

TAGGART I N V E S T M E N T S



1650 Shea Road

Design Brief and Planning Rationale in Support of a
Site Plan Control, Private Road Naming and Plan of
Condominium Application

Submitted By:
Submitted on behalf of:

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The Davidson Co-tenancy
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1.1 Background

Taggart Investments has prepared this planning rationale for a zoning compliant site plan, private road naming and plan of condominium development for the . The Davidson Co-Tenancy who are the developer of the lands legally described as Block 175, Plan 4M1689 City of Ottawa and a Part 1 (4087.9 sq. m) of Block 176, Plan 4M1689 which is subject to an easement as in N391074. Block 175 and Part 1 of Block 176 are 2.48 hectares in size.

The subject site is designated “Neighbourhood” in the 2020 City of Ottawa Official Plan and zoned Residential 4 th density, R4Z [2415] in the City of Ottawa zoning bylaw 2008-250. The exception 2415 prohibits the following lands uses:

- detached dwelling
- duplex dwelling
- linked-detached dwelling
- semi-detached dwelling
- three-unit dwelling

and provides the following additional zoning provisions:

- Despite Section 136, no more than ten attached dwelling units are permitted in a townhouse dwelling, with a maximum of five in a row
- townhouse dwellings must be attached back-to-back
- maximum building height for townhouses: 12 metres
- minimum lot area for each townhouse dwelling: 85 square metres.

The owner is proposing to develop the subject site as a zoning compliant residential site plan. An application for Site Plan Control, Plan of Condominium and a Private Road Naming Application is required to facilitate the proposed development.

1.2 Pre-Consultation

A pre consultation meeting was held February 18, 2022, with City of Ottawa staff. The meeting minutes were provided on April 1, 2022, along with the plan and study requirements.

The following plan and studies are submitted in support of the applications:

- Site Servicing Plan
- Site Servicing Brief
- Grade Control and Drainage Plan
- Geotechnical Investigation Study
- Erosion and Sediment Control Plan / Brief
- Environmental Noise Impact Assessment
- Transportation Impact Assessment (TIA)
- Site Plan
- Landscape Plan

- Survey Plan
- Architectural Building Elevations
- Phase 1 and Phase 2 ESA
- Environmental Impact Statement and Tree Conservation Report
- Natural Environment Update

Along with this Rationale | Design Brief and the Public Consultation Strategy.

1.3 Public Consultation

After the filing of the necessary development applications the following meetings are planned:

- A formal consultation with the Stittsville Community Association and; the Ward Councillor
- An on-site information sign will allow comments from the general public.

2.1 Location and Site Description

The subject site is legally described as Block 175, Plan 4M1689 and Part 1 (4087.9 sq. m) of Block 176, Plan 4M1689 which is subject to an easement as in N391074. Block 175 and Part 1 of Block 176 are 2.48 hectares in size.



Figure 1 - Subject Site Location - Block 176 highlighted in Green plus Part 1

2.2 Surrounding Area

The surrounding area can be described as having a mix of land uses. The following are key existing and planned land uses in the vicinity of the subject site:

North: The subject site is bound to the North by a vacant property zoned General Mixed Use with the municipal address as 5960 Fernbank Road. Just beyond 5960 Fernbank property is Fernbank Road.

South: The subject site is bound to the South by Cosanti Drive and several newly developed homes.

East: The subject site is bound by Shea Road and across Shea is farmland zoned agriculture.

West: The subject site is bound to the West by a hydro easement and beyond the hydro easement is the Edenwyld subdivision which is under construction.

Photo Context



Photo #1 – Looking northward from Cosanti Drive. The Hydro easement is on the left-hand side and Shea Road is on the right-hand side.



Photo #2 – Looking Southward from Cosanti Drive – rear yards of houses under construction.



Photo #3 – Looking southeast across the hydro easement with the houses under construction on Cosanti Drive under construction.



Photo #4 – looking slightly northeast across the hydro easement towards Shea Road.



Photo #5 – From the corner of Shea Road and Cosanti Drive looking northwest over the site.

The surrounding transportation network is provided as Figure 2. Fernbank Road (Pink across the top) is an arterial roadway. Consanti Drive is a local roadway and Edenwylyde Drive (green) which connects to Consanti is classified as a collector. Shea Road (green) is also classified as a collector roadway.



Figure 2 - Road Classifications

The proposed development is a residentially focused development comprising of 116 back-to-back townhouse units. Internal roads will be available throughout the site as private laneways that are either 6 metres, 8.5 metres or 8.7 metres in pavement width, the 8.5 metre width is for on street parking. The lanes provide a turning radius of 20m with a minimum width of 12 m will allow fire services and garbage trucks around the site.



Figure 3 - Proposed Residential Site Plan

The site boasts 3 vehicular entrances. Two entrances off Shea Road and one off Cosanti. The denser 3 storey back-to-back townhouses located at the entrance to the community provided a strong transition to the lower density housing centrally located in the subdivision. Locating the denser housing on the edges not only provides transition and buffering for the single-family home community but also reduces transportation impacts as the denser housing has immediate and direct access to the collector road network.

The back-to-back townhomes are 3 storeys in height and include animation in the form of front doors and balconies on all four sides of the buildings. This animation is especially important along the Cosanti frontage as people walking and cycling along Cosanti Drive will visually interact with an active streetscape verses a sterile streetscape of fencing and walls. Portions of the Shea Road and Cossanti frontage will have retaining walls which may have fencing associated with the installation but fencing, if required, will be chosen to allow for the continued views of the housing an streetscape maintaining the active nature.

The back-to-back townhomes have peaked roof lines and with accentuation elements at the roof edges to break up the roof line and balconies at the 2nd storey to provide eyes on the street and providing individual unit presence. Each unit has a distinctive brick and wallboard siding combination using different colour combinations to accentuate each unit.

An example is provided in the Rendering Annex to this report.

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under Section 3 of the Planning Act (PA), in effect since May 1, 2020, identifies provincial interests in land use planning and development through policy direction. Under the PA, the PPS must be considered by approval authorities in the review of development applications. The proposed site plan was reviewed in relation to the various policies and principles in the PPS.

Under section 1.0 - Building Strong Healthy Communities, policies encourage efficient land use and development patterns to support communities that are healthy, economically sustainable and environmentally sound. The policies encourage the provision of a mix of employment, residential, recreational and open space uses to meet long term needs and ensuring that necessary infrastructure and public service facilities will be available for both current and projected needs. The proposed site plan meets the intent of the PPS policies that pertain to Urban Areas by:

- Developing the site as a healthy, liveable and safe community (Policy 1.1.1). The site is being developed with cost effective and efficient road patterns and densities. There are two residential unit types proposed.
- Being located in a designated settlement area within the City of Ottawa urban boundary (Policy 1.1.3.1).
- Proposing a land use which is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneco-nomical expansion (Policy 1.1.3.2).
- Implementing designated growth areas that are compact in form and contain a mix of uses and densities which allow for the efficient use of land, infrastructure and public service facilities (Policy 1.1.3.6). The development is located adjacent to existing built-up areas.
- Establishing a mix of unit types to meet the current and future needs of households, taking into consideration demography, income and lifestyle (Policy 1.4.1, Policy 1.4.3). Proposed back-to-back townhouse units provide variety in unit type and housing price points.
- Servicing the site with municipal water and sewage services (Policy 1.6.6.2).

4.2 City of Ottawa Official Plan (2021)

The City of Ottawa's new Official Plan was adopted by Ottawa City Council on November 24, 2021. Under the new Official Plan, the Subject Site is designated as Neighbourhood as shown on Schedule B6 – Sub-urban (West) Transect of the new Official Plan, Figure 6, below.

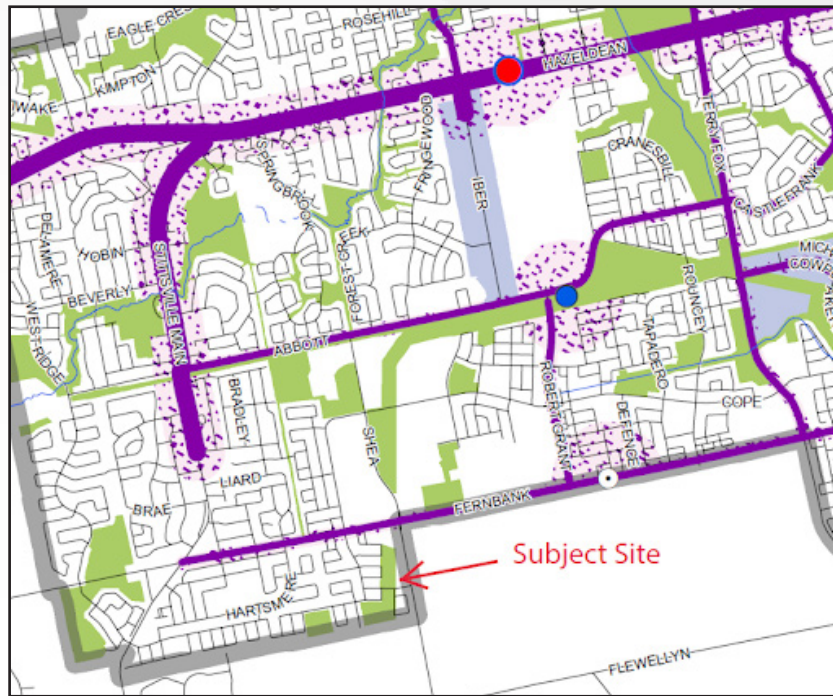


Figure 4 – Schedule B5 - Suburban (West) Transect

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. The objectives of the Suburban Transect as per Section 5.4 of the Official Plan include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, provide direction for Corridors, and provide direction for new development.

Policy 5.4.1(2) states that “the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be”:

- a) Low-rise within Neighbourhoods and along Minor Corridors.

The proposed development will feature residential buildings that are considered low-rise and not greater than 3-storeys in height. Access to community amenities such as employment, retail, and green space within close proximity will contribute towards principles of 15-minute neighbourhoods.

Table 3B of the New Official Plan indicates that in the Outer Urban Transect the target residential density per net hectare is 40 to 60 dwellings per net hectare. In this case net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.

After deducting roads areas, the proposed residential development utilizes 1.60446 ha of land which with the proposed 116 units provides a unit density of 72.3 units per net hectare. Which exceeds the expectation of the Outer Urban Transect. The site is designated high and medium density in the Stittsville South Demonstration Plan and the introduction of back-to-back townhomes which are formally designated as apartment units will meet 67% of the demonstration plans apartment density.

The proposed development will feature ground oriented residential buildings in a medium density format that are not greater than 12 metres in height

As discussed in Section 5 of this Rationale, the Subject Site is currently zoned as Residential 4th density, R4Z [2415] which permits building heights up to 12.0 metres as of right under the City of Ottawa's Zoning By-law 2008-250. The proposed development meets the development standards planned for the subject site.

Section 4.6 – Urban Design addresses policies in regard to the design of both the built form and public realm. Urban design supports the “City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change”.

15-minute neighbourhoods require appropriate density to support and attract neighbourhood amenities. The proposed density of 72.3 units per net hectare is consistent with the Official Plan expectation of the density number required to create a 15-minute community.

Parkland dedication was undertaken as part of the original plan of subdivision and Block 163, on Plan 4M1647 was conveyed to the City in January 2020 for parkland purposed. It is recognized that cash in lieu of Parkland will have to be provided for the subject. Bill 23, More Homes Built Faster Act, 2022 has changed the maximum amount that can be required for this development to the following:

For the purposes of cash payment in lieu of parkland, from the current rate is one hectare for each 1000 dwelling units. No more than 10 per cent of the amount of developable land (or equivalent value) could be required for parks or other recreational purposes for the subject site.

Using the approved ratio this site would have to provide the equivalent value of .116 ha of land. However, do to a prior agreement the Davidson Co tenancy only has to provide CIL for the total unit count in Edenwylde above 731 units. Our total units including the 116 back to back towns is 784. CIL is required for 53 units only - which is calculated at **.053 ha**.

The site plan provides opportunities for perimeter tree planting of larger canopy trees, and this will be demonstrated in the landscape plan. It should be noted that proximity to the Hydro corridor limits planting flexibility.

Several alternative layouts were explored during the development of the site plan including orienting front doors to the local road network (Cosanti Drive). However, site grading has presented a challenge in providing direct street orientation. The designers were able to create a short window street that will bring the front of a 5-unit block within 10 metres of the property line. Moving towards the western portion of the site the units were oriented to provide a building face at the street. While this is not front facing the building face will have glazing and street facing balconies as illustrated on the elevations provided with the application.

City of Ottawa Official Plan (2022) Volume 2C - Area-Specific Policies

Area Specific Policy 34 - Lands Previously Designated as Developing Community (Expansion Areas) applies to the subject site. Most of Policy 34 is related to development of a Concept Plan and supporting studies however unit mix sections related housing types and density targets do apply to the site.

The policy looks to ensure that 10% of the overall units are apartments. The proposed 116 units are apartments which support the Policy goal of 10% apartment units. The Policy also seeks to ensure that the broader area achieve a minimum average density target of 36 units per net hectare. The site plan, with the proposed 116 units, achieves a density of 68 units per net hectare and positively contributes to the broader policy goal of an average 36 units per net hectare.

Stittsville South Demonstration Plan

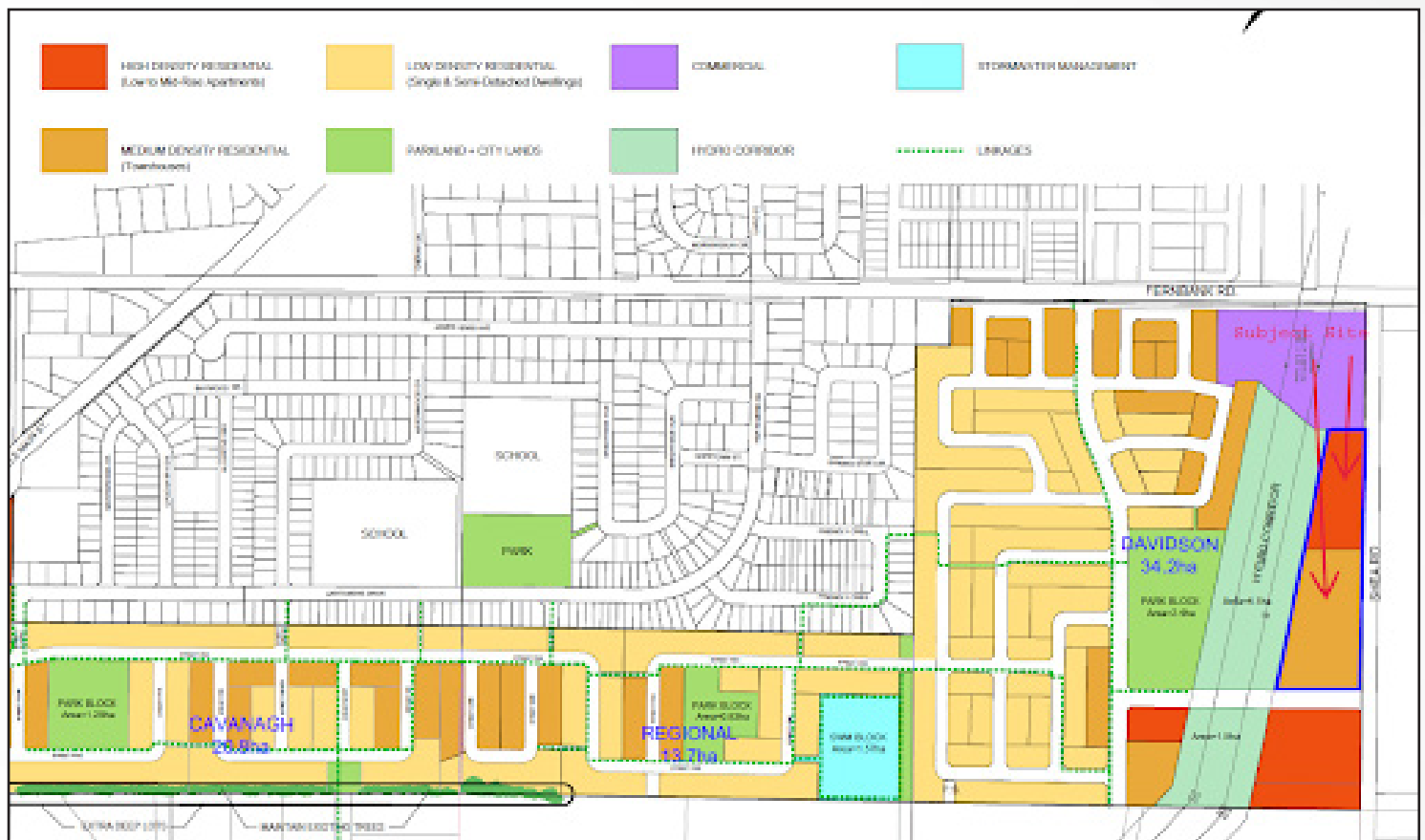


Figure 5 – Stittsville South Demonstration Plan – Area 6

The Subject Site is designated in the Stittsville South Demonstration Plan as high density - low to mid rise apartments (red) and medium density – townhouses (orange). The proposed back-to-back townhomes while ground oriented achieve the intended density across the entire site while still respecting the intent of the demonstration plan.

The Subject Site is currently zoned Residential Fourth Density, subzone Z – R4Z Exception 2415 – under the City of Ottawa’s Zoning By-law 2008-250. The purpose of the Residential Fourth Density is to:

- allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan.
- allow a number of other residential uses to provide additional housing choices within the fourth density residential areas.
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced:
- permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed development of back to back townhomes is permitted within the Residential Fourth Density, subzone Z – R4Z.

The exemption 2415 prohibits the following dwelling types: detached dwelling, duplex dwelling, linked-detached dwelling, semi-detached dwelling and three-unit dwelling. The exemption also imposes the following new development standards:

- Despite Section 136, no more than ten attached dwelling units are permitted in a townhouse dwelling, with a maximum of five in a row
- townhouse dwellings must be attached back-to-back
- maximum building height for townhouses: 12 metres
- minimum lot area for each townhouse dwelling: 85 square metres.

The following table illustrates the proposed setbacks that meet the zoning provisions.

| Bylaw Section | Zoning Mechanism | Zoning Standard | Proposed Site Plan Zoning Compliant |
|----------------------|---|--|--|
| R4Z | Min Front Yard | 3m | Yes |
| | Min Corner Yard | 3m | Yes |
| | Min Interior Yard | 1.2m | Yes |
| | Min Rear Yard | 3m-abutting street 7.5m - abutting residential zone 0m - all other cases | Yes |
| | Min width of landscaped area abutting a street, residential zone | 3m | Yes |
| Exemption 2415 | Building Height | 12m | Yes |
| | Lot Area | 85 sq. m | Yes |
| | Max Block Size | 10 units | Yes |
| | Max Units in a Row | 5 units | Yes |
| PUD (S131) | Min width of private way | 6m | Yes |
| | Min setback for any wall of a residential use building to a private way | 1.8m | Yes |
| | Min setback for any garage from a private way | 5.2m | Yes |
| | Minimum separation area between buildings within a PUD | 1.2m | Yes |
| S-101 | Parking | 1 per unit | Yes |
| S-106 | Parking space provisions | Width 2.6m - 3.1m Length 5.2m | Yes |

**Visitor Parking, Bicycle spaces, amenity areas: not required.*

Based on the analysis presented in this report, it is concluded that the proposed development is appropriate for the lands, builds upon and enhances the existing assets of the community, and is compatible with its surroundings. Furthermore, the development is consistent with the intent of the applicable policy and regulatory documents and is supported by the technical studies submitted as part of this application.

Submitted By:

Peter Hume

Peter Hume
Taggart Investments

The site plan proposes 2 different types of back-to-back building forms. One from Tamarack homes and the other from Cardel. Both builder renderings are provided below.

Back-to-Back Townhomes - Tamarack



Back-to-Back Townhomes - Cardel



The back-to-back show balconies, peaked roof lines and accentuation elements at the roof edges. Different and distinctive brick with wallboard siding accentuate each unit providing a unique urban housing mix.