



620 Bobolink Ridge Planning Rationale and Design Brief

Site Plan Control Application

July 2021





620 Bobolink Ridge Planning Rationale and Design Brief

Site Plan Control Application

July 2021

Prepared For:
Richcraft Group of Companies (Richcraft)
2280 St. Laurent Boulevard, Suite 201
Ottawa, ON, K1G 4K1

Prepared By:
WSP Canada Inc.
2611 Queensview Drive, Suite 300
Ottawa, ON, K2G 8K2

Nadia De Santi, MCIP, RPP
Practice Lead
T: 613-690-1114
E: Nadia.De-Santi@wsp.com

and

Samantha Gatchene, BES
Planner
T : 613-690-3901
E : Samantha.Gatchene@wsp.com

Signatures

Prepared By



Nadia De Santi, MCIP, RPP
Practice Lead



Samantha Gatchene, BES
Planner

This Planning Rationale was prepared by WSP Canada Inc. (“WSP”) for Richcraft Group of Companies (“the Client”) in accordance with the agreement between WSP and the Client. This Planning Rationale is based on information provided to WSP which has not been independently verified.

The disclosure of any information contained in this Report is the sole responsibility of the Client. The material in this Report, accompanying documents and all information relating to this activity reflect WSP’s judgment in light of the information available to us at the time of preparation of this Report. Any use which a third party makes of this Report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. WSP accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions based on this Report.

WSP warrants that it performed services hereunder with that degree of care, skill, and diligence normally provided in the performance of such services in respect of projects of similar nature at the time and place those services were rendered. WSP disclaims all other warranties, representations, or conditions, either express or implied, including, without limitation, warranties, representations, or conditions of merchantability or profitability, or fitness for a particular purpose.

This Standard Limitations statement is considered part of this Report.

Table Of Contents

1	Introduction	1
2	Site Location and Community Context	1
2.1	Site Location.....	1
2.2	Community Context	3
2.3	Transportation Network	4
3	The Proposed Development.....	6
4	Policy and Regulatory Framework.....	14
4.1	Provincial Policy Statement, 2020.....	14
4.2	City of Ottawa Official Plan (2003, Website Consolidation)	16
4.2.1	Land Use Designation	16
4.2.2	Building a Sustainable City	17
4.2.3	Strategic Directions.....	17
4.2.4	Fernbank Community Design Plan (2010).....	18
4.2.5	Annex 1 – Road Classification and Rights-of-Way	19
4.3	Design Brief.....	19
4.3.1	Designing Ottawa	20
4.4	City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation May 12, 2021)	23
4.4.1	Zoning Provisions	24
4.4.2	Amenity Area Provisions.....	27
4.4.3	Accessory Structure and Waste Management Provisions	27
4.4.4	Parking Provisions	29
5	Summary of Opinion	32

Figures

Figure 2-1: Excerpt of Plan 4M-1619 indicating Block 344 (the Site) in red	2
--	---

Figure 2-2: Site Location (GeoOttawa)	2
Figure 2-3: Site looking south.....	3
Figure 2-4: Site looking north	3
Figure 2-5: Site looking east.....	4
Figure 2-6: Site looking west.....	4
Figure 2-7: Three-storey apartments to the across Robert Grant Avenue	4
Figure 2-8: Schedule E - Urban Road Network (Excerpt), City of Ottawa Official Plan	5
Figure 2-9: Schedule C – Primary Urban Cycling Network (Excerpt), City of Ottawa Official Plan	5
Figure 2-10: Schedule D – Rapid Transit Network (Excerpt), City of Ottawa Official Plan	6
Figure 3-1: 3-D rendering of a proposed townhouse block (Prepared by M.D Blakely Architects, 2021).....	7
Figure 3-2: 620 Bobolink Ridge – Site Plan (Excerpt) (M. D. Blakely Architects, dated March 25, 2021)	8
Figure 3-3: 620 Bobolink Ridge – Landscape Plan (Lashley & Associates, dated June XX, 2021)	9
Figure 3-4: Proposed Building Elevation – Front (End Unit) Elevation (M. David Blakely Architects, dated May 2013)	10
Figure 3-5: Proposed Building Elevation – Front (Mid-Unit) Elevation (M. David Blakely Architects, dated May 2013)	11
Figure 3-6: Proposed Building Elevation – Rear (Standard End/Mid-Unit) Elevation (M. David Blakely Architects, dated May 2013)	12
Figure 3-7: Proposed Building Elevation – Side (End Unit) Elevation (M. David Blakely Architects, dated May 2013)	13
Figure 4-1: Schedule B - Urban Policy Plan (Excerpt), City of Ottawa Official Plan (2003, Website Consolidation)	16
Figure 4-2: Demonstration Plan (Excerpt), Fernbank Community Design Plan (2010)	18
Figure 4-3: Design Priority Area Boundaries (GeoOttawa, 2021)	20
Figure 4-4: Site Zoning (GeoOttawa, 2021).....	24
Figure 4-5: Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via geoOttawa, 2021)	29



Tables

Table 4-1: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria.....	22
Table 4-2: Zoning Compliance for Residential Fourth Density Zone, Subzone Z	25
Table 4-3: Amenity Area Provisions	27
Table 4-4: Provisions for Accessory Uses, Buildings and Structures, and Waste Management.....	28
Table 4-5: Parking and Loading Space Provisions	29

Appendices

Appendix A	Draft Plan of Subdivision
Appendix B	Site Plan

1 Introduction

WSP Canada Inc. (WSP) was retained by Richcraft Group of Companies (Richcraft) to prepare a Planning Rationale and Design Brief (the “Report”) in support of a Site Plan Control application. The purpose of the Report is to support the development of 620 Bobolink Ridge (“the site”), known as Block 344 on Registered Plan 4M-1619. The site was originally Block 344 in Phase 1 of the Draft Plan of Subdivision for CRT’s Westwood subdivision [City File No.: D07-16-11-0003].

Richcraft intends to develop Block 344 with a Planned Unit Development containing 84 stacked townhouse units on a private street.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale and design brief for the proposed development;
- **Section 5** summarizes the planning opinion;
- **Appendix A** contains the CRT Westwood Plan of Subdivision; and
- **Appendix B** contains the proposed site plan.

A number of technical studies have been prepared in support of the application and submitted to the City; the supporting studies are available under separate cover.

2 Site Location and Community Context

2.1 Site Location

The site is located at 620 Bobolink Ridge within the CRT Westwood subdivision, which received Draft Approval on February 1, 2019 (City File No.: D07-16-11-0003), as shown in **Figure 2-1** (see **Appendix A** for full the Plan of Subdivision). The site is legally described as Block 344, Registered Plan 4M-1619 of Ottawa.

The site is west of Robert Grant Avenue between Cope Drive and Bobolink Ridge, as shown in **Figure 2-2**. The site has approximately 42 m of frontage along Bobolink Ridge (a local road running east-west) and has a total lot area of approximately 16,035 m² (172,599 ft²), or 1.60 hectares (3.95 acres). The site also has frontage along Robert Grant Avenue (231 m), Cope Drive (69 m), and Embankment Street (27 m). It is generally rectangular in shape and is currently accessed via two (2) accesses: one off of Cope Drive and one off of Bobolink Ridge.

Figure 2-1: Excerpt of Plan 4M-1619 indicating Block 344 (the Site) in red

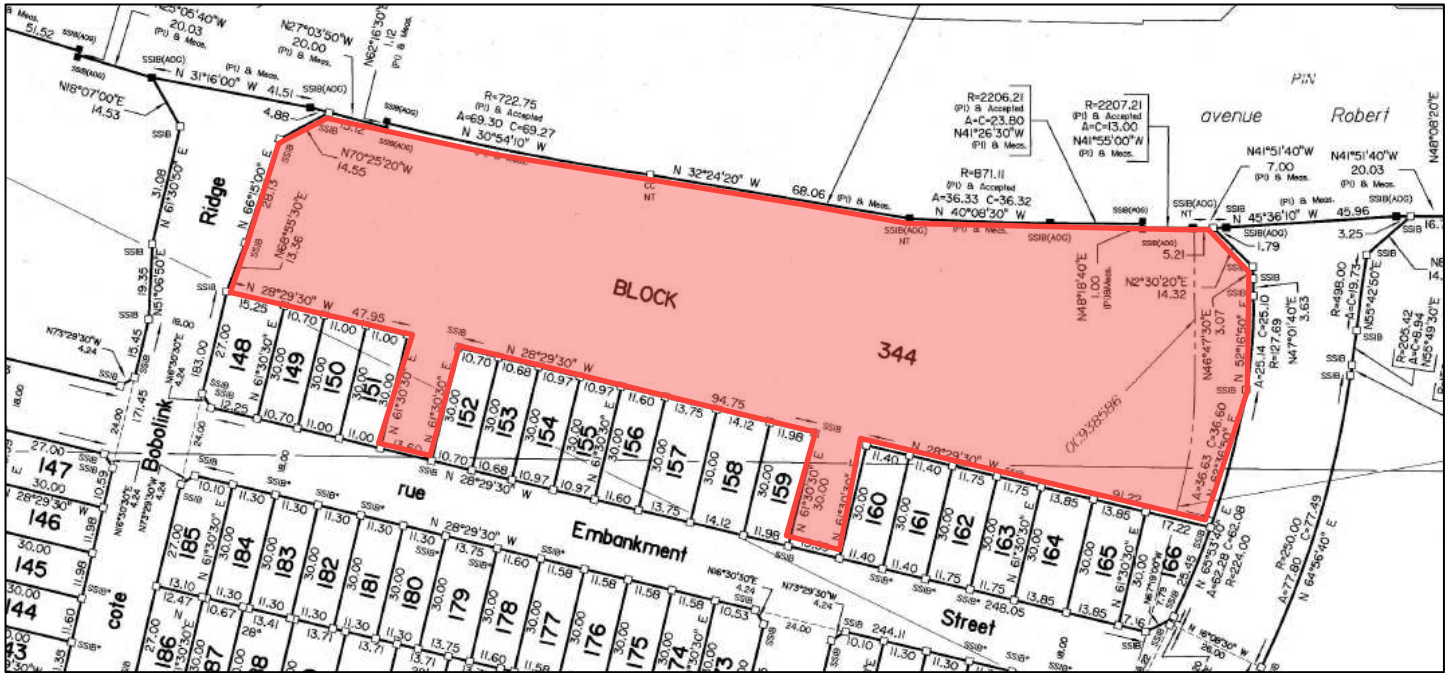
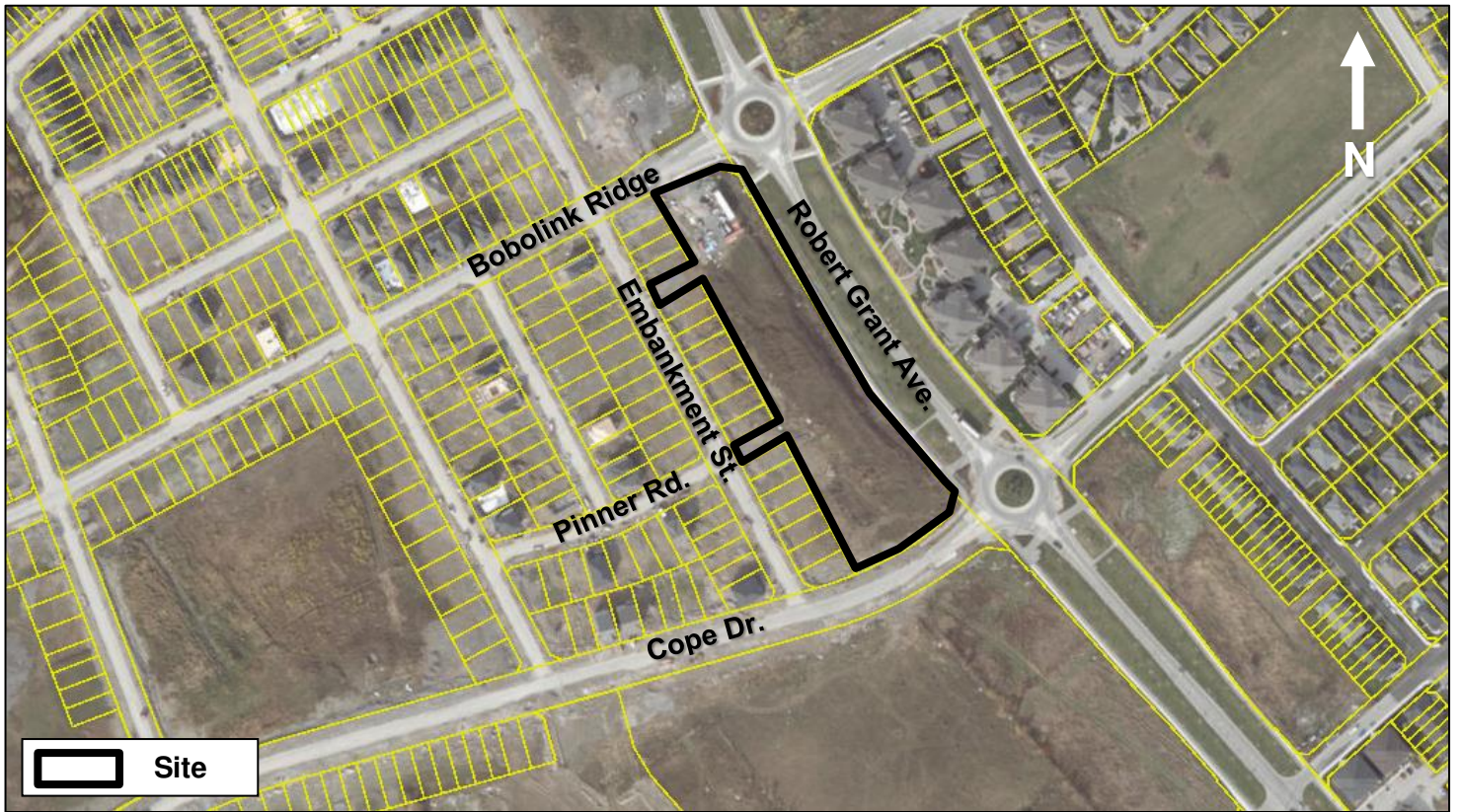


Figure 2-2: Site Location (GeoOttawa)



While the site is predominantly vacant, there is a temporary construction trailer that will be removed prior to site development.

A site visit was conducted on March 29, 2021. Photos contained herein are from WSP, unless otherwise stated.

2.2 Community Context

The site is located in the Fernbank Community within the Claridge Richcraft Tamarack (CRT) Westwood Subdivision, which is primarily comprised of detached dwellings under construction.

Land uses adjacent to the site are as follows:

- **North:** Residential development is planned for north of Bobolink Ridge.
- **South:** The site of the future Ottawa-Carleton District School Board Stittsville high school is located immediately south of Cope Drive. The school building is currently being developed and would be four-storeys in height with frontage along Cope Drive and Robert Grant Avenue.
- **East:** Three-storey apartment buildings are located east of Robert Grant Avenue.
- **West:** Two-storey detached dwellings are currently under construction immediately west of the site. The site of the future French Catholic elementary is located further west of the site.

Figure 2-3: Site looking south



Figure 2-4: Site looking north



Figure 2-5: Site looking east



Figure 2-6: Site looking west



Figure 2-7: Three-storey apartments to the across Robert Grant Avenue



2.3 Transportation Network

As per Schedule E Urban Road Network of the City of Ottawa Official Plan (2003, Website Consolidation), Robert Grant Avenue (running north-south) is identified as an Arterial Road, as illustrated in

Figure 2-8. Cope Drive and Abbott Street are designated as Major Collectors. Bobolink Ridge and Embankment Street are designated as Local Roads. The required Right of Ways for the local road network are explained in Section 4.2.5 of this Report.

There are sidewalks on both sides of Robert Grant Avenue. Sidewalks along the south side of Bobolink Ridge and along both sides of Cope Drive and Embankment Street are currently under construction. Per Schedule C Primary Urban Cycling Network, Robert Grant Avenue, Cope Drive and Fernbank Road are designated as Spine Routes and Abbott Street is a Cross-Town Bikeway, as shown in **Figure 2-9.**

Figure 2-8: Schedule E - Urban Road Network (Excerpt), City of Ottawa Official Plan

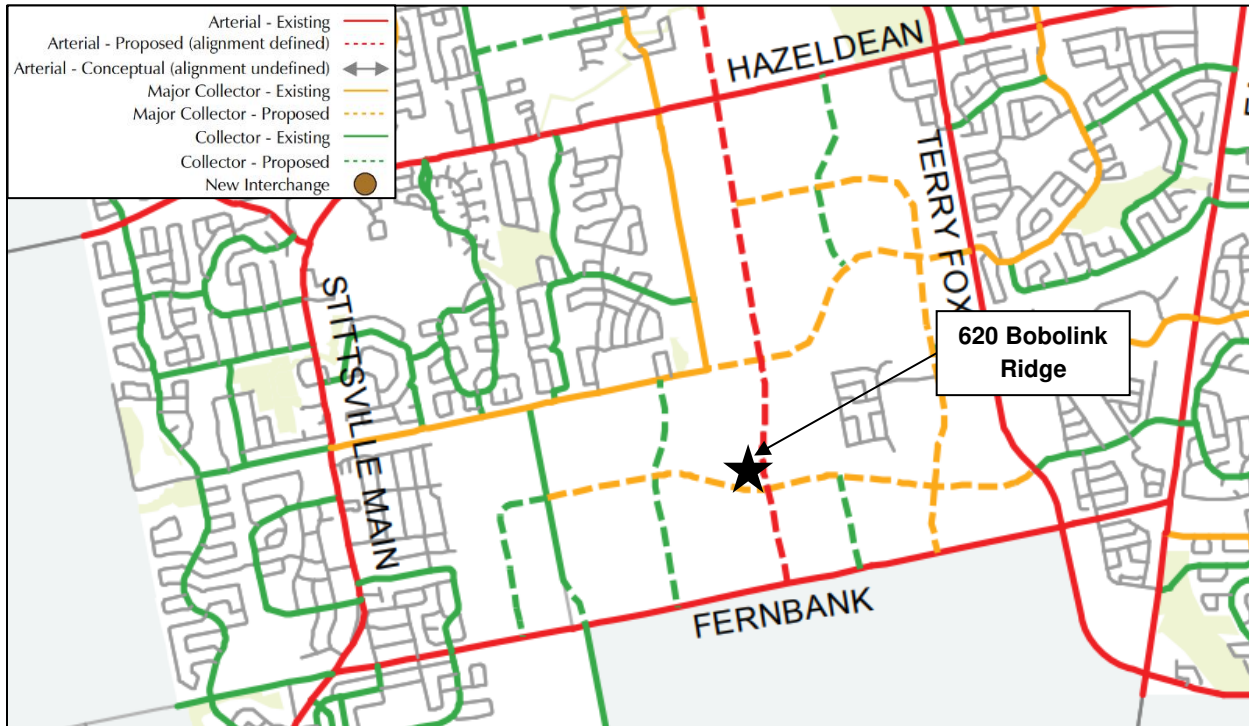
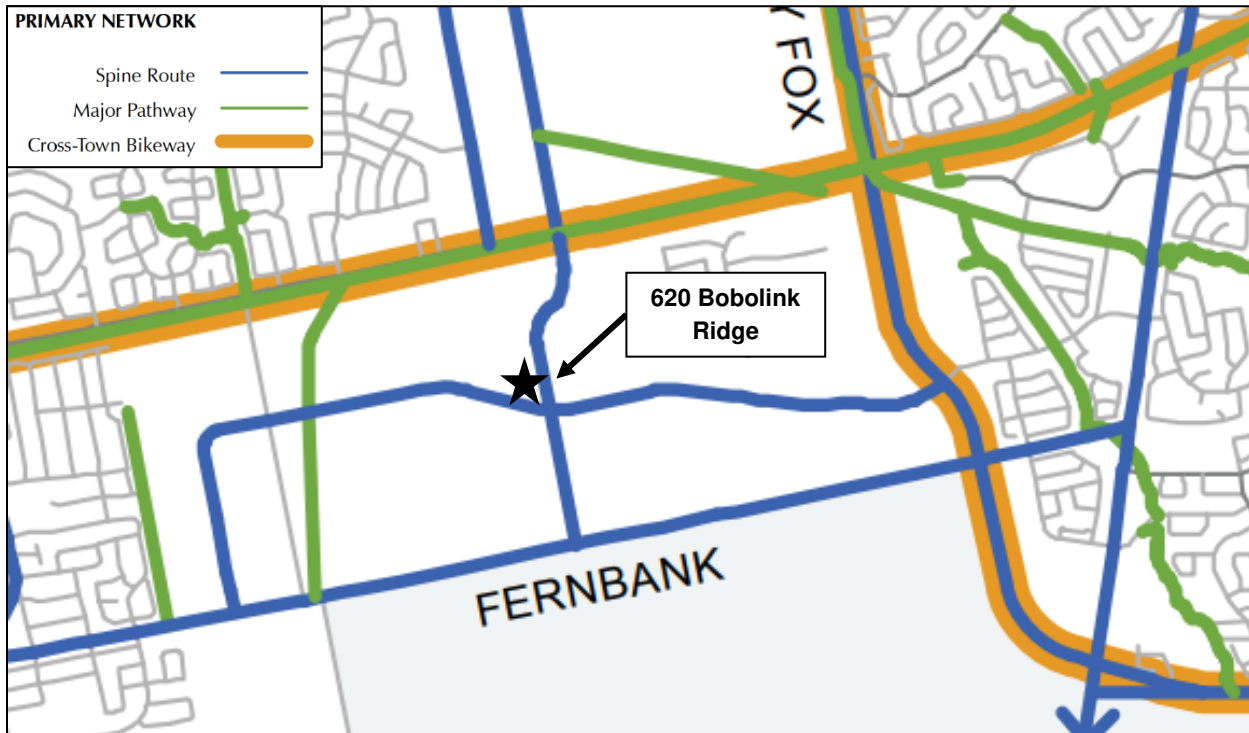
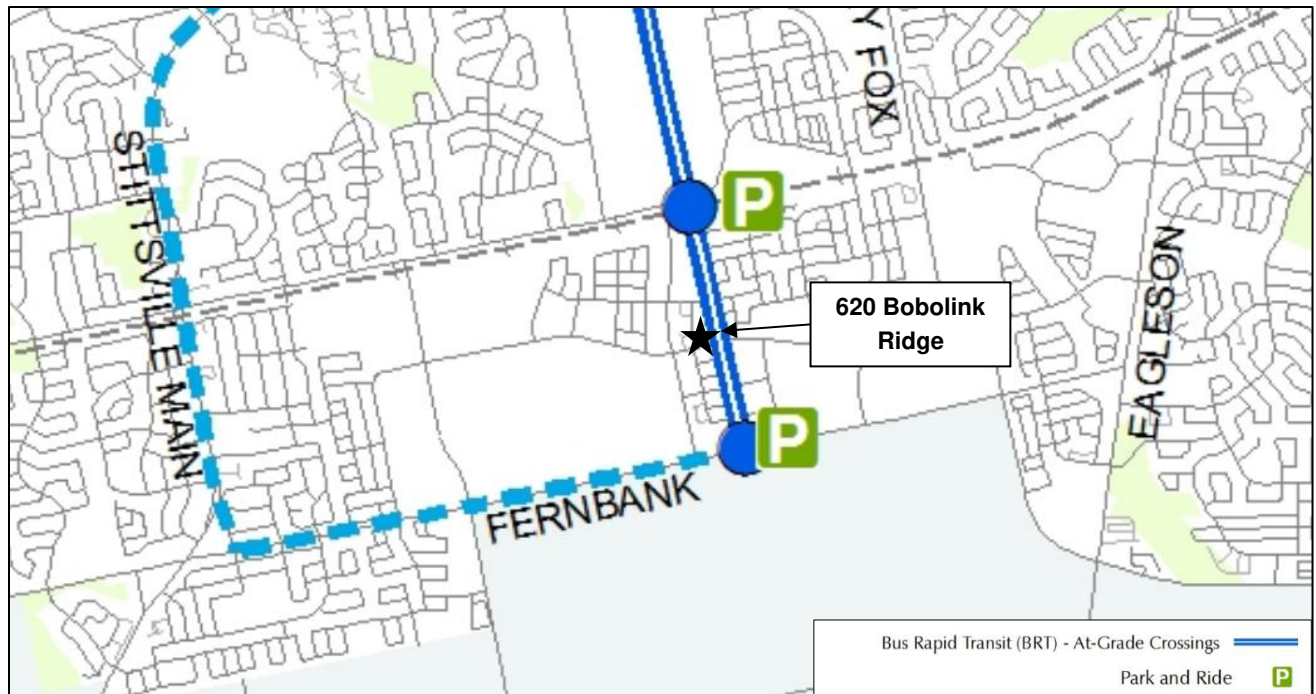


Figure 2-9: Schedule C – Primary Urban Cycling Network (Excerpt), City of Ottawa Official Plan



The site is also located in proximity to future higher-order transit routes. Per Schedule D Rapid Transit Network, Robert Grant Avenue is designated as a Bus Rapid Transit (BRT) – At-Grade Crossings. Future Park and Ride Stations are identified at the corner of Robert Grant Avenue and Fernbank Road and at the corner of Robert Grant Avenue and Abbott Street, as shown in **Figure 2-10**.

Figure 2-10: Schedule D – Rapid Transit Network (Excerpt), City of Ottawa Official Plan



3 The Proposed Development

The proposed development is a Planned Unit Development consisting of seven (7) stacked, four (4) storey townhouse buildings containing twelve (12) units each for a total of 84 dwelling units on the site. A 3-dimensional rendering of the proposed development is shown in **Figure 3-1**. An excerpt of the proposed site plan is shown in **Figure 3-2** and the full site plan is available in **Appendix B**. The dwelling units would be rental in nature.

Three (3) communal outdoor amenity areas with a total area of 1,526 m² are proposed throughout the site. The main outdoor amenity area will consist of a 460 m² community area between Blocks 3 and 4 and adjacent to Robert Grant Avenue. Two smaller amenity spaces are proposed: a 230 m² area next to the rear yard of Block 2, and a 290 m² communal area at the corner of Robert Grant Avenue and Cope Drive. The site will feature a mix of landscaping, lighting and a series of internal pedestrian pathways that provide connectivity within the site and to the surrounding road network.

The Landscape Plan is shown in **Figure 3-3**. Elevations of the proposed townhomes is provided in **Figure 3-4 to Figure 3-7**.

The residential buildings would be oriented along a private street perpendicular to Robert Grant Avenue. An internal cul-de-sac is proposed within the site to facilitate vehicle movement in the site. Two vehicle accesses are proposed from Embankment Street. Pathways would be built to provide pedestrian connections that link the site with Bobolink Ridge, Robert Grant Avenue and Cope Drive.

A total of 130 surface vehicle parking spaces would be provided. Of these, 113 parking spaces would be for residents and 17 parking spaces would be for visitors. Of these, two (2) AODA Type A barrier-free parking spaces will be provided, meeting the dimension and parking aisle requirements of the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation May 12, 2021). As part of the development, three Electric Vehicle (EV) charging spaces would be provided.

A one (1) storey accessory communal utility building is proposed for the centre of the site. This 154 m² structure building would contain 50 bicycle parking spaces and the solid waste management receptacles. The utility building is proposed to have a loading door to provide waste management vehicles with access. In addition to the interior bicycle storage 20 bicycle parking spaces will be provided throughout the site.

Figure 3-1: 3-D rendering of a proposed townhouse block (Prepared by M.D Blakely Architects, 2021)



Figure 3-2: 620 Bobolink Ridge – Site Plan (Excerpt) (M. D. Blakely Architects, dated June 25, 2021)

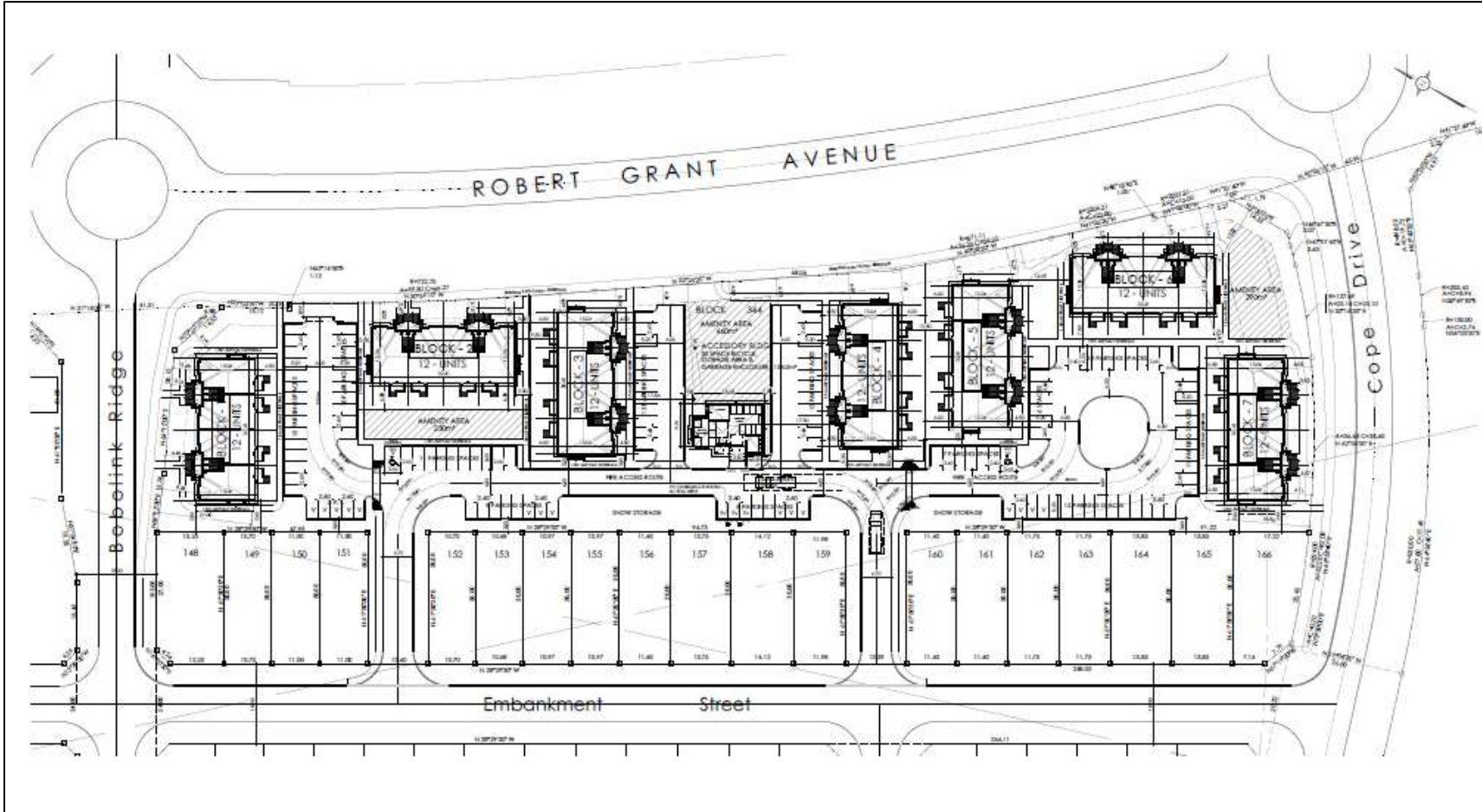


Figure 3-3: 620 Bobolink Ridge – Landscape Plan (Lashley & Associates, July 2021)



Figure 3-4: Proposed Building Elevation – Front (End Unit) Elevation (M. David Blakely Architects, dated May 2013)

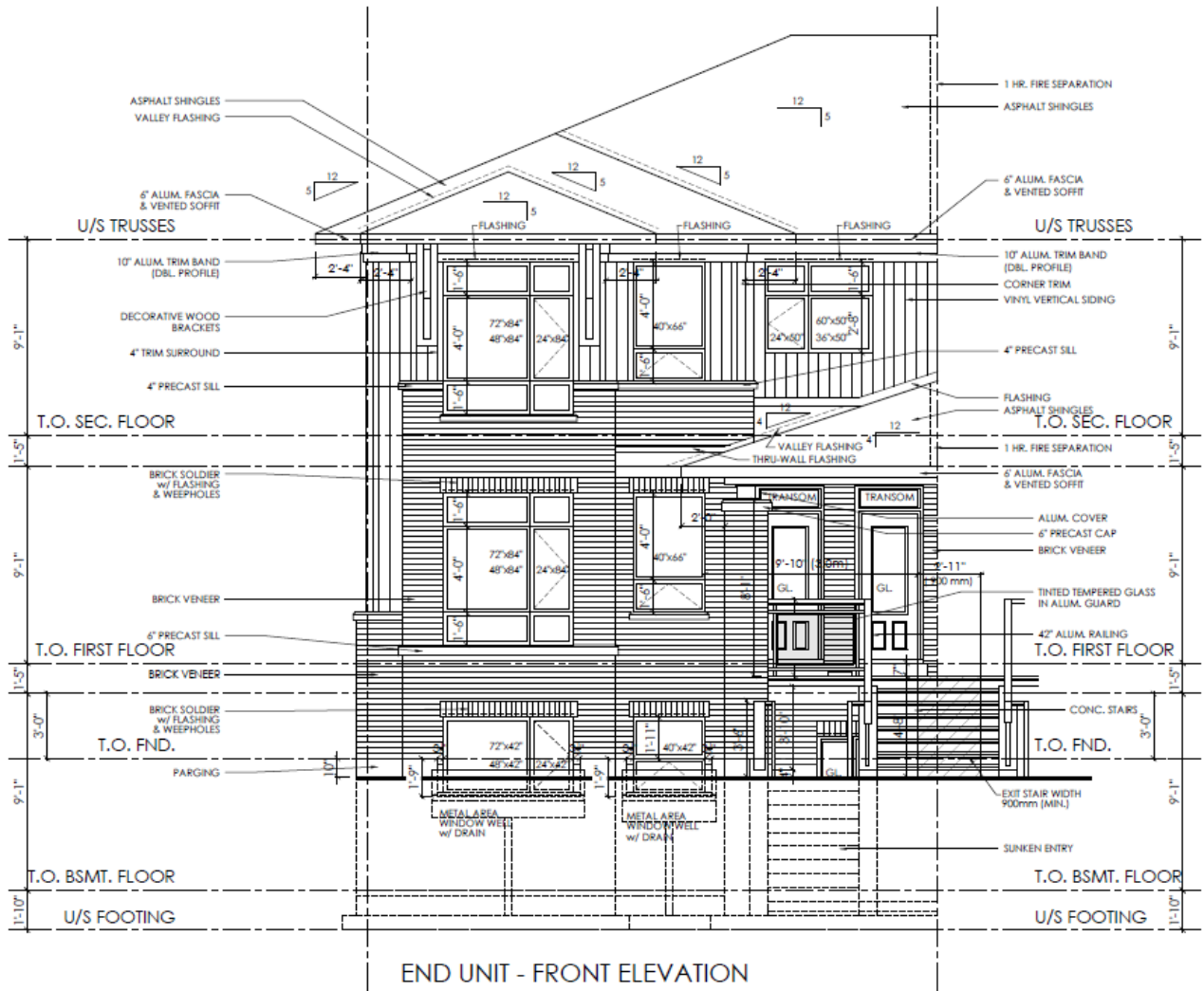


Figure 3-5: Proposed Building Elevation – Front (Mid-Unit) Elevation (M. David Blakely Architects, dated May 2013)

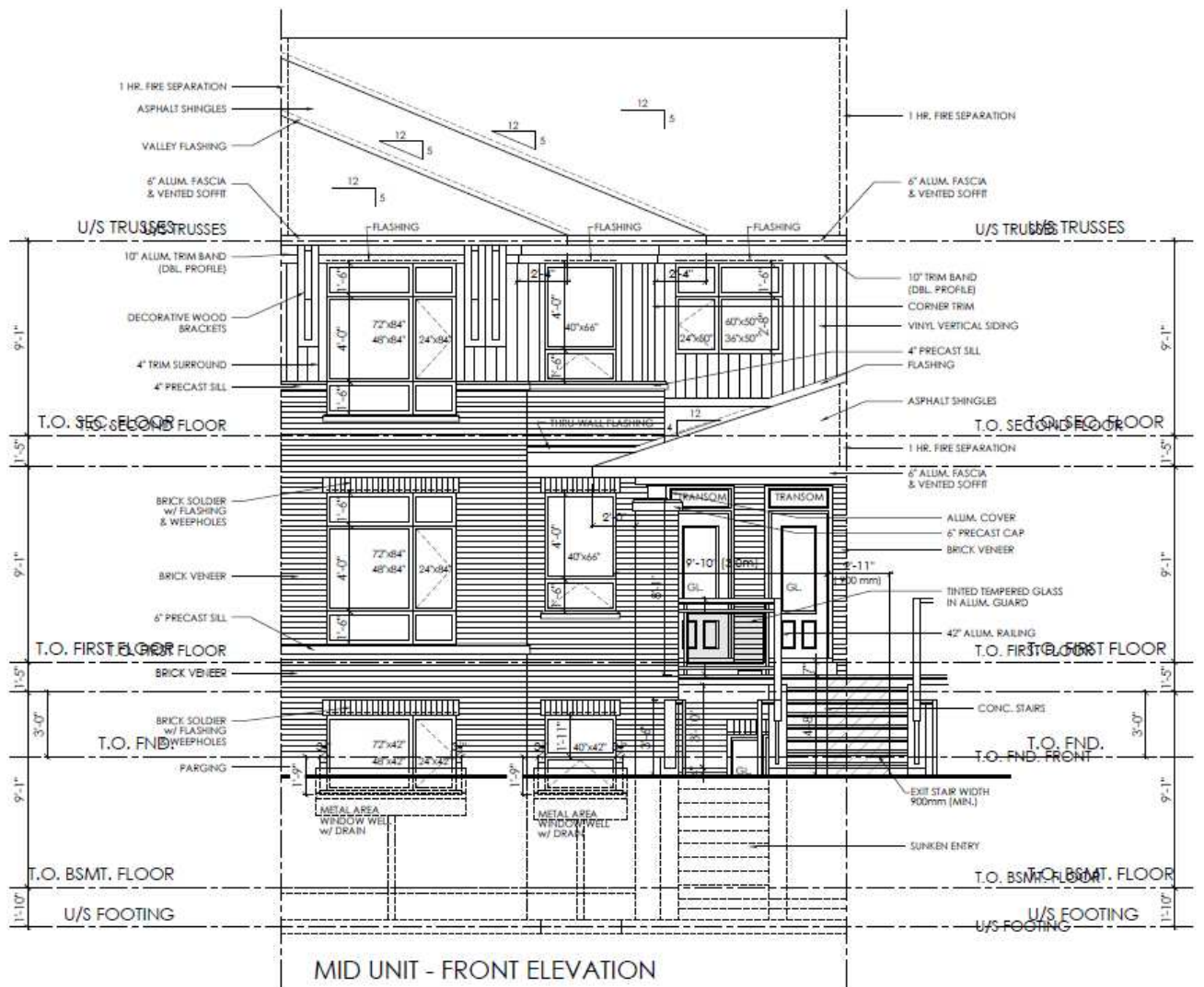


Figure 3-6: Proposed Building Elevation – Rear (Standard End/Mid-Unit) Elevation (M. David Blakely Architects, dated May 2013)

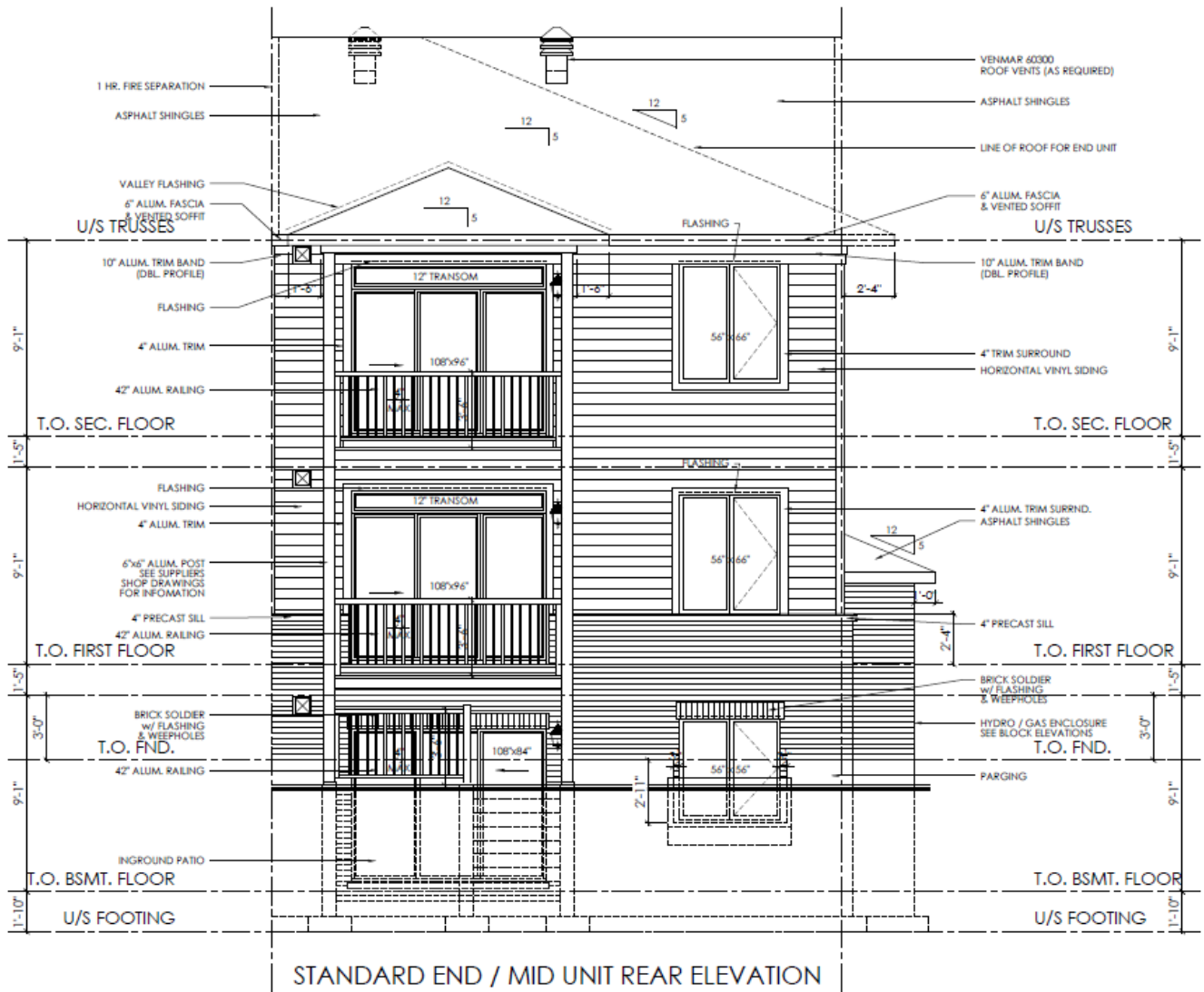
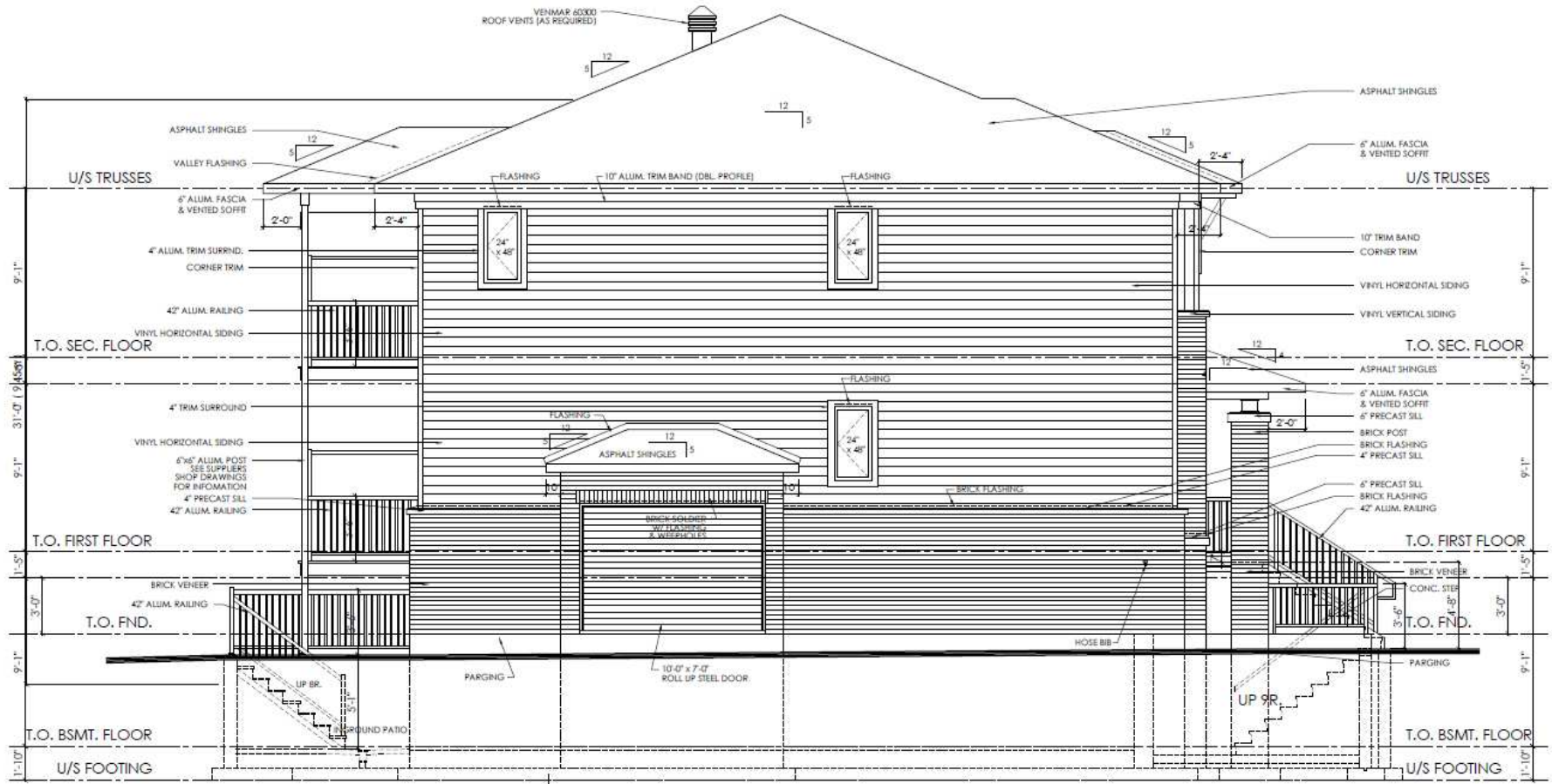


Figure 3-7: Proposed Building Elevation – Side (End Unit) Elevation (M. David Blakely Architects, dated May 2013)



END UNIT, SIDE ELEVATION w/ HYDRO/GAS METER ENCLOSURE

4 Policy and Regulatory Framework

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site.

4.1 Provincial Policy Statement, 2020

The Ministry of Municipal Affairs and Housing has released a new Provincial Policy Statement, 2020 (PPS), which came into effect on May 1, 2020. The 2020 PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the Province's economic, social, and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Planning for new development to take place in designated growth areas that has a compact form, a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including affordable housing, and other uses to meet long-term needs, and improving accessibility for persons with disabilities and older persons by addressing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

1. efficiently use land and resources;
2. 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;
3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
4. prepare for the impacts of a changing climate;
5. support active transportation;
6. are transit-supportive, where transit is planned, exists or may be developed; [...]

Further, Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states that 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.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to 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:

- “permitting and facilitating:
 2. all forms of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- directing the development of new housing towards location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- 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; [...] and
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Policy 1.8.1 provides that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

2. promote the use of active transportation and transit [...]; and
6. promote design and orientation which maximizes energy efficiency and conservation [...].

The proposed development is consistent with the 2020 PPS, as it represents residential development within a settlement area that utilizes land, existing infrastructure, and planned infrastructure efficiently. It provides for multi-unit housing which contributes to a range and mix of housing options to meet the social, health, economic and well-being

requirements of future residents. The proposed development is transit-supportive and promotes active transportation by locating housing in proximity to community facilities. It prepares for the impacts of a changing climate by providing electric vehicle charging stations for residents and visitors to use.

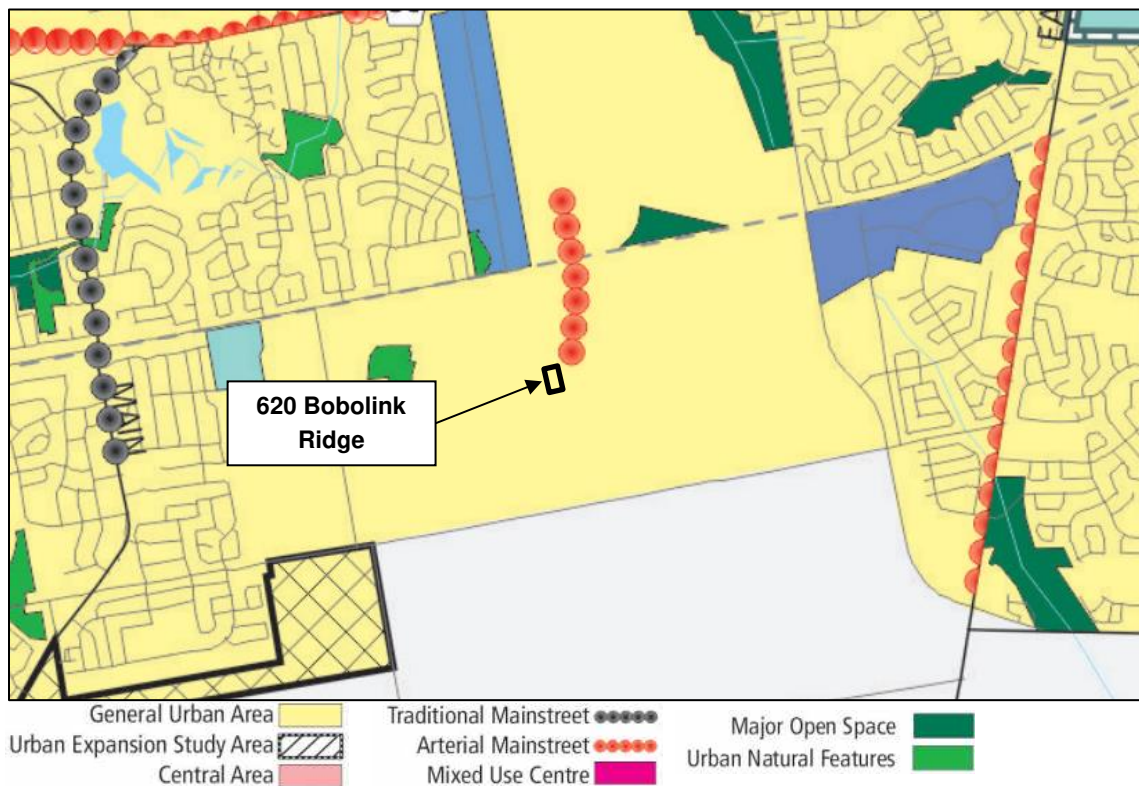
4.2 City of Ottawa Official Plan (2003, Website Consolidation)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

4.2.1 Land Use Designation

The site is located within the City’s urban boundary and is designated as **General Urban Area** on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**. Policy 3.6.1.1 states that the designation “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, industrial, cultural, leisure, entertainment and institutional uses.”

Figure 4-1: Schedule B - Urban Policy Plan (Excerpt), City of Ottawa Official Plan (2003, Website Consolidation)



Policy 3.6.1.3 continues on to state that, “Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.”

The following demonstrates conformity with relevant Official Plan policies.

4.2.2 Building a Sustainable City

The OP seeks to achieve Council’s vision of a sustainable, resilient and liveable city. This vision is also articulated in the City’s Strategic Plan, which identifies goals including the provision of housing options that are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents’ first choices for transportation.

4.2.3 Strategic Directions

Section 2.1 – Patterns of Growth indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop. Growth is to be directed to urban areas where services already exist or where they can be provided efficiently.

Section 2.2 – Managing Growth indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city’s liveable communities through new development on vacant land in designated growth areas that contributes to the completion of an existing community.

Section 2.5 – Building Liveable Communities encourages the development of communities that provide a variety of housing options in proximity to transit, community facilities and schools. The OP supports the creation of liveable urban environments that engage in collaborative community building through urban design.

Section 2.5.1 – Design Ottawa encourages good urban design and quality and innovative architecture. The design objectives of the proposed development are addressed in detail in **Section 4.3 Design Brief** of this Report.

The proposed development supports the strategic directions of the OP by accommodating growth and new residential uses within the urban area. The proposed

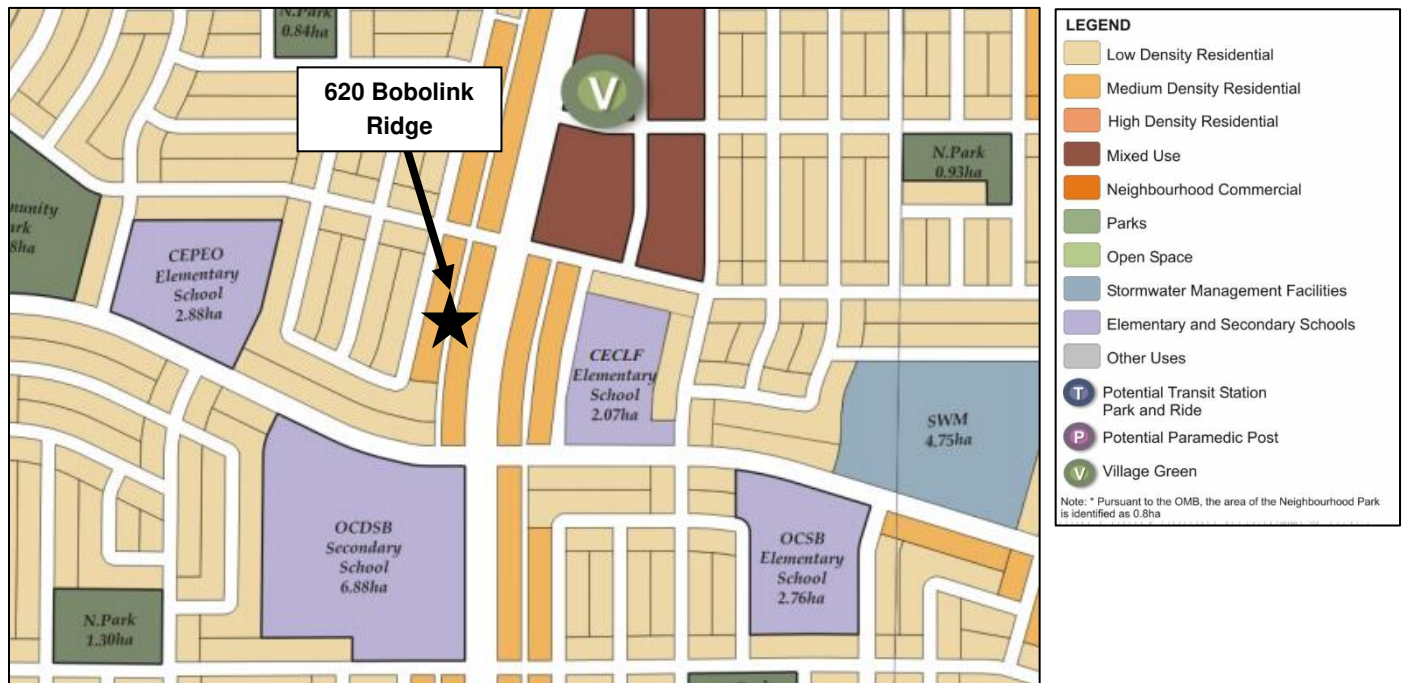
development contributes to providing housing choice within the City’s urban boundary and General Urban Area, that is transit-supportive and promotes active transportation. It provides a high quality of urban design that contributes to the existing and evolving character of the immediate neighbourhood.

4.2.4 Fernbank Community Design Plan (2010)

The purpose of the Fernbank Community Design Plan (CDP) (2010) is to provide a land use policy strategy that guides the development of the Fernbank community. The CDP established the Fernbank Community Land Use Plan to create a complete residential community with a full range of housing choices that is complimented by appropriate community facilities, such as parks and schools, while providing opportunities to work and shop in close proximity to the residential neighbourhoods.

The **site is designated as Medium Density Residential** in the Demonstration Plan of the Fernbank CDP, as illustrated in **Figure 4-2**. The proposed stacked dwellings in the development are permitted by Section 4.2.2 of the CDP, which permits a range of housing types, including stacked dwellings.

Figure 4-2: Demonstration Plan (Excerpt), Fernbank Community Design Plan (2010)



Section 4.2.2 specifies that Medium Density Residential Uses shall generally be located along arterial, minor collector or major collector roads, in proximity to community parks, facilities or

amenities, along hydro transmission corridors, or as serving as transition between non-residential and low-density residential uses.

The proposed development proposed at 620 Bobolink Ridge meets the CDP requirements for the following reasons: the site is at the intersection of an arterial road (Robert Grant Avenue) and a major collector (Cope Drive), is adjacent to the future OCSD secondary school, and provides transition between the low-density residential uses to the west and Robert Grant Avenue.

The overall residential density targets for the Fernbank Community are specified in Table 2, Section 4.3 of the CDP. For Medium Density uses, the target density is 50 to 60 dwelling units per hectare. The proposed development meets the density target as it would have a density 53 dwelling units per hectare (84 units / 1.60 hectares). Therefore, the proposed development conforms to the CDP's density requirements.

The proposed development conforms with the Fernbank Community Design Plan. The use, location and density meet the requirements of Medium Density Residential designation. The proposed development will locate housing along an arterial road that serves as transition to the residential neighbourhood to the west; provide housing in proximity to community facilities, and contribute to meeting the residential density targets for the Fernbank community.

4.2.5 Annex 1 – Road Classification and Rights-of-Way

As per Section 2.0 of the OP, the City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads. The entire length of Cope Drive has a ROW protection of 24 metres. This widening was dedicated through Phase 1 of the CRT Westwood Plan of Subdivision. As part of the Site Plan Control application no road modifications are proposed to Cope Drive.

4.3 Design Brief

The Planning Act gives municipalities the authority to require that a Design Brief be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the OP sets out the information and/or reports which may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan application, the City has requested a Design Brief be included.

Policy 4.11.1 of the OP establishes the content to be considered in the Design Brief, including:

- “The provisions of this Plan that affect the design of a site or building;
- Design Guideline(s) approved by Council that apply to the area or type of development; and
- The design provisions of a community design plan or secondary plan.”

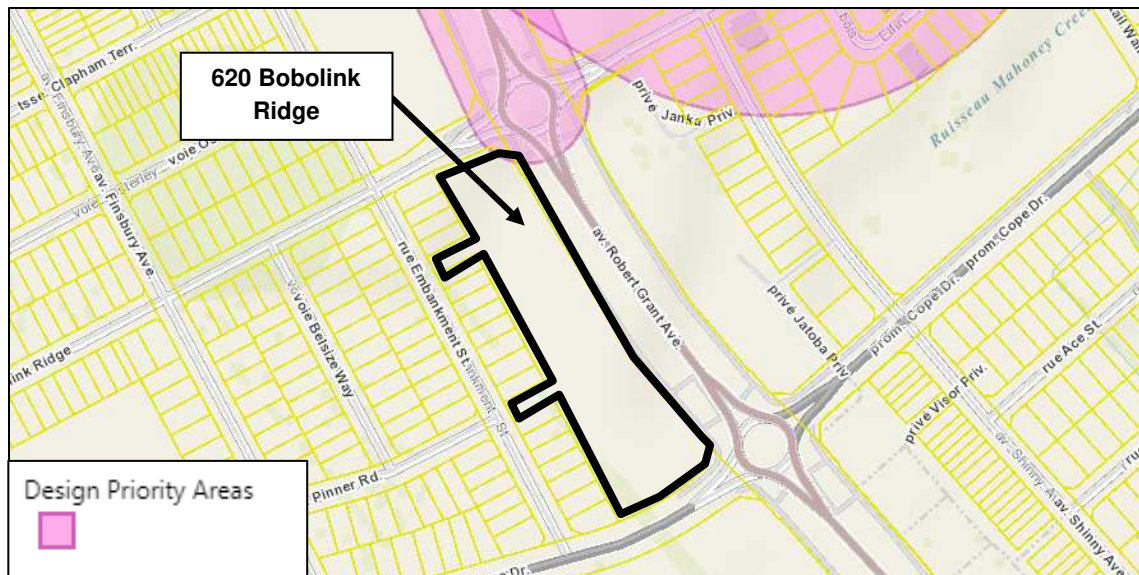
The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

4.3.1 Designing Ottawa

Policy 3.6.1.2 of the OP states that development proposals within the General Urban Area will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

Section 2.5.1 recognizes Design Priority Areas. Development applications for lands within Design Priority Areas are required to participate in the Urban Design Review Panel (UDRP) where they are subject to enhanced urban design review. While the northeast property line intersects with Design Priority Area designation, it is exempted from review by the UDRP, as shown in **Figure 4-3** and confirmed by City Staff at the Pre-consultation meeting held on February 22, 2021.

Figure 4-3: Design Priority Area Boundaries (GeoOttawa, 2021)



Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an

established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' with the existing and planned function" (Section 2.5.1).

The proposed development supports the seven (7) urban design objectives set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies, "Proponents are free to respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan."

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed development maintains the residential nature of the surrounding area while creating a higher density node at a prominent corner and entrance to the community, and along the Robert Grant Avenue Bus Rapid Transit corridor.

2. To define quality public and private spaces through development.

- The proposed development will clearly define the public street from the private street through the design and orientation of the buildings and street network.
- With respect to public space, the proposed development will enhance the existing public realm along Bobolink Ridge, Robert Grant Avenue and Cope Drive through unique streetscaping features and architectural articulation, to form an attractive street frontage.
- With respect to private space, the proposed development will feature a communal outdoor amenity area adjacent to Robert Grant Avenue. This shared space will facilitate interaction and a sense of community among tenants.

3. To create places that are safe, accessible and are easy to get to, and move through.

- The proposed development will have two (2) accesses from Embankment Street, an existing Local Road, that will connect the site to Robert Grant Avenue. The site is also in proximity to future Rapid Transit Park-and-Ride Stations at the corners Robert Grant Avenue and Abbott Street and at Robert Grant Avenue and Fernbank Road.

4. To ensure that new development respects the character of existing areas.

- The site is located within the Fernbank community, which is primarily comprised of a mix of low and medium density residential uses. The proposed development will contribute to the existing mix of residential uses, support the ongoing development of the CRT Westwood subdivision, and conform with the Fernbank Community Design Plan.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- The proposed development introduces an additional housing option to the community that contributes to the diversity of housing options and rental unit sizes in the area.

6. To understand and respect natural processes and features in development design.

- The proposed development respects the natural processes and features in development design by using the existing available infrastructure on the site (i.e. stormwater). The site will include ample landscaping in the front and rear yards, to minimize the impact of the building area.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

- The proposed development will represent a compact form of residential development that reduces land consumption and are in proximity to public transit services. Electric Vehicle charging stations are proposed for the development.

In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP.

Table 4-1 provides an evaluation of the proposed development against the compatibility criteria set out in Section 4.11.

Table 4-1: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria

Policies	Measure of Compatibility
Views	The proposed development is of a similar scale to the existing apartment buildings east of Robert Grant Avenue. The private street provides adequate separation between the proposed development and the future detached dwellings along Embankment Street to the west.
Building Design	The proposed development design fits within the planned character and function of the Fernbank community by providing a low-rise residential use that conforms to the City’s goals, objectives, and policies for the area in the Official Plan and Fernbank Community Design Plan. The proposed development contributes to a high-quality pedestrian environment on Robert Grant Avenue and surrounding local street network by providing enhanced streetscaping through the use of landscaping and architectural features and materials.
Massing and Scale	The zoning for the site directs building design and massing that the proposed development must comply with. The maximum height permitted in the Zoning By-law for the site is 11.0 m. The proposed development would have a building height of approximately 9.45 metres, which is below the maximum permitted. Accordingly, the proposed development is of an appropriate massing and scale.
Outdoor Amenity Areas	The proposed development will include a communal outdoor amenity area of approximately 500 m ² in between the townhouse blocks, which exceeds the zoning requirement.
Traffic	A Transportation Impact Assessment (TIA) and Screening form was prepared for the proposed development. It was determined that a TIA was not required because the minimum unit threshold of 90 townhouse units was not met (84 units are proposed).

Policies	Measure of Compatibility
Vehicular Access	Two private road connections are proposed onto Embankment Street. The proposed private streets would have widths of 6.7 metres. A 9.0 metre centre line turning radii are provided to accommodate emergency vehicles and city waste collection services. No vehicular access is proposed on Robert Grant Avenue.
Parking Requirements	On-site parking spaces are provided in accordance with the parking space rates in Sections 101 and 102 of the Zoning By-law. An at-grade parking lot will provide resident and visitor parking spaces adjacent to the townhouse buildings.
Loading Areas, Surface Areas and Outdoor Storage	The proposed development contains a loading area for the communal utility building for City waste collection.
Lighting	The proposed buildings are separated from the future detached dwellings along Embankment Street by a private street. This will limit the potential for spill over or glare from exterior lights on the buildings. Landscaping is proposed along the western property line to minimize the impact of headlight glare of the future detached dwellings.
High-Rise Buildings	N/A
Public Art	N/A
Design Priority Areas	The site is not within a Design Priority Area.
First Nations Peoples Design Interests	N/A

The proposed development meets the intent of the City of Ottawa’s urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.

4.4 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation May 12, 2021)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation May 12, 2021), the site is currently zoned Residential Fourth Density, Subzone Z (R4Z), as illustrated in **Figure 4-4**. The surrounding properties are zoned for residential and institutional uses.

Based on the site plan prepared by M. David Blakely Architects Inc., dated March 25, 2021, **Table 4-2** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the R4Z Zone. **No minor variances are anticipated to accommodate the proposed development.**

Table 4-2: Zoning Compliance for Residential Fourth Density Zone, Subzone Z

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum lot width – Sec. 162, Table 162A (iv)	18 m	N/A	41.49 m - Yes
Minimum lot area – Sec. 162, Table 162A (v)	1,400 m ²	N/A – irregular lot	16,034.83 m ² - Yes
Maximum building height – Sec. 162, Table 162A (vi)	15.0 m	N/A	9.45 m - Yes
Minimum front yard setback – Sec. 162, Table 162A (vii)	3.0 m	N/A	5.48 m - Yes
Minimum corner side yard setback – Sec. 162, Table 162A (viii)	3.0 m	N/A	4.04 m - Yes
Minimum rear yard setback – Sec. 162, Table 162 (ix)	6 m Endnote 1: Despite the definitions of rear yard and interior side yard, buildings in a PUD must be located so that they are set back, (a) an amount equal to the minimum required rear yard setback for the dwelling type proposed , from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 metres, Dwelling, Stacked Endnote 6: Where located outside of Area A of Schedule 342, the minimum required rear yard setback is 6 metres. Notwithstanding the foregoing, where the rear lot line	N/A	6.02 m - Yes

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>abuts the interior side lot line of an abutting lot, the minimum required rear yard setback is equal to the minimum required interior side yard setback of the abutting lot along each point of the shared lot line.</p>		
<p>Minimum interior side yard setback – Sec. 162, Table 162A (x)</p>	<p>1.5 m for the first 21 metres 6 m from 21 metres onwards</p> <p>Endnote 1: Despite the definitions of rear yard and interior side yard, buildings in a PUD must be located so that they are set back,</p> <p>(b) an amount equal to the minimum required interior side yard setback for the dwelling type proposed, from a lot line where it abuts a side yard on an abutting lot for the first 18 metres back from the street and 25 percent of the lot depth for the remainder, to a maximum 7.5 metres,</p> <p>Dwelling, Stacked</p> <p>Endnote 6: Interior Side Yard Setback: For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows:</p> <p>Where the building wall is equal to or less than 11 m in height: 1.5 m</p> <p>In all other circumstances the minimum required interior side yard setback is 6 m.</p>	<p>N/A</p>	<p>7.0 m - Yes</p>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum setback for any wall of a residential use building to a private way Table 131, (2)	1.8 m	N/A	3.3 m - Yes
Minimum separation area between buildings within a planned unit development, where the height of abutting building within the PUD is less than or equal to 14.5 m, Table 131, (4)(a)	1.2 m	N/A	9.5 m - Yes

4.4.2 Amenity Area Provisions

The Zoning By-law contains provisions for amenity areas, as set out in **Table 4-3**.

Table 4-3: Amenity Area Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum required amenity area for a Stacked dwelling of 9 or more dwelling units	Total Amenity Area: 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit. Communal Amenity Area: A minimum of 50% of the required total amenity area	Total Amenity Area = 504 m ² Stacked dwelling: 6m ² x 84 units = 504 m ² Community Amenity Area: 50% of 504 m ² = 252 m ²	Total Amenity Area = 1,526.0 m ² - Yes Private amenity area (balconies and patios): 6.5m ² x 84 units = 546 m ² Communal amenity area = 980 m ² - Yes

4.4.3 Accessory Structure and Waste Management Provisions

The Zoning By-law contains provisions for accessory uses, buildings and structures, as well as provisions for waste management, as set out in **Table 4-4**. The proposed development includes a garbage enclosure, accessory to the proposed Planned Unit Development, and located between Block 3 and Block 4.

Table 4-4: Provisions for Accessory Uses, Buildings and Structures, and Waste Management

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum setbacks for an accessory structure – Sec. 55, Table 55(1)&(3)	(1) From a front lot line: same as principal building – 3 m (3)(e) From an interior side lot line or rear lot line not abutting a street: (i) in a front or interior side yard – same as principal building – 3 m ; (ii) in a rear yard – 0.6 m	N/A	102.46 m – Yes 17.7 m – Yes
Minimum required distance from any other building located on the same lot, except for a hot tub – Sec. 55, Table 55(4)	1.2 m	N/A	17.50 m - Yes
Maximum permitted height for a communal accessory structure for garbage or bicycles – Sec. 131(7)	Despite Section 55, where a communal accessory building is for garbage or bicycles the maximum permitted height is 4.5m and the maximum size is 200 m ²	N/A	4.47 m – Yes 154 m ² - Yes
Maximum number of accessory buildings permitted on a lot – Sec. 55, Table 55(7)	2	N/A	1 – Yes
Path for movement of garbage contains between a garbage storage area and the street line – Sec. 143(1)(a)	In an R4 Zone, any building exceeding 400 m ² in total floor area must provide: (a) a path for the movement of garbage contains between a garbage storage area and the street line, and such path must be: (i) not less than 1.2 m in width; (ii) unobstructed by any window well, depression or grade change that would impede the movement of a wheeled garbage container; (iii) for that part of the path located outside a building, paved or finished with hard landscaping and may be on a driveway or walkway.	N/A	3.50 m - Yes

4.4.4 Parking Provisions

The site is within Area Z on Zoning By-law Schedule 1A, as illustrated in **Figure 4-5**. The requirements of the Zoning By-law as they pertain to the proposed development have been identified in **Table 4-5**.

Figure 4-5: Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via geoOttawa, 2021)

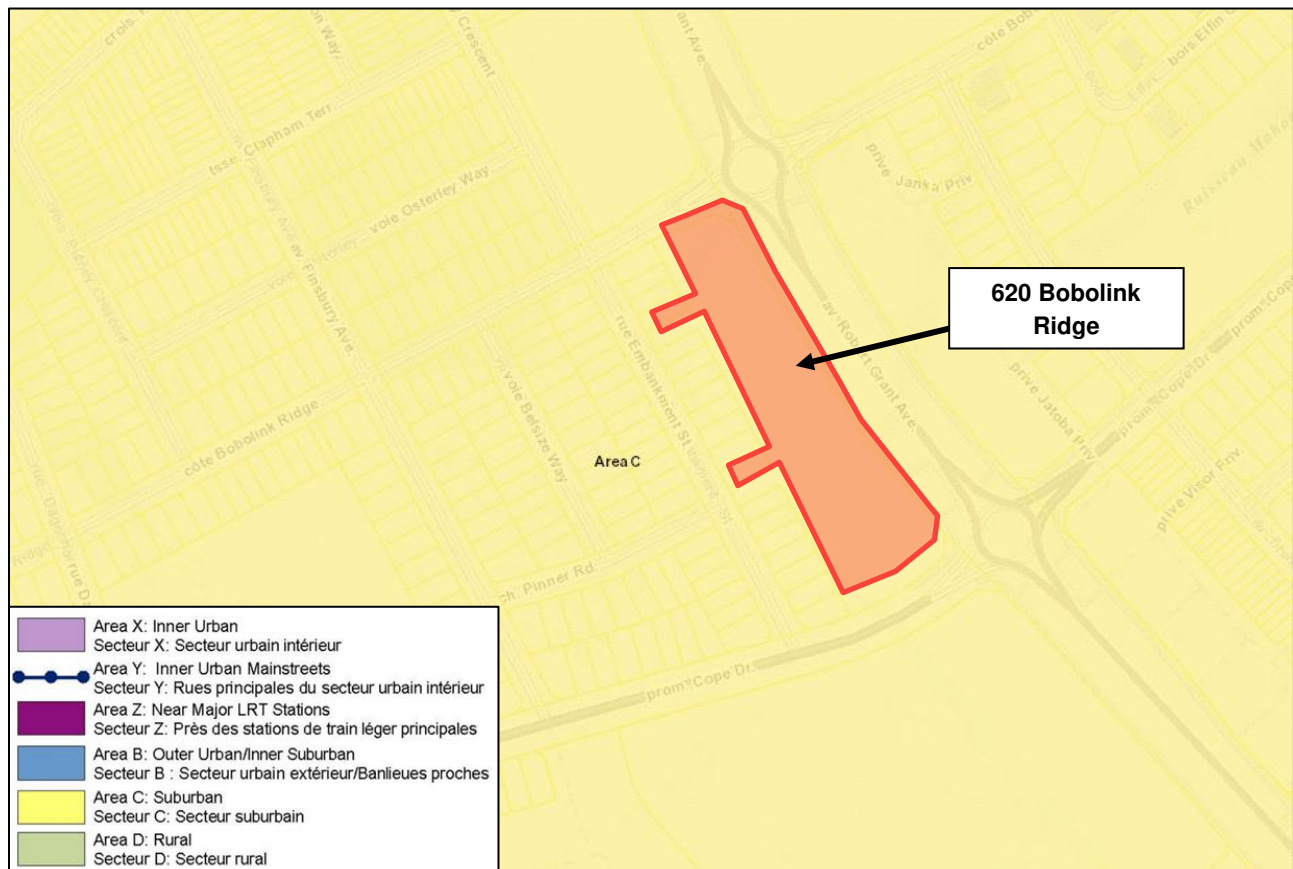


Table 4-5: Parking and Loading Space Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area C – Sec. 102, stacked dwelling	1.2 per dwelling unit	84 units x 1.2 = 100.8 (101) parking spaces	113 parking spaces – Yes
Minimum visitor parking space rate for Area C, stacked dwelling – Sec. 102, Table 102 (iii)	0.2 per dwelling unit	84 units x 0.2 = 16.8 (17) parking spaces	17 parking spaces - Yes

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Dimension requirements for a motor vehicle parking space – Sec. 106(1)	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	2.6 m – Yes, 5.2 m - Yes
	(b) Length	Minimum length of 5.2 m	N/A	
Minimum number of bicycle parking spaces for stacked dwelling without a garage or carport for each dwelling unit – Sec. 111(2), Table 111A(b)(i)		0.50 per dwelling unit	84 units x 0.50 = 42 spaces	70 spaces (50 interior spaces + 20 exterior spaces) – Yes
Bicycle parking spaces may be located in landscaped area – Sec. 111 (7)		Max. of 50% of the required spaces or 15 spaces, whichever is greater	50% x 42 required spaces = 21 spaces	20 spaces - Yes
Minimum number of barrier-free parking spaces - Sec. 111, Table 112, Ottawa Traffic and Parking By-law 2017-301		2 spaces for public parking areas with 100-199 parking spaces	N/A	2 parking spaces - Yes
Minimum width of barrier-free parking spaces - Sec. 112(1)(a)(i) Ottawa Traffic and Parking By-law 2017-301		3.66 m	N/A	3.66 m - Yes
Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)(ii)		6 m for a double traffic lane	N/A	6.0 m - Yes
Minimum aisle width – Sec. 107(c)(ii)		In the case of a parking garage, or parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide	N/A	6.0 m - Yes
Minimum width of a private way, Sec. 131, Table 131(1)		6 m	N/A	6.0 m - Yes
Maximum width of a private approach intended for two-way vehicular traffic – Sec. 25, 1(c),		9 m	N/A	6.0 m - Yes

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Ottawa Private Approach By-law 2003-447			
Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110	Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of: (a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer; (b) in addition to the landscaped buffer, interior landscaping may be provided including various landscaped island, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.	36% = Total Landscaped Area (1,708.50 m ²) / Parking Lot Area (4,766.81 m ²)	36% - Yes
	Requirement for landscaped buffer for a parking lot containing 100 or more spaces: <ul style="list-style-type: none"> – Abutting a street: 3 m – Not abutting a street: 3 m 	N/A	3.0 m - Yes
Outdoor loading and refuse collection areas within a parking lot – Sec. 110(3)	Requirements: <ul style="list-style-type: none"> – 9 m from a lot line abutting a public street – 3 m from any other lot line – Screened from view by an opaque screen with a min. height of 2 m 	N/A	8.5 m - Yes

The proposed development complies with the general intent of the Zoning By-law.

5 Summary of Opinion

It is the professional opinion of WSP that the proposed Planned Unit Development consisting twelve (12) four (4) storey townhouse buildings at 620 Bobolink Ridge represents good land use planning and is appropriate for the site for the following reasons:

- a) The proposed development supports and is consistent with the 2020 Provincial Policy Statements.
- b) The proposed development conforms to the strategic directions and policies of the Official Plan by supporting growth within the urban boundary that contributes to liveable communities and expands housing options.
- c) The proposed development meets several policies under the urban design objectives in Section 2.5.1, and the compatibility criteria in Section 4.11 of the OP.
- d) The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the Site Plan Control approval being sought to support the proposed development at 620 Bobolink Ridge represents good planning and is in the public interest.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114, or Samantha.Gatchene@wsp.com or 613-690-1114 if you have any questions or require additional information.

Yours truly,

WSP



Nadia De Santi, MCIP, RPP
Practice Lead



Samantha Gatchene, BES
Planner

APPENDIX

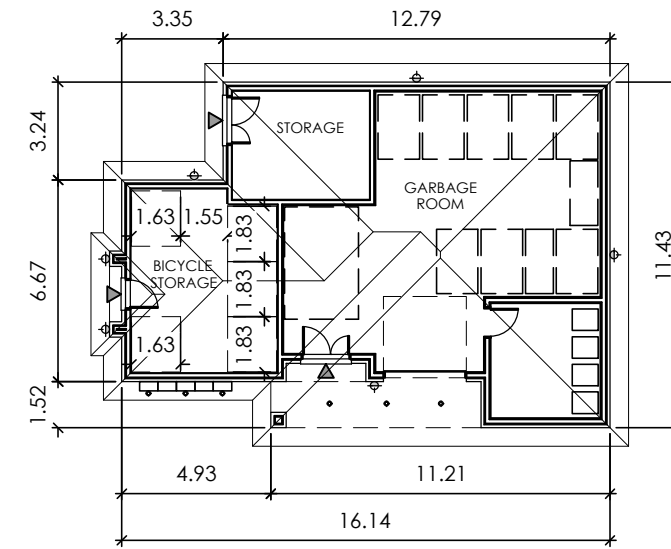
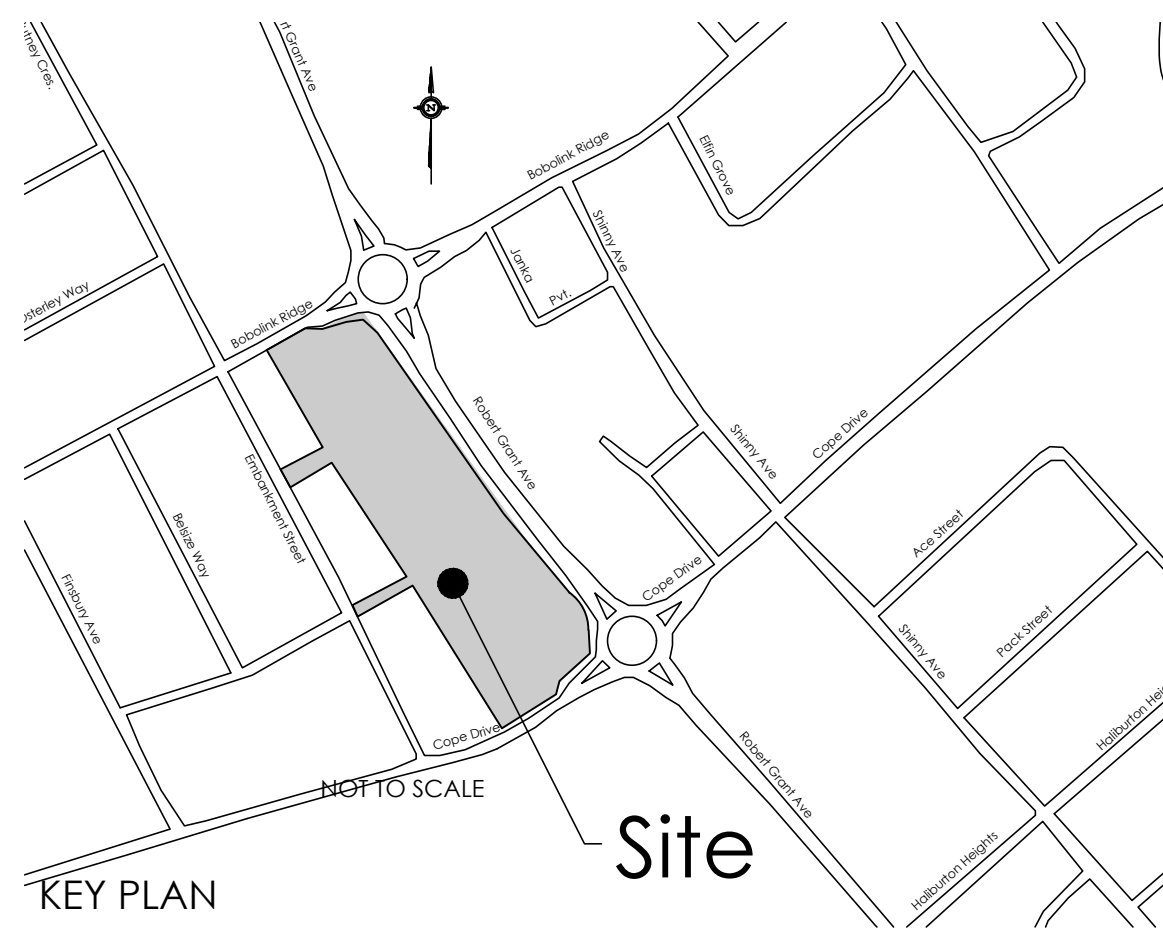
A

PLAN OF SUBDIVISION

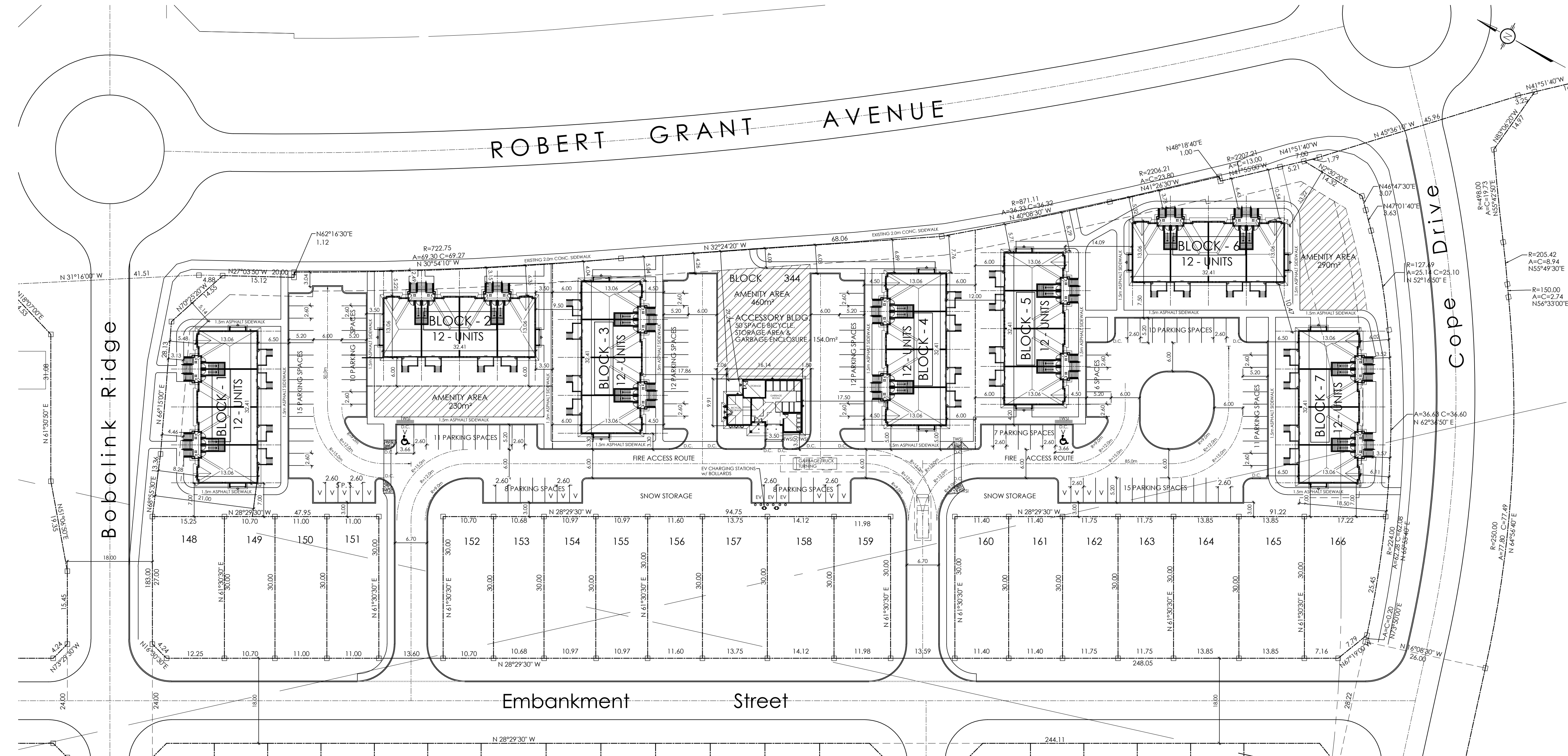
APPENDIX

B

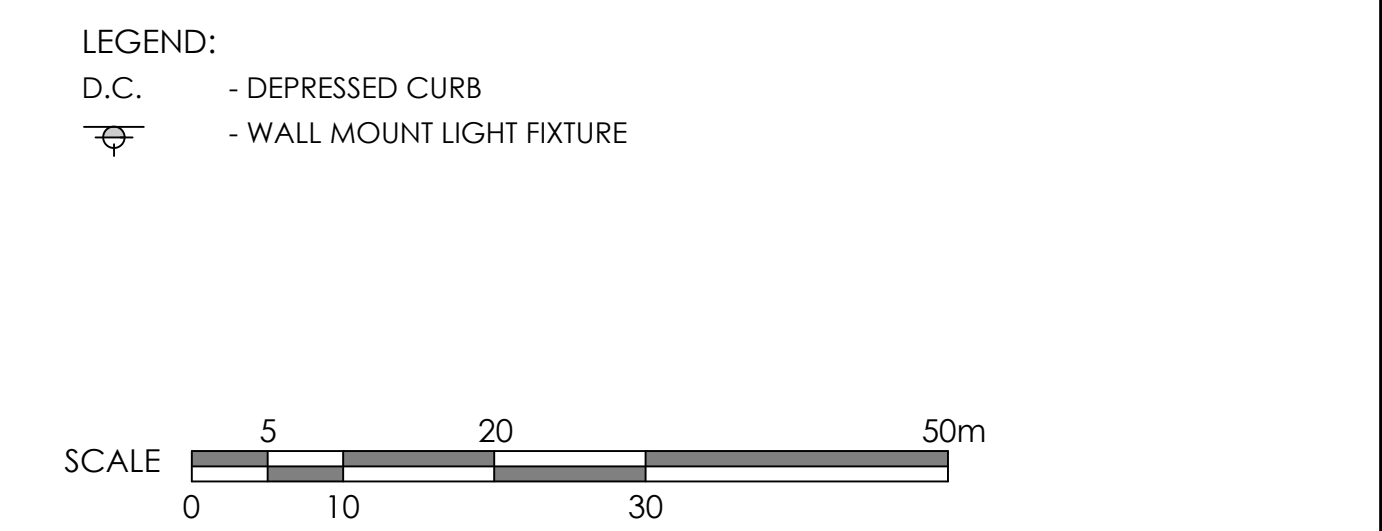
SITE PLAN



ACCESSORY BUILDING - 154m²
50 BICYCLE PARKING SPACES



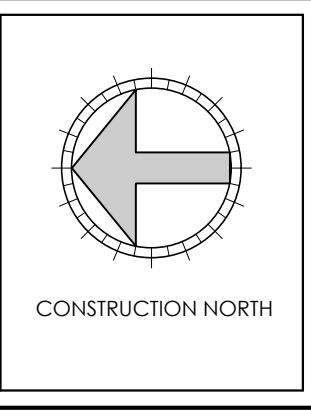
SITE INFORMATION :			
PROPOSED ZONING : R4Z - PERMITTED USES : - PLANNED UNIT DEVELOPMENT - STACKED DWELLING UNITS			
SITE AREA : 16,034.83 m ² TOTAL BUILDING AREA : 3,038.0 m ²			
PROPOSED ZONING:	R4Z	PROVIDED:	
LOT AREA (MIN.):	1,400.0 m ²	16,034.83 m ²	
LOT WIDTH (MIN.):	18.0 m	41.49 m	
BUILDING HEIGHT (MAX.):	11.0 m	9.45 m	
FRONT YARD (MIN.):	3.0 m	5.48 m	
CORNER SIDE YARD (MIN.):	3.0 m	4.04 m	
REAR YARD (MIN.):	6.0 m	6.02 m	
INTERIOR SIDE YARD (MIN.):			
Within 21m of Front Lot Line	1.5 m	7.00 m	
BUILDING SPACING :			
BETWEEN BUILDING & PRIVATE WAY	1.8 m	1.80 m	
BETWEEN GARAGE & PRIVATE WAY	5.2 m	n/a	
BETWEEN BUILDINGS	1.2 m	9.50 m	
MINIMUM LANDSCAPED AREA :	30.0%	31.6 % (10,977.8m ²)	
PORCH STAIR TO LOT LINE (SECTION 65)	0.60 m	2.49 m	
TOTAL AMENITY AREA REQUIRED :			
- STACKED DWELLING 6.0m ² x 84 = 504.0 m ²			
- PRIVATE AMENITY AREA - (BALCONIES & PATIOS) 6.5m ² x 84 = 546.0 m ²			
COMMUNAL AMENITY AREA REQ'D. (MIN.):			
- COMMUNAL AMENITY AREA - 980.0 m ²			
TOTAL AMENITY AREA PROVIDED : 1,526.0 m ²			
ACCESSORY BUILDING BUILDING HEIGHT (MAX.):	R4Z 4.5 m	PROVIDED: 4.47 m	
FLOOR AREA (MAX.):	200.0 m ²	154.0 m ²	
TERRACE FLATS PARKING :			
PARKING REQUIRED : 1.2 Spaces / (84) d.u. + 0.2 / (84) d.u. (Visitor) = 100.8 + 16.8 = 117.6 Spaces			
PARKING PROVIDED : 113 Spaces + 17 Visitor Spaces = 130 Spaces			
BICYCLE PARKING REQUIRED : 84 (0.5 / d.u.) = 42.0 Spaces			
BICYCLE PARKING PROVIDED : 50 Interior Spaces			
TERRACE FLATS :			
BLOCK No. :	BUILDING AREA:	GROSS FLOOR AREA:	No. UNITS:
BLOCK 1 = TERRACE FLATS	412.0 m ²	1,219.0 m ²	12 UNITS
BLOCK 2 = TERRACE FLATS	412.0 m ²	1,219.0 m ²	12 UNITS
BLOCK 3 = TERRACE FLATS	412.0 m ²	1,219.0 m ²	12 UNITS
BLOCK 4 = TERRACE FLATS	412.0 m ²	1,219.0 m ²	12 UNITS
BLOCK 5 = TERRACE FLATS	412.0 m ²	1,219.0 m ²	12 UNITS
BLOCK 6 = TERRACE FLATS	412.0 m ²	1,219.0 m ²	12 UNITS
BLOCK 7 = TERRACE FLATS	412.0 m ²	1,219.0 m ²	12 UNITS
BICYCLE / GARBAGE =	154.0 m ²		
TOTAL =	3,038.0 m ²	8,533.0 m ²	84 UNITS
SNOW STORAGE : SNOW STORAGE WILL BE OFF SITE.			
NOTE:			
SITE PLAN TO BE READ IN CONJUNCTION WITH :			
- SITE SERVICING PLAN PREPARED BY _____			
- LANDSCAPING PLAN PREPARED BY _____			
- BOUNDARIES DERIVED FROM: PLAN 4M-1619 BLOCK 344			
PREPARED BY: ANNIS OSULLIVAN VOLLEBEK LTD.			
- STREET TOPO INFORMATION DERIVED FROM _____			



M. David Blakely
Architect Inc.
2200 Prince of Wales Dr., Suite 101
Ottawa, Ontario K2E 6Z9
Phone (613) 226-8811 Fax (613) 226-7942

GENERAL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL DIMENSIONS. ANY DISCREPANCY MUST BE REPORTED TO M. DAVID BLAKELY ARCHITECT INC.
2. ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH ALL CODES, REGULATIONS, AND BY-LAWS.
3. ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST THE PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH THE PLANS IN CONTRACT DOCUMENTS.
4. DO NOT SCALE DRAWINGS.
5. THIS DRAWING SHALL NOT BE USED FOR PERMIT OR CONSTRUCTION UNLESS THE DRAWING BEARS THE ARCHITECT'S SEAL AND SIGNATURE.
6. THIS REPRODUCTION SHALL NOT BE ALTERED



10.			
9.			
8.			
7.			
6.			
5.	25/06/21	REVISED SIDEWALKS @ BLKS. 6 & 7	SM
4.	09/04/21	AS PER RICHCRAFT	SM
3.	25/03/21	FOR REVIEW	SM
2.	28/07/20	FOR REVIEW	SM
1.	10/07/20	FOR REVIEW	SM
No.	DATE	DESCRIPTION	INIT.

20.			
19.			
18.			
17.			
16.			
15.			
14.			
13.			
12.			
11.			
No.	DATE	DESCRIPTION	INIT.

PROJECT: 84 UNIT TERRACE FLATS 344 KANATA BLOCK 344 OTTAWA, ONT.

CLIENT: **RICHCRAFT** Group Of Companies

DRAWING TITLE: **SITE PLAN**

DATE: JULY, 2020. SCALE: 1:500 SHEET No. **SP-1**

DRAWN BY: SBM CHECKED: MDB