

April 26, 2023

Mr. Jack Mangan

Manager, Acquisitions & Corporate Development
Homestead Land Holdings Limited
80 Johnson Street
Kingston, ON K7L 1X7

Via email: jmangan@homestead.ca

**RE: Planning Rationale Addendum No. 1
Zoning By-law Amendment Application
100 Weeping Willow Lane, Ottawa**

Dear Mr. Mangan,

Fotenn Planning + Design (“Fotenn”) previously prepared a Planning Rationale, dated October 13, 2021, to support a Zoning By-law Amendment application by Homestead Land Holdings (“Homestead”) for the property legally known as 100 Weeping Willow Lane in the City of Ottawa (the “subject property”).

This report is an addendum to the October 2021 Planning Rationale and is intended to summarize changes to the proposed development, provide an updated zoning review, and provide some additional graphics to support the previous Design Brief.

This addendum should be read in conjunction with the October 2021 Planning Rationale. All opinions and findings of the original report remain valid.

1.1 Summary of Applications

A Zoning By-law Amendment application was submitted on October 13, 2021, to facilitate the development of a high rise apartment building. The proposed development was designed in the shape of an “L” with the short portion of the “L” located along Weeping Willow Lane and the long portion of the “L” located along Varley Drive. The tenth floor of the development was proposed as amenity space and a mechanical penthouse only, with no residential units located on this floor. A total of 142 residential units and 199 vehicle parking spaces were proposed, as well as 2,647 square metres of amenity space and 3,249 square metres of parkland dedication.

A community information session was held on December 14, 2021, after the submission of the Zoning By-law Amendment application. At the community information session, community members and residents of the neighbourhood surrounding the proposed development were able to provide comments to the project team about the proposed development. After the public meeting, the first round of technical circulation comments was provided to the project team on January 6, 2022, by the City of Ottawa. The project team has since been working on a resubmission package which addresses the comments raised by City Staff and the community.

1.2 Proposed Development

As part of the first resubmission, the proposed development has been redesigned to address community and City comments. The development is now proposed as a mid-rise (9 storey) apartment building, with an enclosed amenity area proposed as a permitted projection above the height limit. The building has been designed to step down to a height of six (6) storeys along Varley Drive, while nine (9) storeys is proposed along Weeping Willow Lane. Building step backs have been introduced into the facade of the building, with step backs proposed after the second, sixth and ninth storeys. These step backs ensure that the proposed development meets a 45-degree angular plane and together with significant setbacks creates an appropriate transition to the surrounding neighbourhood. The setback between the proposed building and Varley Drive has also been increased to create a larger greenspace buffer and to allow for additional trees to be planted.

As part of the redesigned proposal, a total of 126 residential units are now proposed with 159 vehicle parking spaces and 70 bicycle parking spaces. A total of 1,280 square metres of private amenity area is proposed, with an additional 770 square metres of communal amenity area. In addition to the private and communal amenity space, 877 square metres of parkland is proposed to be dedicated to the City adjacent to the existing Lytle Park, resulting in additional outdoor space for residents and the surrounding community.

The changes between the original submission and the resubmission are summarized as follows:

- / Height reduced from ten (10) storeys to nine (9) storeys on Weeping Willow Lane;
- / Height reduced from ten (10) storeys to six (6) storeys on Varley Drive;
- / Enclosed amenity area added with a request to permit it as a projection above the height limit;
- / Increased minimum front yard setback on Varley Drive from 9.65 metres to 24.5 metres;
- / Reduction of 16 residential units for a total of 126 units (44 one-bedroom units and 82 two-bedroom units);
- / Reduction of 40 vehicle parking spaces for a total of 159 parking spaces (underground and surface parking);
- / Reduction of 21 surface parking spaces for a total of 29 surface parking spaces;
- / Reduction of 33 bicycle parking spaces for a total of 70 bicycle spaces;
- / Reduction of 597 m² of total amenity space for a total of 2,050 m² of amenity space (communal and private); and,
- / Removal of hazard lands from the parkland dedication, resulting in an 877 square metres of proposed public parkland.

1.3 City of Ottawa Comprehensive Zoning By-law

Per the October 2021 Planning Rationale, the subject property is currently zoned Residential Fifth Density, Subzone A where Schedule 331, Urban Exception 1533, and a Floodplain overlay (within the southern portion of the property) apply. The intent of the R5 zone is to allow a wide mix of residential building forms ranging from detached dwellings to mid- and high-rise apartment dwellings, and to allow several other residential uses to provide for additional housing choices. Subzone A imposes specific zoning regulations that deal with the unique characteristics of an area while still maintaining the purpose of the primary zone, which in this case is the R5 zone. Schedule 331 is a site-specific schedule which has been used to identify two different maximum building heights on the subject property. The northern central portion of the property limited to a maximum building height of 20 metres (Area A on Schedule 331) while the remainder of the property is limited to a maximum building height of 30 metres (Area B on Schedule 331). Urban Exception 1533 provides specific zoning regulations for the subject property and makes reference to Schedule 331. For the subject property, Urban Exception 1533 limits the number of dwelling units within Area B to 85 dwelling units and limits the permitted uses within Area A to a Retirement Home only. Finally, the Floodplain overlay is intended to impose regulations as it relates to a floodplain and takes precedence over the provisions of the R5A zone. The Floodplain overlay does not apply to the portion of the subject property proposed to be developed.

The original proposal was for a high-rise (10 storeys) apartment which required an amendment to the maximum permitted height to allow a height of 32 metres and an amendment to the maximum number of dwelling units to allow 142 dwelling units in addition to the existing 85 dwelling units. As part of the first resubmission, the proposed development is now considered to be a mid-rise apartment, with an interior amenity area included as a permitted projection above the height limit.

The proposed zoning for the subject property is the existing Residential Fifth Density, Subzone A with a maximum permitted height of 30 metres and a new site-specific urban exception to address the required site-specific amendments to the provisions (R5A[XXXX] H30). As part of the Zoning By-law Amendment, the existing site-specific schedule is proposed to be removed.

The following zoning table has been revised to reflect the revised design of the proposed development.

Table 1. Revised Zoning Table as per Updated Development Proposal

Zoning Mechanism	R5A Requirement	Proposed	Compliance
Minimum Lot Width	18 m	91.44 metres	Yes

Zoning Mechanism	R5A Requirement	Proposed	Compliance
Planned Unit Development			
Minimum Lot Area Planned Unit Development	1,400 m ²	32,188.4 m ²	Yes
Maximum Building Height (as per Schedule 331)	Area A: 20 m Area B: 30 m	30 m	No
Minimum Front Yard Setback Teron Road / Varley Drive	6 m	Teron Road: >24.4 m Varley Drive: 24.4 m	Yes
Minimum Corner Side Yard Setback Weeping Willow Lane	4.5 m	4.8 m	Yes
Minimum Interior Side Yard Setback Apartment dwelling mid-rise	7.5 m	Varies, greater than 7.5 m	Yes
Minimum Rear Yard Setback Through lot, front yard setback provisions apply (per s. 135)	6 m	Teron Road: >24.4 m Varley Drive: 24.4 m	Yes
Permitted Projections above the Height Limit Section 64	Mechanical / Service Penthouse the maximum height limits do not apply to the structures listed or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely	The mechanical / service penthouse structure complies with this zoning provision. An enclosed amenity area is proposed not as a permitted projection above the height limit.	Yes No
Minimum Separation between Buildings Section 131	3 m	54.2 m	Yes
Minimum Width for a Private Way Section 131	6m	6.7 m	Yes
Minimum Setback of Building from Private Way Section 131	1.8m	>1.8 m	Yes
Landscaped Area Section 163	30% of the lot area must be provided as landscaped area	70%	Yes
Amenity Area Section 137	Total: 6 m ² per dwelling unit = 756 m ²	Total: 2,050 m ² Communal: 770 m ²	Yes

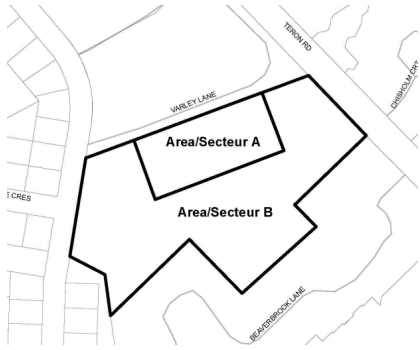
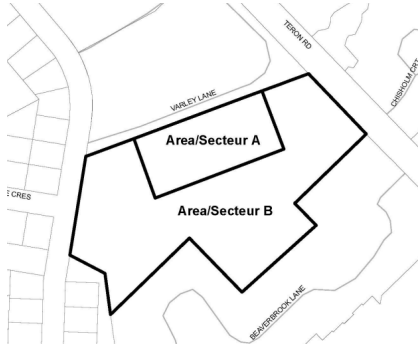
Zoning Mechanism	R5A Requirement	Proposed	Compliance
	Communal: 50% of the required total amenity area = 378 m ²		
Floodplain Overlay Section 58	Development is prohibited within any area subject to a floodplain overlay.	Proposed development is not located within the floodplain overlay	Yes
Setback from Watercourse Section 69	30 m to the normal high-water mark of any watercourse or waterbody; or 15 m to the top of the bank of any watercourse or waterbody, whichever is the greater	30 metres from the high-water mark	Yes
Maximum Number of Dwelling Units	Per Schedule 331 and Urban Exception 1533, a maximum of 85 dwelling units is permitted in Area B 	126 dwelling units plus 85 existing dwelling units	No
Permitted Uses	Per Schedule 331 and Urban Exception 1533, only a retirement home is permitted in Area A. 	The proposed development is a mid-rise apartment which extends into Area A.	No

Table 2. Vehicle and Bicycle Zoning Provisions

Zoning Provisions	Required	Proposed	Compliance
Minimum Resident Parking Spaces Section 101 Area C on Schedule 1A	1.2 spaces / dwelling unit =151.2 spaces	132 spaces (128 spaces underground and 4 spaces surface parking)	No
Minimum Visitor Parking Spaces Section 102	0.2 spaces / dwelling unit =25.2 spaces	25 spaces surface parking	Yes
Minimum Parking Space Dimensions Section 106	2.6 to 3.1 m wide x 5.2 m long	2.6 m x 5.2 m	Yes
Minimum Aisle and Driveway Provisions Section 107	Driveway: Min. 6 m; Max. 6.7 m Aisle: Min. 6 m	Driveway: 6.7 m Aisle: 6.7 m	Yes Yes
Landscaping Provisions for Parking Lots Section 110	Landscaped Buffer: Min. 3 m abutting a street Parking lot: 15%	4.8 m >15%	Yes Yes
Minimum Bicycle Parking Spaces Section 111	0.50 spaces / dwelling unit =63 spaces	70 spaces	Yes
Bicycle Parking Space Provisions	Horizontal: 0.6 m x 1.8 m Vertical: 0.5 m x 1.5 m Access aisle: 1.5 m	Will comply	Yes

1.3.1 Proposed Amendments

As indicated in the table above, the following Zoning By-law Amendments are required as part of the proposed development.

- / **Maximum Building Height:** Schedule 331 of the Zoning By-law permits a maximum building height of 30 metres within Area B only while the height within Area A is restricted to 20 metres. These heights were established through a site-specific Zoning By-law Amendment (2014-360) approved in September 2014 when a five (5) storey retirement home was planned for Area A. Prior to the 2014 amendment, the permitted height within Area A was also 30 metres.

The proposed development will have a maximum height of 27.6 metres (9 storeys) with the majority of the height located within Area A on Schedule 331. In response to the first round comments, the proposed development has been redesigned to shift the mass and height of the proposed development toward Weeping Willow Lane and away from Varley Drive. The proposed building is setback approximately 20 metres from the townhouses to the north and steps back 1.5 metres above the second and sixth floors to provide additional separation from the low-rise. A generous (4.8 metres) at-grade setback along Weeping Willow Lane provides space for a sidewalk and landscaping to further mitigate the new building.

With regards to the transition to the low-rise development west of the site along Varley Drive, the proposed development is set back 24 metres from the property line and is only six (6) storeys along the west facade. The significant setback provides space for landscaping and maintains and improves the existing pathway connection to Lytle Park (Kanata).

- / **Interior Rooftop Amenity Space as a Permitted Projection:** Section 64 of the Zoning By-law provides direction for permitted projections above the height limit; however, does not permit an interior amenity space as a permitted projection. The proposed development proposes a combined mechanical penthouse and interior rooftop amenity space. The amenity area is proposed to have an area of approximately 67 square metres in size and a height of 3.9 metres (consistent with the mechanical penthouse). This proposed projection will not contain any residential units

and will only contain communal amenity space for residents of the building. The amenity space has been arranged internal to the site, away from Varley Drive, and is set back from the north, south, and east edges of the building to mitigate any potential overlook impacts.

- / **Minimum Resident Parking Spaces:** The current site has 80 surface parking spaces that serve the existing 85-unit apartment building. The proposed development would remove some of the existing surface parking spaces and would replace them with new surface and below grade parking.

The proposed development would add 126 new residential units to the existing 85, resulting in a total of 211 dwelling units. The Zoning By-law requires a total of 253 resident parking spaces (1.2/unit), with an additional 42 visitor parking spaces (0.2/unit) to serve both buildings.

After the redevelopment, the site would provide 109 surface parking spaces in addition to 130 underground parking spaces, for a total of 239 parking spaces, including 42 spaces for visitors (0.2/unit) and 197 spaces for residents (0.93/unit).

Surface parking spaces were removed in response to the first round technical circulation comments. The proposed development has ensured that all visitor parking spaces will be provided. The reduced residential parking rate is appropriate, in Fotenn's opinion, given that the subject property is located within 600 metres of the future Teron/March Road BRT station. This BRT will provide direct access to the City's rapid transit network and rapid transit stops across the City. The proposed rate is consistent with other suburban areas where rapid transit exists or is planned.

- / **Remove Schedule 331 and Urban Exception 1533:** As part of the proposed development, it is proposed that Schedule 331 and Urban Exception 1533 are removed. As noted above, Schedule 331 was created by site-specific amendment in 2014 to divide the subject property into two (2) separate areas. Area A was limited to a height of 20 metres and permitted only a retirement home and was based on a proposal at the time. The removal of the schedule would reinstate the zoning of the site as it existed prior to September 2014.

Exception 1533 existed prior to September 2014, but was altered by By-law 2014-360 to limit the number of dwelling units within Area B to 85 (i.e. the existing apartment building). The proposed amendment would remove exception 1533 entirely, thereby removing the limitation on the uses within Area A, and the maximum number of units within Area B. The proposed redevelopment would add 126 new residential units in a sensitive and appropriate manner, within 600 metres of a future BRT station and in proximity to existing employment uses, services and amenities along March Road.

1.4 Design Brief – Alternative Building Massing

As discussed in the October 2021 Planning Rationale and Design Brief, alternative building massing options were explored in developing the submitted built form. This original exploration has also contributed to the continued evolution to the current proposal.

Before the first submission, two (2) alternative massing options were considered, both of which were nine-storey buildings with a stepback after the seventh floor. Option 1 proposed the longer side of the "L" along Varley Drive, while Option 2 proposed the longer side of the "L" along Weeping Willow Lane. The different massing options affected the location of surface parking, with surface parking fronting Weeping Willow Lane in Option 1 and fronting Varley Drive in Option 2.

OPTION ONE (PROPOSED)

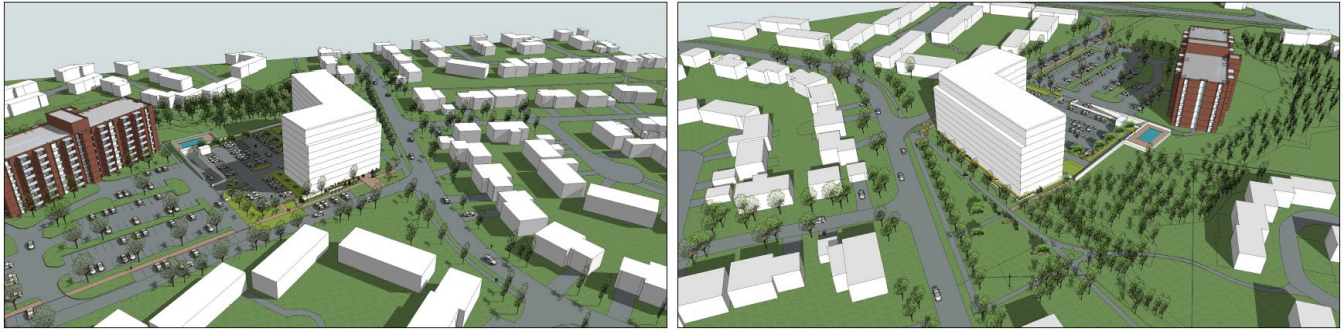


Figure 1. Alternative Building Massing - Option 1 (pre-submission)

OPTION TWO



Figure 2. Alternative Building Massing - Option 2 (pre-submission)

After the first submission and public meeting, three additional massing options were explored, which incorporated a mechanical penthouse and amenity area that is stepped back from Weeping Willow Lane and Varley Drive. Option 1 and 2 maintained an “L” shape with the smallest part of the “L” located along Varley Drive, while Option 3 explored a bar building fronting Weeping Willow Lane. Through the resubmission process, the new design of the building follows Option 2 in terms of the shape of the building and location of the mechanical penthouse and amenity space, however the portion of the building along Varley Drive has been reduced to six (6) storeys to be more sensitive to the existing residential land uses on Varley Drive.



Figure 3. Alternative Building Massing - Option 1 (post-submission)



Figure 4. Alternative Building Massing - Option 2 (post-submission)



Figure 5. Alternative Building Massing - Option 3 (post-submission)

1.5 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendments, as outlined in this Letter and the October 2021 Planning Rationale constitute good planning and is in the public interest. We trust that this letter has addressed the outstanding planning comments found within the first round of technical comments from the City of Ottawa.

Sincerely,

Patricia Warren, M.Pl.
Planner

Paul Black, MCIP RPP
Associate