Caivan Communities
245, 275 Lamarche Ave

Urban Design Brief and Planning Rationale
April 2022

FOTENN
Planning + Design

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Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Caivan Communities to prepare this Planning Rationale and Urban Design Brief in support of concurrent Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications for lands municipally known as 245 and 275 Lamarche Avenue, Ottawa (“subject site”). The proposed subdivision forms Phase Four of Caivan’s Orléans Village Community. In addition to a mixed-use parcel along the Innes Road frontage this phase will contain a park and consist of a mix of low-rise, ground-oriented townhome typologies.

The proposed development is part of Caivan’s Orléans Village community, which is located south of an Arterial Mainstreet corridor—Innes Road, north of Crevier Walk, and east of Lamarche Avenue in Ottawa’s eastern community of Orléans. Caivan’s earlier phases of this community have been mostly constructed, and are located just south-east and south-west of the subject site.

The subject property is legally described as Blocks 147, 173 and 175 and Part of Block 148 Registered Plan 4M-1629, City of Ottawa. The site is municipally known as 245 and 275 Lamarche Avenue and is bounded by Innes Road to the north, Caivan’s newly built residential community to the south, Lamarche Avenue to the west, and future residential lands owned by others to the east. The site is presently vacant, generally rectangular in shape with a total area of 4.6 hectares (11.37 acres) with approximate 299.93 metres of frontage along Lamarche Avenue and 20.49 metres of frontage along Innes Avenue.

This application proposes a subdivision consisting of a mixed-use block, 34 blocks of residential townhomes of varying typologies; including back-to-back, rear lane and traditional townhomes. A 0.51 hectare public park block, and four (4) new public streets circulating traffic through the site. As summarized in Table 1 the subdivision proposes 175 new units with accommodation for 352 parking spaces (including on-street spaces).

Figure 1 - Location Map

Block (s)	Unit Type	# of Units	# of Parking Spaces	Parking Type
#	Mixed-Uses	TBD	TBD	TBD
1-21	Traditional Townhouse	83	166 (2/unit)	Garage and Laneway
22-25	Rear Lane Townhouse	20	40 (2/unit)	Garage
26-34	Back-to-Back Townhouse	72	72 (1/unit)	Laneway
	TOTAL	175	278	-

Table 1: Parking Summary

1.1 Required Applications

To facilitate the proposed development a Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications are being submitted. The Draft Plan of Subdivision application seeks to subdivide the subject lands with a residential and mixed-use layout, a neighbourhood park, and municipal streets. A ZBLA proposes to amend the subject sites existing zoning from Development Reserve (DR) to adopt an appropriate zone that supports the creation of the proposed subdivision, accommodating site-specific development details.

The amendment will request that the majority of the subdivision will be rezoned to a subzone of the Residential Third Density Zone with certain exceptions, similar to other Caivan Communities subdivisions in and around Ottawa. The remaining portion of the subdivision is proposed to be Parks and Open Space Zone (O1) for the new neighbourhood park and Arterial Mainstreet (AM) for future development of the mixed-use parcel abutting Innes Road.

Additional details on the proposed zoning amendment can be found on page 25 of this report.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be, or have already been undertaken in accordance with the Policy and Planning Act notification requirements:

/ Pre-Application Consultation Meeting
- A Pre-Application Consultation meeting was held with City Staff and the applicant team on February 8, 2022.

/ Community Information Session
- If Requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
- It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and/or Twitter.
- Due to ongoing COVID-19 limitations, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.

/ Planning Committee Meeting Advertisement and Report Mail out to Public.

/ Statutory Public Meeting for Zoning By-law Amendment—Planning Committee
- The statutory public meeting will take place at the City of Ottawa Planning Committee.
- Notification for this statutory public meeting will be undertaken by the City of Ottawa.

SITE ANALYSIS

02

Surrounding Context

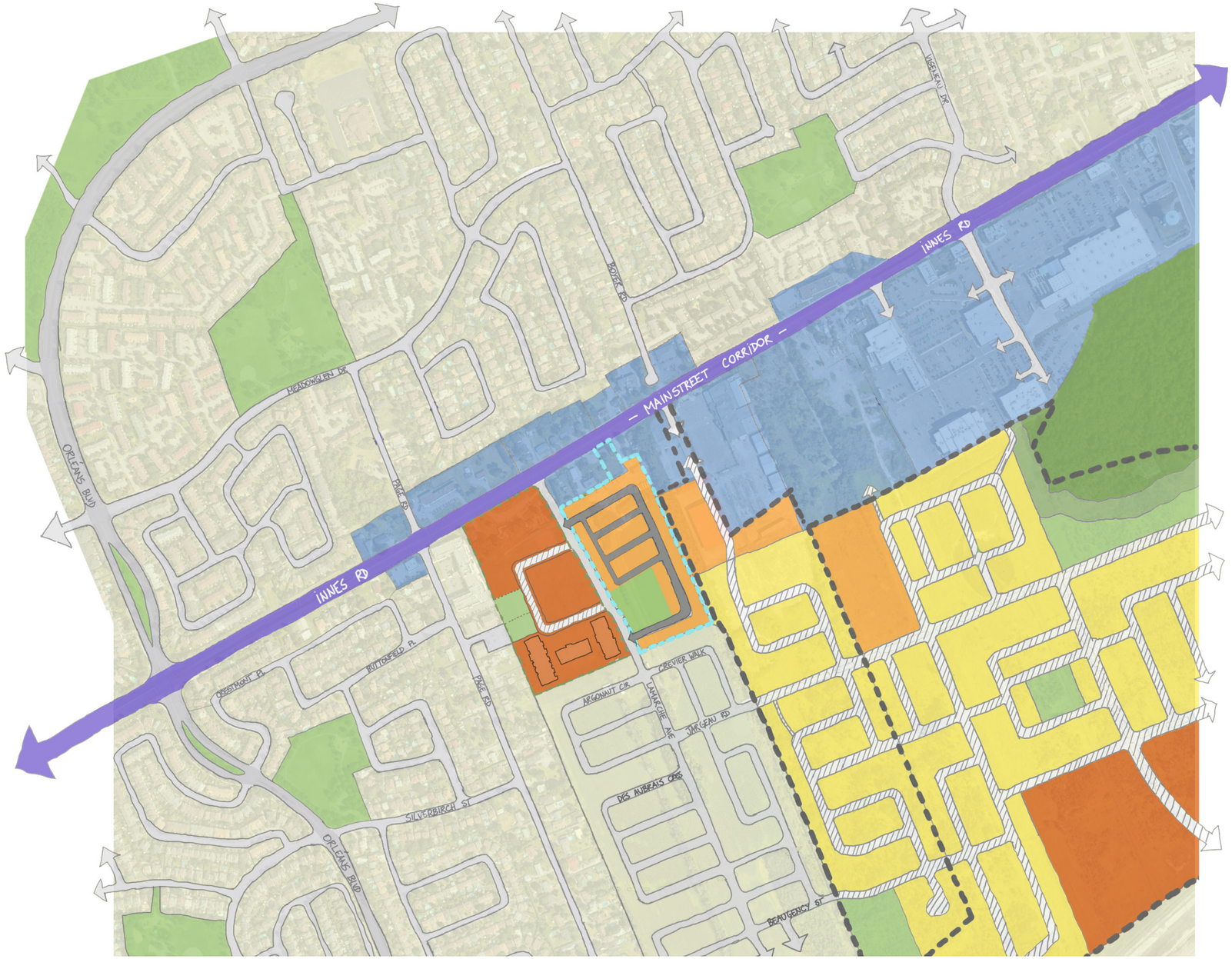


Figure 2 - Surrounding Context

2.1 Site Context

North:

/ Directly to the north of the subject site is Innes Road an arterial roadway with a protected right of way of 37.5 metres. There are overhead hydro wires along this frontage.
/ The southern edge of Innes Road is lined by low-rise built form with a mix of commercial and residential uses.
/ Further north of Innes Road is a mature low-rise, suburban neighbourhood consisting of variety of single and double storey built forms.
/ A pedestrian pathway connects Innes Road to an internal street (Robinwood Place) within the mature residential suburb.

East:

/ Directly to the east along the Innes Road frontage is a single-detached home, and a car wash operation.
/ Abutting the proposed subdivision site is vacant land that previously housed a large industrial use building. The building has since been demolished and the site is slated for future residential development by another owner.
/ These properties are accessed through a drive-aisle directly from Innes Road.
/ Further east is a large commercial storage facility. The facility includes a storage warehouse and parking for moving trucks associated with the business.
/ Approximately 700 metres further east is a large retail plaza consisting of big-box stores including food, entertainment and shopping options.

West:

/ Immediately west of the lands subject to the proposed residential subdivision is Lamarche Avenue, a local roadway that forms the western boundary of the site. Beyond Lamarche Avenue is a vacant greenfield where a high-density residential development is proposed by another developer. A Site Plan Control application (D07-12-21-0232) is currently active.
/ West of the site, along the south and north frontages of Innes Road are single-detached built form with a mix of residential and commercial uses Including health and wellness centre, restaurant, grocery, dental, convenience retail and a gas station.
/ Approximately 350 metres further west is Pagé Road with a 4-storey retirement residence on the south east corner of the intersection.

South:

/ Directly to the south of the subject site is Orleans Village, a newly built Caivan community. The southern boundary of the subject site will abut the rear yard of townhomes.

Site Analysis

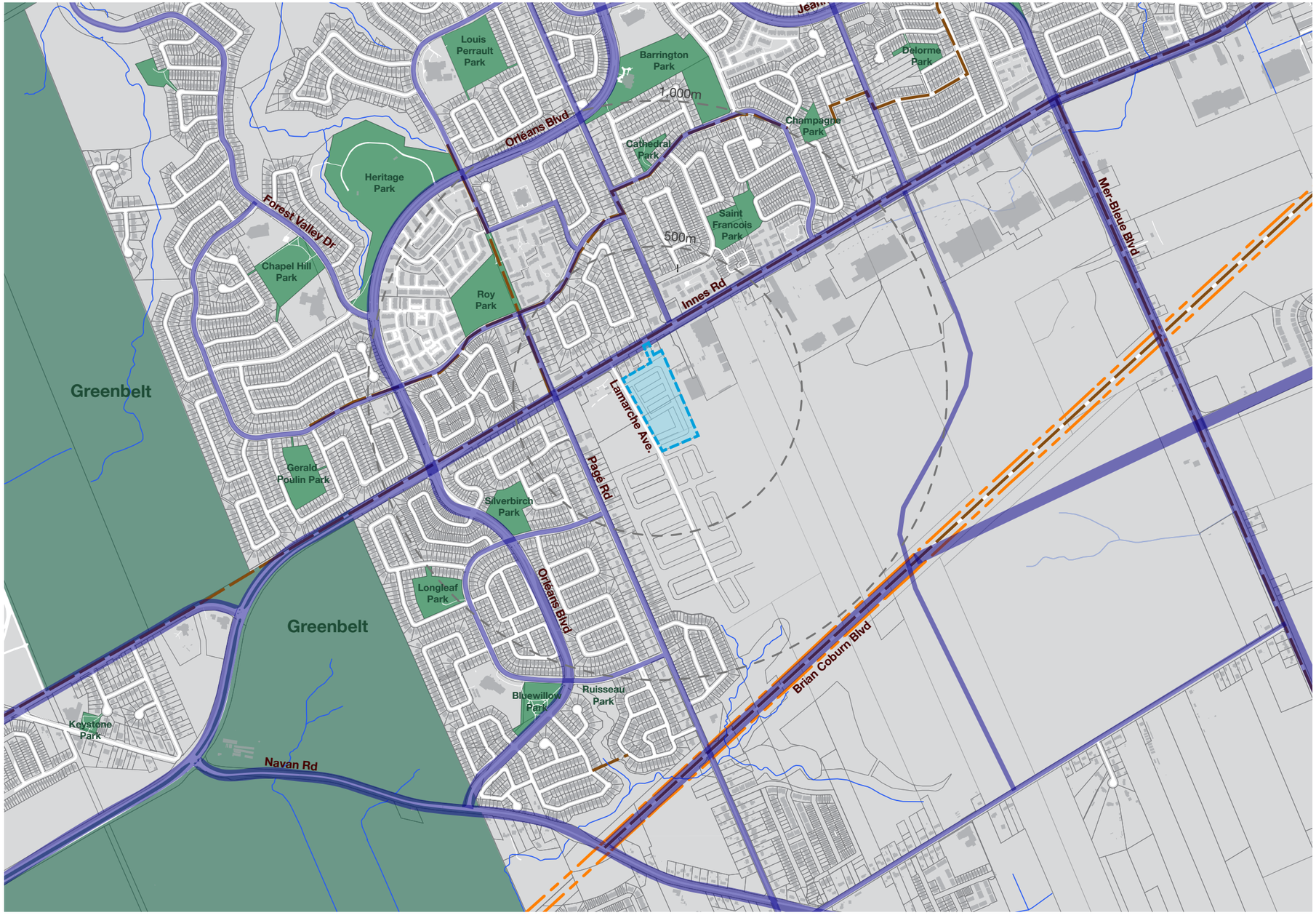


Figure 3 - Existing and Planned street network (Based on Ottawa Official Plan - Schedule E)

2.2 Road Network

Although the existing lot has small frontage onto Innes Road, the main access to the subdivision will be from Lamarche Avenue. Lamarche Avenue is a local road, which travels in a north-south direction providing access to Innes Road to the north and Mercier Crescent to the south. Innes Road is identified as an Arterial Road in Schedule E—Urban Road Network of the current City of Ottawa Official Plan and Arterial-Existing on Schedule C4—Urban Road Network of the new City of Ottawa Official Plan (pending ministerial approval). Arterial roads are major roads of the city that move large volumes of traffic over the longest distances. They are roads that serve through travel between points not directly served by the road itself and have limited direct access to only major parcels of adjacent lands. Innes Road carries traffic in an east-west direction through the city.

The site is located approximately 600 metres east of Orléans Boulevard an Arterial Road providing north-south connection to a future east-west Arterial Road that will link to Blackburn Bypass. There are also other new collector and major collector roads proposed in the area as per Schedule E—Urban Road Network of the Official Plan (Figure 3).

The proposed internal street network for the subdivision will be comprised of local roads that will logically intersect to Lamarche Avenue at two locations.

Site Analysis

Figure 4 - Existing and Planned Transit Network

2.3 Transit Network

Innes Road is identified as a Transit Priority Corridor (Isolated Measures) as per Schedule D—Rapid Transit Network of the current Official Plan.

A Transit Priority Corridor is a roadway where various techniques are used to minimize delays to buses at intersections and along congested roads to ensure faster commute time for passengers. A Bus Rapid Transit (BRT) route is planned to the south of the subject property running along Brian Coburn Boulevard with stations at Mer-Bleue Road and Fern Casey Street (formerly known as Belcourt Boulevard).

The site is currently serviced by a number of bus services including frequent service Route 25 along Innes Road.

Site Analysis

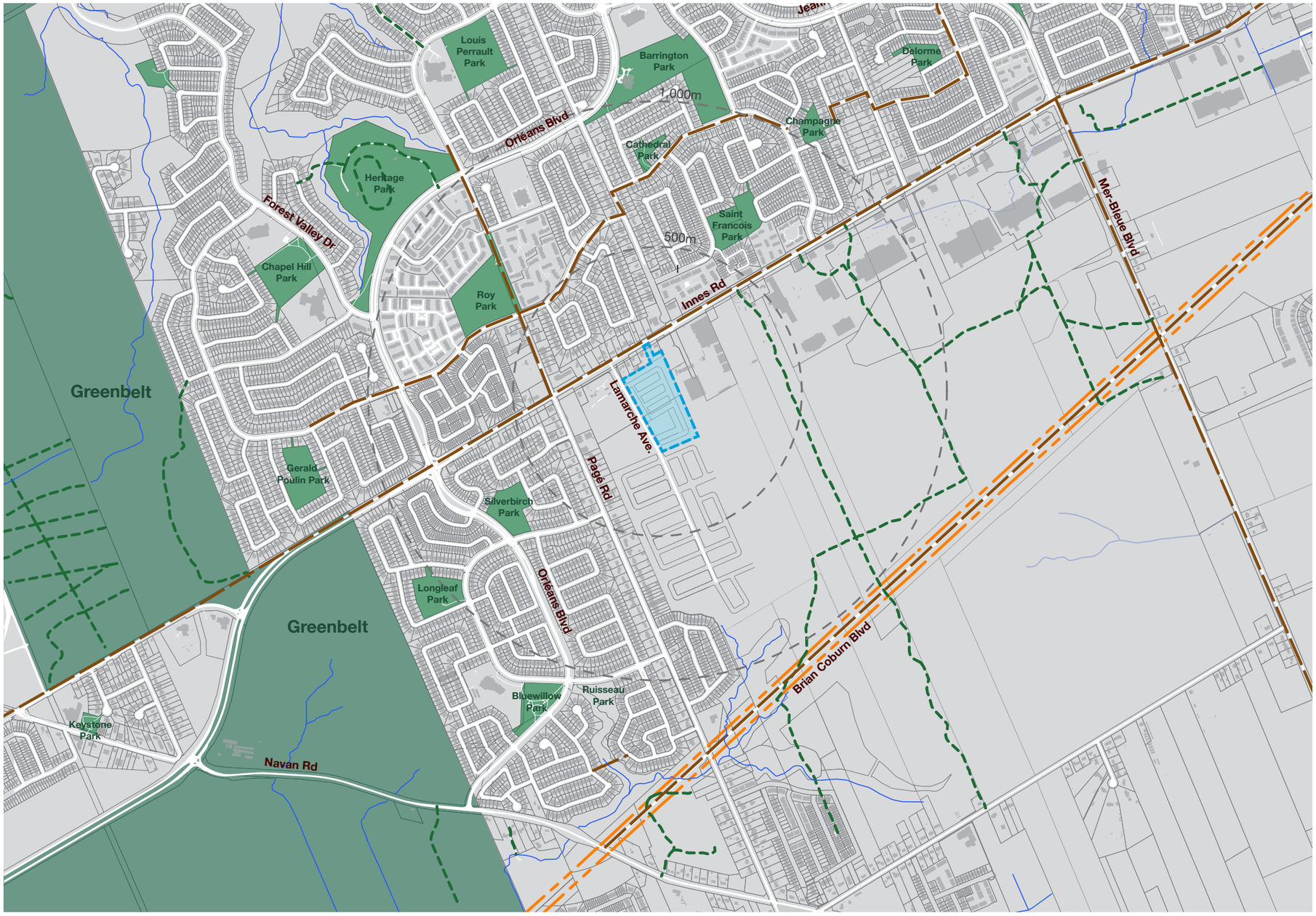


Figure 5 - Existing and Planned Cycling Network and Parks

2.4 Cycling Routes and Parks Space

A Cross-Town Bikeway is located to the north of the subject site, along Innes Road. The Bikeway is a Spine Route of the City's cycling infrastructure (Figure 5). There are also Multi-Use Pathways (MUP) identified within the vicinity of the site. Further, there are two other north-south cycle Spine Routes located along Mer-Bleue Road and Pagé Road.

The site is located in close proximity to numerous existing public parks. Of these, Roy Park is located approximately 700 metres north of the site, across Innes Road. It is a 3.44 hectare park that provides numerous amenities such as walking paths, children's play are, soccer field, gazebo, and parking.

Further west is Silverbirch Park which is located within 1.1 kilometres of the subject site. Silverbirch Park is a 1.78 hectare park with frontage onto Orleans Boulevard and an inner street. This park offers walking paths, children's play area, gazebo and a soccer field.

Approximately 815 metres south of the site is August Park. August Park is newly created as part of the new residential subdivision to the south of the site off of Lamarche Avenue. There is other parkland being planned as part of the new residential communities under construction in the areas surrounding this proposed subdivision.

Neighbourhood Amenities

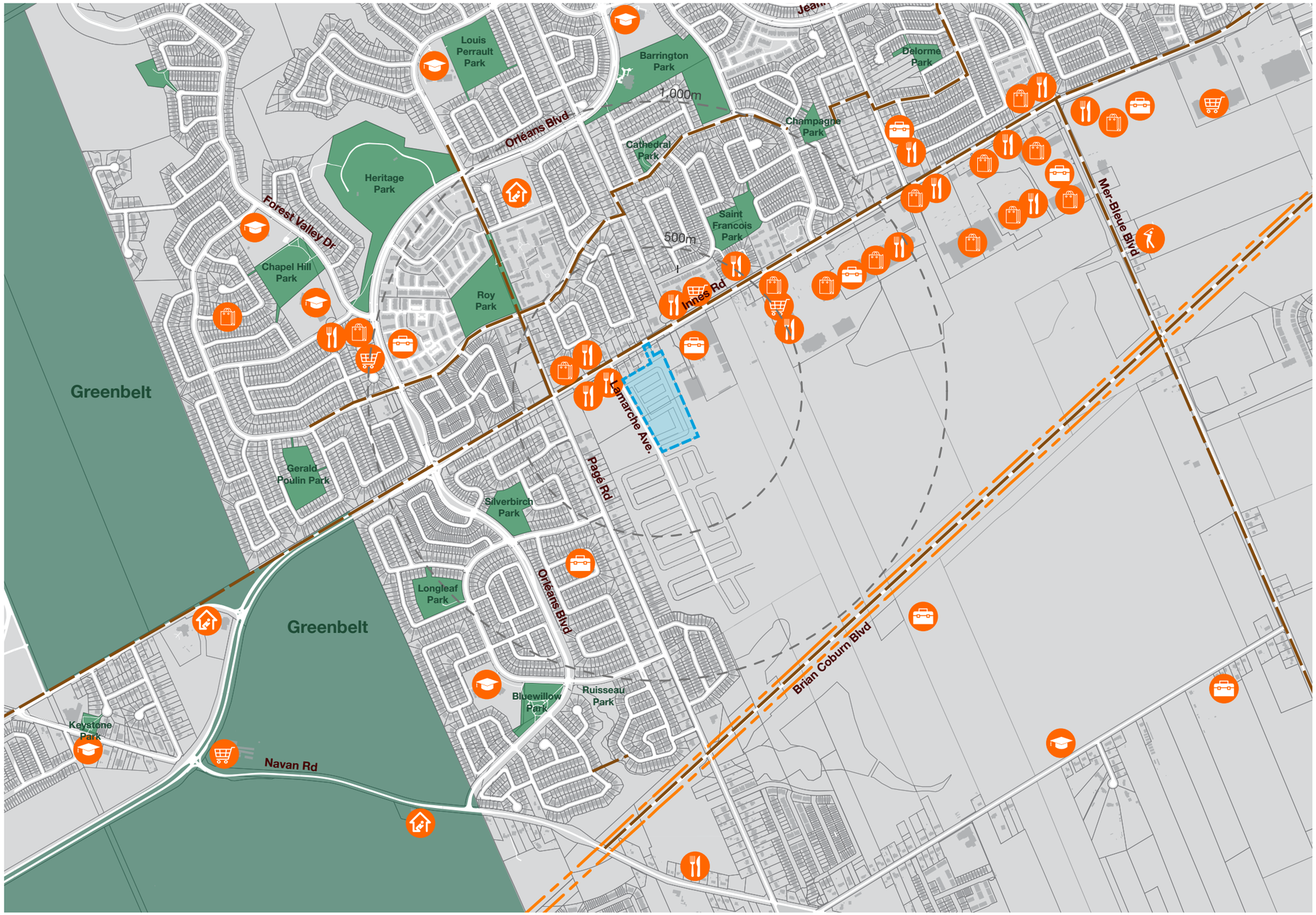


Figure 6 - Local Amenities Map

2.5 Local Neighbourhood Amenities

The subject site is well situated near an Arterial Mainstreet and existing mature neighbourhood. The area has seen consistent growth and new greenfield, residential development over the years, as such numerous neighbourhood amenities are already present in the area, including parks, schools, services and commercial uses.

Several commercial and retail uses are located generally north-east of the subject site just off of Innes Road. These include a large car-washing operation, storage and warehousing immediately abutting the subject site to the east (Figure 7), small neighbourhood-oriented retail plazas which offer take-out restaurants, tutoring services, spa and beauty (Figure 8), independent grocers, fitness studio, and optical stores all within 650 metres of the site (Figure 9). Further east, along Innes Road are big-box retail chains which include grocery stores, convenience shopping, entertainment, restaurants, home improvement stores, and a gym all within 1.2 kilometres from the site (Figure 10).

Neighbourhood Amenities

Further west of the subject site, along Innes Road and Pagé Road are more commercial and retail uses including a gas station, restaurants, grocery, sporting goods store, small business, and dental care (Figure 11 - at the corner of 3469 Innes Road).

Figure 7 - 3620 Innes Road

Figure 8 - 3615 Innes Road

Figure 9 - 3681 Innes Road

Figure 10 - 3712 Innes Road

Figure 11 - 3469 Innes Road

Subject Property in Context

Figure 12 - Aerial photos of subject site and surrounding areas. Source: Google Maps

Site Photos

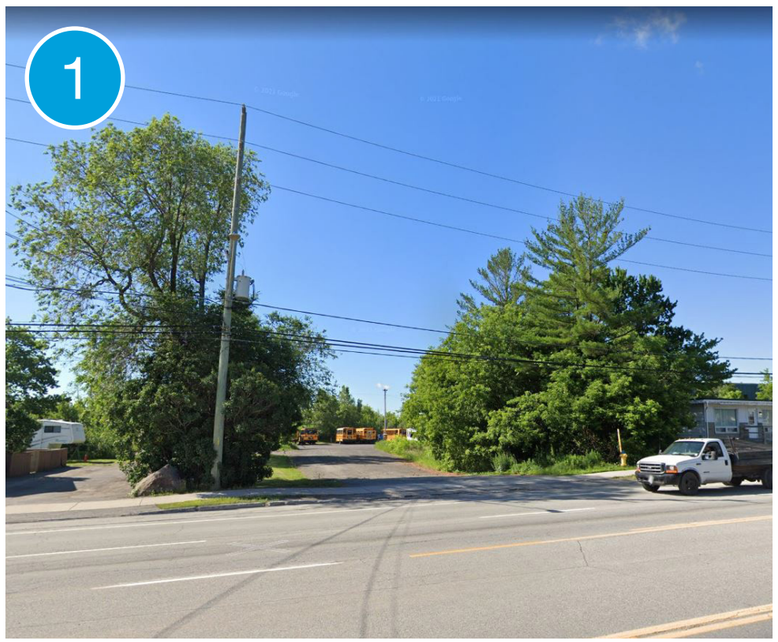


Figure 13 - Site Photos

DEVELOPMENT OVERVIEW

03

Development Overview

3.0 Proposed Development

Caivan Communities is proposing a development block consisting predominately of a low-rise, ground-oriented residential subdivision, a park, and a mixed-use block facing Innes Road. The residential subdivision which will make up the majority of the development, consists of approximately 34 blocks of ground-oriented townhouses of various typologies, and will have access directed from Lamarche Avenue. The proposed public, neighbourhood park will be approximately 0.51 hectare in size, and will have frontage onto Lamarche Avenue, as well proposed Street 4. A mixed-use development lot is proposed to be created having frontage onto Innes Road and expected to be developed in the future.

3.1 Low-Rise Units

Three typologies of townhouses are proposed for a total of 175 units. These include 20 rear lane townhouses in 4 blocks, fronting onto Lamarche Avenue, 18 inner blocks of back-to-back townhouses for total of 72 units, and finally 21 blocks of standard townhomes with attached garages for the remaining 83 units around the outer perimeter of the proposed subdivision.

3.2 Parking

Parking is to be provided at the rate of one spot per unit for the back to back, and two total for the rear lane and standard townhouses. On-street parking is also provided to supplement the on-site parking. There are approximately 74 additional on-street parking spaces throughout the subject site, including those along Lamarche Avenue.

3.3 Parkland

A neighbourhood park of 0.51 hectare is proposed to have frontage along Lamarche Avenue (56.47 meters), and a Street 4 (68.2 metres). The park block (Block 35) is proposed near the south of the site and is lined by standard townhomes along the south and east perimeter.

3.4 Mixed Use Block

The subdivision proposes creating a mixed use block (Block 36) for the part of the site that fronts Innes Road. This block will address Innes Road and in time develop, likely with its neighbouring properties to contribute to creating an active frontage with higher densities to that of the proposed subdivision. The block depth was based on squaring off the existing parcels along Innes Road allowing for future mixed-use development within 50 metres from a Mainstreet.

3.5 Street Layout

Lamarche Avenue will be the access road bringing traffic to the new subdivisions south of Innes Road. The proposed subdivision will have two, intersections with Lamarche Avenue. The new crescent shaped roadway (Street 1) is proposed to take traffic through the subdivision connecting to four shorter inner streets. These new streets will have 18 metre rights-of-way, with the exception of Street 4, which will narrow down to 8.5 meters where abutting the rear lane townhouses.

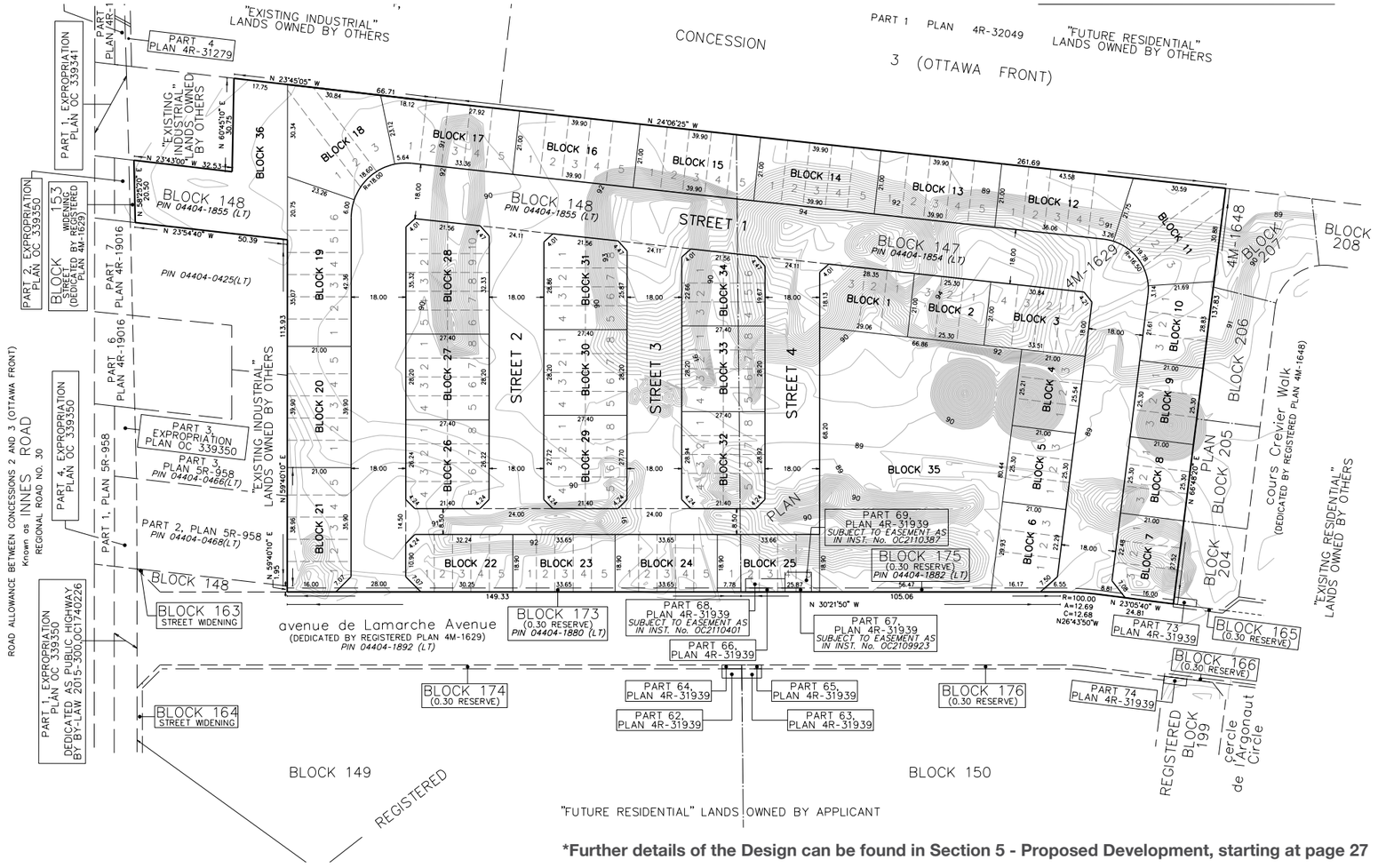


Figure 14 - Proposed Draft Plan of Subdivision

***Further details of the Design can be found in Section 5 - Proposed Development, starting at page 27**

POLICY CONTEXT

04

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was 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 and support the proposed development and intensification of the subject site include:

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 (1.1.1a);
/ Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing (1.1.1b);
/ 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 (1.1.1e);
/ Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (1.1.1g).

1.1.3 Settlement Areas

/ Settlement Areas shall be the focus of growth and development (1.1.3.1).
/ Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which (1.1.3.2):
- efficiently use land and resources (1.1.3.2a);
- are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2b); and,
- are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2f).

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

1.4 Housing

/ Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by (1.4.3):

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 (1.4.3.b.1); and,
- All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

/ 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;
- 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;

Infrastructure

/ Policy 1.1.5.5 the PPS states that development shall be appropriate to the infrastructure, which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

The proposed development is consistent with the above noted policies of the Provincial Policy Statement (PPS). The subdivision proposes an efficient development and land use pattern by accommodating an appropriate range and mix of residential uses, aligning the proposed development with PPS policies addressing land use management. The proposed development promotes a cost-effective development pattern. It takes advantage of existing infrastructure, existing and planned transit, and modes of active transportation by choosing to locate close to mature and new-built neighbourhoods where these elements are or will be extended to. The proposal is consistent with the PPS policies which direct growth to Settlement Areas and to locations that have been identified for intensification and redevelopment by the municipality. The proposed subdivision advances provincial goals of healthy, livable, and safe communities that efficiently utilize existing infrastructure, improve the range, and mix of housing types, providing for new public parkland that is supportive of multi-modal transportation options.

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

The City of Ottawa Official Plan provides vision for the future growth of the city and a policy framework to guide city's physical development to 2031. All development applications must conform to the policies of the Official Plan. 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.

Ottawa's population is projected to grow up to 30 percent by 2031. The city plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. The city plans to create sustainable, livable and resilient communities that can help Ottawa meet challenges of the 21st century and promote quality of life. These challenges are supported by building communities that are more affordable, compact where walking, cycling and transit are attractive options and there is less reliance on private automobiles.

The Official Plan provides more detailed direction for the use of land within specific areas of the city. These areas are identified by land-use designations. A land-use designation describes an area of land within which a specific set of policies applies. A land-use designation in the Official Plan is implemented through a range of other more detailed land-use zones in a zoning by-law.

The subject site is currently designated as Arterial Mainstreet under Schedule B—Urban Policy Plan of the City's existing Official Plan (figure 15). This designation applies to the site as a small portion of the lot has frontage onto Innes Road. Section 3.6.3(3) of the Official Plan states that Mainstreet designations generally apply to whole of those properties that front onto the road carrying the designation, and that for very deep lots, the designations will generally be limited to a depth of 400 metres from the Arterial Mainstreet and may include properties on abutting streets that exist within the same corridor.

Although the entirety of the subject property is located within 400 metres of the Arterial Mainstreet designation, the proposed subdivision seeks to create a block, such that the portion of the site that fronts onto Innes Road is severed and forms an independent parcel retained for future redevelopment. The parcel (Block 36) will align with lot depths of other abutting properties that share frontage onto Innes Road. The Arterial Mainstreet designation would apply to this Block and the remainder would be considered within the General Urban Area designation.

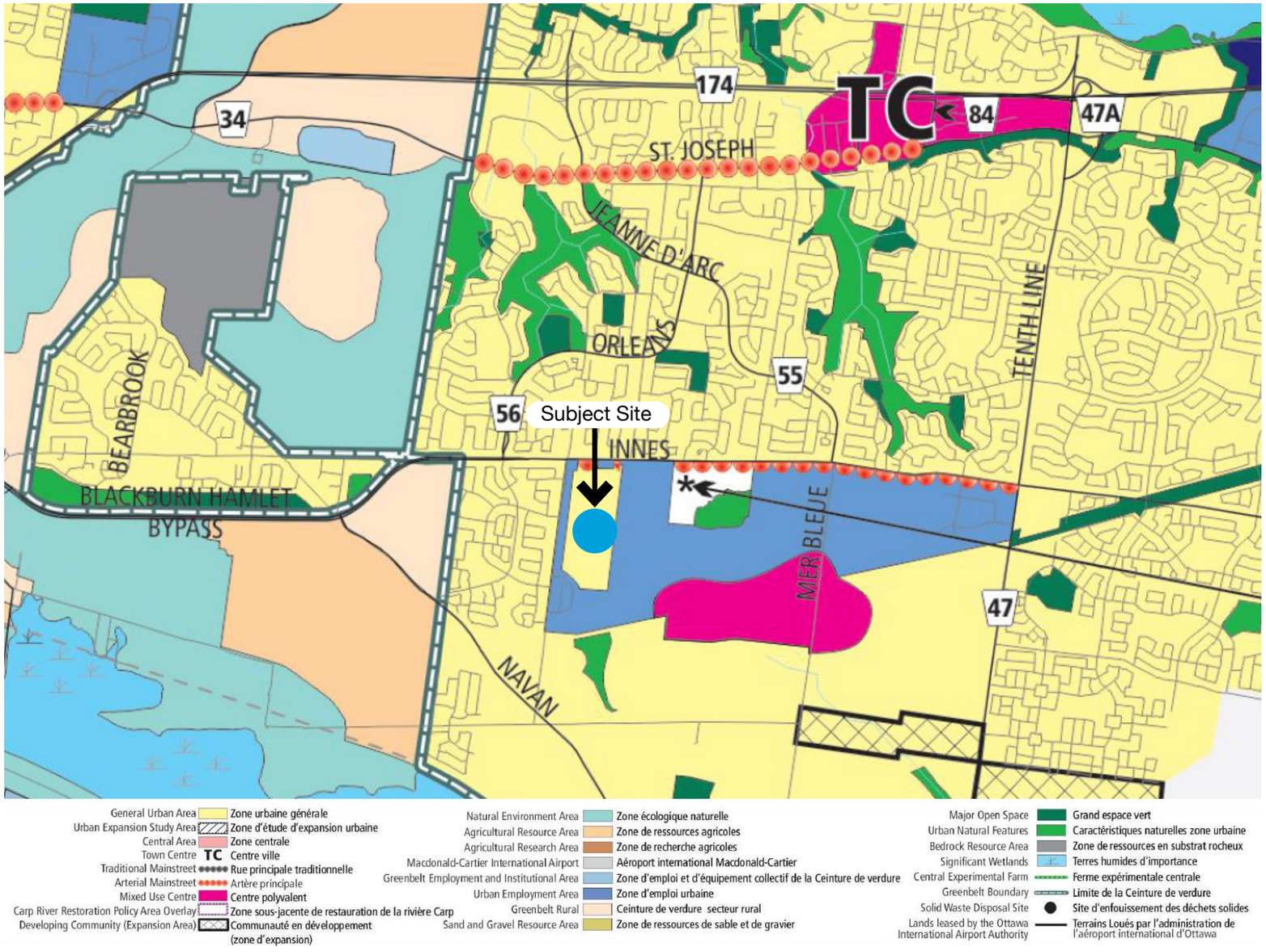


Figure 15 - City of Ottawa Official Plan Schedule B: Urban Policy Plan

4.2.1 Managing Growth

Section 2.2 of the current Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development" **(Policy 1)**. The subject site is mainly within the General Urban Area, which is an area expected to mature and evolve through intensification and infill at a scale contingent on proximity to major roads, transit, and the area's planned function, with consideration given to the character in the surrounding community to determine compatibility within a community.

The predominant form of intensification in the General Urban Area should be low-rise, where intensification is encouraged to occur through a variety of built forms **(Policy 10)**. The City is supportive of compatible intensification outside of Target Areas of intensification, including within General Urban Area, and will promote opportunities for intensification in areas determined by the policies in Section 3.6.1 **(Policy 22)**.

The Official Plan also provides direction on managing intensification within the Urban Area and directs greatest intensification to Mainstreets. The plan aims for intensification targets of 120 people and jobs per gross hectare along the Innes (Blackburn) Arterial Road (Figure 2.3, City of Ottawa Official Plan, 2003, as amended).

The proposed subdivision will result in a net increase in residential units by developing a vacant, underutilized parcel of land. This intensification will be low-rise in built form within the General Urban Area aligning with the growth management policies of the current Official Plan. Not considering the development potential of Block 148, the proposed subdivision achieves 69 units per net hectare and 105 people per gross hectare.

4.2.2 Designations

Arterial Mainstreet Designation

A portion of the subject site is designated Arterial Mainstreet as identified in the current Official Plan (Figure 15). The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. Mainstreets are the corridors that traverse long areas of the city, connecting different communities and changing character along their length.

Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Intensification is expected to occur over time through redevelopment of sites such as vacant lots.

Arterial Mainstreets are expected to change gradually through redevelopment, meaning that over time, residential and employment uses will be introduced at higher densities, potentially through redevelopment. New development and infrastructure will be designed to improve walking and cycling as well as access to transit.

Specific policies related to the Arterial Mainstreet designation are found in **Section 3.6.3** of the current Official Plan, the ones applicable to the subject property are:

/ **Policy 1** Arterial Mainstreets are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Mainstreets are designed to take advantage of multi-modal transportation corridor function.

/ **Policy 3** The Arterial Mainstreet designation generally applies to whole of those properties fronting on the road, however for very deep lots, the designation will generally be limited to a depth of 400 metres from the designated Arterial Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration.

/ **Policy 10** Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk. [Amendment #150, October 19, 2018]

/ **Policy 12** On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:

a. within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
b. directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
c. directly abutting a Major Urban Facility:

and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.

The Zoning By-law may establish as-of-right building heights lower than nine storeys where site conditions, existing character and compatibility with adjacent development dictate that a lower building form is appropriate.

/ **Policy 15** In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:

a. New or relocated municipal buildings and facilities or for leasing space for municipal functions;
b. The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;
c. Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;
d. The creation of comprehensive traffic and parking strategies;
e. The creation of brownfield redevelopment strategies;
f. The use of techniques such as increased height and density provisions;
g. The application of financial and regulatory incentives;
h. Exploring partnerships between the public and private sectors.

By creating Block 36, the proposed development seeks to establish a portion of the subdivision that can address the policies of the Arterial Mainstreet designation. The policies recognize that the boundary of an Arterial Mainstreet designation can be varied, depending on site circumstance and lot configuration. When assembled with neighbouring properties this Block could provide for a mix of uses in a compact, up-to mid-rise pedestrian-oriented development.

General Urban Area
With the Arterial Mainstreet portion of the subject site established as described, the majority of the proposed subdivision falls within the General Urban Area designation of the current Official Plan. The General Urban Area permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses to facilitate the development of complete and sustainable communities.

Specific policies related to the General Urban designation are found in **Section 3.6.1** of the current Official Plan, the ones applicable to the subject property are:

- **Policy 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.
- **Policy 2** The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.
- **Policy 3**: Building height in the General Urban Area will continue to be predominately Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.

This subdivision proposes low-rise, ground-oriented townhouse units which are permitted in the General Urban Area and are of a built-form and density that is compatible with the existing context and the planned function of the area. The applicable development application requirements related to Sections 2.5.1 and 4.11 have been considered and are further detailed in the following section of this Rationale.

- **Policy 5**: The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

The subdivision proposes low-rise, ground-oriented, multi-unit dwellings in the form of townhomes that are located near other low-rise, residential suburban neighbourhoods. The proposed development respects the low-density and low-rise character that is present within the surrounding community while appropriately intensifying an underutilized parcel of land. The moderately, compact built form typology being proposed compliments the existing character while diversifying the housing types, catering to differing household demographics. The proposal represents a logical extension to the existing community with new street networks and open spaces that builds upon the planned function of the area.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan contains design objectives that relate to the functionality of spatial elements as communities grow over time. The Plan provides design objectives which are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. The proposed development meets all these objectives.

- **Objective 1** To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed residential subdivision makes more efficient use of an underutilized area that is in close proximity to an existing mature subdivision and abuts another newly built subdivision. The more compact, low-rise built form will be contributing towards its own distinct identity, while fitting into the existing community of Orleans Village built by Caivan Communities. The rear yard townhomes along Lamarche Avenue will bring buildings to the street, this along with the provision of a public park will contribute towards creating a sense of community.

- **Objective 2** To define quality public and private spaces through development.

The proposed public spaces, including the extension of municipal streets through the proposed subdivision will serve to connect the proposed private dwellings to the broader community. The proposed subdivision makes more efficient use of underutilized lands and connects it to the existing neighbourhood. The subdivision will contribute to the sense of community through the provision of new opportunities for residential growth in proximity to existing commercial/retail, recreational and mobility opportunities. The proposed building typologies will have facades and architectural elements of quality.

- **Objective 3** To create places that are safe, accessible and are easy to get to and move through.

The proposed ground-oriented, street fronting townhouses contribute towards a pleasant public realm and provide "eyes" on the street, thereby contributing towards actual and perceived safety. A crescent is proposed to form 2 connections to Lamarche Avenue—the main street bringing majority of traffic inwards from Arterial Mainstreet, before dispersing it internally onto four internal roads servicing individual blocks. The internal road network provides for efficient and convenient movement of traffic through the site.

- **Objective 4** To ensure that new development respects the character of existing areas.

The subdivision proposes a range of low-rise developments form back-to-back townhouses, rear lane townhouses and traditional townhouses with attached garages. These dwelling typologies respect the character of the existing area by proposing built form that are ground-oriented and low-rise in nature, which can be found in neighbouring communities.

- **Objective 5** To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed subdivision is representative of evolution that can occur over time in communities. The former commercial lands are being repurposed to better address the changing dynamic of Innes Road. This new subdivision will be both located near an established mature neighbourhood and around others newly constructed. It provides an opportunity for existing area residents to stay within the community as they move through their lifecycle by offering them a choice of a variety of building types.

- **Objective 6** Understand and respect natural processes and features in development design

There are no significant natural heritage areas located within 120 metres of the subject lands.

/ **Objective 7** To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed subdivision is located in an area that is close to a mature subdivision, and where new subdivisions are and continue to be built. It proposes to add more residents within an area that is conveniently serviced by municipal services and transit options. The proposed density will achieve a more efficient use of urban land and infrastructure (such as pipes, roads, transit, schools, and parkland) through a more compact built form.

4.2.4 Section 4.11—Urban Design and Compatibility

Section 4.11 of the Official Plan addresses issues of urban design and compatibility. The following policies are applicable to the subject lands and have been evaluated with respect to the proposed subdivision (Table 2).

Policies	Proposed Subdivision
Views	The Official Plan does not designate any protected views in proximity to the subject lands. Given the low-rise nature of the majority of the proposed subdivision, the subdivision will not impact the existing skyline. Development on the severed portion containing the Arterial Mainstreet Designation may consider greater heights however it will be subject to a future Site Plan Control application.
Building Design	All units are proposed to front directly onto an existing or planned municipal street, which maintains the character of the existing community. The proposed materiality of exterior elements will align with Caivan's previous developments which currently form a part of the unique character that supports Ottawa's image as a Capital city and contributes to a positive experience for residents and visitors. The elevations proposed by Caivan promote an attractive and positive interface with the public realm and build upon the existing streetscape character in the area by accentuating the front entrance and windows facing the street. The elevations proposed by Caivan improve upon the existing streetscape by accentuating the front entrances. More specifically, the prominent front entrances are distinguishable from the garages, making the front entrances the prominent features on the front facades. The proposed cladding materials are a variety of high-quality siding, masonry, and wood shingles which are in keeping with the design aesthetic of the immediate area.
Massing and Scale	The built massing and scale of the proposed townhomes is appropriate and align with the permitted and planned function of adjacent properties and the character that is established by prevailing pattern of abutting developments in the area. The proposed lot widths and building heights for townhouses is similar to that of other like developments. Given that the proposed development will consist predominantly of low-rise dwellings, no concerns related to massing and scale, such as privacy, overlook, or shadowing, are expected within the established residential areas. The proposed subdivision is designed to gradually transition from highest densities along Lamarche Avenue towards lowest densities located around the peripheries of the subdivision.
Outdoor Amenity Areas	The proposed subdivision will have access to the Park which has an area of 0.51 hectares and frontage along Lamarche Avenue, as well as a new,internal street. Further south and within convenient walking distance is a 2.25-hectare municipal park which will also provide access and amenity space for residents. In addition, the 83 traditional townhouses will have a rear yard with a minimum rear yard setback of 6 metres. The remaining units will have balconies to provide outdoor private amenity areas.

Table 2 -Urban Design and Compatibility Criteria of Section 4.11 of the Official Plan

The proposed development conforms to the design policy direction of Section 4.11 of the current Official Plan. The proposed development positively contributes to the existing neighbourhood character by providing contemporary built forms, high quality site design, a public park, and streetscape improvements. The development has been oriented in a manner which provides appropriate transitions to surrounding properties, particularly those abutting to the south, through setbacks, articulation, landscaping, and appropriate transitions at all frontages.

4.3 City of Ottawa New Official Plan (Pending Ministerial Approval, 2022)

The City of Ottawa Council has adopted a brand-new Official Plan (OP) as of November 24th, 2022. The final Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) who will grant a final approval with or without modifications. MMAH's decision is anticipated to be received later in 2022. Once a Ministerial approval is received, the plan will come into affect replacing the current Official Plan the was reviewed in the previous section. However, until the Ministry grants final approval, the policies of both the old and new OP's must be considered, and the more restrictive of the two will apply. Considering this, the policies of the New Official Plan have been reviewed for the subject site.

The new Official Plan provides a vision for future growth of the city and a policy framework to guide city's physical development for a 25-year period from 2021 to 2046 when it anticipates reaching a population of 2 million people. The OP contains goals, objectives and policies that inform the policies that layout the foundation for growth in the City. The OP provides strategic directions which forms a broad vision of how the City wants to grow, and what it wants to achieve over the next 25 year period. The Strategic Directions generally speak to the City's vision of growth but through intensification rather than greenfield development, to support sustainable transportation, improve urban and community design at all scales, to consider environment, climate, health, energy and economic development in planning policies. These strategic directions lead to the creation of 15-minute neighborhoods, promoting a diverse mix of land uses, range of housing types that work together to provide sustainable communities that are less auto-dependent, focus on community, active transportation, and contribute to economic development and a quality of life. The City wishes to introduce flexible land use designations that adopt to changing economic conditions in light of new industries and ways of doing business, so people have more choices of work locations that are closer to where they live.

Schedule A of the New Official Plan places the Orleans community within the "Suburban Transect Policy Area," and Schedule B8 designates the subject site as "Mainstreet Corridor" with an Evolving Neighbourhood Overlay. The planned function of a Mainstreet Corridor is to combine higher density of development, a greater degree of mixed uses and higher level of street transit service than abutting Neigbourhoods, but lower density than nearby Hubs.

4.3.1 Growth Management Framework

The City seeks to focus most of its the growth in the coming years within the urban area which is a settlement area for the purposes of the Provincial Policy Statement. Most of residential and economic growth will occur within built-up areas through intensification over time during the period of this Plan.

Much of the new residential housing demand is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. All the greenfield developments will be in the Suburban Transect, where new dwellings are expected to be in the form of ground-oriented units, and at least 10 per cent will be apartments.

4.3.2 Transect

The new Official Plan divides the City into six concentric policy areas that are known as Transect Policy Area **(Section 5)**. Each transect represents a different gradation in type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). These transects are outlined in Schedule A—Transect Policy Area (Figure 16). The New Official Plan places the proposed subdivision within the "Suburban Transect Policy Area" (Figure 16).

The Suburban Transect generally comprises of communities within the urban boundary located outside the Greenbelt. These areas generally reflect the "conventional" suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus in these areas is a gradual evolution towards complete communities and becoming 15-minute neighbourhoods, with substantial changes focused only on strategic locations.

Suburban Transect areas are generally planned for low- to mid-rise development, with greatest densities directed to Hubs and Mainstreet Corridors. A range of dwelling unit sizes are supported in the Suburban Transect with multi-unit dwellings directed to Hubs and Corridors **(Policy 5.4.1.3a)**.

New development in the Suburban Transect area shall contribute to the evolution towards 15-minute neighbourhoods **(Policy 5.4.4)**, while striving to approach densities of the inner Urban Transect over time. The residential density goal for this proposed subdivision is 40 units per hectare **(Policy 5.4.4.3)**.

The proposed development is consistent with policy direction described in the new Official Plan for developments within the Suburban Transect.

The proposed development reflects the "conventional" suburban model that contributes to an area transitioning towards a 15-minute neighbourhood. The predominantly low-rise development increases density closer to the Mainstreet Corridor. The proposed residential density is 69 units per net hectare, exceeding the target for a Neighbourhood within the Suburban Transect.

4.3.3 Evolving Overlay

The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to "allow new built forms and more diverse functions of land".

New zoning should provide development standards for the built form and buildable envelope that are more urban than suburban in character **(Policy 5.6.1.1.6)**.

The proposed subdivision adheres to the direction of the Evolving Overlay by providing a more compact built form and density that is more aligns with an urban setting.

4.3.4 Mainstreet Corridors Designation

Schedule B8 designates the subject site as "Mainstreet Corridor" (Figure 17). The planned function of a Mainstreet Corridor is to combine higher density of development, a greater degree of mixed uses and higher level of street transit service than abutting Neighborhoods, but lower density than nearby Hubs. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor **(Policy 6.2.1.2)**. Residential uses that integrate with a dense, mixed-use urban environment are generally permitted within Corridors.

In the new Official Plan, the Mainstreet Corridor designation extends to a maximum depth of 220 metres from the centreline of the Corridor, and any part of the lot that lies beyond the maximum depth is excluded form the Corridor designation.

Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor. This development shall ensure appropriate transitions in height, use of land, site design and development character through the site **(Policy 6.1.1.2).** Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

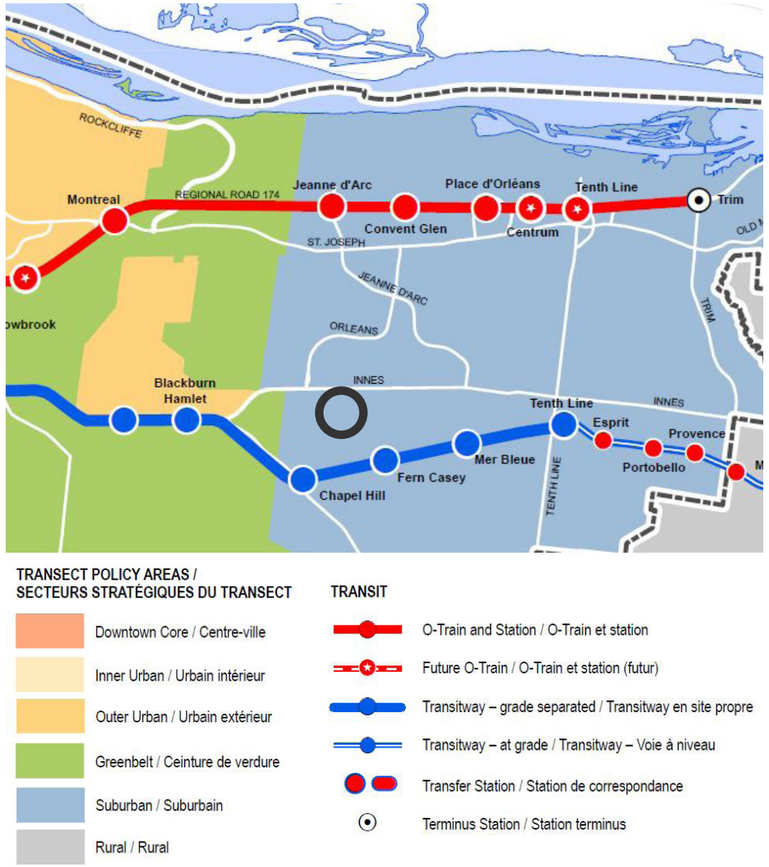


Figure 16 - City of Ottawa New Official Plan Schedule A: Transect Policy Areas

By creating Block 36, the proposed subdivision establishes an appropriately deep parcel of land to apply the Mainstreet Corridor designation. When combined with the neighbouring properties it will contribute to achieving a denser, mix-use environment envisioned along Innes Road (see figure 36 for example). The remaining part of the property further from the Mainstreet will have frontage onto Lamarche Avenue and should be developed subject to the policies of the Neighbourhood Designation.

4.3.5 Neighbourhoods Designation

Neighbourhoods are expected to evolve gradually over time to provide integrated, sustainable, context-sensitive development designed to establish and reinforce 15-minute neighbourhoods. They are planned for low-rise building heights **(Policy 6.3.1.2)** predominantly ground-oriented dwellings that are further away from rapid-transit stations.

Neighbourhoods are to be regulated through Zoning By-law, which will distribute densities (table 3). Generally, low-rise ground-oriented building typologies that cater to increasing housing supply are promoted. Building heights within Neighbourhoods are expected to be Low-rise **(Policy 6.3.1.2)**.

The proposed subdivision adheres to the direction of the Neighbourhood designation and takes guidance from its proximity to a Mainstreet corridor by providing a more urban and moderately dense built form that is still low-rise. The residential density, unit mix, and building typology proposed is supported by the new Official Plan policy direction for Neighbourhoods.

Mainstreets (S. 3.2 table 3)	
Minimum Area-Wide Density Requirement, People and Jobs per Gross Hectare (Mainstreets)	120
Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare (Mainstreets)	120
Table 3b: **Large Dwelling Targets –Target Residential Density Range for Intensification, Dwellings per Net Hectare (Neighbourhoods)**	40-60

Table 3 - Growth Management Framework Section 3, Table 3 of the new Official Plan

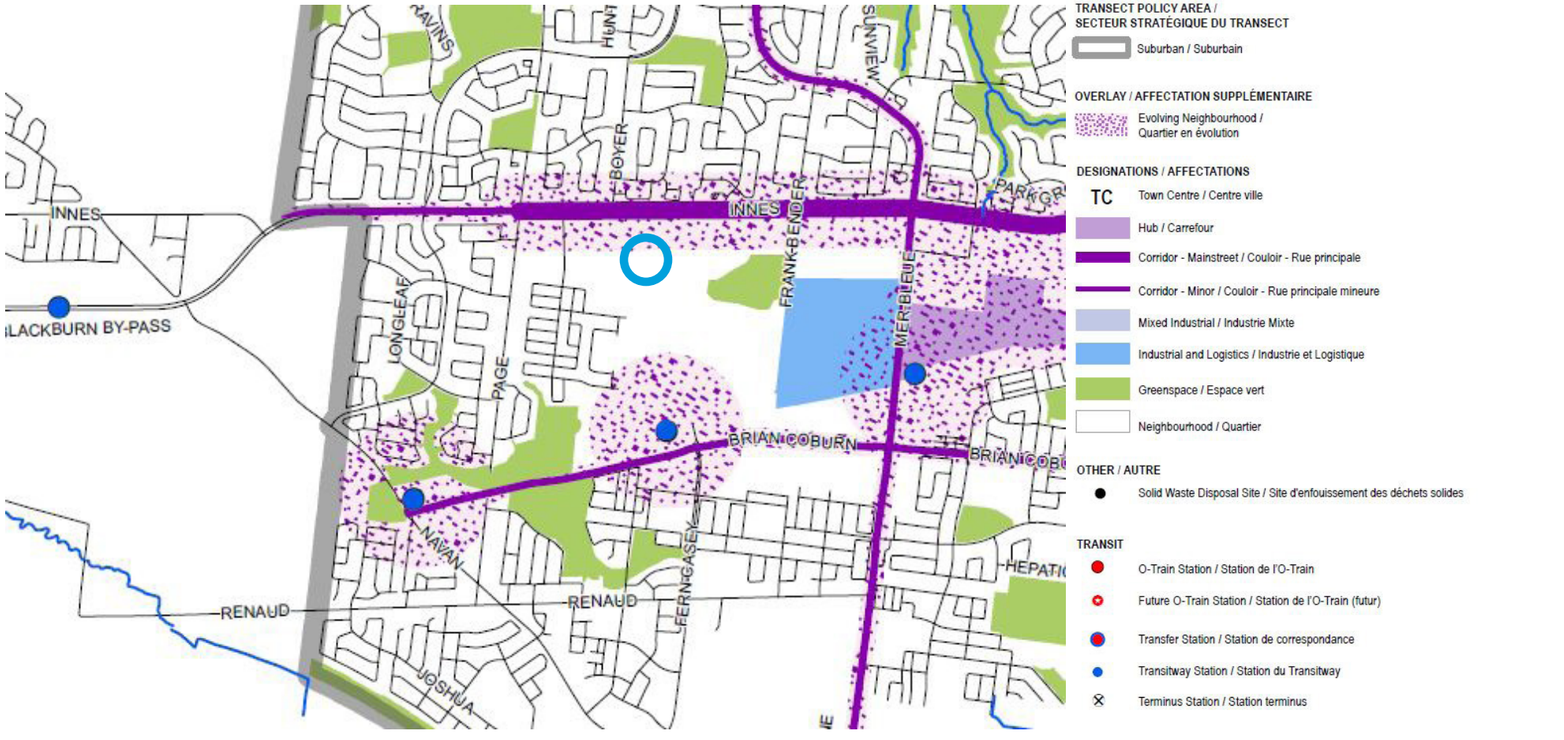


Figure 17 - City of Ottawa New Official Plan Schedule B8: Suburban East Transect

4.4 Additional Guidelines

4.4.1 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines 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 guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposed development meets several of the guidelines, including:

Structuring Layout

- **Guideline 9:** Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways;
- **Guideline 10:** Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks;
- **Guideline 11:** Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed;
- **Guideline 13:** Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length;
- **Guideline 19:** Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular depending on features within the park, and are approximately 0.8 hectares in size;
- **Guideline 20:** Locate parks so that they front onto at least two streets or have the longest edge front onto the street. Locate parks at "T"-intersection to terminate streetscape views.

Street Design

- **Guideline 21**: Select the most suitable zoning setback and road right-of-way width for the land use context and road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including trees, sidewalks, utilities, cycling facilities, parking and travel lanes;
- **Guideline 22**: Orient rear amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties;
- **Guideline 27**: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles;

Residential Building and Site Design

- **Guideline 34:** Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections;
- **Guideline 35**: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses;
- **Guideline 37**: Design building facades so that windows and doors are prominent features that address the streets they front.
- **Guideline 38**: Site and design residential buildings on corner lots so that both the front and side of the building are oriented to the public street and are detailed with similar quality and style;

The proposed subdivision meets many of the Urban Design Guidelines for Greenfield Neighbourhoods. The proposal provides a layout that is well-connected and integrated with the surrounding land uses. The proposed subdivision provides an appropriate mix of residential uses that are articulated and designed to meet the direction of the guidelines above, and where each use is suitable for the subject site and surrounding area. The proposed elevations for the townhouses are varied and address the street frontages in a way that is engaging.

4.4 Additional Guidelines

4.4.2 Building Better and Smarter Suburbs (2015)

In 2015, Council 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 (9) core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan. The nine core topic areas are:

- Street Network and Land Use;
- Parks and Open Space;
- Stormwater Management;
- School Sites;
- Parking;
- Road Rights-of-Way;
- Rear Lanes; Trees;
- Utility Placement.

The proposed subdivision meets the following objectives and strategic directions of the BBSS initiative:

1. Street Network and Land Use
- Objective—Implement a network of street typologies that complements the land uses, densities and built form within the community.
- Objective – Design the street network and block lengths to include a diversity of routes for vehicular and active transportation in order to minimize bottleneck locations.
- Strategic Direction 1 – Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.
- Strategic Direction 3 – Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).
- Strategic Direction 9 – Avoid reverse frontage lots (rear yards abutting public streets) within a community.

5. Parking
- Objective – Accommodate two cars per ground-oriented dwelling (one in garage and one in driveway in single-detached, semi-detached and townhouse units with driveways) while ensuring the visual predominance of front entrances and the inhabited parts of the residence.
- Objective—Minimize the potential for conflicts between sidewalk users and vehicles in driveways.
- Objective —Minimize driveway widening and lot area dedicated to driveways in order to maximize space for tree planting, landscaping, and stormwater retention.
- Strategic Direction 2—Where street-accessed parking is appropriate, establish set-backs that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.

6. Road Rights-of-Way
- Objective – Balance the needs of all elements within the street.
- Objective – Create beautiful tree-lined streets as a key component of the public realm.

8. Trees
- Objective – Select appropriate tree species for the local environment.
- Objective – Achieve suitable conditions to ensure mature tree development.

9. Utility Placement
- Objective – Locate utilities to be compatible with urban design objectives.
- Objective – Minimize the impact of utilities on the streetscape.

The proposed subdivision meets many of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan. More specifically, the proposed subdivision provides a street network, land use and roadway pattern which is consistent and complimentary to the surrounding area. Parking within the subject site is managed in a way which avoids conflicts and maximizes spaces. The proposed development has been designed in a manner that balances the need for road rights-of-ways to accommodate trees and required infrastructure.

4.5 City of Ottawa Zoning By-law (2008-250)

4.5.1 Existing Zoning

The subject site is currently zoned Development Reserve (DR) (Figure 18). This zone recognizes lands that are intended for future urban development in areas designated as General Urban Area and Developing Communities in the current Official Plan. The zone imposes regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

Permitted uses in the DR Zone are limited to:

- agricultural use
- emergency service
- environmental preserve and education area
- forestry operation
- group home
- home-based business
- marine facility
- one detached dwelling accessory to a permitted use
- park
- secondary dwelling unit
- urban agriculture

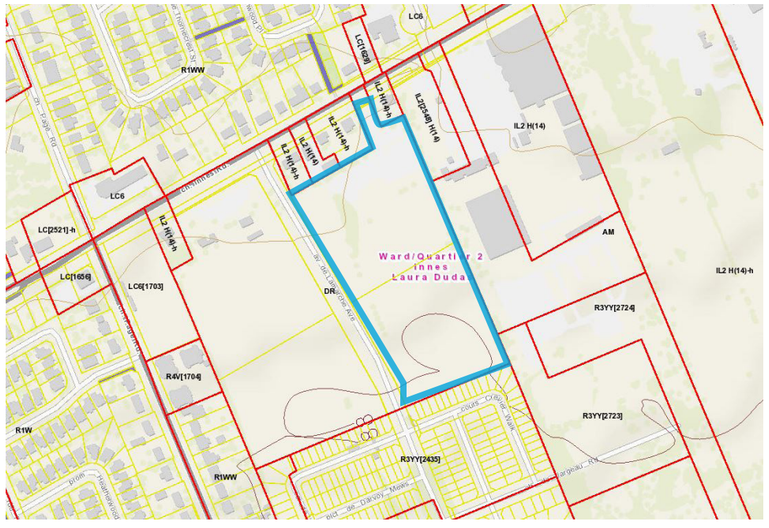


Figure 18 - City of Ottawa Zoning Plan

4.5.2 Proposed Zone

A rezoning will be required to align the zoning of the property with the direction of the subdivision. The table below, details the requested zones.

Block	Land Use	Proposed Zone
Block 36	Mix-Use	AM10
Block 35	Park	O1
Blocks 1-34	Residential	R3YY[XXXX]

Table 4

Arterial Mainstreet Zoning

It is proposed that Block 36 be rezoned to Arterial Mainstreet (AM). This zoning is summarized below and would allow any future redevelopment to be done in a way that would achieve the objectives of the Mainstreet designation. The requirements for the zone are to promote intensification while ensuring developments are compatible with the surrounding uses.

Zoning Mechanism - AM		Requirement
Minimum Lot Area		No minimum
Minimum Lot Width		No minimum
Minimum Front and Corner Yard Setbacks	Non-residential or Mixed-use Building	No minimum
	Residential Building	3 m
Minimum Interior Yard Setback	Abutting a residential zone	7.5 m
	All other cases	No minimum
Minimum Rear Yard Setback	Abutting a street	3 m
	Abutting a residential zone	7.5 m
	For a Residential Building	7.5 m
	All other cases	No minimum
Maximum Building Heights	20 metres from a property line abutting a R1 - R3 zone	11 m (3 storeys)
	20 to 30 metres from a property line abutting a R1- R4 zone	20 m (6 storeys)
	+30 metres from a property line abutting a R1 – R4 zone	30 m, but no more than 9 storeys The angular plane exercise done for Block 36 (page 37) indicates taller heights are achievable while maintaining appropriate transition.
	In all other cases	30 m, but no more than 9 storeys
Maximum Floor Space Index		2

Table 5

Residential Third Density Zone

The Residential Third Density Zone (R3) is designed to allow for a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan, and to allow for a number of other residential uses to provide additional housing choices within the third density residential areas.

This application requests the townhouse blocks in the proposed subdivision be rezoned to Residential Third Density. Subzone YY (R3YY[XXXX]) with exceptions as detailed below. The exceptions proposed mirror that of other subdivisions currently being reviewed by City Staff. The exceptions will accommodate the new products by Caivan. At this time of writing this Rationale the appropriate R3YY exception zone has yet to be approved, however it is intended that that by the time the zoning for this subdivision is considered by Council the exception zone will be in place. What is summarized herein reflects this new exception zone.

Permitted uses within the R3YY [XXXX] Zone include:

- Bed and breakfast
- Detached dwelling
- Diplomatic mission
- Duplex dwelling
- Group home
- Home-based business
- Home-based daycare
- Linked-detached dwelling
- Park
- Planned unit development
- Retirement home, converted
- Secondary dwelling unit
- Semi-detached dwelling
- Three-unit dwelling
- Townhouse dwelling
- Urban agriculture
- Rooming house (subject to conditions)

Permitted Uses and performances standards within the Residential Third Density subzone YY with Residential Third Density Zone.

Permitted Uses and performances standards within the Residential Third Density subzone YY with Residential Third Density Zone.

Zoning Mechanism (R3YY [XXX])	Requirement
Minimum Lot Width (m)	Townhouse – 5.5 m Rear Lane Townhouse – 5.5 m Back to back Townhouse – 5.5 m
Minimum Lot Area (m2)	Townhouse – 137 sq. m Rear Lane Townhouse – 110 sq. m Back to back Townhouse – 81 sq. m
Maximum Building Height (m)	Townhouse – 14 m Rear Lane Townhouse – 14 m Back to back Townhouse – 14 m
Minimum Front Yard Setback (m)	Townhouse – 3 m Rear Lane Townhouse – 3 m Back to back Townhouse – 3 m
Minimum Corner Side Yard Setback (m)	Townhouse – 2.5 m Rear Lane Townhouse – 2.5 m Back to back Townhouse – 2.5 m
Minimum Rear Yard Setback (m)	Townhouse – 6 m, may be reduced to a minimum of 4.5 m for a maximum of 50% of the lot width, the total area of the rear yard must not be less than 33 m2 Rear Lane Townhouse – 0 m Back to back Townhouse – 0 m
Minimum Interior Side Yard Setback (m)	Townhouse – 1.5 m Rear Lane Townhouse – 1.5 m Back to back Townhouse – 1.5 m
Maximum Lot Coverage	Townhouse – 65% Rear Lane Townhouse – No maximum Back to back Townhouse – No maximum
General Provision applicable to Townhouses and Rear Lane Townhouses	
a. A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping, except where the side lot line abuts New Greenbank Road. b. Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.2 m from the nearest edge of the sidewalk c. Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 m into a required interior side yard but no closer than 0.2 m to the lot line.	
d. Despite Table 65 Row 6(b), the steps of a porch may project 2.5 m into a required yard, but may be no closer than 0.2 m from a lot line other than a corner lot line abutting a street, from which they can be as close as 0.2 m. e. Balconies and porches, including those higher than 0.6 metres above adjacent grade, may project to within 1.0 m from the front lot line and 0.6m from a side lot line abutting a street, and may project to within 0.0 m of an interior lot line and corner lot line. f. Despite Table 65, Row 8, an air conditioning condenser unit may project 2 m, but no closer than 0.2 m to a lot line. An air conditioning condenser unit may not be located in a corner side yard except in the case of a townhouse dwelling and may not be located in a front yard except in the case of a townhouse with rear lane access and back-to-back townhouse dwellings. g. In the case of a home based business operating within a townhouse, back-to-back townhouse, or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site. h. Section 136 does not apply.	
General Provision applicable to Back to Back Townhouses	
a. A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping, except where the side lot line abuts New Greenbank Road and except in the case of a back-to-back townhouse, where a maximum of 75 per cent of the area of the front yard may be used for driveway/parking and storage enclosure. b. Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters, and ornamental elements such as sills, belts, cornices, parapets, and pilasters may project 1 m into a required interior side yard but no closer than 0.2 m to the lot line. c. Despite Table 65, Row 6(b), balconies, and porches may project to within 0.6 m of a side lot line abutting a street and 0 m of a corner lot line. d. Despite Table 65 Row 6(b), the steps of a porch may be no closer than 0.5 m to a front lot line and 0.2 m to a side lot line abutting a street. e. Despite Table 65, Row 6(a), any portion of a deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a front lot line or side lot line abutting a street, and any portion of a deck with a walking surface equal to or less than 0.3 m may project to within 0.3 m of a front lot line or side lot line abutting a street. f. Despite Table 65, Row 8, an air conditioning condenser unit may project 2 m, but no closer than 0.2 m to a lot line and cannot be located in a corner side yard.	
g. Section 57 does not apply. h. In the case of a home based business operating within a townhouse, back-to-back townhouse, or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site. i. Section 136 does not apply. j. Despite Section 102 – Table 102, no visitor parking is required on the same lot as a townhouse without a garage. k. Despite Section 107(3)(b), driveways may be located in a front yard if the permitted parking space is also in the front yard. l. Despite Section 109(3), the required parking space may be established in a required and provided front yard. m. Balconies and porches, including those higher than 0.6m above adjacent grade, may project to within 0 m of an interior lot line. n. Storage enclosures are permitted to project 2.5 m to the front lot line.	

Table 6

Parks and Open Space Zone

The purpose of the Parks and Open Space Zone (O1) is to permit parks, open space and related compatible uses to locate in areas designated Parks and Open Space Zone. The application proposes a public park for the subdivision in Block 35, and a rezoning would be required to permit this use, while prohibiting any construction not aligning with park development.

PROPOSED DEVELOPMENT

05

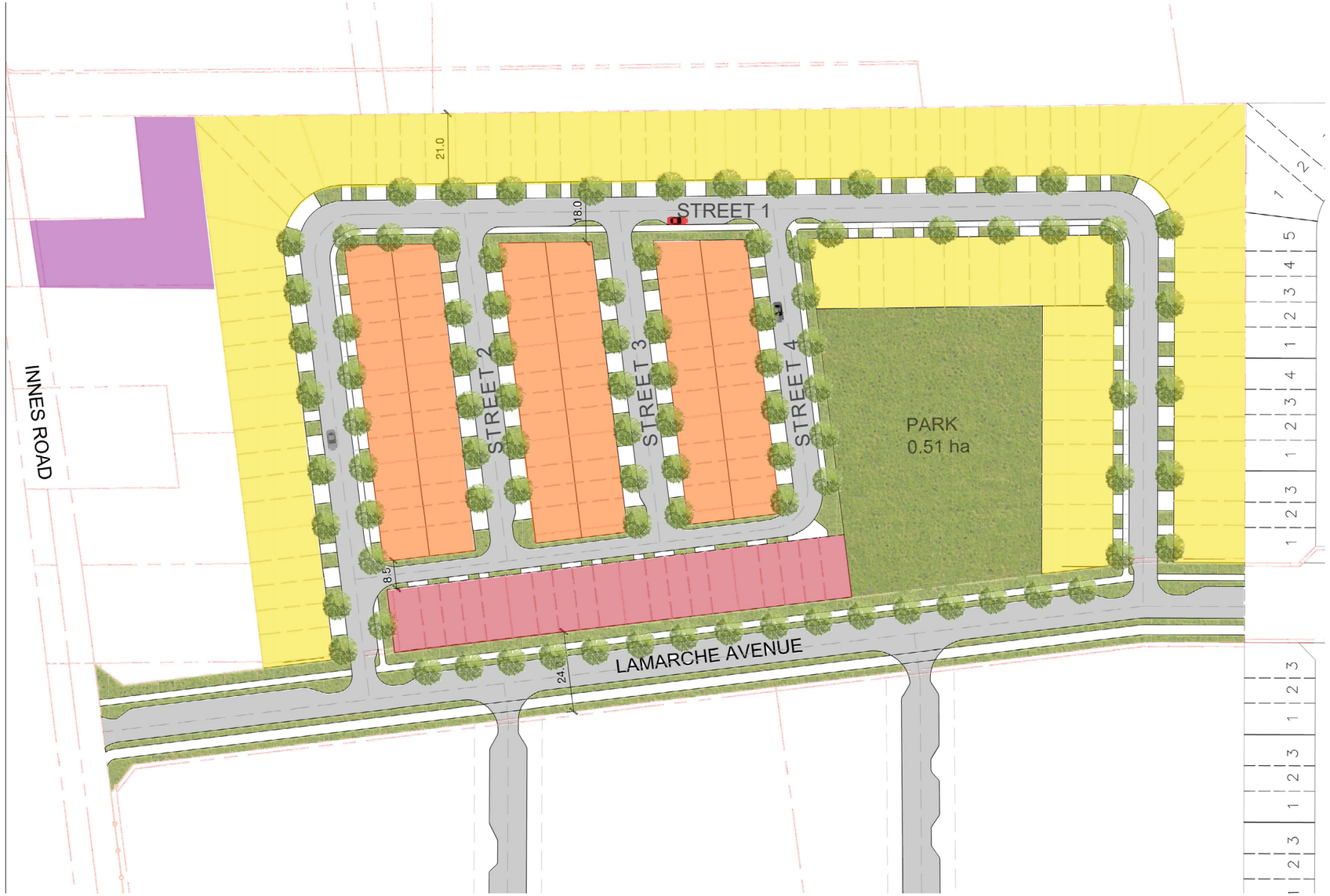
Proposed Development - Site Plan

24’ Standard Townhomes

20’ Back-to-Back Townhomes

Rear Lane Townhomes

Mixed-use



ROW	
DESCRIPTION	**TOTAL**
18m ROW	735.144
8.5m ROW	132.052

PARKING DETAILS	
DESCRIPTION	**TOTAL**
18.9 DEPTH RLTH - 2 SPACES PER UNIT IN GARAGE	40
B2B TH - 1 SPACE PER UNIT ON DRIVEWAY	72
24' TH - 1 SPACE IN GARAGE AND 1 SPACE ON DRIVEWAY	166
STREET PARKING (TYP. 2.6m x 6.7m)	74

LOT COUNT		
UNIT TYPE	**# UNITS**	**%**
18.9m DEPTH RLTH	20	11
B2B	72	41
24' STND TH	83	48
TOTAL	175	100

REV#	DESCRIPTION	DATE
05		
04		
03	REVISED 16.5m ROW TO 18m	22/03/04
02	REVISED 8.5/14m ROW	22/02/22
01	REVISED ROW	22/02/18

NOT FOR CONSTRUCTION

Disclaimer: These plans were prepared for the purposes of a Zoning Bylaw Amendment Application only. For Site Plan application, Building Permit and Construction purposes, a registered architect shall be retained to develop the final architectural design and detail drawings.

Figure 19 - Proposed Concept Plan and unit typology distribution

Proposed Development - ROWs

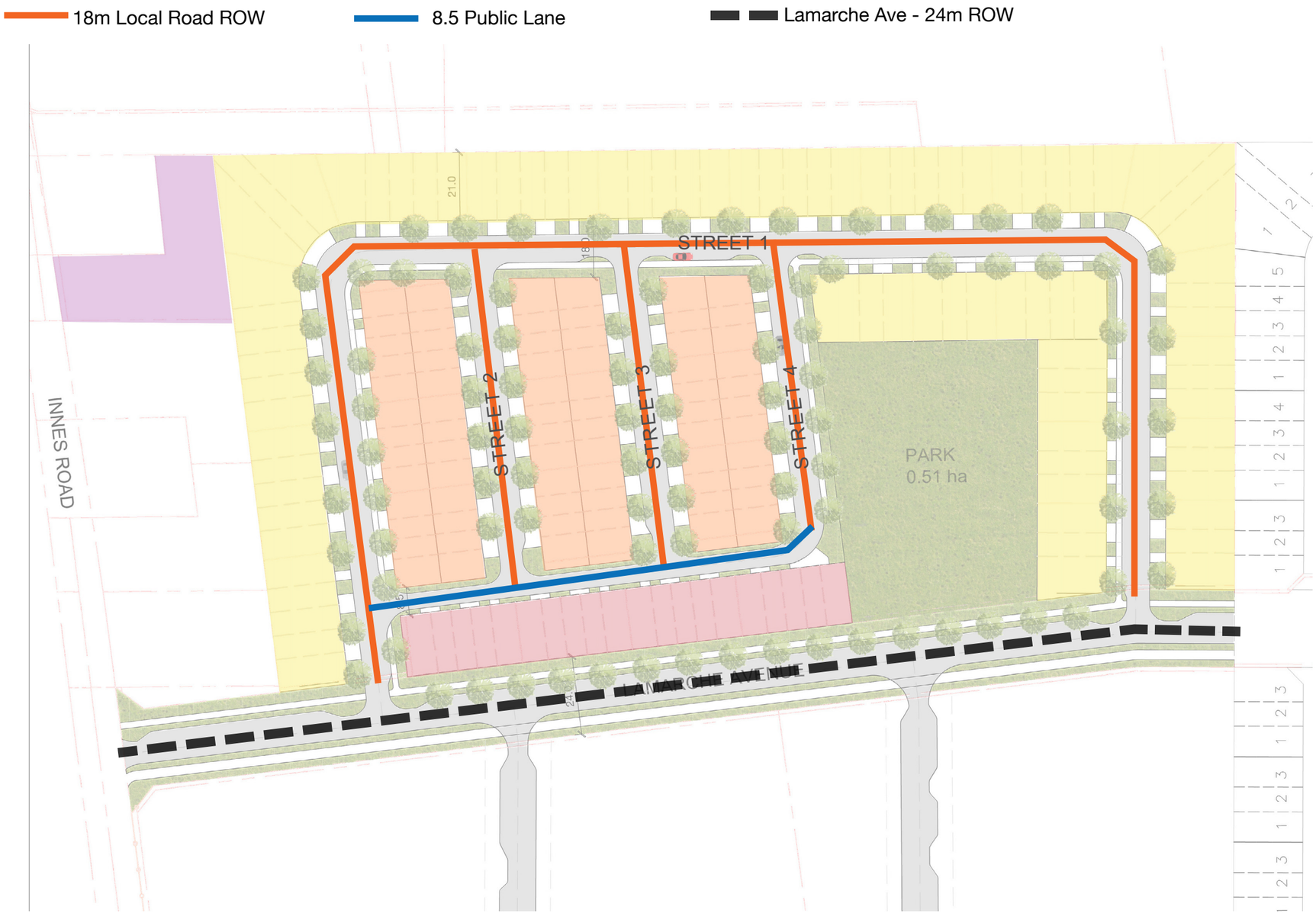


Figure 20 - Proposed Street Network and Rights-of-Way typologies

The community will host three streetscape widths that will foster connectivity and access to the open areas.

Lamarche Road is a 24m wide local road. The rear-lane townhomes will provide active frontage to the street with direct access to garages on the publ ic lane (8.5m).

The new public park has direct frontage onto Lamarche Road and provides pedestrian access to the inner core of the plan.

The subdivion is structured along a crescent like 18m ROW local street with 3 additional roads giving access to the back-to-back townhouse units and public street frontage to the new park. (Figure 20)

The following page illustrates the three (3) streetscape typologies (Figure 21, 22 and 23).

Proposed Development - Cross Sections

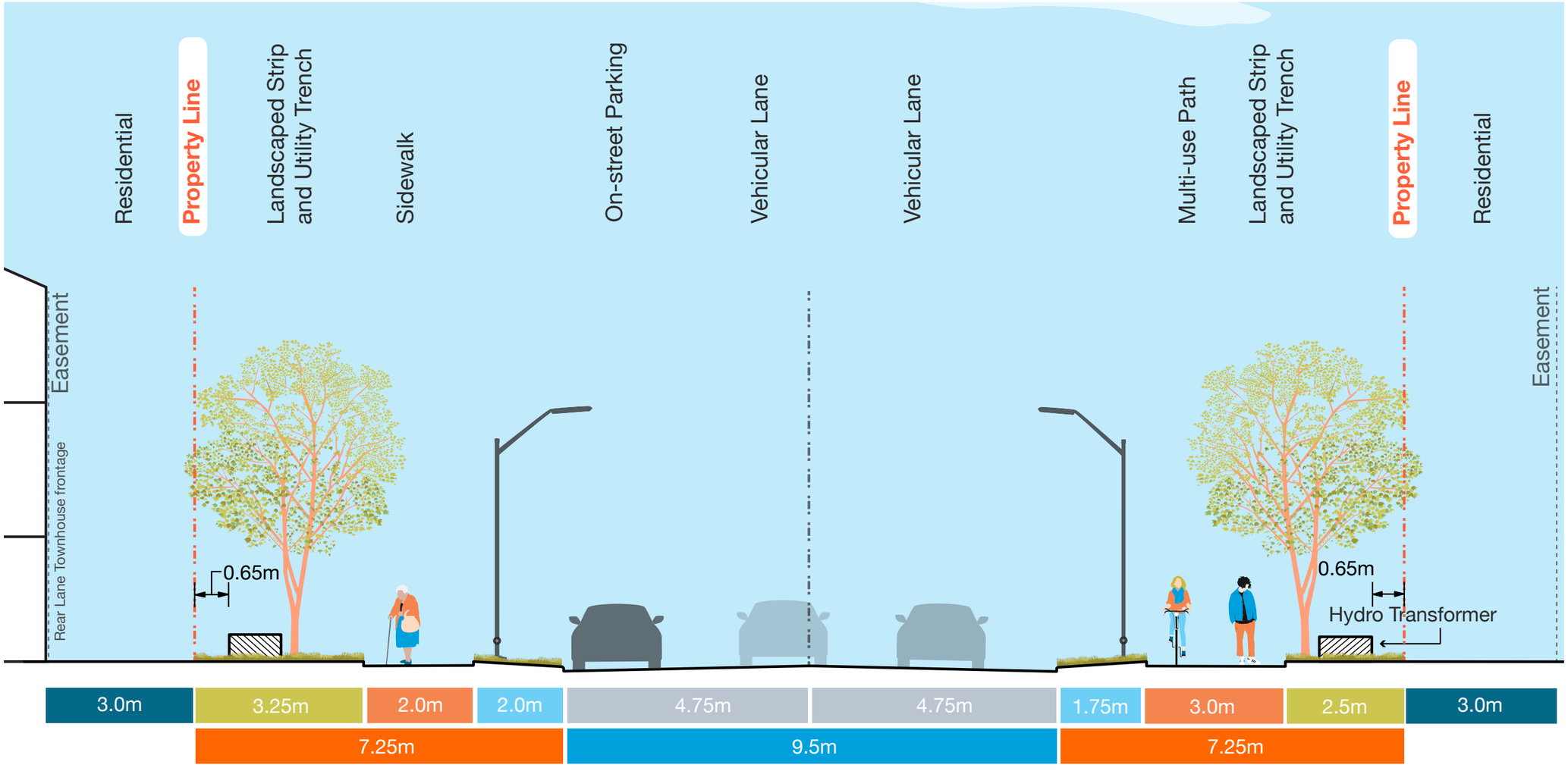


Figure 21 - Lamarche 24m Local Road Section (facing south)

- Lamarche Road - 24m Local Road will be the main access to the community
- Rear-lane Townhomes will provide active frontage along the west side
- On-street parking will be provided on the side of the proposed development.
- The right-of-way will include sidewalks, MUP and street trees on both sides, vehicular parking on boths sides of the street.

Proposed Development - Cross Sections

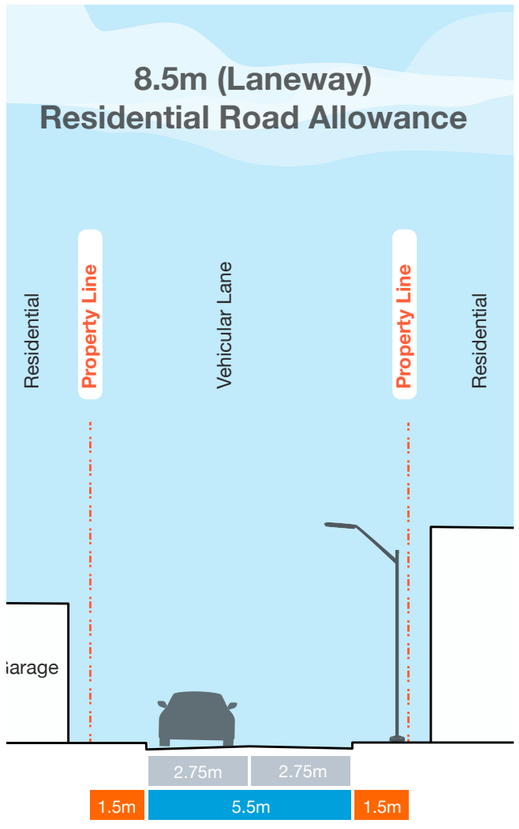


Figure 22 - Proposed Public Rear Lane Cross Section

- 8.5m Public Lane will provide access to the Rear-lane townhomes.
- Rear-lane townhomes will provide active frontage onto Lamarche Road.

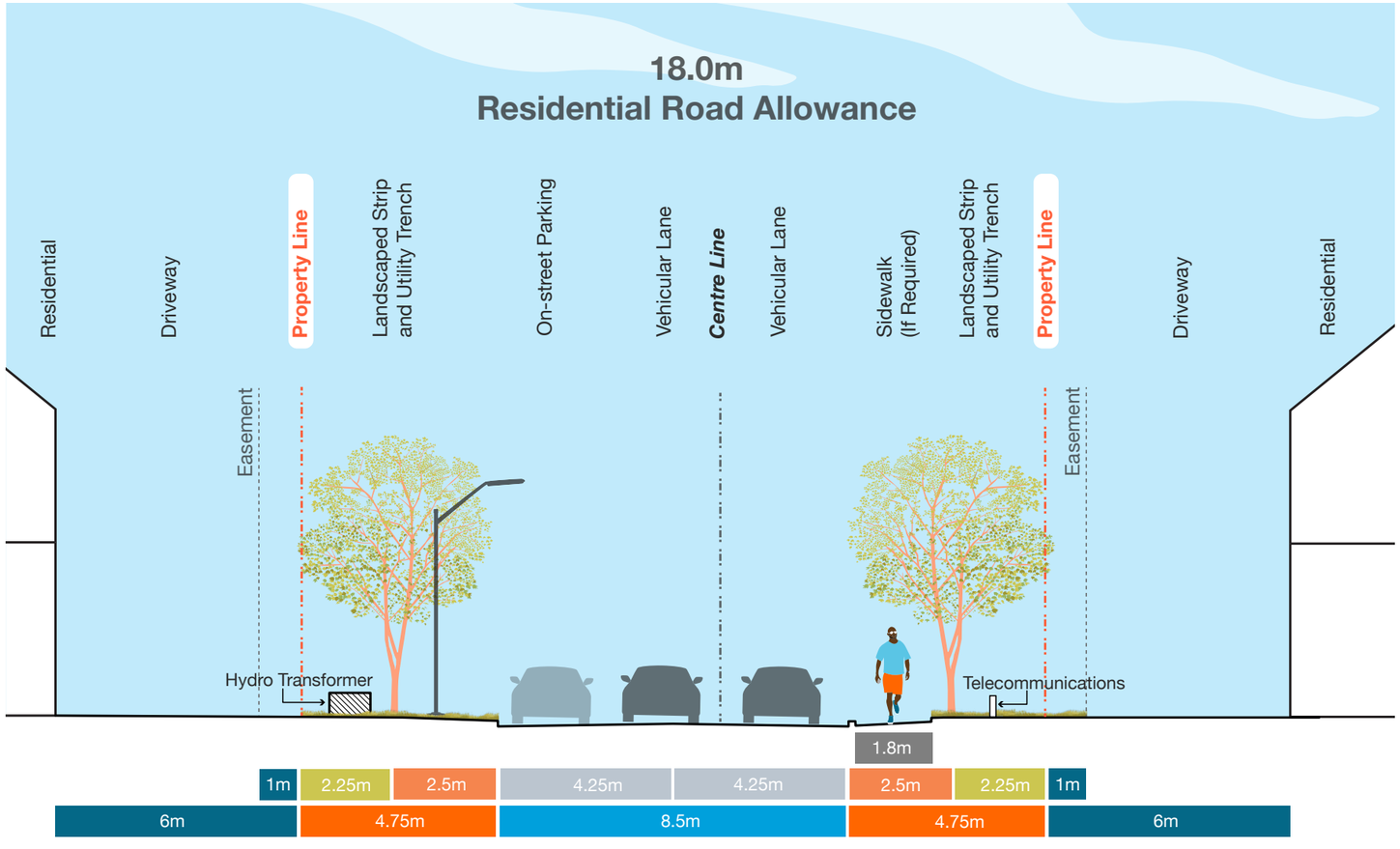


Figure 23 - Proposed 18m Local Street Cross Sections

- 18m Local Roads will characterize the new community will front on to these streets
- Standard Townhomes and Back-to-back townhomes
- On-street parking is proposed as per parking plan (see page 33).
- The right-of-way will include street trees on both sides and sidewalks on one side of the ROW, where indicated (see page 28).
- Sidewalks not proposed for streets 2 and 3.

Proposed Development - Parking

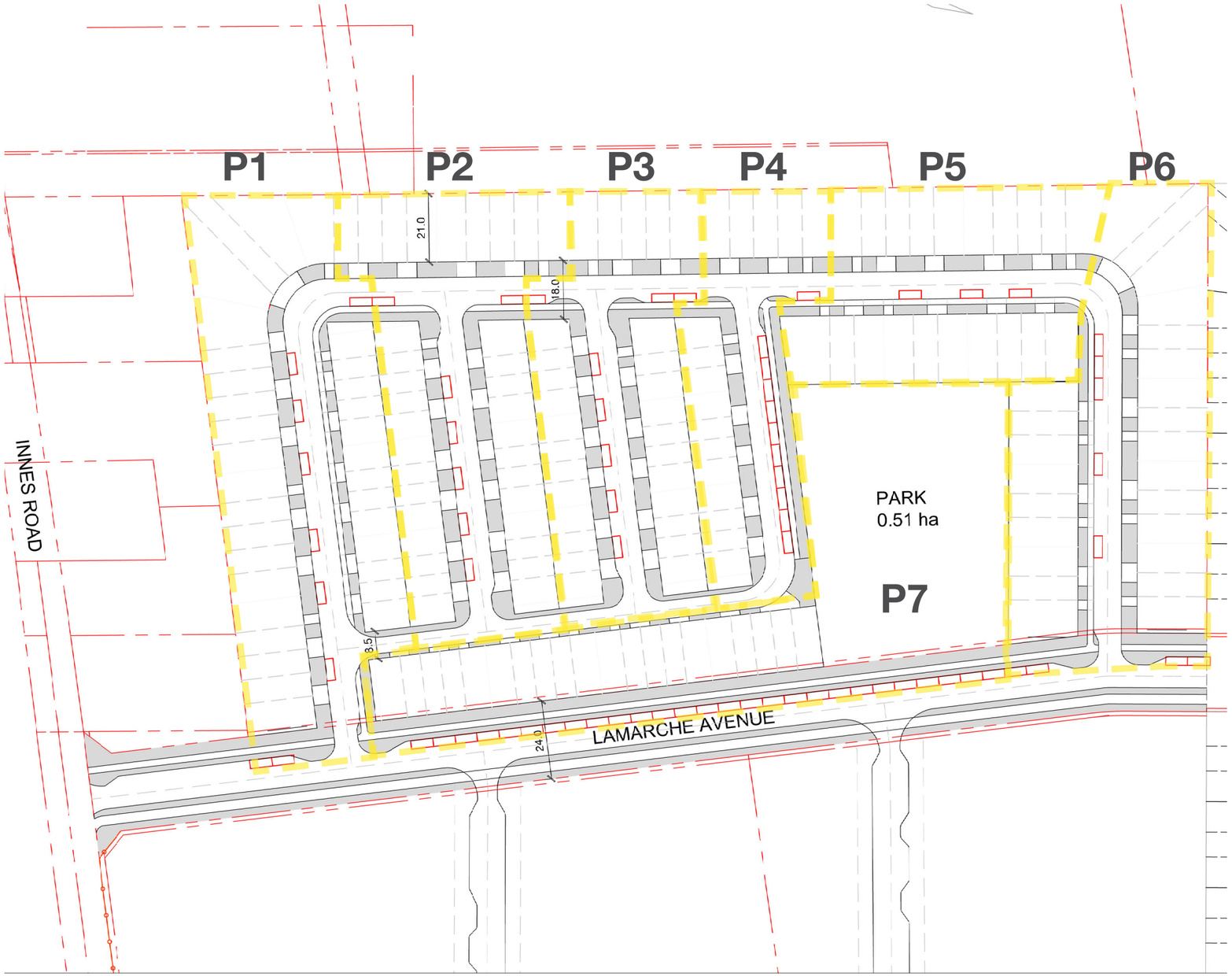


Figure 25 - On-street Parking Plan

LEGEND

- Parking Area Boundary
- On-Street Parking Outline
- Planted area
- Driveway

Number of On-Street Parking Spaces

Parking Area	Number of Dwelling Units	Number of On-Street Parking Spaces	Ratio of On-Street Parking	Number of Private Parking Spaces	Total number of Parking Spaces
P1	33	9	0.27	53	62
P2	34	7	0.21	43	50
P3	28	8	0.29	33	41
P4	16	10	0.63	21	31
P5	20	4	0.20	40	44
P6	24	9	0.38	48	57
P7	20	27	1.35	40	67
Total	**175**	74	0.42	278	**352**

On-street parking will be provided along all public streets to accomodate short-term visitor parking.

On 18m wide roads, one-sided on-street parking only will be provided, on the opposite side from public sidewalks.

Parking opportunities will be available between paired driveways.

On-street parking will also serve visitors to the new park.

The ratio of on-street parking if only considering units with only 1 parking space is 1.02.

Built Form Typologies
24’ Standard Townhomes

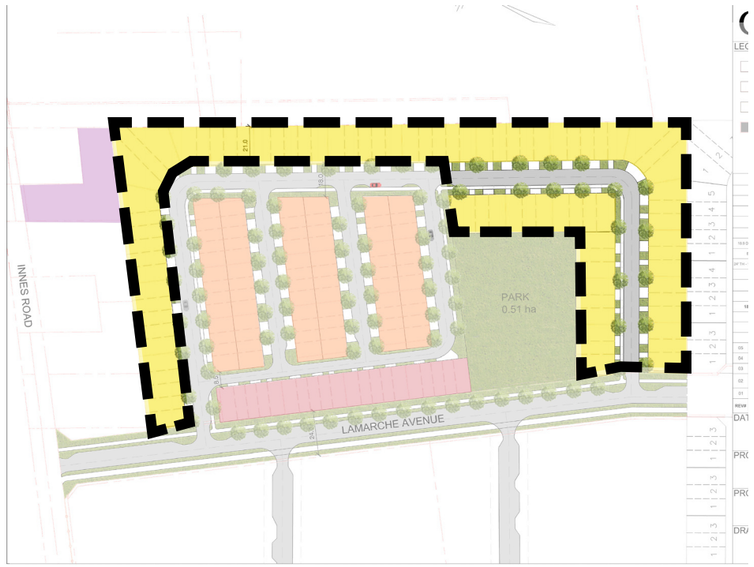


Figure 26 - Townhomes Elevation A

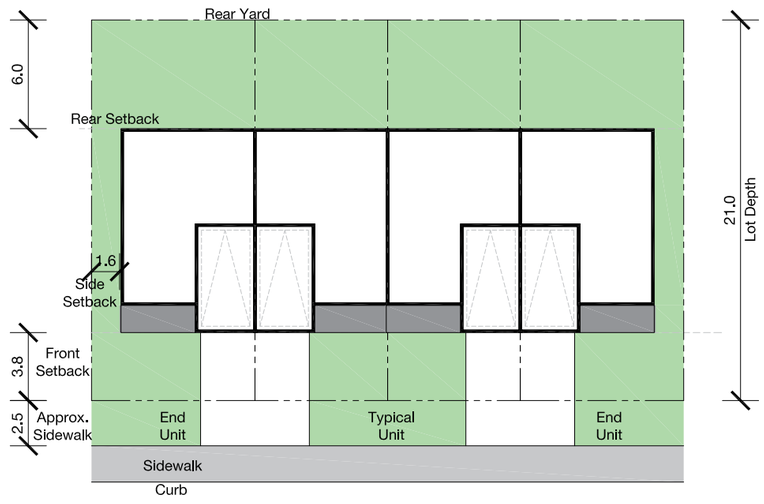


Figure 28 - Traditional Townhomes Lotting Standard and Measurements

Figure 27 - Townhomes Elevation B

NOT FOR CONSTRUCTION

20’ Back-to-Back Townhomes

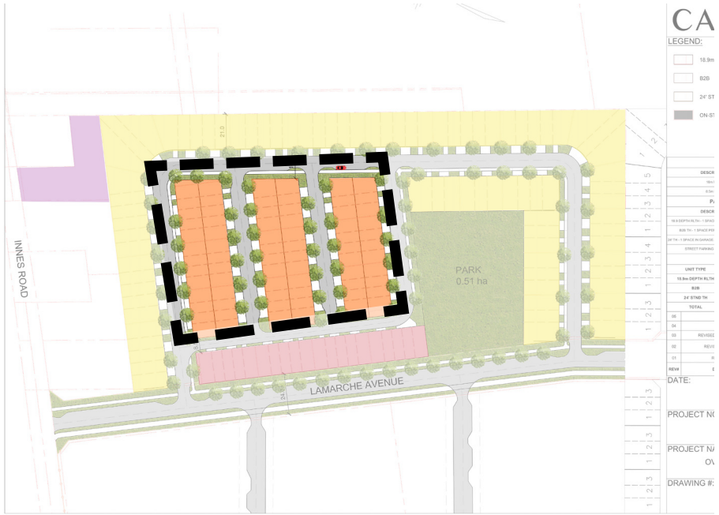
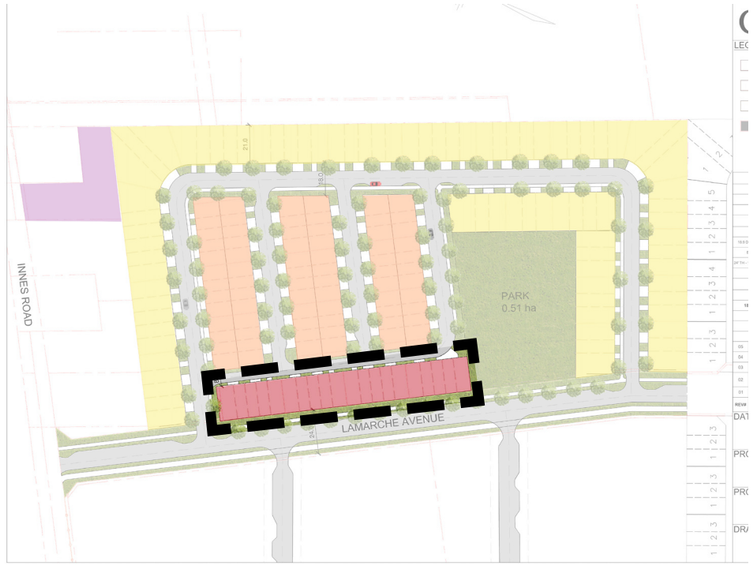


Figure 29 - Back-to-Back Townhomes Lotting Standard and Measurements

Figure 30 - Back-to-Back Townhomes - Elevation A

Figure 31 - Back-to-Back Townhomes - Elevation B

Rear Lane Townhomes



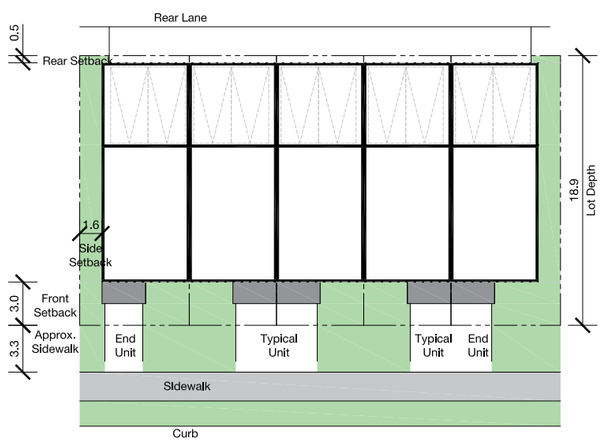


Figure 32 - Rear Lane Townhomes Lotting Standard and Measurements

Figure 33 - Rear Lane Townhomes Elevation A

Figure 34 - Rear Lane Townhomes Elevation B

Mixed-use Block and Public Park

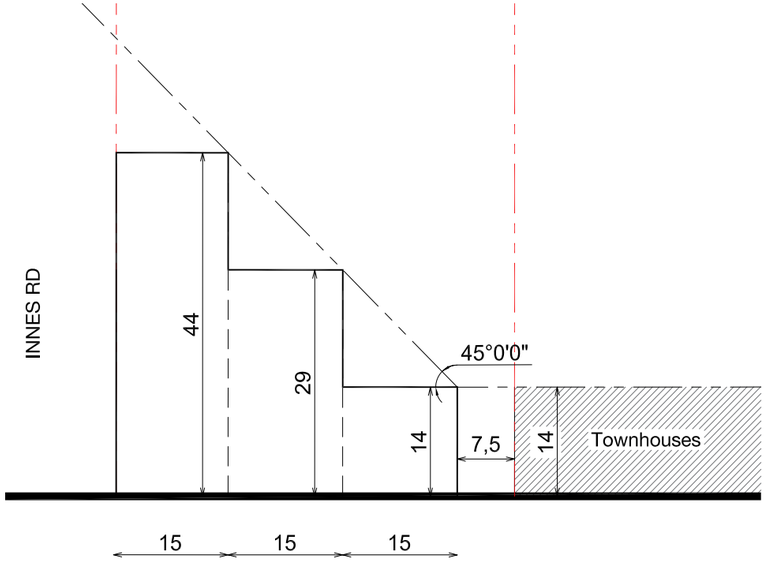


Figure 35 - 45° angular plane

Figure 36 - Example Mainstreet Development (326 Richmond Road- 35m lot depth)

Figure 37 - Active play structures

The size of the mix-use block (Block 36) is comparable to other development parcels that have arterial mainstreet frontage and similar design and policy guidelines. Referring to Carling Avenue between Melwood Avenue and Riddell Avenue North you can see examples of new redevelopment projects that have taken advantage of their location along an arterial mainstreet. The band of Arterial Mainstreet zoning (AM10 H(20)) applied along Carling Avenue is roughly 50 meters in depth on both sides with lower density residential zones abutting the rear of these parcels. This demonstrates that the proposed block in this subdivision can achieve the planned function and densities of the Arterial Mainstreet designation when redeveloped in the future.

Figure 35 illustrates the application of a 45° angular plane towards Innes Road, demonstrating that a high-rise building could be accomodated and still establish an apropriate transition within the 50m deep lot.

Figure 36 demonstrates an example of a high-rise development on Mainstreet development on a 35 metre lot depth.

Figure 38 - Passive landscape and pedestrian paths

Supporting Studies

Environmental Noise Feasibility Assessment Report
Gradient Wind Engineers and Scientists

An Environmental Noise Feasibility Assessment Report was prepared by Gradient Wind Engineers and Scientists on March 31, 2022. According to the report Innes Road and abutting Halo car wash facility are two major sources of noise affecting the subdivision along the north and northeast.

The results from the report reveal noise levels from Innes Road to be between 45 and 61 dBA during the daytime periods (0:700 to 23:00) and between 40 and 53 dBA during the nighttime period (23:00 – 07:00). The recorded noise levels predicted due to roadway traffic exceed the criteria listed in the ENCG for potential outdoor living areas (OLA). Based on expected noise levels, blocks along the north property line will require forced air heating, with provisions for central air condition, as well as warning clauses in purchase, sale, and lease agreements. As the noise levels do not exceed 65 dBA during the daytime, updated building components are not required. For the OLAs, noise reduction can be achieved insertion of berm or acoustic wall barriers between the sensitive rear yards and sources of transportation noise. The use of earth berms or acoustic barriers will depend on the grading plan when it becomes available.

Additionally, the site is impacted by stationary noise from adjacent Halo car wash. The noise levels produced by daily operations at the facility are expected exceed the criteria listed in the ENCG. The report proposes three possible noise mitigation strategies to address this; implementing a noise barrier along the northeast boundary of the property, relocating the proposed park to this location, or pursuing Class 4 which requires approval from Council. Preferred options can be explored in the future as the project progresses.

Tree Conservation Report
Kilogour & Associates LTD

A Tree Conservation Report (TCR) was prepared by Kilogour & Associates LTD (KAL) on March 28, 2022. The report is required for a Plan of Subdivision Application where trees with breast heigh diameter (DBH) greater than 10 cm are present and where critical root zone (CRZ) is present of a tree located on the abutting property. The report conducted an inventory and health assessment of the trees.

The report identifies three cluster of trees, located on or near the north, east and northwest boundaries of the property. The report notes that although geoOttawa imagery shows large tree canopies of ash species, these trees were dead at the time of survey, therefore excluded from the study. The predominant species of trees in all three areas was the Manitoba Maple, with the greatest diversity of trees in eastern cluster.

The report finds that the trees do not yield important contribution towards the noted criteria for tree retention which includes federal or provincially significant species, relevance to urban ecosystems, woodlots designated under the City of Ottawa Urban Natural Area Environmental Evaluation Study, significant woodlots, contribution towards significant greenspace linkages or contain significant ecological features.

The report finds most of the trees to be non contributing, and that a significant number of larger trees (those with 30cm DBH or greater) are slated for removal, and only tree 10 was assessed to be in good health.

The report acknowledges the need to remove all site vegetation and trees fully, including stems of dead ashes located on the adjacent property that will be removed for safety concerns. The report identifies trees on the adjacent property that are to be retained, and therefore, require protection during construction. Tree protection measures are standard, and include erection of fencing, and protection from storage of construction equipment and fumes.

The removed trees are to be compensated during the development review processed, however, the report recommends replacement density of 1 small tree per each new home. Suggested species include Bur Oak, White Pine and White Spruce species along with small shrubbery distributed through the site.

Geotechnical Engineering
Paterson Group

A Geotechnical Investigation was completed by Paterson Group, and a report was prepared on April 1, 2022. The objectives of this report were to determine subsoil and groundwater conditions at the site by means of test holes, as well as providing geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design.

The report finds that the soil profile at the test hole locations consists of topsoil/fill/ and/or crushed stone followed by hard to very stiff brown clay deposit. Fill consisted of brown silty clay with topsoil, trace sand and gravel, a layer of silty sand to sandy silt with boulders was encountered below the crushed stone layer at a depth of 0.7m below the existing ground surface.

The bedrock on the available geological mapping consists of limestone and shale of the Lindsay Formation, with an overburden drift thickness of 1 to 7 m depth.

Testing of soil samples revealed plasticity silty clays/clayey silts in the subject site. The shrinkage limit test indicates a shrinkage limit of 25.09% and shrinkage ratio of 1.656.

Groundwater infiltration into the excavated test pits was observed and reported. Majority of the test pits were dry upon completion. The report notes that groundwater levels are subject to seasonal fluctuations and could vary at the time of construction.

From a geotechnical perspective, the report finds the subject site to be considered adequate for the proposed development and recommends that the proposed residential buildings be founded over conventional style shallow foundations placed on undisturbed, hard to very stiff brown silty clay, compact to dense glacial till, clean, surface sounded bedrock bearing surface, or on near vertical, zero entry, concrete in-filled trenches extending to a clean, surface-sounded bedrock surface. The report recommends a permissible grade raise restriction of 3m will be required for buildings founded on the silty clay deposit within the southern portion of the site.

Where bedrock removal is required, the report suggests considering hoe-ramming or controlled blasting. In areas of weathered bedrock and where only a small quantity of bedrock is to be removed, bedrock removal may be possible by hoe-ramming.

Further, the report lays out recommendations for Site Grading and Preparation which include stripping of topsoil and deleterious fill from areas, removal of bedrock trough blasting or hoe-ramming, consideration for construction related vibration, fill placemen for grading –to consist of clean imported granular fill, placed in maximum 300mm thick loose lifts and compacted by suitable compaction equipment, foundation design, design for earthquakes, basement/floor slab, pavement design.

Supporting Studies

The report provides guidance for design and construction precautions including foundation drainage and backfill, protection of footings against frost action, excavation of side slopes, pipe bedding and backfill, groundwater control, winter construction, corrosion potential and sulphates, and landscaping considerations.

Finally, the report provides recommendations for material testing and observation services program for provided foundation design data to be applicable, and that several aspects of the program be performed by a geotechnical consultant.

Functional Servicing Report
DSEL Engineering Ltd.

David Schaeffer Engineering Limited (DSEL Engineering) provided a Functional and Servicing Report in March 2022. The report evaluated water supply servicing, wastewater servicing, stormwater management, and erosion and sediment control on the site, and prepared servicing designs.

Water Supply—the report finds that the subdivision can be adequately serviced by a network of local watermains that connects to existing infrastructure on Lamarche Avenue. The City of Ottawa must confirm available water pressure during average, peak hourly, and fire flow demands, and the plan proposes a water supply design that will conform with all relevant City of Ottawa Guidelines and Policies.

Wastewater Servicing—Sanitary sewers exists west of the development site and are located along Lamarche Avenue. The site is tributary to the Lamarche Avenue sewer. The subject property will be serviced by local sanitary sewers which will outlet the existing infrastructure on Lamarche Avenue ROW. There is residual capacity in the downstream sewers there is sufficient capacity within existing infrastructure to accommodate the flow from the proposed development.

Stormwater Management—Stormwater runoff from the site is tributary to the City of Ottawa sewer system located on Lamarche Avenue. The existing stormwater runoff from the site area generally drains west and is collected by existing storm sewer located on Lamarche Avenue.
The site is located within the Ottawa River watershed and is therefore subject to review by the Rideau Valley Conservation Authority (RVCA).

The site is tributary to the Lamarche Avenue storm sewer. The site was contemplated in the design of the receiving sewers and stormwater management facility at a higher imperviousness than the current proposal. There is residual capacity in the downstream, so there is sufficient capacity within the existing infrastructure to accommodate the flow from the proposed development.

Erosion and Sediment Control –Erosion and sediment controls are to be implemented and maintained on sight to prior to topsoil stripping, earthworks or construction. Silt fencing will be installed around the perimeter of the active part of the site and will be cleaned and maintained throughout construction. The silt fence will remain in place until the working areas have been stabilized and re-vegetated. Catch basin inserts are to be installed during construction to protect silt from entering the storm sewer system. Mud mats to be installed at construction access to prevent mud tracking onto adjacent roads.

The report concludes that the submitted materials in the report demonstrate that the existing water, sanitary, and storm services can accommodate the contemplated development, and that they were planned for greater use than the proposed development.

Phase I Environmental Site Assessment Update
WSP Golder Associates Ltd.

WSP Golder Associates Ltd. prepared a Phase One Environmental Site Assessment (ESA) Update to assess the environmental condition of the property on February 23, 2022. The objective of the report was to identify and document any material environmental changes to the Site since the previous ESAs were conducted. The review was based on current activities and historical information for the Site, which included historical Environmental Assessments available for the site from 2016 to 2020, review of relevant and readily available environmental information for the surrounding properties located within a 250 metre (m) radius of the boundary of the Site, and a site visit in order to review issues of potential concern identified in previous reports and update these changes compared to previous Site investigations.

A Record of Site Condition (RSC) was filled and acknowledged by the Ministry of Environment, Conservation and Parks (MECP) for the Site on April 20, 2020.

There were several off-site PCAs identified around the site, but they are not considered to have resulted in an APEC on the Phase One Property due to low permeability of the native clay, silty clay, and silt soils at the Phase One Property, the distances between the off-site PCAs and the Phase One Property, the inferred direction of groundwater flow and past environmental investigations for some of the off-site PCAs.

Based on the 2022 Phase One ESA, no on-Site Potentially Contaminating Activities (PCAs) or Area of Potential Environmental Concern (APECs) were identified for the site. No material changes from RSC #226598 filed on April 20, 2020, were documented and a Phase Two ESA is not required.

Transportation Impact Assessment
CGH Transportation

CGH Transportation prepared a Transportation Impact Assessment (TIA) in April 2022. The report describes the proposed conditions of the development, and notes that the site is proposed to have two accesses along Lamarche Avenue. The mixed-use development block will be accessed off Innes Road.

Traffic calming elements are recommended at the future internal road intersections including bulb-outs to narrow each approach to the intersection and reduce pedestrian crossing distances and speed humps.

The report concludes that the cycling, transit and auto targets will require a regional solution by the City to implement addition cycling facilities at the area intersections and reduce Innes Road volumes to meet the capacity and delay targets.

Conclusion

It is our professional opinion that the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications to permit development of the subdivision constitute good planning and are in the public interest. As outlined in the preceding sections:

- The **proposed subdivision is consistent with the Provincial Policy Statement (2020)** by providing efficient use of land and existing infrastructure, supporting existing and planned multi-modal transit, improving and providing new housing options to meet the long-term goals of the province.

- The **proposed subdivision recognizes the policy directions for the Arterial Mainstreet Designations, as described in Section 3.6.3 of the current Official Plan**. The proposal seeks to create a parcel of land that can be developed as per the direction of the Arterial Mainstreet Designation.

- The p**roposed subdivision conforms to the policy directions for the General Urban Area, as described in Section 3.6.1 of the current Official Plan.** The proposal seeks to facilitate the development of an underutilized property within a built-up urban area and provides a low-rise built form that is consistent with its surrounding context, and aligns with the intent of the Plan. The proposed residential unit types will contribute to a diverse type and tenure of housing in the area, while also achieving higher densities and efficient use of lands.

- The **proposed subdivision is designed in a manner which is consistent with the design and compatibility with policy direction of Section 2.5.1 and 4.11 of the current Official Plan**, and provides building types which are consistent and complementary to the surrounding area and land uses. The proposed development is considerate of its context and proposes land uses, building heights, unit type, and appropriately complements the surrounding area.

- The proposed subdivision conforms to the policies within the new City of Ottawa Official Plan by providing a new residential and mixed-use built form along a Major Corridor within the Suburban Transect Area. Conforming to the policies of Section 5.4 of the new City of Ottawa Official Plan. The development proposes moderately compact built form to achieve density targets that support transit, and a transition towards a more urban built-form, while recognizing the need to accommodate the growth in low-rise, ground-oriented built form. The proposal provides a denser form of built typologies that are familiar in the suburban transect to provide a moderate increase in densities organized to enhance the public realm and make efficient use of land, existing servicing and transit in the area.

- The **proposed subdivision conforms to the objectives of the Mainstreet Corridor policies of Section 6.2 of the new City of Ottawa Official Plan**, which apply the designation to properties that abut the designated road and extend to a depth of 220 metres form the centreline of the Corridor. The proposal seeks to create a development block adjacent to a Mainstreet Corridor for future redevelopment aligning with the policies of this section.

- The **proposed subdivision conforms to the Neighbourhood Designation Policies of Section 6.3 of the new City of Ottawa Official Plan**. It recognizes that neighbourhoods accommodate growth through a gradual transition and work towards creation of 15-minute neighbourhoods in a low-rise, ground-oriented built form. The proposed development seeks to accommodate a moderately dense low-rise, ground-oriented, building typology that promotes multi-modal transportation through the site, and encourages use of transit systems. The proposed development is designed to provide density, unit mix, and building typology supported by the new Official Plan policy direction for neighbourhoods.

- The p**roposed subdivision is consistent with the applicable Urban Design Guidelines for Greenfield Neighbourhoods** by providing a site design and built form which are reflective of the desirable characteristics of the neighbourhood. The proposed development provides a compatible, yet distinct design which references the character of the surrounding neighbourhoods.

- The **proposed subdivision meets several of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan**. The proposed development provides a street network, land use and roadway pattern which is consistent and complementary to the surrounding area. The proposed development has been designed in a manner which integrates well into the surrounding neighbourhoods and provides appropriate transition to nearby land uses.

- The **proposed subdivision will be rezoned, aligning the zoning with the appropriate Official Plan and Urban Design Guidelines**.

- The **proposed development is supported by technical studies, plans, and reports** submitted as part of this application.

The proposed subdivision will allow the redevelopment of an underutilized site near an existing mature and newly constructed residential neighbourhood that seeks to support transit along nearby Arterial Mainstreet, by proposing a moderately dense format of a building typology that is present within the existing context. It supports an evolution towards more urban built form and represents a layout that promotes multi-modal transportation including active transportation through the site.

Sincerely,

Lisa Dalla Rosa, MCIP RPP
Associate

Haris Khan, BES. MES.
Planner

Rejane Padaratz,
Principle, Urban Design

FOTENN
Planning + Design