



37 Wildpine Court

Planning Rationale Addendum 2
Zoning By-law Amendment & Plan of Subdivision
January 19, 2024



Prepared for Latitude Homes, a division of Zayoun Group

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January 2024

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1.0 Introduction	2
2.0 Changes to the Proposed Development	3
3.0 Policy & Regulatory Framework	5
4.0 Proposed Zoning By-law Amendment	11
5.0 Conclusion	13

1.0 Introduction

Fotenn Planning + Design ('Fotenn') previously prepared a Planning Rationale dated September 20, 2021, in support of Zoning By-law Amendment (ZBLA, D02-02-21-0106), Plan of Subdivision (D07-16-21-0030), and Plan of Condominium applications for the lands municipally known as 37 Wildpine Court in the Stittsville community of the City of Ottawa (the "subject site"). A Planning Rationale Addendum dated June 28, 2023 was prepared in support of the Zoning By-law Amendment and Plan of Subdivision applications. The Plan of Condominium application was withdrawn at that time.

In support of a revised development proposal for a four-storey apartment building and semi-detached dwelling on the subject site, Fotenn has prepared this Planning Rationale Addendum as part of the resubmission package amending the Planning Act applications. A Site Plan Control application will be submitted at a later date, following completion of these applications.

This Addendum should be read in conjunction with the original September 2021 Planning Rationale and the June 2023 Planning Rationale Addendum. All opinions and findings of the original report remain valid, except as otherwise described below.

1.1 Application History and Summary

In August 2022, Fotenn, on behalf of Latitude Homes, a division of Zayoun Group, submitted a Zoning By-law Amendment application (File no. D02-02-21-0106), Plan of Subdivision (File no. D07-16-21-0030), and Plan of Condominium (File no. D07-04-21-0012) to redevelop the subject site with 27 townhouse units and two (2) semi-detached dwelling units. The proposed development was originally envisioned with a public road connecting Wildpine Court and Ravenscroft Court and a private road extending northwest. The proposal also required a Draft Plan of Condominium application to create a Common Elements Condominium over the private road in the northern portion of the development.

A public consultation was held on December 6, 2021, hosted by Councillor Glen Gower's office. Residents attended to learn more about the project and share their comments and concerns.

During the technical review phase, City staff indicated a preference for two public roads and the plans for a Plan of Condominium was halted. Additionally, issues were identified with the proposed stormwater (SWM) management system, particularly the design of the drainage to Poole Creek to the northeast. Multiple alternative designs were proposed, and throughout 2022 and 2023 the development team met with City of Ottawa and Mississippi Valley Conservation Authority (MVCA) to address SWM impacts.

The design was revised and resubmitted in June 2023. The revised design, which features an apartment building and semi-detached dwelling in place of the previously-proposed layout, achieves several objectives:

- / Consolidates the development form and lot fabric to improve drainage outcomes;
- / Proposes an appropriate density on the subject site that advances Provincial and City housing goals;
- / Meets the 30-metre setback requirement from Poole Creek;
- / Creates a single continuous public road network; and
- / Reduces the number of curb cuts along the new street connection.

Due to the significant changes from Submission 1 to Submission 2, a second public consultation was held on August 30, 2023.

The proposed development has been refined and multiple supporting plans and studies have been updated and are included as part of this resubmission package.

Changes to the Proposed Development

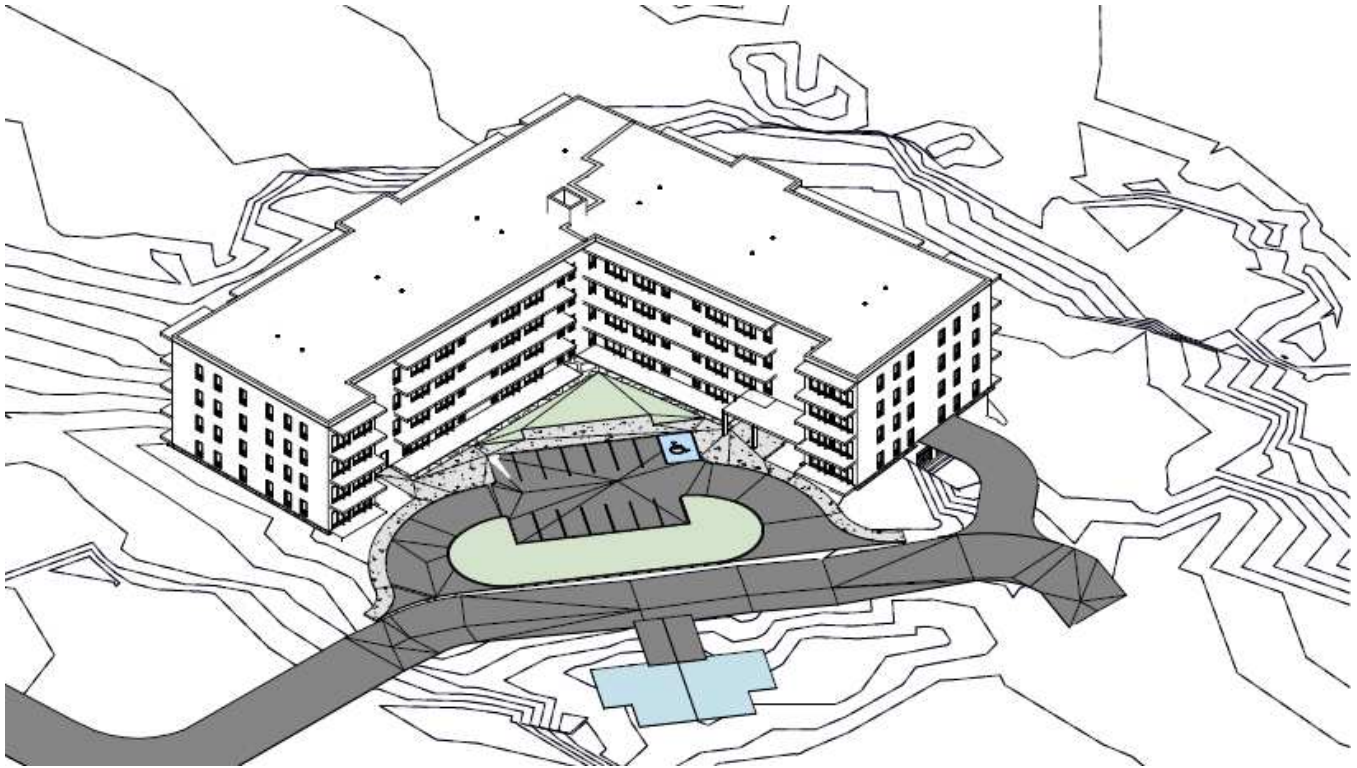


Figure 1: Proposed four-storey low-rise apartment building, with the proposed semi-detached footprints shown in blue

The proposed development has maintained the 'L'-shaped four-storey low-rise apartment building located at the northern portion of the site and semi-detached dwellings located at the southern portion of the site, similar to the previous design. The site plan layout has been adjusted to respond to comments received from the City and the public, including a reconfiguration of the public road to allow a northward shift of the proposed semi-detached dwellings. The intent of the reconfiguration is to increase the rear yard areas and rear yard setbacks for the semi-detached dwellings, improving livability and reducing impacts on neighbouring dwellings.

The resubmission package includes updates to plans and studies to address the changes to the site plan. The revised site plan is shown in Figure 2 below.

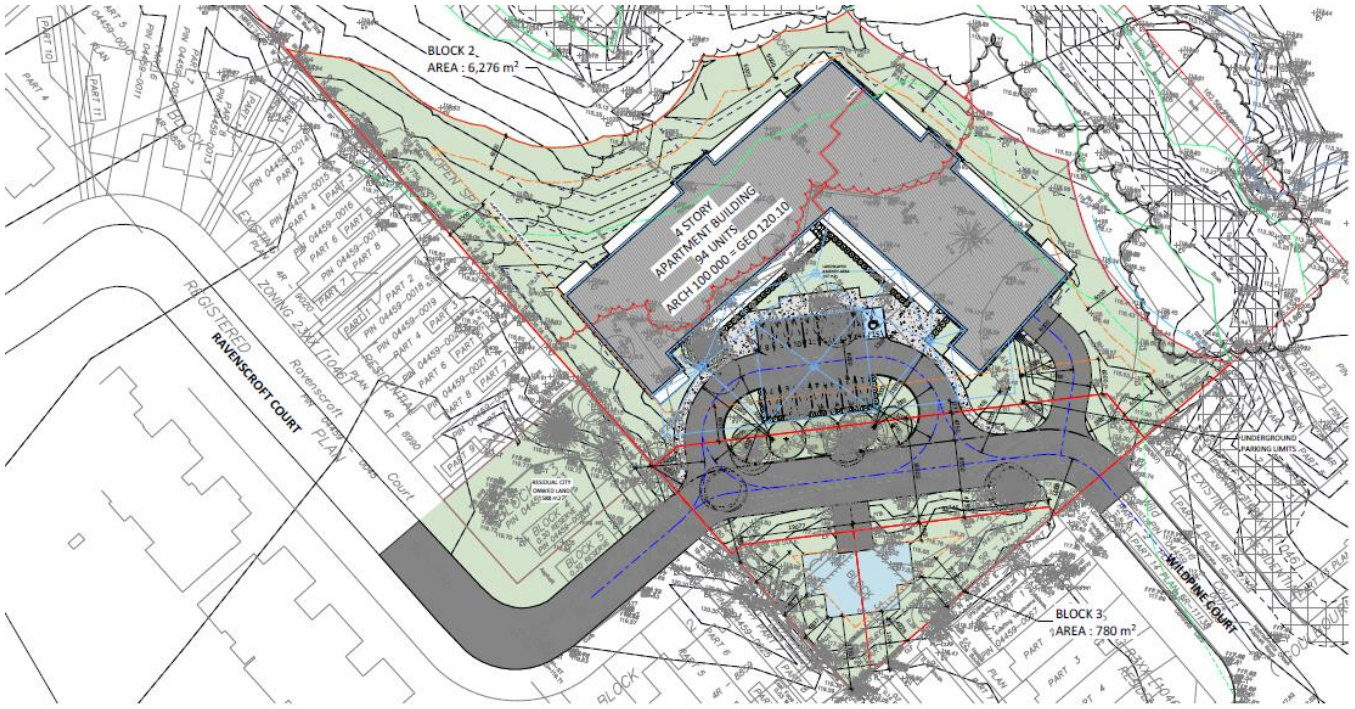


Figure 2: Revised site plan of proposed development

2.1 Draft Plan of Subdivision

A revised Draft Plan of Subdivision has been included in this resubmission package. The revised plan is shown in Figure 3 below.

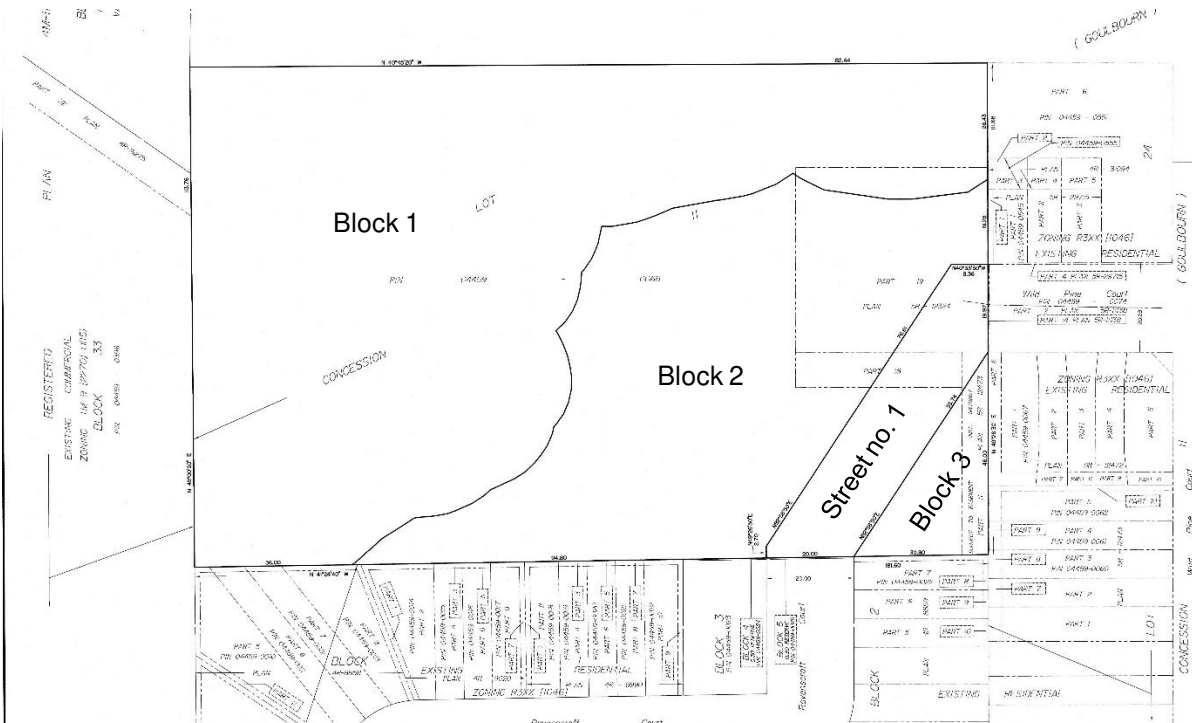


Figure 3: Extract of Draft Plan of Subdivision

3.0 Policy & Regulatory Framework

3.1 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is currently zoned Residential Third Density Zone Subzone XX, exception 1046 (R3XX[1046]). Permitted uses in the R3XX subzone include detached, duplex, link-detached, semi-detached, three-unit, and townhouse dwellings, as well as planned unit development. Exception 1046 stipulates a maximum density of 40 units per hectare. Due to the site redesign, a new subzone has been proposed for the low-rise apartment building, while the semi-detached dwellings are proposed to utilize the R3XX subzone.

A review of Section 54 of the Zoning By-law, which includes the Definitions, was completed to determine the yards of the semi-detached dwellings, shown below in Figure 4. As the low-rise apartment building's lot size is comparable to the previous submission, a revised figure has not been included.

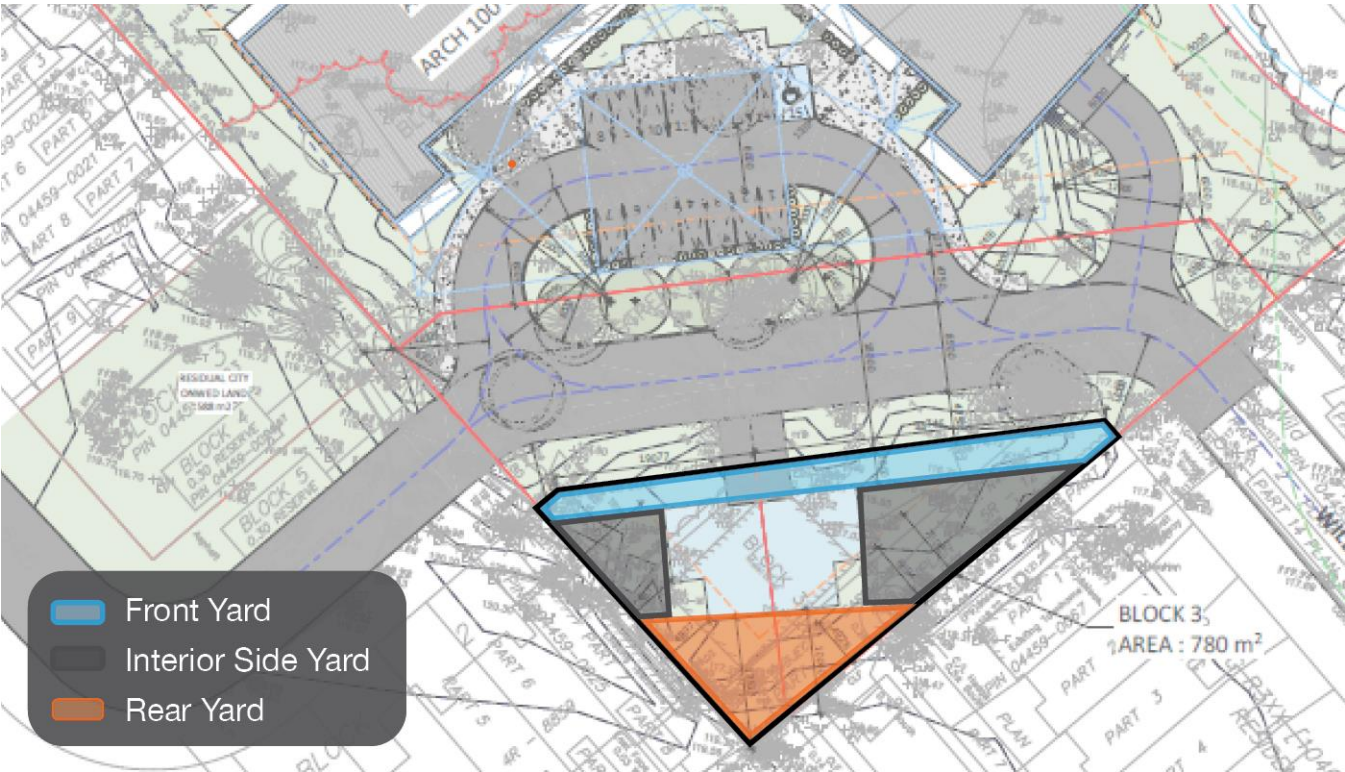


Figure 4: Review of yards based on Zoning By-law definitions for the proposed semi-detached dwellings

Table 1 below provides an evaluation of the proposed development against the provisions of the Residential Fourth Density, Subzone Z (R4Z), while Table 2 provides an evaluation of the semi-detached dwellings against the provisions of the Residential Third Density, Subzone XX (R3XX). Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 1: Proposed R4Z Subzone performance standards and analysis for the low-rise apartment building

R4Z	Requirement	Provided	Compliance?
Minimum Lot Width (m) Table 162A	18 m	88.99 m	✓

R4Z	Requirement	Provided	Compliance?	
Minimum Lot Area (m²) Table 162A	450 m ²	6,410 m ²	✓	
Maximum Building Height (m) Table 162A	15 m	13.8 m	✓	
Minimum Front Yard Setback (m) Table 162A	3 m	6 m	✓	
Minimum Rear Yard Setback (m) Table 164B, endnote 6	6 m	6 m	✓	
Minimum Interior Side Yard Setback (m) Table 162B, endnote 6	For any part of a building located within 21 m of a front lot line the minimum required interior side yard setback is as follows:		--	
	Where the building wall is greater than 11 m in height: 3 m	4.93 m	✓	
	In all other circumstances the minimum required interior side yard setback is 6 m.	6 m	✓	
Landscaped Area Requirement s. 161(8)	30%	64%	✓	
Amenity Area Table 137 s. 137(4)	Total Amenity Area	6m ² per dwelling unit: 564 m ²	Communal amenity: 282 m ² Private balconies/ terraces: 1,234 m ² Total: 1,516 m ²	✓
	Communal Amenity Area	A minimum of 50% of the required total amenity area: 282 m ²	282 m ²	✓
	Layout of Amenity Area	Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Communal room ground floor: 59 m ² Exterior landscaped area: 107 m ² Outdoor amenity: 116 m ²	✓
	Amenity area as part of landscaped area	Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements	Included	✓
Setback from Watercourse	From normal high-water mark: 30 m	30 m	✓	

R4Z	Requirement	Provided	Compliance?
Parking Requirements			
Parking Requirements Area C on Schedule 1A	Min. required resident parking spaces: 1.2 parking spaces/ dwelling unit, less 10% (94 units * 1.2) -10% = 102 resident parking spaces	Proposed to utilize a minimum rate of 1.0 parking space/ dwelling unit 94 parking spaces	x
	Min. required visitor parking spaces: 0.2 parking spaces/ dwelling unit 94*0.2 = 19 visitor parking spaces	19 visitor parking spaces	✓
Vehicle Parking Space Dimensions s. 106	Must be 2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Aisle and Driveway Provisions s. 107(1)(a), s. 107(1)(c)	Minimum width of double-lane driveway providing access to a parking garage: 6m Maximum width for parking garage serving low-rise apartment dwelling with >20 parking spaces: 6.7 m	6 m	✓
	Width of aisles in a parking garage for parking oriented at 90°: 6 m	6 m	✓
Location of Parking s. 109(3)(a)	In the R4 zone, no parking space is permitted in a required and provided front yard	Visitor parking located in the front yard	x
Landscaping Provisions for Parking Lots s. 110(1)	Minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area comprised of the following: A landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway	Perimeter landscaping around parking lot provided.	✓

R4Z	Requirement	Provided	Compliance?
	may cross the landscaped buffer; and in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.		
Minimum Required Width of a Landscaped Buffer of a Parking Lot, 11-99 parking spaces Table 110	Abutting a street: 3 m	Abutting a street: 3 m	✓
Bicycle Parking s. 111	0.5 per dwelling unit: 94 dwelling units * 0.5 = 47 bicycle parking spaces	23 outdoors 60 indoors = 83 bicycle parking spaces	✓
Bicycle Parking Space Dimensions s. 111(8A) and (8B), Table 111B	Stacked: 0.37 m wide Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m (Max 50% of required spaces)	Stacked: 0.43 m wide Horizontal: 0.6 m by 1.8 m	✓
Bicycle Parking Access Aisle Width s. 111(9)	1.5 m	1.5 m	✓
Minimum Number of Bicycle Parking Spaces Provided Horizontal, at Ground Level s. 111(11)	50% of required = 24 horizontal bicycle parking spaces	23 horizontal spaces outdoors 10 horizontal space indoors 25 stacked parking spaces (lower level) = 58 horizontal bicycle parking spaces	✓
Maximum Number of Bicycle Spaces Located in a Landscaped Area s. 111(7)	15 or 50% of required bicycle parking spaces, whichever is greater = 24 bicycle parking spaces may be provided in landscaped area	23 bicycle parking spaces provided outdoors in landscaped area	✓

Table 2: Proposed R3XX Subzone performance standards and analysis for the proposed semi-detached dwellings

R3XX[1046]	Requirement	Provided	Compliance?
Maximum Net Density [1046]	40 units/ ha	2 units/ 0.07 ha = 28 units per hectare	✓
Minimum Lot Width (m) Table 160A	7 m	West lot: 20.8 m East lot: 35.03 m	✓
Minimum Lot Area (m²) Table 160A	190 m ²	West lot: 337.55 m ² East lot: 442.44 m ²	✓
Maximum Building Height (m) Table 160A	11 m	8.6 m	✓
Minimum Front Yard Setback Table 160A	6 m	3 m	✗
Minimum Rear Yard Setback Table 160A	7.5 m	4.9 m	✗
Minimum Interior Side Yard Setback Table 160A	0.9 m	4.9 m	✓
Minimum Required Parking Spaces	1 per dwelling unit	1 per dwelling unit	✓
Minimum Parking Space Dimensions	Must be 2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Driveway Provisions s. 107(3)(a)	Minimum width: 2.6 m	3.1 m	✓

3.2 Parkland Dedication

The developable site area is lower than the number shown per the calculation provided by the city; according to the Draft Plan of Subdivision, the area of the three proposed Blocks are as follows:

Table 3: Blocks and areas, extracted from the Draft Plan of Subdivision

Block	Description	Area	
Street no. 1	Proposed street to connect Ravenscroft and Wildpine	1,303 m ²	13,395 m ²
Block 1	Non-developable lands	12,092 m ²	
Block 2	Low-rise apartment building	6,410 m ²	7,118 m ²
Block 3	Townhouse block	708 m ²	
Total		20,513 m ²	

The developable area is comprised of Blocks 2 and 3, which have a total area of 7,118 m². Since the previous submission, the area of Block 2 has been reduced from 7,713 m² to 6,410 m², resulting in a lower parkland dedication calculation. Cash In-lieu calculations are provided below.

Table 4: Proposed revised Parkland Dedication Conveyance Table

Development Type	Units	Rate	Site Area (m²)	Parkland Dedication Requirement (m²)
Residential (Semi-Detached)	2	1 ha parkland per 1,000 units	N/A	20 m ²
Residential (Apartment)	94	1 ha parkland per 1,000 units up to 10%	6,410 m ²	641 m ²
Total m²				661 m ²
Total Parkland Dedication Requirement (CIL):				661 m²

4.0 Proposed Zoning By-law Amendment

4.1 R4Z[XXX]

To facilitate the proposed development, a Zoning By-law Amendment is being submitted to rezone the northern parcel to Residential Fourth Density, Subzone Z, Special Exception XXX (R4Z [XXX]). The special exception would address site-specific performance standards in the following areas:

Minimum Resident Parking Rate

A rate of 1.0 parking spaces per dwelling unit and 94 parking spaces are proposed when 1.2 parking spaces per dwelling unit and 103 parking spaces are required. This reduction is consistent with parking rates applied on similar projects in Stittsville, as well as other parts of Ottawa.

The 1.2-space requirement is also inconsistent with the 1.0-space requirement for similar developments in other areas of Ottawa (including the rural area), and the 1.0-space requirement for other building types, such as dwelling units in mixed-use buildings. The requested rate change intends to align the requirement with these other contexts, market realities, and efficiency imperatives.

Location of Parking

The design of the building is strategic to reduce massing impacts on neighbours and the public realm, as well as to move vehicular parking away from the sensitive environmental areas to the rear. Whereas a parking lot would be permitted in the rear yard, a location in the front yard is less environmentally impactful and provides for visitor parking in an accessible and identifiable location. Landscaping will be provided to mitigate visual impacts.

4.2 R3XX[XXX]

The Zoning By-law Amendment also seeks to rezone the southern parcel to “Residential Third Density, Subzone XX, Exception XXX (R3[XXX])”. Although the R3XX[1046] zoning is already in place, the special exception would provide relief from the minimum front yard setback provision, as detailed below:

Minimum Front Yard Setback

Whereas a 6-metre front yard setback is required, a setback of 3 metres is provided. The reduced setback results primarily from the need to accommodate an appropriate rear yard setback on a triangular-shaped lot, favouring a more northward siting of the dwellings. The reduced setback is appropriate for the following reasons:

- / While the semi-detached dwellings frame the public street connection and continue the streetscape, the angle of the right-of-way at this location ensures that the reduced setback does not appear inconsistent with the siting of adjacent dwellings to the west and south.
- / In addition to the designated parking spaces located in the garage of the dwellings, there is sufficient space to park a vehicle in the driveway to accommodate visitors. Continuing the existing roadway width along the public street connection, the distance between the garage door of the semi-detached dwellings and the roadway edge is a total of 7.5 metres, which is greater than the minimum length of a parking space, 5.2 metres. Consequently, most standard-sized vehicles will be able to fit in the driveway without encroaching onto the public road.
- / The shallower front yard setback permits more useable rear and side yards and increases the separation distance between the two semi-detached dwellings and adjacent dwellings.

Minimum Rear Yard Setback

Due to the shape of the lot, relief is sought for the rear yard setbacks. Whereas 7.5 metres is required, 4.9 metres is provided at the narrowest point, an improvement of 1 additional metre from the previous design. In some locations, the

minimum required rear yard setback of 7.5 metres is provided; 10.0 metres and 12.5 metres are provided at the widest points, which ensures adequate separation distance from nearby dwellings.

The rear yard configuration will continue to provide adequate private amenity space for occupants of the dwelling.

5.0 Conclusion

It is Fotenn's professional opinion that these applications represent good land use planning and are in the public interest. The development is in the public interest for the following reasons:

- / The proposal is consistent with the policies of the Provincial Policy Statement (2020);
- / The proposed development conforms to the City of Ottawa Official Plan (2022) policies by proposing a compatible low-rise residential development, contributing to a range of housing types, tenures and choice in the area;
- / The proposed apartment building and the semi-detached dwellings comply with the majority of performance standards in the R4Z subzone and the R3XX subzone, respectively;
- / The relief requested for both buildings are reasonable and appropriate;
- / The proposed development is supported by technical studies.



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