

Planning Rationale

October 21, 2020

Zoning By-law Amendment 1 Dunbar Court, Nepean ON

Context Analysis

The subject property is located in the Manordale community east of Greenbank Road and north of Gibbard Avenue, adjacent to Ben Franklin Park to the south. See context plan C1. A proposed new three storey low rise apartment building would be located in the centre of an existing Planned Unit Development owned by Nepean Housing Corporation, accessed by Dunbar Court, a private roadway.

The neighbouring property to the east at 57 Bateman Drive, Shikun Oz Seniors, is adjacent to the proposed new building, containing a large 4 storey low rise apartment building with a wide landscaped area with mature trees adjacent to the subject property. To the north, across Bateman Drive, development consists of 2 storey single detached dwellings. A gas bar and commercial strip plaza are located to the west of the subject property, accessible from Greenbank Road and Gibbard Avenue, with parking lots adjacent to the subject property.

The property is currently zoned R3Z[708], a residential third density zone, which allows for a mix of residential building forms ranging from detached homes through townhouse dwellings within a planned unit development. The areas adjacent to the property are designated I1B, R2M, LC, and GM15 and L1. I1B zoning permits a range of community uses, institutional accommodations and emergency service uses, while LC permits a variety of small, locally-oriented convenience and service uses as well as residential uses, and GM15 permits a range of residential, commercial, institutional, and mixed use development. The area north of the property on the opposite side of Bateman Drive is designated R2M zoning. The area to the south of the property on the opposite side of Gibbard Avenue is designated L1.

The subject property is 36.9m wide fronting onto Bateman Drive. The total area of the irregular lot is 12,778.6m². The property is currently occupied by nine blocks of 2 storey townhouses with attached carports, surface visitor parking and landscaped space. There are currently 46 townhouse dwelling units and a small community room. The site contains mature trees and shrubs throughout.

The Proposal

The purpose of this proposal is to provide modest intensification to one of Nepean Housing's existing affordable housing developments, in order to provide a greater diversity of dwelling types to suit the variety of housing needs, and to provide additional accessible dwelling options.

Our proposal includes the demolition of one of the existing townhouse blocks consisting of 4 units, and the construction of a 3 storey 31 unit apartment building. The total unit count on the property would thereby be increased from 46 units to 73 dwelling units. The apartment building would be located in the centre of the existing community, where it is remote from the existing low rise development on Bateman Road and borders a property with an apartment building of greater size and height.

The total gross floor area of the proposed building is 2,385m². The apartments would consist of a mix of bachelor, 1 bedroom, and 2 bedroom units. 11 of the 31 units (35%) will be designated accessible and all units will be visitable.

The proposed building is designed in an L-shape, wrapped around an outdoor amenity space. An indoor amenity space to serve the residents is proposed on the ground floor adjacent to the outdoor courtyard area with an entry canopy. The building will contain accessible entrances and an elevator, with accessible units on all levels. Garbage, utility, and bicycle parking rooms are located away from the entry on the east face of the building. The proposed building materials include a variety of durable, low maintenance metal siding profiles and colours, designed to break the facade into vertical sections of contrasting siding for visual interest. All units have sliding patio doors with Juliette balconies on the upper floors for increased natural light and air flow.

Nineteen new surface parking spaces would be provided adjacent to the building and in an extension to the existing curved parking lot, in addition to twenty two existing surplus parking spaces on the property, for a total of 41 spaces for the use of the new building. 10 spaces would be provided as visitor parking and 31 spaces would be assigned to serve residents of the apartments. Sixteen indoor bicycle parking spaces would be provided with direct outdoor access at grade. Each existing townhouse unit is served by a driveway and carport for occupant and visitor parking.

Existing conifer trees in poor condition along the north side would be removed and replaced with new trees. An existing play structure that does not meet current safety standards will be removed from the courtyard area and replaced with an outdoor amenity area designed to meet the needs of residents of all ages. This will include pavement marking games, a natural play area, social gathering spaces, trees, and planting beds in the revised courtyard landscape design. Provided amenity and landscaped areas would be in excess of the minimum requirements.

Zoning

This zoning amendment application seeks to amend the zoning of the subject property from R3Z[708] to R4 in order to allow construction of a low rise apartment dwelling, which is not now a permitted use. All other building restrictions prescribed under the R3S zoning including maximum building height, setback standards, and landscaped area would be met. A parking deficit of two resident spaces is proposed. Exception 708, which mandates a 5.0m width per townhouse unit would not be affected by the proposed Zoning amendment.

The following chart compares the requirements of the existing and proposed Zoning requirements:

| Mechanism | Existing Zoning: R3Z[708] Planned Unit Development | Proposed Zoning: R4 Planned Unit Development | Existing / Proposed Apartment Building |
|----------------------------|---|---|---|
| Minimum Lot Area | 1,400m ² | 1,400m ² | Existing: 12,778.6m ² |
| Minimum Lot Width | 18.0m | 18.0m | Existing: 36.9m |
| Minimum Front Yard Setback | 3.0m | 6.0m | Existing: 17.5m Proposed: N/A |
| Minimum Side Yard Setback | 6.0m | 6.0m | Existing: 6.0m Proposed: 6.0m |
| Minimum Rear Yard Setback | 6.0m | 6.0m | Existing: 6.0m Proposed: 6.0m |
| Maximum Building Height | 11.0m | 11.0m | Existing: 7.5m Proposed: 9.1m |

Land use

The property is currently located in a third density residential zone, which permits a maximum of 3 dwelling units per building and 8 units per townhouse row. The property sits adjacent to I1B and LC zones which permit a mix of community use, institutional accommodations, emergency, convenience, and local services, as well as residential, commercial, and mixed-use development. The proposed zoning amendment to allow a low rise apartment building with 31 units creates an opportunity for intensification within the existing Planned Unit Development at Dunbar Court, and would provide much needed affordable and diverse rental housing stock in the established family oriented neighbourhood. The low-rise apartment building form allows accessibility throughout all floors which is not achievable in the existing 2 storey townhouses at Dunbar Court.

Building Height

In order to integrate with the surrounding built context, the proposed building would respect the existing height restrictions prescribed in the R3Z zone, which limits 3 unit dwellings to a maximum building height of 11.0m. Our proposed building height is 9.1m

Setbacks

The setbacks for the proposal adhere to the required setbacks for a Planned Unit Development under both the current R3Z and proposed R4 zoning. The proposed apartment building location is in the centre of the existing lot where there is currently a 4 unit townhouse block, play structure, and landscaped area. The building would have internal setbacks of 6.0m to the rear of existing townhouses to the north and 3.0m to the side of an existing carport to the south. A setback of 6.8m from the private road allows for sidewalks and parking adjacent to the building. The new building would be visible primarily from the neighbouring I1B property containing a 4 storey residential building and buffered by a wide landscaped area. The building is situated to minimize views from Bateman Drive and Gibbard Avenue.

Vehicle Parking

Parking requirements outlined in Table 101 of Section 101 of the Zoning Bylaw, Section 101 (7) b) are 1.2 resident spaces per dwelling unit located within Area C. The required resident parking spaces for the proposed 31 unit apartment building is 37 resident spaces. Visitor parking requirements outlined in Table 102 of Section 102 (6) are 0.2 visitor spaces per dwelling unit. The required visitor parking spaces for the proposed 31 unit apartment building is 6. The combined total is 43 spaces.

We propose to provide 41 parking spaces for the new apartment building, requesting a reduction of 2 spaces from the Zoning By-law requirements. Resident Parking is proposed at a rate of 1.0 space per dwelling unit (31 spaces) and visitor parking at a rate of 0.3 spaces per dwelling unit (10 spaces) Parking spaces provided reflect the lower demand for tenant parking in this affordable housing community, allowing 10 visitor spaces to be included rather than the 6 required under the Zoning By-law to avoid parking spill-over off site.

Bicycle Parking

The proposal provides 16 covered (indoor) bicycle parking spaces, which complies with the required 0.5 spaces per unit (16 spaces).

Amenity Area

Low rise apartment dwellings located in a residential zone within Area A on *Schedule 342* are required to provide 15m² of amenity space per unit for up to 8 units, and 6m² per unit in excess of 8. As such, the required landscape amenity

space for a 31 unit low-rise apartment building is 258m². A communal amenity area consisting of 100% of the required amenity area for the first 8 units is also required for low rise apartment buildings. The minimum required communal amenity area is 120m². The proposal exceeds the requirements for amenity and communal amenity space by providing 293m² of communal amenity space within the courtyard area between the proposed apartment building and the fences at the rear yards of the existing townhouses to the north.

Landscaped Area

The required landscaped area for a property containing a low rise apartment building is 30% of the lot area. The proposed landscaped area of 5,280m² comprises 41% of the lot area.

Transportation

A transportation impact study is not required for this proposal.

Provincial Policy Statement 2020

The *Provincial Policy Statement* (PPS) provides policy direction on land use planning and development in Ontario for a time horizon of up to 20 years. A main objective of the PPS is to build strong communities, and promote the efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities.

There are a number of policies that apply to the proposal, specifically policies 1.1, 1.4 and 1.6 which focus on:

- Positive residential intensification through diverse housing types and densities;
- Developing near existing infrastructure and public service facilities;
- Promoting healthy communities by encouraging active modes of transportation.

The proposed development within the existing community at Dunbar Court is in close proximity to many walking trails, bike paths, and several bus routes serving the existing community. There are many local businesses within walking distance.

City of Ottawa Official Plan

This property is designated *General Urban Area* under the *Official Plan*, which encourages a range of housing types to meet the needs of all ages, incomes and life circumstances. The *Official Plan* aims to manage anticipated growth in the Ottawa area by encouraging intensification that enhances and builds upon established building patterns, creating compact developments within existing urban areas well served by transit, walking cycling and existing infrastructure.

Our proposal is consistent with these policies in the following ways:

- Good quality, modestly sized, affordable rent low rise apartment units would diversify the existing neighbourhood housing supply, which is currently primarily townhouses, detached homes and a few low-rise apartment buildings. The proposed bachelor, one and two bedroom apartments units will complement the existing larger, family oriented townhouses within the Dunbar community. The addition of accessible and visitable dwelling units will further add to the local housing diversity and provide suitable housing for aging residents.
- Adequate surface parking is provided for residents and visitors to avoid spill over onto Bateman Drive. Ample covered bike storage as well as the proximity to bus routes, walking and cycling paths assists in supporting alternative transportation solutions. The location offers a full range of services, recreation, and employment opportunities within walking or cycling distance.
- The building aesthetic fits within the character of neighbourhood including appropriate materials and details. The building location in the interior of the existing lot provides screening from single detached dwellings on Bateman Drive.
- Providing a successful transition between the varied neighbouring zoning through ground oriented units, entry feature and courtyard, and by respecting R3 zoning setbacks and heights. Zoning on adjacent properties permits low rise apartment buildings.
- Creating sensitive intensification between two adjacent zoning densities in a stable low-rise neighbourhood that has the infrastructure and amenities to support new development.

Design Guidelines for Low-Rise Infill Housing

The *Design Guidelines for Infill Housing* have been developed by the City of Ottawa to help fulfil some of the design strategies as outlined in the Official Plan. It is intended as a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours. Our proposal is consistent with the guidelines in the following ways:

- Promoting an inviting, safe and accessible streetscape on Dunbar Court by providing an accessible entrance highlighted through architectural detailing such as a covered entry leading and a well landscaped communal amenity space, anchoring vertical siding accents either side of the building entry, and raised planting beds leading from the adjacent parking to the building entry;
- Preserving the streetscape character on Bateman Drive by locating the building at the interior of the existing Planned Unit Development;
- Maintaining a communal courtyard amenity space to serve the residents of Dunbar Court;

- Respecting the existing neighbourhood pattern of development by adhering to all height and yard setback requirements, and locating the proposed low-rise apartment building adjacent to an existing apartment building;
- Respecting the scale and massing of the adjacent properties by locating the apartment building towards the interior of the lot in order to maintain the streetscape character along Bateman Drive;
- High quality design that creates interest on all facades through variety in material textures and colour.

Pre-Consultation

A pre-consultation meeting was held with planning staff, where increased density on the existing site was supported from a planning and growth perspective.

A Zoom meeting was held with Councillor Keith Egli and Mathieu Dotzenroth, the Chair of the Craig Henry Community Association. Councillor Egli and Mr. Dotzenroth decided on a community consultation process tailored to the circumstances of the pandemic. Mr. Dotzenroth would post information on the Craig Henry Community Association Facebook page. Councillor Egli would post the information on his website. Contact information for Nepean Housing would be provided, should questions arise. A two week consultation period was established. The two week period expired on Friday, October 9. No questions or comments came in through Councillor Egli's website. There was one question on the Community Association Facebook page; there was a query as to how one would apply for a unit. Nepean Housing Corporation responded to this query.

Nepean Housing held a tenant information meeting for the current Dunbar residents. Nepean Housing also prepared a one page Fact Sheet and a list of Questions and Answers. These documents were hand delivered to each residence. Nepean Housing has also been in touch with their immediate neighbour, Shikun Oz Seniors.

Conclusion

The proposed development at 1 Dunbar Court will be a positive addition to the community by diversifying the neighbourhood's housing offering and providing much needed affordable and accessible housing options close to existing infrastructure, transportation and public services. The proposed building will integrate well into its context by respecting existing height restrictions, and locating the building on the interior of the lot to sustain a consistent street edge along Bateman Drive. The proposal provides all required indoor bicycle parking, 41 of 43 required vehicle parking spaces, and ample communal landscaped amenity space to encourage social gathering within the development. Overall, the proposal will act as a positive transition between the varied neighbouring zones by modestly increasing density while maintaining a building volume that respects the existing zoning envelope and surrounding context.