



PLANNING RATIONALE
Zoning Amendment for Julian of Norwich
Anglican Church

June 30, 2023

Prepared for:
Julian of Norwich Anglican Church

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Project Number:
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Planning Rationale

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Architectural Presentation Package (Figurr, May 7, 2023)



Planning Rationale



1 INTRODUCTION

Stantec has been retained by Julian of Norwich Anglican Church and Multifaith Housing Initiative (MHI) to prepare this Planning Rationale in support of a Zoning By-law Amendment application for property at 8 Withrow Avenue in the City of Ottawa. The proposal, named the Anchor, will facilitate a redevelopment of the site to include affordable housing, a new place of worship, and community amenity space.

The current church, church annex building, and former rectory dwelling are approaching their end of life. Whereas the church has retained its use as a place of worship, the church annex building is largely vacant- with a daycare previously occupying part of the structure. The former rectory dwelling is currently operated as an office for L'Arche Canada but will be vacated in the near future.

The proposed development is a partnership between Julian of Norwich Anglican Church and Multifaith Housing Initiative to provide a “right-sized” space for the church’s congregation, new community spaces, and much-needed affordable housing.

The proposal includes 84 affordable housing units arranged in three buildings framing the abutting streets. Two three-storey buildings abutting Withrow and Rossland Avenues will accommodate stacked townhomes. An eight-storey building fronting on Merivale Road will accommodate a new place of worship and accessory community spaces on the ground floor, and seven storeys of affordable housing above. The proposal seeks to transition the site from a lower-density suburban building form to a more compact



Figure 1: Concept Plan rendering prepared by Figurr Architects for the proposed Anchor development.



Planning Rationale

1 Introduction

mid-rise urban development accommodating residential and institutional uses. The proposal endeavours to protect mature trees on and adjacent the site while making more efficient use of a site strategically located near several frequent bus routes and in walking distance to a range of amenities.

The City's Official Plan identifies the site within the Outer Urban Transect and designated Mainstreet Corridor and Evolving Neighbourhood Overlay. While most of the site is zoned Arterial Mainstreet- AM10, the west portion of the site is zoned Minor Institutional- I1B and I1B[422].

To permit the proposed development, an amendment to the Zoning By-law is required to rezone the entire property to Arterial Mainstreet- AM10. The site's unique location, proposal, and configuration also requires limited adjustments to the AM10 provisions to match lot line setbacks to the abutting established neighbourhood, and to reduce the minimum required vehicle parking rate.

This Planning Rationale, in conjunction with the submitted supporting plans and studies, demonstrates that the proposed Zoning By-law Amendment, is consistent with the Provincial Policy Statement, conforms to the Official Plan, and is considered good land use planning.



2 CONTEXTUAL ANALYSIS

The property is located in Ward 6 – College along the east boundary of Cityview and Saint Claire Gardens neighbourhoods. More specifically, the property is bounded by Withrow Avenue to the north, Merivale Road to the east, St. Helen's Place to the west, and Rossland Avenue to the south (**Figure 1**). The property is generally rectangular in shape with a total lot area of 7210 m² (1.78 acres). The legal description for this property is *Lots 128 to 135 on Plan 375 except CR710125, CR721843, CR413777, Parts 136 to 150 and 371 to 380 on Plan 375, part of lane abutting Lots 136 to 145 and Lots 371 to 380 as in CR366471 closed by CR356848, former Township of Nepean, now City of Ottawa.*



Figure 2: Aerial imagery of site and surrounding context.

2.1 Site Characteristics

The northeast corner of the site is occupied by the Julian of Norwich Anglican Church a modernist church constructed in the 1960s by the growing congregation in Cityview, Saint Claire Gardens, and the suburbs of Nepean Township. The one-storey church annex extends from the church's west façade parallel to Withrow Avenue and was constructed to accommodate students, church administration, and a gymnasium. The single-storey former rectory (home of the church priest) is located at the southwest corner of the site and was expanded over the years to accommodate a group home use before being converted to an office.



Planning Rationale

2 Contextual Analysis

The site abuts Merivale Road, a four to six-lane major arterial connecting Carling Avenue to the north with Ottawa's southern suburb of Barrhaven. Merivale Road, and the abutting commercial, office, and institutional uses, was initially developed in the 1960s and 70s as a largely low-rise suburban and automobile-oriented built form. While the corridor has evolved over time to accommodate a range of mid-rise buildings (Emerald Plaza, Stirling Park, etc.) it remains a major vehicular thoroughfare and retail shopping destination for Ottawa's west end residents.

The site acts as a transitional use between the Merivale Road corridor and more established lower-density residential communities to the west and north. Saint Claire Gardens and Cityview are communities in transition, with many smaller one and two-storey detached dwellings constructed in the early post-war period being redeveloped with larger dwellings on smaller lots. Despite this evolution the neighbourhoods retain extensive landscaped areas, a low-rise built form, and residential character. Elizabeth Wyn Wood Secondary Alternate School is located to the southwest of the site. The streets are tree lined and with an availability of on-street parking.

The images below show important components of the site such as access, presence of trees and hydro poles, as well as the existing structure.



Figure 3: Image of the site from Merivale Road, looking northwest (Google StreetView).



Planning Rationale
2 Contextual Analysis



Figure 5: Image showing mature oak trees along Rossland Avenue (Google StreetView).



Figure 4: Image showing the busy Merivale Road, dense Hydro poles along Merivale as well as the existing mature trees along Withrow Avenue (Google StreetView).

2.2 Surrounding Context

The site's surroundings are characterized by a range of land uses and densities, ranging from mid-rise mixed-use buildings, low-rise residential, commercial, and institutional uses. Merivale Road functions as both a corridor for residential neighbourhoods to the east and west, and as a commercial destination serving the larger city. There are a wide range of commercial uses along Merivale Road which include grocery stores, restaurants, retail stores, repair shops, gas stations, and medical facilities.

The intersection of Merivale and Withrow Avenue is fully signalized and provides access to neighbourhoods east and west of Merivale Road. Electrical transmission lines run along the site's west



Planning Rationale

2 Contextual Analysis

and north boundaries. The site is an important contributor to the Merivale Corridor and will in turn benefit from the abundance of commercial uses surrounding the site.

The following uses surround the property:

- North** Withrow Avenue bounds the site to the north. To the north of the property is a two-storey commercial plaza and several one and two-storey detached dwellings. Directly north is a low-rise commercial building which includes retail stores. Overall, commercial retail uses such as grocery stores, pharmacies, a book shop, coffee shop, and restaurants are located north of the site along Merivale Road.
- West** The site abuts several one- and two-storey detached dwellings fronting onto Withrow Avenue and Saint Helen's Place. The area to the west of the site is comprised of low-rise residential neighbourhood of single-detached dwellings.
- South** The site is bound by Rossland Avenue to the south. A gas station is located directly to the south of the site. Commercial uses continue further south with a range of uses similar to those located to the north of the site. Elizabeth Wyn Wood Secondary Alternate School is located to the southwest of the site.
- East** The site is bound by Merivale Road on the east. A gas station and small single-storey commercial plaza is located directly to the east of the site. Southeast of the site, on the opposite side of Merivale Road is Emerald Plaza which includes a branch of the Ottawa Public Library, medical services, a grocery store, and other retail uses.

TRANSPORTATION AND MOBILITY

The site is located at the corner of Merivale Road and Withrow Avenue. Merivale Road is a four to six-lane arterial with a posted speed limit of 60 km/h, and sidewalks on both sides of the carriageway. Merivale Road is identified as a planned Transit Priority Corridor. Withrow Avenue is a two-lane collector



Figure 6: Excerpt from OC Transpo System Map with the site shown as an icon in black. Route 80 operates on Merivale Road abutting the site.



Planning Rationale

2 Contextual Analysis

road with a posted speed limit of 40 km/h. A sidewalk is located along the south side of the street (abutting the site) from Merivale Road to Saint Helen's Place.

The site is served by several frequent, regular, and peak bus routes within a 10-minute walk (approximately 800 m). The following table provides a summary of bus routes accessible by a 10-minute walk:

Table 1: There are six routes accessible from bus stops less than 800 m from the site (considered a 10-minute walk).

Route	Distance to Closest Stop*	Peak Weekday Frequency	Operating Range	Sunday Frequency
80	0 m (0 minutes)	15 minutes	05:27 - 23:57	07:42 - 23:18
81	430 m (5 minutes)	30 minutes	06:30 - 21:02	08:06 - 18:16
88	730 m (9 minutes)	10 minutes	04:44 - 01:02	06:16 - 00:09
86	500 m (6 minutes)	30 minutes	05:16 - 23:12	06:25 - 22:55
50	730 m (9 minutes)	30 minutes	09:09 – 20:36	none
186	500 m (6 minutes)	varies	07:03 – 07:27 15:49 – 17:35	none

* Note: measured to closest decametre.

Of particular importance is Rote 80 (Barrhaven Centre-Tunney's Pasture) which stops in front of the site at the intersection of Rossland and Merivale on its southbound route. Route 80 operates from 5:30 am to midnight on weekdays and, during peak hours, on 15-minute headways; it provides connections to several major destinations as well as the Confederation Line.

Baseline Road is located 700 m north of the property and served by Route 88. Route 88 operates from 4:45 am to 1:00 am on weekdays and, during peak hours, at 10-minute headways. While Route 88 operates largely in mixed traffic, the Baseline Road includes bus priority and queue jump measures at strategic locations along the corridor.

Baseline Road is identified as a Transitway with At-Grade Crossings in the Official Plan. An Environmental Assessment Study for the proposed Baseline Rapid Transit Corridor from Bayshore Mall to Heron Station was completed in 2017 and proposes bidirectional median bus lanes. No schedule has been provided for funding of corridor.



2.3 Land Use Policy Context

OFFICIAL PLAN

The site is located within the Outer Urban Transect on Schedule A of the Official Plan. The site is within 220 m of the centreline of Merivale Road and therefore designated Mainstreet Corridor on Schedule B3.

The Mainstreet Corridor designation permits a mix of uses with the higher densities located closer to the corridor. Overall, the designation encourages residential uses and non-residential uses to integrate harmoniously creating a dense, mixed-use urban environment.

Merivale Road is identified as a Transit Priority Corridor as per Schedule C2 and plays an important role in building a robust rapid transit and increasing corridor-level ridership by encouraging service.

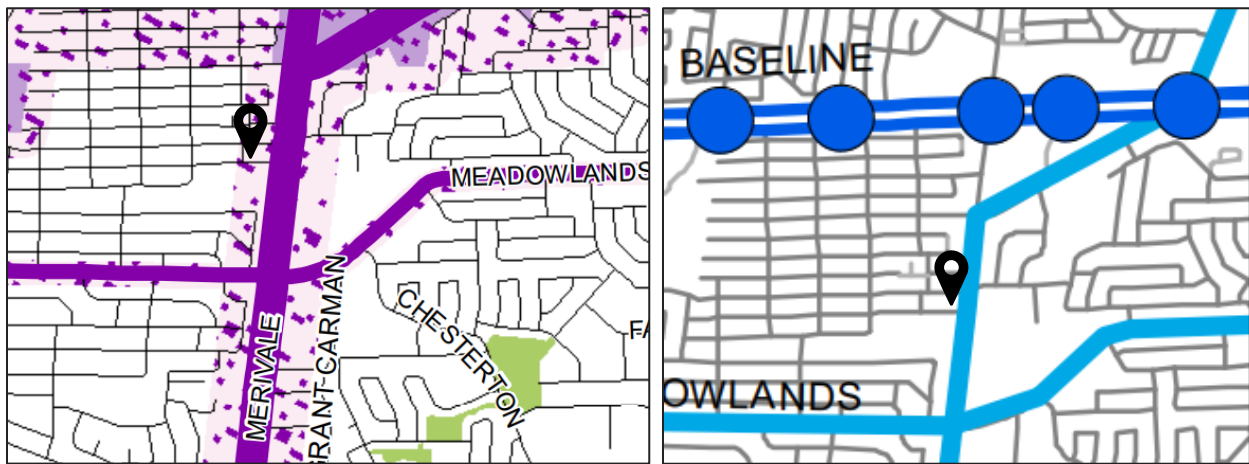


Figure 7: Excerpts from the Official Plan showing the site. Left: Excerpt of Schedule B3 (Outer Urban Transect). Right: Excerpt from Schedule C2 (Transit Network Ultimate)

COMPREHENSIVE ZONING BY-LAW

The east portion of the site, within 100 m of the centreline of Merivale Road, is zoned **Arterial Mainstreet- AM10**. The AM zone permits a broad range of uses, including residential, commercial, and institutional. The purpose of the AM zone is to impose development standards that will promote intensification, while ensuring that they are compatible with surrounding uses.

The AM10 zone permits development up to 30 m in height. Apartment, high-rise is a permitted use where a site-specific exception, zoning schedule, or H-suffix specifies; no such permission applies to the site.

The AM10 zone includes additional provisions to regulate built form abutting a mainstreet such as:

- Locate buildings with 'active entrances' at, or close to, front and corner side lot lines
- Ensure phased developments construct buildings abutting the mainstreet first to create a street edge



Planning Rationale

2 Contextual Analysis

- Provide a minimum ground floor height of 4.5 m for non-residential or mixed use buildings located within 10 m from the front or corner lot line. The minimum building height is 7.5 m and must contain two or more storeys
- Provide for a minimum amount (50%) transparent glazing and active residential entrances at grade
- Provide greater separation to abutting residential uses.



Figure 8: The site is affected by three zones (GeoOttawa).

The balance of the site is zoned **Minor Institutional- I1B and I1B[422]**. The purpose of the I1 zone is to permit a range of community uses, institutional accommodations and emergency services. The primary goal of a Minor Institutional zone is to minimize the impacts of these minor institutional uses by ensuring that these uses are of a scale and intensity that is compatible with the neighbourhood character.

Urban Exception 422 applies to the former rectory dwelling and provides specific provisions related to setbacks and parking applicable to the former group home and current office use.



3 PROPOSED DEVELOPMENT

Julian of Norwich Anglican Church and MultifaitH Housing Initiative are collaborating to reimagine the site as a new community that combined affordable housing, a new place of worship, and shared community amenity spaces. The design of this proposal has led by Figurr Architects Collective. A package containing renderings and the landscape concept is attached as **Appendix A**.

The project, named the Anchor, proposes a more urban and intensive use of the property to take advantage of its proximity to transit and services. The proposal includes two three-storey buildings abutting Withrow and Rossland Avenues that will accommodate 27 stacked townhomes.

An eight-story building fronting on Merivale Road will accommodate the new place of worship (225 m² of assembly area) and 57 affordable apartment units on the second to eighth floors. The remainder of the ground floor will be a flexible shared space between the church and residents that includes church administrative office, meeting spaces, a kitchen, and waste and recycling storage.



Figure 9: Concept Plan of the Anchor development. The proposal includes two buildings with 27 stacked townhouse units, and a mixed use building with 57 units. The place of worship and community spaces are located on the ground floor.



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3 Proposed Development

The Anchor accommodates a mix of residential unit types and building forms. The three-storey stacked townhomes have been located on the west portion of the site to act as a transition from the low-rise neighbourhood to the west to the proposed mid-rise mixed use building that abuts Merivale Road.

The built form and landscape strategy envisions a central plaza and "community shed" that will act as a gathering place and multipurpose amenity area. Significant effort was taken to shape buildings, parking areas, and other site features to protect existing mature trees on the property; of particular importance is a large white oak located along Rossland Avenue, planted by the congregation shortly after the church was built, which has been integrated into the Concept Plan.

The mid-rise building has been positioned to frame Merivale Road and establish a street edge. Ground floor uses will include extensive glazing and active entrances to create a permeable façade and provide a positive pedestrian experience. An integrated pedestrian network extends from existing public sidewalks across the site to building entrances and individual front doors.

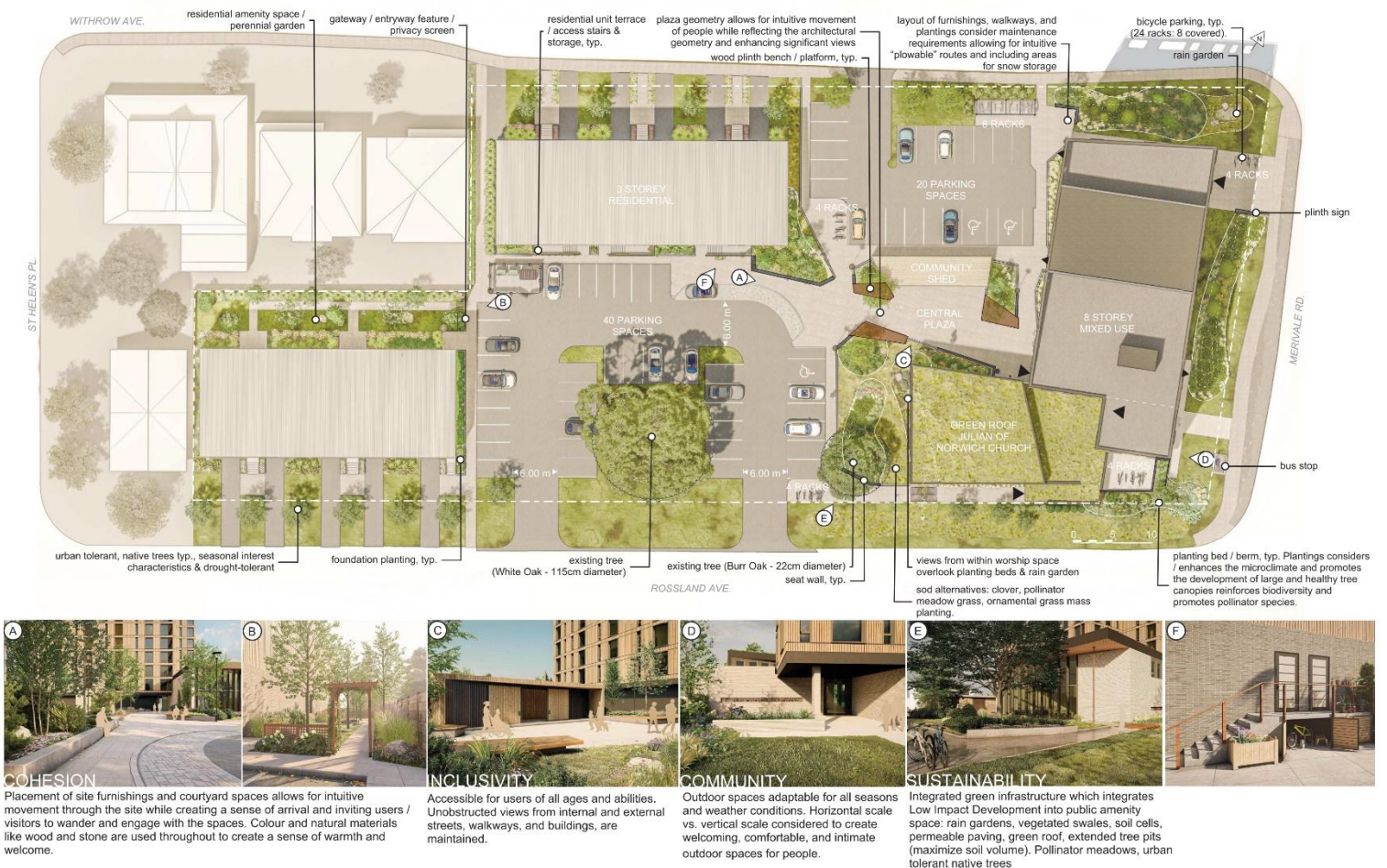


Figure 10: Conceptual rendering of the proposed Anchor development and landscaping strategy.



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3 Proposed Development

Parking has been distributed into several smaller lots to minimize the visual impact of the parking lots and ensure that the positioning of housing, protection of trees, and design of the public realm are prioritized. A total of 71 at-grade parking spaces are proposed: 40 spaces will be accessed from Rossland Avenue and include a drop-off area for visitors and congregants; 20 spaces will be accessed from Withrow Avenue and; 11 spaces have been distributed in individual driveways in front of the stacked townhomes. The arrangement of private driveways is similar to the character of surrounding detached dwellings and will balance the requirement for limited parking with the need for landscaped spaces facing the public realm.

Bicycle parking is proposed as various high visibility locations across the site. Further detail related to materials, parking configuration, landscaping, and amenities will be provided through the future Site Plan Control process and are not germane to the current Zoning By-law Amendment application.

The proposed development provides a high-quality architectural response to the public realm along Merivale Road as well as an enhanced pedestrian experience abutting the site. The development has been designed in a manner which ensures a pedestrian scale along Merivale Road via appropriate building setbacks, variations in building articulation and fenestration, which provide defined transitions from the public realm to the mid-rise built form. The first storey provides a greater floor to ceiling height for the potential retail and commercial uses which articulates and defines the buildings at-grade relationship to the public realm.

3.1 Proposed Zoning By-law Amendment

To permit the proposed development, an amendment to the Zoning By-law is required to rezone the entire property to Arterial Mainstreet- AM10. In addition to rezoning the site, the following site-specific provisions would be established through an urban exception:

Proposed Urban Exception Provision	Rationale
Abutting properties also zoned AM10 [XXXX] shall be considered one lot for zoning purposes	Ensure that, should the property be subdivided for financing or phasing purposes, the new lot lines (and setbacks) do not impact the proposed concept.
Minimum lot line setback abutting an interior side yard: 1.2 m	Both provisions will ensure that the proposed development respects the required setbacks already established for abutting lots. The setbacks ensure that, despite the front lot line abutting Merivale Road, appropriate setbacks are provided along the west side of the site (abutting dwellings zoned R1FF[633]).
Minimum lot line setback abutting a rear yard: 6.0 m	
First phase of development of the site need not satisfy Section 186(10)(b) (ii) regarding minimum building frontage.	Section 186(10)(b) (ii) requires the first phase of a phased development be positioned to ensure at least 50% of the frontage along Merivale Road is occupied by a building. Relief is requested to expedite construction of the Rossland stacked townhomes first as this form of housing is in high demand.
Notwithstanding Schedule 1A, minimum vehicle parking rates shall be calculated on the basis of Table 101, Column II Area X and Y on Schedule 1A	Further discussion of the proposed reduced parking rate is provided below.



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3 Proposed Development

A Site Plan Control Application for the proposed development will be submitted under a separate cover in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

CHANGES TO MINIMUM VEHICLE PARKING RATE

Section 101 of the Zoning By-law provides requirements for minimum parking rates for various uses and parts of the City shown on Schedule 1A. Generally, minimum parking rates are reduced or absent for locations in proximity to light rail and urban mainstreets (Areas X, Y, and Z) and incrementally increases from outer urban to suburban and rural areas (Areas B, C, and D respectively).

In addition to the minimum parking rates outlined in Table 101 there are several provisions that permit a site to use the lower minimum of another area. For example, in Area C (Outer Suburban) residential buildings within 600 m of a rapid transit station (shown on Schedule 2A and 2B) may use the parking rates for Area X (Section 101(5)(d)).

Shifting to a lower minimum parking rate area is permitted for a range of uses and circumstances, with several different distances considered acceptable for reduced parking rate. These distances range from 300 m and 800 m- generally considered to be a five to ten-minute walk. This variation in distance (and measuring method) is a result of iterative additions to Section 101 which have created inconsistencies in certain situations.

For example: residential use buildings within 600 m of rapid transit in Area C may use Area X rates; however, a mixed use building (which may include residential uses) may only benefit from such an area shift if it is within 300 m of rapid transit. While the provisions may have been intended to incentivize mixed use development near rapid transit, it may have the opposite effect of penalizing mixed use buildings beyond the 300 m distance.

The site is located in Area C (Suburban) on Schedule 1A of the Zoning By-law. As noted in Section 3.1 of this report, we propose that parking for the site be calculated as the same rate as in Area X (Inner Urban) on the same schedule.

The following table compares the minimum parking requirements in Area C versus Area X for the proposal. The result is a reduction in minimum required parking of 70 spaces, or nearly half of those proposed.



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Table 2: Minimum parking rate comparison between Area C and Area X. 140 parking spaces would be required under the Suburban parking rate.

Minimum Vehicle Parking Rate Calculations					
8 Withrow Avenue Area C on Schedule 1A					
Proposed Concept Plan		Area C (Schedule 1A)		Area X and Y (Schedule 1A)	
Use	Units/GFA	Parking Rate	Required	Parking Rate	Required
Stacked Townhomes	27 units	1.2 spaces/ unit	32.4	0.5 spaces/ unit	13.5
Apartment, Mid-Rise	57 units	1.2 spaces/ unit	68.4	0.5 spaces/ unit	28.5
Residential Visitor Parking	(84 units)	0.2 spaces/ unit	16.8	0.2 spaces/unit	16.8
Place of Worship	225 m ² of assembly area	10 spaces/ 100 m ²	22.5	5 spaces/ 100 m ²	11.3
Office	33 sqm of Gross Floor Area	2.4 spaces/ 100 m ²	0.8	1 space/ 100 m ²	0.3
Minimum Required Parking:			140.9	70.4	
Proposed Parking:			71		

No changes are proposed to the minimum visitor parking rate.

Reductions in minimum parking rates have been supported by City staff in circumstances where alternative transportation modes and proximal services allow viable alternatives to automobile-based mobility. In October 2022, the City waived parking requirements for a proposed affordable housing project at 56 Capilano (ACS2022-PIE-PS-0132) located less than 200 m east of the subject site. The rationale for the parking reduction is the site's proximity to various services, frequent public transit, and direction of the Official Plan to consider alternative performance standards to support the development of affordable housing.

The property is located 700 m from Baseline Road, identified as a corridor with multiple rapid transit stations on Schedule 2A of the Zoning By-law. Future active entrances on the property will be between 700 m (mid-rise mixed use building adjacent Merivale Road) and 920 m (stacked townhomes on Rossland Avenue) walking distance from Baseline Road- considered an 8 to 12 minute walk.



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3 Proposed Development

The infrastructure and space (either in land or interior space) required to accommodate vehicle parking is a considerable expense for any development. In the case of affordable housing providers, the requirement to provide vehicle parking is a major factor limiting (financial or physical) the amount of affordable housing that can be accommodated on a site. Land that is allocated to accommodate vehicles cannot be used to house people.



Figure 11: Walking distance from Baseline Road- identified as a corridor with multiple transit stations on Schedule 2A of the Zoning By-law.

The unique nature of affordable housing communities is also a significant factor: vehicle ownership among residents in affordable housing units is generally lower than that of market-based housing.

As noted in Section 2.2 of this report, the site is located in proximity to several frequent, regular, and peak hour bus routes. The Merivale Road corridor includes a broad range of everyday services including grocery stores and food services, medical health and wellness services, public and community services, schools and educational facilities, parks and recreational facilities, and employment opportunities within walking distance of the site. The site's location- adjacent to a frequent street transit route and within walking distance of a number of amenities, warrants consideration of a reduced parking rate.



4 POLICY REVIEW AND JUSTIFICATION

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest for the Province of Ontario. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Under Section 3 of the Planning Act, decisions affecting planning matters “shall be consistent with” the PPS.

The below review demonstrates that the proposal is consistent with the applicable policies of the PPS.

Building Strong Resilient and Sustainable Communities

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

- a) *promoting efficient development and land use patterns which sustain the financial wellbeing of the province and municipalities over the long term*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs, and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

Section 1.1.3.1 of the PPS states that, “*settlement areas shall be the focus of growth and development*”. More specifically, Section 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency*



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4 Policy Review and Justification

- d) *prepare for the impacts of a changing climate*
- e) *support active transportation*
- f) *are transit-supportive, where transit is planned, exists or may be developed*
- g) *are freight-supportive.*

Policy 1.1.3.4 states that:

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

The proposal makes use of an underutilized site located in the City's urban built-up area and provides a mix of densities bringing a positive addition to the public realm and creating a desirable impact within the community. The site enjoys proximity to a range of commercial uses and transit routes. The site plan concept respects the existing feature of the site such as the trees and considers the constraints such as the Hydro lines along Merivale Road. The proposed residential and communal uses will contribute to the neighbourhood as it evolves overtime. Affordability is an important subject within the City of Ottawa, and it is our belief that the proposed development will be a valued and important addition to address it.

The property is located in a serviced urban area, and the proposal, as part of a multi-phase development, will provide affordable residential uses to meet the needs of residents. The proposal promotes an efficient development pattern and minimizes land consumption by providing additional housing density on a large property in proximity to transit and a mix of complementary services and uses. The existing policy context permits the development of a range of housing types to create complete and sustainable communities. The proposed development is consistent with Sections 1.1.3.1 and 1.1.3.2 since it is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services, and public facilities.

Section 1.4.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.

Section 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The proposed development provides an appropriate range and mix of housing options and densities on an existing property, with existing services, in proximity to existing public transit services and planned higher priority transit infrastructure.

Section 1.6.7 provides direction on the provision of safe, energy efficient, and appropriately scaled to current and future needs. Specifically:



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

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development shows an integrated approach to designing the public realm- including streets that safe, energy efficient, facilitate the movement of people and goods. The proposed development utilizes existing infrastructure for servicing and street access to provide additional housing options. The site is within walking distance from multiple public transit stops served by frequent, regular, and peak bus routes. The proposed development provides an appropriate range and mix of housing options and densities on a suitably zoned lot.

Section 1.7.1 states that long-term economic prosperity should be supported by, among other things:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes*
- f) promoting the redevelopment of brownfield sites*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.*

Section 1.8.1 Policy 1.8.1 states that, planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which, among other things:

- a) promote compact form and a structure of nodes and corridors*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*
- g) maximize vegetation within settlement areas, where feasible.*

The proposed development provides an appropriate range and mix of housing options and densities on an existing property with existing services, in proximity to commercial, retail, and public transit services.

WISE USE AND MANAGEMENT OF RESOURCES

Section 2 of the PPS provides further policies related to the wise management of natural resources, summarized below.

- Section 2.1 (Natural Heritage) prohibits development or site alteration within natural heritage features such as provincially significant wetlands, woodlands, valleylands, wildlife habitat and areas of natural



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and scientific interest unless there will be no negative impacts to natural features or functions. There are no identified natural heritage features on the property.

- Section 2.2 (Water) states development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. No surface or groundwater features have been identified on or near the property. The Site Servicing and Stormwater Management demonstrates how sanitary flows will be accommodated and stormwater will be appropriately treated and discharged.
- Section 2.3 (Agriculture) protects prime agricultural lands or specialty crop areas, from encroachment by incompatible uses. The property is not identified as prime agricultural land, nor within a specialty crop area.
- Section 2.4 (Minerals and Petroleum) prevents uses which could preclude or hinder the development of known or potential mineral or petroleum resources. There are no mineral or petroleum resources on or near the property.
- Section 2.5 (Mineral Aggregate Resources) protects mineral aggregate resources for long-term use. There are no known mineral aggregate resources on or near the property. The proposed development will not impact areas of mineral aggregate potential.
- Section 2.6 (Cultural Heritage and Archaeology) requires the conservation of significant built heritage resources, cultural heritage landscapes, and archaeological resources. The site does not contain any structures of heritage value and has not been identified as having archaeological potential by the City.

PROTECTION OF HEALTH AND SAFETY

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

- Section 3.1 (Natural Hazards) directs development to areas outside of hazardous lands, such as flooding or erosion hazards, dynamic beach hazards, or wildland fire hazards. The property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, large inland lakes, or flooding hazards.
- Section 3.2 (Human-Made Hazards) requires appropriate mediation of human-made hazards such as mine hazards, oil, gas or salt hazards, or former resource extraction operations, prior to development on or abutting these lands. No mining, aggregate operation or petroleum resource operation hazards exist on or near the property. A Phase I Environmental Site Assessment prepared by Englobe identified one area of potential contamination related to a former underground storage tank north of the former chapel. A Phase II investigation is recommended.

It is our opinion that the proposed development is consistent with the relevant policies of the Provincial Policy Statement.



4.2 Official Plan

The City of Ottawa's Official Plan was adopted by Council in November 2021 and approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan (OP) provides a vision for the future growth of the city and direction in its physical development to the year 2046. The proposed site plan achieves the new OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage transportation use, and support development that is economically, socially, and environmentally sustainable.

The property is designated Mainstreet Corridor within the Outer Urban Transect. The following sections from the OP will examine applicable policies.

Sched A, Sched B3

STRATEGIC DIRECTIONS

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the opportunity to avoid or delay further expansions. In support of this direction, new policies will increase the variety of affordable, low-rise housing options for residents within existing neighbourhoods close to Hubs and Corridors, increase the urban tree canopy and promote an evolution to 15-minute neighbourhoods.

Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.

The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling. Supporting active transportation and transit is also crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school and to daily activities without needing a car. As a result, safe and convenient sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities that support economic activity and social interaction throughout the day and evening.

Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

Ottawa is a city of neighbourhoods and Villages. The goal of this Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages in a way that reflects the differences from highly urbanized and dense areas in the downtown, to lower-density suburban areas farther out. The goal



Planning Rationale

4 Policy Review and Justification

of this Plan is also to contribute toward stronger, more inclusive, and vibrant neighbourhoods and Villages that reflect and integrate Ottawa's economic, racial and gender diversity in every neighbourhood.

Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains bold policies to encourage the evolution of neighbourhoods into healthy, inclusive, and walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to healthy and affordable food, schools, employment, mature trees, greenspaces and pathways. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

Big Policy Move 5: Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout the Plan spanning the rural, suburban, and urban contexts. While land use policies in the Official Plan alone do not ensure economic development, they provide an important foundation for other City initiatives and programs to support economic development and create a context for business and entrepreneurship to succeed. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development meets the Strategic Directions of the Official Plan by redeveloping a large site property located in the City's existing, built-up area. The proposed compact, efficient intensification of the subject property will locate greater density in an area with existing services and amenities as well as providing affordable residential options.

CITY-WIDE POLICIES

Section 4 of the Official Plan provides policy direction that encompasses all areas of the City.

Section 4.1.4- Support the shift towards sustainable modes of transportation states:

- 1) *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*
- 2) *The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:*
 - a) *Hubs and Corridors*
 - b) *Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*



Planning Rationale
4 Policy Review and Justification

c) Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route

11) Surface parking lots should be designed to meet all of the following:

- a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement*
- b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site*
- c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots*
- d) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible*
- e) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill*
- f) Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.*

The site is an exceptional case that meets all three criteria under policy 2: it is located in a designated Mainstreet Corridor, is less than 700 m from a planned rapid transit corridor, and abuts a street with frequent street transit. A reduced parking rate for the site and proposal is appropriate considering the site's context.

The Transportation Impact Assessment prepared by Parsons provides a range of transportation demand management measure that could be implemented through the subsequent Site Plan Control review process such as the provision of carshare spaces and enhanced bicycle parking.

Surface parking lots have been arranged to retain existing trees, minimize pedestrian crossings and vehicle entrances, and will explore landscaping and carshare opportunities through the subsequent Site Plan Control review process.

Section 4.6.5- Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes states:

2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The proposed building heights and orientation are consistent with the direction of the Corridors designation within the Outer Urban Transect. Buildings will frame the adjacent public streets and outdoor amenity spaces to provide a consistent street edge and provide passive surveillance of the public realm. Front, side, and rear yard setbacks for the stacked townhouse buildings on Withrow and Rossland will align with those of the abutting R1FF zone to the west to establish a consistent street edge and massing while providing a transition to mid-rise development on Merivale Road.



OUTER URBAN TRANSECT

Section 5.3 of the Official Plan provides polices related to the Outer Urban Transect. Over the medium- to long-term these areas are to evolve into an urban model with a smaller proportion of dwellings in detached dwellings, integrating compatible uses to create 15-minute neighbourhoods, and land use patterns that focus on transit and prioritizes active transportation.

Section 5.3.1- Recognize a suburban pattern of built form and site design, states:

- 2) *The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:*
 - a) *Low-rise within Neighbourhoods and along Minor Corridors*
 - b) *Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted*
- 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*

The proposed zoning amendment aligns with the intent of facilitating mixed use development of the site arranged in an urban built form that provides a range of both multi-unit dwellings and ground-oriented units. The arrangement of low-and mid-rise forms is informed by appropriate transitions to lower profile neighbourhoods and adjacency to public realm features such as streets and the Merivale Road corridor.

Section 5.3.2- Enhance mobility options and street connectivity in the Outer Urban Transect, states:

- 1) *The transportation network for the Outer Urban Transect shall:*
 - a) *Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes*
 - b) *Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks*
 - c) *Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:*
 - ii) *Maximizing direct pedestrian access from residential areas to street transit stops.*

The Concept Plan recognizes the current role of Merivale Road as an arterial while facilitating a built form that will support the street's transition to support a broader range of users including walking, cycling and public transit. The Concept Plan proposes a network of pedestrian connections along public streets and through the site to reduce walking distances from residential areas to street transit stops.



Planning Rationale

4 Policy Review and Justification

Section 5.3.3- Provide direction to the Hubs and Corridors located within the Outer Urban Transect, states:

- 3) *Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:*
 - a) *On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise*

The proposed maximum building height of eight stories is consistent with the Corridors designation in the Outer Urban Transect.

The proposed zoning amendment is intended to facilitate the development of an urban built form that will permit a range of housing types with a significant proportion of dwellings as low-rise missing middle built forms. To ensure an integrated approach to site development site-specific zone provisions will ensure that abutting development parcels are considered one lot for zoning purposes, with additional site-specific provisions.

The proposed development consists of mix of low to medium density housing development, which is consistent with Section 5.3 Outer Urban Transect which encourages “more diverse housing forms to meet the changing needs of an evolving demographic.”

The proposed development contributes to the intensification of the site and neighbourhood, allowing its housing stock to further diversify by providing density in the form of one to three-bedroom dwellings. The two stacked townhouse blocks diversify the site development thereby providing a transition from the Corridor towards the established low-rise neighbourhood. The proposed development has regard for the surrounding context and provides appropriate massing and step-backs to provide a transition to the neighbouring low-rise neighbourhoods. Section 6.2 explains that Corridors are specified streets “*whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service*”.

CORRIDORS

Section 6.2 of the Official Plan provides policies related to Corridors. The designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods. Portions of the property within 220 m of the centreline of Merivale Road are designated Corridor.

Section 6.2.1- Define the Corridors and set the stage for their function and change over the life of this plan, states:

- 2) *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:*



Planning Rationale

4 Policy Review and Justification

- a) *Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations*
- b) *May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations*
- c) *For sites generally of greater than one hectare in area or 100 metres in depth:*
 - i) *Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users*
 - ii) *Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply*
- d) *Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.*

The Concept Plan proposes the greatest densities abutting Merivale Road, transitioning to low-rise dwellings to the east abutting the established residential neighbourhood. While the size of the site does not warrant a vehicular circulation network, an interconnected network of pedestrian walkways, plazas, and greenspaces provide mid-block crossings and facilitate safe barrier-free pedestrian movement.

Due to the challenge of securing financing for affordable housing, and the strong demand for stacked townhomes, we propose that zoning provisions related to construction phasing be removed from the proposed site-specific zoning.

The proposed uses are compatible with each other and surrounding uses and will not generate noise, odour, dust, fumes, vibration, radiation, glare, or high levels of heavy truck traffic. Further details can be appropriately addressed through the subsequent Site Plan Control process.

- 4) *Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:*
 - a) *Development shall address the Corridor as directed by the general policies governing Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped*
 - b) *Vehicular access shall generally be provided from the parallel street or side street.*

The Concept Plan proposes the mid-rise building frame Merivale Road while providing vehicular access from the adjacent side streets.

The proposed development represents intensification of a currently under-utilized site in the built-up area of Ottawa for a new mixed-use residential use. The proposal supports the City of Ottawa's Official Plan goal of encouraging 15-minute neighbourhoods containing a mix of uses which enable residents to shop, work, and fulfill a range of needs in the communities they live in.

The mixed-use building's architectural features and main entrance is oriented towards Merivale Road and the public realm. Further, the building façade has been designed to provide an appealing appearance from the street and will contribute to improving the overall urban design of the area compared to the surrounding low-rise commercial box plaza's in keeping with the Design Priority focus for the area.



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The site design has considered internal circulation for pedestrians through the provision of a separated sidewalk leading from Merivale Road to the main building entrance. The Corridor designation directs density adjacent to the street and recognizing the need for a transition to less dense land uses flanking the corridor.

It is our professional opinion that the development proposal is in general conformance with the new Official Plan.

4.3 Applicable Design Guidelines

DESIGN GUIDELINES FOR ARTERIAL MAINSTREETS

The design guidelines for Arterial Mainstreets are intended to foster development along Arterial Mainstreets that is compatible, provides a comfortable pedestrian environment, facilitates more intensive forms of development, accommodates a broad mix of use, and enhances circulation connections. The proposed development responds to the relevant guidelines in the following ways:

- Guideline 1:** *Locate new buildings along the public street edge.*
- Guideline 6:** *Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.*
- Guideline 7:** *Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.*
- Guideline 12:** *Design the built form in relation to the adjacent properties to create coherent streetscapes.*
- Guideline 13:** *Ensure that buildings occupy the majority of the lot frontage.*
- Guideline 14:** *Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.*
- Guideline 18:** *Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.*
- Guideline 17:** *Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.*
- Guideline 20:** *Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.*



Planning Rationale
5 Proposed Zoning By-law Amendment

Guideline 27: *Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.*

As demonstrated in the previous sections, this proposal will be a positive contribution to the site. The mixed-use building along Merivale Road will be the last component of the proposal to be built. The architectural design respects the guidelines as set for development along Arterial Mainstreets and promises to enhance the public realm through intensification.

5 PROPOSED ZONING BY-LAW AMENDMENT

To permit the proposed development we propose the following amendments to the site's zoning:

1. Rezone the property from AM10, I1B, and I1B [422] to AM10 [XXXX]

Rezoning the entire property to Arterial Mainstreet- AM10 reflects the intended Mainstreet Corridors designation in the Official Plan, which applies to the whole of the site. The Institution-I1B zones are intended to restrict land uses to various smaller institutional uses and does not reflect the intent of the Official Plan designation. The proposed development consists of mid-rise apartment, stacked townhouses, and a place of worship with associated at-grade surface parking which are consistent and permitted uses under the AM10 zone.

The AM10 zone provides more flexibility for the proposed development to evolve rendering the site more functional. The proposed development will not negatively impact the surrounding uses rather blend in seamlessly, encouraging more site diversity and provide better solutions to affordable living.

2. Create a site-specific urban exception to the AM10 zone to include the following provisions:
 - Abutting properties also zoned AM10 [XXXX] shall be considered one lot for zoning purposes
 - Minimum lot line setback abutting an interior side yard: 1.2 m
 - Minimum lot line setback abutting a rear yard: 6.0 m
 - First phase of development of the site need not satisfy Section 186(10)(b) (ii) regarding minimum building frontage.
 - Notwithstanding Schedule 1A, minimum vehicle parking rates shall be calculated on the basis of Table 101, Column II Area X and Y on Schedule 1A

Proposed site-specific changes to lot line setbacks will ensure that new development setbacks abutting the interior side and rear yards of abutting properties are matched. In this case, the minimum interior side yard setback of 1.2 m is consistent with the abutting R1FF[633] zone. The minimum rear yard setback of 6.0 m is consistent with minimum rear yard setbacks in several R1 zones and will ensure that buildings do not overshadow surrounding rear yard amenity areas.

Section 186(10)(b) of the Zoning By-law states:



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5 Proposed Zoning By-law Amendment

- (b) despite Table 185(c), the following provisions apply;*
- (i) the minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings; and*
- (ii) in the case of a phased development, all phases must be shown on a site plan approved pursuant to Section 41 of the Planning Act, and must satisfy the following;*
- 1. the first phase is required to satisfy (b)(i) prior to or concurrent with the construction of any building at the interior or rear of the lot for the portion of property shown in that phase; and*
 - 2. all subsequent phases are not required to comply with (b)(i) independently, provided that (b)(i) is satisfied upon the completion of all phases; and*
 - 3. the boundary of a phasing line will be determined through Site Plan Control, and each phase of development must comply with the zone requirements and incorporate the site plan elements required and provided to support the uses of land within that phase*

The provisions would have the effect of requiring development of the mixed use, mid-rise building abutting Merivale Road in advance of the stacked townhomes fronting Rossland and Withrow. Due to the location of the existing church and annex building, and challenges in organizing financing for larger projects, it is anticipated that the Rossland stacked towns are the most appropriate first phase of development. The Rossland stacked townhouses have several features that make them the preferred first phase:

- Development will require demolition of the former rectory dwelling, but retain the church and church annex building, allowing the church to continue operations while facilitating 15 new units
- Affordable townhomes and stacked townhomes are in very high demand
- The stacked townhomes, due to their size, will cost less to construct and, accordingly, are likely to be easier to achieve funding.

Based on the unique nature of funding affordable housing, and the ongoing use of part of the site as a place of worship within an existing building, we request that the site be exempted from the phased development provisions of Section 186(10)(b).

A fulsome discussion of the rationale for reduced parking was provided in Section 3.1 of this rationale. The reduced parking rate is consistent with the direction of the Official Plan and similar the proposed zoning for 56 Capilano Drive. The following table summarized the proposed units and gross floor areas (GFA) of non-residential uses.



Planning Rationale
5 Proposed Zoning By-law Amendment

Table 3: Minimum vehicle parking calculation for the proposed development based on Area X rates.

Minimum Vehicle Parking Rate Calculations			
8 Withrow Avenue			
Proposed Concept Plan		Area X and Y (Schedule 1A)	
Use	Units/GFA	Parking Rate	Required
Stacked Townhomes	27 units	0.5 spaces/ unit	13.5
Apartment, Mid-Rise	57 units	0.5 spaces/ unit	28.5
Residential Visitor Parking	(84 units)	0.2 spaces/unit	16.8
Place of Worship	225 m ² of assembly area	5 spaces/ 100 m ²	11.3
Office	33 sqm of Gross Floor Area	1 space/ 100 m ²	0.3
Minimum Required Parking:			70.4
Proposed Parking:			71

The requested amendments meet the purpose of the Arterial Mainstreet zone to provide a diversity of housing solutions on the site. As such, the development proposal complies with the remainder of the zoning requirements and strives to contribute a high-quality and efficient use of land in Ottawa’s urban fabric.

5.1 Public Consultation Strategy

In May 2023, the church and MHI held a series of voluntarily meetings to introduce the proposed vision, design, and approvals process to several invitees. Attendees includes the Ward and abutting Ward Councillor, neighbours, faith groups, and community organizations. The objectives of the community and stakeholder engagement were to:

- Raise awareness for the redevelopment project and upcoming zoning amendment application
- Inform the public and stakeholders regarding the master planning process and the findings of the site’s contextual analysis
- Listen to concerns and feedback from the community and consider how the concept can be adjusted to address any concerns.

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following public notice and engagement activities will occur in parallel with review and circulation of the applications by the City of Ottawa and partner agencies and in advance of any decision of Council on the applications:

- Notification of Ward Councillor: the Ward Councillor will be notified of the application and invited to discuss the proposed development.
- Community “Heads Up” to local registered Community Associations: a notification to local registered community associations will be completed by the City of Ottawa during the application process.
- Public Notice Signage and Mailing: A public notice sign will be posted on the property describing the proposed applications and providing contact information for the City File Lead. Printed notices are also delivered to properties and property owners within 60 m of the site.



Planning Rationale
6 Conclusion

- Statutory Public Meeting(s) for Zoning By-law Amendment: as required by the Planning Act, a Statutory Public Meeting for the Zoning By-law Amendment will be held in the community.

6 CONCLUSION

The Anchor will facilitate a redevelopment of the site into a mixed used mid-rise community combining affordable housing, worship space, and shared community amenity space. The proposal supports the policies of the Official Plan and will support the evolution of Merivale Road into a more urban, mixed use and multimodal corridor. The proposed amendment to the Zoning By-law is the first step in the process to create more affordable housing, appropriately scaled intensification, and a transit-supportive built form.

The proposed development consistent with the Provincial Policy Statement, conforms to the Official Plan, and meeting the intent and purpose of the Zoning By-law represents good land use planning.

Respectfully,



Aditi Mane BArch, MPlan
Planner
Stantec Consulting Ltd.



Eric A. Bays MCIP, RPP
Senior Urban Planner
Stantec Consulting Ltd.

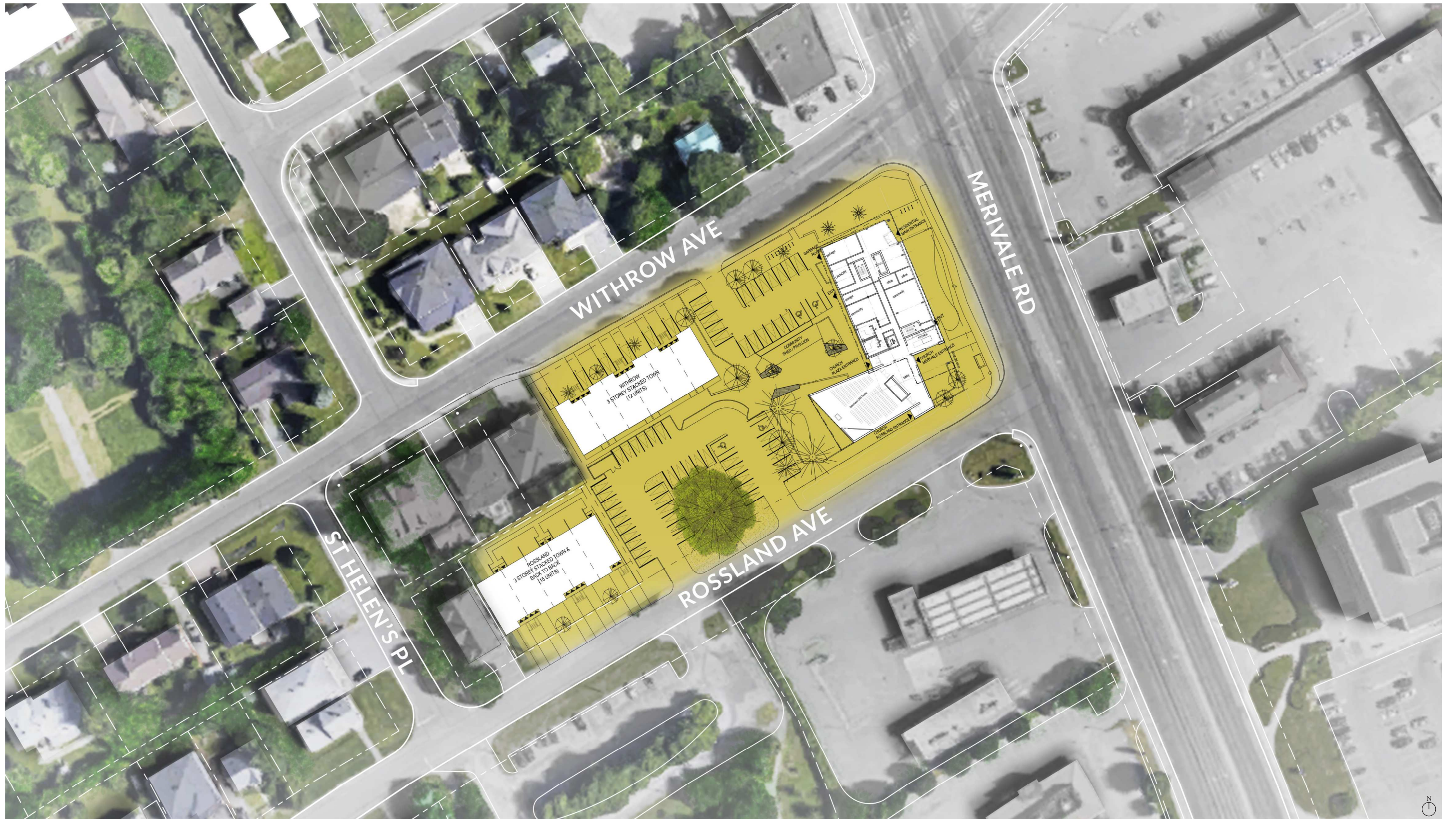


**APPENDIX A: ARCHITECTURAL
PRESENTATION PACKAGE
(FIGURR, MAY 9, 2023)**

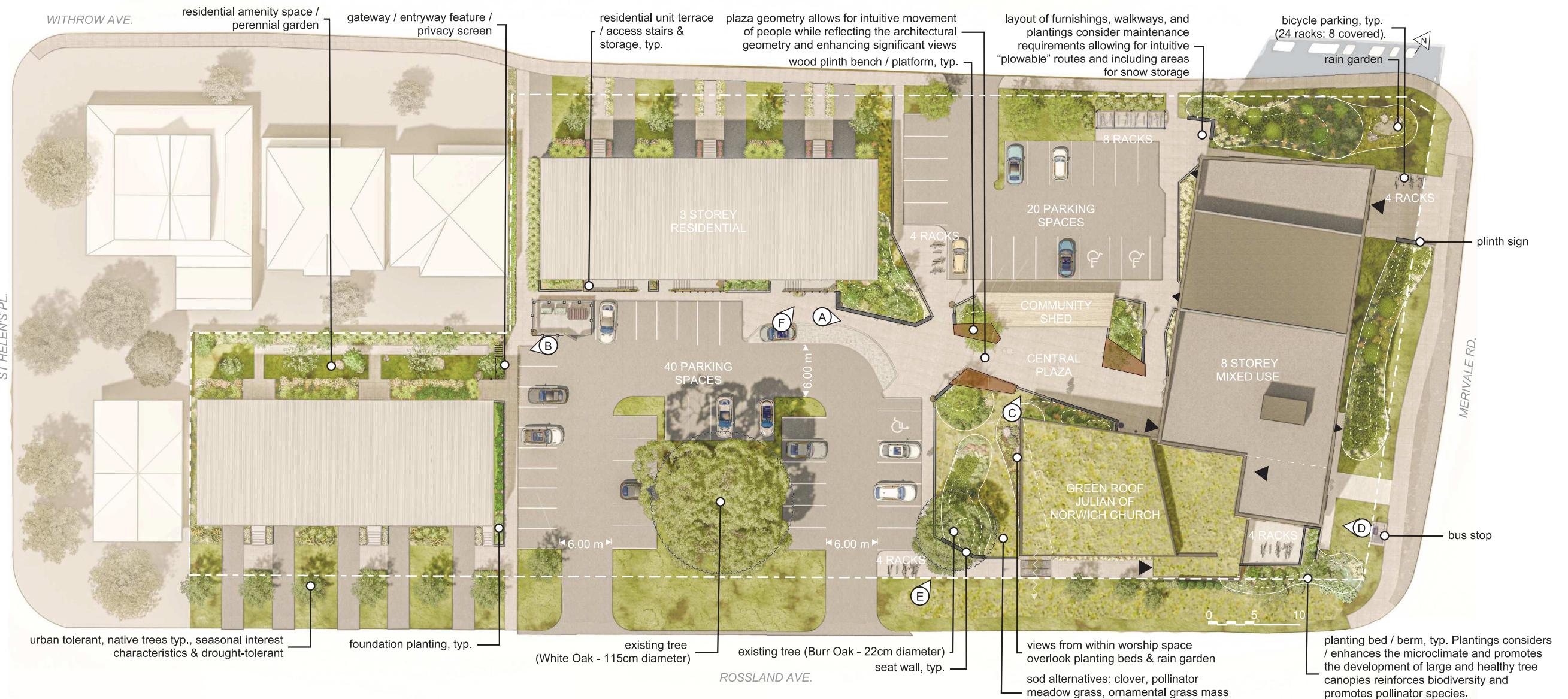


Planning Rationale





SITE PLAN



COHESION

Placement of site furnishings and courtyard spaces allows for intuitive movement through the site while creating a sense of arrival and inviting users / visitors to wander and engage with the spaces. Colour and natural materials like wood and stone are used throughout to create a sense of warmth and welcome.



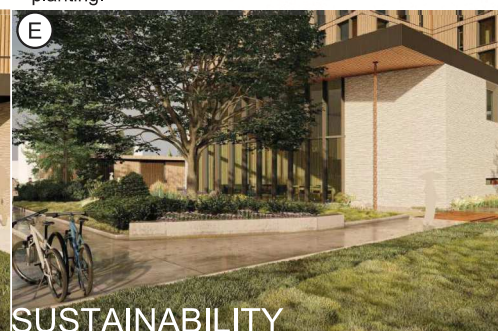
INCLUSIVITY

Accessible for users of all ages and abilities. Unobstructed views from internal and external streets, walkways, and buildings, are maintained.



COMMUNITY

Outdoor spaces adaptable for all seasons and weather conditions. Horizontal scale vs. vertical scale considered to create welcoming, comfortable, and intimate outdoor spaces for people.



SUSTAINABILITY

Integrated green infrastructure which integrates Low Impact Development into public amenity space: rain gardens, vegetated swales, soil cells, permeable paving, green roof, extended tree pits (maximize soil volume). Pollinator meadows, urban tolerant native trees



PROPOSED REDEVELOPMENT



AERIAL SITE PLAN



ANGLICAN
DIOCESE of
OTTAWA



JULIAN OF
NORWICH
ANGLICAN CHURCH



MULTIFAITH
Housing Initiative

THE ANCHOR
May 2023



Stantec **figuri**

architects
collective



VIEW FROM INTERSECTION OF MERIVALE RD. AND ROSSLAND AVE.



ANGLICAN
DIOCESE of
OTTAWA



JULIAN OF
NORWICH
ANGLICAN CHURCH



MULTIFAITH
Housing Initiative

THE ANCHOR
May 2023



Stantec

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architects
collective



VIEW FROM ROSSLAND AVE. LOOKING NORTH



ANGLICAN
DIOCESE of
OTTAWA

 JULIAN OF
NORWICH
ANGLICAN CHURCH



MULTIFAITH
Housing Initiative

THE ANCHOR
May 2023



Stantec

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architects
collective



VIEW FROM MERIVALE RD. LOOKING EAST



ANGLICAN
DIOCESE of
OTTAWA



JULIAN OF
NORWICH
ANGLICAN CHURCH



MULTIFAITH
Housing Initiative

THE ANCHOR
May 2023



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collective



VIEW INSIDE CHURCH LOOKING WEST



JULIAN OF NORWICH CHURCH



VIEW FROM INTERSECTION OF MERIVALE RD. AND WITHROW AVE.



AERIAL VIEW AT ROSSLAND/MERIVALE INTERSECTION



VIEW LOOKING EAST FROM WITHROW AVE.