

August 15, 2025

BY EMAIL

City of Ottawa
Zoning Unit, Planning, Real Estate and Building Services Department
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Attention: Allison Hamlin, Manager Development Review All Wards (DRAW) Planning, Development and Building Services Department (PDBS)

**Reference: 2132 Nantes Street (Part 8 and Part 9)
Minor Zoning Planning Rationale
Novatech File No.: 110215**

Purpose

Novatech has been retained by Habitat for Humanity Greater Ottawa to prepare this Minor Zoning Planning Rationale summarizing the current state of development and the proposed solution to continue construction of the two remaining approved units on the parcel.

Site Context and Development History

The Subject Site consists of Part 8 and Part 9 on 4R-26531 and is located on the north side of Nantes Street in Ward 19 – Orléans South-Navan within the City of Ottawa.

Parts 8 and 9 are part of a larger development featuring a mix of nine semi-detached and a single-family dwelling that were zoned (*City File No.: D02-02-11-0042*) and subject to a *Part Lot Control* Application (*City File No.: D07-08-11-0024*). A *Site Plan* Application was also filed (*City File No.: D07-12-11-0103*) but subsequently abandoned as it was not required for semi-detached and singled detached units. Servicing for Part 8 and 9 is available through Block 174 on 4M-1062 and Nantes Street. Seven of these units have been constructed and two remain unbuilt due to an inhibiting order.

The inhibiting order inhibits the construction of the remaining two dwellings until a public roadway was dedicated as a public road. Although originally intended as a future public road, Block 174 is currently owned by Province Orleans Realty Investments Inc. Block 174 was initially intended to be incorporated into Phase 6 of the Province Orleans Realty Investments Inc's adjacent residential subdivision as a public road. The plan to create a public road has been abandoned by the developer and the City of Ottawa, leaving Block 174 as a remnant block and servicing connection for the adjacent apartment development at 2065 Portobello Boulevard. Per the original subdivision agreement, Province Orleans Realty Investments Inc. has agreed to dedicate Block 174 to the City of Ottawa, anticipated to occur imminently. As a result, Parts 8 and 9 remain land locked with no public road frontage available to the units. City of Ottawa Zoning By-law 2008-250 requires lots to have frontage on a public street.



Figure 1: Subject Site and Block 174 (GeoOttawa)

Proposed Solution

Through negotiation between City staff and the client, it is proposed that Block 174 be dedicated to the City and to construct a private driveway over Block 174 to provide access to the proposed units on Parts 8 and 9. The private driveway will serve to provide access but will not be classified as a public road and will not be required to meet the City standard Right of Way (ROW) requirements.

The Subject Site is currently zoned Residential Second Density Zone (R2) in the City of Ottawa's *Zoning By-law 2008-250*. The proposed *Zoning By-law Amendment (Minor) [ZBLA]* application is intended to provide relief from the requirement for frontage onto a public road as per Section 59(1) in the *Zoning By-law 2008-250*, which states:

- (1) *No person shall develop or otherwise use any lot unless that land abuts an improved public street for a distance of at least 3.0 metres;*

We are recommending to amend the By-law to create an exception that would permit frontage onto a private driveway. The remainder of the development would conform to all other provisions of the *Zoning By-law*. The suggested By-law exception would use similar language found in other exceptions that have been approved by the City:

- Despite Section 59(1), a lot is considered to have frontage where it abuts a private way that serves as a driveway leading to a public street. The property line that abuts the private way is considered to be the front lot line.

The City of Ottawa will continue to maintain ownership of Block 174. The proposed driveway will be governed by a Joint Use and Maintenance Agreement (JUMA) which will be entered into by the future residents of Parts 8 and 9. In combination with the JUMA, a permanent access easement will be filed to permit access to the dwellings on Parts 8 and 9. The JUMA and permanent access easement will be a condition upon approval of a Part Lot Control Application to divide the semi-units.

Planning Rationale

Provincial Planning Statement 2024

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest, with emphasis on prioritizing compact and transit-supportive design.

Section 2.2 outlines the need to provide for a range and mix of housing options to meet current and future needs of residents. Policy 1 allows for the “provision of housing that is affordable to low- and moderate-income households” and to introduce “new housing options within previously developed areas”. The proposed semi-detached dwelling units fall under the definition of “housing options”. These units will contribute to diverse housing types and cater to the needs of individuals and families in the community.

Additionally, the Subject Site is located within a settlement area. Policy 1 of Section 2.3.1 states that “Settlement areas shall be the focus of growth and development” and should include a range of housing options. The proposed development is within a settlement area and consistent with this policy and represents an efficient use of land with the intention to contribute to the ongoing development in the area.

The Subject Site will be connected to municipal sewage and water services and conform with Section 3.6 of PPS. The site is immediately adjacent to a City Park and conforms with Section 3.9. The site is not located within an area of Natural Features or Heritage System and conforms with Section 4.1.

The site is connected to a municipal storm sewer and conforms with Section 4.2. The site is not within or in proximity to an area of Mineral Aggregate Resource and conforms with Section 4.5. The site does not contain archaeological potential and conforms with Section 4.6. The site is not within an area subject to Natural Hazards and conforms with Section 5.2. The site is not within an area of Human-Made Hazards and conforms with Section 5.3

City of Ottawa Official Plan

The Subject Site is designated Neighbourhood with an Evolving Neighbourhood Overlay within the Suburban Transect of the City of Ottawa Official Plan (2022). Section 5.4 of the Official Plan (2022) includes general policies and guidance for development within the Suburban Transect. The intention of this transect is to accommodate for future growth and provide for public transportation access.

Policy 2 of Section 5.4.1 and Policy 1 of Section 6.3.1 state that the Suburban Transect and Neighbourhoods are “generally characterized by Low- to Mid-density development.” The proposed two-storey, semi-detached dwellings adheres to this policy as it contributes to the low-rise product in the neighbourhood. Policy 1 of Section 5.4.2 addresses the need for access to transit, in the Suburban Transect. The policy states that, “the City shall take opportunities to support the rapid transit system”. The proposed dwellings support this policy as they are within 400 metres of a future Bus Rapid Transit (BRT) station.

Section 10 of the Official Plan (2022) outlines general policies related to conditions that may affect development such as environmental conditions or human-made hazards. Policy 1 of Section 10.1.1 states that development is not permitted within the flood plain areas or erosion hazard areas. The Subject Site is directed away from areas of natural hazards and poses no risk to public health, safety,

or property. Policy 1 of Section 10.1.6 states that environmental site assessments should be conducted to confirm the environmental condition prior to development. The Subject Site does not contain any contamination and will not create new hazards or aggravate existing ones.

Policy 3 of Section 10.2.1 of the Official Plan (2022) states that a noise study is required for development within 100 metres of a collector road. The Subject Site falls within this boundary, as Nantes Street is designated as a Collector Road within Schedule C4 – Urban Road Network in the Official Plan (2022). A noise study was completed as part of Site Plan approval process. The study confirms that the development will not negatively impact the quality of life or health of future residents.

Section 10.2.2 provides policies for development in proximity to airport and aircraft operations. Policy 1 of this section states that any development within the vicinity of an airport must be consistent with applicable City, provincial or federal guidelines and regulation. The Subject Site is located outside the Airport Vicinity Development Zone as identified in Schedule C14 – Land Use Constraints Due to Aircraft Noise in the Official Plan (2022). Therefore, the development is not subject to the policies outlined in this section.

Conclusion

In summary, the development of the remaining zoned and site plan approved dwelling units on the Subject Site have been delayed due to an inhibiting order.

To address this issue, the client will submit a *Zoning By-law Amendment (Minor) [ZBLA]* to provide relief from the requirement to provide frontage on a public road. A permanent access easement will be created to permit access to the dwellings as Block 174 will remain in the City of Ottawa's ownership. A Joint Use and Maintenance Agreement (JUMA) will ensure that future occupants of Parts 8 and 9 share in the cost of maintaining the private driveway over Block 174. The proposed applications represent good planning that contributes to the community's overall development goals.

Please do not hesitate to contact the undersigned below should you have any questions or comments.

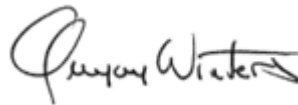
Sincerely,

NOVATECH



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