



37 Wildpine Court

Planning Rationale
Zoning By-law Amendment + Plan of Subdivision + Plan of Condominium
September 20, 2021



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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Latitude Homes, a division of Zayoun Group (“the Owner”) to prepare a Planning Rationale in support of Minor Zoning By-Law Amendment, Plan of Subdivision, and Plan of Condominium applications for the property municipally known as 37 Wildpine Court in the Stittsville community of the City of Ottawa (the “subject lands”). The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine the appropriateness of the proposal.

1.1 Application Summary

The Owner is proposing to subdivide the subject lands to accommodate 29 dwelling units, 7 units of which are proposed in a Planned Unit Development on a private road. Additionally, select zoning provisions are proposed to be amended through a Minor Zoning By-law Amendment application to permit the proposed development. The requested amendments include:

- / A maximum net density of 52 units per net hectare, whereas Exception 1046 establishes a maximum density of 40 units per hectare.
- / A minimum lot width of 5.8 metres for a townhouse dwelling, whereas a minimum of 6 metres is required.
- / A minimum lot width of 9.84 metres for a Planned Unit Development, whereas a minimum of 18 metres is required.
- / A minimum lot area of 101 square metres, whereas 150 square metres is required.
- / A minimum front yard setback of 3 metres when 6 metres is required.
- / A minimum corner side yard setback of 4.38 metres, whereas 4.5 metres is required.
- / A minimum rear yard setback for a townhouse of 3.6 metres, whereas 7.5 metres is required.
- / A minimum interior side yard setback for a Planned Unit Development of 1.2 metres, whereas 7.5 metres is required.
- / A minimum watercourse setback of 28 metres when 30 metres is required.
- / A minimum setback of 1.2 metres for any wall of a residential use building to a private way, whereas 1.8 metres is required.

Additionally, a Draft Plan of Condominium application is required to create a Common Elements Condominium over the private road in the northern portion of the development.

1.2 Subject Lands

The subject lands are located in the Stittsville community of the City of Ottawa. The lands are legally described as Part of Lot 24, Concession 11, Geographic Township of Goulbourn, City of Ottawa and is approximately 2.04 hectares in area.

The lands are bound by undeveloped lands comprised primarily of wetlands, wooded areas and grasslands along the north and east edges, while low-rise residential dwellings abut the west and south property lines. A portion of Poole Creek crosses the eastern edge of the lands, and consequently portions of the lands are designated as floodplain in the northeast of the property. The floodplain constraint has informed the location of the units in the Draft Plan of Subdivision to comply with top-of-bank buffers and wetland boundaries.



Figure 1. Plan of Survey illustrating the subject lands.

The subject lands currently accommodate one detached dwelling with two accessory structures. Due to the large size of the lands, the majority of the property features landscaping and natural vegetation.



Figure 2. View of subject lands looking north from Wildpine Court.



Figure 3. View looking west towards existing dwelling and structures at 37 Wildpine Court.

1.3 Area Context

The surrounding neighbourhood is comprised of residential, commercial, and employment land uses. In the immediate surrounding neighbourhoods, townhouses predominate as the principal dwelling type. To the west, Stittsville Main Street provides access to shops and retail centres, including the Shops of Main Street and Stittsville Village Plaza. Most commercial activity in the area is concentrated on Stittsville Main Street, Hazledean Road, and Carp Road.

North

The subject lands are bounded to the north by undeveloped wetlands included in the Stittsville Wetland Complex. Beyond the wetlands is a commercial retail plaza, the Shops of Main Street, which feature a mix of commercial and personal service uses. Shopping centres define the intersections along Hazeldean Road and Stittsville Main Street and include grocery stores, banks, department stores, restaurants and pubs, a retirement home, and other shops and services.

East

Poole Creek and the Stittsville Wetland Complex are located to the east of the subject lands, beyond which is the Amberwood Village Golf & Country Club and low-density residential subdivisions.

South

To the south of the subject lands are a range of residential and commercial uses, including townhouses (with three to five units per block); the Wildpine Retirement Living Centre, a four-storey retirement home; and a medical clinic. The nearby townhouses are two-storey buildings with front-facing garages. A single-storey retail plaza, DiNardo Plaza, is located at the intersection of Stittsville Main Street and Hobin Street. South along Stittsville Main Street is a cluster of recreational buildings and parks, including: the Johnny Lemoux Stittsville Community Arena, which includes an ice hockey rink; Alexander Grove Park, which includes tennis courts; Stittsville Skating Rink; and Poole Creek Park.

West

To the west of the subject lands are townhouses with four to six units per block located on Ravenscroft Crescent. Ravenscroft Crescent connects to Stittsville Main Street, an arterial road. On the west side of Stittsville Main Street is the Stittsville Shopping Centre, beyond which lies the Crossing Bridge residential neighbourhood, the Crossing Bridge Park, and A. Lorne Cassidy Elementary School. The neighbourhood is bounded at its westernmost point by a gravel multi-use trail that connects Hazledean Road to the Trans Canada Trail that runs west from Abbott Street West. The multi-use trail continues west to the community of Carleton Place.



Figure 4. View looking south along Wildpine Court.



Figure 5. View looking southwest showing the Wildpine Retirement Living Centre.

1.4 Road Network

Wildpine Court is classified as a local road under definitions in Annex 1 of the Official Plan. Wildpine Court is accessible via Stittsville Main Street, an Arterial Road. Figure 6 shows the subject lands and the surrounding road network. Nearby Hazeldean Road and Carp Road are designated as Arterial Roads. North of Hazeldean Road, Stittsville Main Street is designated as a Major Collector. To the south, Abbott Street is designated as a Major Collector. Access to Highway 417, a provincial highway located approximately 3 kilometres to the north, is provided via Carp Road.

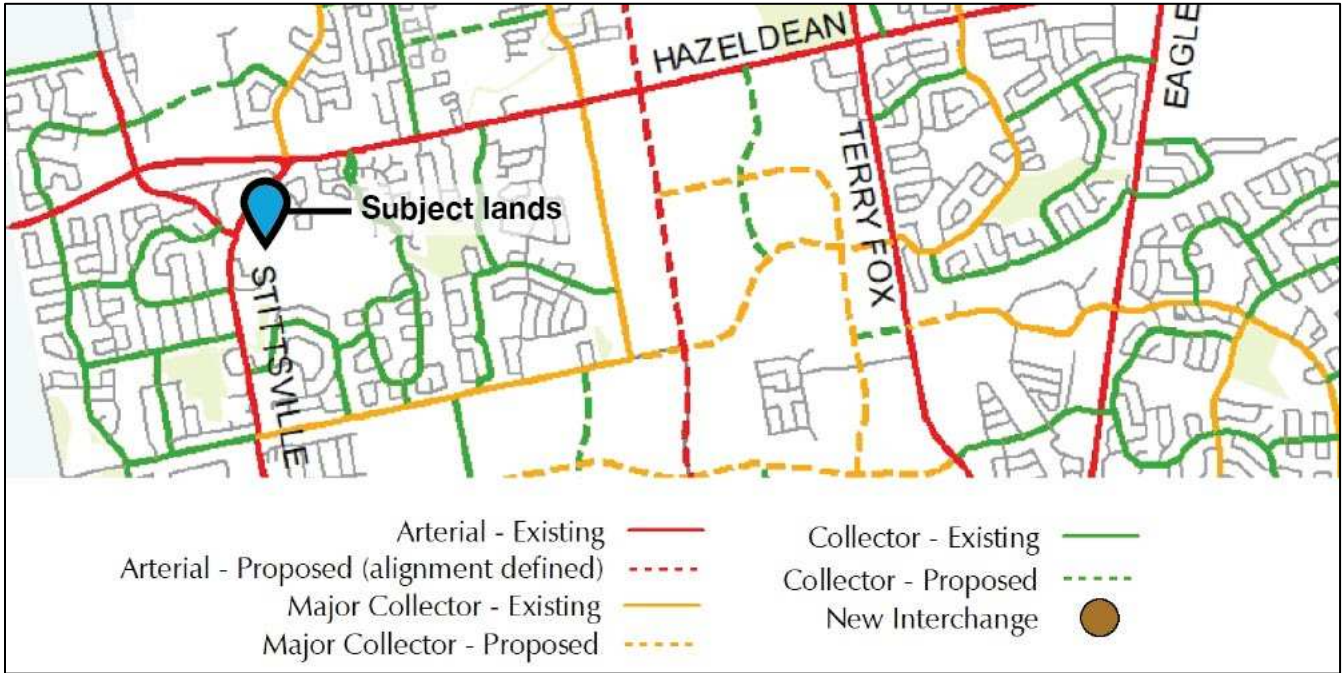


Figure 6. City of Ottawa Official Plan – Schedule E Urban Road Network.

1.5 Cycling Network

The subject lands are located near two Spine Routes as shown in Schedule C – Primary Urban Cycling Network of the Official Plan. Figure 7 below shows the network of Spine Routes, Multi-Use Trails, and Cross-Town Bikeways near Stittsville. Stittsville Main Street and Hazledean Road are both identified as Spine Routes. Although the Official Plan does not define the route types, the 2013 Ottawa Cycling Plan defines the Spine Routes as being “continuous, higher capacity” routes intended for “direct, longer distance travel” that are supported by smaller scale local routes that provide neighbourhood access (s. 5.1). These routes are further interconnected with the City and National Capital Commission’s (NCC) off-road paths and trails.

Abbott Street East is doubly identified as a Multi-Use Pathway and Cross-Town Bikeway and Terry Fox Drive is identified as a Cross-Town Bikeway and Spine Route. Spine Routes are also proposed for Carp Road, Huntmar Drive, Fernbank Drive, Cope Drive, and a planned southern extension of Cope Drive. Multi-use pathways are shown interspersed throughout residential neighbourhoods.



Figure 7. City of Ottawa Official Plan – Schedule C Primary Urban Cycling Network

1.6 Transit Network

The subject lands are served by transit on Stittsville Main Street, where a Transit Priority Corridor (Isolated Measures) is planned. In addition, Hazeldean Road, and nearby Beechfern Drive, both provide local transit options. Table 1 and Figure 8 show the nearby transit routes that service the subject lands.

Table 1: Nearby OC Transpo Routes.

Route	Service type	Purpose	Frequency
61 Tunney's Pasture and N Rideau & Gatineau ↔ Stittsville	Rapid	Station-to-Station bus service	7 days a week All time periods
162 Stittsville ↔ Terry Fox	Local Limited Service	Custom routing to local destinations	Daily
261 Tunney's Pasture ↔ Stittsville Main	Connexion	Connection to the O-train	Weekday peak periods
263 Tunney's Pasture ↔ Stanley Corners	Connexion	Connection to the O-train	Weekday peak periods
301 Bayshore/ Carlingwood ↔ Richmond/ Stittsville	Local Limited Service	Shopper Route Free, provides access to city for rural residents	Occasional trips only Monday only
303 Carlingwood Bayshore ↔ Dunrobin Stittsville	Local Limited Service	Shopper Route Free, provides access to city for rural residents	Occasional trips only Wednesday only

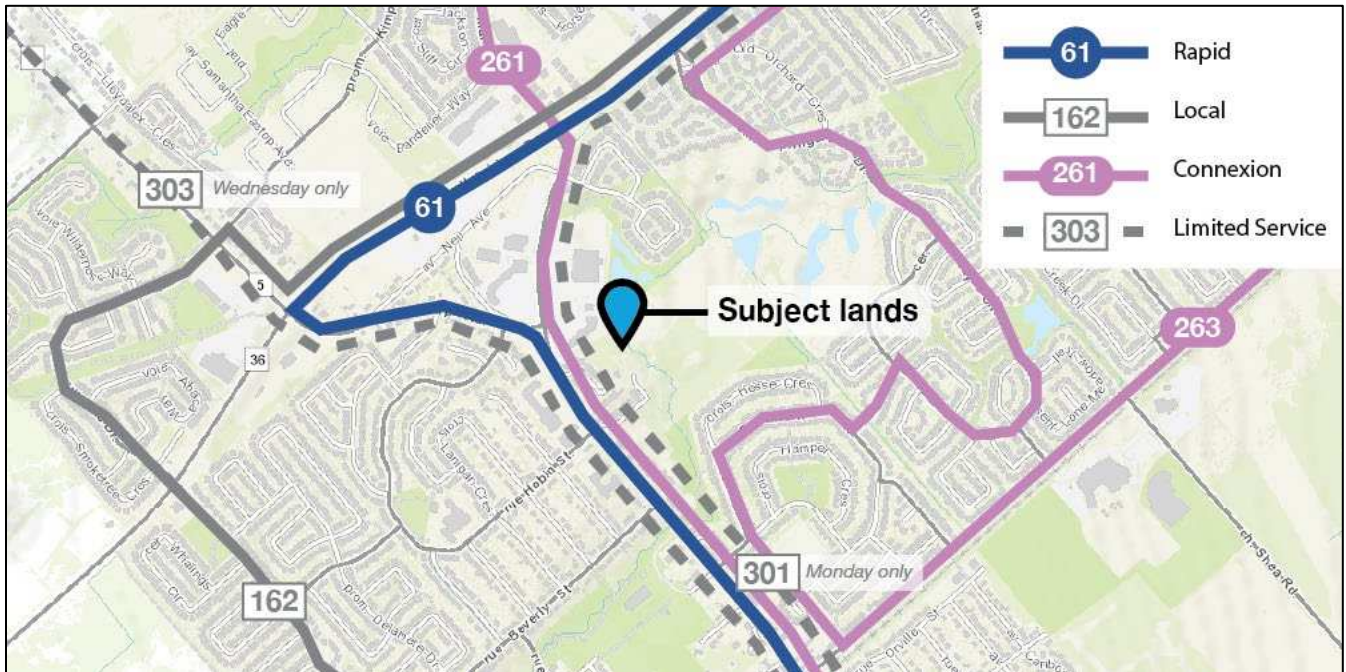


Figure 8: Nearby OC Transpo Routes.

1.7 Neighbourhood Amenities

The subject lands are located in Stittsville close to a variety of retailers, services, employment opportunities, parks, and open space, including:

Retailers:

- / Di Nardo Plaza – including restaurants, a convenience store, fitness studio, hair salon, and children’s tutoring services (300 metres)
- / Shops of Main Street – including an Independent Grocer, a bank, dentist office, restaurants, and fast food establishments (550-850 metres)
- / Stittsville Shopping Centre – including a pharmacy, dollar store, hair dresser, insurance provider, and restaurants, and fitness facility (350-500 metres)
- / Stittsville Village Plaza – including a Farm Boy grocery store, pet store, fast food restaurants, healthcare services, pharmacy, dentist office, dry cleaner, and nail salon (700-850 metres)
- / Jackson Trails Centre – including a Giant Tiger department store, LCBO, bank, hair salon, fast food restaurants, and pet store (1.3 kilometres)

Parks, community facilities, and natural features:

- / Wyldwood Park (1.1 kilometres)
- / Alexander Grove Park, Johnny Lemoux Stittsville Community Arena, Stittsville Skating Rink, and Poole Creek Park (700 metres)
- / Crossing Bridge Park (1 kilometre)
- / Village Square Park (1.2 kilometres)
- / Ralph Street Park (1.7 kilometres)
- / Amberwood Village Golf & Country Club (2 kilometres)
- / Paul Lindsay Park (2.2 kilometres)
- / CARDELREC Recreation Complex Goulbourn (2.5 kilometres)

Religious Institutions:

- / St. Andrew's Presbyterian Church (800 metres)
- / Holy Spirit Parish (2.4 kilometres)
- / Community Bible Church (1.6 kilometres)
- / St. Thomas Anglican Church (1.7 kilometres)
- / Ottawa-Hull Cambodian Buddhist Association (2.2 kilometres)

Schools:

- / Holy Spirit Elementary School, Ottawa Catholic District School Board (OCSB) (400 metres)
- / A. Lorne Cassidy Elementary School, Ottawa-Carleton District School Board (OCDSB) (750 m)
- / Frederick Banting Alternative High School, OCDSB (850 metres)
- / Sacred Heart High School (OCSB) (2.5 kilometres)
- / Stittsville Public School, OCDSB (3.2 kilometres)
- / École élémentaire catholique Saint-Jean-Paul I, Conseil des écoles catholiques du Centre-Est (CECCE) (3.1 kilometres)

Proposed Development

The proposed development includes 27 townhouse units and two semi-detached units, as illustrated in Figure 9 below. All 29 units will feature driveways in addition to four (4) parallel parking spaces along the private lane. Many of the driveways are paired to maximize greenspace in front yards. The proposed development includes five blocks of townhouses on both public and private streets, including:

Model Type	Number of Units	Access	Block Identifiers on Concept Plan
Model 1	7	Public Street	“C, D”
Model 2	2	Private Lane	“D”
Model 3	7	Public Street	“D”
Model 4	5	Private Lane	“E”
Model 4	8	Public Street	“E”



Figure 9. Conceptual site plan of the subject lands.

The proposed development will also connect two public roads, Wildpine Court and Ravenscroft Court, improving the connectivity of the neighbourhood and offering an additional vehicular access point. As well, a private road is proposed to extend west from Wildpine Court to provide access to two blocks of dwellings totalling seven (7) units.

The primary reason for including a private road is to respect the environmental setbacks generated from the wetland and creek. Inclusion of a second public road and / or cul-de-sac would have required a wider right-of-way width, pushing the eastern units further towards the environmental features. The proposed configuration strikes an appropriate balance between sensitivity to the environmental features, the need for rear yard amenity, and appropriate access to the units.

The proposed development has been designed with consideration to the adjacent wetlands and includes appropriate setbacks from the wetlands and creek top-of-bank, as shown in the conceptual site plan in Figure 9. The proposed development generally incorporates a 30-metre setback from the wetlands, except for four (4) lots, which adhere to a 28-metre setback to afford adequate private amenity space in the rear yard. For additional reference, the concept plan also identifies the 25-metre protection buffer from the wetlands, 7.5-metre buffer from the flood plain, and 15-metre Conservation Authority Regulatory Limit from the wetlands.

2.1 Building Design

The following elevations demonstrate the different product types proposed for each area of the development, corresponding to the Townhouse Model types identified above and illustrated on the Site Plan:



Figure 10. Front elevation of Townhouse Model 1 - "C, D".

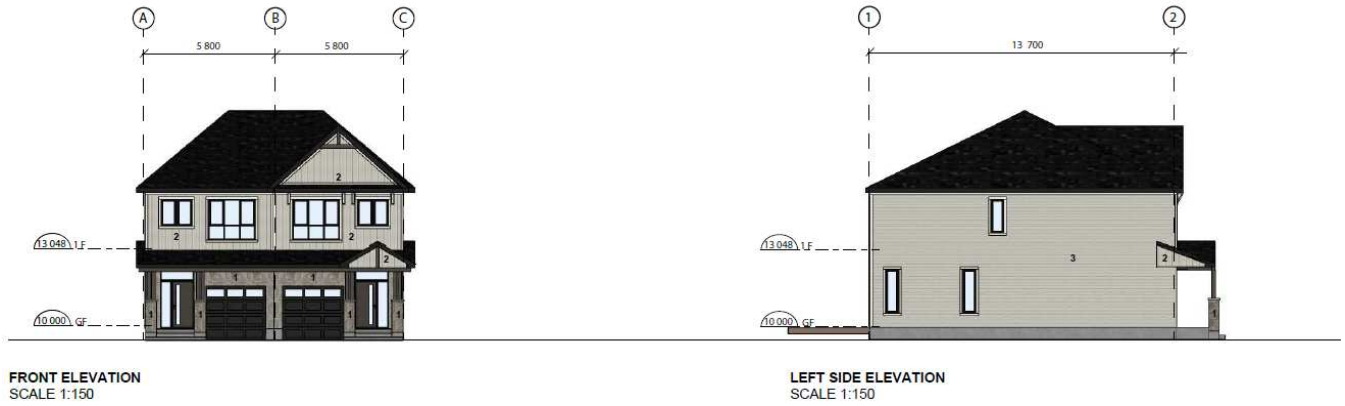


Figure 11. Front and left side elevation of Townhouse Model 2 - "D".



Figure 12. Front elevation of Townhouse Model 3 - "D".



Figure 13. Front and left side elevation of Townhouse Model 4 - "E" (private lane).



FRONT ELEVATION
SCALE 1:150

Figure 14. Front elevation of Townhouse Model 4 - "E" (public street).

Each model of the townhouse is quite similar in its design with most differences resulting from the different number of units attached together. Each features an inset garage with space for one vehicle next to the principal entrance, as well as a rear yard amenity space. The rear amenity areas in Townhouse Model 4 – “E,” proposed on the east side of the development backing onto the wetland boundary, will be accessed through a basement level, capitalizing on the change in grade.

The materials and colours identified in Figure 15 illustrate the proposed design elements for the development. The reference numbers found on the elevations demonstrated in Figures 10-14 correspond to the material and colour referenced in Figure 15 below.

TOWNHOUSE EXTERIOR MATERIALS OPTION 2



Figure 15. Proposed design elements.

2.2 Draft Plan of Condominium

As required by Staff, a Plan of Condominium application is required to create a robust ownership arrangement for the private road and adjacent dwelling units. In particular, the condominium tenure better enables maintenance and governance of shared stormwater management facilities.

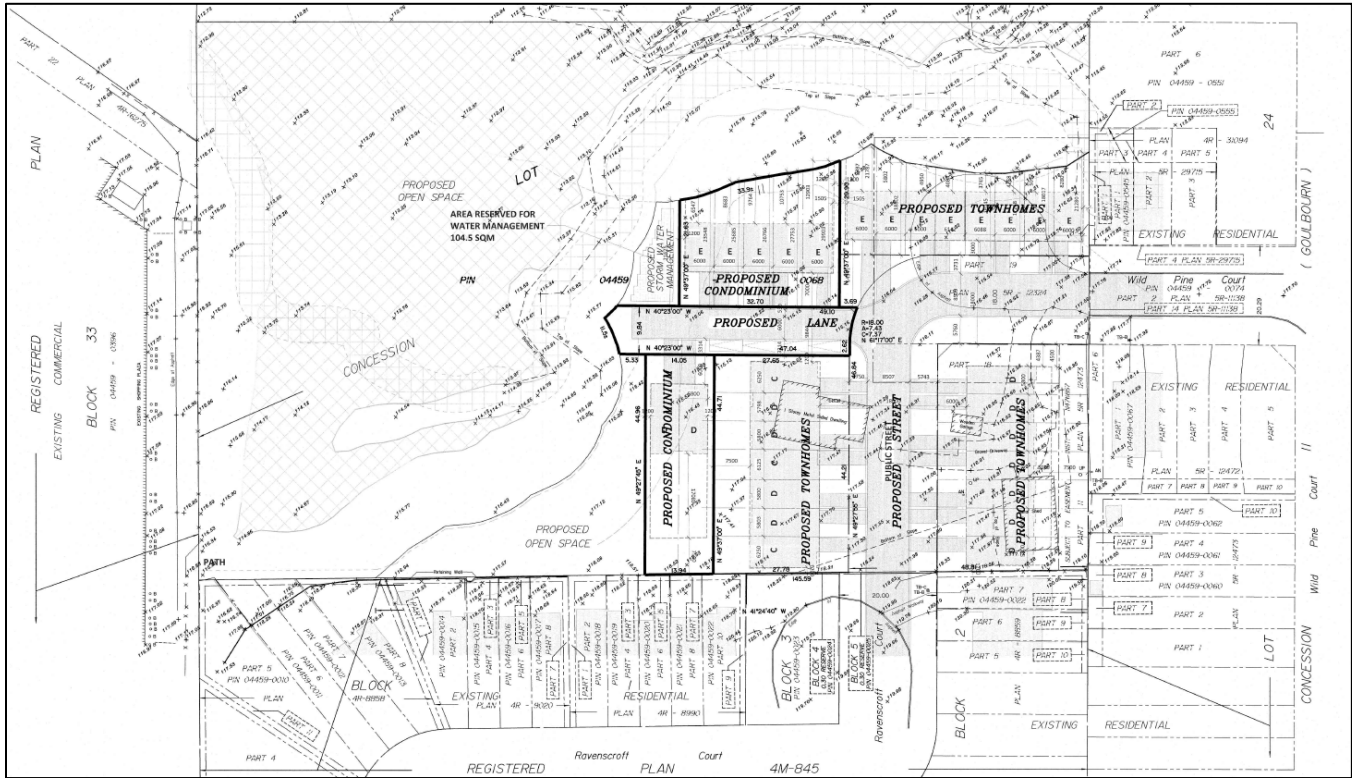


Figure 16. Proposed Draft Plan of Condominium.

Figure 16 above identifies the units of Townhouse Model 2 – “D” and those of Townhouse Model 4 – “E” (private lane) as being included in the Draft Plan of Condominium, as well as the private lane. In total, seven (7) dwelling units are proposed in this common element configuration and these units will share in the cost and maintenance of the private lane.

2.3 Draft Plan of Subdivision

In addition to the Draft Plan of Condominium as described in Section 2.2, a Draft Plan of Subdivision will be required to create the public street and the development blocks proposed to accommodate the dwellings. Each block proposed as part of the Plan of Subdivision is identified in Figure 17 below, with the area of each shown in Table 2.

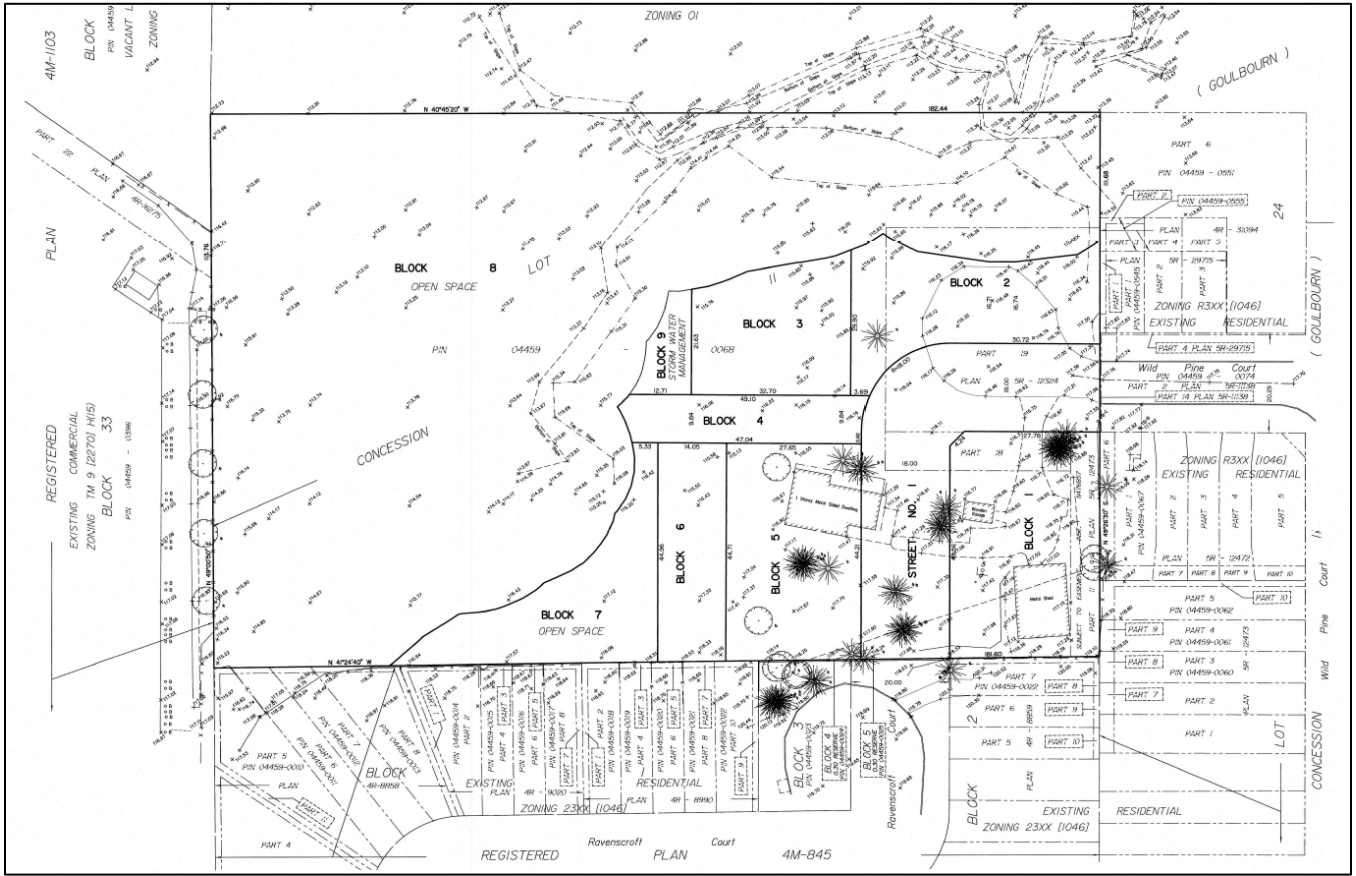


Figure 17. Proposed Draft Plan of Subdivision.

Table 2. Block Areas.

Lot/Block	Area (m ²)
1	1,420
2	1,032
3	846
4	480
5	1,232
6	627
7	952
8	12,092
9	179
Street	1,653
Total	20,513

2.3.1 Roads and Pathways

The extension of Wildpine Court (Street No. 1 on the Draft Plan of Subdivision) into the new subdivision will maintain an 18-metre right-of-way width with 8.5 metres dedicated to the roadway. Where the extension of the road meets the private lane, it bends to connect to the extension of Ravenscroft Court, a 20-metre-wide right-of-way. Seven (7) dwelling units are located on the private lane, which is proposed with a width of 9.8 metres. The private way includes four (4) parallel parking spaces on the south side of the private lane for visitor parking, each of which are 6.7 metres by 3.3 metres.

2.3.2 Servicing

Water servicing for the entire development will be achieved through connections to watermains on the existing portion of Wildpine Court, as well as through the extension of Ravenscroft Court, which features two (2) 203 mm diameter watermains. Additionally, the private lane will be serviced through a 150 mm diameter watermain for the five (5) units on the north side of the lane and a smaller 50 mm diameter watermain for the two (2) other units on the south side. Capacity and pressure constraints for fire flow are also satisfied.

Wastewater flows from the development will be collected and conveyed by on-site sanitary sewers that will outlet to the 250 mm diameter sanitary sewer along Wildpine Court. Both sanitary sewers then outlet to the trunk 300 mm diameter sanitary sewer on Stitsville Main Street. It is proposed that the on-site sanitary sewers will consist of 200 mm diameter sewers to accommodate peak wastewater flows.

The site is immediately south of the Upper Poole Creek Subwatershed. The Subwatershed Study states that there is no water quantity control for developments but there is a requirement for 80% TSS removal of stormwater runoff to Poole Creek. Since the site is downstream of the Upper Poole Creek Subwatershed area, the City has directed that the quantity control criteria in the subwatershed study is not applicable and the post-development runoff to Poole Creek must meet pre-development conditions.

An Environmental Impact Statement has identified that pre-development water balance conditions must be maintained for the health of the wetland function. The stormwater management solution will consist of two (2) separate systems.

The primary system consists of an Etobicoke Exfiltration System (EES) which accommodates frequent flows for infiltration, supplemented by a conventional piped sewer system and a perched outlet to the wetland via a control orifice and level spreader. Additional underground storage will also be required to maintain post-development flows to the wetland to pre-development levels.

Additional discussion and details of the servicing and stormwater management approach are included as part of this submission.

2.3.3 Schools and Parkland

No school blocks or park spaces are proposed for this development. Cash in-lieu of parkland will be provided.

2.4 Public Consultation Strategy

The following has been completed as part of the public consultation and information portion of the Zoning By-law Amendment, Draft Plan of Condominium, and Draft Plan of Subdivision applications for the lands known as 37 Wildpine Court:

- 1) Discussions with Councilor Gowers' Office
 - / Multiple discussions with Councilor Gower and his office have occurred over the past several months regarding the proposed development. The Councilor is aware of this application and has been kept informed of the process and the timing of the application submission.
- 2) Statutory Public Meeting – Plan of Subdivision
 - / As required by the Planning Act, a Statutory Public Meeting for the Plan of Subdivision will be held in the community later in the process.
- 3) Statutory Public Meeting – Zoning By-law Amendment
 - / As required by the Planning Act, a statutory public meeting is required prior to a Council decision on the Minor Zoning By-law Amendment. This meeting will be held as part of a Planning Committee meeting, providing a public forum to provide feedback on the application.

3.0 Policy & Regulatory Framework

3.1 Planning Act (1990)

The Ontario Planning Act regulates land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. The proposed development meets the applicable criteria:

- (a) The effect of development of the proposed subdivision on matters of provincial interest

The proposed development is consistent with matters of provincial interest in Section 2 of the Planning Act, including:

- / The protection of ecological systems, including natural areas, features and functions;
- / The orderly development of safe and healthy communities;
- / The adequate provision of a full range of housing;
- / The appropriate location of growth and development; and
- / The promotion of good built form.

- (b) Whether the proposed subdivision is premature or in the public interest

The proposed development is reasonable, appropriate, and in the public interest, as outlined in this Planning Rationale.

- (c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision

The proposed development conforms with the policies of the Official Plan, as outlined in this Planning Rationale.

- (d) The suitability of the land for the purposes for which it is to be subdivided

As confirmed through the Geotechnical Investigation and Slope Stability Analysis, Phase I Environmental Site Assessment, and Environmental Impact Statement, among other submitted reports, the subject property is suitable for the proposed development.

- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them

The condition and design of the public streets abutting the subject property are adequate and appropriate for the anticipated vehicular traffic generation.

- (f) The dimensions and shapes of the proposed lots

The proposed lots are consistent with the surrounding lot fabric and are appropriate to accommodate the proposed land uses. The lots have been designed to respond to the environmental context. A private road was selected to extend west from Wildpine Court to respect the environmental setbacks generated from the wetland and creek. The narrower right of way permitted by a private road compared to a public road and/ or cul-de-sac allows the eastern units to be located farther away from the environmental feature.

- (g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land

A Zoning By-law Amendment application is submitted to apply site-specific performance standards to the subdivision.

(h) Conservation of natural resources and flood control

Stormwater management is proposed within the development. As described in section 2.3.2, the stormwater management solution will consist of two (2) systems: an Etobicoke Exfiltration System and a conventional piped sewer system and a perched outlet to the wetland via a control orifice and level spreader. These measures have been taken to maintain the health of the wetland function.

(i) The adequacy of utilities and municipal services

As confirmed through submitted civil engineering plans and studies, including the Assessment of Adequacy of Services report, public services and utilities are adequate to accommodate the proposed development.

The proposed development is consistent with the policies outlined in the Planning Act with respect to Plans of Subdivision.

3.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) establishes direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong and that enhances quality of life. The relevant policy interests to the subject application are as follows:

1.1.1 Healthy, liveable and safe communities are sustained 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;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and
- h) Promoting development and land use patterns that conserve biodiversity.

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources; and
- 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.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including, among others:
- c) Managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources; and
 - e) Ecosystem, shoreline, watershed, and Great Lakes related issues.
- 1.4.3 Planning authorities shall 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:
- 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;
 - 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.
- 1.5.1 Healthy, active communities should be promoted by:
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.
- Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:
- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
 - b) available to meet current and projected needs.
- 1.6.6.1 Planning for sewage and water services shall:

- b) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.
- 1.6.6.7 Planning for stormwater management shall:
- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
 - b) minimize, or, where possible, prevent increases in contaminant loads;
 - c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
 - d) mitigate risks to human health, safety, property and the environment;
 - e) maximize the extent and function of vegetative and pervious surfaces; and
 - f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- 1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation... to meet current and projected needs.
- 1.7.1 Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce
- 2.1.1 Natural features and areas shall be protected for the long term.
- 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.
- 2.1.8 Development and site alteration shall not be permitted on adjacent lands to natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated and

it has been demonstrated that there will be no negative impacts on the natural features or on their ecological function.

2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
- f) Implementing necessary restrictions on development and site alteration to protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;
- i) Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

The proposed development conforms with the policies of the PPS, as it provides new opportunities and choices for housing in a settlement area that is serviced by infrastructure, including central water supply, central wastewater collection, elementary schools, roads, transit, and open space. Proposed infrastructure is appropriate to the existing and proposed context. The proposed development recognizes and appropriately mitigates potential impacts to the natural environment.

3.3 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides a vision for the growth of the city and a policy framework to guide its development to the year 2036. All development applications must conform to the policies of the Official Plan.

3.3.1 Strategic Directions

The Official Plan identifies existing and planned growth patterns for the entire City of Ottawa. The Official Plan contemplates that areas outside the greenbelt will increase in population from 367,000 in 2021, 432,000 by 2031 and that the number of households in the urban area will increase from 140,000 in 2021 to 168,000 by 2031. The City will seek to “meet the challenge of growth by managing it in ways that support liveable communities and healthy environments”, including (s. 2.1):

- / pursuing a mix of land uses and a compact form of development to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities;
- / support liveable, sustainable communities based on an underlying commitment to conserving the natural environment and will result in reduced consumption of land and other resources outside of the urban boundary;
- / manage growth to ensure that Ottawa’s communities are eminently liveable through a focus on community design and a concern for people and the quality of the spaces they occupy;

- / manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- / direct growth to existing designated urban areas where it can be accommodated with compact and mixed-use development, and served with quality transit, walking, and cycling facilities; and
- / ensure that infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

The proposed development contributes to the Official Plan goals of encouraging development within the urban area. The subject lands are served by bus routes and is located close to a variety of shops and amenities within walking, cycling, and transit distance. Adding housing and density to an existing site while also adhering to the requirements for development near floodplains contributes to the goals of conserving the natural environment and supporting liveable and sustainable communities. The proposed design is compatible with the existing context and will contribute to a diversity of housing choices in the area. The proposed density of the site is reflective of the applicable land use policies and is compatible with the existing residential land uses in the immediate neighbourhood.

3.3.2 Managing Growth

A target of 90 percent of the City's growth in population, jobs, and housing is proposed to be accommodated within the urban boundary to best make use of existing facilities and services (s. 2.2). This ensures that new development can be provided with urban facilities and services in the most efficient manner possible. The Official Plan states that "lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function" (s. 2.2). The Plan outlines the following policies with respect to intensification within the urban area (s. 2.2.2):

1. Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
 - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met... Low-rise intensification will be the predominant form of intensification in the General Urban Area.

The proposed development meets the goals of the Official Plan to manage growth, as it proposes context-appropriate residential dwelling units on an underutilized lot. The Official Plan contemplates intensification in the General Urban Area and anticipates low-rise development in these areas. The design is sensitive to the surrounding context and complements and enhances the existing low-rise character of the neighbourhood.

3.3.3 Building Liveable Communities

Section 2.5.1 contains design objectives and principles to ensure compatibility. The proposed development is consistent with these objectives as follows:

1. Enhances the sense of community by creating and maintaining places with their own distinct identity;
 - / The proposed development maintains the low-rise residential character of the neighbourhood and creates new housing opportunities.
 - / The architectural design is contemporary and compatible with existing development in the neighbourhood.
 - / The proposed development makes more efficient use of an underutilized, vacant lot in an existing neighbourhood, thereby enhancing the sense of community.

2. Defines quality public and private spaces through development;
 - / Proposes to enhance the treatment and functionality of the public realm by extending and connecting two public streets;
 - / The proposed development will create quality private space by orienting new buildings facing the street and creating private rear yard amenity areas for use by residents.
 - / The dwelling units in the proposed development will be adequately landscaped and will animate an underutilized lot in a growing community.
 - / Setbacks to the wetland and wooded areas will be maintained and fencing is proposed to delineate private property from other lands.

3. Creates places that are safe, accessible and easy to get to, and move through;
 - / The proposed ground-oriented, street-fronting units will contribute to a pleasant pedestrian realm and will also provide passive surveillance on the street, increasing actual and perceived safety.
 - / The proposed development's road network will connect the extension of Wildpine Court to Ravenscroft Court and create more permeability for existing and new residents to access Stittsville Main Street either by vehicle or active transportation.

4. Ensures that new development respects the character of existing areas;
 - / The development proposal creates a sense of human scale through architectural massing, with a maximum height of two storeys.
 - / The built form of the proposed townhouses is compatible with the existing townhouses found in the immediately surrounding area.
 - / Poole Creek and the wetlands are respected through appropriate setbacks to these areas.

5. Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice; and
 - / The development accommodates the housing needs of people within a broad range of income brackets and life stages.
 - / The proposed development contributes to the diversity of the area's building stock, increasing the variety of housing options.

6. Understands and respects natural processes and features in development design
 - / The proposed development features appropriate setbacks from the adjacent watercourse and wetland.
 - / Stormwater management will be captured within the development and directed post-treatment towards both the wetland area at the northwest portion of the site and the outlet to Poole Creek at the southeast portion of the site.
 - / New trees are proposed in the development, as shown on the Site Plan.

7. Maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
 - / The proposed subdivision adds dwellings on underutilized lands within an existing urban serviced area. As such, the proposed development will result in more efficient use of existing urban land and existing infrastructure, such as pipes, roads, transit, schools, and parkland.

- / Landscape elements and trees are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.

3.3.4 Drainage and Stormwater Management Services

Section 2.3.3 contains direction for the provision of appropriate drainage and stormwater management in new development. Policy 1 stipulates that development will be undertaken in accordance with the system capacity for drainage and will implement stormwater management and where relevant, will conform to stormwater site management plans, the Infrastructure Master Plan and community design plans practices necessary to protect, improve or restore the quality and quantity of water in the receiving watercourse.

The stormwater flow is to be managed through conventional storm sewers in addition to weeping tile, a third pipe infiltration system beneath the storm sewers, and underground storage as described in the Assessment of Adequacy of Services report prepared by J.L. Richards. These mitigation measures are appropriate and will ensure that pre-development flow rates, quantity, and quality are controlled prior to being released to the wetland and Poole Creek.

3.3.5 Land Use Designation

The site is designated as General Urban Area on Schedule B Urban Policy Plan of the Official Plan, as shown in Figure 18. The General Urban Area designation permits “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, cultural, leisure, entertainment and institutional uses” (s. 3.6.1). The intent is to permit sustainable communities through a “broad scale of uses,” with further delineation of permitted uses articulated in the zoning by-law (s. 3.6.1).

The City supports infill development and intensification subject to policies regarding building height, compatibility with the existing context and function of the area, proximity to arterial roads and near transit priority corridors, location in areas already characterized by taller buildings, and ability to complement existing patterns and scale of development.

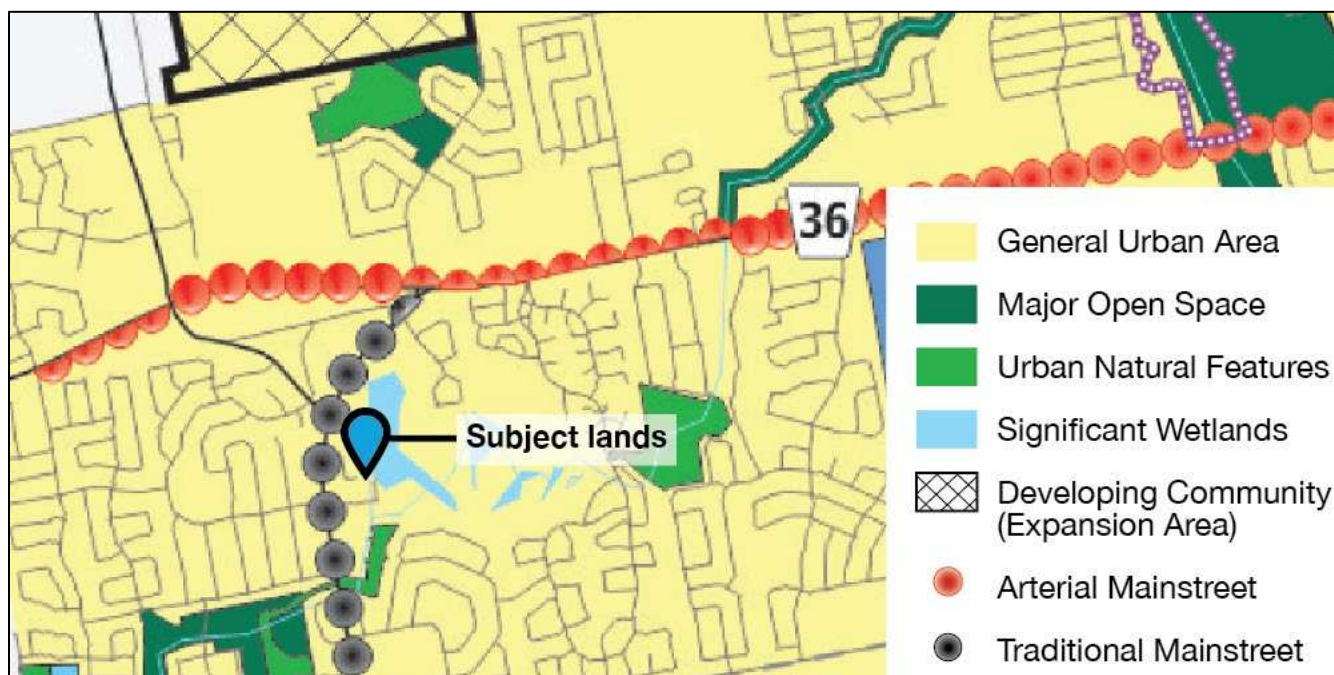


Figure 18. City of Ottawa Official Plan – Schedule B Urban Policy Plan.

Policies related to development in General Urban Areas include:

1. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.
3. 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.
5. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
 - a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
 - b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development conforms to the above-noted policies for the General Urban Area. The residential intensification is low-rise and compatible with consideration to the building form, height, and density of the surrounding context. Ground-oriented multiple unit housing is proposed, which will contribute to the existing community character by enhancing and building upon desirable established patterns of built form.

3.3.6 Urban Design and Compatibility

The Official Plan highlights the importance of compatibility and scale when mitigating design impacts of intensification (s. 4.11). The Plan establishes criteria used to objectively measure the compatibility of a development proposal. Table 3 below provides an evaluation of how the proposed development meets the applicable policies:

Table 3: Evaluation of proposed development design against Urban Design and Compatibility Criteria

Policies	Proposed Development
Views	The proposed development is low-rise and not located within any protected viewsheds.
Building Design	<p>All units are proposed to front directly onto a road, which maintains the character of the existing streetscape and creates a consistent street wall including inset garages for parking and a driveway.</p> <p>The maximum height of the proposed development is two storeys, which is consistent with the surrounding neighbourhood.</p> <p>The proposed development will include windows on all building elevations that are adjacent to the public street.</p> <p>Architectural elements, massing, and landscaping will be utilized to accentuate main building entrances. Design details are discussed in Section 2.1 of this report. The design of the proposed townhouses is compatible with existing development in this area of Stittsville.</p>
Massing and Scale	The proposed development's building height, massing, and scale are compatible with the built form of the surrounding neighbourhood. The massing and scale of the development will be continued west along a private lane, which will continue to reinforce the existing character of the area.

Policies	Proposed Development
	<p>The proposed lot width is similar to the lot widths of the existing townhouses on Wildpine Court. The configuration and depth of lots respond to the sensitive natural features adjacent to the lands.</p> <p>Dwellings in the proposed development feature a maximum height of 11 metres, which is compatible with the applicable zoning and the surrounding existing low-rise neighbourhoods.</p>
High Rise Buildings	The proposed development is a low-rise townhouse typology.
Outdoor Amenity Areas	Similar to the existing townhouses in the area, each of the units in the proposed development will have a rear yard. A patio area is proposed at the rear of each unit to provide access to the rear yard. For those dwellings backing onto the wetland boundary, the patio level will be accommodated through the basement, enabled by the change in grade.
Public Art	No public art is proposed as part of this development.
Design Priority Area	The proposed development is not located within an area designated for Design Priority.
First Nations Peoples Design Interests	No design features responding to First Nations Peoples Design Interests are included as part of this application.

The proposed development conforms to the policy direction of Section 4.11. Design features of the proposed development will positively contribute to the established neighbourhood's urban fabric, including orienting new development adjacent to a public road and continuing the development pattern along a private road. The proposed height is consistent with the existing building heights in the surrounding neighbourhood.

3.3.7 Watercourse Setbacks

Section 4.7.3 of the Official Plan contains policies for protection of surface water. Policy 2 stipulates that the minimum setback from rivers, lakes, and streams shall be 30 metres. As shown on Figure 19, the property includes a portion of Poole Creek, which runs along the easternmost edges of the property.

The proposed development's lot configuration generally achieves the 30-metre setback to Poole Creek, aligning with Official Plan policies. Four lots along the east side of the development are designed to achieve a 28-metre setback, principally to accommodate reasonable rear yard amenity spaces.

Policies 6 and 7 stipulate that exceptions to the 30-metre setback may be considered by the City in consultation with the Conservation Authority, where a study is provided to assess topographical and ecological factors. Kilgour & Associates has provided an analysis of the existing watercourse setbacks, as well as an opinion on a revised wetland boundary based on new field investigations and using the Ontario Wetland Evaluation System (OWES). These setbacks are illustrated in Figure 19.

The report provides a rationale for the minimal reduction in setback from Poole Creek, concluding that the development will not result in significant negative impacts on natural features or their ecological functions, subject to a set of mitigation measures.

The proposed development meets the policies of Section 4.7.3 by generally achieving a 30-metre setback from both Poole Creek and the adjacent wetland. A limited reduction to a 28-metre setback is confirmed through an Environmental Impact Statement to not result in significant negative impacts on natural features or their ecological functions.

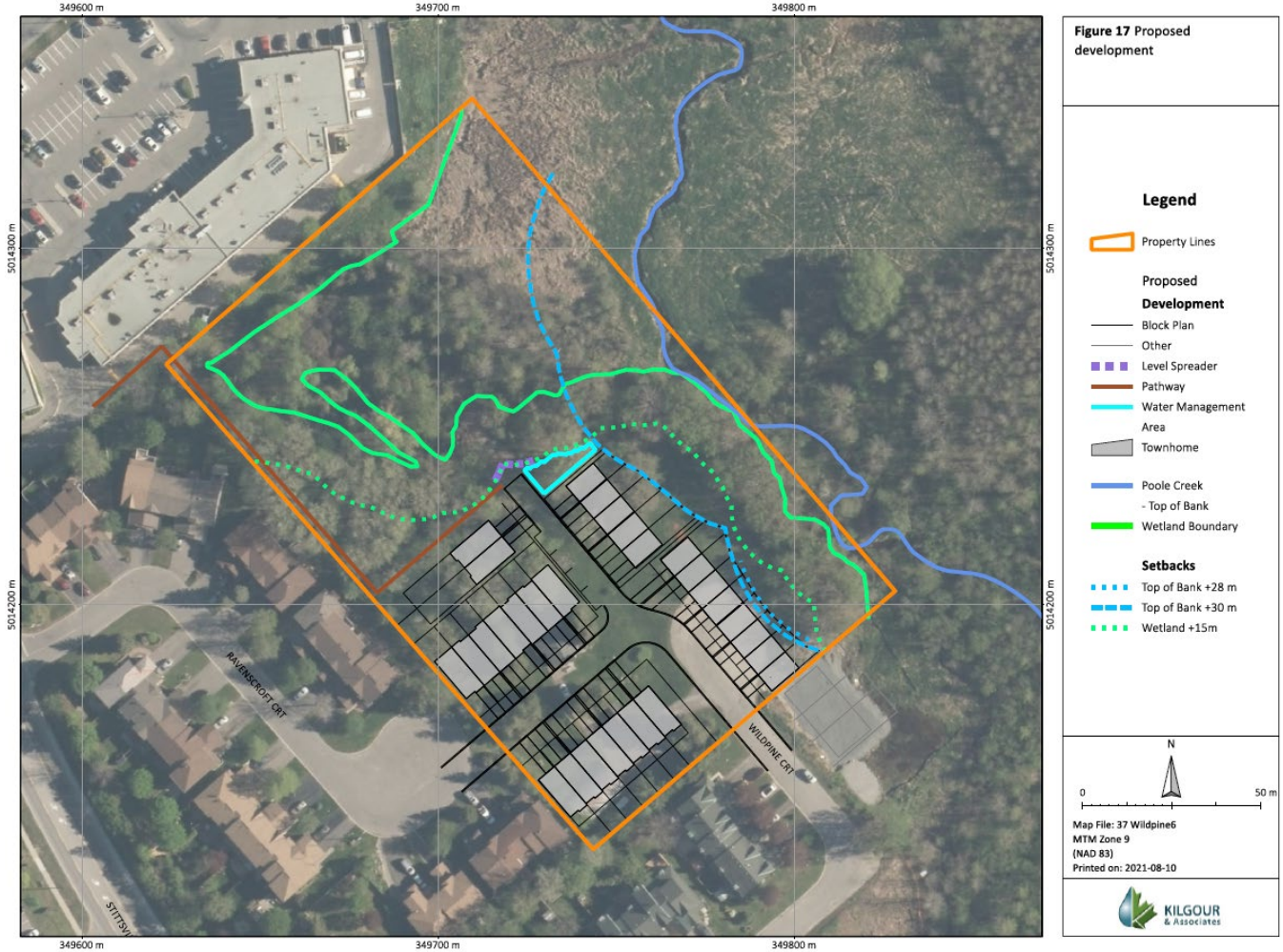


Figure 19: Setback Scenarios, prepared by Kilgour & Associates

3.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The City of Ottawa implemented the Urban Design Guidelines for Greenfield Neighbourhoods in 2007 to guide the development review process for greenfield development within the Urban Area. Guidelines and responses are shown in Table 4, below:

Table 4: Proposed development responses to the Urban Design Guidelines for Greenfield Neighbourhoods

Guideline	Response
Structuring Layout	
Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals (Guideline 3)	The proposed development proposes appropriate setbacks from the wetland and Poole Creek, which will conserve the natural features.

Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading (Guideline 5)	The proposed development incorporates sites for tree growth in the front yards of most units and in most rear yards.
Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks (Guideline 10)	The proposed development will connect Ravenscroft Court and Wildpine Court, which will improve the walkability of the immediate neighbourhood.
Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed (Guideline 11).	The proposed development will connect two public roads, Ravenscroft Court and Wildpine Court, and extend Wildpine Court west with a private road.
Street Design	
Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes (Guideline 21).	The proposed development introduces new two-storey townhouses, as is permitted by the Zoning By-law. The public right-of-way widths are maintained at 18 metres. The front yards are generally compliant with the requirements under the Zoning By-law and provide space for front yard landscaping and driveways.
Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles (Guideline 27).	Capacity for tree planting is accommodated in the proposed lots and will be further developed at the detailed design stage.
Residential Building and Site Design	
Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections (Guideline 34).	The proposed development is generally compliant with the required front yard setbacks. The proposed townhouses frame the street and provide enough space for front yards with landscaping and trees.
Design building façades so that windows and doors are prominent features that address the streets they front (Guideline 37).	The proposed development includes doors and windows that face the public and private roads, which help to create a sense of human scale.
Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage (Guideline 44).	Garages are inset to the façade of the dwelling unit and driveways are matching the width of the garage doors.

3.5 Building Better and Smarter Suburbs (BBSS) (2013)

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / Arterial Road Cross-Sections and Collector Road Cross-Section guidelines: The proposed development does not include the construction of any arterial or collector roads.
- / Traffic Calming and Pedestrian Priority Measures: The proposed plan of subdivision facilitates active transportation through neighbourhood public road connections.
- / Updated Park Development Manual (2017): A municipal park block is not required in this development.
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions: No pedestrian crossovers are proposed in the development.

On March 10, 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Use
 - The proposed development will connect two public roads, improving the walkability and connectivity of the neighbourhood.
- / Parks and Open Space
 - No park blocks are proposed in the proposed subdivision.
- / Stormwater Management
 - The stormwater flow is to be managed through conventional storm sewers in addition to weeping tile, a third pipe infiltration system beneath the storm sewers, and underground storage as described in the Assessment of Adequacy of Services report prepared by J.L. Richards.
- / School Sites
 - No school sites are required to be included in the proposed subdivision.
- / Parking
 - Each dwelling unit in the proposed subdivision will feature private parking spaces, including space for visitor spaces along the private road. The driveways are narrow and will be shared to maximize the available front yard space for soft landscaping.
- / Road Rights-of-Way
 - The proposed development will connect two existing public roads, Ravenscroft Court and Wildpine Court and create a new private road.
 - The width of the public right-of-way is proposed at 18 metres and the private lane is proposed at a width of 9.8 metres.
- / Rear Lanes
 - No rear lanes are included in the proposed development.
- / Trees

- New trees are proposed in the front yards of the proposed development.
- / Utility Placement
 - The location of utilities will be determined through the Comprehensive Utility Plan.

3.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

As shown in Figure 20, the subject lands are zoned Residential Third Density Zone Subzone XX, exception 1046 (R3XX[1046]). The Residential Third Density subzone is intended to:

- / allow a mix of building forms, from detached to townhouse dwellings, as well as a number of other residential uses to provide additional housing choices;
- / permit ancillary uses to the principal residential use to permit residents to work from home,
- / regulate development to ensure compatibility with existing land use patterns of mixed dwelling, residential character, and
- / permit development standards, primarily for areas designated as developing communities, to promote efficient land use and compact form and showcase newer design approaches.

Permitted uses in the R3XX subzone include detached, duplex, link-detached, semi-detached, three-unit, and townhouse dwellings, as well as planned unit development.

Exception 1046 stipulates a maximum density of 40 units per hectare.



Figure 20: Zoning of subject lands and surroundings.

An evaluation of the proposed development against the applicable Zoning By-law provisions is shown in Table 5 below. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 5: Zoning Evaluation

Zoning Provision	Required		Provided	Compliance
Maximum Net Density	40 units/ ha		51.4 units/ ha	✘
Minimum Lot Width	Townhouse: 6 m		5.8 m	✘
	Planned Unit Development: 18 m		9.84 m	✘
Minimum Lot Area	Townhouse: 150 m ²		101 m ²	✘
	Planned Unit Development: 1,400 m ²		1,953 m ²	✔
Maximum Building Height	11 m		10.26 m	✔
Minimum Front Yard Setback	6 m		3 m (Applies to 8 units only)	✘
Minimum Corner Side Yard Setback	4.5 m		4.38 m	✘
Minimum Rear Yard Setback	7.5 m		3.6 m	✘
Minimum Interior Side Yard Setback	Townhouse: 1.2 m		1.2 m	✔
	Planned Unit Development: Equal to abutting rear yard requirement (7.5 m)		1.2 m	✘
Setback from Watercourses	Normal high-water mark of any watercourse or waterbody	30 m	30 m, except for 4 units at 28 m (May be reduced through Plan of Subdivision process, per S. 69(3) of ZBL)	-Per conditions of Subdivision approval-
Vehicle Parking (residential)	1 per dwelling unit 1 x 29 units = 29 spaces		29 spaces	✔
Vehicle Parking (visitor not required)	In the case of a townhouse dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit, no visitor parking is required for that dwelling unit.		4 spaces	✔
Corner Sight Triangle	(Approved through Plan of Subdivision process)		3 m x 3 m	✔

Zoning Provision	Required	Provided	Compliance
Flood Plain Overlay	No development permitted	To be addressed through Conservation Authority permit process	✓
Minimum width of private way in PUD	6 m 8.5 m with parallel parking	6 m >8.5 m with parallel parking	✓
Minimum setback for any wall of a residential use building to a private way	1.8 m	1.2 m	✗
Minimum setback for any garage or carport entrance from a private way	5.2 m	6 m	✓
Minimum separation area between buildings within a PUD (with building heights <14.5 m)	1.2 m	>1.2 m	✓
Maximum number of attached units	8	8	✓

3.6.1 Relief Required

The following relief is requested from the provisions of the Zoning By-law:

A maximum net density of 52 units per net hectare, whereas Exception 1046 establishes a maximum density of 40 units per hectare.

- / Exception 1046, which establishes a maximum density of 40 units per hectare, applies only to Wildpine Court and Ravenscroft Court. At 52 units per net hectare, the proposed development represents a modest increase to the current maximum, while continuing to meet applicable Official Plan policies. The submitted studies demonstrate that the proposed development is functional and the modest increase in density will not generate undue impacts.

A minimum lot width of 5.8 metres for a townhouse dwelling, whereas a minimum of 6 metres is required.

- / The proposed lot widths are 20 centimetres narrower than the required minimum lot width of 6 metres. While 6 metres represents a common standard across the City of Ottawa, there are several subzones that require a minimum of 5.6 metres (Subzones J, N, V, W), and even a minimum of 4.5 metres (Subzones O and Q). Additionally, many recent greenfield subdivisions across Ottawa feature townhouse lot widths of less than 6 metres, as typically enabled through site-specific provisions in Exception Zones. Such units are efficiently constructed and meet a demand in the housing market. The proposed townhouse lots feature widths

representing a limited departure from the zoning requirement, while continuing to support Official Plan policies and overall functionality.

A minimum lot width of 9.84 metres for a Planned Unit Development, whereas a minimum of 18 metres is required.

- / The reduced lot width for the Planned Unit Development results from the configuration of the development, with Block 4 on the Draft Plan of Subdivision representing the only PUD block fronting onto a public road. The PUD itself widens to the north, but Blocks 2 and 5 achieve frontage on the public road along its edges. The proposed PUD remains functional, with all units enjoying direct access to the private road, and the reduced frontage will not generate adverse impacts on the balance of the development.

A minimum lot area of 101 square metres, whereas 150 square metres is required.

- / As a result of the proposed environmental setbacks, the lot areas of eight (8) of the lots do not achieve the minimum 150-square-metre zoning requirement. The smallest lot is proposed to be 101 square metres. The reduced lot area is intended to accommodate the environmental setback on the east side, while accounting for the alignment of the new public road connection on the west side. The proposed lot sizes continue to enable accommodation of reasonable front, interior, and rear yard setbacks that serve their intended purposes, as described below.

A minimum front yard setback of 3 metres when 6 metres is required.

- / The southeastern cluster of Townhouse Model 4 'E' block facing the public street has a 3-metre setback from the lot line. The reduction in setback is one of the principal accommodations made to achieve optimal environmental setbacks to the east of the lots.
- / Additionally, the reduced setback contributes to achieving a more consistent streetscape from the extension of Wildpine Court (Block 2) to the private way in the PUD (Block 3). If the dwellings had achieved a 6-metre front yard setback, the gap between frontages would grow wider, reducing the cohesion of the design.
- / Due to the curvature of the extension of Wildpine Court and the 18-metre right-of-way width, three of the units at the northern edge of the block have additional space in the front yard, up to an additional 12 metres that will form part of the City-owned right-of-way. Figure 19 illustrates the reduced front yard setbacks.
- / Accompanying the request for reduction in a front yard setback is the request to include a provision in the site-specific Exception to ensure a minimum setback of 5.2 metres between a garage and a depressed curb. The intent of this provision is to ensure that adequate space is provided to accommodate a vehicle in the driveway.

A minimum corner side yard setback of 4.38 metres, whereas 4.5 metres is required.

- / The application proposes to reduce the sole corner side yard setback along the extended Wildpine Court by 12 centimetres to 4.38 metres. The reduction results from the location of the townhouse block, which prioritizes achievement of the required interior side yard setback from the existing townhouse dwellings on the west side. The requested reduction is minor and will be generally imperceptible, given the 18-metre width of the adjacent public right-of-way.

A minimum rear yard setback for a townhouse of 3.6 metres, whereas 7.5 metres is required.

- / The southeastern cluster of Townhouse Model 4 'E' block proposes reduced rear yard setbacks, resulting primarily from the reduced lot depths intended to respect the environmental setbacks to the east. The shallowest of the rear yards, a setback of 3.74 metres, corresponds to a modest reduction of 2 metres to the environmental setback, intending to balance the need for a reasonable rear yard amenity space. These rear yards continue to provide adequate space for outdoor access and enjoyment, as illustrated in Figure 19.

A minimum interior side yard setback for a Planned Unit Development of 1.2 metres, whereas 7.5 metres is required.

- / The Zoning By-law requires a setback equal to the required rear yard or interior side yard setbacks where adjacent to those yards on an abutting property. The interior side yard of the semi-detached dwellings in the PUD is 1.2 metres, whereas the required setback of the adjacent rear yards of the abutting townhouses is 7.5 metres. The semi-detached dwellings create an interior side yard condition along the private road, which improves the streetscape condition and contributes to a compact built form.

A minimum watercourse setback of 28 metres when 30 metres is required.

- / As discussed in Section 3.2.7 of this report and in greater detail in the submitted Environmental Impact Statement prepared by Kilgour & Associates, the City of Ottawa and MVCA may consider reduced setbacks if there are ecologically viable options to protect natural features in lieu of the indicated setback requirements. The Zoning By-law permits reduced setbacks to be established through Plan of Subdivision approval.

A minimum setback of 1.2 metres for any wall of a residential use building to a private way, whereas 1.8 metres is required.

- / The easternmost unit of the row of townhouses on the north side of the public road is located 1.2 metres from the private way. While this row of townhouses does not comprise part of the Planned Unit Development, the applicability of this provision is ambiguous. A request for relief from the provision is included in the list to ensure that the setback is accounted for under the more restrictive interpretation.
- / The intent of the provision is to ensure adequate separation of buildings and light access along private ways, which are generally narrow. While set back 1.2 metres, the location of the townhouses adjacent to the parallel parking spaces affords adequate separation, along with the 7-metre front yard setbacks of the townhouses on the east side of the private way. The design continues to meet the intent of the provision and will not result in any undue impacts on the private way or neighbouring dwellings.

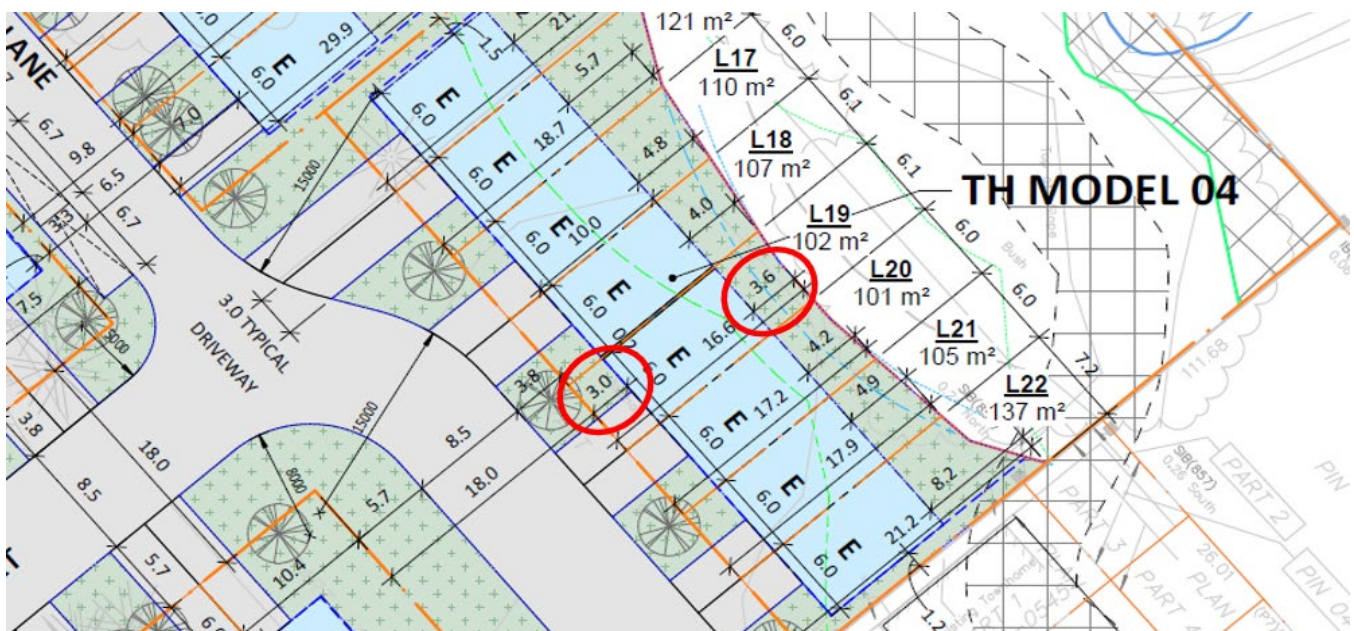


Figure 21. Illustration of minimum front and rear yard setbacks for the proposed development.

4.0 Supporting Studies

4.1 Assessment of Adequacy of Services

An Assessment of Adequacy of Services report was prepared by J.L. Richards & Associates Limited and is dated July 23, 2021. The report states that no issues are anticipated with servicing the proposed development and that water servicing pressure constraints were met.

Wastewater from this development is tributary to the existing Wildpine Court 250 mm diameter sanitary sewer, which is available at the site's boundary limit.

The high-level stormwater management analysis concludes that the provision of on-site storage volume is required to meet the storm discharge criterion of limiting the 1:100-year post-development peak flows to the pre-development level. Pre-development flow rates to the wetland are achieved using the mitigation measures, with the Hydrological Impact Study confirming that the stormwater management approach has maintained the pre-development water balance. Servicing for the proposed development is appropriate and infrastructure, existing and proposed, can meet the needs of the new residential dwellings.

4.2 Geotechnical Investigation and Slope Stability Analysis

A Geotechnical Investigation and Slope Stability Analysis was prepared by EXP Services Inc. and is dated August 24th, 2021. Following the on-site field work carried out by EXP, it was determined that the soil composition is generally appropriate for development, provided that fill and organic soils are removed and replaced with engineered fill.

The analysis concludes that the geotechnical conditions are generally appropriate for the proposed development, subject to grading and construction practices. Specific recommendations are also included to ensure safe construction and activity along the surrounding slopes.

4.3 Hydrologic Impact Study

A Hydrologic Impact Study was prepared by J.L. Richards & Associates Limited and is dated July 23, 2021. The Study concludes that the proposed development at Wildpine Trails will result in increased runoff and reduced infiltration in the water budget for the site. However, the long-term continuous simulation modelling has shown that the mitigation measures proposed in the stormwater management for the site, including the EES and outlet control, will increase infiltration beyond what is currently experienced and impact on the wetland will be minimal.

4.4 Headwater Drainage Features Assessment Report

A Headwater Drainage Features Assessment (H DFA) report was prepared by Kilgour & Associates Ltd. and is dated December 11th, 2021. The report provides a detailed description of the single headwater drainage feature on the Site. A headwater drainage feature is a non-permanently flowing drainage feature that may not have a defined bed or banks; they are first-order and zero-order intermittent and ephemeral channels, swales, and connected headwater wetlands, but do not include rills or furrows.

Based on this definition, the Site only contains one headwater feature, which is a headwater wetland. A headwater wetland is a wetland that is connected downstream through surface flow. The wetland on the Site is part of the Stittsville Wetland complex (not a provincially significant wetland) and is connected downstream to Poole Creek via surface flow. Poole Creek is not considered a headwater drainage feature because it is a permanently flowing feature. As such, the H DFA report provides information on the headwater wetland's aquatic and riparian habitat and the presence of biota along with appropriate management options for the feature.

The management recommendation for the wetland on the Site is conservation. Conserving the wetland includes maintaining or enhancing the feature, restoring hydrological and riparian habitat functions, maintaining catchment flows, minimizing stormwater impacts, and maintaining a development setback from the wetland to prevent impacts to the feature.

4.5 Phase 1 Environmental Site Assessment

A Phase I Environmental Assessment (ESA) report was completed by EXP Services Inc. and is dated September 9, 2021. The purpose of this Phase I ESA is to determine if past or present on-site or off-site activities have resulted in actual or potential contamination of the property. Based on a review of historical aerial photographs, historical maps, and other records, it appears that the Phase One property was first developed with the current residence circa 1971. Prior to residential development, the property was used for agricultural purposes.

However, there were two Areas of Potential Environmental Concern on the subject property, including the area near the basement heating oil and the south part of the property. The report concludes with a recommendation that a Phase Two ESA be completed.

4.6 Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by J.L. Richards & Associates and dated August 12, 2021. The Noise Control Feasibility Study develops a strategy for subdivision development that minimizes the reliance upon noise barriers, ventilation requirements and air conditioning as a means of addressing roadway noise and instead examines land use, roadway layout and building orientation as a principal means to mitigate roadway noise.

Predicted noise levels are not expected to exceed the City of Ottawa ENCG and MOE criteria for the proposed units within Wildpine Trails, due to the distance between the noise source and units as well as the existing residential and commercial buildings.

Based on the freefield noise contours, as presented on Drawing N1, no lots/units require any noise mitigation measures or warning clauses. The report recommends that the City of Ottawa accept the draft plan of subdivision submitted and exclude the condition for the proponent to complete a Noise Control Detailed Study as per the City of Ottawa ENCG 2016 Wildpine Trails development, as well as exclude the requirement for a Detailed Building Components Study for building permits.

4.7 Tree Conservation Report

A Tree Conservation Report was prepared by Kilgour & Associates Ltd. and dated December 23rd, 2020. The purpose of a TCR is to demonstrate how tree cover will be retained on sites subject to development using a “design with nature approach” to planning and engineering. A design with nature approach incorporates natural features of a site into the design and engineering of a proposed development.

The Site contains three Butternuts (two dead and one living), a federally and provincially significant tree species that is listed as Endangered under the ESA and SARA. The Site also contains one White Oak and one Siberian Elm, both of which are regionally significant (rare) species in the Ottawa area, though Siberian Elm is non-native. Site preparation would require the removal of all vegetation within the proposed development footprint, including 42 trees. To minimize impacts to remaining trees during development, a mitigation strategy is proposed that would protect critical root zones during construction and the proponent will need to seek an authorization to harm a Butternut under the ESA. To offset vegetation loss, native tree and shrub species must be planted, with a minimum of one tree per lot.

4.8 Environmental Impact Statement

An Environmental Impact Statement was prepared by Kilgour & Associates Ltd. and dated August 10th, 2021. The report details the existing conditions of the subject lands and highlights the natural features on or adjacent to the site and the potential impact of the proposed development on those features.

A number of field studies and surveys were completed as part of the report, including anuran surveys, boundary delineations, bat and bird habitat assessments, as well as tree and vegetation inventories. A small number of species at risk were identified on site or identified as having the potential to be located on the subject lands, including Barn Swallows, Blanding's Turtle, Eastern Wood Peewee, and Butternut trees.

Development of the residential community with the proposed setbacks from the wetland and the top of bank of Poole Creek is unlikely to alter the hydrology, riparian functions, or terrestrial or aquatic habitat functions of the Stittsville Wetland Complex and Poole Creek. The residential units would be situated upon the tableland created by existing fill within areas already highly disturbed and degraded, as indicated by the presence of rubble, trash, and non-native and/or invasive species.

Sufficient habitat will remain in order to support the Eastern Wood Peewee. No impacts to turtle species are anticipated, although measures should be taken during construction to ensure no access to the site by reptiles or amphibians.

Two of the existing Butternut trees are dead, but the third tree will be impacted by the proposed development and consequently the proponent will need to seek an authorization to harm a Butternut under the ESA. The development must respect City- and MVCA-approved setbacks from Poole Creek and the wetland and a permit will be required from the MVCA to alter areas within 30 metres of the wetland and permit the reduced rear yard setbacks of 28 metres. Some additional mitigation measures such as enhancing the natural features and providing new vegetation and trees will aid in minimizing impacts.

5.0

Integrated Environmental Review Statement

5.1 Wetland Boundary and Setbacks

Section 4.7.3 of the Official Plan contains policies for protection of surface water. Policy 2 stipulates that the minimum setback from rivers, lakes, and streams shall be 30 metres. Kilgour & Associates has provided an analysis of the existing watercourse setbacks as well as an opinion on a revised wetland boundary based on new field investigations and using the Ontario Wetland Evaluation System (OWES).

The proposed development's lot configuration results in some minor reduction of the required setbacks, however, both the City of Ottawa and MVCA may consider reduced setbacks if there are ecologically viable options to protect natural features in lieu of the indicated setback requirements. The proposed development will respect a setback of 15 metres from wetland areas and also respect a 30-metre setback from the top of bank of Poole Creek, except for the rear lot lines of four units to be located at the southeast corner of the subject lands. These four units require their rear lot lines to extend up to 2 metres beyond the 30-metre setback to permit a yard length of approximately 3.6-4.9 metres. At their closest point to the creek, these rear lot lines are 28 metres from the top of bank, but will be situated along what is currently the existing paved edge of the cul-de-sac on the lands. These proposed setbacks, illustrated on Figure 22, were developed in consultation with the City of Ottawa and Mississippi Valley Conservation Authority.

The project must implement City- and MVCA-approved setbacks from Poole Creek and the wetland, respectively, and fulfill any obligations that may be associated with a permit from MVCA to alter areas within 30 m of the wetland. The project must be carefully designed to ensure that surface water flows do not alter water temperature, quality, and quantity within Poole Creek and the wetland.

The project will require standard erosion and sediment control (ESC) measures to protect the Stittsville Wetland Complex and Poole Creek. The ESC plan must be developed to the satisfaction of the City and MVCA and should include:

- / A multi-faceted approach to provide ESC.
- / Silt fence paired with sturdy construction fence along the project perimeter.
- / Retention of existing vegetation and stabilization of exposed soils with vegetation where possible.
- / Limiting the duration of soil exposure and phasing project works.
- / Limiting the size of disturbed areas by minimizing nonessential clearing and grading.
- / Minimizing the total slope length and the gradient of disturbed areas.
- / Refueling of machinery should occur >30 m from the wetland and Poole Creek and all machinery will remain on the project-side of silt and construction fence.
- / Maintaining overland sheet flow and avoiding concentrated flows.
- / Storing/stockpiling materials >30 m away from the wetland and Poole Creek.

Rear yards of lots must have long-term/permanent fence to discourage residents and their pets from interacting with the wetland and Poole Creek and to prevent the escape of garden cultivars and non-native species into natural areas. The proponent must also develop and provide a Homeowner Awareness Manual to residents to encourage responsible stewardship and appreciation for adjacent natural heritage features.

Kilgour & Associates recommends enhancing the area between the proposed development footprint and the wetland and Poole Creek to restore a naturalized buffer, where feasible. This would help restore hydrological and riparian and terrestrial habitat functions that may have been lost due to the historical placement of fill along the wetland's edge. Enhancement works could involve removing invasive species and re-vegetating with appropriate native species. However, since this buffer is regulated by the Ministry of Environment, Conservation and Parks (MECP) (as protected

Blanding's Turtle habitat) and MVCA, an enhancement project would require permission from both agencies. The potential for an enhancement project could be addressed during consultations with these agencies for other regulatory processes involved with the project.

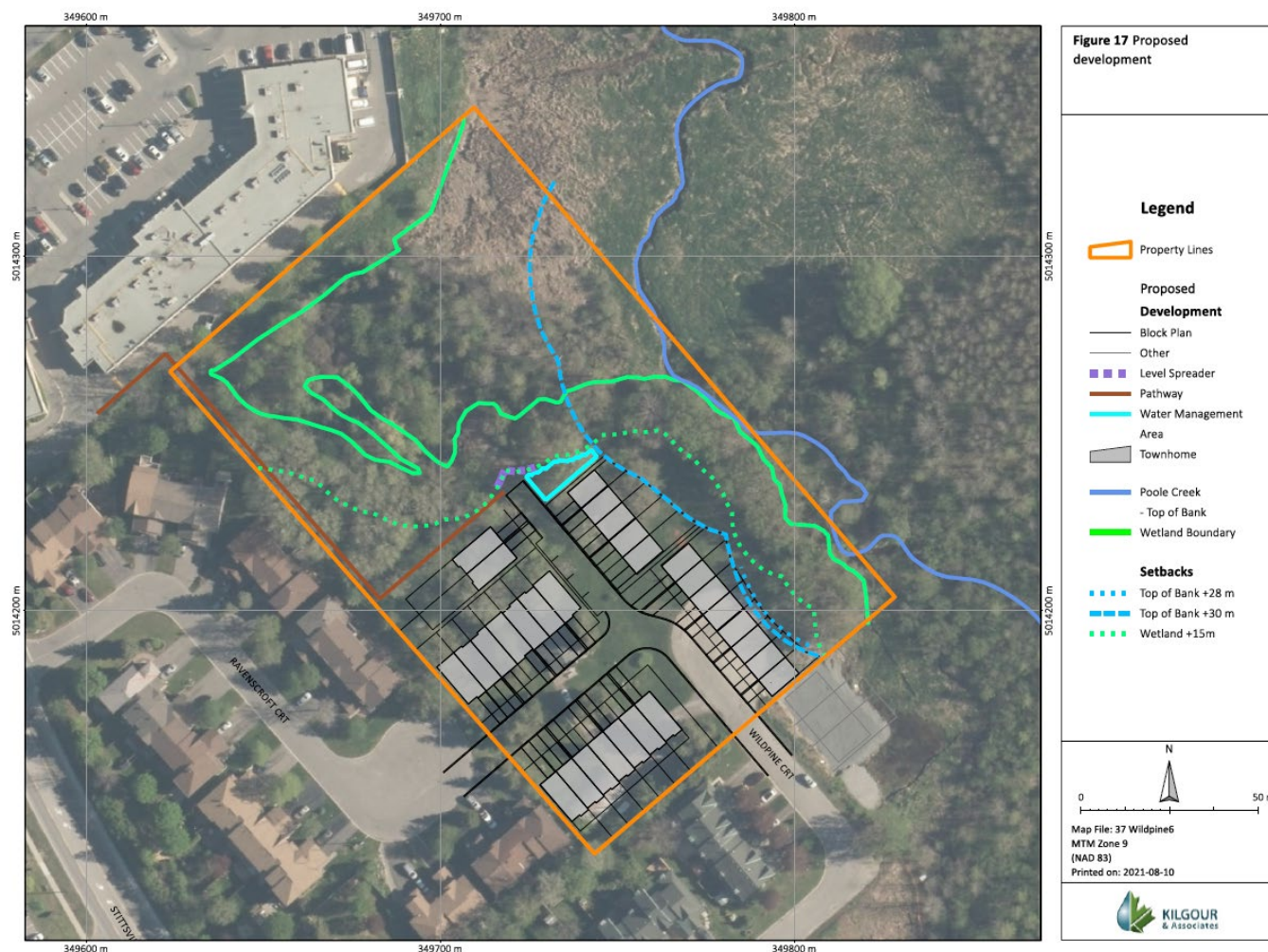


Figure 22. Proposed development and watercourse setbacks.

5.2 Species at Risk

Kilgour & Associates assessed the degree of potential impact of the proposed development with identified species under both the Species at Risk Act as well as the Endangered Species Act. Table 6 highlights the species identified as having moderate to high potential to interact with the proposed development.

The actual potential for impacts was confirmed through a field survey of species on site in which Eastern Wood-peewee and Butternut trees were identified (Figure 23). Two of the butternut trees were dead and the other was identified as a Category 3 tree. The Category 3 classification implies that it exhibited evidence that it may be resistant to, or tolerant of, infection by Butternut canker, making it especially important to the recovery of Butternut. Category 3 trees may be useful in determining sources of resistance to Butternut canker. Removing or harming (e.g., building within 50 m) a Category 3 Butternut requires an authorization under the ESA. The authorization, if granted, will set out the conditions of authorization, which may include the requirement that the tree be archived (e.g., through seed collection or cloning by grafting and then planted in Butternut archives).

Blanding's turtle is a potential species impact on site due to proximity to the wetland, although no species were observed on or near the site during the field observations. There is potential for Category 2 and 3 habitats, which means that any development or habitat alteration would require either an "overall benefit permit" or the agreement of the MECP that the proposed works do not constitute a negative impact to the functionality of the habitat areas through a Letter of Advice.

Other species listed in Table 6 have the potential to occur on the subject lands, though none were observed during field observations and no major habitats were identified.

Table 6. Summary of species at risk assessed as having a moderate to high potential to interact with the proposed development.

Species Name (Taxonomic Name)	Status under ESA	Status under Schedule 1 of SARA	Potential to Interact with Development of the Site
Birds			
Barn Swallow (<i>Hirundo rustica</i>)	Threatened	Threatened	Moderate
Eastern Wood-pewee (<i>Contopus virens</i>)	Special Concern	Special Concern	High
Rusty Blackbird (<i>Euphagus carolinus</i>)	Special Concern	Special Concern	Moderate
Wood Thrush (<i>Hylocichla mustelina</i>)	Special Concern	Threatened	Moderate
Reptiles			
Blanding's Turtle (<i>Emydoidea blandingii</i>)	Threatened	Threatened	High
Milksnake (<i>Lampropeltis triangulum</i>)	Not Listed	Special Concern	Moderate
Snapping Turtle (<i>Chelydra serpentina</i>)	Special Concern	Special Concern	Moderate
Mammals			
Little Brown Myotis (<i>Myotis lucifugus</i>)	Endangered	Endangered	Moderate
Arthropods			
Monarch (<i>Danaus plexippus</i>)	Special Concern	Special Concern	Moderate
Vascular Plants			
Butternut (<i>Juglans cinerea</i>)	Endangered	Endangered	High

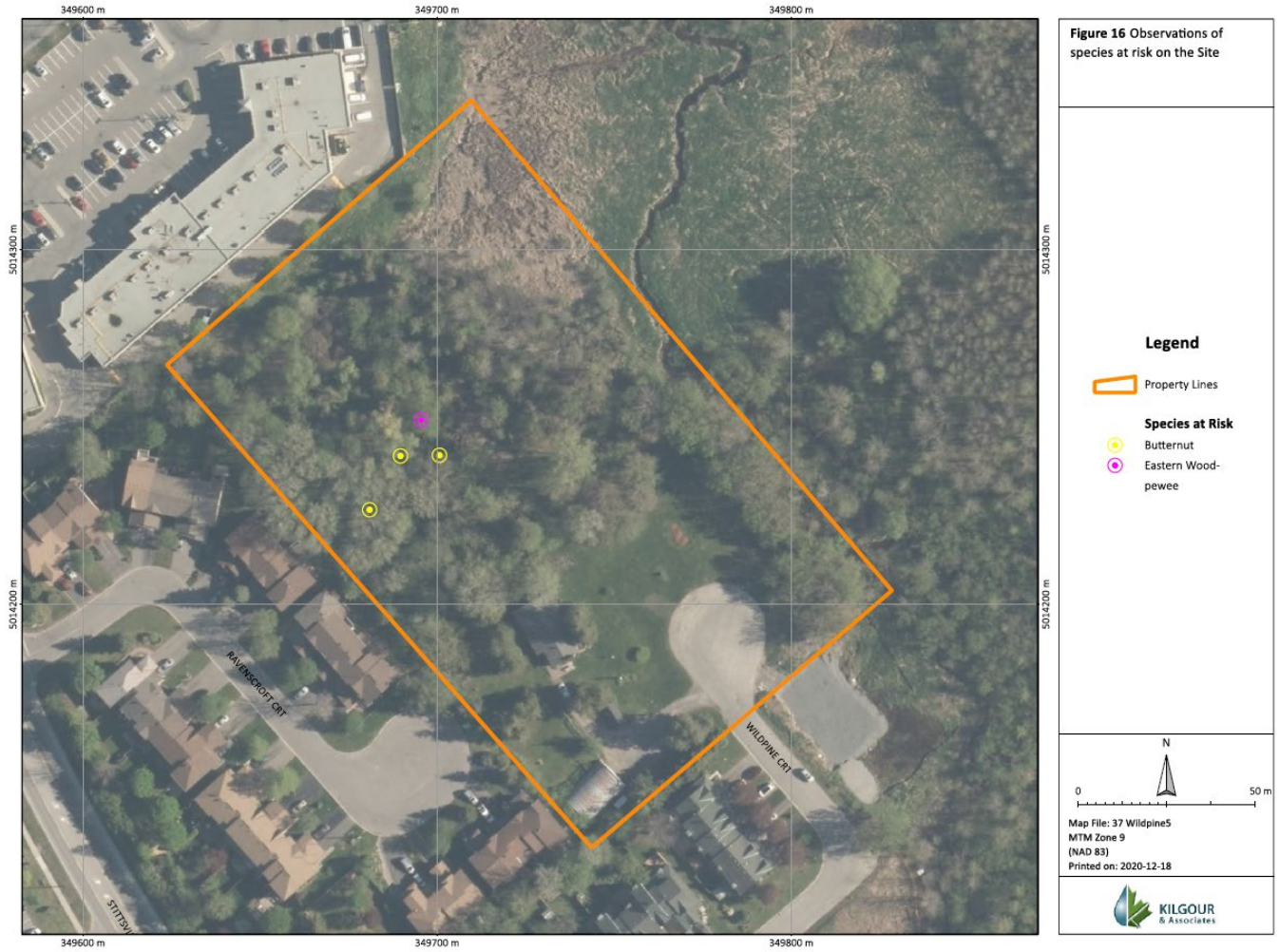


Figure 23. Observations of Species at Risk on the subject lands.

Conclusion

The proposed Plan of Subdivision, Plan of Condominium, and Zoning By-law Amendment applications meet the policies of the Provincial Policy Statement and the Official Plan. The proposed zoning for the property will maintain the character of the surrounding development and enable integration with the established residential community.

The proposed development is reasonable, appropriate and represents good planning. Technical studies confirm that the development is functional, subject to mitigation measures.

Sincerely,



Nick Sutherland, MCIP RPP
Planner



Jaime Posen, MCIP RPP
Associate