

Site Plan Control Application

1615 Orleans Boulevard, Ottawa ON

Planning Justification Report



Prepared for North American Development Group
by Arcadis IBI Group
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1 Introduction

Arcadis IBI Group Professional Services (Canada) Inc. (“IBI Group”) was retained by North American Development Group to prepare a Planning Justification Report in support of Site Plan Control application for a Planned Unit Development located at 1615 Orleans Boulevard in Ottawa, Ontario (the “site” or “subject site”).

This Planning Justification Report describes the proposed development and surrounding context, provides an overview of the purpose and effect of the development application, and establishes a professional planning rationale for the application by demonstrating how the proposed development conforms to applicable planning policy and represents good planning.

Figure 1. Overall development concept - 1615 Orleans Boulevard.

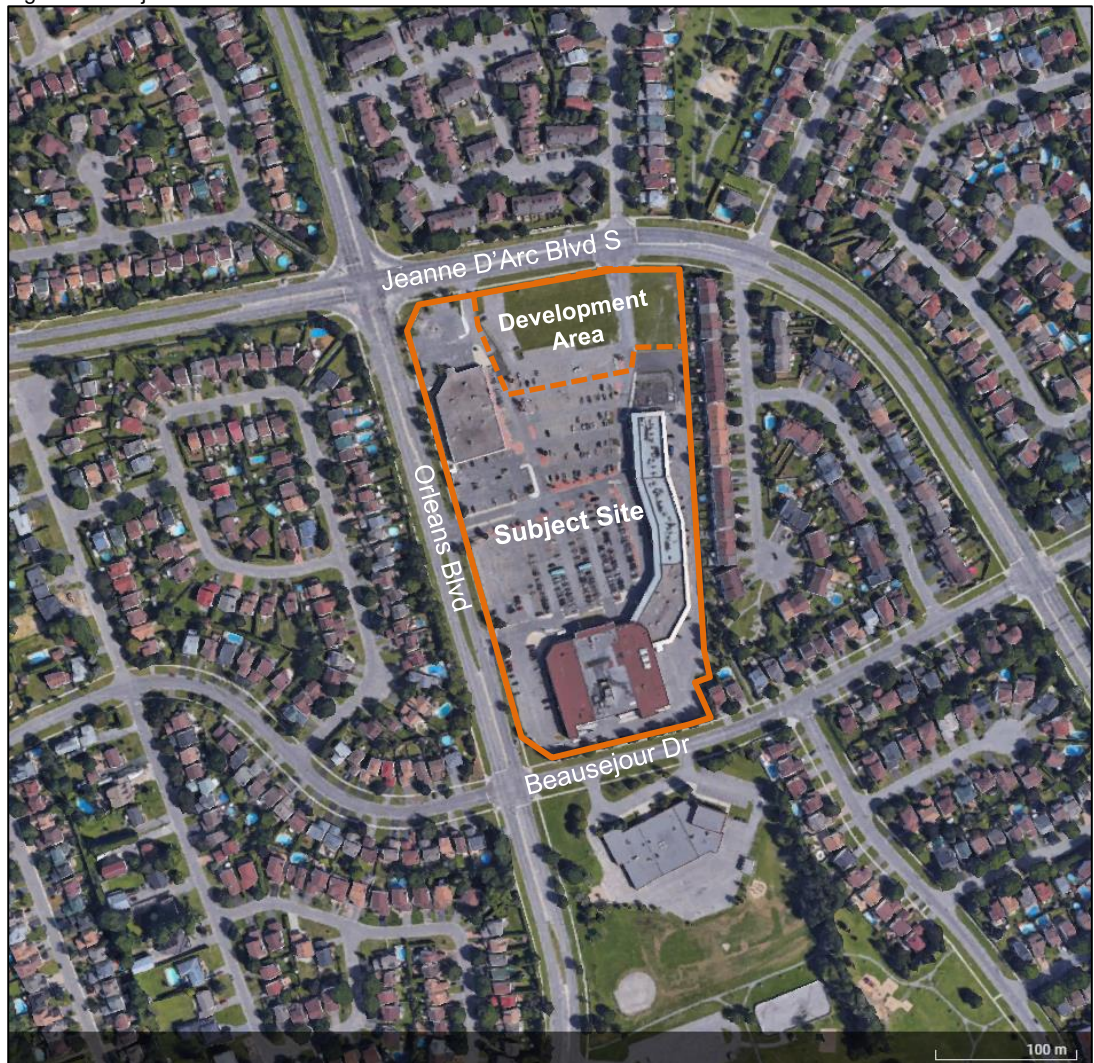


2 Subject Site and Surrounding Context

2.1 Subject Site

The Site Plan Control application is for a portion of the lands municipally known as 1615 Orleans Boulevard, and legally described as Lots 3 and 5 Concession 2 (Ottawa Front), Geographic Township of Gloucester, now in the City of Ottawa. The subject site is an existing low-rise commercial plaza with two multi-tenant buildings. Current uses include a veterinary clinic, pet store, restaurants, salon, dry cleaner, physiotherapy clinic, dollar store, pharmacy, and grocery store. Parking spaces are provided within the interior of the site on surfaced parking lots. A landscaped buffer surrounds the perimeter of the site, and landscape strips line drive aisles throughout the parking lot. The topography of the site is relatively flat and the northern portion of the site, where the proposed development is located, is undeveloped and grassed. The commercial plaza can be accessed from three (3) access points along Orleans Boulevard and two (2) access points along Jeanne D'Arc Boulevard South.

Figure 2: Subject Site.



2.2 Surrounding Context

The subject site is in the Chateaufort community in Orleans, Ottawa. The immediate surroundings are generally characterized by residential areas, green spaces, and schools. Further to the north of the subject site is the Queensway; to the east is the community of Queenswood Heights; to the south is Chapel Hill South; and to the west is Chapel Hill North.

NORTH

Immediately north of the site is Jeanne D'Arc Boulevard South which acts as a north-south corridor leading to the Queensway to the north and Innes Road to the south. Across from Jeanne D'Arc Boulevard South is a residential neighborhood consisting of a mix of single-detached dwellings and townhouses, Garneau Park, and the Garneau French Catholic Highschool.

Figure 3: View looking north from the centre of the subject site.



EAST

Immediately east of the site is a row of fencing dividing the subject site from the rear yards of a line of townhouses that front onto Cedar Mills Road. Cedar Mills Road terminates in a cul-de-sac on which Cedar Mills Park is found. The area east of Cedar Mills Road contains a mix of low-rise residential dwellings ranging from single detached, multi unit, and townhouse dwellings.

Figure 4: View looking east from Jeanne D'Arc Boulevard South and Montcerf Court.



SOUTH

The lands immediately to the south of Beausejour Drive accommodates St. Kateri Tekakwitha Catholic Elementary School, Barrington Park, the Orleans Ottawa Public Library branch, and low-rise residential uses. Further south is Innes Road, an east-west arterial road with various commercial, employment, and industrial uses.

Figure 5: View looking south from the centre of the subject site.



WEST

Immediately west of the site is Orleans Boulevard which acts as a north-south corridor leading to Convent Glen to the north and Innes Road to the south. The low-rise residential neighbourhood of Chapel Hill South is located further west and is generally characterized by single detached dwellings.

Figure 6: View looking west from the western edge of the subject site.



3 Development Proposal

3.1 Site Design

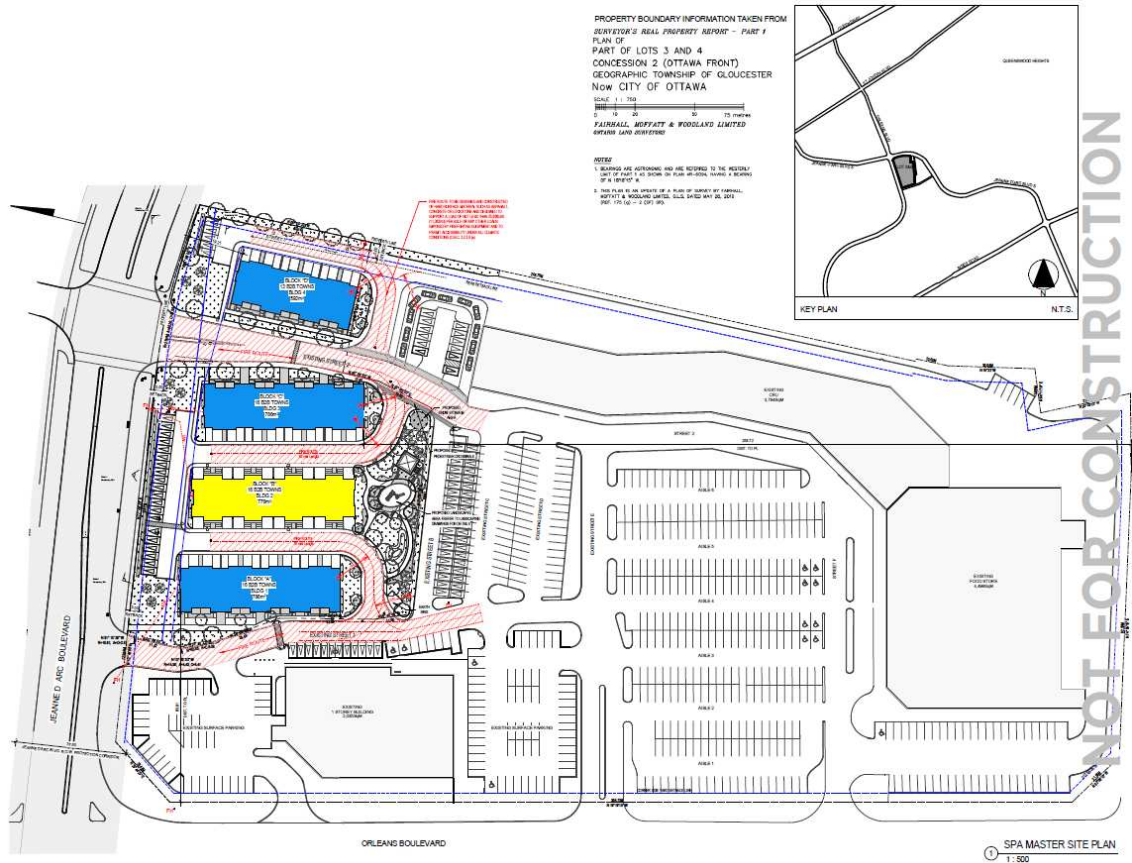
The proposal is for a Planned Unit Development (PUD) consisting of 60 dwelling units divided between four (4) blocks of back-to-back townhouses. Amenity space, internal private roads, and 25 surface parking spaces are also provided. Two different townhouse typologies are proposed, as identified in blue and yellow in Figure 7 below. The location for the proposed PUD is mostly undeveloped land at the north end of the commercial site with a small existing parking bay and grassed areas.

Figure 7: Site Plan



Blocks A, C and D are back-to-back townhouses that have shared garages on one side of the block. Front doors leading to each unit are located on the front and rear of the townhouse blocks. Block B is a traditional back-to-back townhouse typology with garages and front doors on both side of the block.

Figure 8. Site plan within context of subject site.



The total gross floor area (GFA) of all four blocks is approximately 9,764.64 m², resulting in a new Floor Space Index (FSI) calculation of 0.36 for the site. The breakdown of GFA per new townhouse block as well as the GFA of existing commercial uses is listed in Table 1.

Table 1. Floor Space Index

BLOCKS	GROSS FLOOR AREA (M ²)
BLOCK A	2,531.60
BLOCK B	2,796.00
BLOCK C	2,531.60
BLOCK D	1,905.44
Commercial Blocks	
CRU 1	2,035.0
CRU 2	4,498.0
CRU 3	3,794.0
TOTAL	20,091.64

The site plan takes advantage of the existing access points of the commercial plaza and the intersection along Jeanne D'Arc Boulevard South, with minor improvements proposed such as a median and crosswalk. A landscaped area separates the PUD from the adjacent parking lot, and a garbage enclosure is provided south of Block A. A private amenity space is planned for the development along its southern edge, creating separation between the new residential development and the existing commercial retail units. Additional landscaping details are included in Section 3.3 below.

3.2 Building Design

Blocks A, B and C contain 16 dwelling units and Block D contains 12 dwelling units, for a total of 60 units. Each unit has access to a driveway and garage. Blocks A, C and D have shared garages between pairs of units and Block B has private garages for each unit. A conceptual model of the buildings is shown in Figure 9 and Figure 10 below. The buildings are designed in a modern style with rectangular massing and articulation. Flat rooftops provide additional usable amenity space. The choice of materials and finishes are consistent with typical dwellings in the area and feature a mix of brick, white and brown cladding, and wood and imitation wood style finishes. Darker colors are chosen for the base of the buildings, for example the garage doors, and lighter finishes are proposed at the rooftop, which has the effect of reducing the impact of the massing and height at grade.

Figure 9. Conceptual rendering – view looking south from the northeast corner of the subject site.



Figure 10. Conceptual model – view looking west from northeast corner of the subject site.



3.3 Transportation Impacts

The proposed development makes use of an existing signalized intersection for ease of access and egress by vehicles and pedestrians. It is anticipated that the proposed development will generate 25 to 30 two-way vehicular trips as well as 15 transit trips during the weekday peak hours. The proposed development includes access points that are sufficiently set back from Jeanne D'Arc Boulevard to avoid any conflicts with queued vehicle at the site egress. New sidewalks improve pedestrian access from Jean D'Arc Boulevard to the commercial plaza and proposed development. Additionally, the route through the site has been designed as a waste collection route and fire route with 6 m clear width and 12 m centerline radii.

In terms of parking, the existing commercial plaza provides more parking than the site requires. The proposed development consumes little of the existing parking considering the development area is largely grassed. Sufficient parking will be provided for the proposed residential units in accordance with minimum Zoning By-law requirements, as per Table 5 in this report. The overall site will continue to meet Zoning By-law requirements for parking associated with commercial land uses.

3.4 Servicing Design

A civil engineering design brief, prepared by Arcadis IBI Group, is being submitted as part of this Site Plan Application. The brief presents a detailed servicing scheme to support development of the property, and includes sections on water supply, wastewater disposal, minor and major stormwater management, grading, and erosion and sediment control. The site servicing plan, designed in accordance with Ministry of the Environment, Conservation and Parks and City of Ottawa's current level of service requirements, demonstrates the viability of the proposed development and adequate levels of infrastructure and servicing capacity for the needs of the new residential dwellings.

3.5 Landscaping Design

Soft landscaping in the form of shrubs, perennials, ornamental grasses, sod, and trees is proposed around the edges of the development along Jeanne D'Arc Boulevard S, the access roads and between Block D and the property line to the east. A row of shrubs provides screening between the surface parking lot and Jeanne D'Arc Boulevard S.

A landscaped amenity area divides the PUD from the rest of the commercial area of the site. The amenity area is designed to include a play structure, shade structure, benches, trees, shrubs, perennials, ornamental grasses, and hardscaping. Deciduous and coniferous trees are proposed along the perimeter of the amenity area for screening purposes and near benches to provide shade. Tree planting and landscaping details are shown in Figure 11 and in further detail on the Landscape Plan submitted as part of this application.

Figure 11. Landscape plan.



4 Planning Policy and Regulatory Framework

4.1 Planning Act

The Ontario *Planning Act*, under Section 2, sets out matters of provincial interest that planning authorities, including the council of a municipality, should have regard for. The proposed development addresses the following matters:

- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
 - i. is well-designed,*
 - ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The proposed development is situated within an established neighbourhood and promotes the efficient use of land and services in keeping with the above noted matters of provincial interest. The proposed back-to-back townhouses would contribute to a wider range of housing options in an area characterized by single-detached dwellings and townhouse dwellings. The subject site is appropriate for growth and development given its proximity to commercial activity, public transit, parks, schools, and other amenities. The ground-oriented built form, landscaping plan and lighting plan demonstrate good design and will encourage a sense of place and safe public spaces.

4.2 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning matters of provincial interest. Below is a summary of the policy direction provided within the PPS applicable to this application.

Section 1.1.1 promotes healthy, liveable and safe communities by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and*

long-term care homes), recreation, park and open space, and other uses to meet long-term needs

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs*

Section 1.1.3.2 supports land use patterns that:

- a) efficiently use land and resources*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion*
- e) support active transportation*

Section 1.4.1 supports an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents by ensuring planning authorities:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Section 1.4.3 encourages planning authorities to provide for housing options and densities that meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

f) 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.

The proposed development is situated on an underutilized and partially vacant commercial property. Due to its location on an existing commercial plaza, the proposal promotes intensification and efficient land use in keeping with the above noted PPS policies. The addition of residential units in an area already serviced by infrastructure and community facilities is in keeping with policies that promote efficient forms of development. Further, the proposed development supports active transportation and transit due to its proximity to commercial uses, parks, schools, a public library, and existing transportation networks.

4.3 City of Ottawa Official Plan

The City of Ottawa Official Plan (“OP”) was amended and passed by Council on October 27th, 2021. The OP was further updated and was adopted on November 24th, 2021. The new OP was approved with modifications by the Ministry of Municipal Affairs and Housing on November 4th, 2022. The new OP provides a vision for the future growth of the City and a policy framework to guide its development to the year 2046. Additionally, the modifications included by the Minister seek to bring the policies of the plan in line with new provincial legislation implemented through the new Bill 109 and Bill 23.

4.3.1 Suburban Transect

The subject site falls within the *Suburban Transect* according to Schedule A of the OP (Figure 12). According to Section 5.4.1.2, the *Suburban Transect* is generally characterized by Low- to Mid-density development. The policies support low-rise with exceptions for mid-rise developments along *Minor Corridors*.

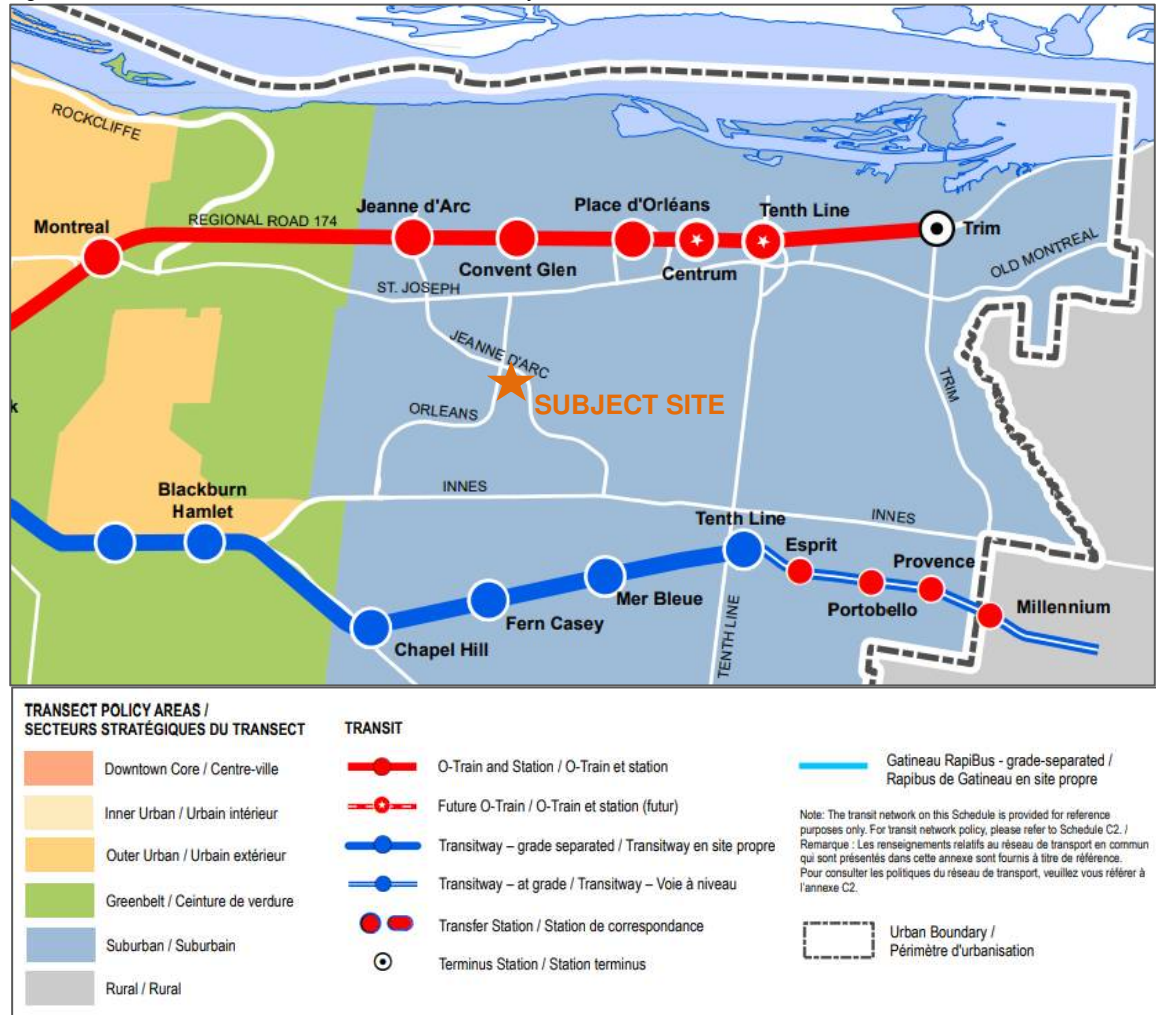
Further, Section 5.4.4.3 states:

On lands with all of the following characteristics prior to the date of adoption of this Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments as determined by the City to achieve this target:

- a) Within the urban area;*
- b) Outside of approved Secondary Plans or Community Design Plans;*
- c) Have not received draft approval for plan(s) of subdivision;*
- d) Have not received site plan approval;*
- e) Do not have a submission of a complete Planning Act application for a net increase in existing residential dwellings*

The target density for the *Suburban Transect* is 40 to 60 dwellings per net hectare according to Table 3b in the OP, where net hectares is defined as privately-owned lands prior to any division of land and excludes private road areas that provide the same function of a public right-of-way.

Figure 12. Official Plan Schedule A – Transect Policy Area.



The proposed development is appropriate for the subject site given it is for a low-rise residential development that exceeds the density target of 40 units per net hectare for the *Suburban Transect*.

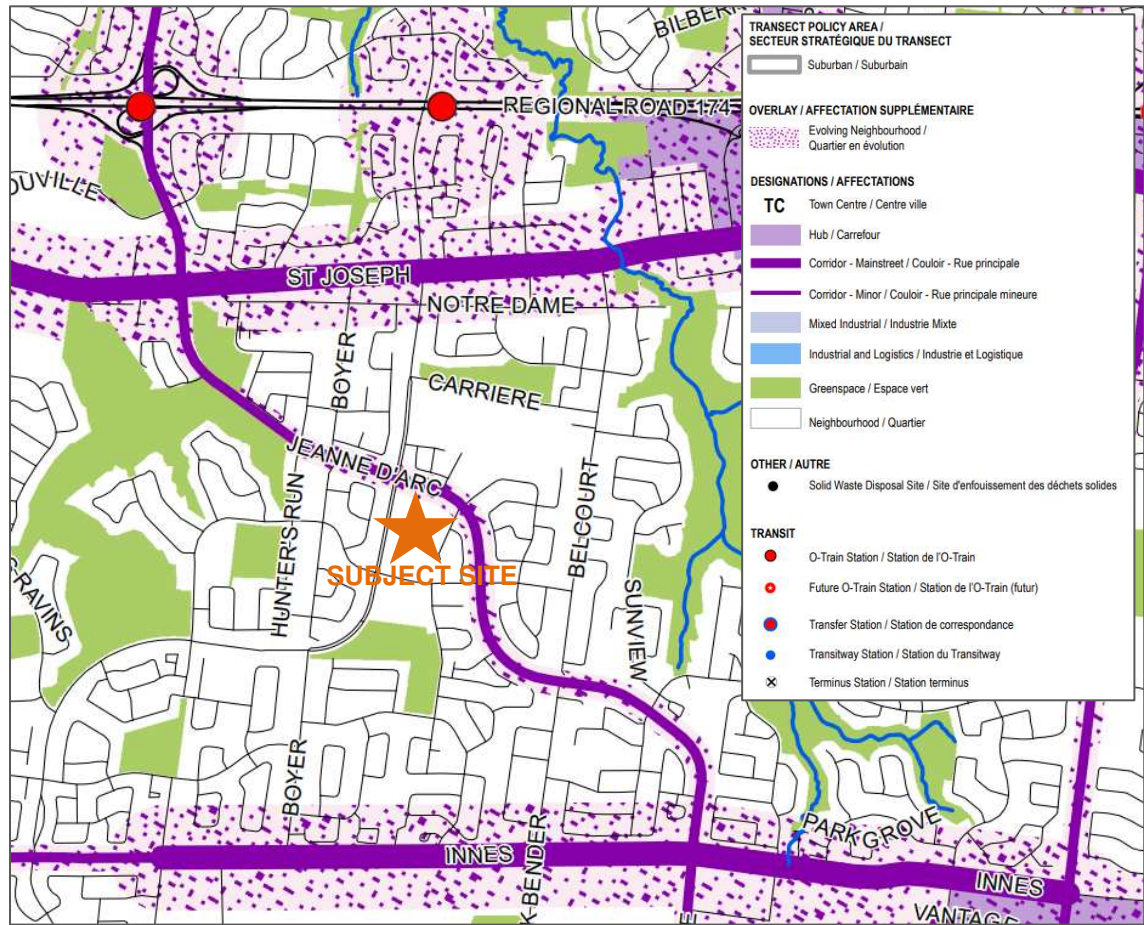
4.3.2 Minor Corridor

The subject site is designated *Minor Corridor* and falls within the *Evolving Neighbourhood Overlay* on Schedule B8 of the OP (Figure 13).

As per Section 6.2 of the OP, the *Corridor* designation applies to land abutting streets that have been identified as appropriate for higher density and mix of uses than abutting *Neighbourhoods*, but lower density than nearby *Hubs*. The *Corridor* designation includes two sub-designations, *Mainstreet Corridors* and *Minor Corridors*.

The *Minor Corridor* designation applies to any lot abutting the *Minor Corridor*, subject to a maximum depth of 120 metres from the centreline of the street identified as a *Minor Corridor*. In the case where part of a lot lies beyond the maximum depth, that part of the lot is excluded from the designation (Section 6.2.1.1.a)). The subject site is located along Jeanne D'Arc Boulevard – a *Minor Corridor* as shown in Figure 13. The land subject to the Site Plan Control application is within the 120-meter buffer.

Figure 13: Official Plan Schedule B8 – Suburban (East) Transect.



The objectives of the *Corridor* designation, as stated in Section 6.2.1.2 of the OP are described below:

2) *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 setbacks 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 required to provide public mid-block pedestrian connections to nearby streets or abutting designations;*
- c) *For sites generally of greater than one hectare in area or 100 metres in depth:*
 - i. *Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and*
 - ii. *Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and*

- 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.*

The height, land use, and site design are appropriate for the site given the low-rise residential nature of the surrounding neighbourhood. Pedestrian connections to the existing sidewalks link the development to surrounding streets. The proposed residential use is not anticipated to create any of the nuisances noted in the above policies.

Furthermore, the OP states in Section 6.2.2 Policy 2):

In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;*
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;*
- c) Include limited commercial uses which are meant to mainly serve local markets; or*
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.*

The introduction of residential uses on a previously only commercial site will contribute towards the evolution of this site into a 15-minute neighborhood where new residents can support commercial tenants and vice versa.

4.3.3 Evolving Neighborhood

Section 5.6.1.1 describes how the Evolving Neighborhood Overlay will help to direct development near “Hubs” and “Corridors”, with regards to guiding their evolving built form, functional use, and character as they undergo intensification.

Policy 1) allows for a gradual change in character based on proximity to Hubs and Corridors, and new built forms and typologies, a more urban built form. Furthermore, Policy 2) provides direction for Zoning By-law updates that reflect development standards and target densities described in the OP. In the case that the Zoning By-law is not consistent with the OP, Policy 3) provides direction to the City to support amendments that achieve the objectives of the OP.

Policy 6) maintains that development on lands with an Evolving Overlay should generally include built form and site design qualities that meet the urban features described in Table 6 in Section 5 of the OP (see Table 2 below). In the case where suburban attributes are retained, however, it is expected that they do not impede evolution into a more urban site over time.

Table 2. Official Plan - General Characteristics of Urban Built Form and Suburban Built Form and Site Design

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street

Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street

The proposed townhouses respect the low-rise character of the surrounding area, while also introducing a form of higher density development with a more urban character in keeping with the *Evolving Neighbourhood Overlay*. The urban character is achieved through shallow setbacks from the private roads, principal entrances at-grade, a higher lot coverage than typically found in the area, attached building typologies, formalized landscaped areas, and parking garages that are concealed from the street and partially shared.

4.3.4 Urban Design

Section 4.6 of the OP sets out an urban design framework in support of the City's urban design program and initiatives.

Section 4.6.5 encourages site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of villages and landscapes.

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.

Section 4.6.6 promotes the sensitive integration of new development in a way that intensification targets are met while also considering liveability.

4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.

The buildings are sited to face away from the streets as is the case with surrounding development. The entrances are visible from the streets and the setbacks are appropriate for the site. Amenity areas invite people from all age groups and promote active and passive activities. Trees provide shade, visual screening and protection from wind which will create a comfortable outdoor environment.

4.4 Zoning By-law (2008-250)

The site is zoned *General Mixed Use 12 Subzone*, with a maximum Floor Space Index (FSI) of 0.6 and maximum height of 22 m (*GM12 F(0.6) H(22)*).

Figure 14. Subject Site Zoning.



The proposed development is seeking to introduce four blocks of back-to-back townhomes in the form of a Planned Unit Development, which are permitted uses in the *General Mixed-Use Zone*. Below is a full list of permitted residential uses on lands zoned *General Mixed Use Zone* as per the Zoning By-law:

- apartment dwelling, low rise
- apartment dwelling, mid rise (By-law 2014-292)
- bed and breakfast, see Part 5, Section 121
- dwelling unit
- group home, see Part 5, Section 125
- planned unit development, see Part 5, Section 131

- retirement home
- retirement home, converted, see Part 5, Section 122
- rooming house
- stacked dwelling, see Part 5, Section 138 (By-law 2010-307)
- townhouse dwelling, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307) (By-law 2018-206)

In the *GM12 Subzone*, the following uses are also permitted:

- amusement centre
- amusement park
- automobile dealership
- automobile rental establishment
- automobile service station
- bar
- car wash
- cinema
- gas bar
- hotel
- nightclub
- parking lot
- parking garage
- sports arena
- theatre

For the purpose of this Site Plan Control application, the proposed buildings are considered townhouses since the dwelling units are divided vertically. It should be noted, however, that pairs of units share a single double-car garage in Blocks A, C and D. The units facing the same way as the driveways and garages are stacked over the shared garage. However, since the *dwelling units* are not stacked, it precludes them from being considered Stacked Dwellings.

Townhouse Dwelling means a residential use building containing three or more attached principal dwelling units divided vertically. (By-law 2012-334)

Stacked Dwelling means a residential use building of four or fewer storeys in height containing four or more principal dwelling units where the units are divided horizontally and vertically, and in which each dwelling unit has an independent entrance to the interior. (By-law 2019-410)

The yard measurements were taken from the building face nearest the property lines. As demonstrated in Figure 14, the front yard was measured from Beausejour, the rear yard from Jeanne D’Arc Boulevard, the corner side yard from Orleans Boulevard and the interior side yard from the lot line shared with the homes on Cedar Mills Road.

The table below summarizes the required development standards against the proposed development.

Table 3: GM12 Zoning Provisions

	REQUIRED	PROPOSED
Minimum Lot Area	No minimum	55,424.29 m ²
Minimum Lot Width	No minimum	Varied

Minimum Front Yard Setback	3 metres		258 m	
Minimum Corner Yard Setback	3 metres		64 m	
Minimum Interior Side Yard Setback	For a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone		5 m	n/a
	For a residential use building	For a building equal or lower than 11 metres in height	1.2 m	n/a
		For a building higher than 11 metres in height	3 m	15.4 m
	All other cases		No minimum	n/a
Minimum Rear Yard Setback	Abutting a street		3 m	15.08 m
	From any portion of a rear lot line abutting a residential zone		7.5 m	n/a
	For a residential use building		7.5 m	n/a
	All other cases		No minimum	n/a
Maximum Building Height	22 m		12.5 m	
Maximum Floor Space Index	0.6		0.36	
Minimum width of landscaped area	Abutting a street		3 m	2.08 m
	Abutting a residential or institutional zone		3 m	3.49 m
	All other cases		No minimum	n/a
Minimum Required Width of a Landscaped Buffer of a Parking Lot	Abutting a street		3 m	2.08 m
	Not abutting a street		1.5 m	3.49 m
Minimum Required Driveway Width	Minimum 3 m for a single traffic lane and 6 m for a double traffic lane		6 m	

Minimum Required Drive Aisle Width	6 metres	6 m
Parking Space Dimensions	Minimum width: 2.6 m Minimum length: 5.2 m	2.6 m x 5.2 m
Bicycle Parking	None required	n/a
Amenity Area	6 m ² per dwelling unit 6 m ² x 60 units = 360 m ² 50% to be provided as communal amenity area.	Communal Areas: 3,348.9 m ² Private Areas: 1,761.6 m ²

Table 4. Planned Unit Development Zoning Provisions

ZONING MECHANISM		PROPOSED
Minimum width of private way		6 m
Minimum setback for any wall of a residential use building to a private way		1.8 m
Minimum setback for any garage or carport entrance from a private way (By-law 2012-33)		5.2 m
Minimum separation area between buildings within a planned unit development	where the height of abutting buildings within the PUD is less than or equal to 14.5 metres	1.2 m
Minimum separation area between buildings within a planned unit development	all other cases	3 m
Parking		(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed. (By-law 2013-224) (b) Required visitor parking may be provided as parallel parking on a private

	way, provided the private way has a minimum width of 8.5 metres. (By-law 2013-224)	
Landscaping and Parking	<p>(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport. (By-law 2018-206)</p> <p>(b) In no case may any dwelling unit or oversize dwelling unit located within a Planned Unit Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, and a walkway extending from the private way back to the principal entranceway is prohibited. A path, that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted. (By-law 2020-289)</p>	

Table 5: Parking Provisions

LAND USE	AREA C MINIMUM RATE	REQUIRED	PROPOSED
Dwelling, Townhouse	1 per dwelling unit	60	60
Visitor Parking for Townhouse dwellings and Stacked dwellings	0.2 per dwelling unit	12	25
Total	1.2 per dwelling unit	72	85

4.4.1 Relief Required

A minor variance to provide relief from the landscape strip requirements of the Zoning By-law:

Landscape Strip: The proposed landscape strip along Jeanne D'Arc Boulevard South does not meet the 3-metre landscape strip requirement. At its narrowest point, the proposed landscape strip measures 2.08 metres.

Arcadis IBI Group is of the opinion that the landscape buffer along Jeanne D'Arc Boulevard is appropriate given the size of the strip of land between the site and street. Beyond the existing property line, the City owned boulevard area is approximately 7-8 metres wide; achieving appropriate separation from the roadway and ensuring the sidewalk remains a safe distance from the roadway.

As part of existing lease agreements and fire separation, a minimum separation distance from the existing commercial buildings on the site further constrains the placement of new residential townhouse blocks. Increasing the size of the 3 m landscape buffer would push the new residential development into the required separation distance and likely result in a loss of units, therefore, a minor variance to reduce the buffer requirement is proposed.

4.5 Urban Design Guidelines

4.5.1 Urban Design Guidelines for Arterial Mainstreets

The City of Ottawa Urban Design Guidelines for Arterial Mainstreets were approved by Council on May 24, 2006. The purpose of the guidelines is to encourage appropriate development along Arterial Mainstreets. When applied correctly, development along arterial mainstreets should maintain the planned character of the street, positively contribute to the public realm, facilitate transition to more intensive development, accommodate a range of uses and enhance linkages to surrounding areas.

A list of guidelines that are satisfied by the proposed development is provided below.

Guideline 1: Locate new buildings along the public street edge.

Guideline 7: Design new development to be compatible with the general physical character of adjacent neighbourhoods.

Guideline 10: Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets.

Guideline 12: Design the built form in relation to the adjacent properties to create coherent streetscapes.

Guideline 19: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites

Guideline 20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.

Guideline 26: Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.

Guideline 32: Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.

Guideline 35: Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.

Guideline 36: Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.

4.5.2 Urban Design Guidelines for Low-Rise Infill Housing

The City of Ottawa updated their Urban Design Guidelines for Low-rise Infill Housing in May 2022. The guidelines are applicable to ground-oriented infill development including single detached, semidetached, duplex, triplex, townhouses, stacked townhouses, low-rise apartments of 4 or more units, and other ground-oriented housing typologies. The document includes design recommendations for streetscapes, landscaping, building design, parking and garages, heritage building alterations and additions, service elements, and infill on narrow lots, with the objective of enhancing the public realm, promote efficient land use patterns, ensure infill fits into the existing neighbourhood context, promote quality building design, and encourage environmental sustainability.

Below is a non exhaustive list of guidelines that the proposed development satisfies.

1.0 Streetscapes

Guideline 1.1 Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.

Guideline 1.2 Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration.

Guideline 1.3 Expand the network of public sidewalks, pathways and crosswalks to enhance pedestrian safety.

Guideline 1.6 Design accessible walkways from private entrances to public sidewalks

2.0 Landscape

Guideline 2.1 Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees.

Guideline 2.2 Where the soft surface boulevard in the right-of-way is limited, identify alternative areas for soft landscaping that can accommodate tree-planting.

Guideline 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions.

Guideline 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.

3.0 Building Design

3.1 Siting

Guideline 3.1.4 Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and rooftop decks to respect the privacy of the surrounding homes.

Guideline 3.1.7 Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have façades rich in detail, extensive landscaping, and recessed garages if applicable.

3.2 Mass/Height

Guideline 3.2.1 Design infill in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes.

Guideline 3.2.2 In cases where larger infill development backs on to lower-scale residential properties or public open space, provide a suitable buffer zone in order to address bulk, massing, and privacy concerns.

3.3 Architectural Style and Facades

Guideline 3.3.1 Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.

Guideline 3.3.4 Ensure that when one or more units are constructed on adjacent properties, they relate to each other and the existing fabric on street. At the same time, design the infill units with distinguishing characteristics (e.g., different materials, colours, rooflines, windows and door treatments) so that they have distinct identities.

4.0 Parking and Garages

Guideline 4.1 Where such features are permitted by the Zoning Bylaw, limit the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards.

Guideline 4.2 Where driveways and walkways are in close proximity to each other, use contrasting materials or landscaping to distinguish and highlight the walkway to front door.

Guideline 4.4 In order to maximize the area of green front yard and to emphasize the dwelling façade, provide driveways to detached rear garages or parking areas (where parking is required), if the provision of driveways is in keeping with the neighbourhood character.

Guideline 4.7 Limit the number and width of access depressions (curb cuts) and share driveways in order to maintain as much on-street parking as possible.

5 Conclusion

As demonstrated in this report, the proposed development is appropriate when considering applicable land use and urban design policies set out in the Provincial Policy Statement, City of Ottawa Official Plan, Zoning By-law, and applicable urban design guidelines.

Arcadis IBI Group is of the opinion that this Site Plan Control application for the proposed Planned Unit Development of 60 townhouse dwelling units on the subject site is an appropriate use for the lands, is consistent with the policy direction of applicable policies and represents good land use planning. Arcadis IBI Group supports this application and recommends that the application be approved accordingly.



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