site is zoned Residential Third Density Subzone Z, Exception 937 (R3Z[937]) in the City of Ottawa Zoning By-law 2008-250.

The development conforms to the intent and the permitted uses in the R3Z zone and generally meets the zone provisions of the 937 exception. A Minor Zoning Amendment is required to permit

reduced rear yards, to permit the garage of the interior unit to be flush with the principle entrance, and to permit driveways for each townhouse. A summary of the proposed Zoning Bylaw Amendment is provided under Section 6.3 of this report.

The purpose of the Residential Third Density Zone is to:

1. *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)*

The proposed development is a townhouse block, which is a permitted use under the R3 Zoning.

2. *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*

The proposed development contributes to a wide range of housing types in the area.

3. *allow ancillary uses to the principal residential use to allow residents to work at home;*

The proposed development allows residents to work at home. The zoning permits home based businesses and home-based daycares.

4. *regulate 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*

The proposed development is a permitted use under the R3 zone, and is consistent with the residential character of the neighbourhood.

5. *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The Subject Site is zoned with the Z subzone. The Z subzone promotes efficient and compact land uses, as well as encouraging new design approaches. The proposed development is an efficient, compact, built form and provides a unique design approach to an irregular corner lot.

Zoning exception 937 sets out the following provisions:

- *minimum lot width 5 m*
- *minimum front yard and corner side yard setback 4.5 m*
- *minimum rear yard setback 9 m*

The above provisions apply to all types of buildings. The proposed development conforms to the minimum lot width, front yard, and corner side yard setbacks provisions of the Zoning Exception 937.

- *minimum interior side yard setback for detached dwelling is 2.4 m if no garage provided*

The above provision only applies to detached dwellings and does not apply to the proposed development.

The proposed townhouse dwellings are a permitted use in the R3Z zone. The following table provides an overview of the performance standards set out in the existing R3Z[937] zone, and the proposed development. Provisions in red identify where relief from the Zoning By-law is required.

Table 2: R3Z[937] Performance Standards

Provision	Requirement	Provided - West	Provided - Center	Provided - East
Minimum Lot Area	150m ²	183m ²	151.19m ²	189.36m ²
Minimum Lot Width	5m	8.42m	9.19m	12.27m
Max Height	10m	10m	10m	10m
Minimum Front Yard Setback	4.5m	4.5m	4.5m	4.5m
Minimum Front Yard Landscaping	30% for West 35% for Interior 40% for East	53%	64%	62%
Minimum Corner Side Yard Setback	4.5m	N/A	N/A	4.5m
Minimum Corner Side Yard Landscaping	40%	N/A	N/A	75%
Minimum Interior Side Yard Setback	1.2m	2.44m	N/A	1.2m

Minimum Rear Yard Setback	9m	5.5m	5.5m	3.58
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The following table identifies the performance standards relating to parking requirements of the zoning by-law. Provisions in red identify where relief from the Zoning By-law is required.

Table 3: Parking/Driveway Performance Standards

Provision	Requirement	Provided - West	Provided - Center	Provided - East
Resident Parking	1 space per unit	1 space	1 space	1 space
Visitor Parking	0 spaces	0 spaces	0 spaces	0 spaces
Landscape Strip abutting Driveway	0.15m	0.9m	0.2m	1.2m
Driveway Permitted	Not permitted	Provided	Provided	Provided
Setback of Garage	0.6m from either principle entrance, or porch	N/A	0m	0.6m

The proposed development generally conforms to the provisions of the Residential Third Density Zone.

The following table provisions related to secondary dwelling units. Provisions in red identify where relief from the Zoning By-law is required.

Table 3: Secondary Dwelling Unit Performance Standards

Provision	Requirement	Provided - West	Provided - Center	Provided - East
Max Area	40% of GFA	34.67% of GFA	38.14% of GFA	39.97% of GFA
Parking	Not required	Not provided	Not provided	Not provided

The proposed development conforms to the requirements of the secondary dwelling unit zoning provisions.

6.2 REQUIRED ZONING AMENDMENTS

An amendment is required to permit a reduced rear yard setback for each of the three townhouse units. The proposed development has been designed to provide a rear yard setback and interior yard area that is consistent with Section 144 - Alternative Yard Setbacks affecting Low-rise Residential Development in the R1 to R4 Zones within the Greenbelt. Section 144 would apply to the Subject Site, but the exception overrules the Zoning By-law. Provision 5 of Section 144 states:

- 4. In the R2, R3 and R4 Zones, on a corner lot in the case of a dwelling other than a detached dwelling, where
 - a) *all principal dwelling units front on and face the longer street lot line, the longer street lot line is deemed to be the front lot line, and minimum required rear yard is 4 m, and*
 - b) the principal dwelling units have principal entranceways fronting on and facing different streets, the minimum required rear yard is: 1.2 m, and an Interior Yard area is also required, pursuant to (6) below.

Although the language under provision 4 b) is “different streets” this provision has been written to apply to corner lots (which can include the same street at an angle). The Subject Site is a corner lot. Provision 6 further states:

- 6) Where dwellings containing multiple principal dwelling units are developed on a corner lot with the dwelling units fronting on and facing different streets, a minimum interior yard area is required, whether the lot is to be severed or not, that abuts the rear yard and interior

side yard, by extending a parallel line from the minimum required rear yard setback affecting the abutting lot, across the longest shared common lot line into the affected site for a distance equal to 30% of the affected lot's actual width...

The interior yard area required by Provision 6 of Section 144 of the Zoning By-law is shown on Figure 18.



Figure 18 Required Interior Yard Area under Section 144

The required interior yard area under Section 144 of the Zoning By-law is measured using the required rear yard setback of 27 Fair Oaks (9m) multiplied by 30% of the width of the Subject Site (4m). This results in an interior yard area of 36.7 m², regardless of if the lot is severed or not.

The proposed development provides a rear yard area of 95.7m². An overlay of the required interior yard area under Section 144 of the Zoning By-law on the proposed Site Plan is shown on Figure 19.

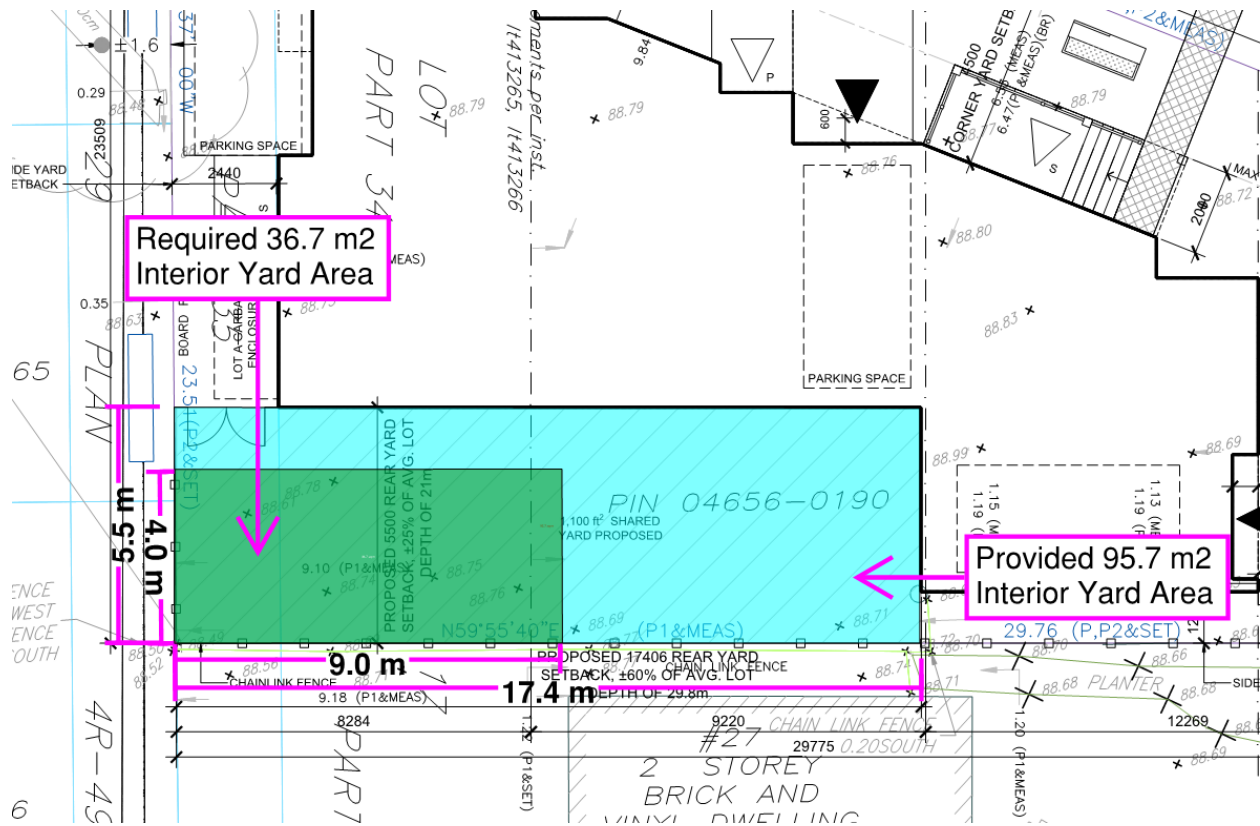


Figure 19 Required Interior Yard Area under Section 144 Overlaid on-Site Plan

The proposed rear yard area is 59m² greater than the requirement of the interior yard area under Section 144 of the Zoning By-law. Section 144 of the Zoning By-law represents recent design standards for rear yards of corner lots. The proposed rear yard setback of the proposed development is considered appropriate.

An amendment is required to permit driveways for each of the townhouse units. Within this area of the City, driveways are permitted, subject to Table 139(3) of Section 139 of the Zoning By-law. Table 139(3) is replicated below:

Table 4: Table 139(3) of Section 139

Minimum Lot Width or Street Frontage Required	Max Width of a Shared Driveway	Max Width of an Individual Single Driveway	Max Width of a Double Driveway
6m or less	3	No Individual Driveway is Permitted	No double-wide driveway is permitted
Greater than 6m to less than 7.5m	3	2.6m	No double-wide driveway is permitted
7.5m to less than 8.25m	3	2.75m	No double-wide driveway is permitted
8.25m to less than 15m	3	3	No double-wide driveway is permitted
15m to less than 18m	3	3	5.5m
18m or greater	3	3	6m

Column 1 of Table 139(3) is based off the minimum lot width requirement. The minimum required lot width under the 937 exception is 5m. The extent of exception 937 is shown on Figure 20.

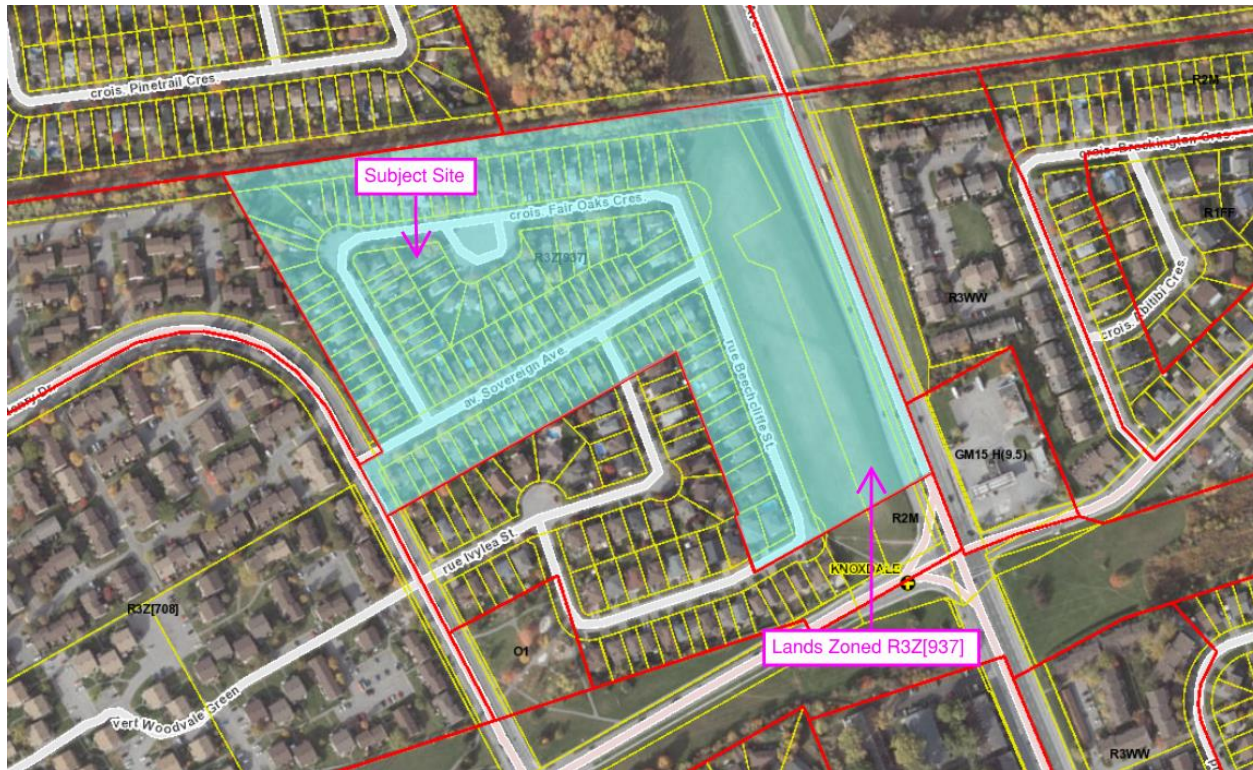


Figure 20: Lands Zoned R3Z[937]

Regardless of built form, all properties shown in blue on Figure 20 are not permitted individual, or double driveways. All developed parcels shown in blue on Figure 20 have driveways. The proposed minor zoning by-law amendment to permit driveways for the proposed development is consistent with the character and built form of the neighbourhood.

An amendment is required to permit the garage of the interior unit to be flush with the front wall. The front lot line is at an angle, and the entrance to the garage and the entrance to the building is perpendicular to the road. The garage is setback an average of 0.6m from the front lot line, but the eastern portion of the garage is located flush with the principle entrance. Figure 21 clarifies the relationship between the principle entrance, and the garage.

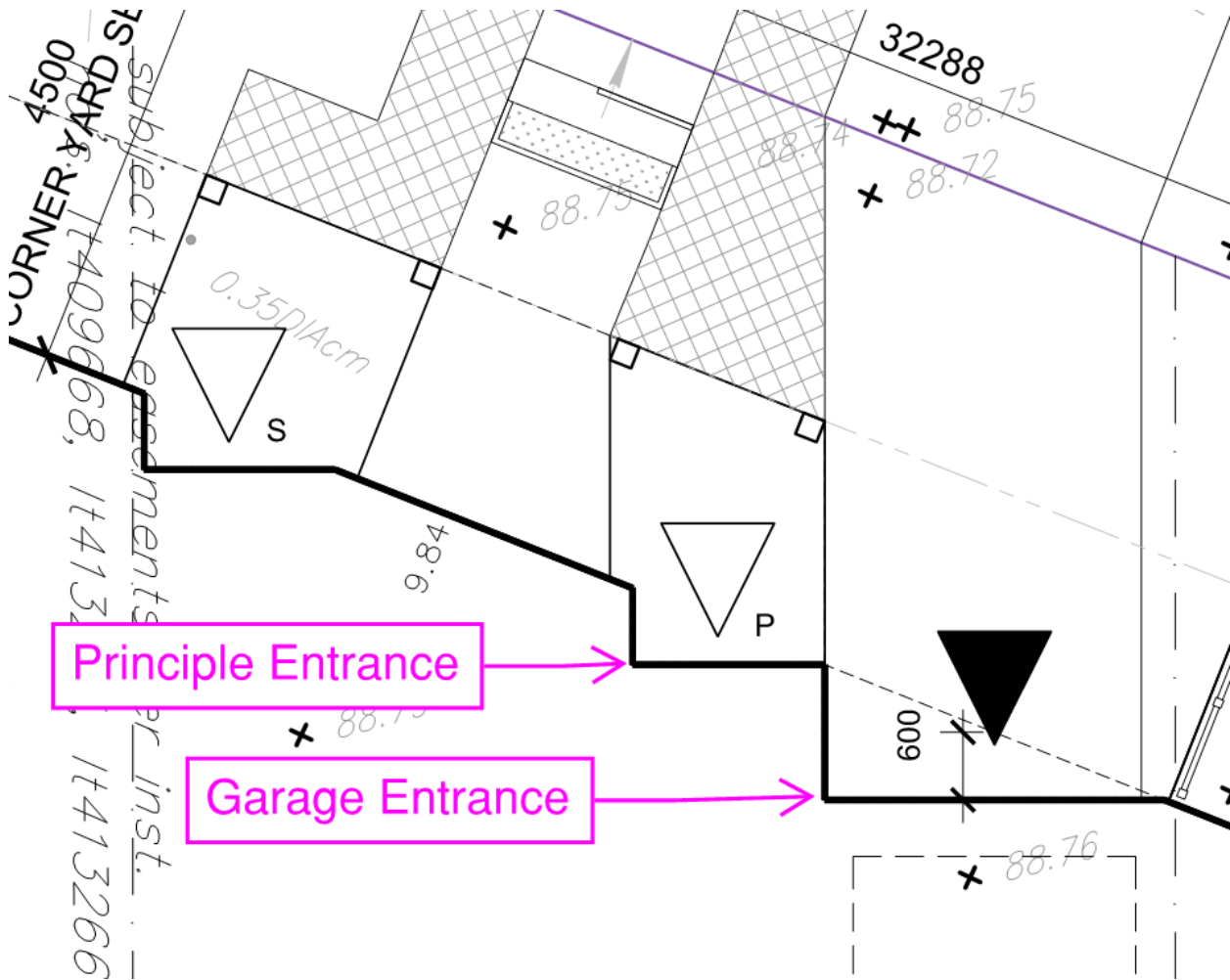


Figure 21: Relationship between the Principle Entrance and the Garage for the Interior Unit

The requested amendment is required due to the angled front lot line. The garage on the eastern unit has a front lot line perpendicular to the road and does not require a site-specific zoning provision. The proposed development has been designed to meet the intent of the Zoning By-law.

6.3 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT

The following site-specific zoning provisions are required to support the proposed development.

- A minimum rear yard setback of 5.5m for the western, and interior lots.
- A minimum rear yard setback of 3.58m for the eastern lot.
- An individual driveway, with a maximum width of 3m is permitted.

- The entrance to the garage or carport may be set back 0m further from the front lot line than the principle entrance

7.0 CONCLUSION

The proposal is consistent with the Provincial Policy Statement as it supports an appropriate mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs. The proposed development represents an opportunity for intensification in proximity to existing and planned transit infrastructure.

The proposal conforms to the in-force City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal contributes to the range of housing types, densities and tenures in a neighbourhood within the General Urban Area.

The proposal conforms to the Council adopted City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services and promoting a 15-minute neighbourhood. The proposal contributes to the range of housing types, densities and tenures in a neighbourhood within the Outer Urban Transect.

The proposal generally conforms to the provision of the R3Z[937] zone. The site-specific zoning provision requests a reduced rear yard setback, seeks to permit driveways, and seeks to permit the garage of the interior unit to be flush with the principle entrance. The proposed development is compatible the planned and existing function of the neighbourhood.

This Planning Rationale, along with the associated technical studies, supports the proposed development. The design of the Subject Site is compatible with existing and planned surrounding uses and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the community and represents good land use planning.

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