



56 Capilano Drive

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



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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by McDonald Bros. Consulting Inc. (“McDonald Brothers”) to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment application for lands municipally known as 56 Capilano Drive in the City of Ottawa (“subject property”). The application seeks to rezone a parcel of vacant land to facilitate the future development of a low-rise residential use building.

The subject property, municipally known as 56 Capilano Drive is located in the Skyline-Fisher Heights Neighbourhood of Nepean, Ottawa (Figure 1). It is generally rectangular in shape, with 44.9 metres of frontage on Capilano Drive and a total area of approximately 2,775 square metres. The subject property is currently vacant. It shares access to Capilano Drive with the City View Curling Club, which is located on a flag lot that abuts the subject property on the south and east, as shown in Figure 2.



Figure 1: Extract from GeoOttawa Showing Subject Property and Surrounding Context

1.1 Development Applications

The subject property was formerly part of the City View Curling Club property. At the time of the construction of the current Curling Facility, the subject property was severed. As a result, the site retains a “Community Leisure Facility” Zone (L1) Zoning. The L1 Zone permits recreational uses but does not permit residential development.

In order to permit the development of the subject property with a residential use, the enclosed Zoning By-law Amendment (‘ZBLA’) application proposes to rezone the subject property from the L1 zone to a Residential Fourth Density - Subzone Z, with site specific exceptions to reduce the minimum interior side yard and rear yard setbacks to three metres, and to apply Area X rates for parking.

The proposed rezoning to an R4 zone would facilitate future development of the lands with a low-rise apartment use, which is appropriately scaled to the planned and established context of the surrounding area. A separate Site Plan Control application will be required in the future to permit the proposed development.

1.2 Public Consultation Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the City of Ottawa is still following public health recommendations to mitigate the spread of COVID-19. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed throughout the application review process:

- / A Pre-Application meeting with the City of Ottawa was held in December 2021;
- / The applicant will notify Councillor Keith Egli prior to submission of this application;
- / If requested by the Councillor, an information meeting with the Fisher Heights & Area Community Association will be scheduled to further discuss the Zoning By-law Amendment application;
- / Notification of neighbouring property owners and posting of public signage, to be completed by the City of Ottawa; and
- / Statutory public meeting for the Zoning By-law Amendment application at Planning Committee.

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.

Site Context and Surrounding Area

The subject property, municipally known as 56 Capilano Drive, is located in the Knoxdale-Merivale ward of the City of Ottawa. The subject property has a total combined area of approximately 2,774.84 square metres, with 44.86 metres of frontage along Capilano Drive. The subject property was severed from former City View Curling Club, creating a flag lot which has since been redeveloped and abuts the subject property to the south and east, as shown in Figure 2. Access to the subject property is provided via the existing driveway on the Curling Club property.

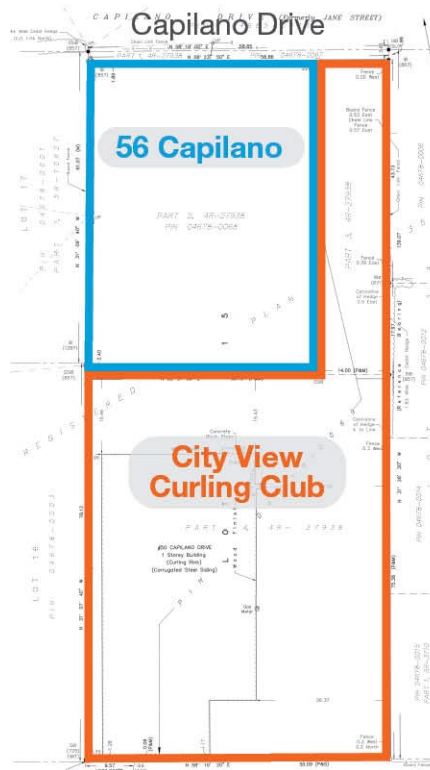


Figure 2: Extract from Survey Showing Subject Property and Abutting Flag Lot

2.1 Surrounding Area

The subject property is located at the edge of the Skyline-Fisher Heights neighbourhood, which is a predominately low-rise residential neighbourhood. The subject property is located at the transition between low-rise residential uses and the Merivale Road corridor, which is characterized by retail, commercial, office and employment uses.

The following land uses are found in proximity to the subject property:

North

- / Facing the subject property across Capilano Drive is a low-rise residential neighbourhood. The neighbourhood is zoned Residential First Density, Subzone F (R1F), and generally exhibits a traditional suburban model of built-form with low-rise detached homes on a large lots, as shown in Picture 1 of Figure 3.
- / Approximately 350 metres further north is an area generally referred to as the “Merivale Triangle”. The Merivale Triangle is currently generally characterized by large format retail uses and large areas of under-utilized land. This area is anticipated to redevelop over the short and medium term into a higher-density, mixed-use node.

East

- / The driveway serving the City View Curling Club is located directly east of the subject property and provides a 14-metre buffer to the low-rise neighbourhood to the east, as shown in Picture 3 of Figure 3.
- / Approximately 200 metres east of the subject property is a high-rise housing complex, as seen in the background of Picture 3 of Figure 3.



Figure 3: Surrounding Context

South

- / Immediately south of the property is the City View Curling Club (Picture 6 of Figure 4) situated on a flag-shaped lot with access from Capilano Drive. The Club is zoned Community Leisure Facility (L1) and sits on the furthest southwest corner of the lot with parking along its east and north property lines.
- / South of the Curling Club is a large commercial plaza fronting on Merivale Road, with a depth of approximately 275 metres. The plaza contains a grocery store and public library, in addition to retail, personal service and other commercial uses.
- / Further south of the subject property, Merivale Road is developed with commercial and retail use plazas with surface parking.

West

- / Immediately to the west and abutting the subject property is a commercial plaza with surface parking zoned Arterial Mainstreet, Subzone 10 (AM10). The plaza offers a variety of retail, restaurants, pubs, personal, financial and health care service providers. A loading and servicing area faces the subject property, as shown in Pictures 4 and 5 of Figure 4.

- / Further west of this is the Merivale Road commercial corridor, characterized by predominantly low-rise commercial and some institutional uses of varying scales.



Figure 4: Surrounding Context

2.2 Road Transportation Network

The Skyline-Fisher Heights neighbourhood is well-served by the local road network. Capilano Road is an existing Collector Road and intersects with Merivale Road which is an Arterial Road that travels in a general north-south direction, as shown in Figure 5.

Arterial Roads are major roads intended to carry large volumes of traffic over the longest distances. They also function as major public and infrastructure corridors. Collector roads are the principal streets in urban neighbourhoods that are used by local residents, delivery and commercial vehicles, transit and school busses, cyclists and pedestrians.

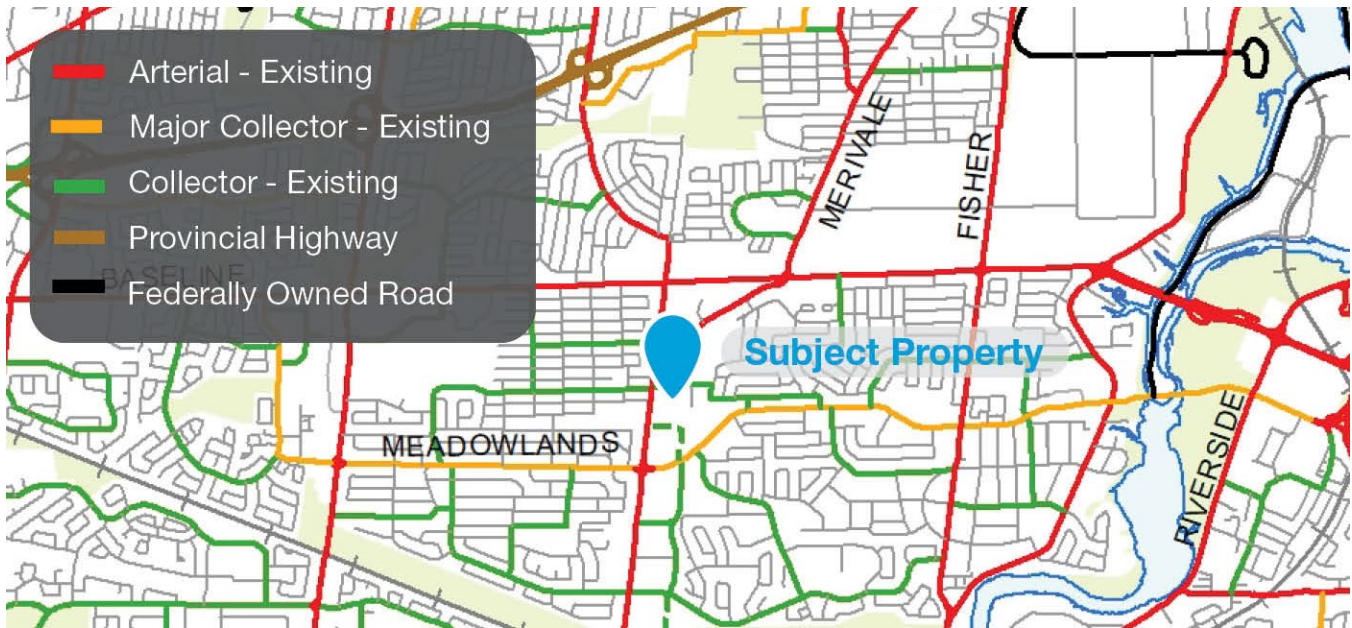


Figure 5: Schedule E – Urban Road Network – City of Ottawa Official Plan (2003, as amended)

2.3 Cycling Network

The subject property has convenient access to all three levels of the Primary Urban Cycling Network routes, including Spine Routes, Multi-use Pathways and the Cross-Town Bikeway as per Schedule C of the Official Plan (Figure 6). Primary access to a Spine Route is provided along Merivale Road, which is just west of the subject property. Additional spine routes are located north, along Baseline Road. A Cross-Town Bikeway is also located along Baseline Road; and further south on Meadowlands Drive East. There is a short Multi-Use Pathway that forms a connection to Meadowlands Drive East from within the Capilano Drive neighbourhood, increasing the overall biking options for the area residents (Figure 6).

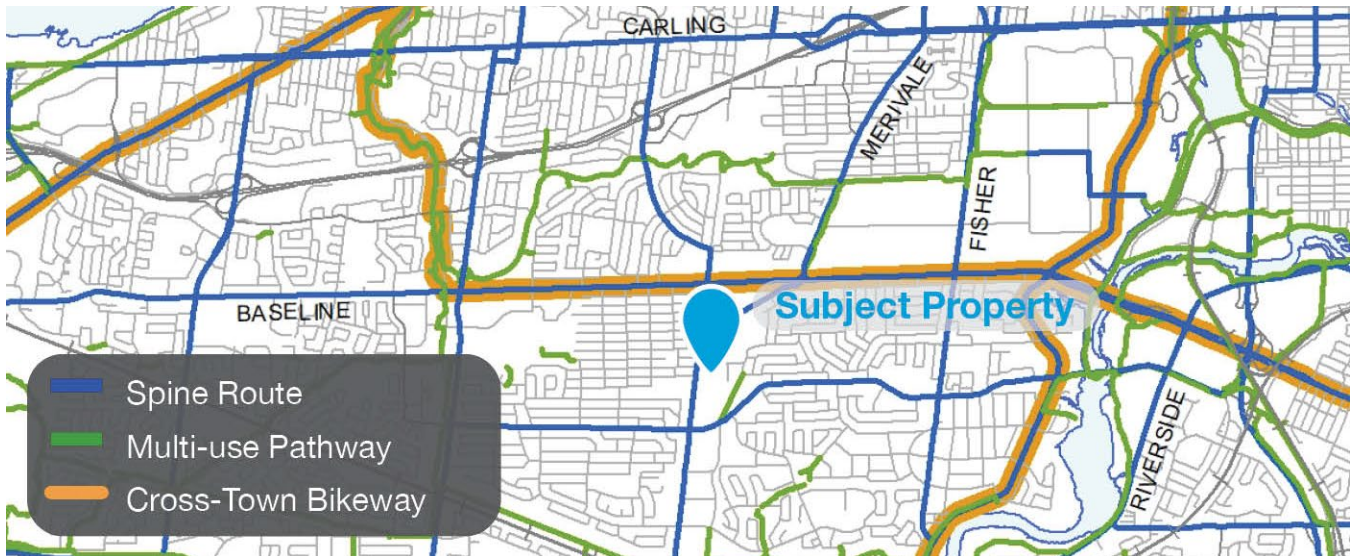


Figure 6: Schedule C - Primary Urban Cycling Network - City of Ottawa Official Plan (2003, as amended)

2.4 Transit Network

The subject property is supported by existing and planned public transit. The property is located within walking distance of a Transit Priority Corridor along Merivale Road as per Schedule D of the Official Plan. Transit Priority Corridors are roads which incorporate increased measures to facilitate more efficient transit movement. Additionally, a Bus Rapid Transit (BRT) line is planned for Baseline Road, approximately 700 metres from the subject property. Further south, Merivale Road connects to another Transit Priority Corridor along Meadowlands Drive (Figure 7).

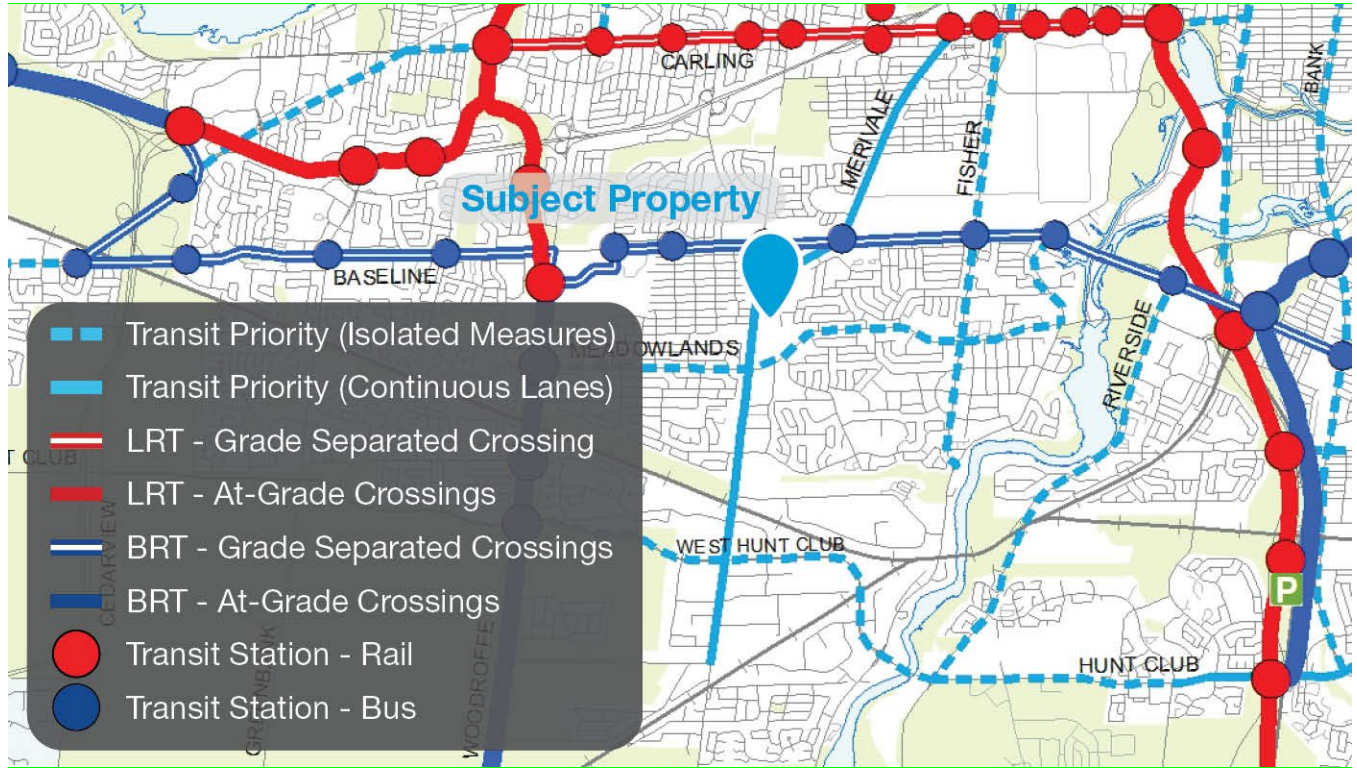


Figure 7: Schedule D - Rapid Transit and Transit Priority Network - City of Ottawa Official Plan (2003, as amended)

3.0 Proposed Development

3.1 Development Concept

The intent of the enclosed Zoning By-law Amendment application is to permit the development of a low-rise apartment building. Site-specific exceptions are being sought to reduce the minimum west interior side yard setback and the rear yard setback to three metres in order to locate the building in a manner that allows a consolidation of usable amenity area on the east side of the subject property. A reduction to the minimum required vehicular parking is also being sought, to allow a more affordable development that is transit supportive, in alignment with Official Plan objectives and policies.

The applicant is pursuing the rezoning as a preliminary step prior to the formalization of the detailed design of the building, which will take place as part of the Site Plan Control process. The conceptual site plan demonstrates a development scenario that conforms to the proposed R4Z zoning with the proposed site-specific exceptions.

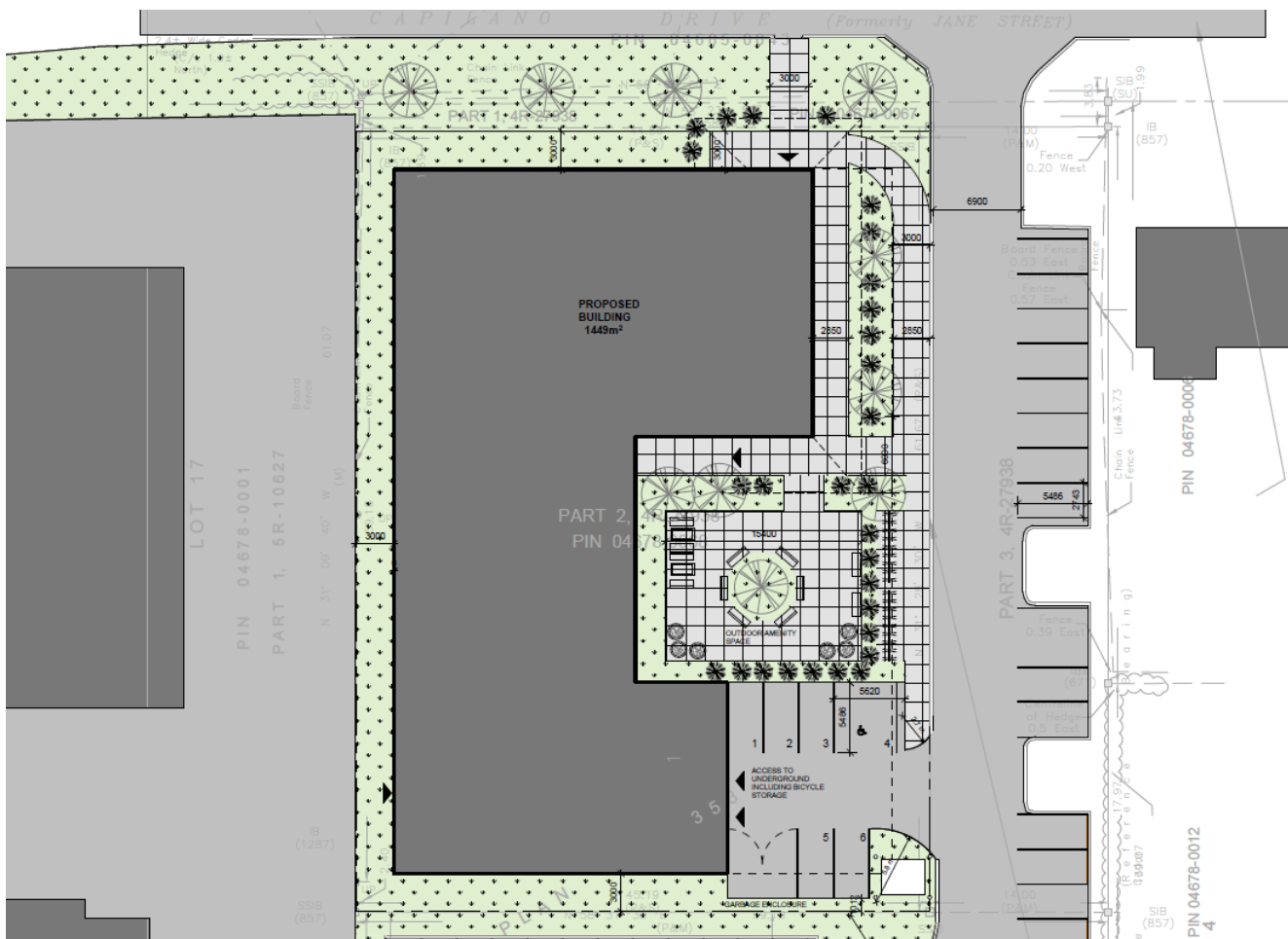


Figure 8: Excerpt from Concept Site Plan

Figure 8) shows a four-storey residential use building with 50 total units. The building is oriented around a central courtyard programmed as outdoor amenity space. The gross floor area of the proposed building is 6,396 square metres, and the building is minimally setback from the Capilano Drive frontage in order to frame the street edge and prioritize the pedestrian realm along Capilano Drive.

Vehicular access to the subject property is shared with the City View Curling Facility. A small six-space surface parking lot is provided, and underground parking for vehicles and bicycles is proposed. Wide pedestrian pathways are provided from Capilano Drive to the building's front entrance, the courtyard space, and the building's secondary entrance.

3.1.1 Setbacks

The building is proposed to be set back three metres from the front lot line, the west interior side lot line, and the rear lot line. The proposed front yard setback is compliant with the proposed R4Z zone and will help frame the street while allowing for generous soft landscaping and planting in the front yard.

A three-metre setback is proposed along the entirety of the west interior side lot line, abutting the Arterial Mainstreet property to the west. This setback allows for a larger courtyard on the east side of the proposed building, where it will be buffered by the proposed building from the parking lot and servicing area associated with the existing development on the abutting Arterial Mainstreet property. The proposed interior side yard setback is sufficient to allow for soft landscaping. Future development on the adjacent property will share the responsibility for transitioning to a low-rise residential use; the current AM10 zoning of the adjacent property would impose a maximum height limit of 15 metres within 20 metres of a R4 zoned lot, and the required rear yard setback would be 7.5 metres for the majority of the shared lot line.

Similarly, the rear yard setback of three metres allows for the landscaped amenity space to be located in an interior yard; away from the parking field associated with the Curling Club.

3.1.2 Parking

The subject property is located in Area C of Schedule 1A of the Zoning By-law, and therefore a minimum of 1.2 resident spaces per unit and 0.2 spaces per visitor unit are required. A parking rate of 0.5 resident spaces per unit and 0.1 visitor spaces per unit after the first 12 units is proposed. This parking rate reflects the requirements for Area X of Schedule 1A, which more appropriately corresponds to the evolving nature of the neighbourhood, existing and planned transit, the emerging function of Merivale Road as a mixed-use corridor, and the desire to allow for an affordable development. The development concept shows increased bicycle parking beyond the minimum zoning requirement to compensate for a reduction in vehicular parking.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

In Ontario, the Provincial Policy Statement (PPS), enacted in 2020, provides direction on land use planning and development issues of provincial interest. The Provincial legislation states that decisions impacting planning matters, “shall be consistent with” the policy statements within the Provincial Policy Statement.

The PPS encourages the formation of, “strong, liveable, healthy and resilient communities”, through efficient land use patterns and infrastructure development incorporating increased densities and a mix of uses. Development within designated “settlement areas” should be based on densities and a mix of land uses that efficiently use land and resources; are appropriate for the infrastructure and public service facilities which are planned or available; minimize negative impacts to air quality and climate change; support active transportation; and are transit-supportive.

Policies 1.1.3.2 to 1.1.3.5 of the PPS particularly recognize intensification as a development pattern that efficiently uses land and can be used to form healthy, safe and liveable communities.

Section 1.4 contains policies specific to housing, stating that planning authorities shall provide a suitable range of housing types and densities to meet projected requirements of current and future residents. This objective is to be accomplished by:

- / 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 future projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and that support the use of active transportation and transit in areas where it exists or is to be development; and,
- / 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.

Policy 1.6.7.4 states that land use patterns, densities, and a mix of uses should be promoted to minimize the length and number of vehicle trips and to support the development of viable choices for public transit and other alternative transportation modes.

The proposed development is consistent with the policies of the Provincial Policy Statement. The requested Zoning By-law Amendment will permit and facilitate an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the City’s urban area. The property is in close proximity to significant transit facilities, as well, other road, pedestrian, and cycling infrastructure. Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City’s investment in public transit.

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

In November 2021, Ottawa City Council adopted a new Official Plan to replace the Official Plan adopted in 2003. The new Official Plan is currently being reviewed by the Ministry of Municipal Affairs and Housing, and comments are expected in Summer 2022. Therefore, the enclosed Zoning By-law Amendment application conforms with the current Official Plan, as discussed below.

The current City of Ottawa Official Plan provides vision for the future growth of the City and a policy framework to guide city's physical development to 2031. All development applications must conform to the policies of the Official Plan.

Ottawa's population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. The City plans to create sustainable, livable and resilient communities that can help Ottawa meet challenges of the 21st century and promote quality of life. These objectives are supported by building communities that are more affordable, compact where walking, cycling and transit are attractive options and there is less reliance on private automobiles.

4.2.1 Managing Growth

The City has five broad Strategic Directions that govern growth and change in Ottawa over the term of the Official Plan. One of these Strategic Directions is Managing Growth. Section 2.2 of the Official Plan states that growth will be managed in the City by directing it towards urban areas where services already exist or can be provided efficiently in a mixed-use development form, close to transit with walking and cycling facilities.

The City anticipates that approximately 90 per cent of the growth in population, jobs and housing will be accommodated within the urban boundary to make the best use of existing facilities and infrastructure. Concentrating growth within the designated urban area also allows for a pattern and density of development that supports walking, cycling and transit as viable and attractive alternatives to private automobile.

Section 2.2 of the current Official Plan recognizes residential intensification as the most efficient pattern of development for the provision of municipal services, transit, and other infrastructure. Residential intensification is defined in Section 2.2.2 as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas, and infill development" (2.2.2.1).

The development of the subject property with residential uses meets the definition of residential intensification in the Official Plan. The requested Zoning By-law Amendment will permit the development of a vacant parcel of land close to an Arterial Mainstreet with access to public transit, walking and biking infrastructure. The proposed Zoning By-law Amendment will help to implement the City of Ottawa's growth management goals as outlined in Section 2 of the Official Plan.

4.2.2 Land Use Designation

The subject property is designated as a General Urban Area on Schedule B—Urban Policy Plan of the Official Plan (Figure 9). The General Urban Area designation, as outlined in Section 3.6.1, permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances along with a wide range of commercial, institutional and other uses. The General Urban Area is expected to facilitate the development of complete and sustainable communities.

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 (Policy 5, Section 3.6.1). The General Urban Area policies permit many types and densities of housing (Policy 1, Section 3.6.1). Building heights within the General Urban Area will continue to be predominantly low-rise. Changes in building form, height and density will be evaluated based on compatibility with the existing context and planned function of the area. (Policy 3, Section 3.6.1).

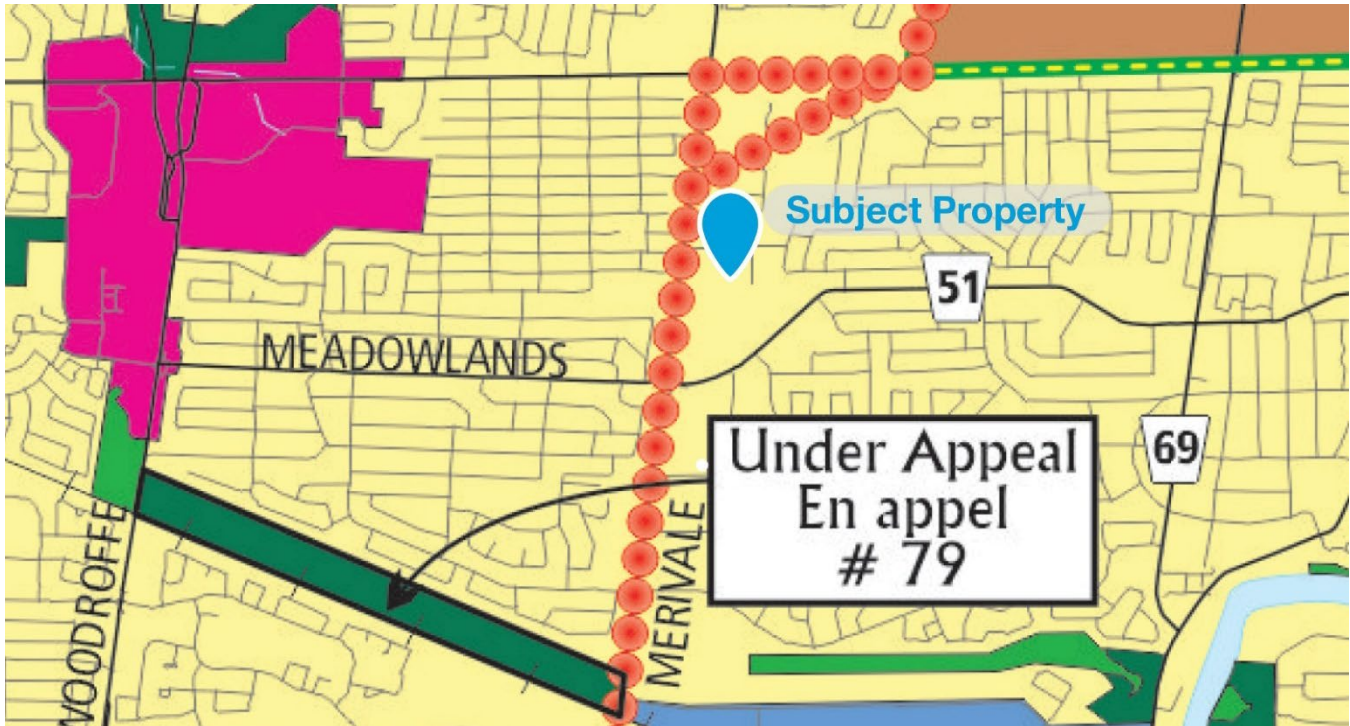


Figure 9: Extract from Schedule B of the Official Plan (2003, as amended)

The requested Zoning By-law Amendment will permit the development of a low-rise apartment building on lands designated General Urban Area. The requested Zoning By-law Amendment conforms to the General Urban Area policies with respect to built form, building height, and use. The development of the subject property with a low-rise apartment will contribute to a full range of housing types and tenures within the neighbourhood, and locate additional density next to an Arterial Mainstreet, where it will support investments in infrastructure and the vitality of the community.

4.2.3 Parking

Section 2.3.1. of the Official Plan sets out directions with respect to transportation. Policy 32 states that the City will manage the supply of parking in areas served by the Transit Priority Network to limit the supply of long-term parking in a manner that balances transit ridership objectives with the needs of automobile users. The City may reduce or eliminate minimum parking requirements in areas outside intensification target areas, if they are located within 800 metres walking distance of a rapid transit station or 400 metres walking distance of the Transit Priority Network.

The subject property is generally within 800 metres walking distance of planned rapid transit on Baseline Road and is within a 150-metre walk of the Transit Priority Network. A significant reduction to minimum parking requirements is desirable and will help to achieve the City's goals of supporting transit and active transportation.

4.2.4 Urban Design and Compatibility

The City of Ottawa Official Plan sets Urban Design and Compatibility goals as a Strategic Direction. Several sections of the Official Plan aim to implement the City's urban design goals. Section 2.5.1 of the Official Plan sets out broad Urban Design and Compatibility objectives to help integrate new development and higher densities into existing areas to mitigate differences between existing and proposed development and help achieve compatibility of form and function. The proposed development responds to these objectives as set out below:

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity.**
The proposed Zoning By-law Amendment will allow for the efficient development of an underutilized parcel of land located at transition between an existing low-rise neighbourhood and an Arterial Mainstreet. The proposed built form and density is slightly greater than the existing pattern of development in the neighbourhood to the east, providing an appropriate transition to the planned high-density Arterial Mainstreet context.

- / **To define quality public and private spaces through development.**
The building is proposed to be minimally setback from the Capilano Drive frontage to enclose and define the pedestrian right-of-way and to provide a safe, comfortable and pleasant pedestrian experience, while allowing sufficient space for soft landscaping and tree plantings, as required in the proposed zoning. The proposed setbacks to the interior side and rear yards allow for a well-connected internal courtyard.

- / **To create places that are safe, accessible and are easy to get to and move through.**
The subject property is located within metres of Merivale Road which is an established Arterial Mainstreet and Transit Priority Corridor. The development concept enhances the pedestrian realm by framing Capilano Drive and providing internal walkways that improve pedestrian connectivity to and through the site.

- / **To ensure that new development respects the character of existing areas.**
The Zoning By-law Amendment aims to add density to an underutilized lot within an established low-rise neighbourhood next to an Arterial Mainstreet. The proposed R4 zone imposes development standards that support an appropriate transition between the existing low-density residential neighbourhood and planned higher density along Merivale Road.

- / **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 requested R4Z zoning, including site-specific provisions to permit reduced setbacks for the rear and interior side yard, and reduced required parking, will impose appropriate development standards while allowing for flexibility that responds to the context of the subject property in relation to the proposed development.

Supplementing these broader urban design objectives, Section 4.11 of the Official Plan, “Urban Design and Compatibility” sets out compatibility criteria to evaluate development proposals. Section 4.11 requires that applications be accompanied by a design brief which evaluates the consistency of a proposed development with its existing and planned context, and which demonstrates that the proposed design responds to the design provisions of the Official Plan and approved Design Guidelines. Specifically, 4.11 highlights aspects of the building and site design that require more careful consideration and identifies how design can respond to the objectives of the Official Plan.

The enclosed Zoning By-law Amendment application responds to the applicable criteria in the following ways:

| | Policy | Response |
|----|--|---|
| 5. | Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate how the design of their development fits with the existing desirable character and planned function of the surrounding area. | The subject property is located at the edge of a residential neighbourhood and an existing consistent pattern of development does not apply to the subject property. The proposed R4Z zone will implement appropriate development standards for the planned function of the property. |

| | | |
|-----|---|--|
| 6. | The City will require that applications for new development orient the principal façade and entrance of buildings 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 | The development concept orients the main entrance towards Capilano Drive. The proposed Zoning By-law Amendment will permit a building which meets the City's requirements for windows, facades, and architectural elements, which will be implemented through a future Site Plan Control application. |
| 10. | <p>The City will assess the appropriateness of the proposal relying on the following criteria:</p> <p>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;</p> <p>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;</p> <p>The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</p> | <p>The proposed zoning will permit a building height of four storeys and 14.5 metres, which is an increase of approximately one storey from the currently permitted height of 11 metres. The existing drive aisle to the Curling Club, which is 14 metres wide, provides sufficient transition to nearby low-rise properties, which are generally zoned for a height of 8.5 metres, or approximately two-and-a-half storeys.</p> <p>The nearby low-rise neighbourhood is characterized by large units on large lot, and does not present a consistent pattern of setbacks. Further, the subject property does not directly abut any residential properties. Therefore, appropriate setbacks have been determined with respect to the planned function, the R4Z zone, and the abutting community leisure and Arterial Mainstreet context.</p> |
| 19. | Area Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). 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. | There are no existing private amenity spaces associated with residential units abutting or adjacent to the proposed development, and no impacts are anticipated. |
| 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. | The development concept locates amenity area in a large courtyard which is framed by the proposed building. The requested reduction in interior side yard and rear yard setbacks will allow the amenity area to be consolidated where it can be screened by the building and buffered from existing uses that may have an adverse impact on resident enjoyment. |

The proposed Zoning By-law Amendment aligns with the design directives of Section 4.11 as well as the broader policy framework of the current City of Ottawa Official Plan.

4.3 New Official Plan

The City of Ottawa Council has adopted a new Official Plan as of November 24th, 2022. The new Official Plan has not yet been approved by the Ministry of Municipal Affairs and Housing, and comments on the plan are anticipated in Summer 2022. The enclosed Zoning By-law Amendment application has regard for the new Official Plan, which places increased emphasis on intensification, urban design and sustainability.

The new Official Plan provides a vision for future growth of the city and a policy framework to guide city's physical development for a 25-year period from 2021 to 2046. The Strategic Directions speak to the creation of 15-minute neighborhoods, promoting a diverse mix of land uses, range of housing types that work together to provide sustainable communities that are less auto-dependent, focus on community, active transportation, and contribute to economic development and a quality of life.

The structure of the new Official Plan replaces singular land use designations with a set of overlapping transects, designations and overlays.

4.3.1 Housing

Section 4.2 of the new Official Plan addresses housing, with the objective of facilitating a diversity of housing options throughout the City, that meets needs across ages, incomes, backgrounds and accessibility requirements. Policy 1 of Section 4.2.1 directs the Zoning By-law to provide a diverse range of flexible and context-sensitive housing options in all areas of the city by:

- / Primarily regulating the massing and design of residential development, rather than building typology;
- / Promoting diversity in densities and tenure options within neighbourhoods,
- / Permitting a range of housing options across all neighbourhoods; and
- / Establishing development standards for residential uses that balance the value to the public interest of development application requirements against impacts to housing affordability.

The enclosed Zoning By-law Amendment requests to change the zoning on the subject property, consistent with the direction of Section 4.2.1 of the new Official Plan. The plans and studies submitted in support of the enclosed application are sufficient to ensure that the public interest is protected and appropriate to the scope of the application.

4.3.2 Outer Urban Transect

The new Official Plan divides the City into six Transect Policy Areas. Each transect represents a planned function for the lands within it from most urban (the Downtown Core) to least urban (Rural). The subject property is located within the Outer Urban Transect as per Schedule A of the new Official Plan.

The Outer Urban Transect comprises of neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model of development, and are characterized by the separation of land uses, stand along buildings, generous setbacks and low-rise building forms. Through the Official Plan, the City aims to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Over time, these areas are expected to evolve from a suburban built form towards an urban 15-minute neighbourhood model of built form (Policy 1, Section 5.3.1).

Generally, low-rise development is permitted within Neighbourhoods (Policy 2, Section 5.3.1). The Zoning By-law is directed to provide for a range of dwelling unit sizes in low-rise multi-unit dwellings near rapid transit and frequent street transit (Policy 4, Section 5.3.1). The Zoning By-law shall support a wide variety of housing types – with a focus on missing middle housing – and provide for four storeys of height permission where appropriate (Section 5.3.4 (1)).

The density targets within the Outer Urban Transect are 40 to 60 dwelling units per net hectare, and for lots with a 15-metre frontage or wider, target 50 percent minimum proportion of large-household dwellings within intensification for low-rise buildings (Table 3b, Section 3.1).

The proposed Zoning By-law Amendment is consistent with policy direction described in the new Official Plan for development within the Outer Urban Transect. The enclosed application will help to achieve the objectives of introducing an urban built form to a suburban area that is sufficiently serviced by transit, road, pedestrian and cycling networks. It seeks to add density to an under-utilized land located in an area that currently contributes to 15-minute neighbourhoods while working towards achieving the density targets as set out in Table 3b of Section 3.1 of the new Official Plan.

4.3.3 Neighbourhood Designation

The subject property is designated Neighbourhood, as shown in Figure 10. Neighbourhoods are expected to evolve gradually over time to provide integrated, sustainable, context-sensitive development designed to establish and reinforce 15-minute neighbourhoods. They are generally planned for low-rise building heights (Policy 2, Section 6.3.1).

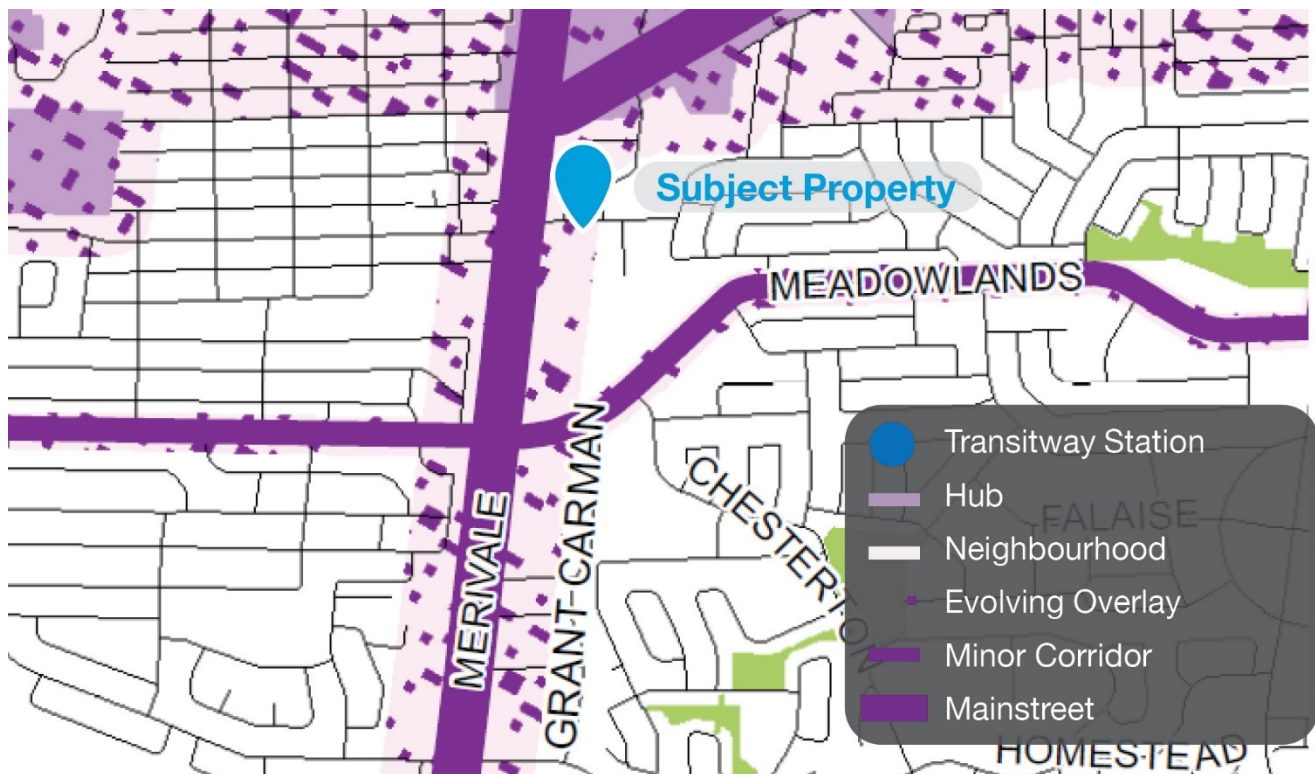


Figure 10: Extract from Schedule B3 of the new Official Plan

Through the approval of planning applications, including Zoning By-law Amendments, the City will permit a range of residential and non-residential built forms, including a full range of low-rise housing options, predominantly in a missing middle housing format (Policy 4, Section 6.3.1).

The Zoning By-law will distribute density in Neighbourhoods by allowing higher densities, including predominantly apartment typologies, in areas closer to Corridors, transit and other major amenities. (Policy 5, Section 6.3.1).

The proposed Zoning By-law Amendment would permit a four-storey low-rise apartment in a location next to a Corridor. The proposed land use, building massing and urban built form conform to the policies of the Neighbourhood designation within the new Official Plan.

4.3.4 Evolving Overlay

The subject site is subject to an Evolving Overlay. The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification.

Under the Evolving Overlay, new zoning should provide development standards for built form and buildable envelope that are more urban than suburban in character (Policy 6, Section 5.6.1.1), notwithstanding the existing suburban characteristics of the surrounding context.

The proposed Zoning By-law Amendment, including the requested reduction to minimum interior side and rear yard setbacks, will permit a desirable, urban built form and facilitate a compact development.

4.4 Urban Design Guidelines for Low-Rise Infill Housing

The Urban Design Guidelines for Low-Rise Infill Housing were created to help fulfill some of the design strategies for Ottawa as outlined in the Official Plan. They are intended as a basic framework to guide the physical layout, massing, functioning and relationship of low-rise infill buildings to their neighbours.

The proposed implementation of an R4Z zone on the subject property, with site-specific exceptions to reduce the interior side yard and rear yard setbacks, and to reduce the minimum required parking, will permit a development that respond to the guidelines in the following ways:

- / Emphasizes the ground-floor façade and locate principal entries at the street level (2.1; 4.1.1);
- / Provides accessible walkways from private entrances to public sidewalks (2.6);
- / Fully landscapes the front yard and right of way (3.1);
- / Provides for street tree plantings (3.4);
- / Orients buildings so that amenity areas do not require sound attenuation (4.1.4); and
- / Limits the area occupied by driveways (5.1) and maximizes soft landscaping by building underground parking for multi-unit developments (5.3).

Additional design guidelines will be addressed through a future Site Plan Control application.

The proposed zoning responds to the relevant Urban Design Guidelines for Low-rise Infill Housing.

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

4.5.1 Current Zoning

The subject property is currently zoned “Community Leisure Facility Zone – 1” (L1), as shown in Figure 11. The purpose of the Community Leisure Facility Zone is to permit recreational uses that meet the needs and are compatible with the surrounding community to be located on lands designated General Urban Area in the Official Plan. This zone carried forward on the subject property as it was formerly a part of the City View Curling Facility.

The L1 zone permits the following uses:

- | | | |
|--------------------|---------------------|----------------------------|
| / Community centre | / Urban agriculture | / Municipal service centre |
| / Day care | / Emergency service | / Park |
| / Sports arena | / Library | |

/ Recreational and athletic facility

/ Retail food store, limited to a farmers' market

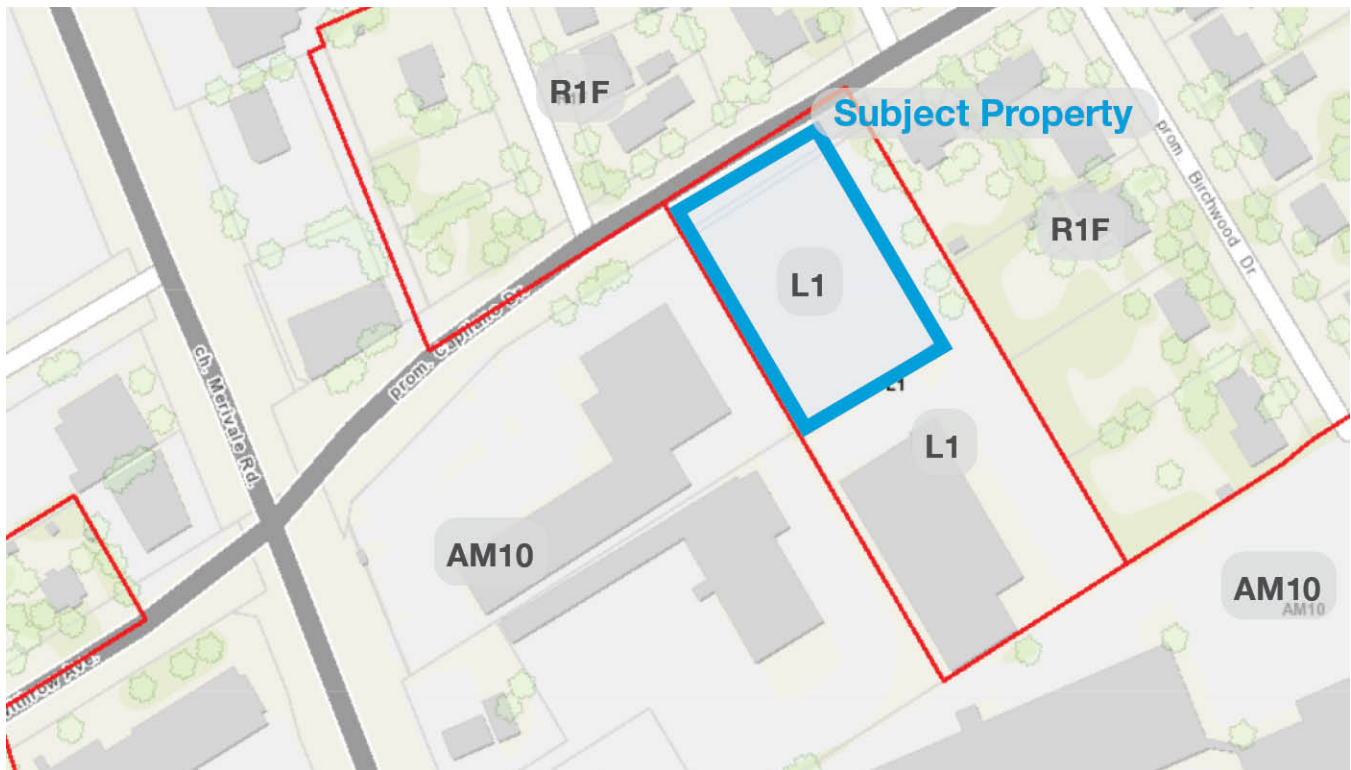


Figure 11: Zoning Map

4.5.2 Proposed Zoning

In order to achieve the desired residential use on the site, a Zoning By-law Amendment is proposed to amend the affective "L1" zone and to replace it with "Residential 4th Density - Subzone Z" with site specific exceptions, denoted as R4Z [XXXX]. Site specific exceptions are proposed to reduce the interior side and rear yard setbacks to reflect the subject property's context, and to reduce minimum parking requirements to permit a more affordable, transit-supportive development.

The purpose of the Residential Fourth Density Zone is to allow for a wide mix of residential building forms from detached to low-rise apartment dwelling units no taller than 4 storeys in height in areas designated General Urban Area in the Official Plan. The purpose of Subzone Z is to permit different development standards which promote efficient land use and compact form while showcasing new design approaches.

The low-rise apartment dwelling use is permitted within the R4Z zone, and the following table lists the provisions of the R4Z zone:

Table 1: Zoning Compliance

| Provision | Requirement (R4Z) | Proposed | Compliance |
|-----------------------------------|--|--|------------|
| Minimum Lot Area | 450 m ² | 2,774.84 m ² | ✓ |
| Minimum Lot Width | 18 m | 44.86 m | ✓ |
| Minimum Front Yard Setback | Avg. of nearest lots to max of 3 m | 3 m | ✓ |
| Minimum Interior Yard Setback | Within 21m of front lot line: 3 m | 3 m | ✓ |
| | Otherwise: 6m | 3 m | ✗ |
| Minimum Rear Yard Setback | 7.5 m | 3 m | ✗ |
| Maximum Building Heights | 14.5 m | 14.5 m | ✓ |
| Amenity Area | 15 m ² /unit for first 8 units, 6 m ² /unit for remainder = 372 m ² , Min. 120 m ² communal | 372 m ² | ✓ |
| Landscaped Area | Min 30% lot area = 832.5 m ² | 832.5 m ² | ✓ |
| Minimum required parking (Area C) | Resident: 50 units @ 1.2/unit = 60 Visitor: 50 units @ 0.2/unit = 10 | Resident: 50 units @ 0.5/unit after first 12 units = 19 Visitor: 50 units @ 0.1/unit after first 12 units = 4 | ✗ |
| Aisle and Driveway Provisions | Min 6 m | 6 m | ✓ |
| Parking lot landscaping | Buffer to street: 3 m Buffer to abutting lot lines: none | To street: n/a To lot line: min. 1 m | ✓ |
| Location of Parking | Not in provided front yard | In interior yard | ✓ |
| Bicycle Parking | 0.5/unit=25 | 0.72/unit = 36 | ✓ |

The proposed development complies with majority of the zoning requirements as listed in the R4Z zone above. Relief from several provisions is sought which are to be accommodated in a site-specific zoning exception in order to achieve the desired development.

The following site-specific exceptions are proposed:

/ **A minimum interior side yard setback of three (3) metres for the west interior side lot line**

The provisions of the R4Z zone require a three-meter interior side yard setback, with a 6-metre interior side yard setback for the portion of the lot that is more than 21 metres from the street. The intent of this provision is to support a pattern of rear yard amenity space in residential neighbourhoods.

A side yard setback of three metres for the entirety of the west interior side lot line is appropriate and desirable given that:

- The west interior side yard does not abut a residential property and there is no existing pattern of setbacks;
- The proposed setback will provide sufficient separation distance for a low-rise building, in the event that the adjacent property is developed; and
- The reduced setback allows the building to be located so that amenity space can be consolidated in a location that is screened from the existing loading and servicing area on the adjacent lot.

/ **A minimum rear yard setback of three metres**

Whereas the zoning by-law would require a 7.5 metre rear yard setback, a reduced setback of three metres is appropriate given that the subject property abuts an L1 zone, currently developed with a surface parking field adjacent to the rear yard of the subject property. A three-metre setback will allow for sufficient landscape screening adjacent to the parking lot, while allowing landscaped amenity space to be consolidated to the interior of the lot.

/ **Required Vehicular Parking to be calculated using the rates for Area X**

The subject property is located in Area C for parking requirements, which imposes a minimum parking requirement of 1.2 resident spaces and 0.2 visitor spaces per unit. This requirement is not appropriate, given the subject property's proximity to existing and planned transit, adjacency to a corridor with a wide range of commercial amenities and community-serving uses, and the proposed multi-unit development form.

The subject property is located 700 metres from planned rapid transit stations along Baseline Road. Properties within 600 metres of planned rapid transit are permitted to use Area X rates as-of-right. The Area X parking rate, which requires 0.5 resident spaces and 0.1 visitor spaces per unit after the first 12 units, is more appropriate for the subject property and proposed housing typology.

Requirements to provide parking in excess of what is needed to serve development undermine the housing affordability, urban design, sustainability and sustainable transportation objectives of the Official Plan. While further parking reductions may be justified depending on the intended tenure for the development, the implementation of Area X rates is generally appropriate through the current application given the location of the subject property and the proposed apartment use. The proposed Zoning By-law Amendment will facilitate potential partnerships to develop the land.

5.0 Supporting Plans and Studies

5.1 Assessment of Adequacy of Public Services & Stormwater Management Brief

D.B. Gray Engineering Inc., (D.B. Gray) undertook an assessment of the water, sanitary and stormwater servicing requirements for a four-storey apartment development on the subject property. The report assesses the adequacy of existing municipal services, and identifies some of the design requirements which must be addressed through Site Plan Control.

Water service is proposed to be provided through a 150 mm diameter water service connecting to the existing 150 mm diameter municipal watermain in Capilano Drive. In order to meet Ontario Building Code requirements, a new private water hydrant will be required, in addition to the introduction of a two-hour firewall. With these two design elements, there is sufficient capacity to meet the fire flow requirements. The existing municipal infrastructure is also sufficient to meet the projected domestic water demands of a future low-rise apartment development.

The development will connect to the existing 200 mm diameter municipal sanitary sewer in Capilano Drive, through a 150 mm diameter gravity sewer. There is sufficient capacity within the existing municipal infrastructure to service a low-rise development.

A 300 mm diameter storm sewer is currently located within the Capilano Drive right-of-way, which has capacity to adequately handle post-development storm flows on the subject property. Stormwater quantity controls will be required to control flows, and if required, stormwater quality controls can be implemented through through Site Plan Control.

The proposed rezoning to permit a low-rise apartment use can be accommodated from a public servicing and stormwater management perspective.

5.2 Environmental Site Assessments

A Phase One Environmental Site Assessment (ESA) was prepared by EXP Services inc. (exp.) in March 2022 for the subject property. The Phase One ESA was conducted to the CSA standard and the Ontario Regulation 153/04 standard.

The Phase One ESA identified several on-site and off-site potentially contaminating activities, including importation of unknown fill to the subject property, and nearby commercial autobody and dry cleaning activities to the west of the subject property. The off-site activities are not anticipated to have impacted the subject property, given that soil and groundwater samples taken in 2018 between the potential source of contamination and the subject property did not detect contamination.

A Phase Two ESA was recommended to assess potential contamination associated with the unknown fill on the subject property. A Phase Two ESA, dated May 27, 2022, was prepared by exp. to assess this area of potential concern. Six test pits were advanced and soil samples were collected and tested for potential contaminants. Only one sample had contaminants in excess of provincial standards. Test pit 22-06, towards the north-west corner of the subject property, exceeded provincial standards for benzo(a)anthracene, benzo(a)pyrene, and fluoranthene. This is associated with poor quality fill, which appears to impact only a small sector of the site. Based on the results of the soil sampling, groundwater sampling was not determined to be required at the Phase Two. Removal of contaminated soil on the affected portion of the site is recommended to address contamination.

Conclusions

It is our professional opinion that the proposed development represents sound land use planning and is in the public interest for the following reasons:

Consistent with the Provincial Policy Statement

The proposed development is consistent with the policies of the Provincial Policy Statement, 2020 which promotes efficient development of serviced, underutilized lands located within settlement areas. The proposed Zoning By-law Amendment will facilitate the redevelopment of the lands at an appropriate density to contribute to the efficient use of land, resources, infrastructure and public services.

Conforms to the current and forthcoming City of Ottawa Official Plans

The subject property is designated “General Urban Area” in the current City of Ottawa Official Plan. The Official Plan seeks to focus intensification within urban areas. The enclosed Zoning By-law Amendment seeks to introduce a moderate increase in density to an under-utilized parcel of land in conformity with the policies of the Official Plan. The proposed development seeks to achieve the City’s objectives of providing a range of housing types.

Further, the rezoning of the subject property advances the objectives of the new Official Plan, including facilitating missing middle housing typologies in neighbourhoods close to transit, the achieve of density targets as set out in Table 3b of the new Official Plan, and the evolution to a more urban built form and function.

Meets the Applicable Design Standards

The proposed development meets the urban design direction provided by Sections 2.5.1 and 4.11 of the current Official Plan. The proposed development takes advantage of an infill opportunity to achieve a moderate increase in area density, while maintaining compatibility with the surrounding area. Further, the proposed Zoning By-law Amendment will allow for implementation of many of the design guidelines as outlined in the Urban Design Guidelines for Infill Housing.

Maintains the General Intent of the Zoning By-law

The proposed Zoning By-Law amendment will permit the development to proceed in conformity with the intent of the PPS (2020), current and forthcoming Official Plans, and the general intent of the proposed zoning. The proposed site-specific exceptions respond to the unique context of the subject property and surrounding context and do not conflict with the parent R4 zoning.

Represents Good Planning

The development of the subject property with a low-rise apartment use, as permitted through the proposed Zoning By-law Amendment, would advance several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary; capitalizing on existing transit, pedestrian, cycling and road infrastructure to create 15-minute walkable communities; and, contributing towards a range of housing options.

Should you have any questions, please do not hesitate to contact the undersigned.



Bria Aird, RPP MCIP
Planner



Haris Khan, M. Pl.
Planner