

Zoning By-law Amendment Application

425 Goulbourn Forced Road, Ottawa ON

Planning Justification Report



Prepared for KNL Development Inc. c/o Urbandale Corporation
by Arcadis IBI Group
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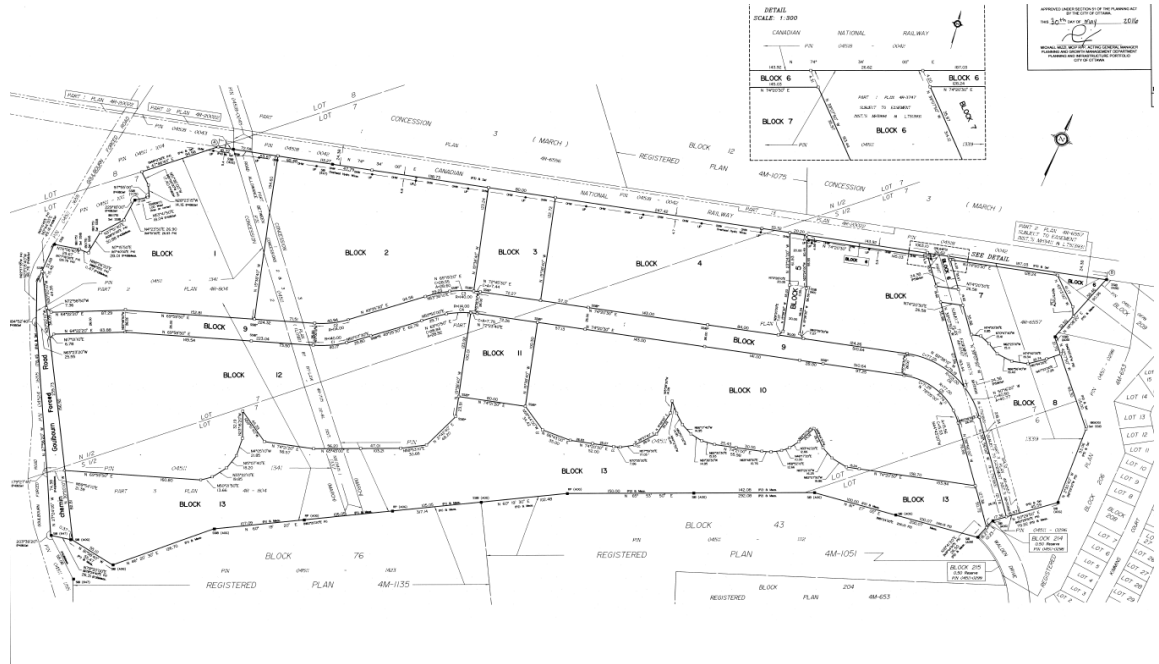
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1 Introduction

Arcadis IBI Group Professional Services (Canada) Inc. (“IBI Group”) was retained by Urbandale Corporation to prepare a Planning Justification Report in support of a Minor Zoning By-law Amendment application for Phases 7, 8, 9 of the Kanata Lakes residential subdivision located at 425 Goulbourn Forced Road in Ottawa, Ontario (the “subject lands”).

This Planning Justification Report describes the proposed development and surrounding context, provides an overview of the purpose and effect of the development application, and establishes a professional planning rationale for the application by demonstrating how the proposed development conforms to applicable planning policy and represents good planning.

Figure 1. Plan of Subdivision – Phase 9 – 425 Goulbourn Forced Road.

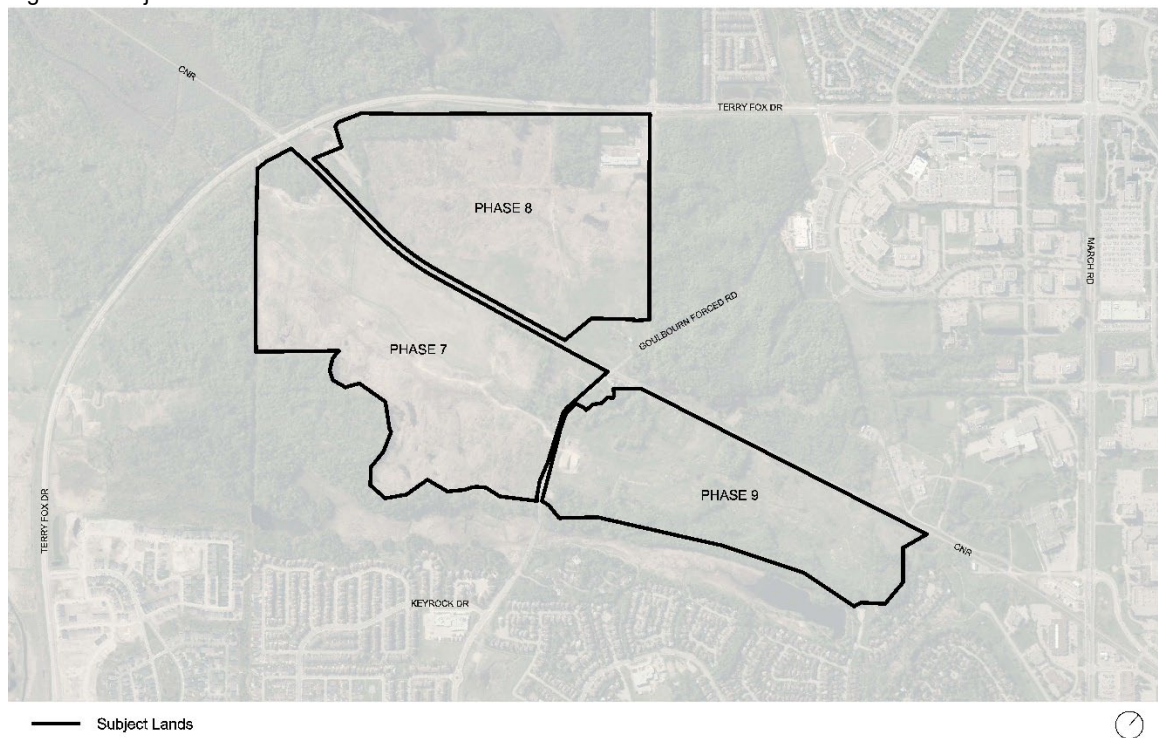


2 Subject Site and Surrounding Context

2.1 Subject Site

The Zoning By-law Amendment application is for the Phase 7, 8, and 9 lands municipally known as 425 Goulbourn Forced Road, and legally described as Part of Lot 7 Concession 2 and Part of Lots 6 and 7 Concession 3, Geographic Township of March, now in the City of Ottawa. The subject lands exist as mostly vacant greenfield land with pockets of treed and vegetated areas found along the south and up through the centre of Phase 9 and at the western side of Phases 7 and 8 bounding the Canadian National Railway (CNR) corridor and Terry Fox Drive. Two public schools have recently been constructed within Phase 8 at the north end of the area fronting Terry Fox Drive. Phases 7 and 9 are currently accessed from unpaved driveways into Goulbourn Forced Road, and Phase 8 is accessed from Terry Fox Drive.

Figure 2: Subject Site.



2.2 Surrounding Context

The subject lands are in the Kanata Lakes (Marchwood-Lakeside) neighbourhood in Kanata, part of the City of Ottawa. The immediate surroundings are generally characterized by low-rise residential areas, parks, green spaces and waterbodies, schools, community uses, and employment and office uses.

NORTH

North of Phase 9 and adjacent to the site is a single track CNR corridor which runs the length of the north lot line. Beyond this rail corridor is the forested Trillium Wood Parks which the Beaver Park Pond Trail winds through. At the north-east a hydro transmission corridor exists and beyond this barrier further north and to the east office and employment uses are sited on Innovation Drive and Station Road. The Richcraft Recreation Complex is also sited north of Phase 9 on Innovation Drive.

North of Phase 8 and Terry Fox Drive is the South March Highlands Conservation Forest which exists as a dense forested area with wetlands, watercourses and an extensive pedestrian trail network. To the northeast residential development exists east of Old Second Line Road in the form of single-detached, semi-detached and townhouse blocks. North and adjacent of Phase 7 is the CNR corridor, bounded on the other side by Phase 8.

Figure 3: South March Highlands Conservations Forest



EAST

East of Phase 9 is a forested area with a watercourse present that runs to the north and then south into the Beaver Pond. Beyond this forested area is a block of low-rise residential homes fronting Kimmins Court. Directly east of Phase 8 is Trillium Woods Park, and the Richcraft Recreation Complex lies further east of Goulbourn Forced Road. East of Phase 7 is Goulbourn Forced Road with the Phase 9 lands adjacent on the opposing side of the right-of-way.

Figure 4: Trillium Woods Park



SOUTH

South of Phases 7 and 9 a barrier of dense trees which lead into the lower lying wetlands of the Kizell Pond Natural Reserve and Beaver Pond. Beyond this natural area further south are existing low-rise residential homes as well as Whalen Park and Saint Remi Catholic Elementary School and All Saints High School.

Figure 5: Wetlands leading to Beaver Pond



WEST

To the west of the Phase 7 lands the forested Richardsons Ridge Nature Trail and is bounded further west by the Terry Fox Drive right-of-way. Immediately west of the Phase 9 lands is the Goulbourn Forced Road with the Phase 7 lands on the opposite side of the right-of-way. While the Phase 8 lands are bounded at the west by the CNR corridor with the Phase 7 lands on the opposite side.

Figure 6: Forested area containing the Richardson Rldge Nature Trail

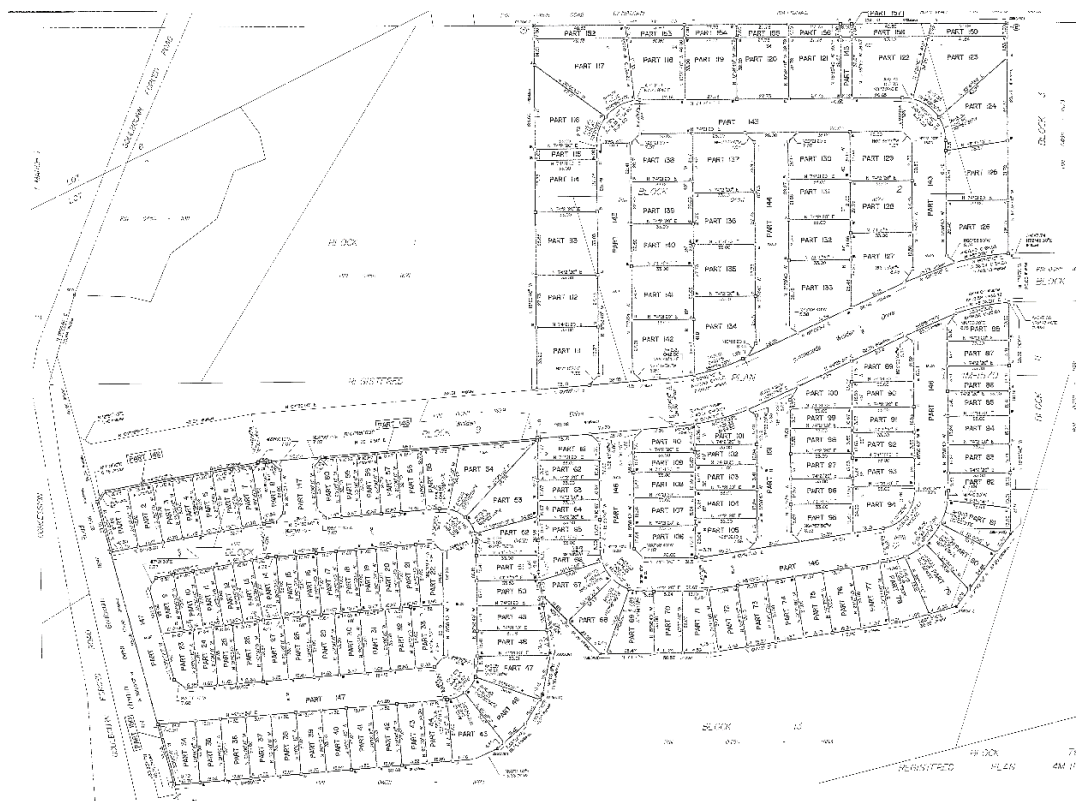


3 Development Proposal

3.1 Site Design

The Phase 9 lands are the portion of the subject lands slated to be developed first with the most advanced design, with Phase 8 and 7 to follow at later dates. Subdivision plans have been registered on the Phase 9 lands and are characterized by a central east-west right-of-way that will span the site intersecting with Goulbourn Forced Road and then connecting into the existing Walden Drive at the southeast corner. Short residential blocks will flank the Walden Drive extension with single-detached typologies along the south, and a mix of townhomes and single-detached typologies at the north of the site towards the CNR corridor.

Figure 7: 4R-34852 (West Plan - formerly D4)



3.2 Building Design

Demonstration plans of single-detached unit typologies are referred to below as Figures 8 and 9. The plans demonstrate proposed building plans representative of the setback parameters being sought through the Zoning By-law Amendment. Dwellings will be sited facing the street and will include private garages within each unit. A range of typology and building designs are proposed to be constructed in Phase 9, with some units offering greater articulation along the front building face, whereas other lots such as those shown in Figures 8 and 9 would have dwellings constructed with a flat front dwelling face.

Townhouse typologies proposed in Phase 9 are in rows of a maximum of 4 units per block with private driveways and recessed garages. Porches are prominent along the front building face and are articulated to extend out and into the front yard, as shown in Figure 10.

Figure 8: Site Plan (Part 104)

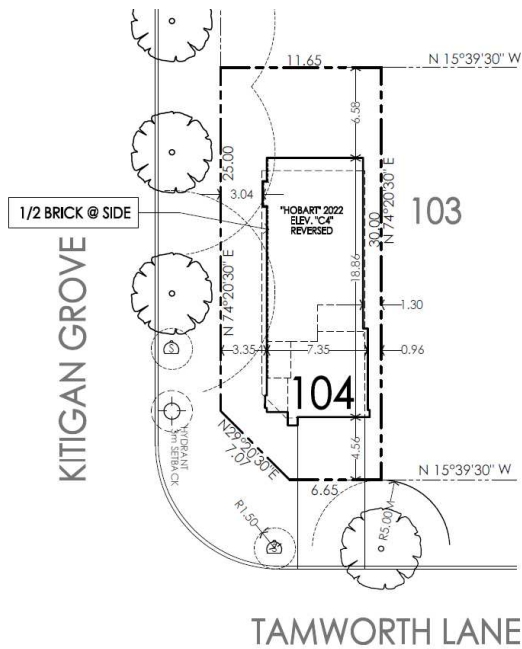


Figure 9: Site Plan (Part 139)

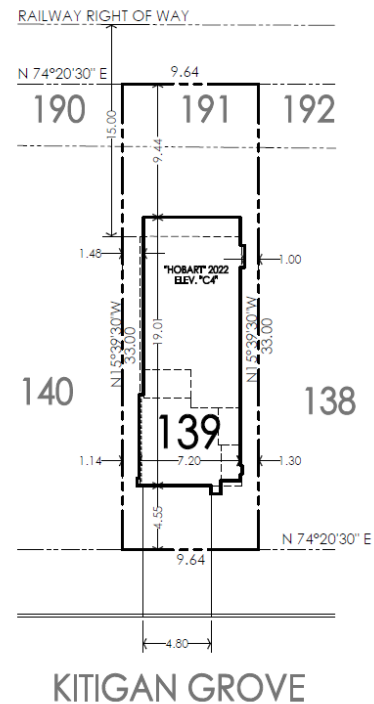
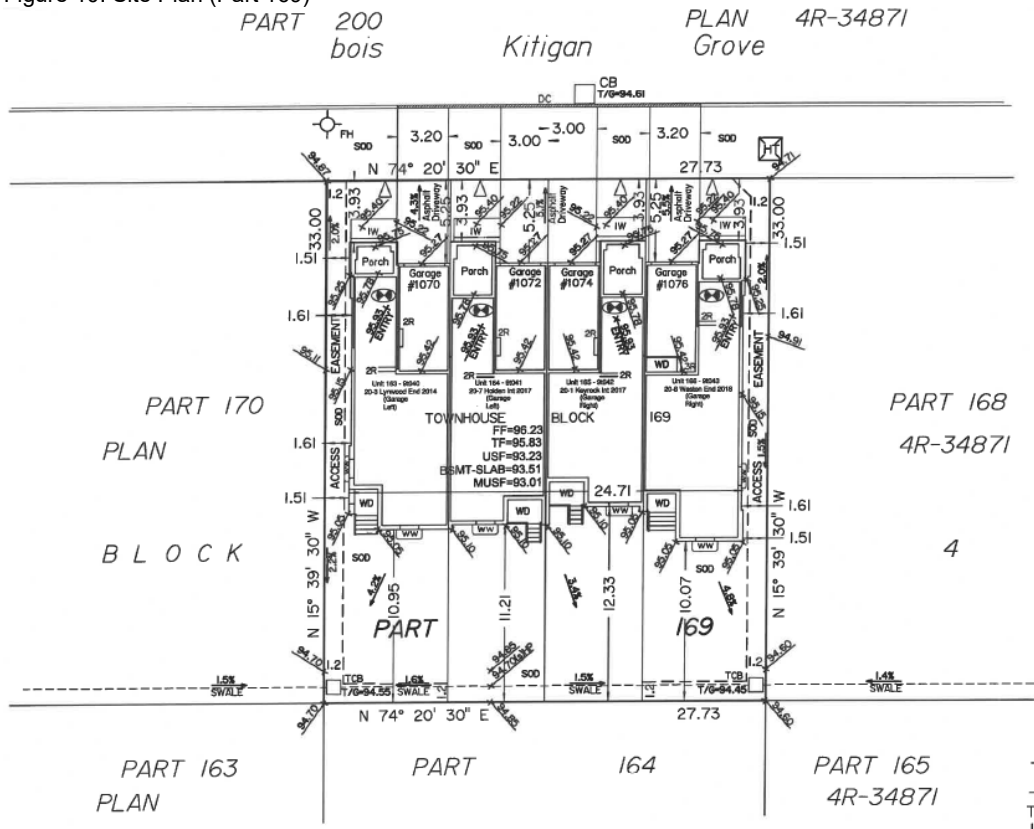


Figure 10: Site Plan (Part 169)



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3.3 Landscaping Design

The landscape plan for the Phase 9 lands includes soft landscaping in the form deciduous and coniferous street trees, flowering trees, shrubs and shrub planting beds, as well as cedar hedges. Trees are lined near sidewalks and pedestrian trails to provide shade as well as screening from adjacent residential dwelling as shown in Figure 11.

At the southeast corner of the Phase 9 lands connecting into the existing Walden Drive additional planting of shrubs and trees are proposed adjacent to the Beaver Pond. In addition to a new pathway connection between the existing Beaver Pond Trail and the sidewalk to be constructed connecting the new right-of-way into Walden Drive as shown in Figure 12.

Figure 11 (Excerpt of Phase 9 Landscape Plan – Kitigan Grove and Tamworth Lane)

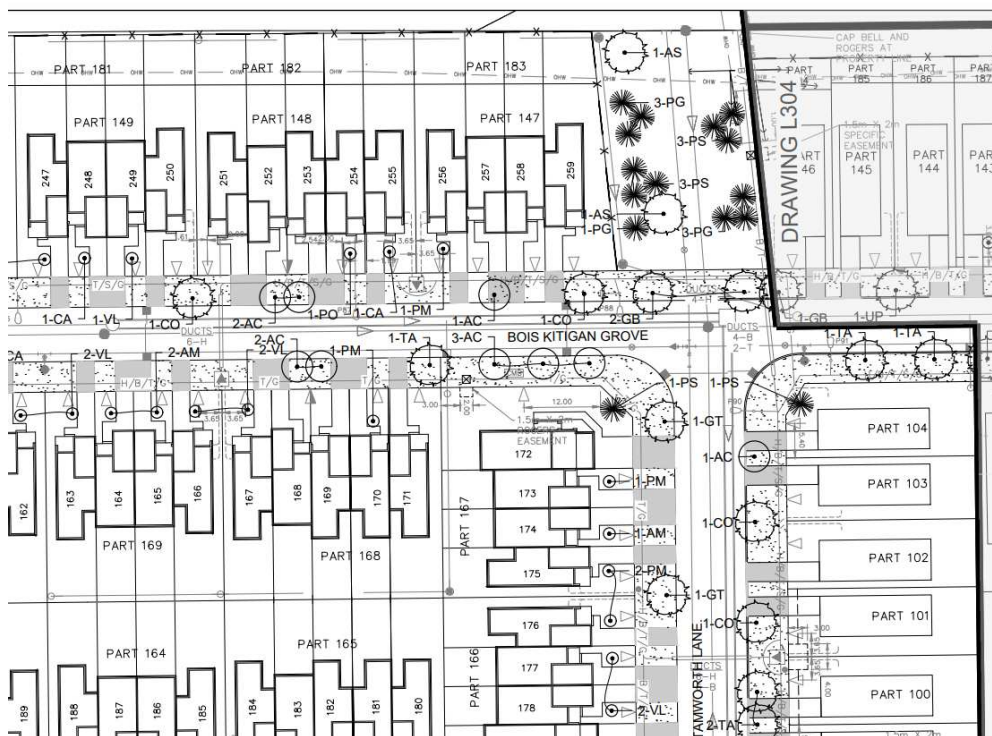
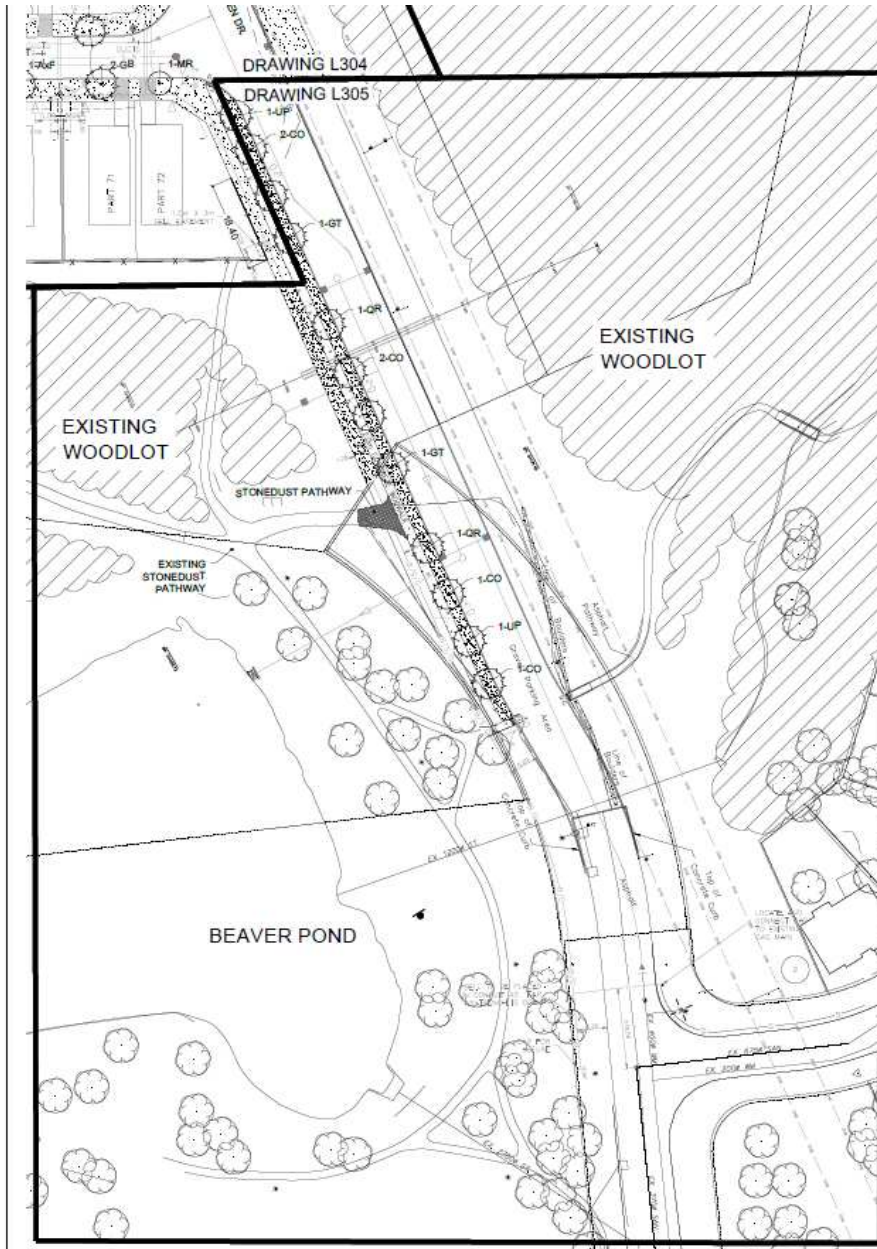


Figure 12 (Excerpt of Phase 9 Landscape Plan –Beaver Pond and ROW extension to Walden Drive)



4 Planning Policy and Regulatory Framework

4.1 Planning Act

The Ontario *Planning Act*, under Section 2, sets out matters of provincial interest that planning authorities, including the council of a municipality, should have regard for. The proposed development addresses the following matters:

- (a) *the protection of ecological systems, including natural areas, features and functions;*
- (c) *the conservation and management of natural resources and the mineral resource base;*
- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) *the orderly development of safe and healthy communities;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The proposed development is located within the established neighbourhood of Kanata Lakes (Marchwood-Lakeside) and promotes the efficient use of land and services in keeping with the above matters of provincial interest. The proposed mix of single-detached and townhouse dwellings across the Phase 7, 8, and 9 lands will contribute to a greater supply and choice of housing for residents and future residents. The subject lands are an appropriate area for growth given their proximity to existing and newly constructed schools, commercial and employment uses, parks and natural spaces, public transit including planned upgrading to Transitway on March Road and potential future transit service within the CNR corridor. The ground-oriented built form, and landscape plans demonstrate careful design and will encourage a sense of place and safe public spaces.

4.2 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning matters of provincial interest. Below is a summary of the policy direction provided within the PPS applicable to this application.

Section 1.1.1 promotes healthy, liveable and safe communities 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*

Section 1.1.3.2 supports land use patterns that:

- 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;*
 - e) support active transportation;*
 - f) are transit-supportive, where transit is planned, exists or may be developed;*
- and*

Section 1.4.1 supports an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents by ensuring planning authorities:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Section 1.4.3 encourages planning authorities to provide for housing options and densities that meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- 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;*

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The subject lands proposed for development exist as underutilized and generally vacant properties. The proximity to the existing Kanata Lakes neighbourhood and built infrastructure as well as fitting within the established street pattern bounded by Terry Fox Drive and Goulbourn Forced Road supports the efficient use of land in keeping with the above noted PPS policies. Contributing to the further supply and choice of residential units in an established neighbourhood with existing infrastructure and community facilities is in line with the PPS policies that promote efficient forms of development.

4.3 City of Ottawa Official Plan

The City of Ottawa Official Plan (“OP”) was amended and passed by Council on October 27th, 2021. The OP was further updated and was adopted on November 24th, 2021. The new OP was approved with modifications by the Ministry of Municipal Affairs and Housing on November 4th, 2022. The new OP provides a vision for the future growth of the City and a policy framework to guide its development to the year 2046. Additionally, the modifications included by the Minister seek to bring the policies of the plan in line with new provincial legislation implemented through the new Bill 109 and Bill 23.

4.3.1 Suburban Transect

The subject lands fall within the *Suburban Transect* according to Schedule A of the OP (Figure 12). According to Section 5.4.1.2, the *Suburban Transect* is generally characterized by Low- to Mid-density development.

Further, Section 5.4.4 states:

1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;

b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments...

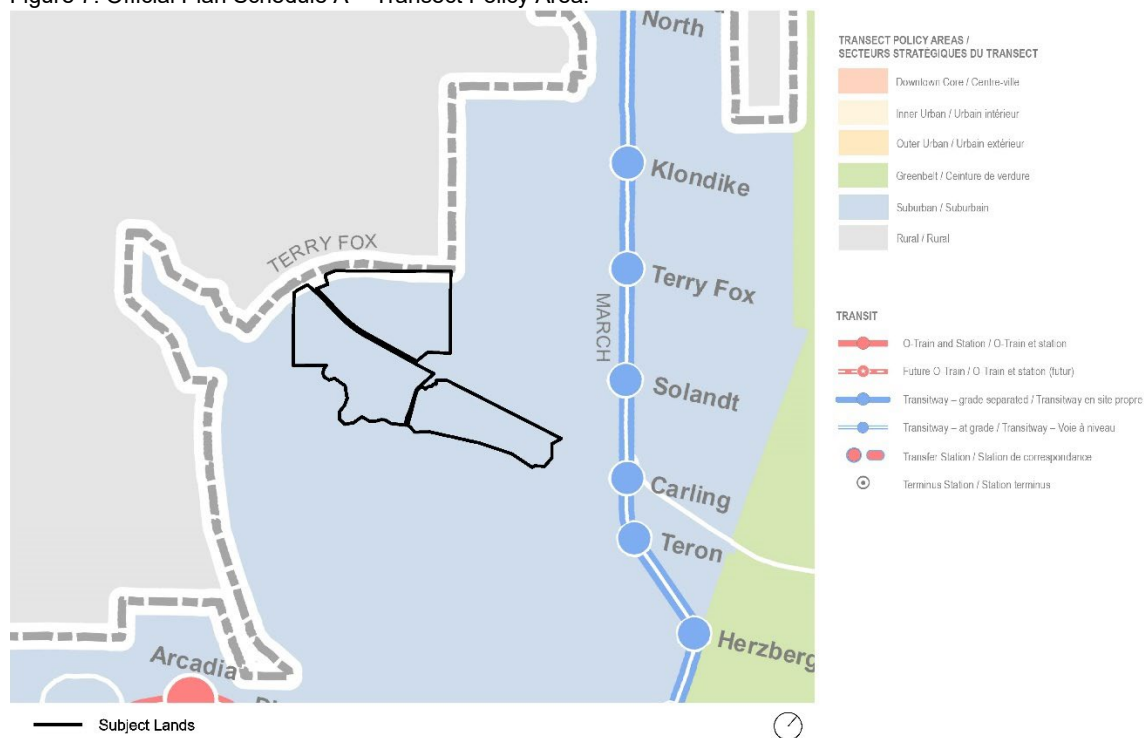
d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;

e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;

f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;

h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;

Figure 7. Official Plan Schedule A – Transect Policy Area.



The proposed development is appropriate for the subject lands given it comprises a mix of low-rise dwellings in line with the intended use of the *Suburban Transect*. The incorporation of short blocks, grid street network, and window streets fronting Goulbourn Forced Road in the proposal align with the intent of the Official Plan regarding greenfield development within the *Suburban Transect*. Proximity to nearby parks, natural areas and existing trail networks and community uses further supports the residential development of the subject lands within the *Suburban Transect*.

4.3.2 Neighbourhood and Minor Corridor

The subject lands are designated as *Neighbourhood* and *Greenspace* on Schedule B5 of the OP (Figure 13). Additionally, a portion of the Phase 8 lands about the *Minor Corridor* designation of Terry Fox Drive. As stated in Section 5.4.1(2) lands designated as *Minor Corridor* within the *Suburban Transect* are permitted to have building heights from a minimum of 2 storeys to a maximum of 4 storeys. Whereas Section 5.4.1.(1) states that building heights will be low-rise with heights permitted by zoning generally to 3 storeys, but no more than 4 storeys.

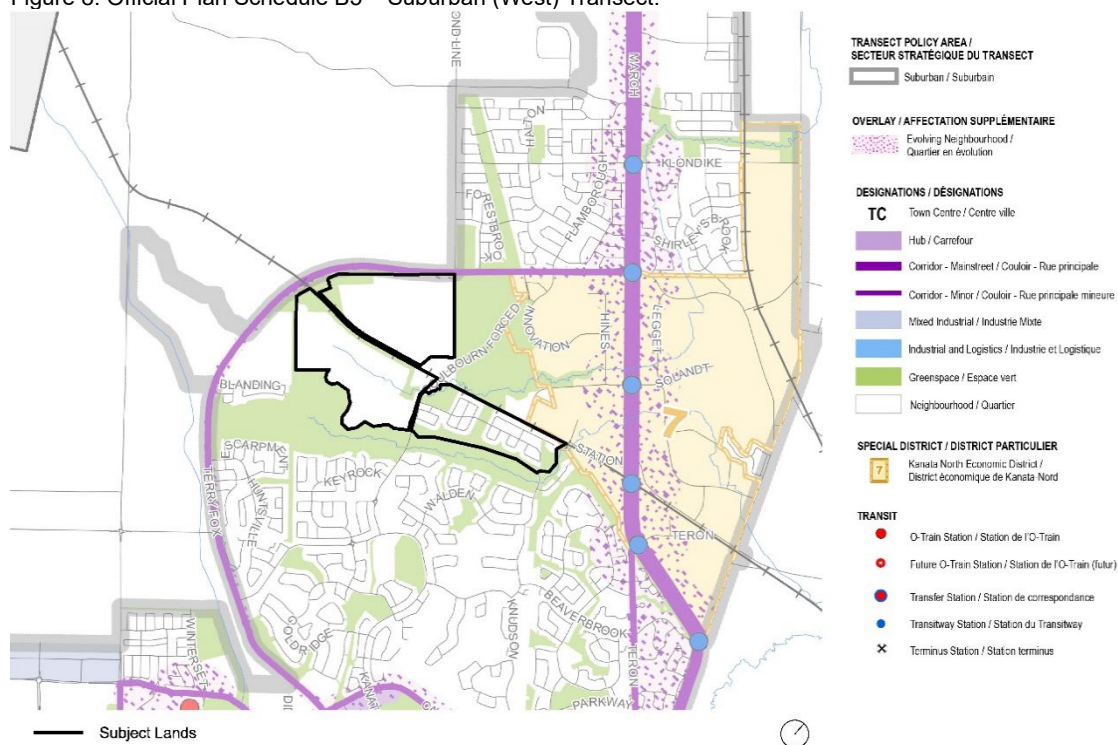
The objectives of the *Corridor* designation, as stated in Section 6.2.1.2 of the OP are described below:

2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a. Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b. May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c. For sites generally of greater than one hectare in area or 100 metres in depth:
 1. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 2. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
- d. Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The height, land use, and subdivision design of the proposed development are appropriate for the site given the low-rise residential nature of the surrounding Kanata Lakes neighbourhood. The advanced construction and conveyance for the Kanata Highlands Public School and the St Isabel Elementary School adjacent to Terry Fox Drive and Phase 8 satisfies the above noted policies to phase uses nearest the corridors first. The proposed residential use is not anticipated to create any of the nuisances noted in the above policies.

Figure 8: Official Plan Schedule B5 – Suburban (West) Transect.



4.3.3 Urban Design

Section 4.6 of the OP sets out an urban design framework in support of the City's urban design program and initiatives.

Section 4.6.5 encourages site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of villages and landscapes.

2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Section 4.6.6(6) provides direction for integration of low-rise dwellings with the surrounding context:

6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed residential dwellings on the subject lands have been sited to front the street with main entrances at grade, articulated porches in the front yard extending out to public realm and right-of-ways with sidewalks sheltered by street trees. Sensitive and natural spaces will be protected and preserved adjacent to new residential development. The proposed build form will integrate and complement the existing Kanata Lakes neighbourhood with proposed heights and typologies common in the area.

4.4 Design Guidelines

4.4.1 Urban Design Guidelines for Greenfield Neighbourhoods

The City of Ottawa provides *Urban Design Guidelines for Greenfield Neighbourhoods*. The design guidelines are applicable to greenfield development and provides direction for the design of *Structuring Layout, Street Design, Residential Building and Site Design, Non-Residential Building and Site Design, Greenspaces, and Utilities and Amenities*.

Below is a non exhaustive list of guidelines that the proposed development satisfies.

1. Structuring Layout

Guideline 3 Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristics

Guideline 4 Preserve existing green corridors such as along watercourses, as connections for wildlife and for pedestrians and cyclists. Maintain the natural character of these features and limit the number of encroachments. Ensure that public use does not detract from the environmental quality.

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

2. Street Design

Guideline 22 Orient rear yard 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.

Single loaded local streets along an arterial street act as “windows” into a neighbourhood, and provide sight lines from the arterial road to open spaces, homes and other community features.”

Guideline 25 Design roads at the entrances to neighbourhoods to create a sense of arrival with such elements as enhanced landscape treatment in the boulevard and the median.

Guideline 27 Plant trees along all streets in a consistent pattern and co-ordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

3 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 45 Provide shared driveways for ground-oriented attached dwellings to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street.

5. Greenspaces

Guideline 58 Provide trees and sidewalks along the edge of parks and greenspaces to complement the treatment across the street

Guideline 59 Design pathways to enhance the function and character of the type of open space they occupy, keeping in mind user safety, lighting and intended operational hours.

The proposed development for the subject lands have been carefully designed to consider and apply direction from the *Urban Design Guidelines for Greenfield Neighbourhoods*. The planned street network has been laid down to connect into existing right-of-ways and establish greater connectivity in the neighbourhood while establishing shorter and walkable residential blocks of lengths less than 250m. Earlier in the plan of subdivision process the limits of natural areas and wetlands were established and protected when the property was subdivided. When designing the public realm, the use of street trees lining sidewalks have been employed to provide shade, screening, and visual interest. While entrance features and a window street at the prominent entrance intersection of Walden Drive and Goulbourn Forced Road will welcome residents and visitors to the neighbourhood.

4.5 Zoning By-law (2008-250)

Across the subject lands a range of residential, environmental, open space and institutional zones are present, including:

- Residential Third Density Zone, Subzone VV [Exception 2540] - R3VV [2540]
- Residential Third Density Zone, Subzone VV [Exception 1028] - R3VV [1028]
- Residential Third Density Zone, Subzone VV [Exception 1029] - R3VV [1029]
- Residential Third Density Zone, Subzone X [Exception 1029] - R3X [1029]
- Residential Fifth Density Zone, Subzone A [Exception 1221] - R5A [1221]
- Minor Institutional Zone, Subzone A - I1A
- Environmental Protection Zone - EP

- townhouse dwelling
- urban agriculture

The forms of residential development proposed on the subject lands are detached dwellings and townhouse dwellings, both of which fall within the existing permitted uses of the *R3VV Zone*.

The tables below summarize the required development standards and the proposed amended standard for detached and townhouse dwellings within the *R3VV 2540* zone. Where provisions are proposed to be amended these are **bolded** in the proposed column.

Table 1: R3VV 2540 Zoning Provisions – Single Detached Dwelling

	REQUIRED	PROPOSED
Minimum Lot Area	260 m ²	260 m ²
Minimum Lot Width	9 m	9 m
Minimum Front Yard Setback	3m	3m
Minimum Corner Yard Setback	3m	3m
Minimum Interior Yard Setback	1.8m (total both sides, with no side being less than 0.6m)	1.8m (total both sides, with no side being less than 0.6m)
Minimum Rear Yard Setback	7.5 m (multi-storey) 6 m (single-storey)	6.0 m (multi-storey) 6 m (single-storey)
Minimum Rear Yard Setback for Lots Abutting Goulbourn Forced Road	9 m	9 m
Minimum Setback from Railway Corridor to Any Yard	15 m	15 m
Minimum Setback to Garage	4.5 m	3 m
Maximum Building Height	11 m	11m
Minimum Parking Space Rate per Dwelling Unit	1	1

Table 2: R3VV 2540 Zoning Provisions – Townhouse Dwelling

	REQUIRED	PROPOSED
Minimum Lot Area	180 m ²	180 m ²
Minimum Lot Width	6 m	6 m
Minimum Front Yard Setback	3m	3m
Minimum Corner Yard Setback	3m	3m
Minimum Interior Yard Setback	1.2 m	1.2 m
Minimum Rear Yard Setback	7.5 m (multi-storey) 6 m (single-storey)	6.0 m (multi-storey) 6 m (single-storey)
Minimum Rear Yard Setback for Lots Abutting Goulbourn Forced Road	9 m	9 m
Minimum Setback from Railway Corridor to Any Yard	15 m	15 m
Minimum Setback to Garage	4.5 m	3 m
Maximum Building Height	11 m	11m
Minimum Parking Space Rate per Dwelling Unit	1	1

The permitted uses in the *Residential Third Density Zone 1028* are listed below:

- bed and breakfast
- 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
- townhouse dwelling
- urban agriculture

The tables below summarize the required development standards and the proposed amended standard for detached and townhouse dwellings within the R3VV 1028 zone. Where provisions are proposed to be amended these are **bolded** in the proposed column.

Table 3: R3VV 1028 – Single Detached Dwelling

	REQUIRED	PROPOSED
Minimum Lot Area	260 m ²	260 m ²
Minimum Lot Width	9 m	9 m
Minimum Front Yard Setback	3 m	3 m
Minimum Corner Yard Setback	3 m	3 m
Minimum Interior Yard Setback	1.2 m	1.2 m
Minimum Rear Yard Setback	7.5 m (multi-storey) 6 m (single-storey)	6.0 m (multi-storey) 6 m (single-storey)
Minimum Rear Yard Setback for Lots Abutting Goulbourn Forced Road	9 m	9 m
Minimum Setback from Railway Corridor to Any Yard	15 m	15 m
Minimum Setback to Garage	4.5 m	3 m
Maximum Building Height	11 m	11m
Maximum Lot Coverage	55% (single-storey) 50% (multi-storey)	55% (single-storey) 50% (multi-storey)
Minimum Parking Space Size	2.6m x 5.5m	2.6m x 5.5m
Minimum Parking Space Rate per Dwelling Unit	1	1

Table 4: R3VV 1028 Zoning Provisions – Townhouse Dwelling

	REQUIRED	PROPOSED
Minimum Lot Area	260 m ²	260 m ²
Minimum Lot Width	9 m	9 m
Minimum Front Yard Setback	3m	3m
Minimum Corner Yard Setback	3m	3m
Minimum Interior Yard Setback	1 m one side, 1.5 m on the other side	1 m one side, 1.5 m on the other side
Minimum Rear Yard Setback	7.5 m (multi-storey) 6 m (single-storey)	6.0 m (multi-storey) 6 m (single-storey)
Minimum Rear Yard Setback for Lots Abutting Goulbourn Forced Road	9 m	9 m
Minimum Setback from Railway Corridor to Any Yard	15 m	15 m
Minimum Setback to Garage	4.5 m	3 m
Maximum Building Height	11 m	11m
Maximum Lot Coverage	55% (single-storey) 50% (multi-storey)	55% (single-storey) 50% (multi-storey)
Minimum Parking Space Size	2.6m x 5.5m	2.6m x 5.5m
Minimum Parking Space Rate per Dwelling Unit	1	1

The permitted uses in the *Residential Third Density Zone 1029* are listed below:

- bed and breakfast
- 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 (only allowed in cases where a curve in the road makes the siting of a townhouse difficult)
- three-unit dwelling
- townhouse dwelling
- urban agriculture

The tables below summarize the required development standards and the proposed amended standard for semi-detached and townhouse dwellings within the *R3VV 1029* zone. Where provisions are proposed to be amended these are **bolded** in the proposed column.

Table 5: R3VV 1029 Zoning Provisions – Semi-Detached Dwelling

	REQUIRED	PROPOSED
Minimum Lot Area	180 m ²	180 m ²
Minimum Lot Width	6 m	6 m
Minimum Front Yard Setback	3 m	3 m
Minimum Corner Yard Setback	3 m	3 m
Minimum Interior Yard Setback	1.2 m	1.2 m
Minimum Rear Yard Setback	7.5 m (multi-storey) 6 m (single-storey)	6.0 m (multi-storey) 6 m (single-storey)
Minimum Rear Yard Setback for Lots Abutting Goulbourn Forced Road	9 m	9 m

Minimum Setback from Railway Corridor to Any Yard	15 m	15 m
Minimum Setback to Garage	4.5 m	3 m
Maximum Building Height	11 m	11m
Maximum Lot Coverage	55% (single-storey) 50% (multi-storey)	55% (single-storey) 50% (multi-storey)
Minimum Parking Space Size	2.6m x 5.5m	2.6m x 5.5m
Minimum Parking Space Rate per Dwelling Unit	1	1

Table 6: R3VV 1029 Zoning Provisions – Townhouse Dwelling

	REQUIRED	PROPOSED
Minimum Lot Area	180 m ²	180 m ²
Minimum Lot Width	6 m	6 m
Minimum Front Yard Setback	3 m	3 m
Minimum Corner Yard Setback	3 m	3 m
Minimum Interior Yard Setback	1 m one side, 1.5 m on the other side	1 m one side, 1.5 m on the other side
Minimum Rear Yard Setback	7.5 m (multi-storey) 6 m (single-storey)	6.0 m (multi-storey) 6 m (single-storey)
Minimum Rear Yard Setback for Lots Abutting Goulbourn Forced Road	9 m	9 m
Minimum Setback from Railway Corridor to Any Yard	15 m	15 m
Minimum Setback to Garage	4.5 m	3 m
Maximum Building Height	11 m	11m
Maximum Lot Coverage	55% (single-storey)	55% (single-storey)

	50% (multi-storey)	50% (multi-storey)
Minimum Parking Space Size	2.6m x 5.5m	2.6m x 5.5m
Minimum Parking Space Rate per Dwelling Unit	1	1

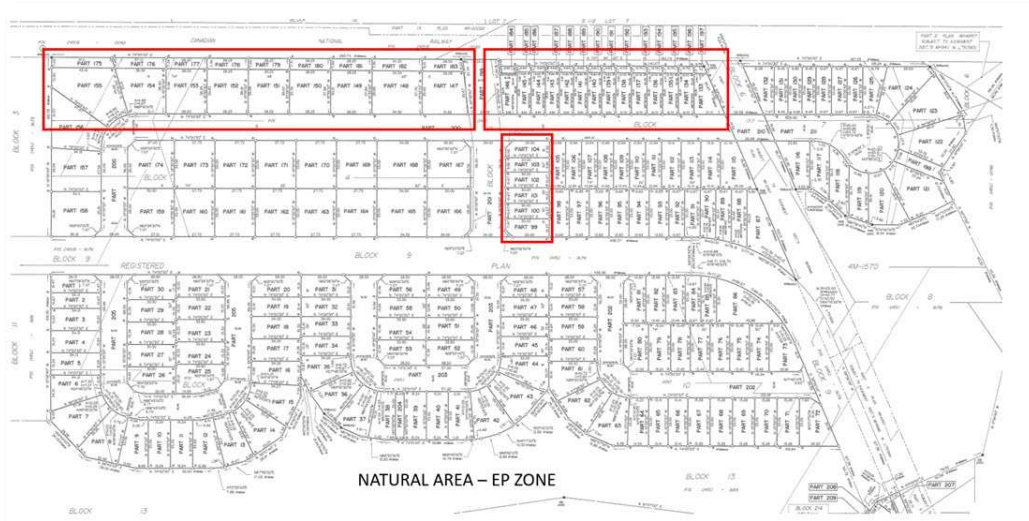
4.5.1 Amendments Required

A Minor Zoning By-law Amendment is being sought to provide relief from two provisions in the R3VV Zone Exceptions 1028, 1029, and 2540. The first provision requiring relief is to reduce the requirement for required front yard setback to a garage from 4.5m to the proposed amended distance of 3m. The second provision requiring relief pertains to the minimum rear yard setback to a multi-story building from the required 7.5m to be amended to a 6.0m distance.

In total the two provisions requiring relief from the Zoning By-law are minor and do not substantially alter the intent of the R3VV Zone. Relief is required to allow the proposed unit typologies to be sited on constrained lots, or lots which require an additional 15m setback from the rail corridor. Examples of these two conditions where relief is needed from the By-law are shown in the example site plans within Figures 8 and 9.

It should be noted that the lots which require a rear yard reduction do not back onto any of the Natural Areas or Environmental Protection zones. The lots in question are within the interior of the site or backing onto the railway corridor, as demonstrated in Figure 15 below. Additional support for this request has been noted in a memorandum prepared by a qualified ecologist and natural heritage expert dated April 17th, 2023 and submitted with this application.

Figure 15. Impacted lots with reduced rear yards.



5 Conclusion

As demonstrated in this report, the proposed development is appropriate when considering applicable land use and urban design policies set out in the Provincial Policy Statement, City of Ottawa Official Plan, Zoning By-law, and applicable urban design guidelines.

Arcadis IBI Group is of the opinion that this Minor Zoning By-law Amendment application for the proposed development across the Phase 7, 8, and 9 lands are an appropriate use, is consistent with the policy direction of applicable policies of the Official Plan, and represents good land use planning. Arcadis IBI Group supports this application and recommends that the application be approved accordingly.



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