

2409 Carlsen Avenue, Ottawa

Planning Rationale and Urban Design Brief
Zoning By-law Amendment
January 29, 2025



Prepared for Theberge Homes

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1.0

Introduction

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Fotenn Planning + Design (“Fotenn”) has been retained by Theberge Homes to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment application to facilitate the proposed development on the site municipally known as 2409 Carlsen Avenue (“the subject site”) in the City of Ottawa.

The subject site is located at 2409 Carlsen Avenue in the City of Ottawa, bound by Carlsen Avenue to the west, Heron Road to the north, and Du Chasseur Avenue to the east. It is located in the Heron Park neighbourhood of Ottawa. The subject site is presently occupied by a two-storey single-detached dwelling and paved driveway.

This proposal contemplates a Zoning By-law Amendment which would facilitate the removal of the existing building on site and the establishment of three (3), 3.5-storey low-rise residential apartment buildings with 8 units each. Each apartment would include a one-storey accessory building and bicycle storage in the rear yard, with a 1 to 1 bicycle parking ratio for a total of 8 spaces per building. No vehicle parking is required or proposed.

Further to the proposed Zoning By-law Amendment, the lands are intended to be subdivided through a future Consent Application to the Committee of Adjustment, generating three development lots intended to function independently.

1.1 Required Applications

Zoning By-law Amendment

To facilitate the proposed development, a Zoning By-law Amendment application is being submitted to rezone the lands from Residential, Third Density, Subzone A – **R3A** to Residential, Fourth Density, Subzone UD – **R4UD**. A site-specific exception is also proposed to suit the specific attributes of the proposed development, as described below:

- / Table 144 doesn't apply to the development of a low-rise apartment building, and the following setbacks apply:
 - Minimum required front yard setback:
 - from Du Chasseur Avenue: 4.5 metres
 - from Carlsen Avenue: 4.5 metres
 - Minimum required corner side setback:
 - from Heron Road: 2 metres
 - Minimum required interior side yard setback:
 - from Du Chasseur Avenue: 1.2 metres
 - from Carlsen Avenue: 1 metre
 - Minimum required rear side yard setback:
 - for a lot fronting onto Du Chasseur Avenue: 7.5 metres
 - for a lot fronting onto Carlsen Avenue: 6.7 metres

And any other minor compliance issues identified through the development review process.

Application for Consent

Following the submission of the Zoning By-law Amendment application, and subject to coordination with City of Ottawa development review staff, an application for consent will be submitted to the Committee of Adjustment to separate the property holding into three (3) independent parcels in line with the proposed site plan.

To obtain a comprehensive understanding of the development proposal, this Planning Rationale and Design Brief should be read in conjunction with the plans and reports submitted alongside this report.

1.2 Public Consultation Strategy

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

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on February 2, 2024.
- / Notification of the Heron Park Community Association
 - A 'heads up' notification to local registered community association(s) will be completed by the City of Ottawa during the application circulation process.
- / Notification of Ward Councillor, Councillor Shawn Menard
 - The Ward Councillor will be notified of the submission once completed.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and/or X (Twitter).
 - It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

2.0

Subject Site & Surrounding Context

2.1 Subject Site

The subject site is known municipally as 2409 Carlsen Avenue in the City of Ottawa (Figure 1). The irregularly shaped lot is generally flat with an area of approximately 1,075.31 square metres (roughly 0.11 hectares). A corner through lot, the site has 25 metres of frontage along Carlsen Avenue to the west, 10.72 metres of frontage on Du Chasseur Avenue to the east, and 59.51 metres of frontage along Heron Road to the north. Situated on the western half of the site is a two-storey single-detached dwelling and paved driveway. The remainder of the site is covered with trees and vegetation, with the perimeter of the site landscaped with trees and shrubs along the lot lines. A chain-link fence runs the length of the property line abutting Heron Road, with a gate to the rear yard accessible from Du Chasseur Avenue. Light standards are located at the corner of both east and west property lines, with overhead power lines and wooden hydro poles located internal to the site.

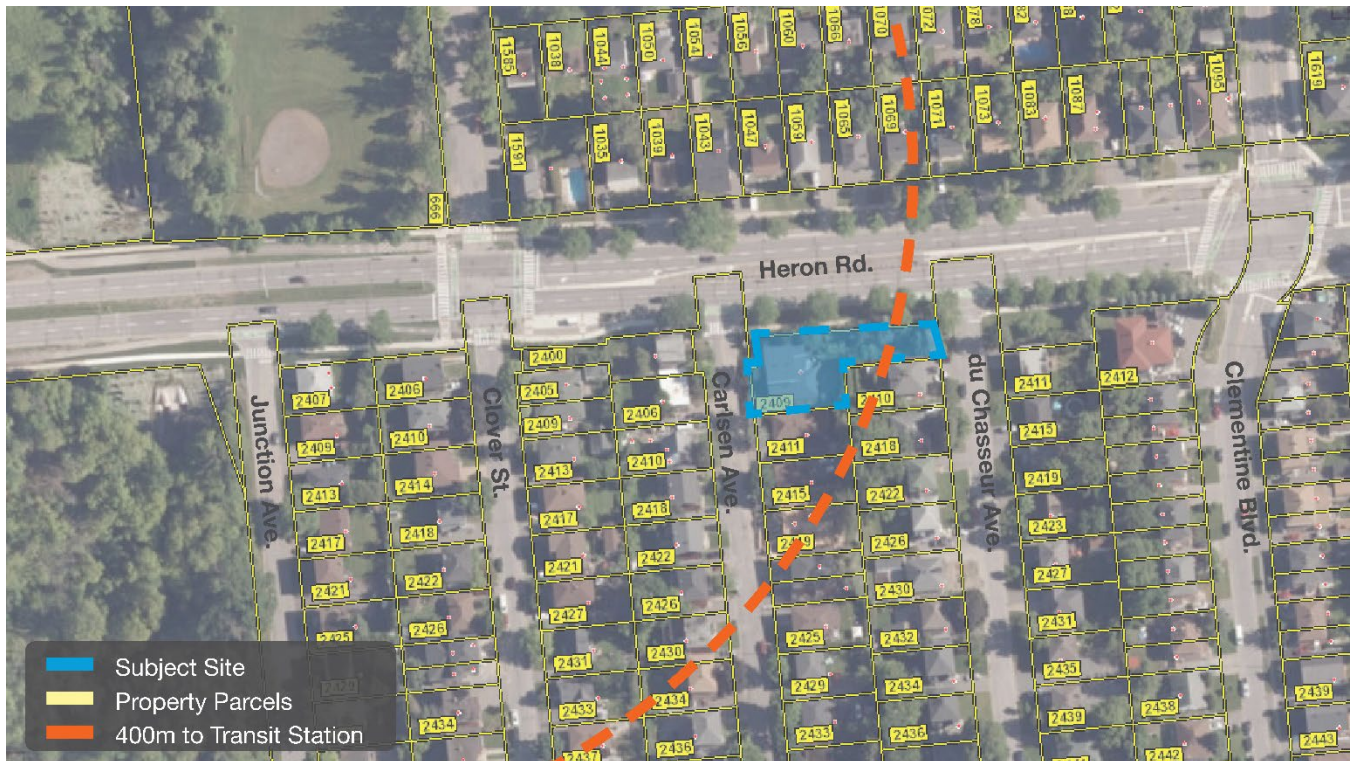


Figure 1: Subject site and surrounding context

2.2 Surrounding Context

The surrounding land uses are described as follows:

North

Immediately north of the site is the City's public right-of-way and Heron Road, an east-west arterial road with a graded median. Further north is the low-rise residential neighbourhood of Heron Park and Jackson's Trail, a natural area. Further north at the intersection of Riverside Drive and Bank Street is the Billings Bridge Shopping Centre and the Rideau River, across of which is the established neighbourhood of Old Ottawa South.

East

Immediately east of the subject site is Du Chasseur Avenue which is characterized by low-rise residential dwelling typologies. This residential condition continues east to Kaladar Avenue and to the intersection of Bank Street and Heron Road, characterized by low-rise commercial, institutional and service-based establishments. East of Bank Street is a low-rise residential neighbourhood.

South

Directly south of the subject site are low-rise residential dwellings with frontage on Carleson Avenue. Further south at the intersection of Carleson Avenue and Brookfield Road East is Wesboro Academy, a private educational institution and Kaladar Park. The Transitway is located further south, across of which is the neighbourhood of Riverside Park, characterized by mostly low-rise residential dwellings, with high-rise apartments accessible from Springland Drive. Southwest of the site is Mooney's Bay Park and Beach, and the Rideau River.

West

Directly west of the property, across Carlsen Avenue are low-rise duplexes and multi-unit dwellings. The residential neighbourhood continues west towards greenspace, the Transitway and the Airport Parkway. Further west along Heron Road is a commercial office development, accessed via Riverside Drive and Brookfield Road, and the Confederation Heights redevelopment project. Further west is the Rideau River and Hog's Back Falls, accessed from Colonel By Drive, and the mixed-use neighbourhood along Prince of Wales Drive, which is characterized by a range of heights and dwelling typologies.



Figure 2: Clockwise from top left: Looking east towards the subject site; looking north towards Heron Road; looking south down Carlsen Avenue; looking west to rear of the site from Du Chasseur Avenue.

2.3 Road Network

Per Schedule C4 – Urban Road Network of the City of Ottawa’s Official Plan (Figure 3), the subject site is in an area of Ottawa that is well supported by multiple major road networks. The subject site has frontage on Carlson Avenue and Du Chasseur Avenue, both designated Local Roads, and Heron Road, designated an Arterial Road. The subject site is also in proximity to several planned and existing arterial and major collector roads.

Arterial roads are roads that serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Arterial roads in proximity to the subject site include Bronson Avenue, the Airport Parkway, and Riverside Drive west of the site, and Bank Street east of the site.

Major Collector roads are roads that serve neighbourhood travel between Collector and Arterial roads and may provide direct access to adjacent lands. Major Collector roads in proximity to the subject site include Hog’s Back Road west of the site and Alta Vista Drive east of the site.

The subject site is also in proximity to Colonel By Drive to the west, a federally-owned road.

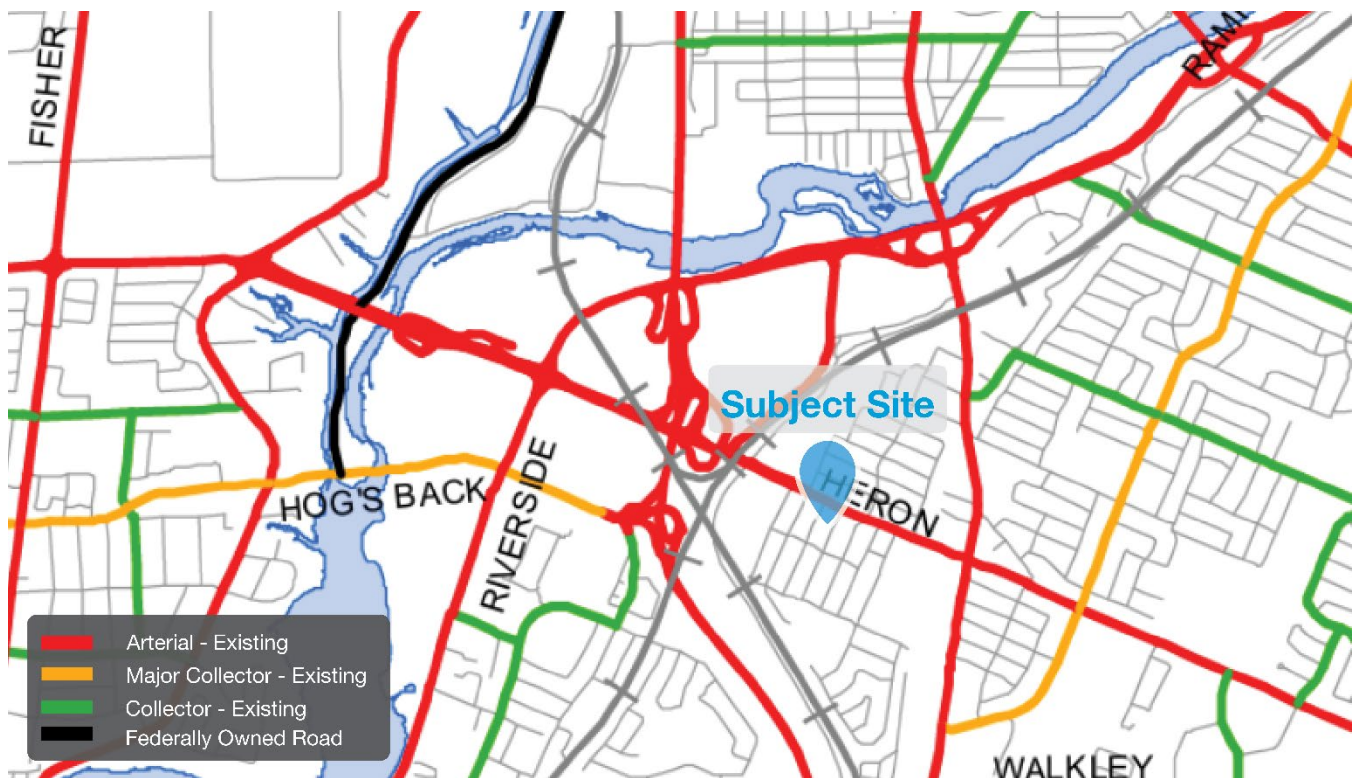


Figure 3: City of Ottawa Official Plan Schedule C4, Urban Road Network, Subject site indicated

2.4 Transit and Active Transportation Network

2.4.1 Transit Network

Per Schedule C2 –Transit Network of the City of Ottawa Official Plan (Figure 4), Heron Road is identified as a being subject to a Transitway with Grade Separated Crossings, with a station located east of the site at the intersection of Bank Street and Heron Road, and to the west at the intersection of Heron Road and the Transitway.

The subject site is located west of Bank Street, a Transit Priority Corridor. Transit Priority Corridors incorporate increased service frequency and design measures to improve the flow of bus traffic.

A bus stop is located west of the site on Heron Road, serviced by a Local Route, Route 141. The subject site is located approximately 500 metres walking distance from the Heron Transitway station, providing access to the north-south O-Train Line 2 (Trillium Line), and 900 metres east of the future Mooney's Bay O-Train Station.

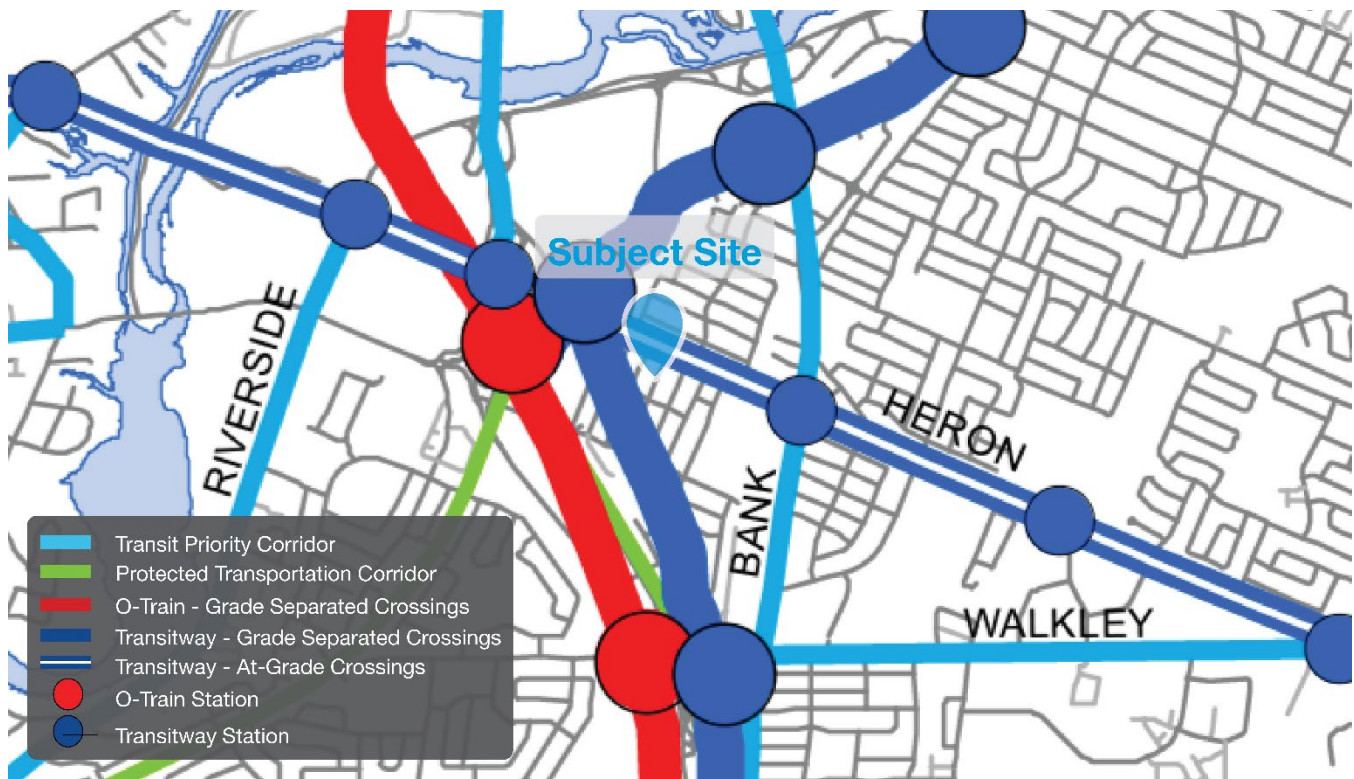


Figure 4: City of Ottawa Official Plan Schedule C2, Transit Network, Subject site indicated

2.4.2 Cycling

The subject site is in a predominantly residential area, with numerous arterial roads located west of the site. The site is in proximity to a north-south major pathway that runs along the Airport Parkway, and west towards Mooney's Bay (Figure 5). Cycling infrastructure in the area surrounding the subject site has not been implemented to its full and planned extent; however, these connections and infrastructure are expected to improve alongside intensification efforts in the community.

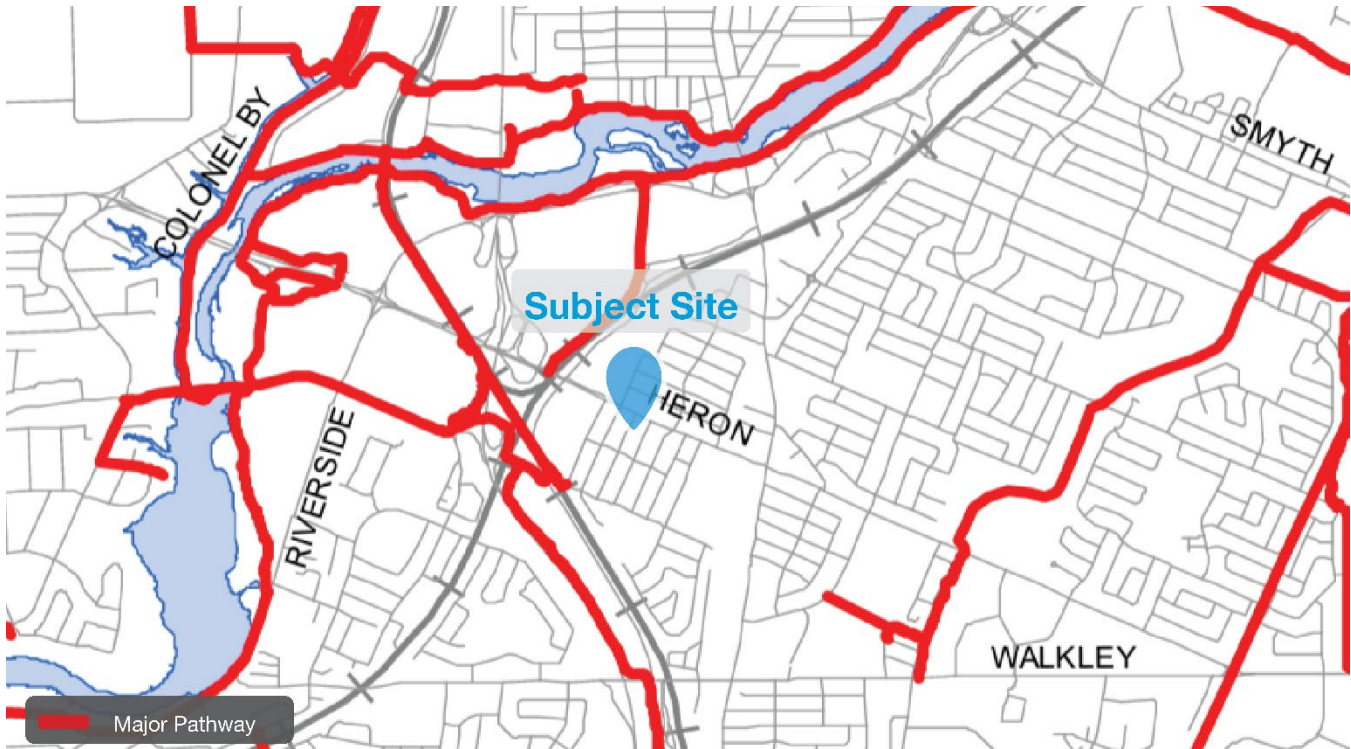


Figure 5: City of Ottawa Official Plan, Schedule C3 – Active Transportation, Subject site indicated

3.0

Proposed Development and Urban Design Brief

3.1 Project Description

The applicant is proposing to remove the existing detached dwelling on site to construct three (3), 3.5-storey low-rise residential apartment buildings with 8 units each for a total of 24 units across three separate lots. It is intended that this site will be subject to a future consent application to sever the property into three (3) independent lots prior to development in accordance with the site plan (Figure 6).

Pedestrian access via hardscaped walkways to Lots 1 and 3 is proposed along the corner side yard abutting Heron Road, and Lot 2 proposes a side entrance from the southern interior side yard. Primary entrances to the Lot 1 and Lot 2 apartment buildings will be provided on Carlsen Avenue, with a Lot 3 apartment entrances provided on Du Chasseur Avenue (Lot 3).

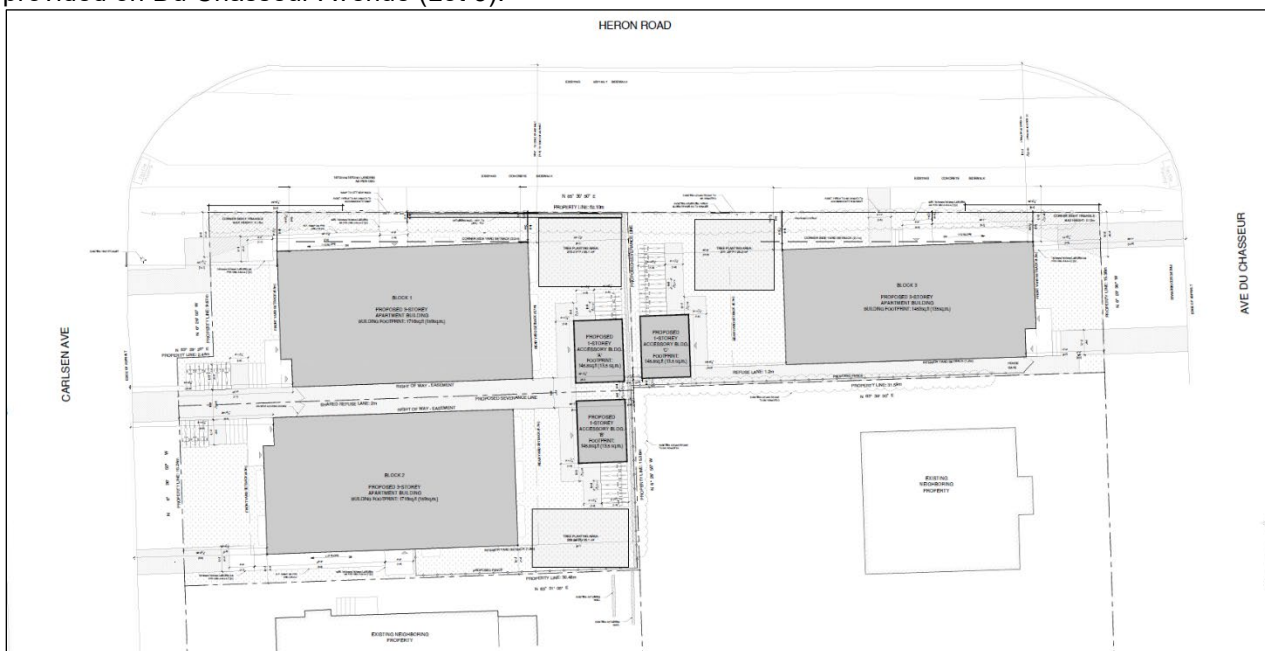


Figure 6: Site Plan of proposed development

A hardscaped walkway, planned as a shared right-of-way, is proposed from the front yards of the two buildings fronting onto Carlsen Avenue and into the rear yard, and from the front yard of the building fronting on Du Chasseur Avenue along the southern lot line into the rear yard. These walkways provide access to the bicycle parking and refuse storage to the rear of the sites. Soft landscaping is proposed along the front, corner, interior side and rear yards of each building. Screening in the form of fencing is proposed for the rear yards of Lots 1 and 3, and along the corner side yard abutting Heron Road, and for Lots 2 and 3 abutting the neighbouring properties to the south.

Bicycle parking is proposed in each of the front and rear yards with a 1 to 1 ratio, with 8 spaces per building provided. In addition, each rear yard will provide a one-storey accessory building for refuse and storage, with each proposed footprint of approximately 13.5 square metres. No vehicle parking is proposed.

3.2 Massing and Scale

The proposed buildings on Lots 1 and 3 have been set back approximately 2 metres from Heron Road. Lot 1 is a corner lot condition, with the building also set back 4.5 metres from Carleson Avenue. Lot 2 fronts onto Carlsen Avenue, with a front yard setback of 5.6 metres. Lot 3, a corner lot condition, is set back 4.5 metres from Du Chasseur Avenue, maintaining consistency with the properties to the south and the wider neighbourhood character.

Both the front and corner side yards along the Heron Road corridor provide sufficient frontage for landscaping, and the public right-of-way between Heron Road and Lots 1 and 2 proposes tree plantings to soften the proximity of Heron Road to the residential buildings.

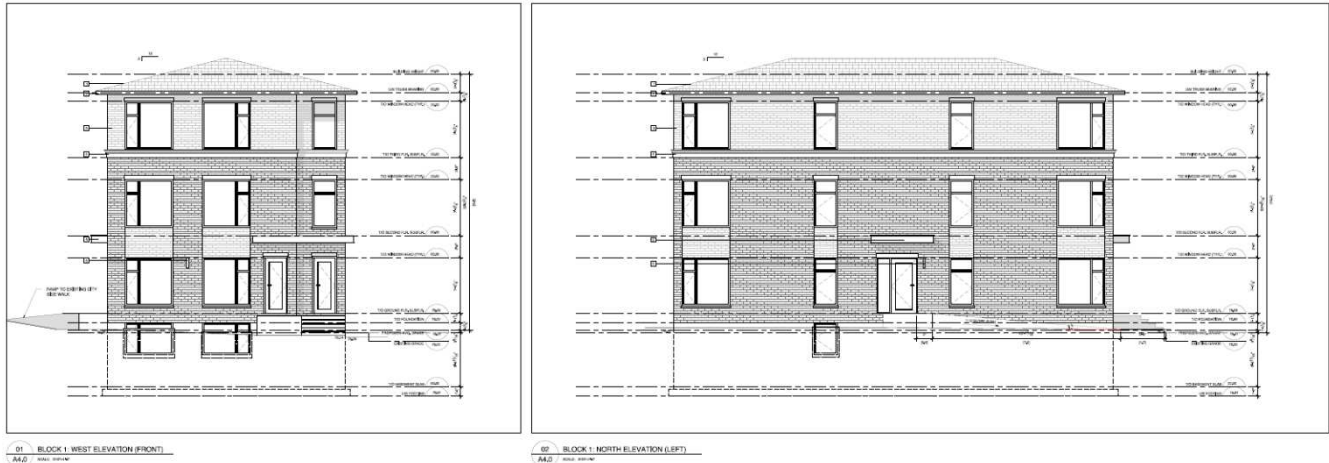


Figure 7: Lot 1 West (Front) Elevation and North (Left) Elevation

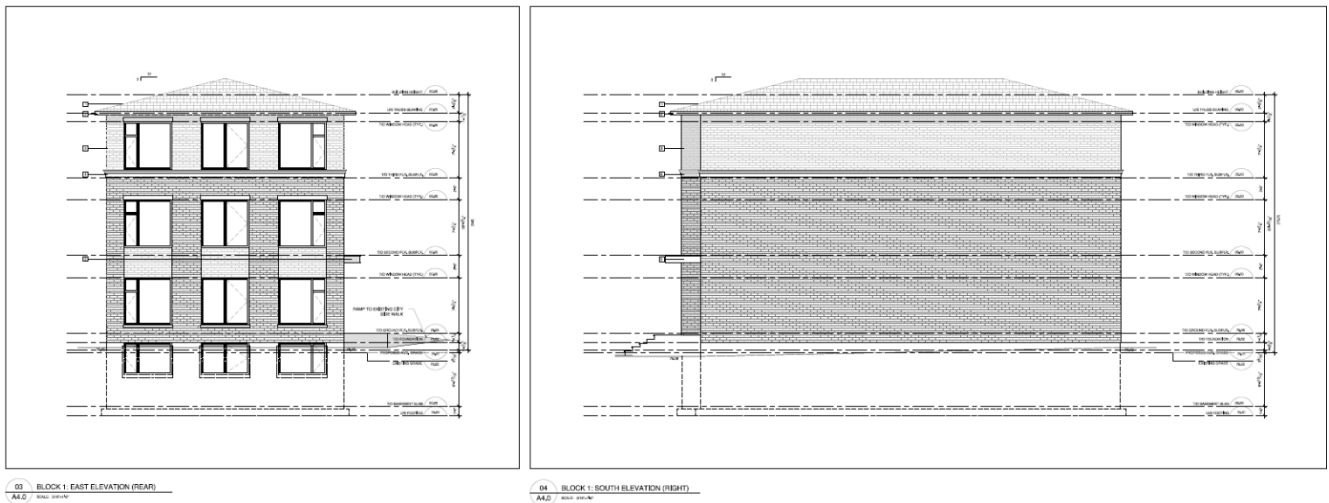


Figure 8: Lot 1 East (Rear) Elevation and South (Right) Elevation

The buildings contemplate a 3.5-storey massing as shown on Figure 7 and Figure 8 above, supporting the continuation of a ground-oriented built form consistent with the surrounding neighbourhood character, while the proposed building height remains consistent with the Zoning By-law. Relief is sought from the corner side yard setback to ensure an active presence on Heron Road, while also acknowledging the substantial sidewalk area along the frontage following the realignment.

As shown in Figure 7 and Figure 8 above, the proposed exterior design adopts a modern infill approach, incorporating clean, rectilinear forms with expansive windows to enhance natural daylight within the units and provide a well-lit public space after sunset. Careful placement of larger windows along the Heron Road frontage for Lots 1 and 3 creates a sense of openness and reduces the buildings' visual mass; this helps to maintain a human scale from the public realm by creating transparency and openness. Brick cladding adds texture and visual appeal to the front and side façades, while wall sconces are strategically placed to break up the building's overall mass and create a more dynamic exterior. Pitched roofs are proposed, in keeping with the established character of the immediate area.

A Landscape Plan and Tree Conservation Report was prepared for this application and identifies nine (9) new deciduous trees with large canopy coverage to be planted throughout the site and along the Heron Road right-of-way (Figure 9). The proposed construction will result in the removal of seven (7) existing trees due to conflicts with the layout of the proposed development, site servicing and construction access at a busy intersection. Six (6) mature trees (Honey Locust, Colorado Spruce, White Cedar Hedge) are to be retained, with preservation and protection measures to be implemented as part of site design. Soft landscaping is proposed in all yards, with proposed shrubs and ornamental grasses framing the entrances to the buildings.



Hard surfaces have been minimized, with permeable landscaped areas preferred over hard asphalt where possible. This approach is further reinforced by the removal of parking, which eliminates the need for driveways and drive aisles. To support the site's proximity to rapid transit and bus rapid transit, a 1 to 1 bicycle parking ratio is proposed with 8 bicycle parking spaces provided for each building and located in both front and rear yards.

4.0

Policy & Regulatory Review

4.1 Provincial Planning Statement (2024)

Coming into force on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among others, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces.

Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

Section 3.6 (Sewage, Water and Stormwater) provides direction on planning for sewer and water services, with **Policy 2** stating that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS.

The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to redevelop an underutilized site that is located within the City of Ottawa’s Urban Area, immediately adjacent to an existing built-up area and future rapid and active transportation infrastructure, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a housing typology which is compatible with the surrounding established community.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City's urban areas.

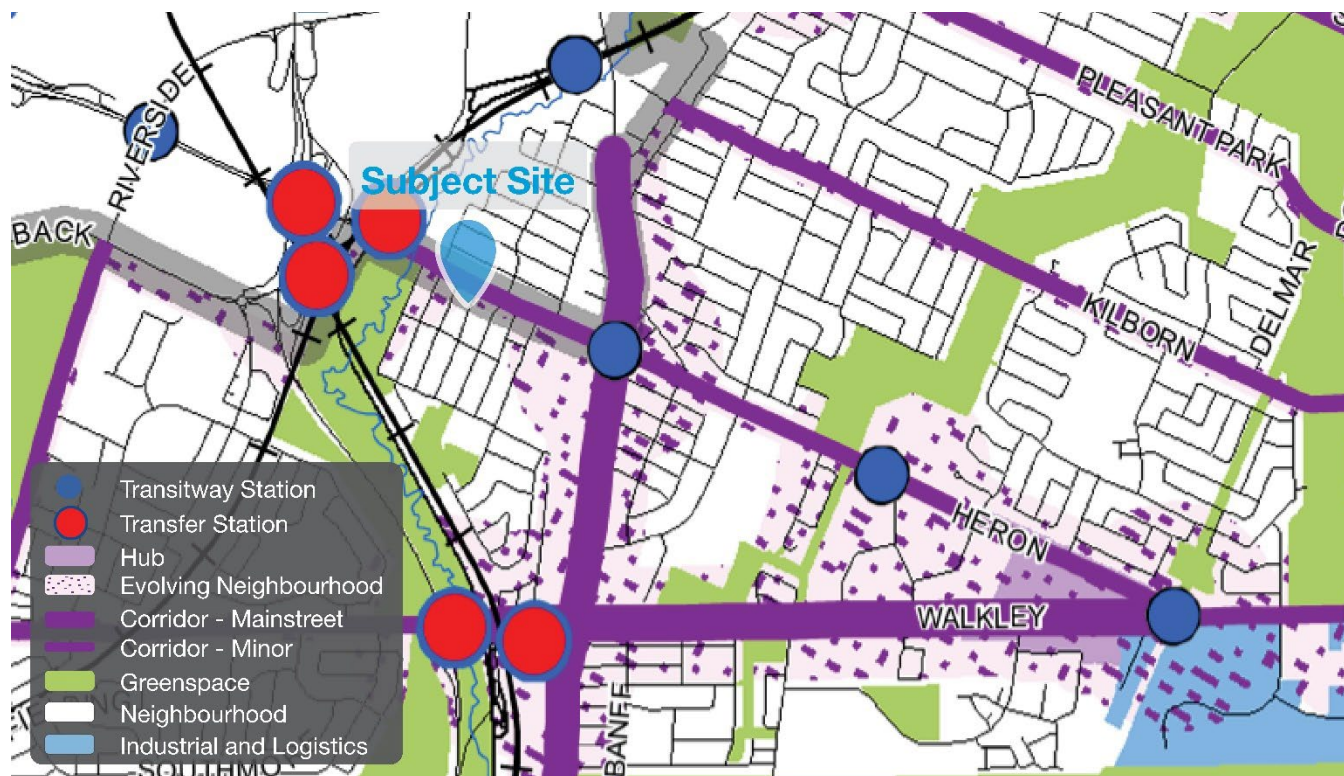


Figure 10: City of Ottawa Official Plan Schedule B3 - Outer Urban Transect, Subject site indicated

4.2.1 Outer Urban Transect

The subject site is located within the “Outer Urban Transect” in the Official Plan (Figure 10). The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Relevant policies for the Outer Urban Transect include:

- / The Outer Urban Transect is generally characterized by low- to mid-density development. **Policy 2 of Section 5.3.1** of the Official Plan states that development shall be:
 - a) Low-rise within Neighbourhoods and along Minor Corridors.
- / **Policy 3 of Section 5.3.1** notes the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:
 - a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
 - b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.
- / **Policy 4** states that the Zoning By-law shall provide for a range of dwelling unit sizes in:
 - a) Multi-unit dwellings in Hubs and on Corridors; and

- b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes.

The proposed development leverages underutilized lands on an existing, serviced property to provide multi-unit dwellings that satisfy the applicable density targets for the Outer Urban Transect. The low-rise, multi-unit built form supports the close proximity to both rapid transit and frequent street transit routes along Heron Road.

4.2.2 Minor Corridor Designation

The subject site is designated “Corridor - Minor” on Schedule B3 of the Official Plan (Figure 10). The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

Section 5.3.3 of the Official Plan provides direction for Corridors that are located within the Outer Urban Transect. **Policy 4** states:

- / Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to 6 storeys except where a secondary plan or area specific policy specifies different heights.

Subject 6.2.1 provides broader policy direction relating to Corridors.

- / **Policy 1** of **Section 6.2.1** states that the Corridor designation applies to any lot abutting the Corridor, subject to:
 - a) Generally, a maximum depth of:
 - i. In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor
 - b. Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the corridor designation along the rest of the Corridor block.
- / **Policy 2**, notes that 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 stepbacks 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 provided to provide public mid-block pedestrian connections to nearby streets or abutting designations;
 - 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.
- / **Policy 3** notes Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.
- / **Policy 4** identifies that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
 - a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors and Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped.

The proposed residential development provides a higher density, low-rise built form through intensification of an underutilized site and through the introduction of 24 residential units in close

proximity (within 500 metres) of rapid transit. No parking is proposed to support the proximity to transit and active transportation routes.

4.2.3 Evolving Overlay

In addition to its designation, the subject site also has an Evolving Overlay applied. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The proposed development is consistent with the Minor Corridor policies of the Official Plan by providing intensification along a corridor within an Evolving Overlay. New residential densities are introduced that support the Official Plan's directions relating to 15-minute neighbourhoods and intensification in proximity to transit.

4.2.4 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan outlines the City's urban design objectives. The proposed development meets the following Urban Design policies among others:

- 4.6.5.1** Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

The proposed development is compatible with the intent of the Official Plan's Outer Urban Transect and Corridor designation policies.

- 4.6.5.2** 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.

The proposed development provides appropriate setbacks and maintains a pedestrian frontage along Heron Road, Carlsen Avenue and Du Chasseur Avenue. Further the development proposes clearly visible main entrances and walkways to public sidewalks.

- 4.6.5.3** 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.

There is no parking proposed, which reduces hardscaping on site, providing opportunities for increased landscaping and tree planting. Further, servicing is proposed to be internalized, with waste storage located in the rear yard, screened from the public realm.

4.6.6.6 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 development has been designed to respond to the Minor Corridor and Outer Urban Transect policies by providing a low-rise mid-density built form in close proximity to transit. Site design includes ample areas for soft landscaping and tree planting, main entrances are provided at-grade and onto the respective street frontages. The choice in built form and materiality compliments the surrounding neighbourhood context.

4.3 Urban Design Guidelines for Low-Rise Infill Housing (2022)

The Urban Design Guidelines for Low-Rise Infill Housing were approved by City Council on July 6, 2022. These urban design guidelines are a tool to help achieve the Official Plan's goals in the areas of design and intensification and they help implement Official Plan policies with respect to the review of development applications for infill development. The guidelines are to be applied to all low-rise residential infill development in the Downtown Core, Inner Urban, Outer Urban and Suburban Transects, and within serviced areas of villages in the Rural Transect.

The proposed infill redevelopment of the subject site adheres to the following guidelines:

1.0 Streetscapes

- 1.1. Contributes to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locates principal entries, windows, porches and key internal uses at street level.
- 1.2. Reflects the desirable aspects of the established streetscape character by contributing to a more desirable pedestrian character and landscape pattern along Heron Road.
- 1.6. Accessible walkways have been provided from private entrances to public sidewalks.

2.0 Landscapes

- 2.1 The front yard and right-of-way along Heron Road have been landscaped to emphasize aggregated soft landscaping.
- 2.3 Buildings have been designed to retain established trees located in the right-of-way, on adjacent properties and on the infill site.
- 2.4 Street trees have been provided in aggregated soft landscaped areas with shared soil volumes to support healthy growth.
- 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge.
- 2.7 In order to enhance a sense of separation when infill is close to the street, use planting and/or low fencing, where feasible to define the boundary between the public space of the street and the semi-public space of the front yard.

2.0 Building Design (Built Form)

3.1 Siting

3.1.1 The infill development faces and animates Heron Road, Carlsen Avenue, and Du Chasseur Avenue. Ground floors with principal entries, windows, porches and key internal uses at street level face onto the street and contribute to the animation, safety and security of the street(s).

3.1.2 The proposed development has been designed in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, as well as front, rear, and side yard setbacks.

3.1.4 The buildings have been designed so that their amenity spaces do not 10 require sound attenuation walls and that noise impacts are minimized.

3.1.9 Rear yard amenity space is generally consistent with the pattern of the neighbouring homes.

3.1.11 The grades of the first-floor heights of the buildings are not artificially raised or lowered.

3.2 Mass/Height

3.2.1 The project has been designed in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes.

3.3 Architectural Style and Facades

3.3.1 All sides of a building that face public streets and open spaces have been designed to a similar level of quality and detail.

3.3.2 The proposed brick facades enhance the public streets and spaces, while also responding to the established patterns of the street and neighbourhood.

3.3.3 Primary building entrances are inviting and visible from the street.

3.3.4 As three buildings are proposed, they have been designed to relate to each other and the existing fabric on street.

4.0 Parking and Garages

4.1 No parking has been provided which allows for greater amounts of aggregated soft landscaping in the front and rear yards.

6.0 Service Elements

6.1 Service elements have been screened (such as garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) so that they are not visible from the street and/or adjacent public spaces.

6.2 Garbage, green bins and recycling bins are stored in a rear shed with outdoor access at the side and rear of the building.

6.3 The proposal respects safety clearances and setbacks from overhead and underground services and utilities.

The proposed development has appropriate regard for the objectives of the applicable Urban Design Guidelines for Low-Rise Infill Housing. It is also anticipated that the Urban Design Guidelines for Low-Rise Infill Housing will be updated shortly to reflect the direction of the new Official Plan, in alignment with the new Zoning By-law.

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

The subject site is currently zoned “Residential Third Density, Subzone A (R3A)” in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 11). The purpose of the R3 zone is to allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan. The R3 zone does not permit low-rise apartment buildings.



Figure 11: Zoning Map of the Subject site and surrounding area

Considering the applicable policies related to permitted heights and built form in the current Official Plan as they relate to Minor Corridors and the Evolving Overlay within the Outer Urban Transect, it is proposed that the property be rezoned to “Residential Fourth Density, Subzone UD (R4-UD)”, and as such, the proposed development has been evaluated below to determine compliance to these provisions and illustrate where relief will be proposed.

The Residential Fourth Density (R4) zone is intended to allow zone is intended to allow a broad range of residential building forms, varying from semi-detached dwellings to low- rise apartment dwellings, and in no case more than four storeys in areas designated as General Urban Area. The R4 zoning allows a mix other residential uses in providing varied housing choices, types, and tenures.

Table 1 demonstrates some of the permitted uses within the Residential Fourth Density zone:

Table 1: Permitted Uses

Permitted Uses
Apartment dwelling, low rise; bed and breakfast; detached dwelling; diplomatic mission; duplex dwelling; group home; home based business; home-based daycare; linked-detached dwelling; park; planned unit development; retirement home, converted; retirement home; rooming house; additional dwelling unit; semi-detached dwelling; stacked dwelling; three-unit dwelling; townhouse dwelling; urban agriculture

Table 2 below describes the R4-UD zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions:

Table 2: Zoning provisions and proposed development compliance

R4-UD Provision <i>Low-rise Apartment</i>	Required	Lot 1	Lot 2	Lot 3	Compliance
Minimum Lot Area (Table 162A)	300 m ²	355.8 m ²	367.2 m ²	355.1 m ²	Yes
Minimum Lot Width (Table 162A)	10 m	12.7 m	12 m	10.9 m	Yes
Minimum Front and Corner Side Yard Setback (S. 144 (1))	(b) in the case of a corner lot and corner through lot, the yard setbacks must align with the abutting lots' actual yard setbacks abutting each street, and Section 135 applies. (d) Despite the foregoing, the minimum front and/or corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located, and in no case may be less than 1.5 m. = 4.5 m	Front Yard (Carlsen Ave): 4.5 m Corner Side Yard (Heron Road): 2 m	Front Yard (Carlsen Ave): 5.6 m Corner Side Yard: N/A	Front Yard (Du Chasseur Ave): 4.5 m Corner Side Yard (Heron Road): 2 m	No
Minimum Interior Side Yard Setback (Table 162A)	(a) On an interior lot or through lot, the minimum interior side yard setbacks are as prescribed in each subzone noted in the Part VI, Residential Subzone Tables. = 1.5 m	1 m	1 m / 1.9 m	1.2 m	No
Minimum Rear Yard Setback (S. 135)	1) In the case of a residentially zoned through lot, or corner through lot, the minimum required front yard	6.7 m	8.1 m	10.3 m	Yes

R4-UD Provision <i>Low-rise Apartment</i>	Required	Lot 1	Lot 2	Lot 3	Compliance
	<p>setback applies to both the front and rear lot lines, in accordance with the provisions of the Residential zone or zones in which such lot is located and the minimum required rear yard setback does not apply. = 4.5 m</p> <p>2) In the case of a corner through lot, the minimum required corner side yard setback applies to the street that is mostly perpendicular to the other two streets, in accordance with the provisions of the Residential zone or zones in which such lot is located.</p>				
Maximum Building Height (Table 162A)	10 m	9.9 m	10 m	9.3 m	Yes

Table 3 below outlines the accessory building and structure zoning requirements applicable to the subject site:

Table 3: Zoning provisions for Accessory Buildings and Structures and proposed development compliance

Accessory Building	Required	Lot 1	Lot 2	Lot 3	Compliance
Minimum Required Setback from a Front Lot Line (Table 55)	Same as required for principal building: = 4.5 m	>4.5 m	>4.5 m	>4.5 m	Yes
Minimum Required Setback from an Interior Side Lot Line or Rear Lot Line not abutting a street (Table 55)	e) Other accessory buildings or structures, or situations not otherwise specified above:	<p>Interior Side Yard: 0.6 m</p> <p>Rear Yard: 0.6 m</p>	<p>Interior Side Yard: 0.6 m</p> <p>Rear Yard: 0.6 m</p>	<p>Interior Side Yard: 0.6 m</p> <p>Rear Yard: 0.6 m</p>	Yes

Accessory Building	Required	Lot 1	Lot 2	Lot 3	Compliance
	(i) In a front or interior side yard or corner side yard - same as principal building (ii) In a rear yard: 0.6 metres				
Maximum Permitted Height (Table 55)	3.6 m, with the height of the exterior walls not to exceed 3.2 m	1-storey	1-storey	1-storey	Yes
Maximum Permitted Size (Table 55)	Aggregate of all accessory buildings not to exceed a lot coverage of 50% of the yard in which they are located, with a maximum cumulative floor area of 55 m ² as measured from the exterior walls of the building.	13.5 m	13.5 m	13.5 m	Yes
Maximum Number of Accessory Buildings Permitted on a lot (Table 55)	2 buildings	1 building	1 building	1 building	Yes

Table 4 below outlines vehicle and bicycle parking zoning requirements applicable to the subject site and indicates compliance of the proposed development to these provisions.

Table 4: Vehicle and Bicycle Parking Zoning Provisions

Provision	Required	Provided	Compliance
Vehicle Parking (Area X, Schedule 1A)	In the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.	No parking provided	Yes
Bicycle Parking Requirements (S.111)	Apartment dwelling, low rise: 0.5 spaces per unit 24 units = 12 spaces	24 spaces provided	Yes

Provision	Required	Provided	Compliance
Bicycle Parking Space Dimensions (Table 111B)	Horizontal: 0.6 metres x 1.8 metres	As shown on Site Plan	Yes

4.4.1 Proposed Zoning By-law Amendment

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

- / **Corner Side Yard Setback:** The Zoning By-law requires that, in the case of a corner lot and corner through lot, the minimum front and corner side yard setbacks must align with the abutting lots' actual yard setbacks abutting each street, and that Section 135 applies. The required corner side yard setback is 4.5 metres. Relief is sought to reduce the corner side yard setbacks to 2 metres for the buildings with frontages along Heron Road. As part of the proposal, improvements to the public realm along all frontages are still achieved, including walkways and planting of new street trees. Further, the wide right-of way abutting Heron Road and the proposed development provides an additional buffer between the proposed residential buildings and the arterial road, while the closer building wall allows an improved relationship with the street edge.
- / **Interior Side Yard Setback:** The Zoning By-law requires that on an interior lot or through lot, the minimum interior side yard setbacks are as prescribed in each subzone noted in the Part VI, Residential Subzone Tables, which is 1.5 metres. Relief is sought to reduce the minimum interior side yard setback to 1 metre for Lots 1 and 2. As there is a proposal to establish a reciprocal right-of-way between Lots 1 and 2 for the purpose of rear yard access and, this reduced setback will not create any undue impacts on the abutting properties, nor on the residents of the future development while promoting the orderly and efficient development of lands in the Evolving Overlay.

The proposed development will not be operating as a Planned Unit Development (PUD), but instead on the fact the lands are to be severed through a forthcoming Consent Application to the Committee of Adjustment. As such, each lot is proposed to function and be serviced independently.

The following Zoning By-law Exception R4UD[XXXX] for the subject site is proposed:

- / Table 144 doesn't apply to the development of a low-rise apartment building, and the following setbacks apply:
 - Minimum required front yard setback:
 - from Du Chasseur Avenue: 4.5 metres
 - from Carlsen Avenue: 4.5 metres
 - Minimum required corner side setback:
 - from Heron Road: 2 metres
 - Minimum required interior side yard setback:
 - from Du Chasseur Avenue: 1.2 metres
 - from Carlsen Avenue: 1 metre
 - Minimum required rear side yard setback:
 - for a lot fronting onto Du Chasseur Avenue: 7.5 metres
 - for a lot fronting onto Carlsen Avenue: 6.7 metres

The proposed Zoning By-law Amendment aligns the subject site with the applicable policy direction provided in the Official Plan (2022) and the Provincial Policy Statement (2024) and would allow for orderly development to take place in the format of low-rise apartment dwellings.

5.0 Supporting Studies

The following reports and studies have been prepared in support of the Zoning By-law Amendment application. These summaries are provided for reference purposes only and the discussion provided in the original copies of these reports supersedes any overview provided below.

5.1 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by James B. Lennox & Associates, revised January 2025. The TCR describes all 13 trees identified on site, recording their species, size, and current health condition, including trees on adjacent property whose roots extend onto the subject property. The TCR further evaluates the impact of the trees by the proposed development and what the recommended action is (retain or protect) and provides recommendations on how to mitigate damage to retained trees during construction.

The proposed construction will result in the removal of seven (7) existing trees due to conflicts with the layout of the proposed development, site servicing and construction access at a busy intersection. Nine (9) new trees are to be planted as part of the proposed new landscape within the site and along the City's Right-of-Way. Six (6) trees are to be retained, with preservation and protection measures to be implemented as part of site design.

5.2 Functional Servicing Study Report

A Functional Servicing Study Report was prepared by W. Elias & Associates, dated August 2024. The report confirms that the proposed development can be adequately serviced using the existing municipal infrastructure (water, sanitary, and storm) surrounding the site. It was determined that the maximum peak sanitary flows for the site is 0.43 L/s. Sewage discharges will be domestic in type and in compliance with the Ministry of Environment guidelines. The peak sanitary flow from the proposed development is less than 10 percent of the capacity of the existing sanitary. As such the proposed increase in sanitary flow as a result of the construction of the proposed development is negligible and there is sufficient available capacity for the proposed development.

5.3 Geotechnical Investigation

A Geotechnical Investigation was prepared by EXP Services Inc. and dated January 24, 2025. The investigation revealed that the site is underlain by a surficial layer of fill between 0.4 m to 0.8 m thick, overlying native silty clay desiccated crust which extends to 3.7 m to 6.1 m depth (Elevation 74.4 m to 74.1 m) over un-desiccated grey silty clay extending beyond the maximum sampled depth. Based on the borehole information, the subsurface soils are not susceptible to liquefaction during a seismic event. An MASW is recommended for the site to confirm the site class. Further, the proposed 1 m grade raise is considered acceptable from a geotechnical point of view.

It is anticipated that the majority of the material required for engineered fill and for backfilling purposes for this project would have to be imported and should preferably conform to the specifications provided in the report.

5.4 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared by EXP Services Inc., and dated October 28th, 2024. The purpose of this Phase One ESA is to determine if past or present site activities have resulted in actual or potential contamination at the Phase One property. The results of the assessment were as follows:

- / Ontario Regulation (O. Reg.) 153/04 defines a Potential Contaminating Activity (PCA) as one of fifty-nine (59) industrial operations set out in Table 2 of Schedule D that occurs or has occurred in the Phase One study area. There were not any PCAs identified in the Phase One study area or on the Phase One property.
- / Ontario Regulation 153/04 defines an area of potential environmental concern (APEC) as an area on a property where one or more contaminants are potentially present. Based on this Phase One ESA, there were not any APECs identified on the Phase One property.

This Phase One ESA is in support of site plan approval with the City of Ottawa. Since there will not be a change to a more sensitive land use, a Record of Site Condition (RSC) will not be required.

5.5 Environmental Noise Assessment Report

An Environmental Noise Assessment Report was prepared by W. Elias & Associates, dated April 2024. The purpose of this report was to investigate the potential impact of environmental noise on the proposed development, including a review of existing and future noise sources as they relate to provincial guidelines and municipal standards. The study has determined that noise levels will range around 68 dBA during the daytime period (07:00-23:00) and 60 dBA during the nighttime period (23:00-07:00). The highest noise levels (i.e. 68 dBA) occur along the development's north façade, which is nearest and most exposed to Heron Road. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 45 dBA.

As such, the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment, and a Warning Clause will also be required and placed on all Lease, Purchase and Sale Agreements.

While the summaries provided above are not intended to replace a review of the source documents, the technical studies provided as part of this submission are supportive of the proposed development.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application for the redevelopment of the subject site with the three (3) proposed low-rise residential apartment buildings constitutes good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is **consistent with the Provincial Planning Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development **conforms to the policies within the City of Ottawa Official Plan** by providing an urban built form within the **Outer Urban Transect** and **Minor Corridor** designation. The proposed development is supported by its proximity to existing and planned multi-modal transit options, providing a built form consistent with the planned context of the neighbourhood and provides necessary housing options for the surrounding area.
- / The **proposed Zoning By-law Amendment is appropriate** in accommodating the development and does not result in undue negative impacts to the subject site or surrounding properties. The amended provisions maintain the overall intent of the Residential Fourth Density zoning in establishing a low-rise built form with increased residential density in close proximity to rapid transit, improving the public realm and contributes to the residential typologies in the immediate area.
- / The proposed development has appropriate regard for the **City's Urban Design Guidelines for Low-rise Infill Housing**.
- / The proposed development and amendments are **supported by technical studies and plans** submitted as part of this application.

Sincerely,



Jillian Simpson, MCIP RPP
Planner



Scott Alain, MCIP RPP
Senior Planner