



1927 Maple Grove Road

Planning Rationale
Zoning By-law Amendment + Plan of Subdivision
October 4, 2021



Prepared for Maple Grove Towns Inc.

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Maple Grove Towns Inc., a division of Zayoun Group (“the Owner”) to prepare a Planning Rationale in support of Major Zoning By-Law Amendment and Plan of Subdivision applications for the property municipally known as 1927 Maple Grove Road in the Stittsville community of the City of Ottawa (the “subject lands”). The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine the appropriateness of the proposal.

1.1 Application Summary

The Owner is proposing to subdivide the subject lands to accommodate 38 dwelling townhouse units through a Draft Plan of Subdivision. Additionally, a Zoning By-law Amendment is proposed to replace the Development Reserve (DR) zoning applicable on the property.

The following zoning is proposed:

- / **Residential Third Density Zone, Subzone YY, with Site Specific Exceptions (R3YY[XXXX])** to permit the development of the proposed townhouses.
- / The proposed site-specific exception includes:
 - A minimum corner side yard setback of 2.5 metres, where as a minimum of 4.5 metres is required;
 - A minimum lot width of 5.8 metres, where as a minimum of 6.0 metres is required; and
 - A minimum front yard setback of 5.2 metres, whereas a minimum 6.0 metres is required.

2.0 Site Context and Surrounding Area

2.1 Subject Lands



Figure 1: Context Map.

The subject lands, municipally known as 1927 Maple Grove Road, are located in the Stittsville community (Ward 6) of the City of Ottawa. The lands currently accommodate one detached two-storey dwelling, an accessory structure, and swimming pool.

The subject lands are legally described as PART OF LOT 1, CONCESSION 1, Geographic Township of Huntley, City of Ottawa. The lands have an area of 0.89 hectares, with 73.18 metres of frontage along Maple Grove Road. The majority of the property features natural vegetation.

2.2 Area Context

North:

To the immediate north of the subject land is the property municipally known as of 1919 Maple Grove Road, for which applications for plan of subdivision and Zoning By-law Amendment are active to permit a range of residential dwelling types (applications D07-16-19-0018 and D02-02-18-0100). Further development by other landowners is proposed north of 1919 Maple Grove, including a right-of-way allowance to accommodate the forthcoming extension to Stittsville Main Street.

East:

To the east of the subject lands is the southern portion of 1919 Maple Grove Road, as well as a residential subdivision that was primarily constructed in 2014/2015 and comprised of mainly low-rise townhouses and detached dwellings. Approximately two (2) kilometres to the east of the subject lands are 'The Shops at Fairwinds,' a large-format retail shopping centre at the intersection of Hazeldean Drive and Huntmar Drive.

The shopping centre is comprised of a variety of retail and service uses such as a grocery store, bank, pharmacy and other commercial uses.

South:

To the immediate south of the subject lands is Maple Grove Road, beyond which is a residential subdivision primarily comprised of townhouses and detached dwellings. South of the residential subdivision, commercial uses are present along on Hazeldean Road and Stitsville Main Street. Commercial uses include banks, grocery stores, and restaurants. Other uses south of the subject lands include multiple parks within the subdivision and recreational facilities.

West:

To the west of the subject lands is one rural residential property and a forthcoming residential subdivision at 1981 Maple Grove Road. Other uses in the area include recreational facilities and parkland.



Figure 2: Subject lands and surrounding area.



Figure 3: View looking east on Maple Grove Road in front of the subject lands.



Figure 4: View of similar housing design typology to the proposed development on Maple Grove Road, east of the subject lands.

2.3 Road Network

As shown in Figure 5, the subject lands are classified as a Collector Road on Schedule E (Urban Road Network) of the Official Plan. Collector roads connect communities and distribute traffic between the arterial system and the local road system. East of the subject lands, Maple Grove Road becomes an Arterial Road at the intersection of Maple Grove Road and Huntmar Drive. North of Maple Grove Road, Huntmar Drive is designated as an Arterial Road, connecting to Highway 417. An extension to Stittsville Main Street is proposed north of the subject property, along the northern edge of 1919 Maple Grove Road.

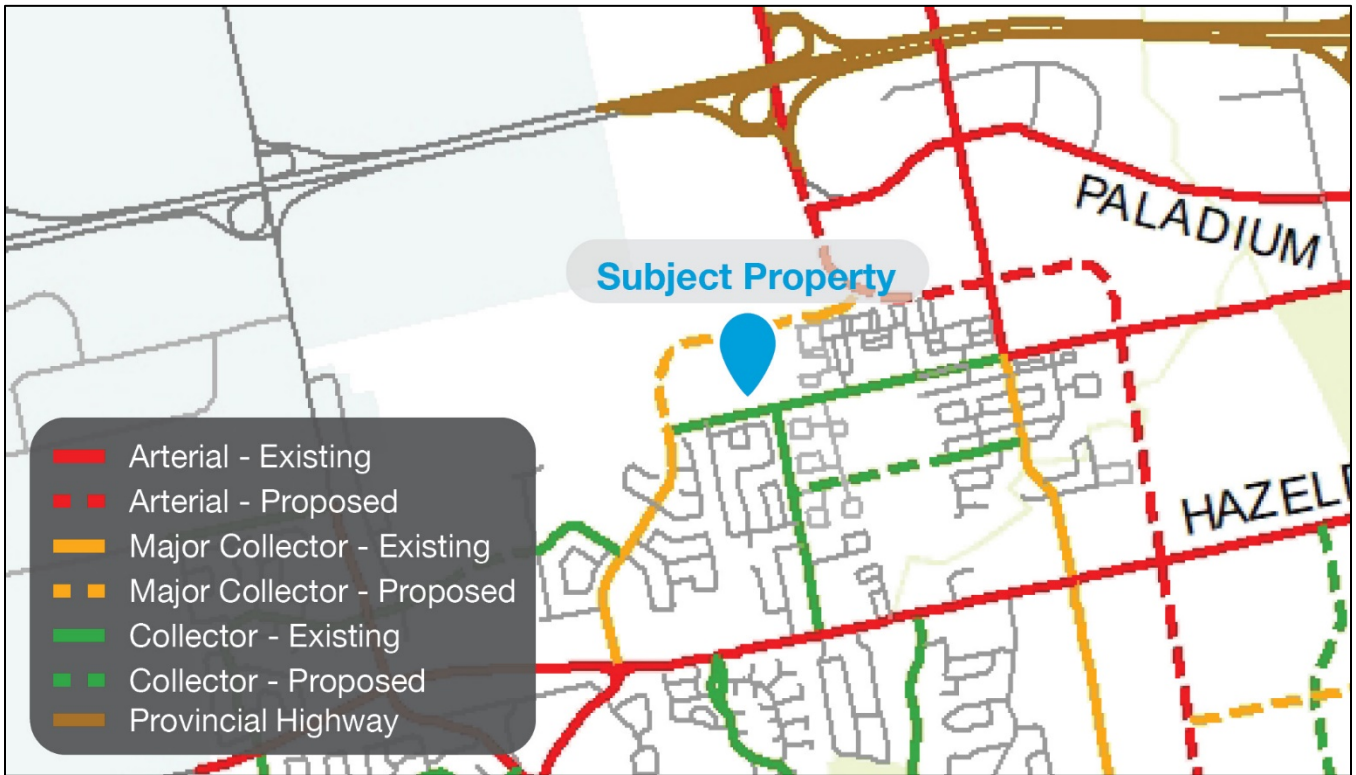


Figure 5: City of Ottawa Official Plan - Schedule E Urban Road Network.

2.4 Cycling Network

The subject lands are located near a Multi Use Pathway as shown in Schedule C (Primary Urban Cycling Network) of the Official Plan. Figure 6 below shows the network of Spine Routes, Multi-Use Trails, and Cross-Town Bikeways near the subject lands. Terry Fox Drive and Hazledean Road are both identified as Cross-Town Bikeways, as well as a Spine Route and Multi Use Pathway, respectively. Further, additional Spine Routes are found on Hazeldean Road and Huntmar Drive. These routes are further interconnected with the City and National Capital Commission's (NCC) off-road paths and trails.

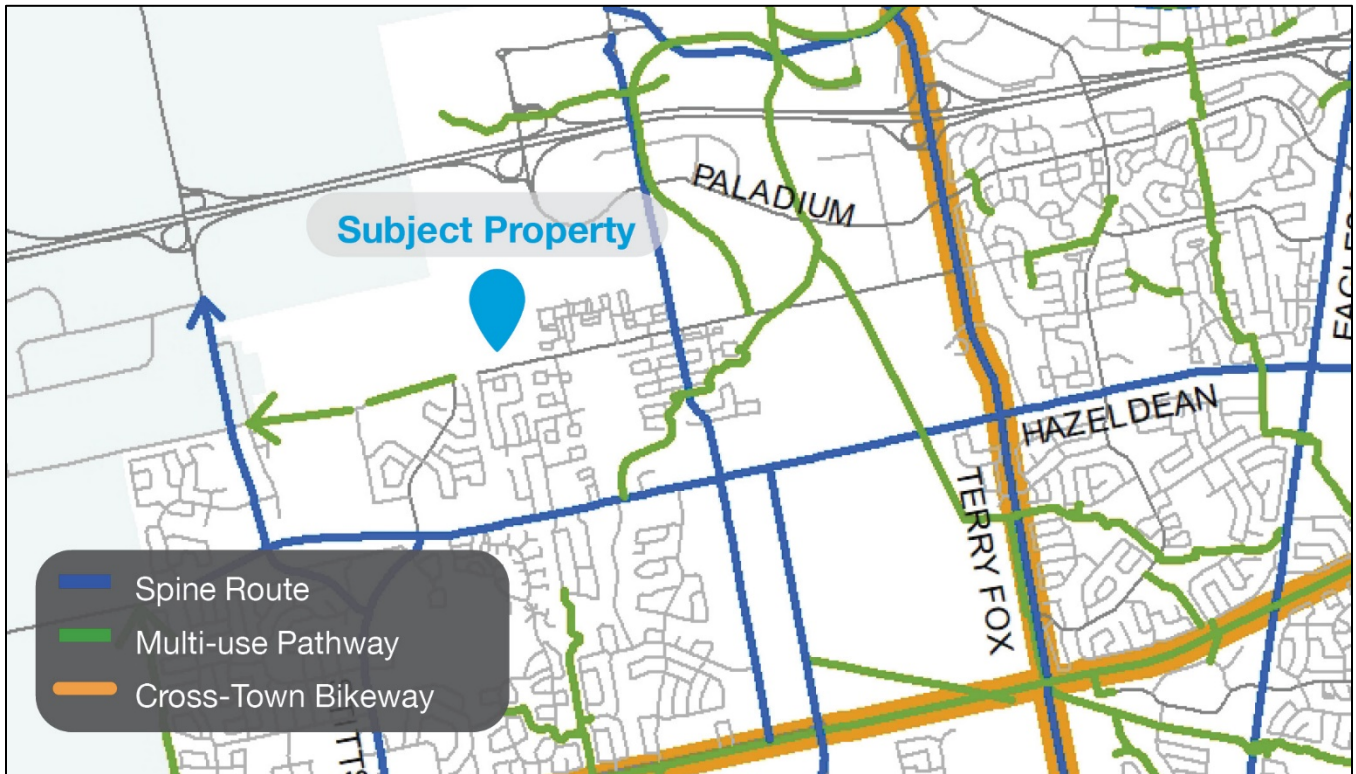


Figure 6: City of Ottawa Official Plan - Schedule C Primary Urban Cycling Network.

2.5 Transit Network

The subject lands are located approximately 1.4 kilometres from a future Bus Rapid Transit Station located at Maple Grove Road east of Huntmar Drive (Figure 7). Locally the subject lands are served by transit service routes 61, 62, 261, 262, and 263.

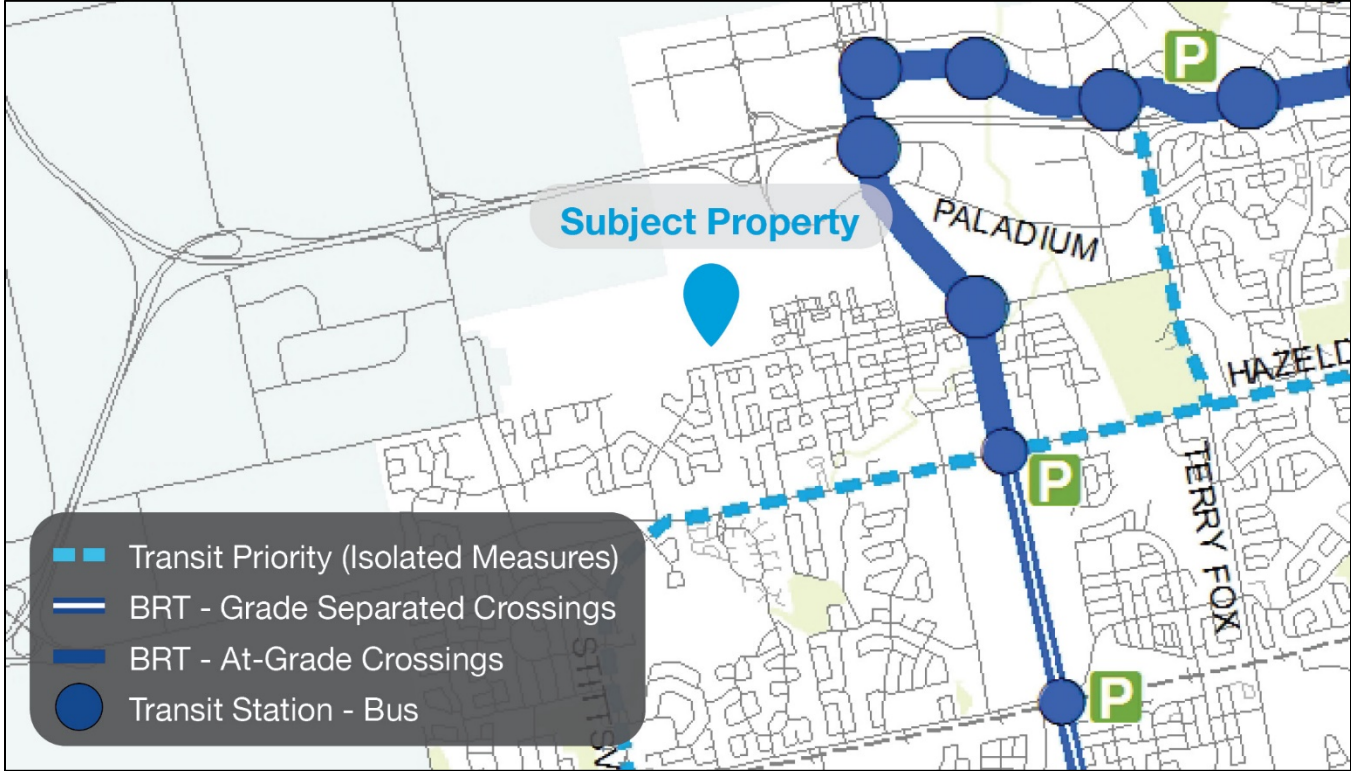


Figure 7: City of Ottawa Official Plan - Schedule D Rapid Transit Priority Network.

3.0 Proposed Development

The proposed development includes 38 townhouse units as illustrated in Figure 8 below. All 38 units will feature driveways, many of which are paired shared to maximize greenspace in front yards.

The proposed development includes six blocks of townhouses including four six-unit buildings and two seven-unit buildings.

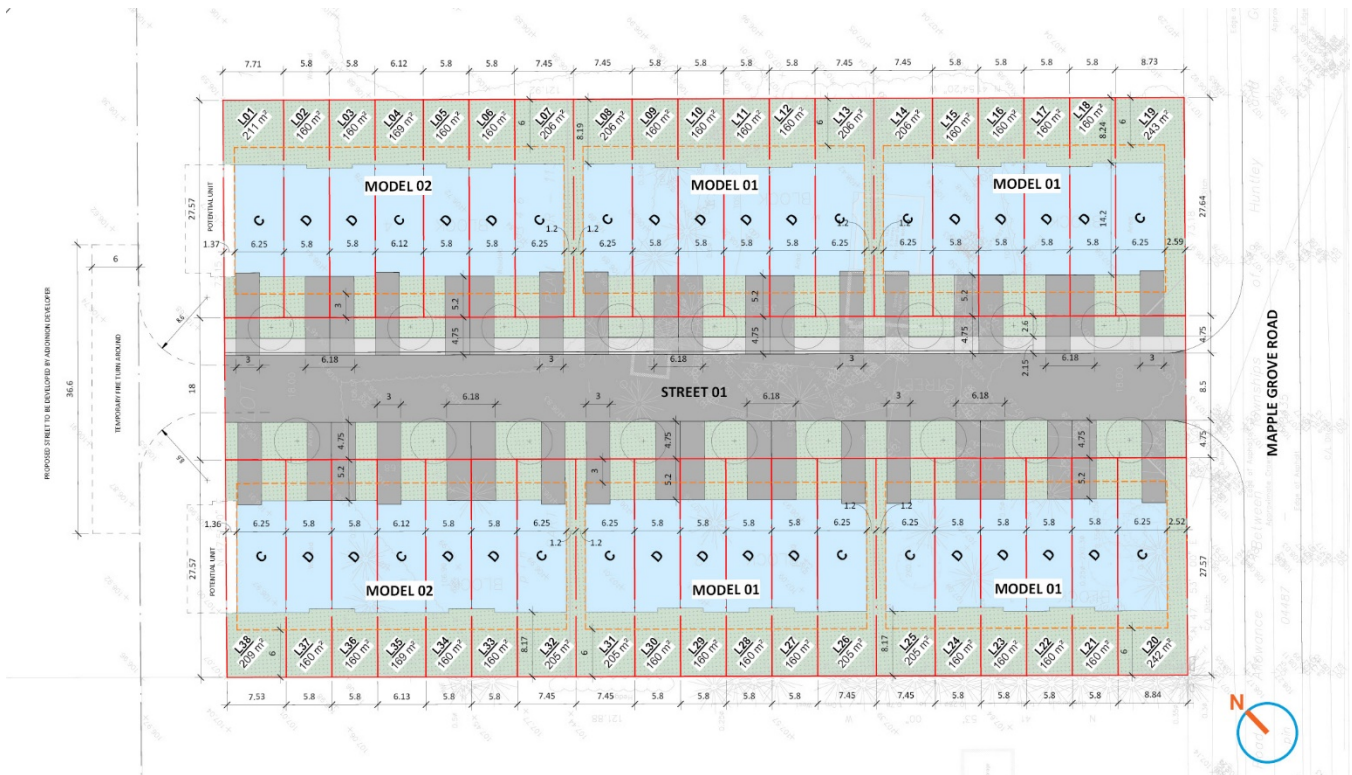


Figure 8: Proposed Concept Plan.

The proposed development will also connect Maple Grove Road (via Street 01 as noted on the Concept Plan) to a future developed street to the north on the 1919 Maple Grove lands.

3.1 Building Design

The following elevation drawings illustrate the different product types proposed for each area of the development, corresponding to the Townhouse Model types identified above and illustrated on the Site Plan.

Each model of the townhouse is similar in its design, featuring an inset garage with space for one vehicle next to the principal entrance, as well as a rear yard amenity space.



Figure 9: Rendering of proposed Model 1 developments (six units).



Figure 10: Rendering of proposed Model 2 development (seven units).

3.2 Draft Plan of Subdivision

A Draft Plan of Subdivision will be required to create the public street and the development blocks proposed to accommodate the dwellings. Each block proposed as part of the Plan of Subdivision is identified in Figure 11 below, with the area of each shown in the following table:

Block	Area (m ²)
1	1,075.6
2	1,051.0
3	1,223.4
4	1,224.8
5	1051.0
6	1075.7
Street No. 1	2,219.8

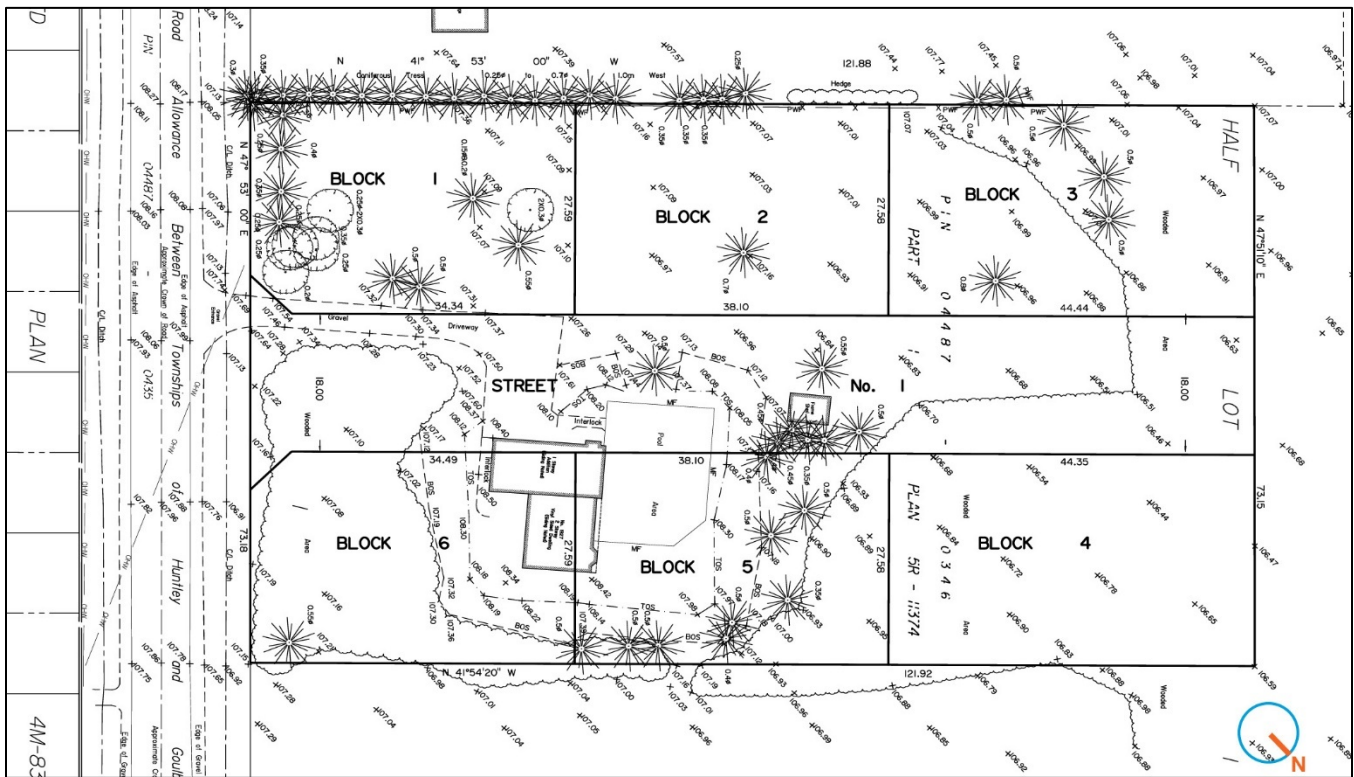


Figure 11: Proposed draft plan of subdivision.

4.0 Policy and Regulatory Framework

4.1 Planning Act (1990)

The Ontario Planning Act regulates land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. The proposed development meets the applicable criteria:

(a) The effect of development of the proposed subdivision on matters of provincial interest

- / The proposed development is consistent with matters of provincial interest in Section 2 of the Planning Act, including:
 - The orderly development of safe and healthy communities;
 - The adequate provision of a full range of housing;
 - The appropriate location of growth and development; and
 - The promotion of good built form.

(b) Whether the proposed subdivision is premature or in the public interest

- / The proposed development is reasonable, appropriate, and in the public interest, as outlined in this Planning Rationale.

(c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision

- / The proposed development conforms with the policies of the Official Plan and integrates with surrounding subdivisions.

(d) The suitability of the land for the purposes for which it is to be subdivided

- / As confirmed through a Geotechnical Investigation and Phase I Environmental Site Assessment, the subject property is suitable for the proposed development.

(e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them

- / The condition and design of the public streets abutting the subject property are adequate and appropriate for the anticipated vehicular traffic generation. The proposed public street in the subdivision features a standard cross-section for a local road in the City of Ottawa.

(f) The dimensions and shapes of the proposed lots

- / The proposed lots are consistent with the surrounding lot fabric and are appropriate to accommodate the proposed land uses.

(g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land

- / A Zoning By-law Amendment application is submitted to apply site-specific performance standards to the subdivision.

(h) Conservation of natural resources and flood control

- / Stormwater management is proposed within the development, as outlined in submitted civil engineering materials.

(i) The adequacy of utilities and municipal services

- / As confirmed through submitted civil engineering plans and studies, including the Assessment of Adequacy of Services report, public services and utilities are adequate to accommodate the proposed development.

The proposed development meets the criteria for subdivisions established in the Planning Act.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) is issued under Section 3 of the *Planning Act* and came into effect May 1, 2020, replacing the PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are analyzed below.

1.1.1 Healthy, liveable and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / 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;
- / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / 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;
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and
- / promoting development and land use patterns that conserve biodiversity.

1.1.3.1 Settlement areas shall be the focus of growth and development

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / efficiently use land and resources; and
 - / 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.
- 1.1.3.4** Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.6** 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 services facilities.
- 1.4.3** 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:
- / permitting and facilitating:
 - 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; and
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - / 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;
 - / 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; and
 - / establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- 1.5.1** Healthy, active communities should be promoted by:
- / planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and
 - / 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.
- 1.6.1** Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.
- Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- / financially viable over their life cycle, which may be demonstrated through asset management planning; and
- / available to meet current and projected needs.

1.6.6.1 Planning for sewage and water services shall:

- / accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

1.6.6.2 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.

1.6.6.7 Planning for stormwater management shall:

- / be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- / minimize, or, where possible, prevent increases in contaminant loads;
- / minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- / mitigate risks to human health, safety, property and the environment;
- / maximize the extent and function of vegetative and pervious surfaces; and
- / promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

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.

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.7.1 Long-term economic prosperity should be supported by:

- / encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

The proposed development conforms with the policies of the PPS, as it provides new opportunities and choices for housing in a settlement area that is serviced by infrastructure, including central water supply, central wastewater collection, elementary schools, roads, transit, and open space. Proposed infrastructure is appropriate to the existing

and proposed context. The proposed development recognizes and appropriately mitigates potential impacts to the natural environment.

4.3 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

4.3.1 Managing Growth

The City of Ottawa has targeted 90 percent of the growth in population, jobs and housing to be accommodated within areas designated within the urban boundary in this Plan. These are areas where services are already available or can be readily provided through the logical extension of existing services. This approach makes the best use of existing facilities and services and ensures that new development can be provided with urban facilities and services in the most efficient manner possible.

Section 2.2 of the Official Plan states that "lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function." Section 2.2.2 outlines the following policies with respect to intensification within the urban area that are relevant to the subject lands:

4.3.2 Land Use Designation

The site is designated as General Urban Area on Schedule B Urban Policy Plan of the Official Plan, as shown in Figure 12. As stated in Section 3.6.1 of the Official Plan, the General Urban Area designation permits 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 intent is to permit sustainable communities through a "broad scale of uses," with further delineation of permitted uses articulated in the Zoning By-law.

The City supports infill development and intensification subject to policies regarding building height, compatibility with the existing context and function of the area, proximity to arterial roads and near transit priority corridors, location in areas already characterized by taller buildings, and ability to complement existing patterns and scale of development.

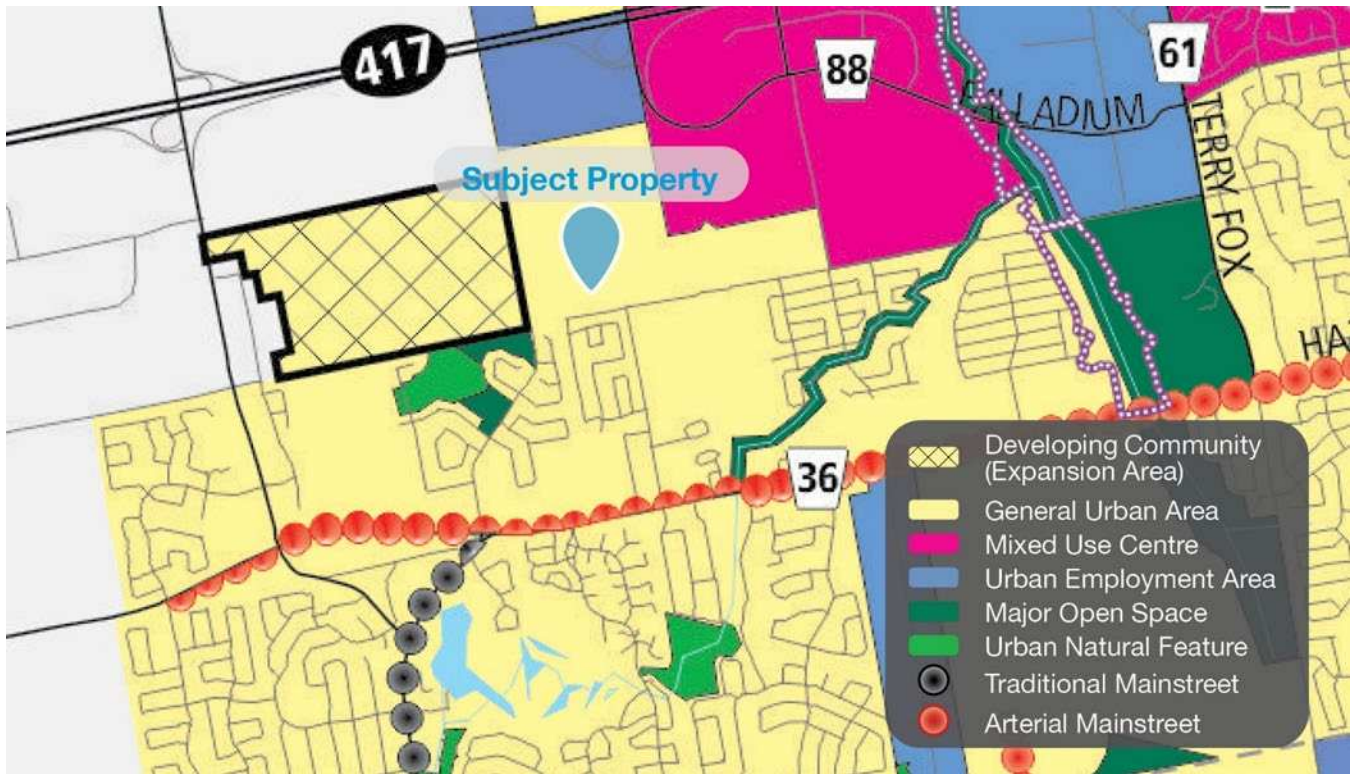


Figure 12: City of Ottawa Official Plan – Schedule B Urban Policy Plan.

Policies related to development in General Urban Areas include:

1. 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.
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.
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:
 - / 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; and
 - / 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.

The proposed development conforms to the above-noted Official Plan policies for the General Urban Area regarding development and growth management. The proposed development introduces new residential greenfield development on mostly vacant, underutilized lands. The residential intensification is low-rise and compatible with consideration to the building form, height, and density of the surrounding context. Ground-oriented multiple unit housing is proposed, which will positively contribute to the existing community character by enhancing and building

upon desirable established patterns of built form in addition to contributing and connecting to other adjacent low-rise developments.

4.3.3 Urban Design Compatibility

Section 2.5.1 of the Official Plan contains design objectives and principles to ensure compatibility. The proposed development is consistent with the following objectives:

1. **Enhance the sense of community by creating and maintaining places with their own distinct identity**
 - / The proposed development maintains the low-rise residential character of the surrounding neighbourhood and creates new housing opportunities;
 - / The architectural design is contemporary and compatible with existing development in the neighbourhood; and
 - / The proposed development makes more efficient use of an underutilized lot in an existing neighbourhood and will connect to other planned developments on adjacent properties, thereby enhancing the sense of community.

2. **Defines quality public and private spaces through development**
 - / The proposed development will create quality private space by orienting new buildings facing the street and creating private rear yard amenity areas for use by residents;
 - / The dwelling units in the proposed development will be adequately landscaped and will animate an underutilized lot in a growing community.

3. **Creates places that are safe, accessible and easy to get to, and move through**
 - / The proposed ground-oriented, street-fronting units will contribute to a pleasant pedestrian realm and will also provide passive surveillance on the street, increasing actual and perceived safety; and
 - / The proposed development's road network will connect the proposed future residential development of the lands north of the subject lands and will contribute to a greater permeability for existing and new residents to access the surrounding community.

4. **Ensure that new development respects the character of existing areas**
 - / The built form of the proposed townhouse units is compatible with the existing townhomes and found in the surrounding area; and
 - / The proposed development creates a sense of human scale through architectural massing, with a maximum height of two storeys.

5. **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 subdivision is representative of evolution that can occur over time in communities. The variety of residential unit types proposed will allow residents at all life stages to be accommodated in the community; and
 - / The proposed development contributes to the diversity of the area's building stock, increasing the variety of housing options.

6. Understand and respect natural processes and features in development design

- / Stormwater management will be captured within the development and directed towards adjacent public rights-of-way.

7. Maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

- / The proposed subdivision adds dwellings on underutilized lands within an existing urban serviced area. As such, the proposed development will result in more efficient use of existing urban land and existing infrastructure, such as pipes, roads, transit, schools, and parkland; and
- / Open space is proposed in the subdivision, including landscaped front, rear, and side yards on each lot. These pervious, landscaped areas will reduce microclimate impacts and allow for water infiltration.

Section 4.11 of the Official Plan outlines a set of established criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development.

Table 1 below provides an evaluation of how the proposed development meets the applicable policies:

Table 1: Evaluation of proposed development design against Urban Design and Compatibility Criteria

Policies	Proposed Development
Views	The proposed development is low-rise and not located within any protected viewsheds.
Building Design	All units are proposed to front directly onto a public street, which maintains the character of the existing neighbourhood and creates a consistent street wall. The maximum height of the proposed development is two storeys, which is consistent with the surrounding neighbourhood.
Massing and Scale	The proposed development's building height, massing, and scale are compatible with the built form of the surrounding neighbourhood. Dwellings in the proposed development feature a maximum height of 11 metres, which is compatible with the applicable zoning and the surrounding existing low-rise neighbourhoods.
High Rise Buildings	The proposed development is a low-rise townhouse typology.
Outdoor Amenity Areas	Similar to the existing townhouses in the area, each of the units in the proposed development will have a rear yard. A patio area is proposed at the rear of each unit to provide access to the rear yard amenity area.
Design Priority Area	No public art is proposed as part of this development.
First Nations Peoples Design Interests	No design features responding to First Nations Peoples Design Interests are included as part of this application.

The proposed development conforms to the policy direction of Section 4.11. The design features of the proposed development will positively contribute to the established neighbourhood's urban fabric, including orienting new

development adjacent to a public road and continuing the development pattern along a new road. The proposed height is consistent with the existing building heights in the surrounding neighbourhood.

4.4 Kanata West Secondary Plan and Kanata West Concept Plan

The Kanata West Secondary Plan provides direction on maximum building heights within the planning area. The Secondary Plan provides the legal framework that supports the Kanata West Concept Plan, which includes a vision, objectives, and planning and design policies and guidelines.

The Kanata West Concept Plan includes detailed information on existing conditions, context, design issues, vision and the intent of policy direction. The height limits for the subject property will follow the maximum building heights set out in the Official Plan designation.

The Concept Plan establishes a vision for the area, aiming to provide a full range of corporate opportunities for knowledge-based businesses, and provide accommodations for the area through a mix of uses.

The subject property is located within the Residential Area A land use district. In Area A, lower density, ground-oriented uses are encouraged to provide a transition in building form to the established low-rise neighbourhoods. Area A permits residential uses, including townhouse dwellings, along with various other uses that serve the immediate needs of the surrounding community.

The Concept Plan stipulates that a close relationship of house to street is encouraged in order to support community interaction while enhancing the pedestrian environment.

The Kanata West Concept Plan outlines a variety of design guidelines that guide the development of the residential area through built form, block pattern and parks and open space. Within Section 4.1.4(6), an urban grid block pattern is envisioned, along with specific building form guidelines such as garage setbacks, ground-oriented units, mix of unit types, and the creation of semi-private spaces along streets.

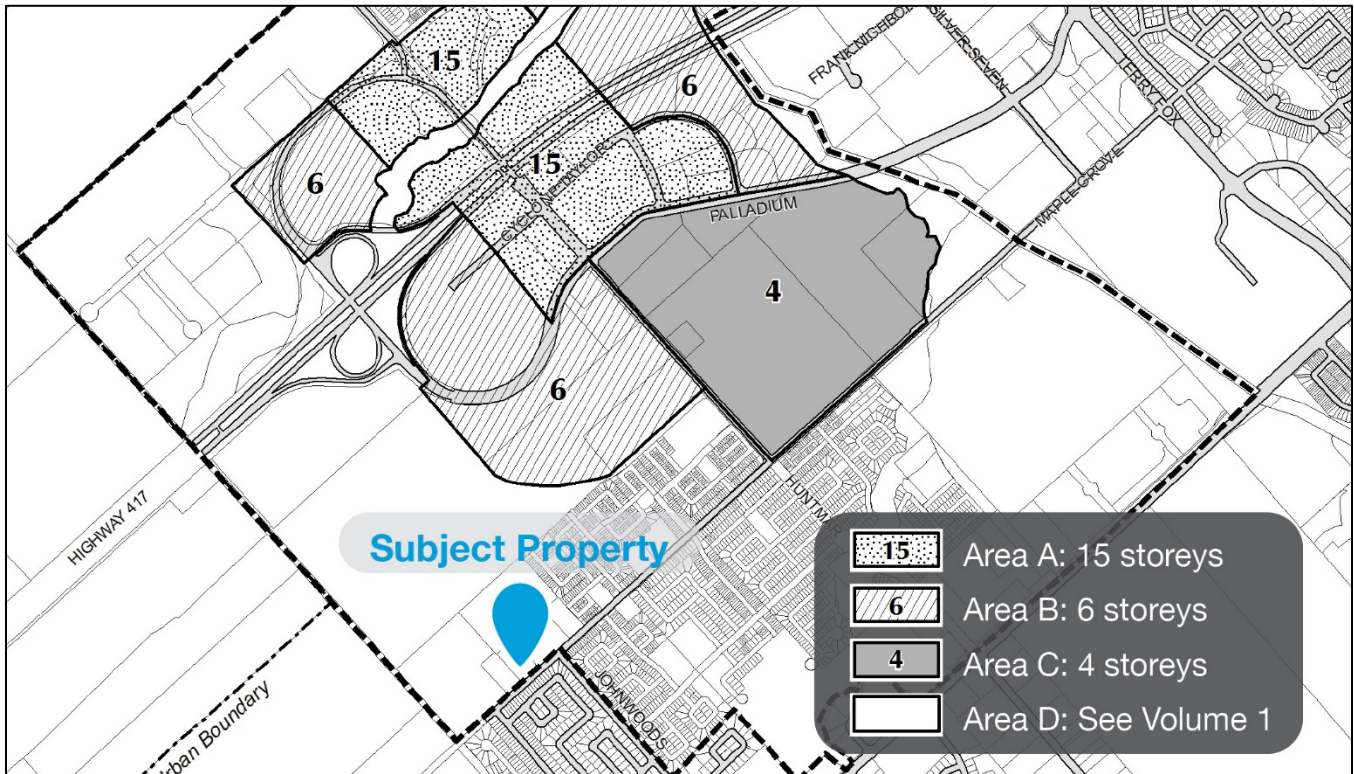


Figure 13: Maximum Building Height Schedule of Kanata West Secondary Plan.

The proposed development meets the policies and directions of the Kanata West Secondary Plan and Concept Plan. The townhouses have been designed in a manner that meets the urban design guidelines in the document and will infill an underutilized property within the planning area to further meet the goals of the Plan.

4.5 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The purpose of Urban Design Guidelines for Greenfield Neighbourhoods is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

- / Selects the most suitable zoning setback and road right-of-way width for the land use context and the road function;
- / Connects new streets to existing streets in adjacent developments;
- / Creates local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length;
- / Locates residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities.
- / Designs building façades so that windows and doors are prominent features that address the street they front;
- / Limits the length of many development blocks to between 150 and 250 metres; and

- / Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.

The proposed Plan of Subdivision and Zoning By-law Amendment advances several of the Urban Design Guidelines for Greenfield Neighbourhoods.

4.6 Building Better and Smarter Suburbs (BBSS) (2013)

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / **Arterial Road Cross-Sections and Collector Road Cross-Section guidelines:**
 - The proposed development does not include the construction of any arterial or collector roads.
- / **Traffic Calming and Pedestrian Priority Measures:**
 - The proposed plan of subdivision facilitates active transportation through neighbourhood public road connections and sidewalks.
- / **Updated Park Development Manual (2017):**
 - A municipal park block is not provided in this development.
- / **Mini-Roundabout Guidelines:**
 - There are no mini-roundabouts proposed in the subdivision.
- / **Pedestrian Crossovers information for new subdivisions:**
 - No pedestrian crossovers are proposed in the development.

In 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / **Street Network and Land Use**
 - A new public street is proposed in this subdivision.
- / **Parks and Open Space**
 - No park blocks are proposed in the proposed subdivision.
- / **Stormwater Management**
 - Stormwater management is proposed for the subdivision.

/ **School Sites**

- No school sites are required to be included in the proposed subdivision.

/ **Parking**

- Each dwelling unit in the proposed subdivision will feature private parking spaces; and
- The driveways are narrow and will be shared to maximize the available front yard space for soft landscaping.

/ **Road Rights-of-Way**

- The proposed road will have an 18-metre right-of-way.

/ **Rear Lanes**

- No rear lanes are included in the proposed development.

/ **Trees**

- New private trees will be proposed in the front yards of the proposed development.

/ **Utility Placement**

- The location of utilities will be determined through the Comprehensive Utility Plan.

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

The subject property is currently zoned “Development Reserve (DR)” in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the DR zone is to recognize lands intended for future urban development in designations such as General Urban Area.

Consistent with the zoning on surrounding lands, a “Residential Third Density Zone with Exceptions (R3YY[XXXX])” zoning is proposed for the subject property.

The purpose of the R3 zone is as follows:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / 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 Exception ([XXXX]) proposed for the townhouses will allow the development to proceed as per the plan of subdivision, which will result in a similar density and built form to the surrounding area. The table below identifies the proposed R3YY zoning provisions.



Figure 14: Zoning of subject lands and surrounding area.

Zoning Mechanism	R3YY Requirement	Provided	Compliance
Minimum Lot Width (m)	6 m	5.8 m	X
Minimum Lot Area (m ²)	150 m ²	160 m ²	✓
Maximum Building Height (m)	12 m	9.8 m	✓
Minimum Front Yard Setback (m)	6 m	5.2 m	X
Minimum Corner Side Yard Setback (m)	4.5 m	2.5 m	X
Minimum Rear Yard Setback (m)	6 m	6 m	✓
Minimum Interior Side Yard Setback (m)	1.2 m	1.2m	✓
Vehicle Parking (residential)	1 per unit = 38	38	✓
Maximum Number of Attached Dwellings	8	7	✓

The proposed development is consistent with the general intent of the R3YY zone, and the Zoning By-law Amendment will accommodate the planned development that is consistent with the policy direction and the surrounding zoning context.

4.7.1 Relief Requested

According to the proposed concept plan and the design of the units, the following relief is requested from the R3YY provisions of the Zoning By-law:

- / **A minimum corner side yard setback of 2.5 metres, where as a minimum of 4.5 metres is required;**
 - The application proposes to reduce the corner side yard setback along Maple Grove Road from 4.5 metres to 2.5. The reduction results from the location of the townhouse block, which prioritizes achievement of the required interior side yard setback between townhouse blocks. This reduction aligns with the corner side yard setback provision of the R3YY[1455] zone, applicable in the established subdivision to the east. As the exception provision would only apply adjacent to Maple Grove Road, a collector road, the reduced setback will be imperceptible.

- / **A minimum lot width of 5.8 metres, where as a minimum of 6.0 metres is required;**
 - The proposed lot widths are 20 centimetres narrower than the required minimum lot width of 6 metres. While 6 metres represents a common standard across the City of Ottawa, there are several subzones that require a minimum of 5.6 metres (Subzones J, N, V, W), and even a minimum of 4.5 metres (Subzones O and Q). Additionally, many recent greenfield subdivisions across Ottawa feature townhouse lot widths of less than 6 metres, as typically enabled through site-specific provisions in Exception Zones. Such units are efficiently constructed and meet a demand in the housing market. The proposed townhouse lots feature widths representing a limited departure from the zoning requirement, while continuing to support Official Plan policies and overall functionality.

- / **A minimum front yard setback of 5.2 metres, where as a minimum 6.0 metres is required.**
 - At 80 centimetres, the requested relief for front yard setback is modest, and exceeds the 3-metre setback requirement in neighbouring subdivisions. The proposed front yard setback of 5.2 metres continues to allow space for a parked car in the driveway, without encroaching in the public right-of-way. The proposed townhouse lots represent a limited departure from the zoning requirement, while continuing to support Official Plan policies and overall functionality.

5.0 Supporting Studies

This section provides an overview of the technical studies that were completed in support of the applications for the development of the subject property. These studies fall into two groups: engineering studies and environmental studies.

5.1 Geotechnical Investigation

EXP Services Inc. prepared a Geotechnical Investigation dated February 1, 2021. The objectives of the Geotechnical Investigation were to determine the subsoil and groundwater conditions on the subject property and to provide geotechnical recommendations for the proposed development. The report revealed that the subsurface condition at the site generally comprises of topsoil, fill, and silty sand to silt with sand extending to depths of 0.8 m to 1.5 m below existing grade. The groundwater table is subject to seasonal fluctuation and may be at higher depths during wet weather conditions.

Based on the results of the investigation, the report finds that residential blocks are expected to be founded either on the glacial till, engineered fill or on the bedrock and recommends that footings should not be founded on two different subgrade materials without a provision of a transition zone or additional reinforcement. The report notes further that the presence of cap rock, weathered rock and fissures should be expected at founding levels, the report further recommends a perimeter drainage system for the proposed townhouse blocks.

5.2 Assessment of Adequacy of Services

J.L. Richards prepared an Assessment of Adequacy of Public Services report dated September 7, 2021. The report's findings include:

Water Servicing

The proposed subdivision can be serviced by a 200 m diameter watermain supplemented by two (2) hydrants. Headloss calculation under peak hour demand, maximum day plus fire flow and maximum hydraulic grade line (HGL) check showed that the pressure and flow constraints have been met.

Wastewater Servicing

The Project Site is tributary to the existing 375 mm diameter sanitary sewer located along Maple Grove Road. The theoretical peak wastewater flow of ± 1.6 L/s was calculated based on the design criteria described in the Ottawa Sewer Design Guidelines and associated Technical Bulletins. The peak flow is consistent with the allocations previously made as part of the Maple Grove Road reconstruction.

Storm Servicing and Stormwater Management

Storm servicing and stormwater management for the subject property is to be developed to limit the 1:100-year post-development flow from the subject lands to the prescribed allowable peak flow at the receiving outlet sewer.

5.3 Noise Impact Assessment

J.L. Richards has prepared a Noise Impact Assessment dated September 3, 2021. The assessment is based on theoretical noise prediction methods that conform to the MOE and City of Ottawa requirements; noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG), and drawings prepared for Zayoun Group. The report assesses noise impacts from surface transportation sources only. No stationary noise sources were noted at the site which would exceed the sound level criteria.

Predicted noise levels are expected to exceed the City of Ottawa ENCG and MOE criteria for the proposed units adjacent to Maple Grove Road. To address these exceedances, the developer has revised the draft plan of subdivision to reduce the reliance of noise barriers as the primary noise mitigation tool. Building orientation and increased separation to the transportation noise source have been used to reduce noise levels for residential units in close proximity to the transportation noise sources.

5.4 Phase I Environmental Assessment

EXP Engineering prepared an Environmental Site Assessment (Phase I) dated August 30, 2021. The ESA was conducted in accordance with the Phase One ESA standard as defined by Ontario Regulation 153/04, as amended by Ontario Regulation 511/09 (O.Reg.153/04), and in accordance with generally accepted professional practices. The report does not identify any areas of potential environmental concern. No further work is recommended.

5.5 Tree Conservation Report

A Tree Conservation Report (TCR) was submitted by Bowfin Environmental Consulting on July 20, 2021. The TCR details live trees present on the site and surrounding area. The report found that there were no identified species at risk and most of the trees on the lands were in good to dead condition and were recommended for removal. The TCR outlines general guidelines for construction and tree planting.

Removal of trees (outside of the 6 metre setback from the property lines) can proceed provided that specified measures, including obtaining the permit from the City, are met. Trees within the 6-metre setback can be removed pending a permit from the City and agreement with the respective neighbours.

5.6 Stage 1 and 2 Archaeological Assessment

Paterson Group undertook a Stage 1 and 2 Archaeological Assessment of the study area, submitted December 2020. The objectives of the investigation were to assess the archaeological potential of the property in accordance with the Planning Act.

The Stage 1 Assessment determined that the subject property has low precontact Indigenous archaeological potential based on being more than 500 metres from a water source (a tributary to the Carp River), poor or slowly draining soils, and a lack of distinctive landforms. The Stage 2 assessment undertaken on December 7, 2020, consisted of shovel testing on 5-metre intervals. No archaeological resources were encountered during the test pit survey.

Based on the results of the investigation no further archaeological study is required.

6.0 Conclusion

It is Fotenn's professional opinion that the proposed Plan of Subdivision and Zoning By-law Amendment applications represent good planning and are in the public interest for the following reasons:

- / The proposed Plan of Subdivision meets the criteria for consideration in the Planning Act;
- / The proposal is 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 conforms 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 residential uses. The proposed subdivision is compatible with the surrounding context, which includes existing two-storey townhouses that are similar in character to the proposed dwellings;
- / The proposed subdivision meets the applicable Building Better and Smarter Suburbs Strategic Directions (2015) and the City's Design Guidelines for Greenfield Neighbourhoods;
- / The proposed Zoning By-law Amendment maintains compatibility 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,



Tyler Yakichuk, MPlan
Planner



Nick Sutherland, MCIP RPP
Planner



Jaime Posen, MCIP RPP
Associate