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## 3317 Navan Road

### Planning Rationale & Design Brief



Prepared for: 2628576 Ontario Inc.

**3317 Navan Road**

**Ottawa, Ontario**

**Planning Rationale**

**in support of**

**Major Zoning By-law Amendment &**

**Site Plan Control Applications**

Prepared For:

**2628576 Ontario Inc.**

Prepared By:

**NOVATECH**

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
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June / 13 / 2023

Novatech File: 118076

Ref:

June 13, 2023

City of Ottawa  
Planning, Real Estate and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: Steve Belan, Planner II, Development Review, East**

**Reference: Major Zoning By-law Amendment and Site Plan Control Applications  
3317 Navan Road  
Our File No.: 118076**

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The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the property at 3317 Navan Road (the "Subject Property").

The Subject Property is designated Neighbourhood in the Suburban (East) Transect of the City of Ottawa Official Plan (2022). The Subject Property is designated Residential in the East Urban Community Design Plan and is designated for low-density development. The property is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250.

It is proposed to develop three four-storey apartment buildings as part of a Planned Unit Development (PUD) on the Subject Property. The proposed development will contain 164 dwelling units, with 55 units in Buildings A & B, and 54 units in Building C. A total of 230 vehicle parking spaces are proposed, with 146 parking spaces located in an underground parking garage and 84 parking spaces located at grade. 85 bicycle parking spaces will also be provided. Vehicle access to the Subject Site will be off of Esselmont Street, with no vehicle access off of Navan Road. The proposed development will also include a private outdoor amenity space on the west side of the Subject Property. No impacts to traffic or existing land uses surrounding the Subject Property are anticipated as a result of the proposed development. A concurrent site plan control application is being filed as part of the submission package to facilitate development on the Subject Property.

A Major Zoning By-law Amendment application is required to rezone the Subject Property to Residential Fourth Density, Subzone Z (R4Z).

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Property, and makes a recommendation on the Major Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Simran Soor, M.PL.  
Planner

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## **1.0 INTRODUCTION**

Novatech has prepared this Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications to permit the development of three low-rise apartment buildings on the property municipally known as 3317 Navan Road (the “Subject Property”). The proposed development consists of three four-storey residential apartment buildings on the Subject Property. The proposed buildings will contain a total of 164 dwelling units. 230 parking spaces will be provided in both surface parking lots located between the buildings and in an underground parking garage. Vehicular access to the Subject Property will be off of Esselmont Street and not Navan Road. The Subject Property is currently vacant.

The Subject Property is designated Neighbourhood within the Suburban Transect in the City of Ottawa Official Plan (2022). The Subject Property is designated Residential in the East Urban Community Design Plan and is designated for low-density development. The property is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Major Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Be generally consistent with the East Urban Community Design Plan;
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with the surrounding uses and community context.

### **1.1 Description of Subject Property**

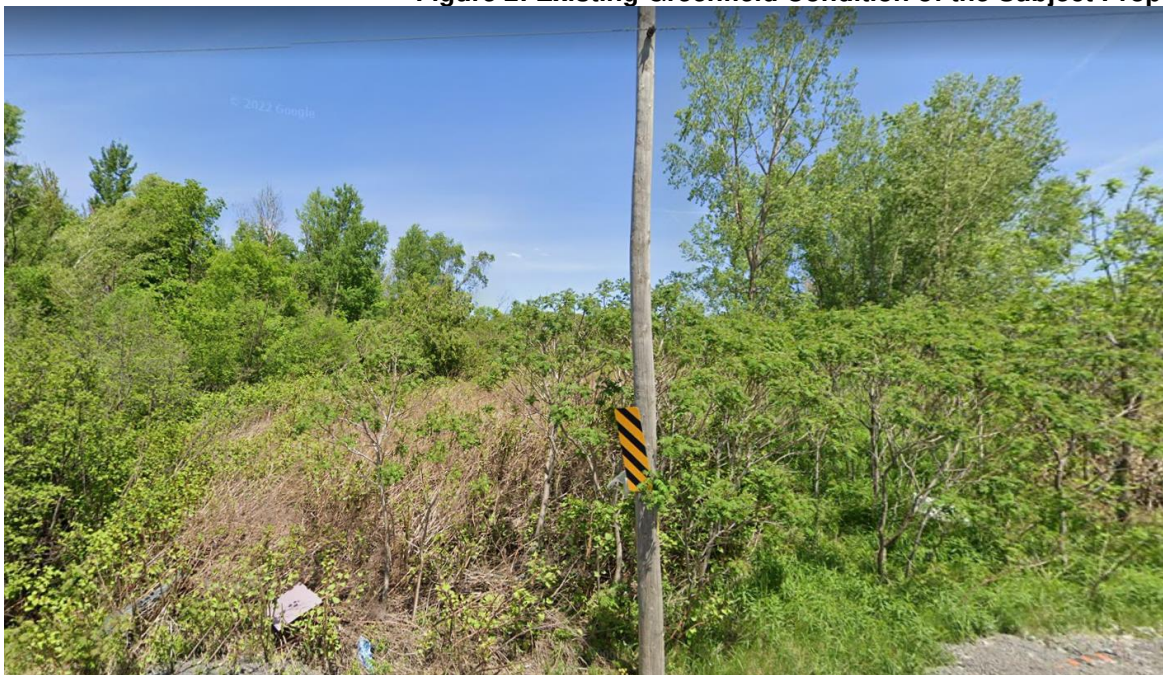
The Subject Property is located on the northeast side of Navan Road in the Orleans South-Navan Ward (Ward 19) in the City of Ottawa. The Subject Property is located in an area roughly bounded by Renaud Road to the north, Markinch Road to the east, and Navan Road to the southwest (Figure 1). The Subject Property is currently vacant. The Subject Property has approximately 158.6 meters of frontage along Navan Road and an approximate area of 15,715.2 square meters.

Figure 1. Aerial Photo of Subject Property



## 1.2 Site Location and Community Context

Figure 2: Existing Greenfield Condition of the Subject Property



The surrounding context of the Subject Property is characterized by newer low-rise residential dwellings. Immediately to the north of the Subject Property, there are low-rise residential buildings



that include a mix of detached dwellings, semi-detached dwellings, townhouse dwellings, and stacked townhouse dwellings. Immediately to the west of the Subject Property is a detached dwelling and a pathway that connects the neighbourhood to the north with Navan Road. To the south of the Subject Property are greenfield lands, a waste disposal site, and the Greenbelt. To the east of the Subject Property, a new subdivision with a diverse range of low-rise residential dwellings is proposed. Further to the east, there is a low-rise commercial plaza that includes a doctor’s office and physiotherapist clinic.

Within 300 meters of the Subject Property, there are primarily low-rise residential uses. This includes a range of housing types, including detached dwellings, semi-detached dwellings, townhouse dwellings, and stacked townhouse dwellings. There is a bus stop located along Navan Road within a one minute walk of the Subject Property. Within 600 meters of the Subject Property, there are primarily residential uses. There are several parks within 600 meters of the Subject Site, including Goldfinch Park and Tulip Tree Park. The Ecole Elementaire Catholique Notre-Dame-des-Champs, Navan Medical Centre, and Pro Physio & Sport Medicine Centres Navan are also located within 600 meters of the Subject Property. Within 900 meters from the Subject Property, there are primarily residential dwellings and greenfield lands. The Greenbelt, as well as the Patrick Dugas Park and College Catholique Mer Bleue, are also located within 900 meters of the Subject Property.

Figure 3: Surrounding Context



Most of the neighbouring dwellings have a low-rise built form and are between one and three storeys in height.

Figure 4: Land uses to the north of the Subject Property



**North:** Immediately north of the Subject Property are low-rise residential uses.

Figure 5: Land uses to the south of the Subject Property



**South:** Immediately south of the Subject Property across Navan Road are greenfield lands and a waste disposal site further to the east.

Figure 6: Land uses to the west of the Subject Property



**West:** Immediately west of the Subject Property is a low-rise residential dwelling and a pathway.

Figure 7: Land uses to the east of the Subject Property



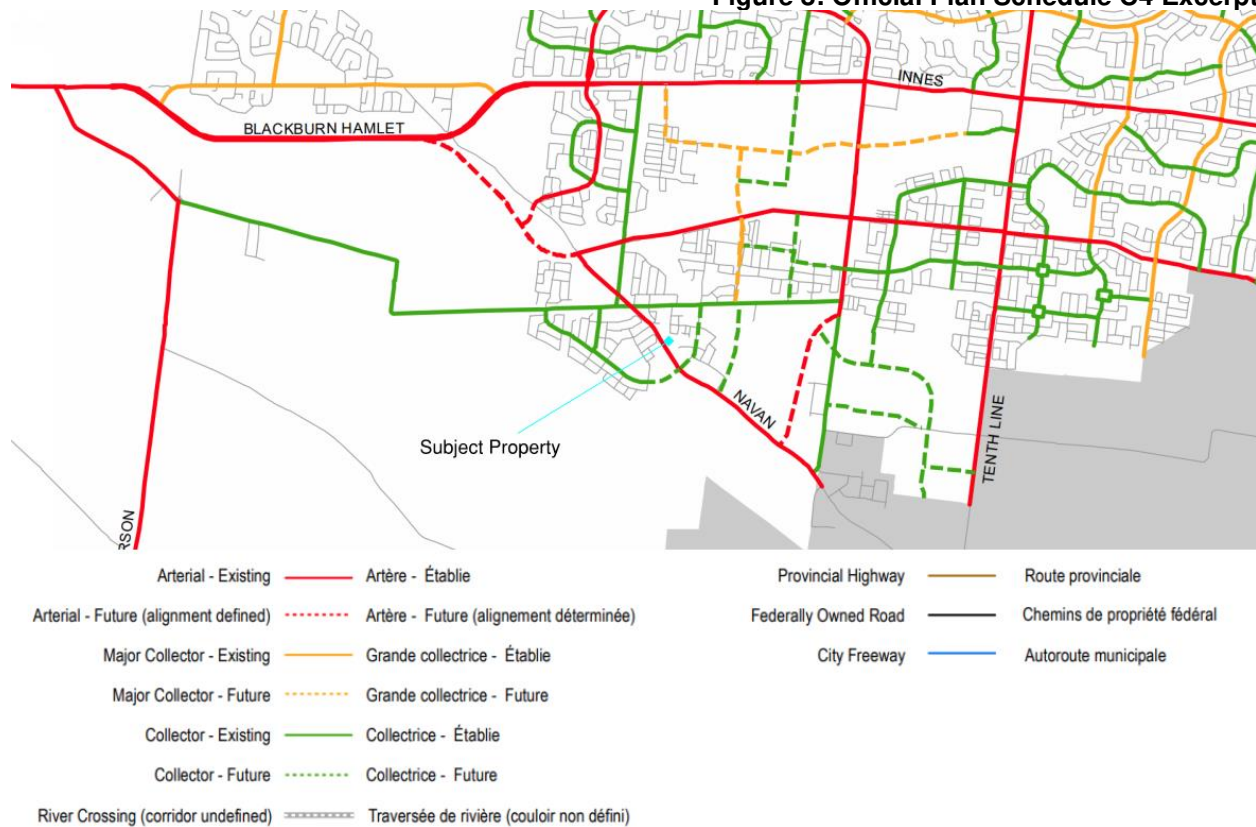
**East:** Immediately east of the Subject Property is a new subdivision.

### 1.3 Linkages and Transportation Framework

The Subject Property has frontage on Navan Road. The Subject Property is located southeast of the intersection of Renaud Road and Navan Road. Navan Road is designated as an Arterial Road on *Schedule C4 – Urban Road Network* of the Official Plan, while Renaud Road is designated as a Collector Road (see Figure 8). The Subject Property is also located in proximity to Brian Coburn Boulevard, which is designated as an Arterial Road, and Markinch Road, which is designated as a future Collector Road.

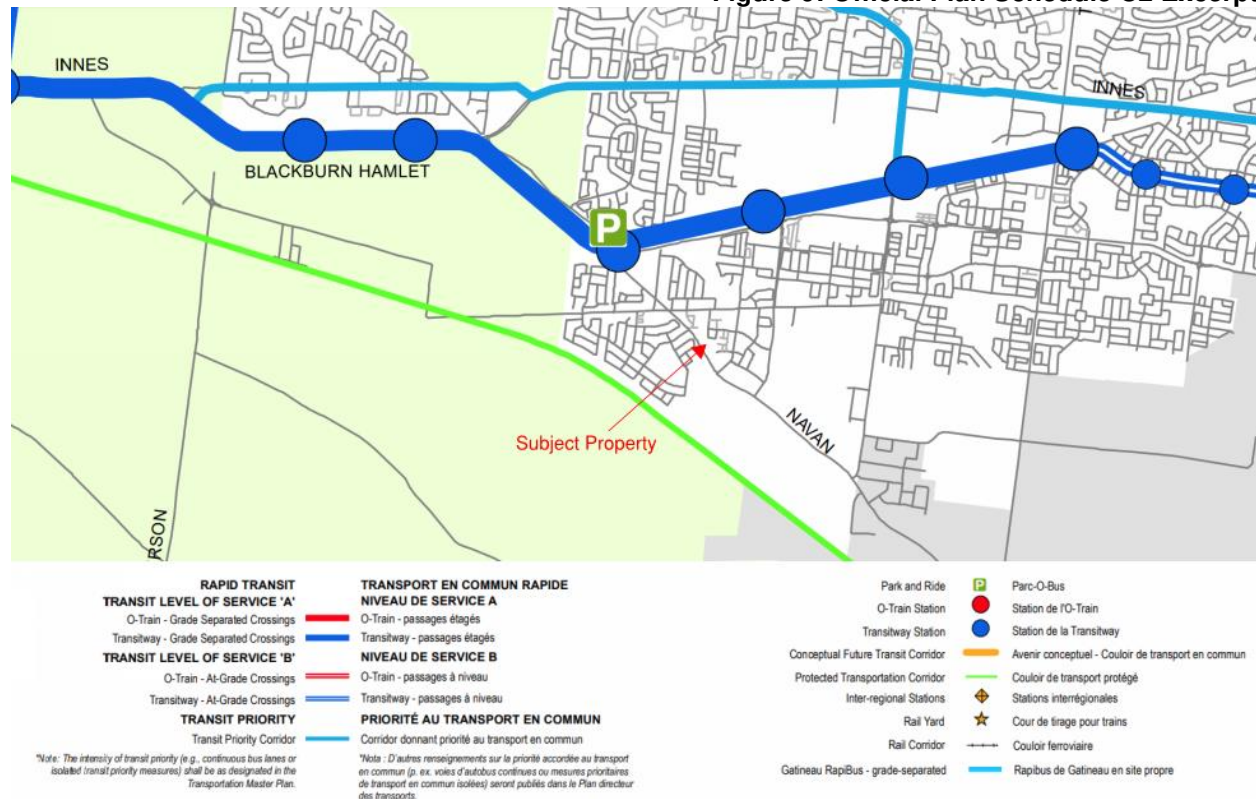
Vehicular access to the proposed development will be from Esselmont Street on the east side of the Subject Property. No vehicular access is proposed off of Navan Road. Sidewalks are proposed to connect the Subject Property and the proposed buildings to Navan Road, providing access to an existing bus stop. There are currently no sidewalks on either side of Navan Road.

**Figure 8: Official Plan Schedule C4 Excerpt**



Brian Coburn Boulevard, located to the north of the Subject Property, is designated as a Transitway on *Schedule C2 – Transit Network* of the Official Plan (see Figure 9).

Figure 9: Official Plan Schedule C2 Excerpt



Several transit options are located within walking and driving distance of the Subject Property. The Subject Property is located approximately 1.5 kilometers, or a 20 minute walk, away from the Chapel Hill South Park and Ride, which will provide access to the future Transitway proposed along Brian Coburn Boulevard. The Subject Property is also located within a one minute walk from a bus stop along Navan Road (see Figure 3). This bus stop is serviced by bus route 228, which provides convenient access to Blair LRT station during weekday peak periods. Local bus routes 32 and 34 are also available at the Chapel Hill South Park and Ride. These routes provide bus connections to Blair LRT station and rapid bus service at Jeanne d'Arc station (future Jeanne d'Arc LRT station). Bike trails are located in proximity to the Subject Property along Brian Coburn Boulevard. The Subject Property is also in proximity to the trail system within the Greenbelt. Bicycle lanes are provided on the south side of Renaud Road.

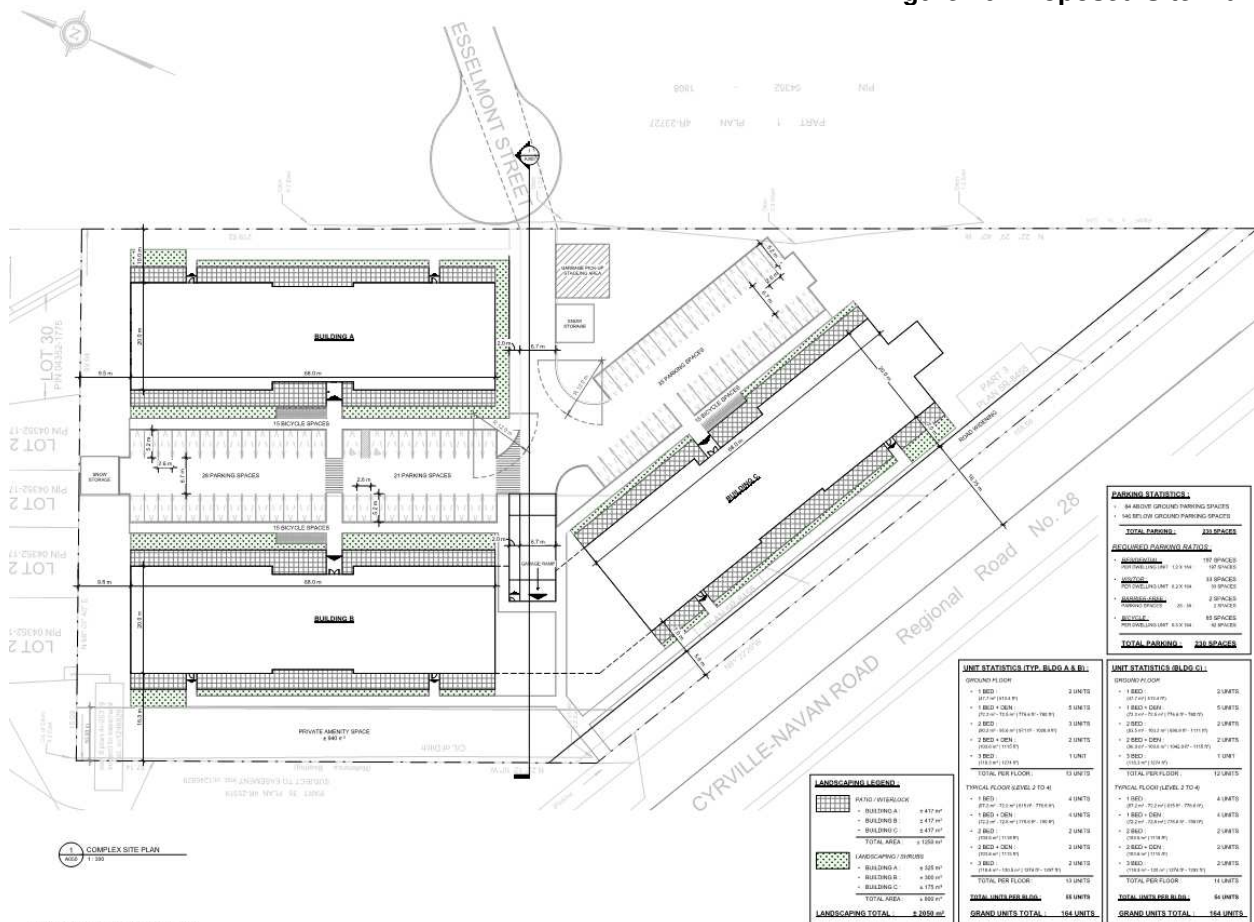
## 2.0 DEVELOPMENT PROPOSAL

It is proposed to develop three four-storey residential apartment buildings containing a total of 164 dwelling units on the Subject Property. These units will be a mix of one, two, and three bedroom units. Building A and B will be located to the northeast and northwest of the Subject Property respectively and will each consist of 31 one bedroom units, 17 two bedroom units, and seven three bedroom units, for a total of 55 dwelling units each. Building C will be located to the southwest of the Subject Property and will align with the Subject Property's frontage along Navan Road. Building C will contain 31 one bedroom units, 16 two bedroom units, and seven three bedroom units for a total of 54 dwelling units.

Vehicular access to the Subject Property will be provided off of Esselmont Street. No vehicular access is proposed off of Navan Road. The driveway off of Esselmont Street will lead to surface parking lots located to the east of Building C and between Building A and B. The surface parking lots will provide 84 parking spaces. 33 of these parking spaces will be designated as visitor parking spaces. Underground parking is also proposed and will contain 146 parking spaces for residents. 85 bicycle parking spaces are also proposed, with 15 spaces located at the entrance to each building and the remainder located in the underground parking garage.

A communal amenity space is proposed on the ground floor at the end of Building C. Building C will also contain a gym for resident use. A private outdoor amenity space is proposed along the west side of the Subject Property. Sidewalk connections are proposed to connect the three apartment buildings to the surface parking lots and Esselmont Street. A sidewalk connection will also be provided to Navan Road, which will allow residents to access the bus stop on Navan Road.

Figure 10: Proposed Site Plan



PARKING STATISTICS	
146 RESIDENT GROUND PARKING SPACES	
84 VISITOR GROUND PARKING SPACES	
<b>TOTAL PARKING</b>	<b>230 SPACES</b>
DETERMINED PARKING RATIOS	
1 BLDG (BLDG A)	187 SPACES
1 BLDG (BLDG B)	84 SPACES
1 BLDG (BLDG C)	59 SPACES
<b>TOTAL PARKING</b>	<b>230 SPACES</b>
146 RESIDENT GROUND PARKING SPACES	
84 VISITOR GROUND PARKING SPACES	
<b>TOTAL PARKING</b>	<b>230 SPACES</b>

UNIT STATISTICS (TYP. BLDG A & B)	
1 BLDG (BLDG A)	3 UNITS
1 BLDG (BLDG B)	5 UNITS
1 BLDG (BLDG C)	3 UNITS
1 BLDG (BLDG D)	2 UNITS
1 BLDG (BLDG E)	2 UNITS
1 BLDG (BLDG F)	2 UNITS
1 BLDG (BLDG G)	2 UNITS
1 BLDG (BLDG H)	2 UNITS
1 BLDG (BLDG I)	2 UNITS
1 BLDG (BLDG J)	2 UNITS
1 BLDG (BLDG K)	2 UNITS
1 BLDG (BLDG L)	2 UNITS
1 BLDG (BLDG M)	2 UNITS
1 BLDG (BLDG N)	2 UNITS
1 BLDG (BLDG O)	2 UNITS
1 BLDG (BLDG P)	2 UNITS
1 BLDG (BLDG Q)	2 UNITS
1 BLDG (BLDG R)	2 UNITS
1 BLDG (BLDG S)	2 UNITS
1 BLDG (BLDG T)	2 UNITS
1 BLDG (BLDG U)	2 UNITS
1 BLDG (BLDG V)	2 UNITS
1 BLDG (BLDG W)	2 UNITS
1 BLDG (BLDG X)	2 UNITS
1 BLDG (BLDG Y)	2 UNITS
1 BLDG (BLDG Z)	2 UNITS
<b>TOTAL PER FLOOR</b>	<b>14 UNITS</b>
<b>TOTAL UNITS PER BLDG</b>	<b>88 UNITS</b>
<b>GRAND UNITS TOTAL</b>	<b>144 UNITS</b>

UNIT STATISTICS (BLDG C)	
1 BLDG (BLDG C)	2 UNITS
1 BLDG (BLDG D)	5 UNITS
1 BLDG (BLDG E)	2 UNITS
1 BLDG (BLDG F)	2 UNITS
1 BLDG (BLDG G)	2 UNITS
1 BLDG (BLDG H)	2 UNITS
1 BLDG (BLDG I)	2 UNITS
1 BLDG (BLDG J)	2 UNITS
1 BLDG (BLDG K)	2 UNITS
1 BLDG (BLDG L)	2 UNITS
1 BLDG (BLDG M)	2 UNITS
1 BLDG (BLDG N)	2 UNITS
1 BLDG (BLDG O)	2 UNITS
1 BLDG (BLDG P)	2 UNITS
1 BLDG (BLDG Q)	2 UNITS
1 BLDG (BLDG R)	2 UNITS
1 BLDG (BLDG S)	2 UNITS
1 BLDG (BLDG T)	2 UNITS
1 BLDG (BLDG U)	2 UNITS
1 BLDG (BLDG V)	2 UNITS
1 BLDG (BLDG W)	2 UNITS
1 BLDG (BLDG X)	2 UNITS
1 BLDG (BLDG Y)	2 UNITS
1 BLDG (BLDG Z)	2 UNITS
<b>TOTAL PER FLOOR</b>	<b>11 UNITS</b>
<b>TOTAL UNITS PER BLDG</b>	<b>84 UNITS</b>
<b>GRAND UNITS TOTAL</b>	<b>144 UNITS</b>

LANDSCAPING LEGEND	
LANDSCAPING / HARDSHIP	
1 BLDG (BLDG A)	2,437 sq'f
1 BLDG (BLDG B)	2,437 sq'f
1 BLDG (BLDG C)	2,437 sq'f
<b>TOTAL AREA</b>	<b>7,311 sq'f</b>
LANDSCAPING / SOFTSCAPE	
1 BLDG (BLDG A)	4,328 sq'f
1 BLDG (BLDG B)	4,328 sq'f
1 BLDG (BLDG C)	4,328 sq'f
<b>TOTAL AREA</b>	<b>13,024 sq'f</b>
<b>LANDSCAPING TOTAL</b>	<b>20,335 sq'f</b>

Figure 11: Rendering of the Proposed Development



A Major Zoning By-law Amendment application is required to facilitate the proposed development of the Subject Property.

A detailed Site Plan Control application is required to facilitate the proposed development on the Subject Property and is being filed as part of this submission. The Subject Property is currently vacant. The proposed site plan is attached as Appendix A (see Figure 10).

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS provides policies to manage and direct land use to achieve efficient and resilient development. Section 1.1.1 states:

*“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;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
  - 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;
  - f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
  - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
  - h) promoting development and land use patterns that conserve biodiversity; and
  - i) preparing for the regional and local impacts of a changing climate.”

The proposed development supports efficient development and land use patterns by providing 164 dwelling units within the urban area. The proposed development will contribute to the housing supply within a settlement area and will have access to municipal infrastructure and services. The proposal will add to the mix of dwelling types in the area by providing a low-rise apartment form that fits in well with the neighbouring detached, semi-detached, and townhouse dwellings. The proposal will also include a private outdoor amenity area to the west, which will help meet the long-term needs of residents. The proposed development is located a 20 minute walk from the Chapel Hill South Park and Ride and the proposed transitway along Brian Coburn Boulevard.

Section 1.1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

*“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; and*
- g) *are freight-supportive.”*

The proposed Major Zoning By-law Amendment and Site Plan Control applications will facilitate the development of three low-rise apartment buildings on the Subject Property. The proposed development is consistent with Policy 1.1.3.2 as it represents an efficient use of a fully serviced property within the urban boundary. The Subject Property is located within a 20 minute walk from



the Chapel Hill South Park and Ride and the future transitway along Brian Coburn Boulevard. The increased density on the Subject Property will help support the future development of transit in Orleans.

Policy 1.1.3.3 states:

*“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.”*

The Subject Property is appropriately located to support transit-oriented development. The proposed development will provide additional density to support a future transitway along Brian Coburn Boulevard. This transitway will provide a direct rapid bus connection to the Blair LRT station. Suitable infrastructure will be available to support the needs of the proposed development.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

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

The proposed low-rise apartment buildings will provide a mix of dwelling types and increased residential density where appropriate levels of infrastructure and public service facilities will be available. This residential density will provide additional dwellings units to the area while supporting future transit in the area. The Subject Property is also located within a 20 minute walk of the Chapel Hill South Park and Ride, where residents will have access to bus service to Blair LRT station and the future Jeanne d’Arc LRT station.

Section 1.6.6 of the PPS sets out policies for Sewer, Water and Stormwater. Policy 1.6.6.2 of the PPS states: *“Within settlement areas with existing municipal sewage services and municipal water*

*services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”* The proposed development on the Subject Property is located within the settlement area where there are existing municipal sewage and water services. The proposed development of three low-rise apartment buildings will optimize the use of these existing services.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states: *“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.”*

The proposed development of three low-rise apartment buildings will introduce a level of density that promotes the viability of transit use and may contribute to minimizing the required length and number of vehicle trips for residents.

Section 1.6.8 of the PPS sets out policies for transportation and infrastructure corridors. Policy 1.6.8.3 states: *“New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”*

The Subject Property abuts Navan Road, which is designated as an arterial road on Schedule C4 – Urban Road Network of the Official Plan. The proposed development of three low-rise apartment buildings is appropriate for an arterial road, which will accommodate increased traffic pressures created by the proposed development. Access to the proposed development will be off of Esselmont Street rather than Navan Road, which will alleviate some traffic pressures and ensure there are minimal negative impacts on the functioning of Navan Road.

**The Major Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.**

### **3.2 City of Ottawa Official Plan (2022)**

The City of Ottawa Official Plan was adopted by City Council on November 24<sup>th</sup>, 2021. The Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on November 4<sup>th</sup>, 2022.

The Subject Property is designated Neighbourhood in the Suburban (East) Transect (see Figure 12).

Figure 12: Official Plan Designation for the Subject Property



### 3.2.1 Growth Management Framework

Section 3 of the Official Plan provides a Growth Management Framework for the City of Ottawa. Section 3 states:

*“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”*

Section 3 also states:

*“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments. All of the greenfield dwellings will be located in the Suburban Transect. Many of the new dwellings there will be in the form of ground-oriented units, but at least 10 per cent will be apartments.”*

The Subject Property is located within the urban area of the City and is within the Suburban Transect. The Subject Property is located in a newer area that is gradually developing. The proposed development will contribute to the housing stock in the suburban area by providing 164 new apartment dwelling units with a range of bedroom configurations. These units will contribute to the 10 per cent of apartment dwellings that are encouraged in the Suburban Transect.

Policy 3 of Section 3.1 states:

*“The urban area and villages shall be the focus of growth and development.”*

The Subject Property is located within the urban area and is a prime location for growth and development. The proposed development will provide additional residential density that will support growth in the area.

Section 3.3 directs new neighbourhoods to be designed as 15-minute neighbourhoods. Policy 1 of Section 3.3 states:

*“Residential growth within the greenfield portions of the urban area will be planned as complete 15- minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.”*

The proposed development will contribute to residential growth within the greenfield portion of the urban area. The proposed development will contribute to the residential unit mix in the area and the increased density will support future transit and amenities proposed for the neighbourhood. The proposed development is located within 600 meters of a commercial plaza, which contains a pharmacy and doctor’s office, and will be a 20 minute walk away from proposed commercial uses along Brian Coburn Boulevard. The proposed development on the Subject Property aligns with the progression of growth and development in the neighbourhood, with a number of neighbouring properties currently undergoing residential development.

### **3.2.2 Urban Design**

Section 4.6 of the Official Plan provides policy direction on urban design for the City.

Policy 3 in Section 4.6.5 states:

*“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”*

The proposed development creates minimal conflict between vehicles and pedestrians. Vehicular access to the proposed development will be from Esselmont Street rather than Navan Road, which will reduce conflict with other vehicles and pedestrians. The proposed development will also provide sidewalk connections between the three low-rise apartment buildings, the parking areas, and both Navan Road and Esselmont Street, in order to minimize conflict between pedestrians and vehicles. Parking will be provided underground and in surface parking lots. The

surface parking lots will be visually screened by the proposed buildings, reducing any impacts on neighbours and on the public realm along Navan Road.

Policy 6 in Section 4.6.6 states:

*“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 low-rise apartment buildings will fit into and respond to the surrounding context, which is characterized by a variety of low-rise residential uses. Landscaping elements including patio areas are proposed around the outside of the building and will frame the at-grade main entrances. A private outdoor amenity space is also proposed as part of the development to ensure that there is adequate buffering and that soft landscaping is maintained in the neighbourhood.

### **3.2.3 Suburban Transect**

Section 5.4 of the Official Plan sets out general policies and guidance for proposed development within the Suburban Transect.

Policy 1 of Section 5.4.1 states:

*“The Suburban Transect’s established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.”*

Policy 2 of Section 5.4.1 states:

*“The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*

- a) Low-rise within Neighbourhoods;*
- b) Low-rise along Minor Corridors, however the following policy direction applies:
  - i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;*
  - ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and*
  - iii) High-rise buildings may be permitted through a secondary plan.**
- c) Mid-rise along Mainstreet Corridors, however the following policy direction applies;
  - i) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;*
  - ii) The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and**

- iii) *The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; and*
- d) *In Hubs, the following heights will apply:*
  - i) *High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;*
  - ii) *Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and*
  - iii) *Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.”*

The Subject Property is designated Neighbourhood. The low-rise height of the proposed development conforms to the policies for Neighbourhood and is similar to neighbouring dwellings, which includes a mix of detached dwellings, semi-detached dwellings, and townhouse and stacked townhouse dwelling units. The proposed development reflects the Suburban Built Form and Land Use Characteristics for a 15-Minute community laid out in Table 8 of the Official Plan. The proposed development will provide soft landscaping elements, including a private outdoor amenity area to the west of the Subject Property. The proposed development will provide a higher residential density while remaining compatible with the surrounding low-rise built form. This density is appropriately located in proximity to the Chapel Hill South Park and Ride and within a 20 minute walking distance from the future Transitway along Brian Coburn Boulevard.

Policy 3 of Section 5.4.1 states:

*“In the Suburban Transect, this Plan shall support:*

- a) *A range of dwelling unit sizes in:*
  - i) *Multi-unit dwellings in Hubs and on Corridors; and*
  - ii) *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and*
- b) *In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.”*

The Subject Property is located in proximity to the future Transitway and is within walking distance of bus stops serviced by routes 32, 34, and 228. The proposed development of low-rise multi-unit dwellings is appropriate for the Subject Property.

Policy 1 of Section 5.4.4 states:

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

- 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;*

- 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;*
- i) *Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and”*

The proposed development will enhance active transportation linkages in the neighbourhood by providing a pathway connection to Navan Road, which will allow residents to access the bus stop located within a one minute walk from the Subject Property. The proposed development will be accessed from Esselmont Street rather than Navan Road, which is a higher traffic arterial road. The proposed surface parking lots will be screened from the public realm by the proposed apartment buildings and landscaping elements. This will reduce the visual impact of the parking lot and create a more green, landscaped public realm.

Policy 1 of Section 5.4.5 states:

*“Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:*

- a) *Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
- b) *Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and*
- c) *Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.”*

The proposed development will help accommodate residential growth to meet the Growth Management Strategy by providing 164 dwelling units on the Subject Property. The proposed development will provide a mix of one-, two-, and three-bedroom units in a low-rise apartment built form, which will add to the variety of housing types in the neighbourhood while respecting the existing and future built form of the area. The four-storey height is permitted and appropriately located near an arterial road and future transit access. The proposed built form will appropriately frame the public right of way and will be compatible with neighbouring dwellings.

### **3.2.4 Neighbourhood Designation**

Section 6.3 provides policy direction for potential development in the Neighbourhood designation.

Policy 2 of Section 6.3.1 states:

*“Permitted building heights in Neighbourhoods shall be Low-rise, except:*

- a) *Where existing zoning or secondary plans allow for greater building heights; or*

b) *In areas already characterized by taller buildings.”*

The proposed development will include three four storey apartment buildings that will respect the permitted low-rise height within the Neighbourhood designation. The low-rise built form will fit into the character of the area.

Policy 4 of Section 6.3.1 states:

*“The Zoning By-law and approvals under the Planning Act shall allow a range of residential and nonresidential built forms within the Neighbourhood designation, including:*

- a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
- b) *Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);*
- c) *In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.*
- d) *To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale nonresidential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*
  - i) *Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;*
  - ii) *Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*
  - iii) *Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*
  - iv) *May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;*
  - v) *May restrict or prohibit motor vehicle parking in association with such uses; and*
  - vi) *Limits such uses to prevent undue diversion of housing stock to non-residential use.*
- e) *Limited large-scale non-residential uses and include office-based employment, greenspace, largescale institutions and facilities and other smaller institutional functions; and*
- f) *Parks, open spaces and linkage areas meant to serve as public space.”*

The proposed development will contribute to creating a full range of low-rise housing options in the neighbourhood. The proposed density on the Subject Property will contribute to the housing stock in the City and will help meet the goals of the Growth Management Framework. The proposed development will also provide family-friendly units, with 71 two- and three-bedroom units proposed. The proposal also includes a private outdoor amenity space to the west of the Subject Property which will provide residents with additional open space and maintain greenspace and soft landscaping in the community.



Policy 5 of Section 6.3.1 states:

*“The Zoning By-law will distribute permitted densities in the Neighbourhood by:*

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;*
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and*
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).”*

The proposed development conforms with the permitted height and fits into the neighbourhood context, despite the high density use that is proposed on the Subject Property. The Subject Property is located within a 20 minute walk of the future Transitway along Brian Coburn Boulevard and is appropriately located to support the proposed density. The Subject Property's location near an arterial road and a Park and Ride will ensure that there are a range of transportation options that will be able to support the transportation needs of the proposed development.

### **3.2.5 Development Review Requirements**

The City of Ottawa Official Plan requires a number of studies to be included as part of a complete development application in order to adequately meet the objectives of the Official Plan. The appropriate policies, related studies, and plans were identified through a pre-application consultation meeting with the City.

Required studies and plans identified as relevant have been prepared in support of the Zoning Amendment and Site Plan Control applications. Detailed and technical information can be obtained by reviewing the respective documents.

#### Relating to Section 4.7.1 – Stormwater Management and Site Servicing

Policy 6 of Section 4.7.1 requires redevelopment applications to implement site, grading, building, and servicing design measures. As part of this application, a Grading and Drainage Plan has been completed by Novatech dated June 8, 2023.

Policy 8 of Section 4.7.1 requires proof of sufficient stormwater management and drainage system as a condition of Site Plan Control approval. A Stormwater Management Report has been completed by Novatech dated June 8, 2023.

Policy 12 of Section 4.7.1 requires an approved master servicing study, an approved environmental management plan, and a subwatershed study to be included as part of a complete application for a new development in a future neighbourhood. City staff have requested that a Site Servicing study and plan be included in the application. A General Plan of Services and Site Servicing Study have been completed by Novatech dated June 8, 2023.

### Relating to Section 10.1.6 – Contaminated Sites

Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 ESA has been completed by Paterson Group dated March 15, 2018 (updated January 16, 2023). The Phase 1 ESA states that *“[t]he results of the records review, research, and site inspection indicated that there are no new potential environmental concerns regarding the subject site since the 2018 Phase I ESA. Based on the results of this Phase I Update, in our opinion, a Phase II Environmental Site Assessment is not required for the property.”*

### Relating to Section 10.1.7 – Waste Disposal Sites

The Subject Property is located in proximity to a waste disposal site and an Impact Assessment of Adjacent Waste Disposal/Former Landfill Site is required. An Impact Assessment of Adjacent Waste Disposal/Former Landfill Site has been completed by Paterson Group dated June 6, 2023. The report concludes that *“the WCC Waste Facility will not have any adverse effects on the proposed development and will not pose any risks to human health and safety. Furthermore, the completion of the proposed development will have no adverse effects to the neighbouring WCC waste facility including the leachate collection system, the clay cut-off barrier located along the northern and western limits of the waste facility and the slope stability of the existing landfill side slopes.”*

### Relating to Section 10.2.1 – Noise

Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. An Environmental Noise Control Study was completed by Paterson Group dated June 6, 2023. The report concludes that *“Building 1 and 2 are expected to exceed the 55 dBA threshold specified by the ENCG. Therefore, design with the provision for a central air conditioning unit, along with a warning clause Type D, will be required for the units within Building 1 and 2. It is also noted that the modeling indicates that the noise levels are below 65 dBA, and therefore standard building materials are acceptable to provide adequate soundproofing.”*

**The proposed Major Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan (2022).**

## **3.3 East Urban Community Design Plan for the Phase 1 Area**

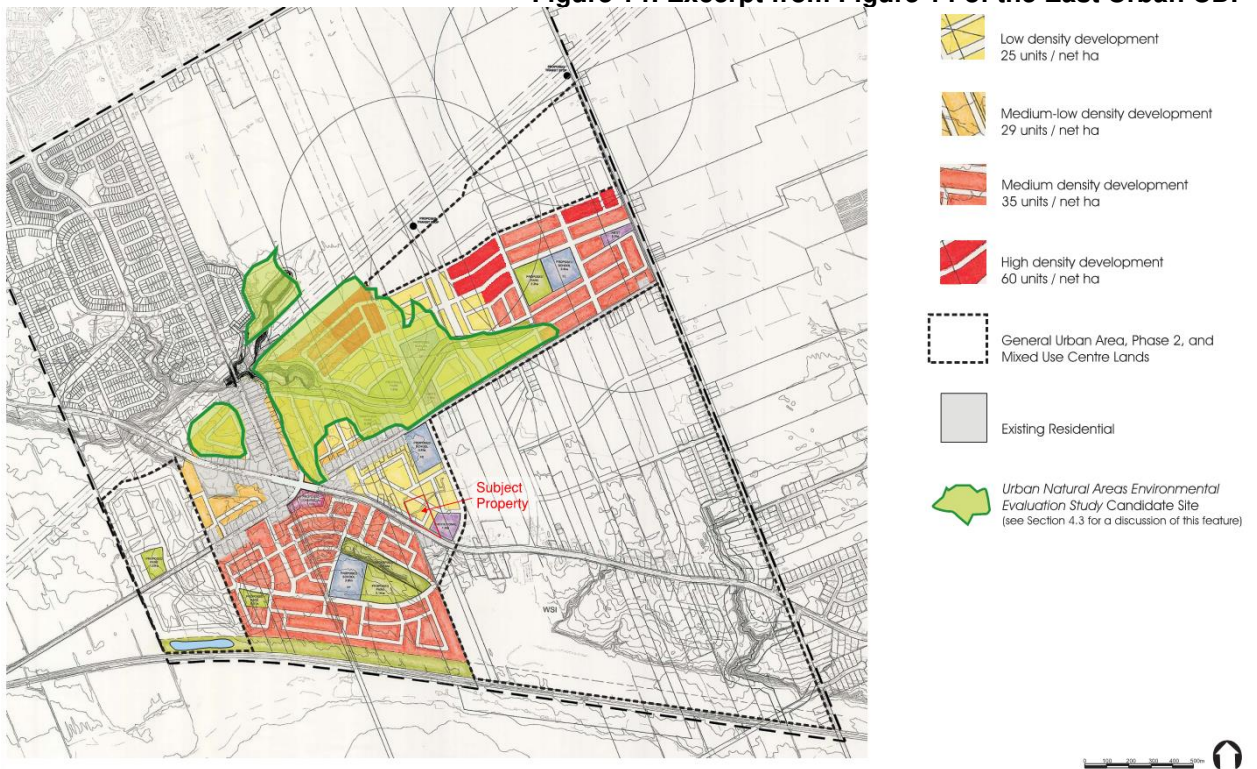
A Community Design Plan (CDP) is a non-statutory, Council-approved policy document that generally directs the planning and design of the physical environment in the subject area. The East Urban Community Design Plan for the Phase 1 Area was approved by Council on July 15, 2005.

The Subject Property is designated Residential on Figure 13 – Land Use Structure Plan of the East Urban Community Design Plan and is designated Low Density Development (25 units per net hectare) on Figure 14 – Demonstration Plan (see Figures 13 and 14).

Figure 13: Excerpt from Figure 13 of the East Urban CDP



Figure 14: Excerpt from Figure 14 of the East Urban CDP



Despite exceeding the density referenced in Figure 14, the proposed development will meet the intent of the plan to provide low-rise residential units to meet the City's growth targets. Section 4.1 of the East Urban Community CDP references the "*OP target of 29 units / net hectare for the overall area.*" Table 3B of the City of Ottawa Official Plan (2022) identifies a target density of 40 to 60 units per net hectare in the Suburban Transect. This represents an increase in the target density between the 2005 CDP and the current Official Plan. The proposed development will provide more density on the Subject Property than was identified for the Subject Property in 2005, in order to accommodate the increased growth anticipated in the Official Plan's Growth Management Framework. This density will be provided in a low-rise built form that will fit in well with existing and future residential development in the area, which includes residential forms such as townhouses and stacked townhouses.

The East Urban CDP identifies the Subject Property as appropriate for low-density development due to the geotechnical information that was available at the time that the CDP was completed. A Geotechnical Report has been completed by Paterson Group, dated April 12, 2023. Section 5.1 of the report states "*From a geotechnical perspective, the subject site is suitable for the proposed building.*" The report makes a number of recommendations that will be considered as the project moves forward. More detail can be found in the Geotechnical Report submitted as part of the application package.

The proposed development of three low-rise apartment buildings will contribute to the Official Plan and Community Design Plan target of 10% apartments in the Phase 1 and 2 areas. The proposed low-rise apartments are appropriately located along Navan Road, which is designated as an arterial road. Section 4.5 of the East Urban Community Design Plan states "*Navan Road forms a spine running through the community. Over time this will become a busy arterial with key entry points into the development community to the north and south.*" The East Urban Community CDP anticipates that Navan Road will be a core part of the transportation network in the East Urban area, which will be able to support increased transportation demand from surrounding development and increasing densities. The location of the Subject Property in proximity to Navan Road and a future collector road at Markinch Road means that increased transportation demand from the proposed development can be appropriately accommodated.

The Subject Property is located in proximity to transit service. There is a bus stop located west of the Subject Property on Navan Road that provides direct bus access to the Blair LRT station during peak hours. The Subject Property is within a 20 minute walk and a 7 minute drive from the Chapel Hill South Park and Ride and future transitway along Brian Coburn Boulevard. The proposed development will provide increased density to support current and future transit infrastructure in the area.

**The proposed Major Zoning By-law Amendment and Site Plan Control applications generally conforms to the East Urban Community Design Plan.**

#### **4.0 URBAN DESIGN GUIDELINES**

The City of Ottawa's Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all of the direction provided will apply to the proposed development. The Urban Design Guidelines are not statutory documents and are intended to supplement the policies and regulation of the Official Plan and Zoning By-law.

#### 4.1 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by City Council on September 26, 2007. The guidelines provide general direction for greenfield neighbourhood design and outline the City's expectations during the development review process.

The primary objectives of the guidelines are:

- To protect and integrate the site's inherent environmental, topographic, and cultural features
- To create a comfortable pedestrian and cycling environment and attractive streetscapes
- To ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods
- To encourage transit-oriented development
- To establish a system of parks and greenspaces that are plentiful, accessible and connected to each other

The proposed development adheres to the objectives of the Urban Design Guidelines for Greenfield Development. The proposed development has been designed to respect existing environmental and topographic features. Drainage from the Subject Property will utilize the natural topography of the site. The proposed development will maintain as many trees and natural features as possible.

The proposed development will include sidewalks that connect the Subject Property to Navan Road. This sidewalk will provide residents with a pedestrian connection to the bus stop located to the west of the Subject Property on Navan Road. Landscaping elements will be provided between Building C and Navan Road which will enhance the streetscape along Navan Road. The proposed buildings will also screen the surface parking areas from the public realm. A private open space will also be provided on the west side of the proposed development. This open space will provide additional amenity area for residents while maintaining greenspace in the neighbourhood.

The proposed development of three low-rise apartment buildings will be compatible with the neighbouring low-rise residential uses. The four-storey height will have a minimal impact on neighbouring dwellings, which are typically between two and three storeys, and will help frame Navan Road. The four-storey height is also permitted in the Neighbourhood designation of the Official Plan, where low-rise residential development is envisioned. The Subject Property is also located within a 20 minute walk from a future transitway along Brian Coburn Boulevard. The proposed development will provide additional residential density that will support future transit development in the area.

#### 5.0 DESIGN BRIEF

Section 4.6 of the City of Ottawa Official Plan (2022) sets out direction for urban design throughout the City. This Design Brief draws from the policies of the relevant sections of the Official Plan in response to requirements identified by the Design Brief Terms of Reference.

## 5.1 Massing and Scale

The Official Plan emphasizes the role that appropriate massing and scale can have in reducing the impact of new development on neighbouring properties. Policy 1 in Section 4.6.6 outlines this in further detail.

*“To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.”*

The proposed development is an appropriate scale for the Subject Property. The proposed development will comply with all of the required setbacks and the maximum height provision for the proposed R4Z zone. The proposed development effectively increases housing stock and density along an arterial road in a developing area. The four-storey height of the proposed development fits in well with the neighbouring low-rise context, where there are a range of dwelling types between one and three storeys. The proposed apartment buildings will contribute to the diversity of dwelling types in the neighbourhood, where there are primarily detached, semi-detached, townhouse, and stacked townhouse dwellings.

**Figure 15: Rendering Showing the Massing and Scale of the Proposed Development**



Figure 16 shows a rendering of the proposed development looking towards the detached dwellings to the north of the Subject Property. The proposed low-rise apartment buildings have been oriented with the shorter side of the buildings facing these detached dwellings in order to reduce any impacts from the building massing. Façade articulation and plentiful windows have been incorporated to create visual interest on all sides of the building. Trees and soft landscaping will provide a buffer between the proposed development and the neighbouring properties to the north and east.

Figure 16: Rendering of the Proposed Developments Looking North



## 5.2 Public Realm

The Official Plan emphasizes the importance of design excellence within the public realm. Policy 3 of Section 4.6.5 states:

*“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”*

The proposed development will enhance the public realm along Navan Road by providing a low-rise residential form that will help frame the street. The proposed development will provide sidewalk access to Navan Road and a private open space to the west of the Subject Property, which will also enhance the public realm in the neighbourhood. Vehicle conflict on Navan Road is minimized, with the main vehicular entrance to the Subject Property located off of Esselmont Street. The proposed development will include underground parking. The proposed surface parking will be screened from the public realm by the three proposed buildings.

Figure 17 shows the proposed development looking southward. The proposed buildings are oriented along the west, south, and east property lines to help screen the surface parking lot from the public realm. Ample soft landscaping and trees are provided to enhance the front entrances of the building and make the proposed development more walkable. Despite facing away from

the street, the proposed buildings have been designed to contribute to the public realm, with façade articulation, balconies, and plentiful glazing creating a more active and visually interesting public realm.

**Figure 17: Rendering Showing the Proposed Buildings Screening the Surface Parking**



### 5.3 Building Design and Compatibility

The Official Plan (2022) recognizes the importance that building design can have on ensuring intensification remains compatible with the surrounding context.

Policy 6 of Section 4.6.6 states:

*“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 development responds to the existing context of low-rise buildings in the area by providing intensification with a similar low-rise build form. Each of the proposed buildings will contain main entrances at-grade, with soft landscaping elements to help frame the entrance. The proposed development will include a soft landscaped private amenity space on the west side of the Subject Property that will help increase the amount of soft landscaping in the neighbourhood.

The exterior of the building will be constructed using a mix of red and grey brick and panelling (Figures 18-21). The mix of brick and panelling materials draws from the neighbouring properties, which are constructed with primarily brick and siding panels. The façade articulation and plentiful windows will reduce blank walls and add visual interest to the building.



Figure 18: West Building Elevation (Building A) with Material Labels





Figure 19: East Building Elevation (Building A) with Material Labels



Figure 20: North and South Building Elevations (Building A) with Material Labels



Figure 21: Exterior Finishes Schedule

EXTERIOR MATERIAL LEGEND	
	<p><b>BR-1 MASONRY UNITS (BRICK)</b>                      MANUFACTURER: PERMACON                      MODEL: MELVILLE SLIK                      COLOUR: TBD</p>
	<p><b>EF-1 EIFS: EXTERIOR INSULATION AND FINISH SYSTEM</b>                      MANUFACTURER: TBD                      COLOUR: TBD</p>
<p><u>NOTE:</u>                      Manufacturers and models for reference only, as per client's choice.</p>	

### 5.4 Sustainable Design

The Official Plan strives to include innovative and sustainable design practices on sites throughout the City. Policy 1 of Section 4.6.4 states:

*“Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”*

The proposed development promotes sustainability by encouraging more sustainable modes of transportation. The proposed development is located within a 20 minute walk of the Chapel Hill South Park and Ride and the future transitway along Brian Coburn Boulevard. A total of 85 bicycle parking spaces are provided to encourage and support residents using a bicycle both recreationally or for their daily trips.

### 6.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Development Reserve zone recognizes lands that are intended for development and limits the range of permitted uses. The Development Reserve zone does not permit the development of low-rise apartment buildings. A Zoning By-law Amendment is proposed to rezone the property to Residential Fourth Density, Subzone Z (R4Z). This would allow for the development of four-storey apartment buildings on the Subject Property.

The Subject Property is located in proximity to a number of medium to high density residential uses in a range of built forms. The proposed rezoning to the R4Z zone would allow for the development of three low-rise apartment buildings with a height and massing that is similar to existing low-rise residential uses to the north and planned low-rise development to the east. In

addition, there are a number of properties in the vicinity of the Subject Property that are zoned R4, including several properties subject to the R4Z subzone (see Figure 22).

Figure 22: R4 zones in the vicinity of the Subject Property



Section 161 and 162 provide the zoning provisions for the R4Z zone.

The purpose of the R4 zone is to:

1. allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
3. permit ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
5. permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.

Three four-storey apartment buildings are proposed as part of a Planned Unit Development for the Subject Property. The Zoning By-law defines “apartment dwelling, low rise” as a “residential use building that is four or fewer storeys in height and contains four or more principal dwelling

units, other than a townhouse dwelling or stacked dwelling”. The proposed apartment buildings will be four storeys and are considered low-rise apartment buildings. Low-rise apartment buildings are permitted in the R4 zone.

The Zoning By-law defines a Planned Unit Development as “two or more residential use buildings on the same lot, but does not include:

1. a coach house;
2. more than one detached dwelling, mobile home or bunk house dwelling for farm help permitted to locate on the same lot in an AG-Agricultural Zone, and
3. accessory buildings on a lot where they are otherwise permitted.”

The proposed development will include three low-rise apartment buildings on a single lot and is therefore considered a Planned Unit Development. The proposed development will be subject to the Planned Unit Development provisions of Section 131. A Planned Unit Development is a permitted use in the R4 zone.

The Subject Property is well located to support the increased density proposed for the site. The proposed development will provide additional housing choices within the area while remaining compatible with the low-rise character of the neighbourhood. The Z subzone is appropriate, as the Subject Property is within a developing community and will allow for more efficient land use and compact development. The proposed development is consistent with the purpose of the R4 zone.

Provision 1 of Section 131 of the Zoning By-law states:

*“Planned unit development is permitted only if:*

- (a) it is in a zone or subzone in which a planned unit development is a permitted use;*
- (b) it consists only of uses that are permitted in the zone or sub-zone; and*
- (c) the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, development parcels within the planned unit development, whether severed or not, that have vehicular access off of the private way only, need not comply with the dwelling type specific provisions indicated in Part 6 other than maximum permitted building height.”*

The proposed Planned Unit Development is permitted in the R4 zone and will consist of three low-rise apartment buildings, which are also permitted uses in the R4 zone.

Table 1 below summarizes the applicable zoning provisions for the R4Z zone, including the applicable Section 131 provisions for a Planned Unit Development.

**Table 1: Zoning Provisions for the Subject Property**

<b>Zoning Provision</b>	<b>Required – PUD</b>	<b>Provided</b>
Minimum Lot Width (m)	18 m	103.01 m (front lot line on Esselmont)
Minimum Lot Area (m <sup>2</sup> )	1400 m <sup>2</sup>	15,733.94 m <sup>2</sup>
Maximum Building Height (m)	15 m <i>As per dwelling type</i>	12.8 m

Minimum Front Yard Setback (m)	3 m	10 m (from Esselmont)
Minimum Corner Yard Setback (m)	3 m	N/A
Minimum Rear Yard Setback (m)	7.5 m (25% of lot depth, but need not exceed 7.5 m)	16.3 m
Minimum Interior Side Yard Setback (m)	3 m (Endnote 1: For first 18 m back from the street)	10 m / 9.5 m / 12.6 m
	7.5 m	
Minimum Landscaped Area (%)	30% (4,714.6 m <sup>2</sup> )	36.12% (5683.1 m <sup>2</sup> )
Minimum Separation Area Between Building Within a Planned Unit Development (m)	1.2 m (Where the height of abutting buildings is less than or equal to 14.5 m)	15.5 m / 32.8 m / 33.3 m
Minimum Driveway Width (m)	6 m	6.7 m
Maximum Driveway Width (m)	6.7 m	6.7 m
Required Total Amenity Area (m <sup>2</sup> )	1056 m <sup>2</sup> (15 m <sup>2</sup> per dwelling unit up to 8 units, plus 6 m <sup>2</sup> per unit in excess of 8 units) <i>As per dwelling type</i>	1068.6 m <sup>2</sup>
Required Communal Amenity Area (m <sup>2</sup> )	120 m <sup>2</sup> (100% of the amenity area required for the first 8 units)	1068.6 m <sup>2</sup>
<b>Parking Requirements</b>		
Minimum Parking Spaces	196.8 spaces (1.2 spaces per dwelling unit)	197 parking spaces
Minimum Visitor Parking Spaces	32.8 spaces (0.2 spaces per dwelling unit)	33 parking spaces
Minimum Bicycle Parking Spaces	82 spaces (0.5 spaces per dwelling unit)	85 spaces

The proposed development fully conforms with the provisions of the R4Z subzone, including the minimum required front, rear, and interior side yard setbacks. The proposed development fully conforms with the Section 131 provisions for a Planned Unit Development.

**The proposed Major Zoning By-law Amendment and Site Plan Control application are consistent with the purpose of the Residential Fourth Density zone. The Major Zoning By-law Amendment will establish appropriate Zoning standards for the Subject Property.**

**7.0 PROPOSED ZONING BY-LAW AMENDMENT**

3317 Navan Road is currently zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Zoning By-law Amendment application proposes to rezone the Subject Property to Residential Fourth Density, Subzone Z. Section 161 and 162 set out the provisions for the R4 zone.

The proposed development is fully compliant with the relevant provisions of the R4Z zone. The proposed development will fit in well with neighbouring low-rise residential dwellings and is appropriate development for the Subject Property.

## **8.0 PUBLIC CONSULTATION STRATEGY**

### **Prior to Submission**

A formal pre-application consultation meeting was held with City staff on February 14, 2022.

### **Upon Submission**

The public will be consulted with regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor's office. If necessary, a second public meeting will take place to discuss this development application with the community.

### **Virtual Open House**

<b>Who:</b>	Residents of the community
<b>Where:</b>	The Open House may be held electronically via Zoom, subject to the necessary COVID-19 protocols.
<b>When:</b>	Soon after the City's circulation. This is to ensure that members of the public are aware of the project well in advance of any public meeting of Planning and Housing Committee.
<b>City rep:</b>	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.
<b>Follow up:</b>	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning and Housing Committee.
<b>Notes:</b>	At the time of the public meeting, COVID-19 health restrictions may allow for an in-person meeting. In this case, the meeting will be held during the week in the early evening. The location of the meeting will be shared as early as possible to ensure all interested members of the public can attend. Interested parties can request further information through the Project Team or their Community Association Primary Contact.

## **9.0 CONCLUSION**

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of three four storey residential buildings at 3317 Navan Road. The proposed development will consist of 164 residential dwelling units. 230 vehicle parking spaces and 85 bicycle parking spaces will be

provided. Access to the proposed development will be off of Esselmont Drive, with only a sidewalk connection provided to Navan Road.

The Subject Property is designated Neighbourhood in the Suburban Transect in the City of Ottawa Official Plan (2022). The Subject Property is currently zoned Development Reserve (DR). The Major Zoning By-law Amendment proposes to rezone the Subject Property to Residential Fourth Density, Subzone Z (R4Z).

The proposed development is appropriate to support growth and development within the urban area. The proposed development meets the housing goals of the Provincial Policy Statement by adding 164 dwelling units within the urban boundary. The proposed development is well located to support increased density as it is within a 20 minute walk of the Chapel Hill South Park and Ride and the future transitway along Brian Coburn Boulevard. The requested Major Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The Major Zoning By-law Amendment and proposed development are consistent with the policies of the City of Ottawa Official Plan (2022). The proposal is in line with the policies and intent of the Suburban Transect and the Neighbourhood designation. The proposal meets the objectives of the City’s Growth Management Framework by supporting growth while providing a low-rise built form that is consistent with the neighbourhood and abutting properties. The requested Major Zoning By-law Amendment establishes appropriate zoning provisions for the proposed low-rise apartment buildings and permits development that is compatible with the surrounding uses.

The Major Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

Yours truly,

**NOVATECH**

Prepared by:



Simran Soor, M. Pl  
Planner

Reviewed by:



Murray Chown, MCIP, RPP  
Director | Planning & Development

Appendix A:  
Site Plan



NOT FOR CONSTRUCTION  
PAS POUR CONSTRUCTION

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**PROJECT TEAM / ÉQUIPE DU PROJET :**

Project Team 1  
Pierre Prault - B. Arch. - Directeur des projets  
Tania Leclerc - Technicienne en Architecture

**KEY PLAN / PLAN CLÉ :**

CLIENT :

ADDRESS, CITY  
Tel : XXX-XXX-XXXX | www.WEBSITE.com

3.0	COORDINATION	33%	2023/06/05
2.0	SCHEMATIC DESIGN		2023/04/28
1.0	PRE-DESIGN		2023/01/13
	revision	description	date

**PROJECT NAME / NOM DU PROJET :**

**3317 NAVAN RD**

3317 Navan Road, Navan ON K4B 1H9

**DRAWING NAME / NOM DU DESSIN :**

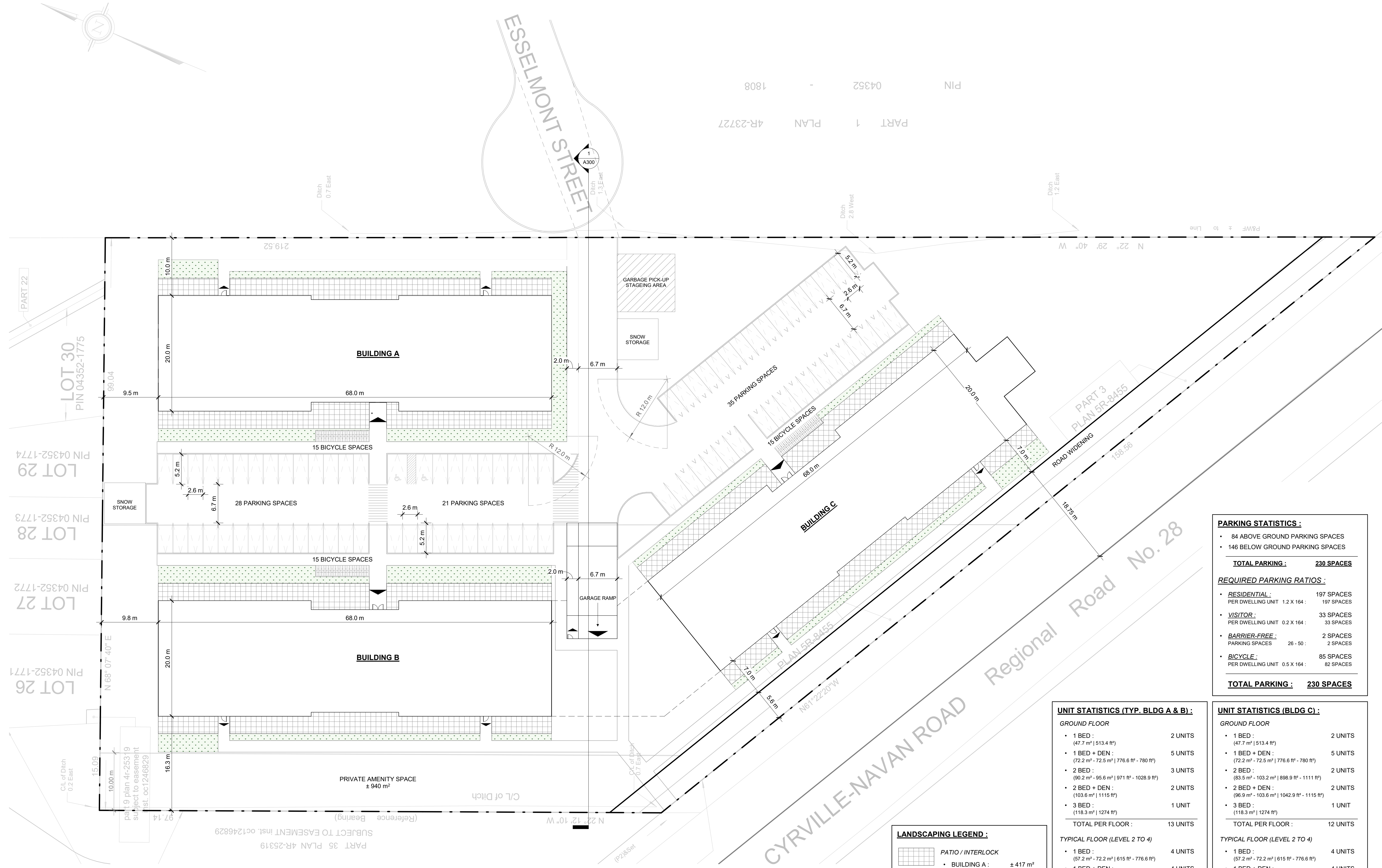
**COMPLEX SITE PLAN**

**DRAWING INFORMATION / INFORMATION DU DESSIN :**

PROJECT NO. / NO. DE PROJET : **22248A**  
DATE : **2023/06/05**  
DRAWN BY / DESSINÉ PAR : **T. LECLERC**  
REVIEWED BY / VÉRIFIÉ PAR : **P. PROULX**  
SCALE / ÉCHELLE : **1 : 300**  
PROJECT PHASE / PHASE DU PROJET : **0**  
DWG NO. / NO. DESSIN : **A050**

**A050**

REVISION NO. / NO. DE RÉVISION : **3.0**



**1 COMPLEX SITE PLAN**  
A050 1 : 300

**LANDSCAPING LEGEND :**

	<b>PATIO / INTERLOCK</b>
• BUILDING A :	± 417 m <sup>2</sup>
• BUILDING B :	± 417 m <sup>2</sup>
• BUILDING C :	± 417 m <sup>2</sup>
<b>TOTAL AREA :</b>	± 1250 m <sup>2</sup>
	<b>LANDSCAPING / SHRUBS</b>
• BUILDING A :	± 325 m <sup>2</sup>
• BUILDING B :	± 300 m <sup>2</sup>
• BUILDING C :	± 175 m <sup>2</sup>
<b>TOTAL AREA :</b>	± 800 m <sup>2</sup>
<b>LANDSCAPING TOTAL :</b>	<b>± 2050 m<sup>2</sup></b>

**UNIT STATISTICS (TYP. BLDG A & B) :**

<b>GROUND FLOOR</b>	
• 1 BED :	2 UNITS
(47.7 m <sup>2</sup> - 513.4 ft <sup>2</sup> )	
• 1 BED + DEN :	5 UNITS
(72.2 m <sup>2</sup> - 72.5 m <sup>2</sup>   776.6 ft <sup>2</sup> - 780 ft <sup>2</sup> )	
• 2 BED :	3 UNITS
(90.2 m <sup>2</sup> - 95.6 m <sup>2</sup>   971 ft <sup>2</sup> - 1028.9 ft <sup>2</sup> )	
• 2 BED + DEN :	2 UNITS
(103.6 m <sup>2</sup>   1115 ft <sup>2</sup> )	
• 3 BED :	1 UNIT
(118.3 m <sup>2</sup>   1274 ft <sup>2</sup> )	
<b>TOTAL PER FLOOR :</b>	<b>13 UNITS</b>
<b>TYPICAL FLOOR (LEVEL 2 TO 4)</b>	
• 1 BED :	4 UNITS
(57.2 m <sup>2</sup> - 72.2 m <sup>2</sup>   615 ft <sup>2</sup> - 776.6 ft <sup>2</sup> )	
• 1 BED + DEN :	4 UNITS
(72.2 m <sup>2</sup> - 72.6 m <sup>2</sup>   776.6 ft <sup>2</sup> - 780 ft <sup>2</sup> )	
• 2 BED :	2 UNITS
(103.6 m <sup>2</sup>   1115 ft <sup>2</sup> )	
• 2 BED + DEN :	2 UNITS
(103.6 m <sup>2</sup>   1115 ft <sup>2</sup> )	
• 3 BED :	2 UNITS
(118.4 m <sup>2</sup> - 120.5 m <sup>2</sup>   1274 ft <sup>2</sup> - 1297 ft <sup>2</sup> )	
<b>TOTAL PER FLOOR :</b>	<b>13 UNITS</b>
<b>TOTAL UNITS PER BLDG :</b>	<b>55 UNITS</b>
<b>GRAND UNITS TOTAL :</b>	<b>164 UNITS</b>

**PARKING STATISTICS :**

- 84 ABOVE GROUND PARKING SPACES
- 146 BELOW GROUND PARKING SPACES

**TOTAL PARKING : 230 SPACES**

**REQUIRED PARKING RATIOS :**

- **RESIDENTIAL :** 197 SPACES  
PER DWELLING UNIT 1.2 X 164 :
- **VISITOR :** 33 SPACES  
PER DWELLING UNIT 0.2 X 164 :
- **BARRIER-FREE :** 2 SPACES  
PARKING SPACES 26 - 50 :
- **BICYCLE :** 85 SPACES  
PER DWELLING UNIT 0.5 X 164 :

**TOTAL PARKING : 230 SPACES**

**UNIT STATISTICS (BLDG C) :**

<b>GROUND FLOOR</b>	
• 1 BED :	2 UNITS
(47.7 m <sup>2</sup>   513.4 ft <sup>2</sup> )	
• 1 BED + DEN :	5 UNITS
(72.2 m <sup>2</sup> - 72.5 m <sup>2</sup>   776.6 ft <sup>2</sup> - 780 ft <sup>2</sup> )	
• 2 BED :	2 UNITS
(83.5 m <sup>2</sup> - 103.2 m <sup>2</sup>   898.9 ft <sup>2</sup> - 1111 ft <sup>2</sup> )	
• 2 BED + DEN :	2 UNITS
(96.9 m <sup>2</sup> - 103.6 m <sup>2</sup>   1042.9 ft <sup>2</sup> - 1115 ft <sup>2</sup> )	
• 3 BED :	1 UNIT
(118.3 m <sup>2</sup>   1274 ft <sup>2</sup> )	
<b>TOTAL PER FLOOR :</b>	<b>12 UNITS</b>
<b>TYPICAL FLOOR (LEVEL 2 TO 4)</b>	
• 1 BED :	4 UNITS
(57.2 m <sup>2</sup> - 72.2 m <sup>2</sup>   615 ft <sup>2</sup> - 776.6 ft <sup>2</sup> )	
• 1 BED + DEN :	4 UNITS
(72.2 m <sup>2</sup> - 72.6 m <sup>2</sup>   776.6 ft <sup>2</sup> - 780 ft <sup>2</sup> )	
• 2 BED :	2 UNITS
(103.6 m <sup>2</sup>   1115 ft <sup>2</sup> )	
• 2 BED + DEN :	2 UNITS
(103.6 m <sup>2</sup>   1115 ft <sup>2</sup> )	
• 3 BED :	2 UNITS
(118.3 m <sup>2</sup> - 120 m <sup>2</sup>   1274 ft <sup>2</sup> - 1292 ft <sup>2</sup> )	
<b>TOTAL PER FLOOR :</b>	<b>14 UNITS</b>
<b>TOTAL UNITS PER BLDG :</b>	<b>54 UNITS</b>
<b>GRAND UNITS TOTAL :</b>	<b>164 UNITS</b>