



Planning Rationale

Proposed Zoning By-law Amendment

**80, 110, 140, and 151 Cope Drive
150 and 170 Akerson Road**

City of Ottawa

August 15, 2022

Prepared by:
Don Schultz, MCIP, RPP
Cavanagh Developments
9094 Cavanagh Road, Ashton, Ontario K0A 1B0

Contents

1. Introduction and Summary of Proposal	1
2. Existing and External Conditions	2
2.1 Site Locations and Context	2
2.2 Trailwest Regional Context	3
2.3 Road Network and Transit	4
2.4 Infrastructure Servicing	11
3. Development Proposal Overview	11
3.1 Proposed Townhouse and Back-to-Back Townhouse Dwellings	11
3.2 Proposed Zoning By-law Amendments and Exceptions	15
4. Policy and Regulatory Framework	18
4.1 2020 Provincial Policy Statement	18
4.2 City of Ottawa Official Plan	20
4.3 Zoning By-law 2008-250	23
5. Summary Opinion	24
Appendix Existing Approved Zoning Exceptions	

Figures

2.1:	Local Context	3
2.2:	Regional Context	4
2.3:	Approved Plan of Subdivision 4M-1383	5
2.4:	Photographs of 80 Cope Drive	6
2.5:	Photographs of 110 Cope Drive	7
2.6:	Photographs of 140 Cope Drive	8
2.7:	Photographs of 151 Cope Drive	9
2.8:	Photographs of 150 and 170 Akerson Road	10
3.1:	Conceptual Site Plan for 80 Cope Drive	12
3.2:	Conceptual Site Plan for 110 Cope Drive	12
3.3:	Conceptual Site Plan for 140 Cope Drive	13
3.4:	Conceptual Site Plan for 151 Cope Drive	13
3.5:	Conceptual Site Plan for 150 and 170 Akerson Road	14
3.6:	Sample Elevation for Townhouse or Back-to-Back Townhouse Building	14
3.7:	Proposed Zoning By-law Schedule	15

Tables

1:	Municipal Addresses and Legal Descriptions	1
2:	Land Areas, Street Frontages, and Block Depths	1
3:	Anticipated Types and Numbers of Dwellings	11
4:	Proposed Exception for 150 and 170 Akerson Road and 110 Cope Drive	16
5:	Proposed Exception for 80, 140, and 151 Cope Drive	17
6:	Anticipated Residential Densities	17
7:	Existing and Proposed Zoning	23

1. Introduction and Summary of Proposal

This Planning Rationale is submitted in support of an application for zoning by-law amendments on five vacant development sites at 80, 140, 110, and 151 Cope Drive; and 150 and 170 Akerson Road, in the community known as Trailwest in the western Ottawa suburb of Kanata. The subject properties are owned by Cavanagh Developments (1384341 Ontario Ltd.). **Table 1** confirms the legal descriptions for these properties, while **Table 2** includes the land areas, street frontages, and block depths for each of the five development sites.

Table 1: Municipal Addresses and Legal Descriptions

MUNICIPAL ADDRESS	LEGAL DESCRIPTION
80 Cope Drive	PIN 044780180: BLOCK 104, PLAN 4M1383, OTTAWA
110 Cope Drive	PIN 044780119: BLOCK 43, PLAN 4M1383, OTTAWA
140 Cope Drive	PIN 044780100: BLOCK 24, PLAN 4M1383, OTTAWA
151 Cope Drive	PIN 044780122: BLOCK 46, PLAN 4M1383, OTTAWA
150 Akerson Road and 170 Akerson Road	PIN 044780152: BLOCK 78, PLAN 4M1383, OTTAWA PIN 044780154: BLOCK 76, PLAN 4M1383, OTTAWA

Table 2: Land Areas, Street Frontages, and Block Depths

SITE	AREA	FRONTAGE	BLOCK DEPTH
80 Cope Drive	3,345.48 m ²	45.31 m	44.65 m
110 Cope Drive	1,591.00 m ²	38.80 m	36.80 m
140 Cope Drive	5,565.64 m ²	47.60 m	47.03 m
151 Cope Drive	7,319.22 m ²	47.60 m	46.81 m
150 Akerson Road	3,462.50 m ²	69.52 m	47.42 m
170 Akerson Road	3,461.40 m ²	69.55 m	47.42 m

These five development sites are the only remaining vacant and undeveloped parcels of land in the Trailwest community, which was subdivided in accordance with Plan 4M-1383 in 2009. The current R3X[1054] zoning for 150 and 170 Akerson Road was approved in 2012. The GM[2353] H(14) zoning for 80 and 151 Cope Drive, the GM[2354] H(14) zoning for 140 Cope Drive, and the 110 R3X[2355] zoning for 110 Cope Drive were approved in 2016.

The intent of the 2012 and 2016 zoning by-law amendments for all five development sites was to respond to the Official Plan policies that encouraged live-work development in what were known as Enterprise Areas.

Subsequent to the 2012 and 2016 zoning approvals, the Enterprise Area designations in the Official Plan were removed and in certain cases renamed, through the approval of Official Plan Amendment #180, which came into force on November 8, 2017. That Official Plan Amendment resulted in the designation of all five of the subject development sites as General Urban Area under the current Official Plan. This zoning by-law amendment application conforms with all the policies of the General Urban Area.

This zoning by-law amendment application proposes revisions to the currently permitted land uses, in order to accommodate only two permitted uses on the subject sites: townhouse dwellings and back-to-back townhouse dwellings, with the additional use of semi-detached dwelling at 110 Cope Drive. The current Zoning By-law 2008-250, as amended, does not include a distinct definition for back-to-back townhouse dwellings; rather, the City has generally adapted performance standards for townhouse dwellings and applied them to the back-to-back townhouse built form on an ad hoc basis. This application sets forth performance standards for the proposed uses that are based upon both the current By-law requirements for townhouse dwellings and recent Exceptions that have been approved for back-to-back townhouse dwellings. It is important to note that this application proposes a maximum building height of 14 metres for all five of the development sites.

The aim of this Planning Rationale is to assess the suitability of the proposed zoning by-law amendments in the context of the existing Trailwest community, which is completely built out except for the subject development sites, and the relevant policy and regulatory framework governing land use, subdivision, and development on these lands.

2. Existing and External Conditions

2.1 Site Locations and Context

The locations and context of the five subject development sites are shown in **Figures 2.1, 2.2, and 2.3**. **Figures 2.4 through 2.8** include current aerial and street view images of each of the five sites. The land areas, street frontages, and block depths for each of the five development sites are included in **Table 2** above. All five sites have been vacant and maintained as future multi-unit residential development sites ever since Plan of Subdivision 4M-1383 was approved in 2009.

The development site at 80 Cope Drive abuts Carronbridge Circle to the north; existing semi-detached dwellings to the east; stormwater management facilities (Monahan Drain), open space, and a multi-use pathway to the south; and Cope Drive to the west.

110 Cope Drive abuts stormwater management facilities (Monahan Drain), open space, and a multi-use pathway to the north; a stormwater management pond to the east; a multi-use pathway to the south; and Cope drive to the west.

140 Cope Drive abuts a multi-use pathway to the northeast; existing townhouse dwellings to the southeast; Templeford Avenue to the southwest and then back-to-back townhouse dwellings on the opposite side of Templeford Avenue; and Cope Drive to the northwest.

151 Cope Drive abuts existing townhouse dwellings to the northeast and northwest; Northgraves Crescent to the southwest; and Cope Drive to the southeast.

The development site at 150 and 170 Akerson Drive abuts Akerson Drive to the north; existing townhouse dwellings to the east; two semi-detached dwellings immediately to the west and then townhouse dwellings further to the west; and stormwater management facilities (Monahan Drain) and linear open space with a multi-use pathway to the south.



Figure 2.1: Local Context

2.2 Trailwest Regional Context

The subject development sites are situated in the community known as Trailwest, which can be found in the southeast portion of Kanata.

Trailwest is bounded by a major hydro corridor and the Kanata South Business Park to the north, Eagleson Road to the east, and Terry Fox Drive to the west and south. Regional retail and employment uses have been developed within the Kanata South Business Park and on the west side of Eagleson Road.

The subject development sites are located between 350 and 500 metres walking distance from Eagleson Road, which the Official Plan designates as Arterial Mainstreet in this part of Kanata. These five sites are also between 400 and 900 metres walking distance from the Kanata South Business Park.



Figure 2.2: Regional Context

Additional regional employment, retail, community services, and amenities are available along Hazeldean Road, approximately 3 kilometres to the north of Trailwest. Major employment and retail areas in the region include the Bell SensPlex, Canadian Tire Centre, and Palladium Drive business park, on the south side of Highway 417, and the Kanata Centrum Shopping Centre and Tanger Outlet Mall on the north side of Highway 417. The community of Trailwest benefits from convenient access, via both private vehicles and public transit, to all these major commercial areas.

2.3 Road Network and Transit

The transportation network within and around the Trailwest community has become well established over the 13 years since Plan of Subdivision 4M-1383 was approved in 2009. Schedule E – Urban Road Network in the Official Plan designates Terry Fox Drive, Eagleson Road, and Fernbank Road as Existing Arterials, which provide direct vehicular access from Trailwest to Highway 417, Stittsville, and the rest of Ottawa. Fernbank Road and Cope Drive, which is designated as a Collector, both provide east-west access across the community to Terry Fox Drive and Eagleson Road. All homes within Trailwest are located less than a kilometre from one of the three Arterials that encompass the community.

All five development sites subject to this application are located directly on OC Transpo bus routes. Route 256 travels from all five sites to the Tunney's Pasture Light Rail Transit (LRT) Station, weekdays during the morning peak hours and then from Tunney's Pasture back to Cope Drive and Akerson Road during the afternoon and evening peak period. Local Routes 161 and 164 also provide weekday service throughout the day between Cope Drive and the future Terry Fox LRT Station at the Kanata Centrum Shopping Centre.

The five subject development sites are well served by the City's active transportation infrastructure. The multi-use pathway between 110 and 140 Cope Drive connects those two sites and 151 Cope Drive to the Trans Canada Trail, which runs through the Kanata South Business Park. The multi-use pathway immediately to the south of 150 and 170 Akerson Road also connects that site and 80 Cope Drive to the Trans Canada Trail. In addition, the Official Plan designates Terry Fox Drive, Eagleson Road, and Fernbank Road as Spine Routes with reserved space for cyclists, which are intended to connect the local neighbourhood bikeways with the cross-town bikeways and multi-use pathways identified in the Ottawa Cycling Plan.

Traffic impact assessments (TIAs) were accepted by the City as required prior to approval of Plan of Subdivision 4M-1383 and the existing zonings. Given that the townhouse, back-to-back townhouse, and semi-detached dwelling uses proposed in this zoning by-law amendment application will result in lower residential densities than the maximum densities that can be achieved under the currently approved zonings, the logical conclusion is that approval of this zoning by-law amendment will not create any additional traffic impacts beyond those contemplated in the originally approved TIAs.

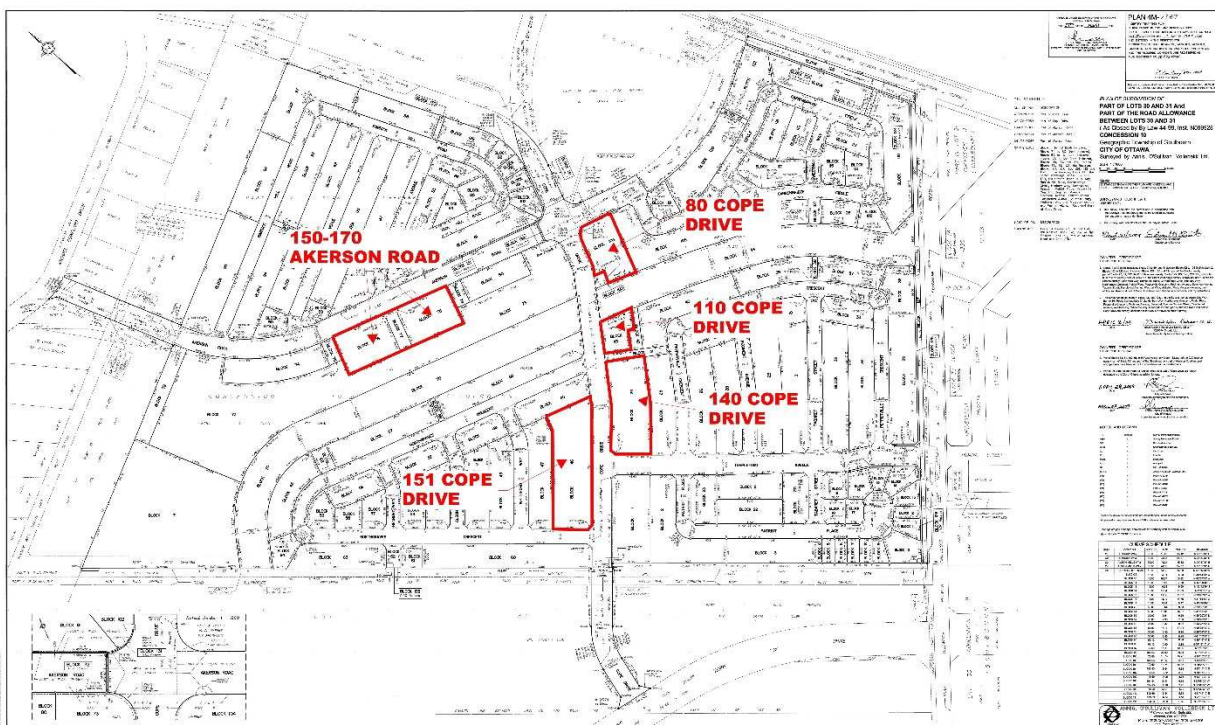


Figure 2.3: Approved Plan of Subdivision 4M-1383



Figure 2.4: Photographs of 80 Cope Drive



Figure 2.5: Photographs of 110 Cope Drive



Figure 2.6: Photographs of 140 Cope Drive



Figure 2.7: Photographs of 151 Cope Drive



Figure 2.8: Photographs of 150 and 170 Akerson Road

2.4 Infrastructure Servicing

The Trailwest subdivision is fully serviced with municipal sewer and water. The infrastructure servicing for this subdivision, including all five of the subject development sites, was designed with the capacity to accommodate the demands of multi-unit residential development at zoned densities that are higher than the townhouse and back-to-back townhouse densities proposed in this zoning by-law amendment application. The enclosed assessment of adequacy of public services confirms that the existing servicing infrastructure has more than adequate capacity to serve these proposed townhouse and back-to-back townhouse developments.

3. Development Proposal Overview

3.1 Townhouse and Back-to-Back Townhouse Development

These proposed zoning by-law amendments maintain the general structure and overall balance of residential uses intended for the Trailwest community, as approved in Plan of Subdivision 4M-1383 and the existing zoning on the five subject development sites. The only difference between the approved and proposed zoning on these sites is the intended development of townhouse and back-to-back townhouse dwellings, with the additional use of semi-detached dwelling at 110 Cope Drive. Modifications are proposed to the performance standards to accommodate the proposed built forms.

Table 3 characterizes the numbers and types of townhouse and back-to-back townhouse dwellings that can be accommodated under the proposed zoning by-law amendments. It must be noted that these anticipated numbers and types of dwellings are conceptual only, for the purpose of demonstrating how the subject zoning by-law amendments can provide for the proposed built forms.

Table 3: Anticipated Types and Numbers of Dwellings

MUNICIPAL ADDRESS	DWELLING UNIT TYPE	NUMBER
80 Cope Drive	Townhouse	8
	Back-to-Back Townhouse	8
110 Cope Drive	Townhouse	6
	Semi-Detached	2
140 Cope Drive	Townhouse	16
	Back-to-Back Townhouse	16
151 Cope Drive	Townhouse	20
	Back-to-Back Townhouse	20
150 and 170 Akerson Road	Townhouse	0
	Back-to-Back Townhouse	48
TOTALS	Semi-Detached	2
	Townhouse	50
	Back-to-Back Townhouse	92
	TOTAL ALL HOUSING TYPES	144

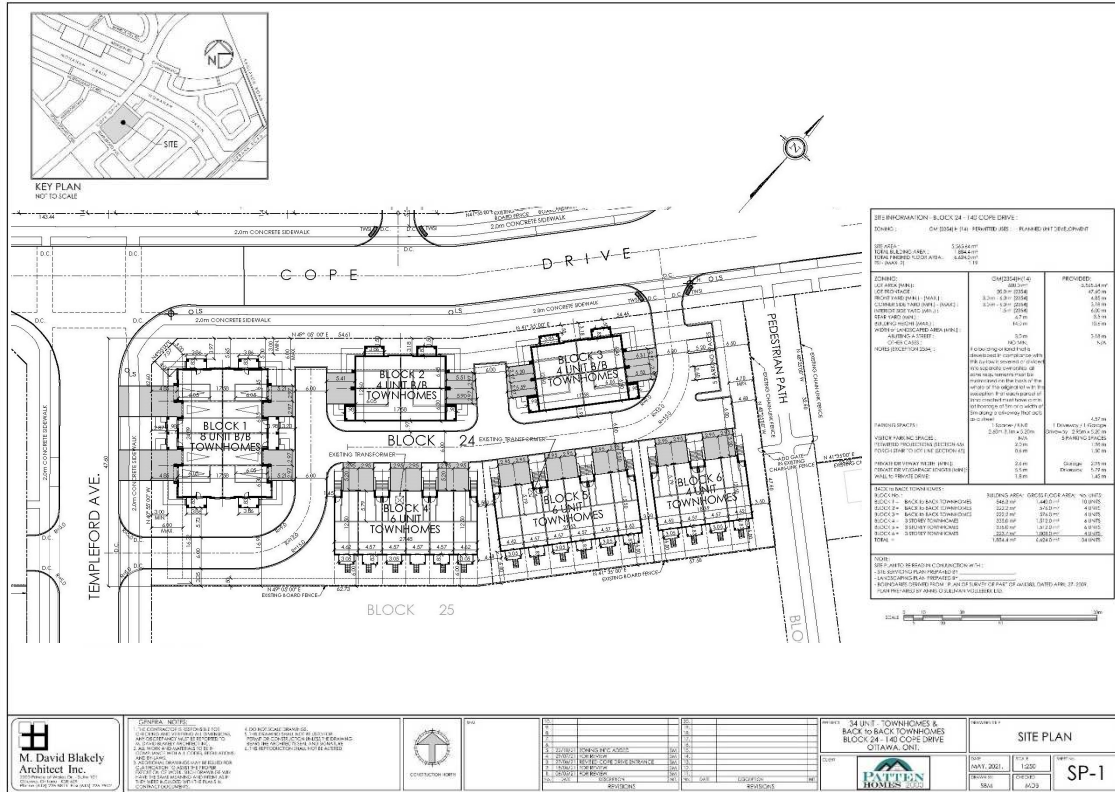


Figure 3.3: Conceptual Site Plan for 140 Cope Drive

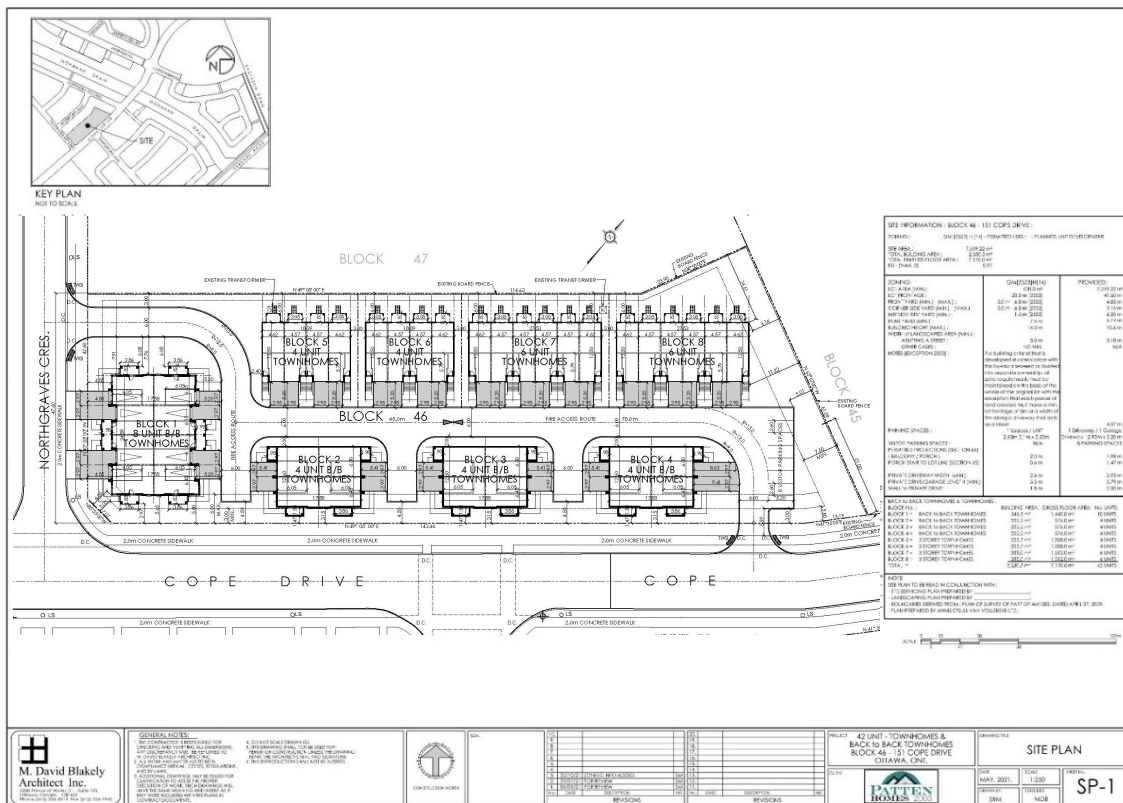


Figure 3.4: Conceptual Site Plan for 151 Cope Drive

Figures 3.1 through 3.5 illustrate conceptually in plan view how the proposed townhouse and back-to-back townhouse buildings could be accommodated under the proposed zoning by-law amendments. **Figure 3.6** illustrates a typical front façade for a townhouse or back-to-back townhouse building that could be developed on any of the five subject development sites. The ultimate numbers, types, and design of the residential dwellings to be constructed shall be determined through the site plan control process.

3.2 Proposed Zoning By-law Amendments and Exceptions

Sections 1 and 3 above describe the zoning approach, proposed housing types, and anticipated built forms to be permitted by the requested zoning by-law amendments. With minor variations, this approach is similar to that taken in the existing approved zoning on each site. This section concentrates on the details of the zoning by-law amendments proposed to accommodate the anticipated townhouse and back-to-back townhouse developments.

This application proposes that the existing base zones of R3X (150 and 170 Akerson Road and 110 Cope Drive) and GM (80, 140, and 151 Cope Drive) be retained on each of the five development sites. The principal revisions in each proposed Exception address the permitted uses. Minor revisions to the performance standards are included where necessary to accommodate the anticipated built forms.

Figure 3.7 illustrates the locations of the zones proposed in this zoning by-law amendment application. This will be used by the City to create the Zoning By-law Schedule. **Tables 4 and 5** list the proposed Exceptions to the approved base zones on the subject five development sites, including the applicable base zones, permitted and prohibited uses, and provisions (performance standards).

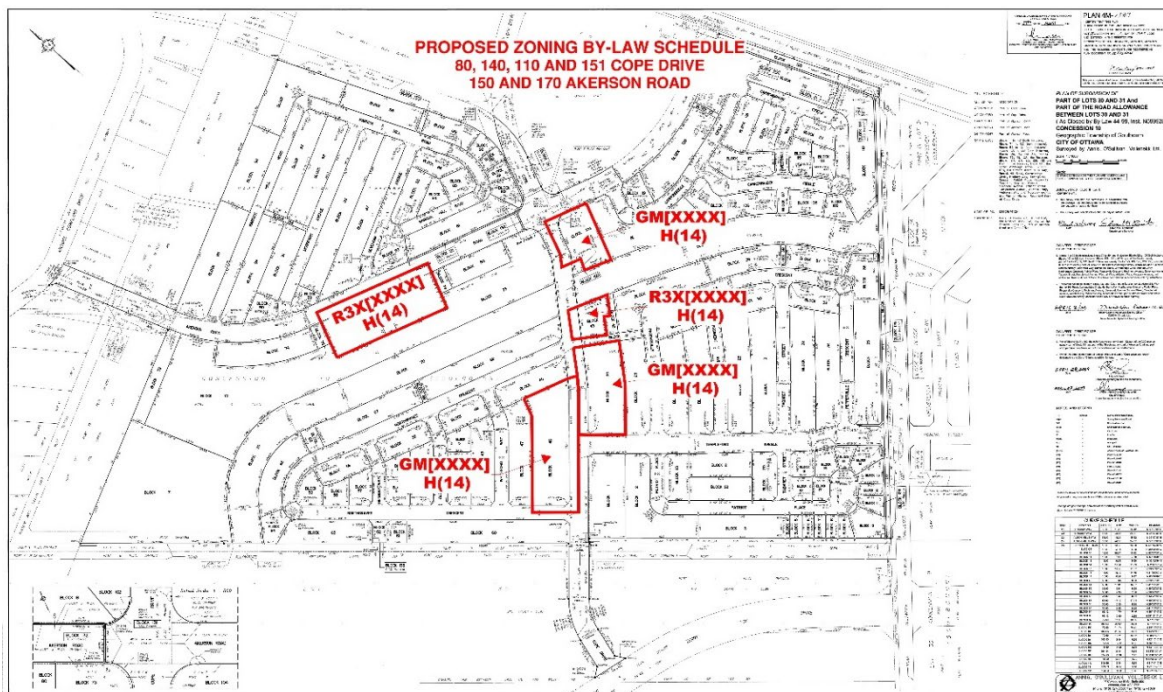


Figure 3.7: Proposed Zoning By-law Schedule

Table 4: Proposed Exception for 150 and 170 Akerson Road and 110 Cope Drive

Applicable Zone	Exception Provisions - Additional Land Uses Permitted	Exception Provisions - Land Uses Prohibited	Exception Provisions – Provisions Revisions to Exception 1054 and Exception 2355 in red
R3X[XXXX] H(14)	<ul style="list-style-type: none"> • townhouse dwelling • back-to-back townhouse dwelling • semi-detached dwelling 	<ul style="list-style-type: none"> • all uses are prohibited except semi-detached dwelling, townhouse dwelling, and back-to-back townhouse dwelling 	<ul style="list-style-type: none"> • minimum density required: <ol style="list-style-type: none"> 1. 25 units/ha 2. calculated including all of the land in the zone • the zone provisions for semi-detached dwelling, townhouse dwelling, and back-to-back townhouse dwelling are as follows: <ol style="list-style-type: none"> 1. maximum 8 townhouse or 8 back-to-back townhouse units in a building 2. minimum lot width for a townhouse or back-to-back townhouse 4.5 m 3. minimum lot area for a townhouse dwelling 110 m² 4. minimum lot area for a back-to-back townhouse dwelling 80 m² 5. maximum total block coverage 55% 6. maximum building height 14 m 7. minimum front yard setback 3 m 8. minimum front yard setback for a garage 3.5 m 9. minimum rear yard setback 6 m 10. minimum corner side yard setback 2.5 m 11. minimum interior side yard setback 1.2 m 12. minimum length of a parking space in a garage or on a driveway 5.2 m 13. no more than 40% or 100 m² of the gross floor area, whichever is less, of a dwelling can be used for a home-based business 14. the following structures are permitted to encroach a maximum distance of 2 m into a required front or corner side yard: <ol style="list-style-type: none"> 1. front porches 2. entrance features 3. porch and building overhangs 4. balconies 5. eaves 6. bay window features 15. minimum private driveway width 2.9 m

Table 5: Proposed Exception for 80, 140, and 151 Cope Drive

Applicable Zone	Exception Provisions - Additional Land Uses Permitted	Exception Provisions - Land Uses Prohibited	Exception Provisions – Provisions Revisions to Exception 2353, Exception 2354, and Exception 2355 in red
GM[XXXX] H(14)	<ul style="list-style-type: none"> townhouse dwelling back-to-back townhouse dwelling 	<ul style="list-style-type: none"> all uses are prohibited except townhouse dwelling and back-to-back townhouse dwelling 	<ul style="list-style-type: none"> minimum lot width for a townhouse or back-to-back townhouse 4.5 m minimum lot area for a townhouse or back-to-back townhouse 50 m² minimum front yard setback 3 m minimum corner side yard setback 2.5 m maximum front yard setback 7.5 m minimum interior side yard setback: 1.5 m if a building or land that is developed in compliance with this by-law is severed or divided into separate ownership, all zone requirements must be maintained on the basis of the whole of the original lot or block, with the exception that each parcel of land created must have a minimum lot frontage of 4.5 m minimum private driveway width 2.9 m minimum parking requirement 1 parking space per unit

The existing approved Exceptions 1054, 2353, 2354, and 2355 are all included in the Appendix to this Planning Rationale. **Table 6** presents anticipated residential densities for each development site as illustrated conceptually in **Figures 3.1 through 3.5**.

Table 6: Anticipated Residential Densities

SITE	LAND AREAS	UNIT COUNTS	ANTICIPATED RESIDENTIAL DENSITIES
80 Cope Drive	3,345.48 m ²	16	48 dwelling units per net hectare
110 Cope Drive	1,591.00 m ²	8	50 dwelling units per net hectare
140 Cope Drive	5,565.64 m ²	32	57 dwelling units per net hectare
151 Cope Drive	7,319.22 m ²	40	55 dwelling units per net hectare
150 and 170 Akerson Road	6,923.90 m ²	48	69 dwelling units per net hectare
TOTAL / OVERALL	24,745.24 m²	144	approximately 58 dwelling units per net hectare

4. Policy and Regulatory Framework

4.1 2020 Provincial Policy Statement

The 2020 Provincial Policy Statement was issued under Section 3 of the Ontario *Planning Act* and came into effect May 1, 2020. This Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. It also supports the provincial goal to enhance the quality of life for all Ontarians. Section 3 of the *Planning Act* requires that municipal decisions affecting planning matters be consistent with the policy statements issued under the *Act*.

Part IV: Vision for Ontario's Land Use Planning System

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.

Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.

Part V: Policies

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) *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;*

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

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

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

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

1.5.1 *Healthy, active communities should be promoted by:*

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

1.6.6.1 *Planning for sewage and water services shall:*

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

- 1. municipal sewage services and municipal water services;*

- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Applicant Discussion of 2020 Provincial Policy Statement

The proposed development is consistent with the Provincial Policy Statement's Vision and Policies because it will complete a well planned community that already achieves the efficient use of land, resources, infrastructure, and public services. Development of the five subject sites in accordance with the proposed zoning by-law amendments will enhance the Trailwest community's mix of housing types, which is well served by active transportation and transit systems that provide excellent access to nearby commercial development, parks, and recreational amenities. The community's access to employment and retail amenities will support the region's economy, while its efficient mix of housing types will promote social interaction and sustain public health. The integrated natural and engineered servicing systems will be resilient in the face of extreme weather events and other effects of climate change.

Approval of this application will achieve the following policy objectives.

- Promote efficient and cost-effective development that contributes to the financial well being of the Province and City over the long term; minimizes land consumption and servicing costs; and provides a greater mix of housing types. (*Policy 1.1.1*)
- Establish a land use pattern at a density that will slow down the rate of urban expansion, minimize negative impacts to the environment, improve efficiency in the use of land and resources, promote energy conservation, and support active transportation. (*Policy 1.1.3.2*)
- Achieve densities at a location that will make efficient use of public investments in infrastructure and public transit. (*Policy 1.1.3.3*)
- Provide an adaptable range and mix of housing types and densities that will meet the evolving social, health, and well-being needs of current and future residents. (*Policy 1.4.3*)
- Complete the Trailwest community, which already has access to safe and comfortable pedestrian and cycling routes that are well integrated with natural areas and open spaces within and surrounding the community. (*Policy 1.5.1*)
- Provide for efficient use of existing municipal sewage and water services. (*Policy 1.6.6.1*)
- Integrate land use and transportation with development at densities that will reduce the length and number of vehicle trips and support active transportation. (*Policies 1.6.7.4*)

4.2 City of Ottawa Official Plan

General Urban Area

The residential areas in the Trailwest community, including the five subject development sites, are designated as General Urban Area on Schedule B of the Official Plan.

Section 3.6.1 of the Official Plan confirms that a wide variety of community oriented land uses are permitted within the General Urban Area, including the full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

The proposed development is consistent with the broad intent of the General Urban Area designation.

Walking, Cycling, Transit, Roads, and Parking

Section 4.3 of the Official Plan provides policies on walking, cycling, transit and road infrastructure development.

The proposed developments will provide for the use all travel modes, including private vehicles and easy access to local pedestrian, bicycle, and transit systems. The streets within the Trailwest community are efficiently integrated and connected to the adjacent arterials of Eagleson Road, Terry Fox Drive, and Fernbank Road. Cope Drive, which the Official Plan designates as a Collector, crosses the heart of the community, providing direct east-west access to Terry Fox Drive and Eagleson Road for private vehicles, public transit, and active transportation. These connections give the residents of Trailwest convenient and safe access to all commercial and public services and amenities, including employment opportunities, within the surrounding communities, broader region, and Ottawa as a whole.

The parking requirements of the Zoning By-law and the proposed Exceptions will ensure that resident and visitor parking can be accommodated on all five development sites without compromising the availability of on-street parking in the community.

Water and Wastewater Servicing

Section 4.4 of the Official Plan outlines policies regarding the provision of water and wastewater services. The proposed development is located with the City's Public Service Area and is serviced by municipal water and wastewater services. Stantec has prepared an assessment of the adequacy of the existing public servicing infrastructure, which confirms that the proposed development of all five sites can be adequately served by municipal water, wastewater and stormwater infrastructure.

The assessment of the adequacy of the existing public servicing infrastructure is submitted in support of this zoning by-law amendment application. This assessment takes into account the anticipated number and density of dwelling units to be developed on the five subject sites, as set forth in **Tables 3 and 6** above.

Geotechnical Investigation

As required by Section 4.8.3 of the Official Plan, geotechnical studies were submitted and accepted by the City before Plan of Subdivision 4M-1383 for the Trailwest community was approved and registered. Those geotechnical studies demonstrate that the soils are suitable for development. Schedule K of the Official Plan confirms that there are no unstable slopes within the Trailwest community, including the subject five development sites.

Environmental Site Assessment

Section 4.8.4 of the Official Plan requires development applicants to document previous uses of a property to determine the potential for site contamination. Phase I and II Environmental Site Assessments (ESAs) were submitted and accepted by the City prior to approval and registration of Plan of Subdivision 4M-1383. Those ESAs will be updated and submitted to the City when required as part of the site plan control approval process.

Parks and Open Space

Section 4.10 of the Official Plan establishes the parkland dedication requirements for new development and redevelopment. The City has approved and developed all the parkland required in the Trailwest community. Given that the scale and residential densities proposed in this zoning by-law amendment application are lower than the maximum densities already permitted by the existing approved zoning and Exceptions, there is no need for any further parkland dedication in Trailwest.

Urban Design and Compatible Development

Sections 2.5.1 and 4.11 of the Official Plan include Design Objectives and Compatibility Policies for new development and redevelopment. Those Objectives and Policies will be addressed as required through the future site plan control site plan control approval process for the subject five development sites.

Number of Dwelling Units

The number of dwelling units anticipated under the zoning by-law amendments proposed in this application will be lower than the maximum number of units already approved in the current zoning and Exceptions for these five development sites. In fact, the approved zoning Exception 1054 to the R3X zoning at 150 and 170 Akerson Road requires a minimum residential density of 25 units per hectare.

The existing zoning establishes a de facto maximum density by virtue of the permitted uses and performance standards such as minimum yard setbacks and maximum building heights, which prescribe maximum building footprints and volumes. This effectively determines the maximum permitted floor areas and possible numbers of dwelling units on each development site. All four of the existing approved zoning Exceptions, which are included in the Appendix to this Planning Rationale, permit apartment buildings on all five of the subject development sites. The land areas and existing permissible building footprints and volumes on these sites can provide for residential unit counts and densities that would exceed the anticipated unit counts and densities presented in **Tables 3 and 6** above.

Mix of Housing Types

The proposed mix of townhouse and back-to-back townhouse building types will provide for additional choice of dwelling sizes that will attract a wider range of household types and demographic cohorts to Trailwest. The result will be a liveable urban neighbourhood where every aspect of the built and natural environment will be integrated at a human scale.

4.3 Zoning By-law 2008-250

The lands subject to this zoning by-law amendment application were rezoned to four different zones and Exceptions in 2012 and 2016, for a mix of land uses and built forms that has not satisfied market demand. In many respects, the existing Exceptions are overly detailed, with requirements oriented toward specific land uses and development designs that will not be built. This has resulted in the subject sites remaining vacant since the Trailwest subdivision was approved in 2009. The zoning by-law amendments proposed in this application respect the existing development context and base zoning, while reducing the number of Exceptions from 4 to 2 and standardizing the performance standards to accommodate townhouse and back-to-back townhouse development that will succeed in the present market, provide additional choice for future residents, and fit appropriately within the Trailwest community.

Table 7 classifies and compares the existing and proposed zoning for each development site.

Table 7: Existing and Proposed Zoning

MUNICIPAL ADDRESS	EXISTING ZONING	PROPOSED ZONING
80 Cope Drive	GM[2353] H(14)	GM[XXXX] H(14)
110 Cope Drive	R3X[2355]	R3X[XXXX] H(14)
140 Cope Drive	GM[2354] H(14)	GM[XXXX] H(14)
151 Cope Drive	GM[2353] H(14)	GM[XXXX] H(14)
150 and 170 Akerson Road	R3X[1054]	R3X[XXXX] H(14)

Summary Opinion

It is the professional opinion of Don Schultz, MCIP, RPP that this zoning by-law amendment application represents good land use planning and is appropriate for the subject site and its surroundings for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement policies with respect to the efficient use of land, infrastructure, and public facilities. This proposed development exemplifies cost-effective development patterns and standards, which will minimize land consumption and servicing costs.
- The proposed zoning by-law amendments and Exceptions conform to the City of Ottawa Official Plan, particularly in relation to promoting an appropriate range of housing choices. The development site locations provide the opportunity to take advantage of transit, employment, retail, service, and institutional uses in the area. Development of these sites in accordance with the proposed zoning by-law amendments and Exceptions will complete the buildout of the Trailwest community and will further support the local commercial, retail, and public services that are already well established in the area.
- This application meets the general purpose and intent of the Zoning By-law. The proposed zoning by-law amendments and Exceptions are of a scope and scale that will encourage appropriate development of the applicable permitted uses and provisions of the Zoning By-law.

General Consistency and Conformity with Provincial Policy Statement and Official Plan

Notwithstanding the specificity of the foregoing, this zoning by-law amendment application demonstrates general consistency and conformity with the Provincial Policy Statement issued under Section 3 of the Ontario *Planning Act* on May 1, 2020. In addition, the proposed zoning by-law amendments and Exceptions exhibit overall consistency and conformity with the City of Ottawa Official Plan.

In conclusion, the proposal to develop the anticipated number of townhouse and back-to-back townhouse dwellings on the five subject sites represents good land use planning and is in the public interest.

Please contact Don Schultz at (613) 913-4955 or dschultz@thomascavanagh.ca for responses to questions or clarification regarding the content of this Planning Rationale.

Prepared by:



Don Schultz MCIP, RPP
Project Planner



Appendix

Existing Approved Zoning Exceptions

Approved Exception 1054

I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
<p>1054 (By-law 2012-334) (By-law 2011-103) (By-law 2010-231)</p>	<p>R3X[1054]</p>	<ul style="list-style-type: none"> • stacked dwelling • apartment dwelling, low-rise 	<ul style="list-style-type: none"> • detached dwelling • duplex dwelling • three unit dwelling 	<ul style="list-style-type: none"> • minimum density required: <ol style="list-style-type: none"> 1. 25 units /ha 2. calculated including all of the land in the zone • the zone provisions for semi-detached dwelling and townhouse dwelling are as follows: <ol style="list-style-type: none"> 1. minimum lot width 5.5 m 2. minimum lot area 150 m² 3. maximum lot coverage, main building, 55% 4. maximum building height, main building, 11 m 5. minimum front yard setback, main building, 3 m 6. minimum front yard setback for a garage 3.5 m 7. minimum rear yard setback 6 m 8. minimum corner side yard setback 2.5 m 9. minimum interior side yard setback, main building, 1.2 m 10. minimum length of a parking space in a garage or on a driveway 5.5 m 11. no more than 40% or 100 m² of the gross floor area, whichever is less, of a dwelling can be used for a home -based business 12. the following structures are permitted to encroach a maximum distance of 2 m into a required front or corner side yard: <ol style="list-style-type: none"> 1. front porches 2. entrance features 3. porch and building overhangs 4. balconies 5. eaves 6. bay window features 13. private driveways must be: <ol style="list-style-type: none"> 1. minimum of 3 m in width 2. maximum of 9 m in width but no greater than 50% of the lot width; measured at the street property line

I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
1054 (By-law 2012-334) (By-law 2011-103) (By-law 2010-231)	R3X[1054]			<ul style="list-style-type: none"> • zone provisions for stacked dwelling and apartment dwelling, low-rise are as follows: <ol style="list-style-type: none"> 1. minimum lot width is 20 m 2. minimum front yard setback, main building, 5 m 3. minimum rear yard setback is 10 m 4. minimum corner side yard setback is 5 m 5. minimum interior side yard setback, main building, 3 m 6. minimum building separation, main building, 3 m 7. minimum floor area for a bachelor or 1 bedroom apartment 50 m² 8. minimum floor area for a 2 bedroom apartment 65 m² 9. minimum amount of private amenity area including a private balcony: <ol style="list-style-type: none"> 1. 4 m² for a one bedroom dwelling unit 2. 5 m² for a two bedroom dwelling unit 3. 6 m² for a dwelling unit with 3 or more bedrooms 10. minimum amount of landscaped open space 25% of the lot area

Approved Exception 2353

I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
<p style="text-align: center;">2353 (By-law 2016-247)</p>	<p style="text-align: center;">GM[2353]H(14)</p>		<p>All uses except for the following:</p> <ul style="list-style-type: none"> • apartment dwelling, lowrise • day care • dwelling units • community centre • community health and resource centre • hospital • medical facility • municipal service centre • office • park • personal service business • planned unit development • post-secondary educational institution • school • sports arena • utility installation 	<ul style="list-style-type: none"> • minimum lot frontage: 20 m • minimum lot area: 600 m² • minimum front yard and corner side yard setback: 3 m • maximum front yard setback: 6 m • minimum interior side yard setback: 1.5 m • if a building or land that is developed in compliance with this by-law is severed or divided into separate ownership, all zone requirements must be maintained on the basis of the whole of the original lot with the exception that each parcel of land created must have a minimum lot frontage of 5 m or a width of 5 m along a driveway that acts as a street • minimum parking requirements for: <ol style="list-style-type: none"> 1. office: 2 parking spaces per 100 m² of gross floor area 2. dwelling unit: 1 parking space per unit

Approved Exception 2354

I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
<p>2354 (By-law 2016-247)</p>	<p>GM[2354] H(14)</p>		<p>All uses except for the following:</p> <ul style="list-style-type: none"> • apartment dwelling, lowrise • day care • dwelling units • community centre • community health and resource centre • hospital • medical facility • municipal service centre • office • park • personal service business • planned unit development • post-secondary educational institution • school • sports arena • utility installation 	<ul style="list-style-type: none"> • minimum lot frontage: 20 metres • minimum lot area: 600 square metres • maximum front yard setback: 6 metres • minimum rear yard setback: 4.7 metres • minimum interior side yard setback: 1.5 metres • if a building or land that is developed in compliance with this by-law is severed or divided into separate ownership, all zone requirements must be maintained on the basis of the whole of the original lot with the exception that each parcel of land created must have a minimum lot frontage of 5 metres or a width of 5 metres along a driveway that acts as a street • minimum parking requirements for: <ol style="list-style-type: none"> 1. office: 2 parking spaces per 100 square metres of gross floor area 2. dwelling unit: one parking space per unit

Approved Exception 2355

I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
<p>2355 (By-law 2016-247)</p>	<p>R3X[2355]</p>	<ul style="list-style-type: none"> • apartment dwelling, low-rise • stacked dwelling 	<ul style="list-style-type: none"> • detached dwelling-semi • detached dwelling • duplex dwelling • three unit dwelling • townhouse dwelling 	<ul style="list-style-type: none"> • Zone provisions for stacked dwelling and apartment dwelling, low-rise are as follows: <ol style="list-style-type: none"> 1. minimum lot width is 20 metres 2. minimum front yard setback is 3 metres 3. minimum rear yard setback is 10 metres 4. minimum interior side yard setback is 2 metres; 5. maximum building height is 11 metres 6. minimum floor area for a bachelor or one bedroom apartment: 50 square metres 7. minimum floor area for a two bedroom apartment: 65 square metres 8. minimum amount of private amenity area including a private balcony is 4 square metres per dwelling unit 9. Despite Section 107(aa)(i), in the case of an apartment dwelling, low-rise, the maximum permitted width for a double traffic lane that leads to a parking lot containing less than 20 parking spaces is 6.0 metres 10. Despite Table 101, minimum required number of parking spaces is one per dwelling unit 11. Despite Section 102, no visitor parking is required 12. Despite Table 110, (b), no minimum required landscape buffer, not abutting a street, is required.