

Planning Rationale Memo

Avalon Phase 2E, 353 Gerry Lalonde Drive

March 8, 2022

Mr. Steve Belan

Planner II, Development Review – East
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Via Email: Steve.Belan@ottawa.ca

**RE: Response to Comments
Avalon Phase 2E, 353 Gerry Lalonde
Zoning By-Law Amendment**

Dear Mr. Belan,

Enclosed, please find responses to the 1st Technical Circulation comments provided by the City of Ottawa on June 15th, 2021 regarding the Zoning By-law Amendment application (D02-02-21-0026) for the property municipally known as 353 Gerry Lalonde Drive. Based on the comments received during the first round of technical circulation comments, minor revisions to the proposed concept plan have been made to introduce the new rear-lane townhome units.



Figure 1 Updated Concept Plan on right with new rear-lane townhomes fronting Gerry Lalonde (Red Dots – Blocks 26, 27, 28, 29).

The intent of this Planning Rationale Memo is to establish revised zoning provisions and assess the revised development proposal against the proposed zoning by-law framework. Information from the original Planning Rationale that did not require any further clarification or discussion has not been included within this memo but remains applicable for consideration. The originally submitted Planning Rationale and Design Brief should be read together with this Addendum.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale should also be read in conjunction with the portfolio of technical drawings and reports prepared by the engineering consultants and other specialists as required by the City of Ottawa planning approval process.

Changes to the built form

As a result of the proposed changes, a new zone with accompanying provisions has been proposed, which introduces rear lane townhomes and reduces the number of back-to-back townhouses while also removing the previously proposed window street. As a result of this revision, changes to the street network are also proposed with the rear-lane townhomes providing direct frontage to Gerry Lalonde Drive and Street 4B replaced by Street 7. Further, the pedestrian walkway from Gerry Lalonde Drive has been relocated to the west, connecting now to Street 3. Also as result of this change, the total unit count has been reduced slightly from 192 to 187 total units.

The sidewalks will remain as shown in the previous submission dated March 26, 2021. The revised concept also now incorporates the 14.75 metre right-of-way (ROW) for Street 7 to create a larger setback for the rear lane townhomes along Gerry Lalonde and to incorporate trees on that frontage.

The replacement of the previously proposed window street with active grade-oriented residential uses improves the interface with the public realm along this portion of Gerry Lalonde. In the revised design, the new residential buildings have been designed and positioned to frame and animate Gerry Lalonde Drive and the local street network with appropriate setbacks, prominent entrances, and ample glazing on the street-facing façade. This revision better achieves the objectives of the Official Plan, and Community Design Plan for this area.



Figure 2 Revised Concept Plan on right with new rear-lane townhomes in dark grey with direct frontage to Gerry Lalonde Drive.

Changes to the proposed zoning framework

The original zoning framework proposed in the Planning Rationale dated March 26, 2021 had two (2) proposed zones for the subject site. This has since been revised to accommodate the introduction of rear-lane townhomes in the design and the proposed number of zones and housing typologies has been increased to three (3). All three zones build upon the Residential Third Density, Subzone YY (R3YY) zone and propose adjustments to the subzone with individual exceptions.

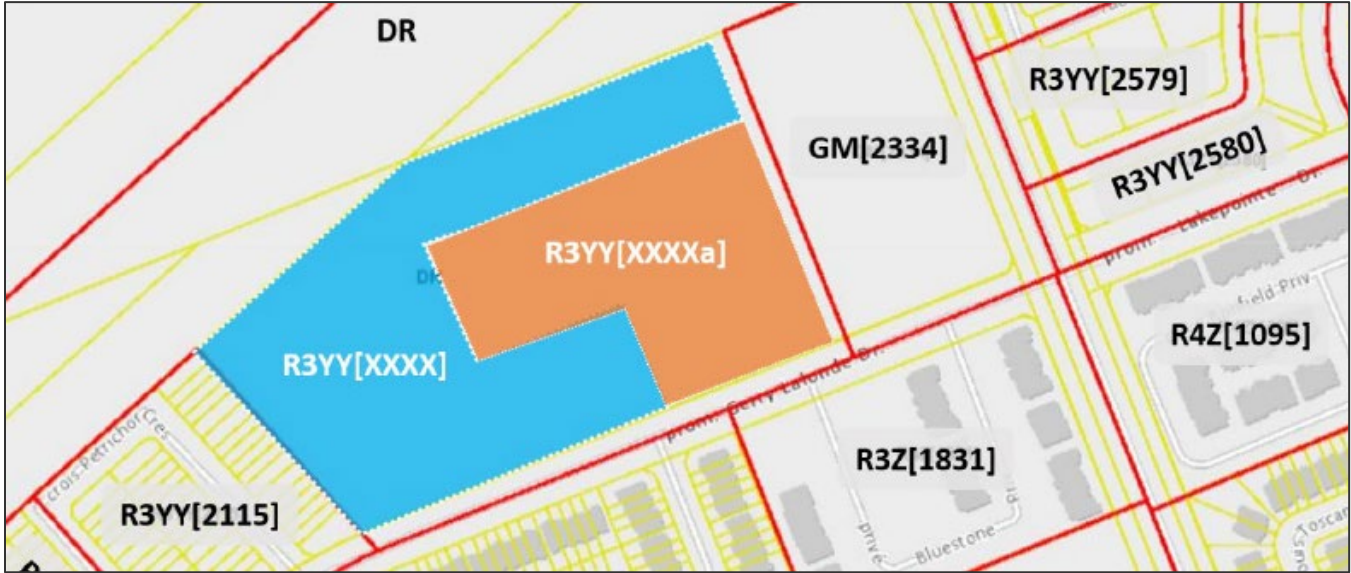


Figure 3: Original zoning proposed in the first submission.

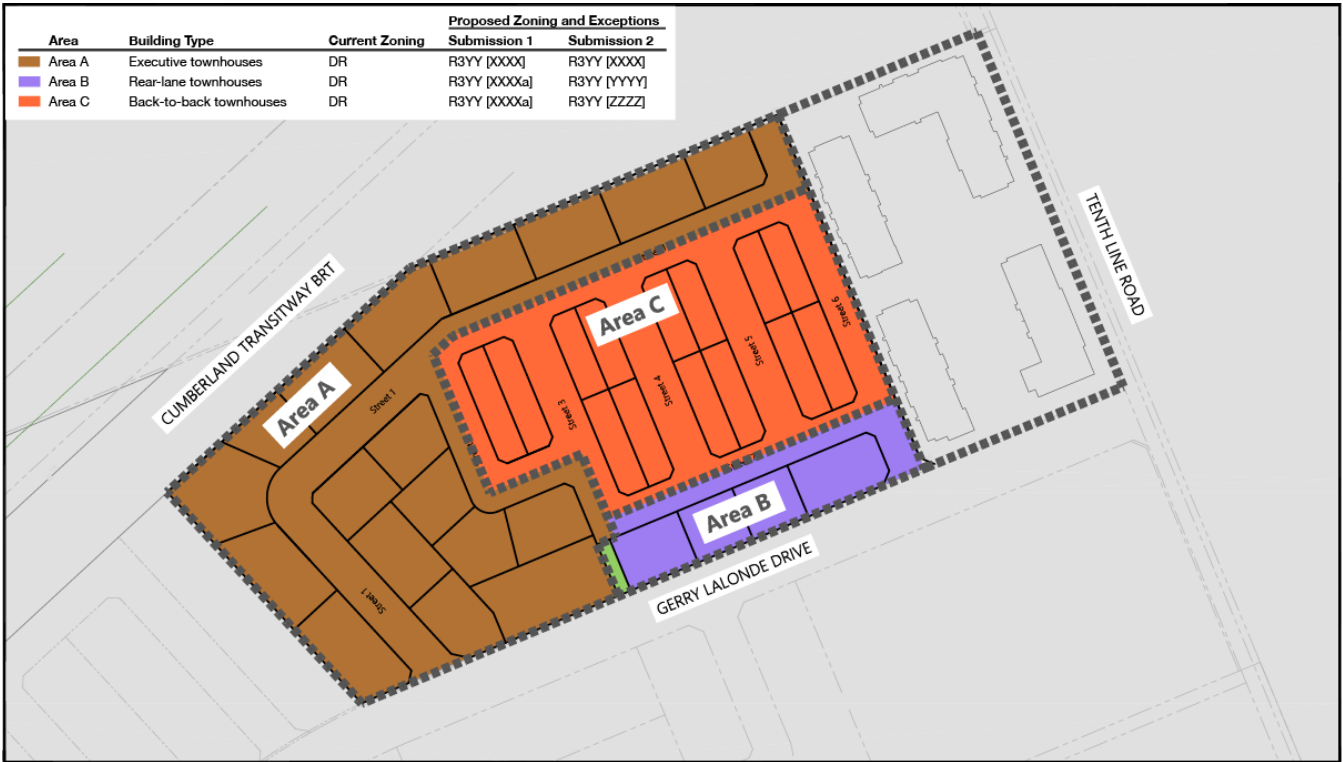


Figure 4: Locations of Area A, B, and C and proposed rezoning framework for each of the three areas

The proposed townhouses have been divided into three areas: Areas A, B, and C, and are shown in Figure 2, above.

Area	Building type	Current zone	Proposed Zoning and Exceptions	
			Submission 1	Submission 2
Area A	Executive townhomes	DR	R3YY [XXXX]	R3YY [XXXX]
Area B	Rear-lane townhomes	DR	R3YY [XXXXa]	R3YY [YYYY]
Area C	Back-to-back townhomes	DR	R3YY [XXXXa]	R3YY [ZZZZ]

Area A has remained Executive Townhomes. Area B was previously the southernmost portion of the back-to-back townhomes and is now proposed as rear-lane townhomes. Area C remains back-to-back townhomes.

Area A, Executive Townhouses – Proposed Zoning: R3YY [XXXX]

The proposed zoning for the R3YY [XXXX] zone would include three (3) exceptions from the existing base R3YY zone, which are highlighted in light blue, and compared with the proposed R3YY [XXXX] zone in Submission 1, below:

Zoning performance standard	Base R3YY Zoning	Proposed Exceptions	
		Submission 1, R3YY [XXXX]	Submission 2, R3YY [XXXX]
Min. lot width	6 metres		
Min. lot area	150 m ²	140 m ²	150 m ²
Max. height	12 metres		
Min. front yard setback	6 metres	3 metres	3 metres
Min. corner side yard setback	4.5 metres	2.5 metres	2.5 metres
Min. rear yard setback	6 metres		
Min. interior side yard setback	1.2m with 0m for attached units (townhouses)		
Permitted projections	Air conditioner condenser not permitted per Table 65	Air conditioner condenser allowed as permitted projection in corner side yard	Air conditioner condenser allowed as permitted projection in corner side yard

Area B, Rear-lane townhomes – Proposed Zoning: R3YY [YYYY]

The proposed zoning for the R3YY [YYYY] zone would include seven (7) exceptions from the existing base R3YY zone, which are highlighted in light blue, and compared with the proposed R3YY [XXXXa] zone in Submission 1, below:

Zoning performance standard	Base R3YY Zoning	Proposed Exceptions	
		Submission 1, R3YY [XXXXa]	Submission 2, R3YY [YYYY]
Min. lot width	6 metres	6 metres	5.5 metres
Min. lot area	150 m ²	60 m ²	120 m ²

Zoning performance standard	Base R3YY Zoning	Proposed Exceptions	
		Submission 1, R3YY [XXXXa]	Submission 2, R3YY [YYYY]
Max. height	12 metres		
Min. front yard setback	6 metres	3 metres	4.5 metres
Min. corner side yard setback	4.5 metres	2.5 metres	2.5 metres
Min. rear yard setback	6 metres	0 metres	5 metres
Min. interior side yard setback	1.2m with 0m for attached units (townhouses)		
Permitted projections	Air conditioner condenser not permitted per Table 65	Air conditioner condenser allowed as permitted projection in corner side yard	Air conditioner condenser allowed as permitted projection in corner side yard
Aisle and driveway provisions s. 107(8)(b)(ii)	the area of the driveway does not exceed the greater of: / 50 per cent of the area of the yard in which it is located, or / 2.6 metres times the depth of the yard in which it is located.		Where a lot contains a townhouse dwelling and a parking space is accessed from a driveway within the rear yard, a maximum of 72 per cent of the area of the rear yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway.

Area C, Back-to-back townhomes – Proposed Zoning: R3YY [ZZZZ]

The proposed zoning for the R3YY [ZZZZ] zone would include five (5) exceptions from the existing base R3YY zone, which are highlighted in light blue, and compared with the proposed R3YY [XXXXa] zone in Submission 1, below:

Zoning performance standard	Base R3YY Zoning	Proposed Exceptions	
		Submission 1, R3YY [XXXXa]	Submission 2, R3YY [ZZZZ]
Min. lot width	6 metres	6 metres	6 metres
Min. lot area	150 m ²	60 m ²	80 m ²
Max. height	12 metres		
Min. front yard setback	6 metres	3 metres	3 metres
Min. corner side yard setback	4.5 metres	2.5 metres	2.5 metres
Min. rear yard setback	6 metres	0 metres	0 metres

Zoning performance standard	Base R3YY Zoning	Proposed Exceptions	
		Submission 1, R3YY [XXXXa]	Submission 2, R3YY [ZZZZ]
Min. interior side yard setback	1.2m with 0m for attached units (townhouses)		
Permitted projections	Air conditioner condenser not permitted per Table 65	Air conditioner condenser allowed as permitted projection in corner side yard	Air conditioner condenser allowed as permitted projection in corner side yard

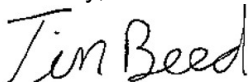
The proposed revised Zoning By-law Amendment will allow for the subdivision to be developed as planned, and developed in a sustainable, and appropriate manner that meets the intent of the parent R3 zone.

Conclusion

It is Fotenn's professional opinion that the revised proposed Zoning By-law Amendment for the proposed subdivision represents good planning and is in the public interest for the following reasons:

- / The proposed development is remains consistent with the Provincial Policy Statement (2020) by providing additional housing within an established, serviced neighbourhood, which will make more efficient use of existing infrastructure and contribute to reducing the need to expand the City's existing settlement areas;
- / The proposal remains in conformance to the Official Plan (2003, as amended), including those policies which support intensification in existing urban areas. The subject lands are designated General Urban Area, which permits a range of uses including the proposed townhouse use. The proposed subdivision is compatible with the surrounding context, which includes existing low-rise townhouses that are similar in character to the proposed townhouses;
- / The proposed development continues to meet the proposed policies of the City's New Official Plan (November 2021);
- / The revised concept plan and unit make-up continues to adhere to the overall direction of the Mer Bleue Community Design Plan and improves upon the pedestrian realm along Gerry Lalonde Drive through providing additional units with direct and active frontage along the public R.O.W.
- / The proposed subdivision continues to meet a number of the Building Better and Smarter Suburbs Strategic Directions (2015) and the City's Design Guidelines for Low-Rise Infill Housing (2012);
- / The revised proposed Zoning By-law Amendment would apply a zoning framework to the proposed townhouse blocks that is compatible with the existing neighbourhood with respect to minimum lot width, minimum yard setbacks, and maximum building height; and
- / The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, environmental, and noise-related reports.

Sincerely,



Timothy Beed, MCIP RPP
Senior Planner