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Commercial &  
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# Westwood Subdivision – Phase 1 Back-to-Back Townhouses Block 324 on 4M-1619 Ottawa, Ontario

## Planning Rationale & Design Brief

**WESTWOOD SUBDIVISION – PHASE 1  
BACK-TO-BACK TOWNHOUSES (BLOCK 324)  
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND DESIGN BRIEF  
IN SUPPORT OF APPLICATIONS FOR  
SITE PLAN CONTROL**

Prepared For:

CRT Developments Inc. (c/o Claridge Homes)



**CLARIDGE  
HOMES**



**WESTWOOD  
STITTSVILLE**

Prepared By:



Engineers, Planners & Landscape Architects

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

February 18, 2021

Novatech File: 120069  
Ref: R-2021-025

February 18, 2021

City of Ottawa  
Planning, Infrastructure, and Economic Development Department  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario  
K1P 1J1

**Attention: Kathy Rygus, MCIP, RPP – Planner II**

Dear Ms. Rygus

**Reference: Westwood Subdivision – Phase 1 Back-to-Back Townhouses  
Planning Rationale and Design Brief In Support of Application for Site Plan  
Control  
Block 324 on 4M-1619  
Our File No.: 120069**

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CRT Developments Inc. is proposing to develop one hundred twelve (112) residential back-to-back dwelling units which will be built off of the Putney Crescent as part of a Planned Unit Development (PUD). The Subject Site is a vacant parcel of land identified as Block 324 on 4M-1619 as part of the Westwood Subdivision – Phase 1. The proposed development will feature a total of one hundred eighty-three (183) parking spaces with some located in garages, on driveways, and throughout the Subject Site. The proposed development will be served by a network of four newly created private streets organized in a crescent format which provides for an efficient layout.

This proposed application for *Site Plan Control* ensues applications for *Plan of Subdivision (City File No.: D07-16-11-0003)* and *Zoning By-law Amendment* applications for the Westwood Subdivision – Phase 1 lands located immediately west of the Subject Site to permit the residential land uses.

This Planning Rationale and Design Brief outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa's Official Plan* and *Fernbank Community Design Plan*, and complies with the provisions of *Zoning By-Law 2008-250*.

Yours truly,

**NOVATECH**



Robert Tran, M.PL.  
Planner, Planning & Development

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## 1.0 INTRODUCTION AND PROPOSED DETAILS

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This proposed application for *Site Plan Control* ensues applications for *Plan of Subdivision (City File No.: D07-16-11-0003)* and *Zoning By-law Amendment* applications for the Westwood Subdivision – Phase 1 lands located immediately west of the Subject Site to permit the residential land uses.

This Planning Rationale and Design Brief outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa's Official Plan* and *Fernbank Community Design Plan*, and complies with the provisions of *Zoning By-Law 2008-250*.

### 1.1 Site Description and Surrounding Uses

The Subject Site is situated southwest of Robert Grant Avenue and Abbott Street East in the community of Stittsville as shown on **Figure 1**. The Subject Site is a vacant parcel of land and is considered a through lot with frontage on both Putney Crescent and Robert Grant Avenue and has a total area of approximately 1.8 hectares.

The Subject Site is located in a community experiencing growth and development. A review of historical aerial photography has shown that portions of the Subject Site have been undeveloped with some vegetation identified on historical aerial photography. The vegetation on the Subject Site has since been cleared as part of the Westwood Subdivision – Phase 1 as shown on **Figures 2, 3, 4, and 5**.

The Subject Site is situated within the study area of the *Fernbank Community Design Plan*. The *Fernbank Community Design Plan* provides guidelines on the future growth and development of the Fernbank community with respect to land use planning, water resources, wastewater, storm drainage, stormwater management, and road infrastructure. A review of the proposed development and how it is consistent with the *Fernbank Community Design Plan* guidelines will be discussed further below in this report in Section 3.2.1.

The following describes the land uses adjacent to the Subject Site as shown on **Figure 1**:

**North:** A hydro transmission corridor and Trans Canada Trail abuts the Subject Site to the north with École secondaire catholique Paul-Desmarais located further north on Abbott Street East.

**East:** Future residential development is planned east of the Subject Site at Robert Grant Avenue, *Zoning By-law Amendment* application, (City File No.: D02-02-19-0062). Existing residential subdivision is located further east of the Subject Site.

**South:** A future pathway abuts the Subject Site to the south which will provide connection to the greater overall Fernbank Community. Future residential development is planned further south of the Subject Site.

**West:** Existing residential is located west of the Subject Site as part of the Westwood Subdivision – Phase 1.



Figure 1: Subject Site and surrounding uses.

The Subject Site is currently legally described as follows:

*BLOCK 324, PLAN 4M1619 CITY OF OTTAWA*



Figure 2: View of the Subject Site looking southwest from Robert Grant Avenue.



Figure 3: View of the Subject Site looking northwest from Robert Grant Avenue.





Figure 4: View of the Subject Site looking northeast from Putney Crescent.



Figure 5: View of the stockpile soil on Subject Site looking southeast from Putney Crescent.

## 1.2 Proposed Development

As previously discussed, CRT Developments Inc. is proposing to develop one hundred twelve (112) residential back-to-back dwelling units which will be built off of the Putney Crescent as part of a Planned Unit Development (PUD) as shown in **Figure 2**. The Subject Site is a vacant parcel of land identified as Block 324 on 4M-1619 as part of the Westwood Subdivision – Phase 1. The proposed development will feature a total of one hundred eighty-three (183) parking spaces with some located in garages, on driveways, and throughout of the Subject Site. The proposed development will be served by a network of four newly created private streets organized in a crescent format which provides for an efficient layout as well as easy navigation throughout the future neighbourhood. The proposed development has been designed with consideration of the guidelines in the *Fernbank Community Design Plan*.

This proposed application for *Site Plan Control* ensues applications for *Plan of Subdivision (City File No.: D07-16-11-0003)* and *Zoning By-law Amendment* applications for the Westwood Subdivision – Phase 1 lands located immediately west of the Subject Site to permit the residential land uses.

A full size of the Site Plan is provided in **Appendix A** of this report.

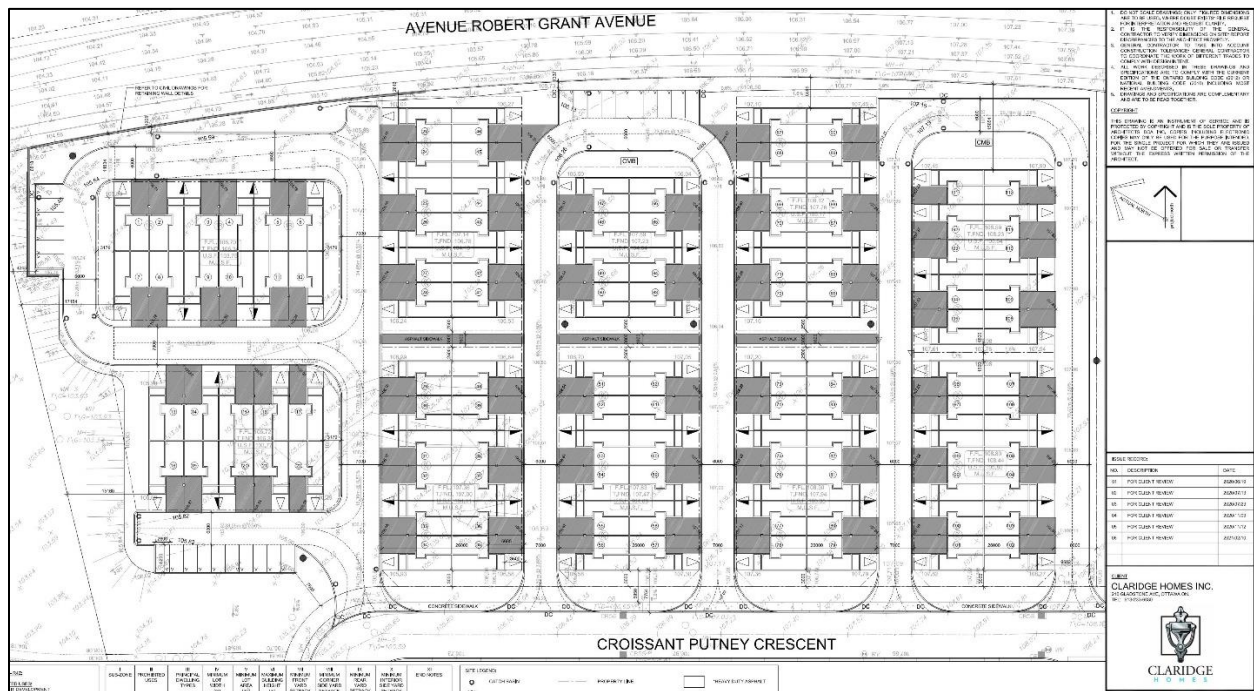


Figure 6: Excerpt from Site Plan REV 6, prepared by DCA Architects dated February 10, 2021.

## 2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the reports and plans completed for the Westwood Subdivision – Phase 1 development and the following reports and plans prepared by Paterson Group, IBI Group, and James B. Lennox & Associates Landscape Architects in support of the proposed development:

- Site Plan REV 6, prepared by DCA Architects, dated February 10, 2021.
- Environmental Impact Statement and Tree Conservation Report, prepared by Muncaster Environmental Planning, dated February 2012.
- Geotechnical Investigation Report: PG2236-3, prepared by Paterson Group, dated February 3, 2021.
- Civil Design Plans prepared by IBI Group, dated January 15, 2021.
- Noise Control Feasibility Study Report Project: 126715-6.04, prepared by IBI Group, dated January 2021.
- Landscape Plan L1, prepared by James B. Lennox & Associates Landscape Architects, dated February 2021.

## 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS) 2020* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in Section 2 of the *Planning Act*. The decisions that affect all planning matters “shall be consistent with” relevant policy statements under the authority of Section 3 of the *Planning Act*. The following is an overall review of the applicable PPS policies:

#### ***Building Strong Healthy Communities***

Section 1.1 of the *PPS* speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to 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 to or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective*

- development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
  - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
  - h) promoting development and land use patterns that conserve biodiversity; and*
  - i) preparing for the regional and local impacts of a changing climate.*
- The proposed residential development will achieve an efficient land use pattern by maximizing the Subject Site's existing land resources for residential development. The proposed residential development will be served by future municipal infrastructure including water, stormwater, and sanitary services as well as an expanded road network. The back-to-back townhouse dwelling units provides for additional housing options to cater to the needs of individuals and families.

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.1 requires that settlement shall be the focus of growth and development.

Policy 1.1.3.2 notes 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;*
- 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.*

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.

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

- The proposed residential development is situated on lands designated as settlement area with the overall Fernbank Community experiencing growth and development. The Subject Site is situated abutting a planned transit corridor and located within walking distance of a future transit station. The proposed residential development will be serviced by future municipal infrastructure including water, stormwater, and sanitary services as well as an expanded road network as demonstrated in the Civil Design Plans prepared by IBI Group, dated January 15, 2021.

Section 1.4 of the *PPS* speaks to housing with the applicable policies as follows:

Policy 1.4.3 requires 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:

- b) *permitting and facilitating:*
    1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*
  - c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
  - d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
  - e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
  - f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*
- The proposed residential development will feature back-to-back townhouse dwelling units which provides for additional housing options to cater to the needs of individuals and families. The back-to-back townhouse dwelling units represents a compact built form and efficiently uses land resources while also located in close proximity to future planned transit in the community.

Section 1.5 of the *PPS* speaks to public spaces, recreation, parks, trails, and open space with the applicable policies as follows:

Policy 1.5.1 notes that healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
  - b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources;*
- The proposed residential development will have access to passive and recreational green spaces located within walking and cycling distance.

Section 1.6.6 addresses sewage, water, and stormwater services.

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

- The proposed residential development will be served by an expansion of municipal infrastructure including water, stormwater, and sanitary services.

### ***Wise Use and Management of Resources***

Section 2.0 of the *PPS* speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes that the diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

- A combined Environmental Impact Statement and Tree Conservation Report, prepared by Muncaster Environmental Planning, dated February 2012.
- The proposed residential development has been designed to respect the Subject Site's surrounding natural and environmental features to ensure their long-term protection and prosperity.

Sections 2.2 to 2.6 reference water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archeology.

- The Subject Site is not located near water bodies, minerals and petroleum, mineral aggregate resources or on prime agricultural lands.
- A previous Archaeological Assessment (Stage 2) was prepared by Adams Heritage dated September 8, 2010 for the Westwood Subdivision – Phase 1.

### ***Protecting Public Health and Safety***

Section 3.0 considers the Province's long-term prosperity, environmental health and social well-being which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- A Geotechnical Investigation Report was prepared by Paterson Group, dated February 3, 2021.

- A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated November 29, 2010.
- Based on the information provided in the reports, there are no concerns regarding natural or human made hazards.

### 3.2 City of Ottawa Official Plan

The Subject Site is designated as *General Urban Area* and *Arterial Mainstreet* on the *City of Ottawa Official Plan Schedule B – Urban Policy Plan* as shown on **Figure 3**. As per Section 3.6.1 of the *Official Plan*, the *General Urban Area* designation “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The *General Urban Area* designation includes a range of uses such as ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.



Figure 7: Excerpt from City of Ottawa Official Plan Schedule B: Urban Policy Plan.

The applicable policies under Section 3.6.1 are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

1. *General Urban Area* areas are designated on Schedule B. The *General Urban Area* designation permits many **types and densities of housing**, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018]

2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.
  3. Building height in the General Urban Area will continue to be predominantly **Low-Rise**. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.
  5. The City supports intensification in the General Urban Area where it will **complement the existing pattern and scale of development and planned function of the area**. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
    - a) Assess the compatibility of **new development as it relates to existing community character** so that it enhances and builds upon desirable established patterns of built form and open spaces;
    - b) Consider its contribution to the maintenance and achievement of a **balance of housing types** and tenures to provide a **full range of housing for a variety of demographic profiles** throughout the General Urban Area; [Amendment #150, LPAT July 18, 2019]
- The proposed residential development will consist of a medium density which provides for an efficient use of land resources and greater range of housing types within the Fernbank Community.
  - Residential housing types will include low-rise back-to-back townhouse dwelling units which provides for additional housing options to cater to the needs of individuals and families.

As per Section 3.6.3 of the *Official Plan*, the *Arterial Mainstreet* designation encourages “more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use”. Arterial Mainstreets are understood to be more automobile-oriented, built with four or more lanes and generally do not provide on-street parking. Parking lots are typically located between the buildings and the street, and the predominant land use is single-purpose commercial. Over time, it is anticipated that these streets will evolve into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community. Within newly developing ‘greenfields’ areas or within Town Centres, new models of Traditional or Arterial Mainstreets may evolve that are mixed-use and support walking, cycling and transit.

The applicable policies under Section 3.6.3 are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

1. *Traditional Mainstreets and Arterial Mainstreets are designated on Schedule B. The latter also are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and **Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function**. Additional Mainstreets may be identified in Developing Communities, the policies and designations for which will be found in the appropriate Community Design Plan.*
5. *A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, **residential** and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. Where a Mainstreet abuts an*



*Employment Area, the zoning by-law may prohibit noise-sensitive uses on the Mainstreet where appropriate.*

7. *Traditional and Arterial Mainstreets, or portions thereof, represent important areas for the preparation of **Community Design Plans** in accordance with the policies of Section 2.5.6. Community Design Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.*
- The proposed residential development will take advantage of the multi-modal transportation corridor as it is located along a Spine Route corridor, abuts a future Bus Rapid Transitway along Robert Grant Avenue and is within 600 m walking distance of a future Transit station.
  - The proposed residential development will consist of a medium density which is consistent with the policies of the *Fernbank Community Design Plan*.

Section 2.5.1 of the *Official Plan – Designing Ottawa* is concerned with how buildings, landscapes, and public spaces look as well as function together. Design elements should work together to complement and enhance the unique aspects of a community’s history, landscape, and its culture. Further, it is noted that “*encouraging good urban design and quality as well as innovative architecture can also stimulate the creation of lively community places with unique and distinct character while attracting people and investment to the City*”. Compatible development speaks to enhancing the features of an established community and coexisting with existing development without causing undue adverse impacts on surrounding properties. Section 4.11 which also speaks Urban Design and Compatibility will be reviewed in conjunction with Section 2.5.1.

The following is a review of the design objectives and summary of how the proposed development is consistent with these objectives:

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- The proposed residential development will establish itself as a new enclave within the greater Fernbank Community and is consistent with recently approved development along Robert Grant Avenue.
2. *To define quality public and private spaces through development.*
- Future residents of the proposed residential development will have access to private unit balconies and the hydro corridor open space, TransCanada Trail and neighbourhood park within walking and cycling distance.
3. *To create places that are safe, accessible and are easy to get to, and move through.*
- The layout of the private streets will provide for a safe and navigable enclave that will be accessible for future residents. The Subject Site will remain relatively open to the surrounding areas along Robert Grant Avenue and Putney Crescent as no fences are proposed that would enclose the proposed residential development.

4. *To ensure that new development respects the character of existing areas.*
  - The proposed residential development will ensure that the existing and planned character of the surrounding area is respected through building height and massing that is similar to other Westwood Phases. This will ensure a cohesive design which will allow the development to fit in appropriately with the planned growth for the area including recently approved development along Robert Grant Avenue.
5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
  - The proposed residential development is located in the Fernbank Community which is already experiencing growth and new development. Once built out and completed, it is not anticipated to evolve without consideration of the existing built form.
6. *To understand and respect natural processes and features in development design.*
  - The proposed residential development will respect the Subject Site's surrounding natural and environmental features as well as findings from the combined Environmental Impact Statement and Tree Conservation Report, prepared by Muncaster Environmental Planning, dated February 2012.
  - The area to be developed consists of land that has already been disturbed through previous agricultural related purposes and land development and have remained largely undeveloped.
7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy-use, and carbon footprint of the built environment.*
  - Convenient access to transit services and pathways within the surrounding community will lead to a mixture of neighbourhood services and amenities within walking and cycling distance that will encourage future residents to reduce their overall carbon footprint.

Section 4.11 of the *Official Plan* also refers to Urban Design and Compatibility and works in conjunction with the policies found in Section 2.5.1 as previously reviewed. The policies within this section focus on urban design and compatibility at a more localized scale for neighbourhoods and individual properties. Although it is important to consider all policies in the design aspects, the policies that are relevant to the proposed development are reviewed below.

## **Views**

*“Depending on its location, the mass or height of new development may enhance or impact the views visible from public viewpoints, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view”.*

- The proposed residential development will not impact the views of any public monuments, bridges, civic spaces, landforms, and other valued spaces.

## Building Design

“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City’s design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors”.

- Elevations of the proposed back-to-back townhouse dwellings are provided below in **Figures 8 and 9**. As demonstrated in the elevations, the architectural style and design elements provide for visual interest along streetscapes while ensuring compatibility with the existing character of the surrounding community.
- The façade of buildings will range from a combination of materials and colours to further accentuate architectural styles and design elements.



Figure 8: Front elevation of the back-to-back townhouse block by Claridge Homes.

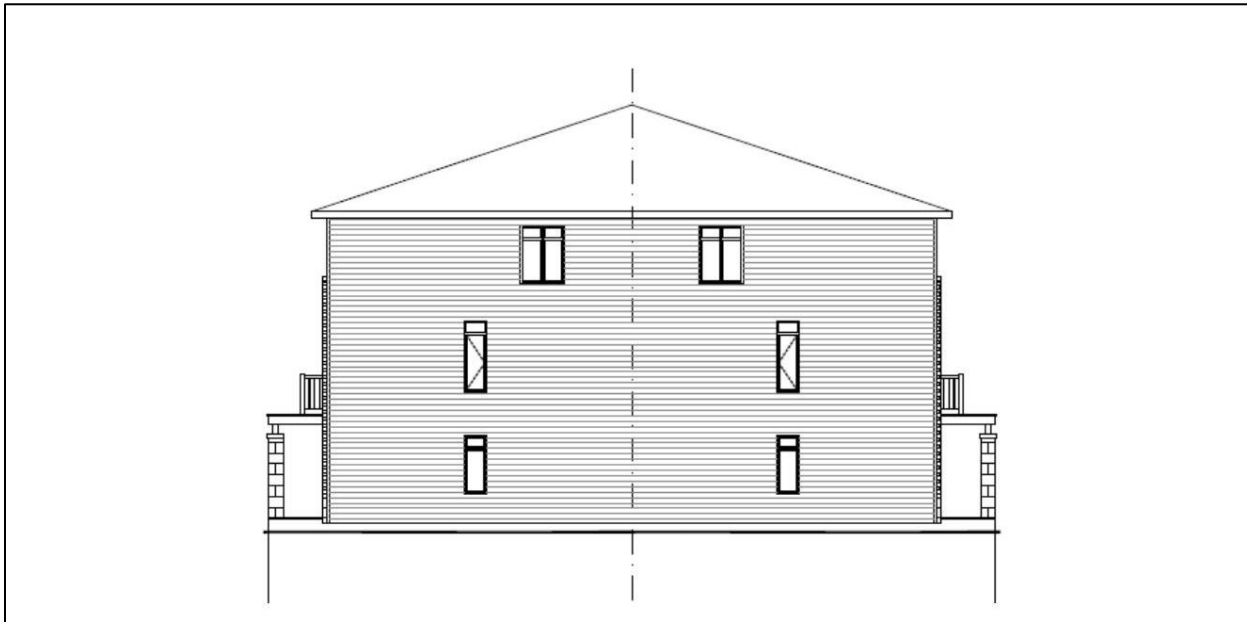


Figure 9: Side elevation of the back-to-back townhouse block by Claridge Homes.

### Massing and Scale

*“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings”.*

- As shown in the above elevations, the massing and scale of the proposed back-to-back townhouse dwellings is compatible with the character found in the surrounding community and consistent with the future planned residential of the other Westwood phases.
- No buildings are proposed to be greater than four-storeys in height.

Section 4.1 of the *Official Plan* speaks to site-specific policies and secondary plans which provide more detailed policies required for the orderly and planned development of larger areas or site-specific properties. The site-specific policies found in these plans address unique situations requiring policy direction for an area or neighbourhood. The policies are intended to complement the policies in the *Official Plan* and will provide more detailed policy directions for areas and neighbourhoods in the city.

1. *Secondary plans, villages and urban areas and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan. [Modification #150, LPAT October 22, 2018]*

- The Subject Site is conditioned to the policies *Fernbank Community Design Plan* with further discussion regarding the applicable policies and guidelines found in Section 3.2.1 of this report.

Section 4.3 outlines the adequacy of the transportation network to meet the needs of the proposed development. Individual building sites, subdivisions and plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile. Supporting walking, cycling, and transit means more than the simple provision of sidewalks and pathways. A logical network must be created, connecting origins and destinations along direct and well-marked routes.

1. *The road network in new plans of subdivision will provide the opportunity for direct transit routes through the community and for all buildings to be within 400 metres walking distance of a transit stop.*
  2. *The road network in new plans of subdivisions, particularly in Villages, will be designed to accommodate the potential future extension of the road system to adjacent properties, including those lands beyond an existing urban or village boundary. [Amendment #76, August 04, 2010]*
  3. *The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed. To promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will: [Amendment #76, OMB File #PL100206, August 18, 2011]*
    - a. *Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;*
    - b. *Locate any proposed high-density employment and residential development close to transit stations;*
    - c. *Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings;*
    - d. *Minimize walking distances from buildings to stations/major transit stops;*
    - e. *Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops.*
- The Subject Site is located along a Spine Route corridor as shown on **Figure 10** as well as abuts a future Bus Rapid Transitway along Robert Grant Avenue and is within 600 m walking distance of a future Transit station as shown on **Figure 11**. Note: Transit corridor is incorrectly shown on the Schedule D whereas it should follow alignment of Robert Grant Avenue.
  - Future streets will connect to Putney Crescent as part of the Westwood Subdivision – Phase 1 to provide for a continuous connection to neighbouring communities. The proposed residential development will be served by a network of newly created private streets organized in a crescent format which provides for an efficient layout and easy navigation throughout the future neighbourhood.

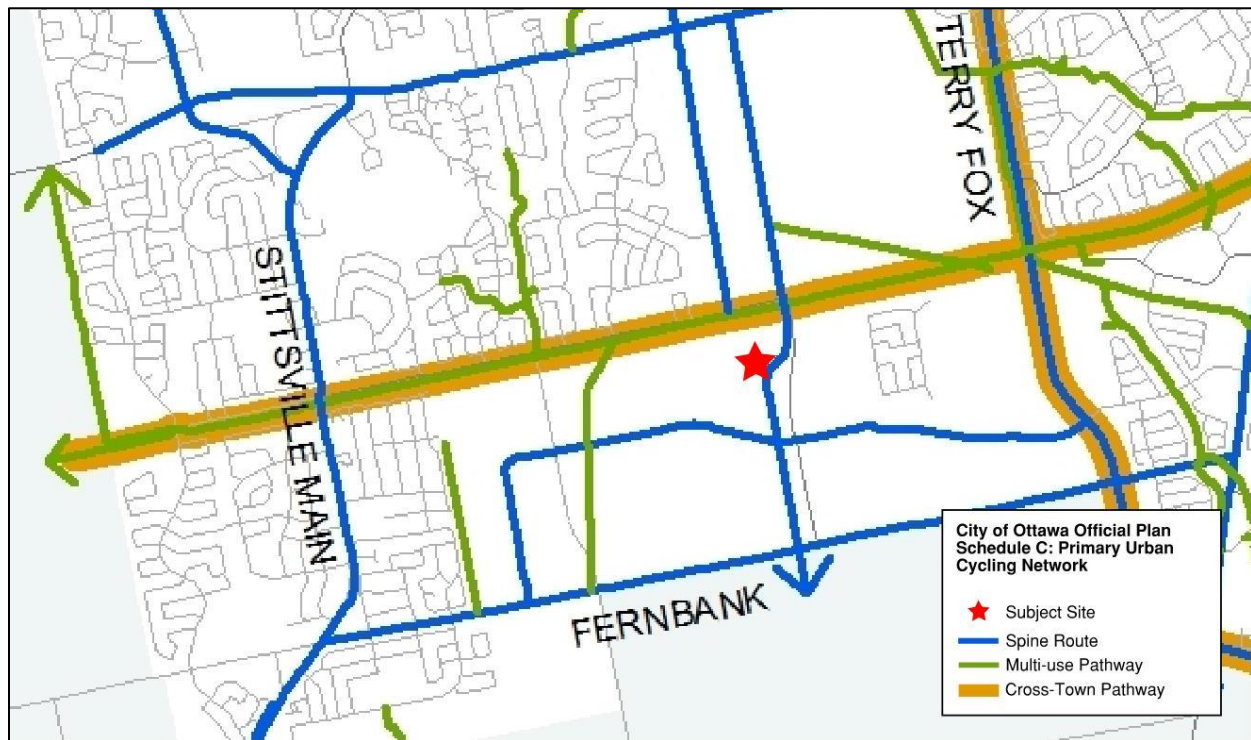


Figure 10: Excerpt from City of Ottawa Official Plan Schedule C: Primary Urban Cycling Network.

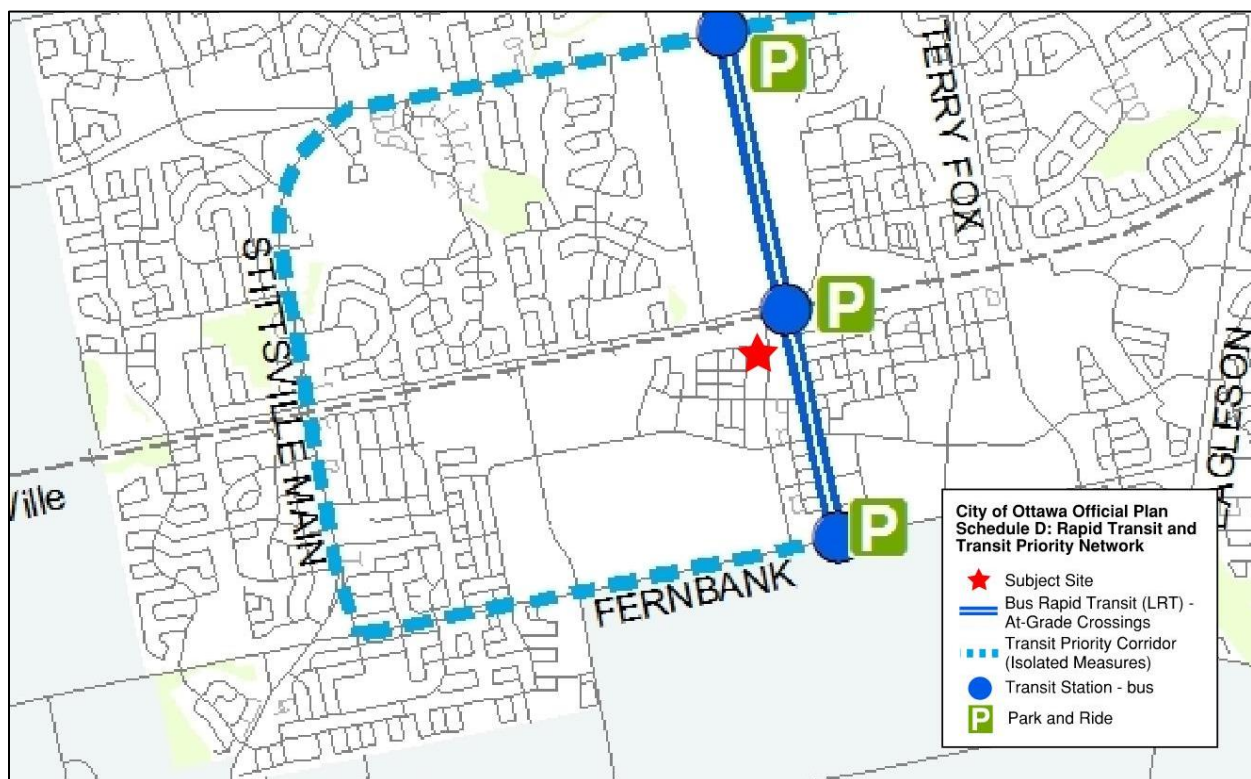


Figure 11: Excerpt from City of Ottawa Official Plan Schedule D: Rapid Transit and Transit Priority Network. Note: Transit corridor is incorrectly shown on the Schedule D whereas it should follow alignment of Robert Grant Avenue.

Section 4.4 speaks to ensuring that the development has a reliable supply of good quality water and safe disposal of wastewater. Applicants are required to demonstrate the servicing proposed for the development is adequate. The applicable policies under Section 4.4.1 are listed below.

1. *The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services...*
- The proposed residential development will be served by future municipal infrastructure. Further detail information is provided in the Civil Design Plans prepared by IBI Group, dated January 15, 2021.

### 3.2.1 Fernbank Community Design Plan

As previously mentioned, the Subject Site is situated within the study area of the *Fernbank Community Design Plan (Fernbank CDP)*. The *Fernbank CDP* provides guidelines for the future growth and development of the Fernbank community with respects to land use planning, water resources, wastewater, storm drainage, stormwater management, and road infrastructure. Although it is important to consider all aspects of the *Fernbank CDP*, the relevant guidelines applicable to the proposed residential development are discussed below.

The Subject Site is primarily designated as *Medium Density Residential* as shown on the *Fernbank CDP – Land Use Plan* in **Appendix B**. The proposed residential development consists of a medium density that is in conformity with the policies of the *Fernbank CDP* while compatible in scale with existing residential development in the community.

Section 4.2.2 of the *Fernbank CDP* notes that “*Medium density residential land uses will be dispersed throughout the Fernbank Community to provide a variety of housing types and create diverse and attractive neighbourhoods. Such land uses shall generally be located: along arterial roads; along major or minor collector roads; in proximity to Community or District Parks; in proximity to community amenities and facilities; along hydro transmission corridors; or as a transition between non-residential and low density residential uses (such as, a progression between industrial or mixed use areas). Medium Density Residential land uses shall include: multiple-attached dwellings; triplexes; stacked dwellings; live-work units; low-rise apartments; rooming houses; and shelter accommodations*”.

- The proposed residential development satisfies the policies of Section 4.2.2 as it will be located abutting an arterial road, in proximity to a hydro corridor open space, TransCanada Trail and neighbourhood park within walking and cycling distance.
- The proposed residential development will feature multiple attached dwellings which provides for additional housing options to cater to the needs of individuals and families.

Section 5.0 addresses the *Fernbank CDP Demonstration Plan* which “*illustrates one way in which the Fernbank CDP Land Use Plan could be implemented through development approvals*”. The purpose is to illustrate how the Fernbank community could develop over time; how community design guidelines and specific *Fernbank CDP* objectives could be achieved; and provide an estimate of the total housing supply, population, and employment that could be accommodated.

- The proposed residential development is in keeping with the objectives and vision of the *Fernbank CDP Demonstration Plan* with respect to the residential densities, subdivision design and layout, street network, and community amenities.

Section 6.0 provides the *Community Design Guidelines* of the *Fernbank CDP*. As per Section 6.1, the guidelines “provide a framework of the design criteria for the overall identity and structure of the proposed *Fernbank Community*, as well as for the appearance of new buildings, streetscape, parks and open spaces within the community. The purpose of this set of design guidelines is to guide developers, builders, designers and City staff in achieving a consistently high-quality design standards throughout the community building process”. These guidelines, the design policies in the *Official Plan* as well as other relevant city-wide design guidelines such as the *Urban Design Guidelines for Greenfield Neighbourhoods* will ensure that build out of the *Fernbank Community* will be attractive, livable, and healthy community with a distinct identity.

Section 6.2 outlines the Design Vision of the *Fernbank Community* with guiding principles which form the foundation of creating a vibrant, attractive, livable, healthy, and sustainable community:

- 1) *Maintain and respect the integrity and unique character of existing communities (Stittsville, Glencairn, Kanata South, Kanata West).*
- The proposed residential development respects the character of the surrounding community by proposing back-to-back townhouse dwellings that will be compatible in scale with existing residential and future planned development.
- 2) *Create distinctive liveable neighbourhoods.*
- The proposed residential development will contribute to the creation of liveable neighbourhoods by providing additional housing choices for future residents with access to several local community amenities and transit within walking distance.
  - Following the implementation and full build out of the *Fernbank CDP*, future residents will have access to various services and community amenities within walking distance.
- 3) *Create integrated, safe, passive and active green spaces.*
- Future residents will have access to the neighbourhood park and private balcony amenity spaces which provides for passive surveillance on the private streets
- 4) *Create a ‘heart’ for the community.*
- The proposed residential development will contribute to creating a ‘heart’ for the community by proposing a residential land use to support other land uses that will be developed at a future date following the implementation and full build out of the *Fernbank CDP*.
- 5) *Provide effective, efficient, timely transportation that is integrated with land uses and with adjacent communities.*
- The Subject Site abuts a future Bus Rapid Transitway along Robert Grant Avenue and is within 600 m walking distance of a future Transit station.



- It is anticipated that as surrounding areas continue to develop and grow, additional public transit routes will be provided by OC Transpo to serve the needs of the community residents.
- 6) *Ensure efficient and timely phasing of future infrastructure.*
- As previously mentioned, the proposed residential development is a vacant block of land within the Westwood Subdivision – Phase 1. The proposed residential development will connect with the municipal infrastructure and roads for the Phase 1 residential subdivision.
- 7) *Create liveable neighbourhoods.*
- The proposed residential development will contribute to the creation of a liveable neighbourhood that emphasizes a ‘live, work, and play’ lifestyle as access to several local community amenities such as access to transit and neighbourhood park are within walking and cycling distance.
- 8) *Create an environmentally sustainable community.*
- Convenient access to transit services and pathways within the surrounding community will lead to a mixture of neighbourhood services and amenities within walking and cycling distance that will encourage future residents to reduce their overall carbon footprint.

Section 6.6.2 – Residential Neighbourhoods speaks to the General Guidelines for Residential Dwellings such as housing type and designs; building orientation; architectural design and character; visibility of front entrances; and garage projections.

- The proposed residential development will maintain a consistent architectural design, character, and massing that is compatible in scale with the surrounding community. As demonstrated in the elevations, architectural styles and design elements are proposed to provide for visual interest along future streetscape while ensuring compatibility with the existing character of the surrounding community.
- The layout of the proposed residential dwelling units located close the street reinforces a strong street edge and includes window streets abutting Robert Grant Avenue which provides for a contiguous feel to the community while demonstrating good urban design.

### 3.3 Zoning By-law 2008-250

The Subject Site is currently zoned *Residential Fourth Density – R4Z* under the *City of Ottawa’s Zoning By-law 2008-250* as shown on **Figure 12**. The purpose of the *Residential Fourth Density – R4Z* is to:

1. *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan;*
2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home;*

4. regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
5. permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed development to construct townhouse dwellings are a permitted land use within the Residential Fourth Density Zone. The Subject Site was rezoned during the Westwood Subdivision – Phase 1 as it was always anticipated that this block would be developed with multi-residential development.



Figure 12: Excerpt of existing and suggested zoning from GeoOttawa.

#### 4.0 CONCLUSION

It is our assessment that the proposed residential development is consistent with the *Provincial Policy Statement*, conforms with to the *City of Ottawa Official Plan*, *Fernbank Community Design Plan*, and generally complies with *Zoning By-Law 2008-250*. This planning rationale, along with the associated technical studies supports the development of the residential development.

The proposed development is an appropriate and desirable addition to the Fernbank Community and represents good planning.

Yours truly,

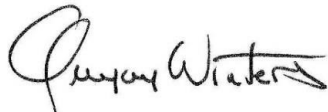
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Prepared by:



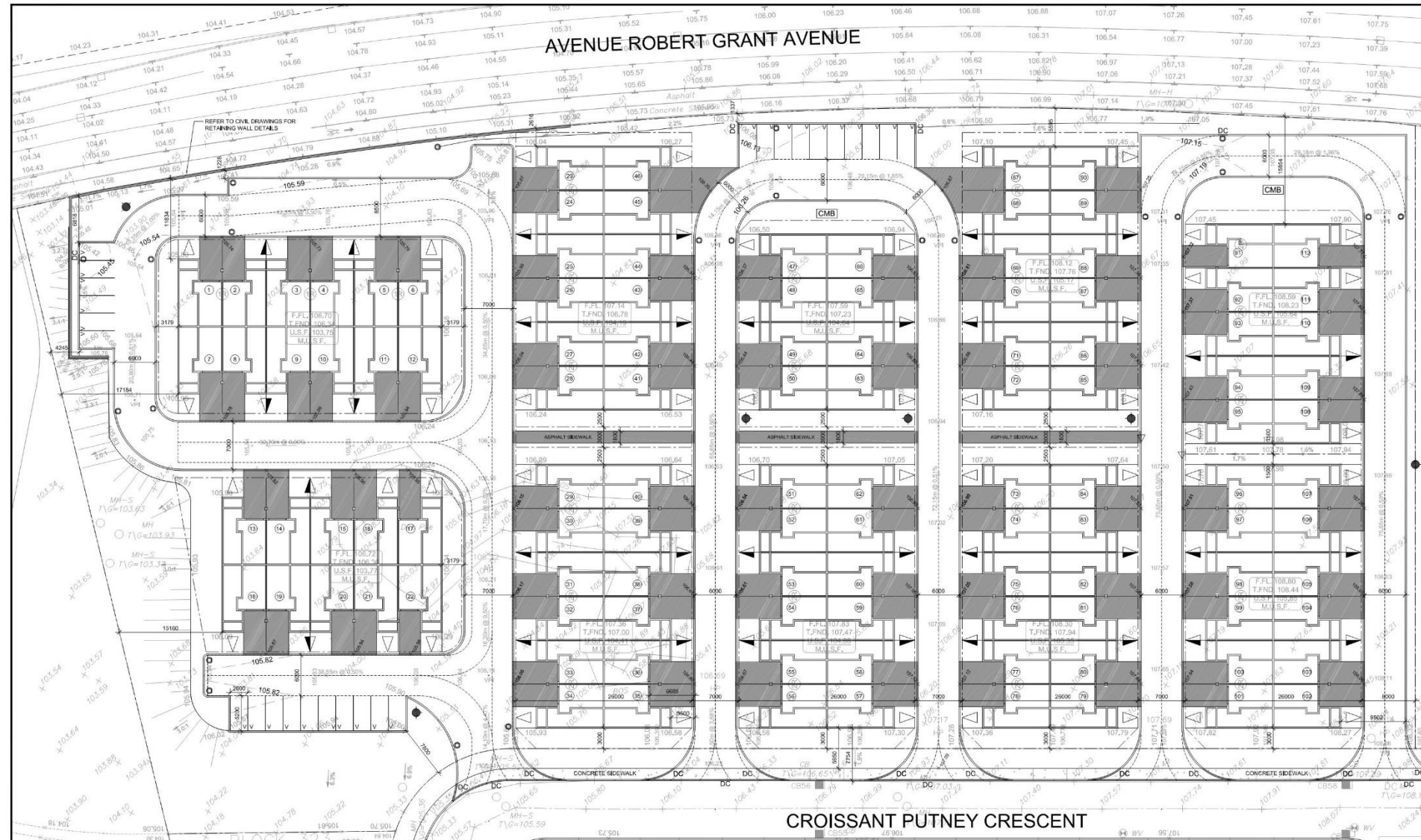
Robert Tran, M.PL.  
Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP, RPP  
Senior Project Manager, Planning & Development

**Appendix A  
Site Plan REV 6  
Prepared by DCA Architects  
Dated February 10, 2021**



ZONING - R42	PERMITTED USES	PLAN UNIT DEVELOPMENT	APARTMENT DWELLING, LOW RISE, STACKED	THREE UNIT DUPLEX	DETACHED, LINKED-DETACHED	SEMI-DETACHED	TOWNHOUSE
R4Z	P.U.D.	18	1400	AS PER DWELLING TYPE			
R4Z	TOWNHOUSE	6	150	11 <sup>1/2</sup> M	3 <sup>rd</sup>	3 <sup>rd</sup>	6

END NOTES (SEE TABLE 102A)
1. DESPITE THE DEFINITION OF REAR YARD AND INTERIOR SIDE YARD, BUILDINGS IN A PUD MUST BE LOCATED SO THAT THEY ARE SET BACK:
(A) AN AMOUNT EQUAL TO THE MINIMUM REQUIRED REAR YARD SETBACK FOR THE DWELLING TYPE PROPOSED, FROM A LOT LINE WHERE IT ABUTS A REAR YARD ON AN ADJUTING LOT BUT NEED NOT EXCEED 7.5 METRES.
(B) AN AMOUNT EQUAL TO THE MINIMUM REQUIRED INTERIOR SIDE YARD SETBACK FOR THE DWELLING TYPE PROPOSED, FROM A LOT LINE WHERE IT ABUTS A SIDE YARD ON AN ADJUTING LOT FOR THE FIRST 10 METRES BACK FROM THE STREET AND 25 PERCENT OF THE LOT DEPTH FOR THE REMAINDER, TO A MAXIMUM 7.5 METRES, AND
(C) IN THE CASE OF AN ADJUTING VACANT LOT, A MINIMUM REQUIRED INTERIOR SIDE YARD SETBACK BASED ON THE MINIMUM REAR YARD SETBACK APPLICABLE TO THE DWELLING TYPE PROPOSED TO BE LOCATED WITHIN THE PUD ADJACENT TO THE REAR LOT LINE.
10. THE MINIMUM SETBACK BETWEEN THE VEHICULAR ENTRANCE TO A PRIVATE GARAGE OR CARPORT AND AN EXISTING OR PLANNED SIDEWALK IS 0.2 M ON PORTION OF A PRIVATE GARAGE OR CARPORT SHALL BE LOCATED MORE THAN 2.5 M CLOSER TO A STREET LOT LINE THAN THE CLOSEST OF:

PROVISIONS
16. ACCESS TO A LOT BY MEANS OF A REAR LANE IS PERMITTED, PROVIDED THE REAR LANE IS A MINIMUM OF 0.4 METRES WIDE, WHERE ACCESS IS VIA THE REAR LANE, THE MINIMUM REAR YARD SETBACK MAY BE REDUCED TO 1.0 METRE, AND IN NO CASE MAY THE WIDTH OF THE GARAGE, CARPORT OR DRIVEWAY EXCEED 25% OF THE WIDTH OF THE REAR LOT LINE.
16. IN AREA A OF SCHEDULE 342 THE FOLLOWING PERMITTED USES HAVE A MAXIMUM BUILDING HEIGHT OF 10.0 METRES:
- DETACHED DWELLING
- LINKED-DETACHED DWELLING
- SEMI-DETACHED DWELLING
- DUPLEX DWELLING
- TOWNHOUSE DWELLING
UNLESS THE BUILDING HAS A PEAKED ROOF HAVING A SLOPE OF 1 IN 12 (1/2°) FITCH OR STEEPER, IN WHICH CASE THE MAXIMUM BUILDING HEIGHT IS AS PER COLUMN VI ABOVE.
ALL OTHER PERMITTED USES IN AREA A OF SCHEDULE 342 HAVE A MAXIMUM BUILDING HEIGHT AS PER COLUMN VI ABOVE. (CMB ORDER FILE NO 150797, ISSUED JULY 25, 2016, BY-LAW 2016-025)

PROVISIONS
25. DESPITE THE DEFINITION OF GRADE IN SECTION 54, THE EXISTING AVERAGE GRADE SHALL BE USED FOR DEVELOPMENT IN AREA A ON SCHEDULE 342 AND WILL BE AS FOLLOWS:
EXISTING AVERAGE GRADE MUST BE CALCULATED PRIOR TO ANY SITE ALTERATION AND BASED ON THE AVERAGE OF GRADE ELEVATIONS TAKEN ALONG BOTH SIDE LOT LINES AT THE MINIMUM REQUIRED FRONT YARD SETBACK AND AT THE MINIMUM REQUIRED REAR YARD SETBACK OF THE ZONE IN WHICH THE LOT IS LOCATED. (CMB ORDER FILE NO 150797, ISSUED JULY 25, 2016, BY-LAW 2016-025)
30. THE MAXIMUM HEIGHT OF ANY PERMITTED USE MAY NOT EXCEED THAT WHICH IS SPECIFIED IN COLUMN VI OF TABLE 102A, AND IN NO CASE, MAY BE GREATER THAN A MAXIMUM FOUR STOREYS.
31. MINIMUM LOT WIDTH, LOT AREA AND PARKING REQUIREMENTS FOR LINKED-DETACHED DWELLING, SEMI-DETACHED DWELLING AND TOWNHOUSE DWELLING SHALL APPLY TO EACH PORTION OF A LOT ON WHICH EACH INDIVIDUAL DWELLING UNIT IS LOCATED, WHETHER OR NOT THAT PARCEL IS TO BE SEVERED. (BY-LAW 2016-034)

PROVISIONS
(3) WHERE A PLANNED UNIT DEVELOPMENT IS PERMITTED ON A LOT IN THE SUBZONE, THE PROVISIONS OF SECTION 131 APPLY, AND THE ASSOCIATED SUBZONE PROVISIONS IDENTIFIED IN TABLE 102B SHALL APPLY TO SUCH DEVELOPMENT.
(4) EXCEPT FOR A LOT OF LESS THAN 400 SQUARE METRES IN AREA A, IN A SUBZONE, IN WHICH CASE THE PERCENTAGE OF THE LOT AREA MUST BE PROVIDED AS LARGER OF EITHER 10% OR 15% OF THE LOT AREA, ANY PLANNED UNIT DEVELOPMENT THAT CONTAINS ANY ONE OR MORE OF THESE DWELLING TYPES, (BY-LAW 2020-280)

PROVISIONS
(1) PLANNED UNIT DEVELOPMENT IS PERMITTED ONLY IF:
(A) IT IS IN A ZONE OR SUBZONE IN WHICH A PLANNED UNIT DEVELOPMENT IS A PERMITTED USE;
(B) IT CONSISTS ONLY OF USES THAT ARE PERMITTED IN THE ZONE OR SUBZONE; AND
(C) THE ENTIRE PLANNED UNIT DEVELOPMENT COMPLIES WITH ALL APPLICABLE SECTIONS OF THE BY-LAW, THE PROVISIONS SET OUT IN THIS SECTION AND TABLE 131, HOWEVER, ANY DEVELOPMENT PARCELS WITHIN THE PLANNED UNIT DEVELOPMENT THAT ARE SEVERED NEED NOT COMPLY WITH THE DWELLING TYPE SPECIFIC PROVISIONS IDENTIFIED IN PART 6 OTHER THAN MAXIMUM PERMITTED BUILDING HEIGHT, (SUBJECT TO BY-LAW 2020-280)

TABLE 131: PROVISIONS FOR PLANNED UNIT DEVELOPMENT
(1) MINIMUM WIDTH OF PRIVATE WAY - 6 METRES
(2) MINIMUM SETBACK TO PRIVATE WAY - 1.2 METRES
(3) MINIMUM SETBACK FOR ANY GARAGE OR - 1.2 METRES CARPORT ENTRANCE FROM A PRIVATE WAY
(4) MINIMUM SEPARATION BETWEEN BUILDINGS (HEIGHT LESS THAN OR EQUAL TO 14.5M) - 1.2 METRES

SECTION 135: THROUGH LOTS IN RESIDENTIAL ZONES
(1) IN THE CASE OF A RESIDENTIALLY ZONED THROUGH LOT, OR CORNER THROUGH LOT, THE MINIMUM REQUIRED FRONT YARD SETBACK AND REAR LOT LINES, IN ACCORDANCE WITH THE PROVISIONS OF THE RESIDENTIAL ZONE OR ZONES IN WHICH EACH LOT IS LOCATED, AND THE MINIMUM REQUIRED REAR YARD SETBACK DOES NOT APPLY.
(2) IN THE CASE OF A CORNER THROUGH LOT, THE MINIMUM REQUIRED CORNER SIDE YARD SETBACK APPLIES TO THE STREET THAT IS MOSTLY PERPENDICULAR TO THE OTHER TWO STREETS, IN ACCORDANCE WITH THE PROVISIONS OF THE RESIDENTIAL ZONE OR ZONES IN WHICH SUCH LOT IS LOCATED. (BY-LAW 2019-377)

SECTION 136: MAX. NUMBER OF ATTACHED DWELLING UNITS IN A TOWNHOUSE DWELLING
(1) IN NO MORE THAN EIGHT TOWNHOUSE DWELLING UNITS MAY BE IN A SINGLE ROW AND THE MAXIMUM NUMBER OF ATTACHED TOWNHOUSE DWELLING UNITS IS 16. (BY-LAW 2019-341)

SECTION 132: AMENITY AREA
(1) AMENITY AREA IS NOT REQUIRED FOR A TOWNHOUSE.

SECTION 102: MINIMUM VISITOR PARKING SPACES
(4) IN THE CASE OF A TOWNHOUSE DWELLING OR STACKED DWELLING, WHERE EACH DWELLING UNIT HAS A DRIVEWAY ACCESSING A GARAGE OR CARPORT LOCATED ON THE SAME LOT AS THAT DWELLING UNIT, AND IN THE CASE OF A PLANNED UNIT DEVELOPMENT, WHERE A DWELLING UNIT HAS A DRIVEWAY ACCESSING ITS OWN GARAGE OR CARPORT, NO VISITOR PARKING IS REQUIRED FOR THAT DWELLING UNIT.

TABLE 102: MINIMUM VISITOR PARKING SPACE RATES - TOWNHOUSE DWELLING - 3.2 PER DWELLING UNIT

**GENERAL NOTES**

- DO NOT SCALE DRAWINGS; ONLY FIGURED DIMENSIONS ARE TO BE USED. WHERE DOUBT EXISTS, FILE REQUEST FOR INTERPRETATION AND REQUEST CLARITY.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO VERIFY DIMENSIONS ON SITE; REPORT DISCREPANCIES TO THE ARCHITECT PROMPTLY.
- GENERAL CONTRACTOR TO TAKE INTO ACCOUNT CONSTRUCTION TOLERANCE; GENERAL CONTRACTOR TO COORDINATE THE WORK OF DIFFERENT TRADES TO COMPLY WITH DESIGN INTENT.
- ALL WORK DESCRIBED IN THESE DRAWINGS AND SPECIFICATIONS ARE TO COMPLY WITH THE CURRENT EDITION OF THE ONTARIO BUILDING CODE (OBC) OR NATIONAL BUILDING CODE (NBC) INCLUDING MOST RECENT AMENDMENTS.
- DRAWINGS AND SPECIFICATIONS ARE COMPLEMENTARY AND ARE TO BE READ TOGETHER.

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**ISSUE RECORD:**

NO.	DESCRIPTION	DATE
01	FOR CLIENT REVIEW	2020/06/15
02	FOR CLIENT REVIEW	2020/07/13
03	FOR CLIENT REVIEW	2020/07/23
04	FOR CLIENT REVIEW	2020/11/03
05	FOR CLIENT REVIEW	2020/11/12
06	FOR CLIENT REVIEW	2021/02/10

**SUBJECT**

CLARIDGE HOMES INC.  
235 GLADSTONE AVE. OTTAWA, ON.  
TEL: 613-233-6030

**DCA**  
A GROUP OF ARCHITECTS

PROJECT TITLE  
CLARIDGE HOMES  
CLWESTWOOD

DRAWING TITLE  
SITE PLAN  
BLOCK 324

DATE	DRAWN	JOB NO.	DRAWING NO.
JUNE 2020	CA	3272	A100

SCALE  
1:500

REVISIONS

ARCHITECTURAL

**Appendix B**  
**Fernbank Community Design Plan**  
**Land Use Plan**

