

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 January 2021 / 14 janvier 2021**

**and Council
et au Conseil
27 January 2021 / 27 janvier 2021**

**Submitted on 23 December 2020
Soumis le 23 décembre 2020**

**Submitted by
Soumis par:
Douglas James,
Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: KANATA SOUTH (23) /
KANATA-SUD (23)**

File Number: ACS2021-PIE-PS-0011

SUBJECT: Zoning By-law Amendment – 33 Maple Grove Road

OBJET: Modification au Règlement de zonage – 33, chemin Maple Grove

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 33 Maple Grove Road to permit two, three-storey apartment buildings, as detailed in Document 2.**
- 2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the**

City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of January 27, 2021” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’urbanisme recommande au Conseil d’approuver une modification du Règlement de zonage (no 2008-250) relative au 33, chemin Maple Grove en vue de permettre la construction de deux immeubles d’appartements à trois étages, comme le précise le document 2.
2. Que le Comité de l’urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 janvier 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment for 33 Maple Grove Road to permit two, three-storey apartment buildings.

The proposal aligns with applicable Official Plan policies for this area. Policies including 2.2.2 (Managing Growth Within the Urban Area), 2.5.1 (Designing Ottawa) and 4.11 (Urban Design and Compatibility) support the approving of this application.

Applicable Policy

The following policies support this application:

The General Urban Area (3.6.1) designation states that building heights will continue to be predominantly low-rise (up to four-storeys), and new development will be evaluated based upon compatibility with the existing context and the planned function of the area. This application proposes three-storey apartment buildings, which is keeping with Policy 3 of Section 3.6.1 of the Official Plan.

Section 2.2.2 of the Official Plan explains the City's strategy for managing intensification in the Urban Area. Policy 23 notes that the City supports intensification within the interior portions of established low-rise residential neighbourhoods where it will enhance and complement desirable characteristics reflected in the pattern of built form and open spaces. The subject property is located in an area predominantly zoned for single-detached dwellings but is uniquely situated on a corner lot opposite a park and an institutional use, both with large amounts of open space. The proposed development meets or exceeds the setback requirements of the current zoning for the site and utilizes design elements such as a peaked roof, to reflect the desirable characteristics of the neighbourhood.

Section 2.5.1 is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of a neighbourhood, as well as considering adaptability and sustainability. The proposed development fronts onto McCurdy Drive, which is the higher-order road; provides landscaping and tree planting along both McCurdy Drive and Maple Grove Road; provides peaked roof to reflect the surrounding built form; and provides a portion of its parking internal to the buildings.

Section 4.11 provides direction on limiting the impacts of new development on the existing context, which can be applied to individual properties. The proposal positively contributes to the neighbourhood by adding residential development on a currently underutilized site while also respecting existing characteristics of the neighbourhood such as setbacks and tree planting. It also provides residential intensification in an area that is well served by neighbourhood services and amenities.

The proposal represents appropriate residential intensification within the interior of a stable residential area and provides built form that is consistent with the Official Plan policies noted above.

Public Consultation/Input

Councillor Hubley hosted a virtual public meeting on September 16, 2020 to discuss the proposed development with the community. Approximately 150 individuals attended. Staff also attended to answer questions on process and next steps. When changes to the development were provided to the department, staff notified individuals who had provided comments to date through email on October 27, 2020. An engineering submission followed, and staff then notified individuals who had provided comments to date through email November 17, 2020.

RÉSUMÉ

Recommandation du personnel

Le personnel de la planification recommande d'approuver la modification du Règlement de zonage visant le 33, chemin Maple Grove en vue d'autoriser la construction de deux immeubles d'appartements à trois étages.

Le projet est conforme aux politiques du Plan officiel applicables au secteur. Plus précisément, les politiques 2.2.2 (Gestion de la croissance dans le secteur urbain), 2.5.1 (Concevoir Ottawa) et 4.11 (Conception urbaine et compatibilité) viennent appuyer l'approbation de cette demande.

Politiques applicables

Les politiques suivantes sont favorables à cette demande :

Selon les orientations stratégiques dans les secteurs urbains généraux (politique 3.6.1), la hauteur de bâtiment prédominante doit rester faible (maximum de quatre étages), et le projet d'aménagement doit être évalué en fonction de sa compatibilité avec le contexte existant et la fonction prévue du secteur. La demande en question ici vise la construction d'immeubles d'appartements à trois étages, ce qui concorde avec la politique 3 de la section 3.6.1 du Plan officiel.

La section 2.2.2 du Plan officiel décrit la stratégie municipale de gestion de la densification en secteur urbain. Selon la politique 23, la Ville est favorable à la densification dans les quartiers résidentiels de faible hauteur existants quand celle-ci améliore et complète les caractéristiques recherchées dans le modèle de forme bâtie et d'espaces ouverts. La propriété visée se trouve dans un secteur où le zonage permet principalement la construction d'habitations isolées, mais jouit d'une place unique sur un lot d'angle, en face d'un parc et d'une utilisation institutionnelle, lesquels comportent de grands espaces ouverts, près de l'extrémité du quartier existant. Le projet d'aménagement remplit ou dépasse les exigences en matière de retrait associées au zonage actuel du site, et fait appel à des éléments conceptuels, comme un toit à double pente, pour tenir compte des caractéristiques recherchées dans le quartier.

La section 2.5.1 est de nature générale et contient des objectifs de conception liés, entre autres, aux espaces de qualité, à la sécurité et à l'accessibilité, au respect du caractère des quartiers, et à l'adaptabilité et la durabilité. Le projet d'aménagement fait face à la promenade McCurdy, une route fréquentée; prévoit un aménagement paysager et des arbres le long de la promenade McCurdy et du chemin Maple Grove; comporte un toit à double pente pour tenir compte de la forme bâtie environnante; et situe une partie des places de stationnement à l'intérieur des bâtiments.

La section 4.11 explique comment limiter les répercussions des nouveaux projets d'aménagement sur le voisinage, y compris pour les propriétés individuelles. Le projet

profite au quartier en ajoutant des immeubles résidentiels sur un site actuellement sous-utilisé tout en respectant les caractéristiques existantes, comme les retraits et la présence d'arbres. Il permet également de densifier un secteur offrant de nombreux services et équipements.

Le projet assure une densification résidentielle appropriée dans un secteur résidentiel stable et fournit une forme bâtie conforme aux politiques du Plan officiel susmentionnées.

Consultation publique/commentaires

Le conseiller Hubley a tenu une réunion publique virtuelle le 16 septembre 2020 pour discuter du projet d'aménagement avec la population. Environ 150 personnes y ont assisté. Des membres du personnel ont aussi participé à la réunion pour répondre aux questions sur le processus et les étapes à venir. Quand des changements ont été présentés à la direction générale, le personnel en a avisé par courriel, le 27 octobre 2020, les personnes ayant soumis des commentaires jusque-là. Des plans de conception technique ont ensuite été présentés, et le personnel en a informé par courriel, le 17 novembre 2020, les personnes ayant soumis des commentaires jusque-là.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

33 Maple Grove Road

Owner

Rizak Abdullahi, MG4 Investments Inc.

Applicant

Taylor West, Novatech

Architect

Lara McKendrick

33 Maple Grove Road

Description of site and surroundings

The subject lands are located in the southeast corner of the intersection of McCurdy Drive and Maple Grove Road, within the Katimavik-Hazeldean neighbourhood. The property has an approximate area of 1,616 square metres, with 33.55 metres of frontage along McCurdy Drive and 51.3 metres of frontage along Maple Grove Road. The site is currently occupied by a single-detached dwelling.

Surrounding uses include single family homes to the north, south and east; Ruddy-Shenkman Hospice to the west; and, the Hazeldean/Maple Grove/Clarke's Cemetery to the north-west.

Summary of requested Zoning By-law amendment proposal

The subject property is currently zoned R1M [749] (Residential First Density, Subzone M, Exception 749). The requested zoning is R4F [XXXX] (Residential Fourth Density, Subzone F, Exception XXXX). The amendment is requested to allow for two, three-storey apartment buildings and site-specific zone provisions.

The proposed Zoning By-law amendment seeks to:

1. Rezone the subject lands to R4F [XXXX].
2. Urban Exception [XXXX] includes provision addressing the following:
 - A maximum height to 11.5 metres;
 - The maximum number of dwellings units per building to six;
 - A portion of one parking space to encroach 1.8 metres into the corner side yard setback along Maple Grove Road.
 - Minimum lot width of 15 metres;
 - Minimum lot area of 450 square metres;
 - Minimum front yard setback of 4.5 metres; and,
 - Minimum corner side yard setback of 4.5 metres.

Brief history of proposal

On July 21, 2020, the applicant applied for a Major Zoning By-law amendment application on the subject lands to permit two, three-storey apartment buildings and site-specific zoning provisions.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

A virtual Community Information Session was held through online video conferencing tool, ZOOM, on September 16, 2020. The applicant and Councillor Hubley organized and facilitated the event and City staff attended. During this meeting, both staff and the consultant team provided presentations on process and the proposal, respectively, and answered questions provided by the public in advance of the meeting. The session ended with a question and answer period. Approximately 150 individuals attended.

Changes were made since the original submission including the increase of vehicle parking spaces from 14 to 16, the reduction of maximum building height from 12 metres to 11.5 metres, the removal of a pinch point in the parking area to meet aisle width requirements, the addition of garage doors to the covered parking spaces, relocation and increase of bicycle parking spaces from six to 12, and relocation of waste and recycling storage to inside the building.

Approximately 240 comments were submitted by 150 individuals during the application review process. The majority of comments were submitted in opposition of the proposed development. The community requested consideration be given to the impact of the development on the character of the surrounding community, existing traffic and street parking issues, pedestrian and vehicular safety, and tree conservation.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation

The site is located within the General Urban Area designation as shown on Schedule B of the City of Ottawa's Official Plan.

Other applicable policies and guidelines

Section 2.2.2 – Managing Growth Within the Urban Area

This section directs where growth will occur within Ottawa. Policies within this section support the opportunity for intensification within the General Urban Area and recognises that such areas 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. Consideration of the character in the surrounding community is a factor in determining compatibility within a community. Growth will be directed where services already exist, and infill and redevelopment will be compatible with the existing context or planned function of the area. All intensification will occur in accordance with the provisions of Section 2.5.1 and 4.11, dealing with matters of urban design and compatibility.

Section 2.5.1 – Designing Ottawa

Tools and design objectives for new development are provided in Section 2.5.1 to guide compatibility and a high quality of design. These design objectives include enhancing the sense of community; defining quality public and private spaces through development; ensuring that new development respects the character of existing areas; and considering the adaptability and diversity of places that can adapt and evolve easily over time.

Section 4.11 – Urban Design and Compatibility

New development is reviewed and evaluated using the policies of Section 4.11, which address urban design and compatibility. These aspects of urban design and compatibility include building profile and height, potential impacts, building transitions, and intensification within established neighbourhoods. The purpose of reviewing these design aspects is to ensure that new development is sensitive and compatible to the existing context while providing appropriate transitions between densities and land uses.

Urban Design Review Panel

The subject property is not located within a Design Priority Area and was therefore not subject to the Urban Design Review Panel process.

Planning rationale

Official Plan Policies

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

The site is designated as General Urban Area (Section 3.6.1), which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Residential intensification through infill will respond to the existing pattern and scale of development to enhance and complement the desirable characteristics and ensure the long-term viability of existing communities.

OPA 150 provides for more policy direction on building heights. It states that low-rise intensification (up to four storeys) will be the predominant form of intensification in the General Urban Area, and that proposed development is to be evaluated based on compatibility with the existing context and planned function of the area.

The application proposed a low-rise product of three-storeys, which is in keeping with the General Urban Area (3.6.1) designation and OPA 150 policies noted above.

Section 2.2.2 of the Official Plan explains that the City supports intensification in areas designated General Urban Area, including the interior portions of stable, low-rise residential neighbourhoods where development will enhance and complement the area's desirable character reflected in the pattern of built form and open spaces. The proposed buildings will result in an increased density on the site through the introduction of two, low-rise apartment buildings in a manner that respects many of the performance standards established through the R1M zone. The setbacks for the proposed buildings meet or exceed the requirements in the current zoning. The proposed height of 11.5 metres will have no undue adverse impacts from the permitted building heights of 11 metres.

Section 2.5.1 and 4.11 of the Official Plan provides policy direction for urban design and compatibility. Document 3 illustrates the site of the proposed Site Plan and Elevations Concepts.

Section 2.5.1 is broad in nature; it includes design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the existing character of an area, while also considering adaptability and sustainability. The proposed development addresses the collector road, McCurdy Drive, by orienting the buildings to McCurdy Drive and providing pedestrian pathways from the buildings to the existing sidewalks along McCurdy Drive. Tree conservation was not possible at the rear of the site as additional parking was added in order to address public concerns regarding the lack of

resident parking provided in the original submission; however, the trees are to be replaced at a rate of 2:1.

Access to the parking area is located on Maple Grove Road. A single consolidated access to parking reduces the potential curb cuts along Maple Grove Road, resulting in a more desirable streetscape and room for landscaping. The potential impacts of the proposed parking area at the rear of the site have been adequately addressed. A significant rear yard space is provided to act as a buffer between both the parking area and the built form and the abutting properties to the northeast and is to be screened along Maple Grove Road by landscaping. Further, a portion of the parking will be tucked into the building and shielded from view by garage doors, and the remainder of the surface parking will be screened by landscaping along Maple Grove Road.

Section 4.11 can be applied to individual properties and provides direction on mitigating the impacts of new development on existing built form contexts through good building design, massing and scale, etc. The building design utilizes colours and materials characteristic of the area, includes many windows along the facades that are adjacent to Maple Grove Road and McCurdy Drive, and provides a pitched roof to match surrounding homes as well as incorporate roof-top mechanical equipment into the building design. Appropriate transition is achieved through the provision of building setbacks that match or exceed those required in the current zoning. The two proposed buildings are situated towards McCurdy Drive, which has allowed for ample space between the buildings and the shared rear property line with two homes on Young's Pond Court. Further, an interior side yard setback of three metres with landscaping is provided along the southern property line, where only one metre is required by the current zoning.

Staff are satisfied that the requested Zoning By-law amendment for two, three-storey apartment buildings is consistent with the Official Plan and represents good planning. The proposal allows for intensification within an existing community that complements the surrounding context. The proposed development will also result in site improvements, including increased landscaping, re-orienting the site's built form to a higher order road, McCurdy Drive, which will increase the pedestrian realm of McCurdy Drive and respect the residential character through consistency in the site setbacks. The proposal represents appropriate residential intensification within the interior of a stable residential area and provides a built form that is consistent with the Official Plan.

Staff have received direction that there is an intention to delete the R4F subzone from the Zoning By-law as part of the on-going review of the Zoning By-law for streamlining purposes. Therefore, staff are recommending a different subzone than was requested,

which achieves the same zoning provisions as the requested R4F subzone and exception, as well as imposes additional restrictions on the site.

Proposed Zoning Details

As Detailed in Document 2, the proposed Zoning By-law amendment will rezone the site to an R4J zone with a site-specific Urban Exception [XXXX] for various performance standards. The following summarizes the planning rationale for the amendments.

1. Rezone the subject lands to R4J [XXXX].
 - The proposal compliments the existing residential character of the area and contributes to the mix of residential buildings by permitting two low-rise apartment buildings.
2. An increase of the maximum height to 11.5 metres.
 - The maximum permitted building height in both the R1M and R4J zones is 11 metres.
 - The building height of 11 metres could be achieved with a flat roof, but a sloped roof, which requires 0.5 metres relief, is considered to be more in keeping with the character of the neighbourhood.
3. A maximum number of dwellings units per building of six.
 - Staff have no concerns with the increase in the maximum number of dwelling units per building. It is understood that the R4F subzone was chosen by the applicant for its similarities with the performance standards of the current R1M zone. This provision also exists in the R4J subzone.
 - The property is large enough to accommodate buildings of similar massing and setbacks under the current zoning. Changes to the proposal have also been made since the original proposal to mitigate the potential impacts have having addition dwelling units on the property. The number of resident parking spaces has been increased from 14 to 16 to achieve a parking rate of 1.2 spaces per units. The visual impact of the parking area has been reduced by incorporating a portion of the spaces into the building as well screening it from view through garage doors and landscaping along Maple Grove Road. The waste and recycling storage area has also been moved inside the building to eliminate potential conflicts with surrounding homes. As the potential impacts from additional dwelling units have been mitigated successfully, the proposed increase in

dwelling units from the permitted zoning better responds to policies in the Official Plan that speak to accommodating a diversity of dwelling types and intensification objectives.

4. Allow a portion of one parking space to encroach 1.8 metres into the corner side yard setback along Maple Grove Road.
 - The applicant has been revised their proposal to achieve the 1.2 parking rate required for Low-rise Apartments located in Area C on Schedule 1A of the Zoning By-law. Each proposed building now provides seven resident parking spaces and one visitor parking space, for a total of 16 vehicle parking spaces on the site. The revisions to the parking lot resulted in a portion of one parking space being located in the corner side yard along Maple Grove Road.
 - The encroachment is to be screened by landscaping. No significant impacts to the streetscape are anticipated.
5. A minimum front yard setback of 4.5 metres.
 - Staff have no concerns. The proposed front yard setback matches the current requirements of the R1M zone.
6. A minimum setback from a lot line abutting a property with an apartment dwelling, low rise of 1.2 metres
 - The proposal was designed using the performance standards of the R4F zone. Staff have no concerns with a reduced setback between the two proposed buildings. The applicant is providing the required 3-metre setback where the site abuts existing residential.
7. Allow two dormers per building to project 1.51 metres above the maximum height limit.
 - Each proposed building has two dormers, one on the back of the roof and the other on the front, which exceed the maximum permitted building height being requested (11.5 metres).
 - The applicant is proposing a sloped roof, meaning the maximum building height is calculated as the midpoint of the main roof. Staff have no concerns with the proposed projection above the maximum building height as the dormers do not project beyond the roof peak and are set back from

the roof line. No significant impact to the visual appearance/mass of the proposed buildings is anticipated as a result of the dormers.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Hubley provided the following comment:

“As Ward Councillor, I am aware of this report and invite anyone reading the report to review my extended comments to be made at committee. I also want to acknowledge the effort made by staff to review and respond to hundreds of comments received.”

LEGAL IMPLICATIONS

Should the recommendations be adopted and the resulting zoning by-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that a two day hearing will result. It is anticipated that this hearing can be conducted within staff resources. In the event that the zoning application is refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with report recommendations. In the event the application is refused and appealed, an external planner would need to be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

The proposed buildings will be required to meet the accessibility requirements contained within Ontario Building Code. In response to staff comments, the applicant has revised the concept plan to include alternative routes to building entrances that have a grade of less than 5 per cent.

ENVIRONMENTAL IMPLICATIONS

The development as proposed requires the removal of four mature trees on the property. The three trees along Maple Grove Road are close to the property line and cannot be protected during development. The tree in the southeast corner of the site was intended to be retained, however, the enlargement of the parking area has resulted in the need to remove this tree as well. The applicant will replace the trees at a rate of 2:1 throughout the site, including three large canopy trees in the public right of way along Maple Grove Road.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification; and,
- Thriving Communities.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0060) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

This application (Development Application Number: D02-02-20-0060) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of issues associated with the proposal resulting revisions to the proposal, as well as the delay in providing requested engineering materials.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Proposed Site Plan

Document 4 Consultation Details

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the application and proposed Zoning By-law amendments. The proposed development is an appropriate example of infill and intensification within the General Urban Area. The two new three-storey apartment buildings will contribute to the mix of housing types in the area with a built form that complements its surroundings and respects the relationships of adjacent properties. The development is appropriate in this context and the requested amendments conform with the Official Plan and are consistent with the Provincial Policy Statement.

DISPOSITION

Legislative Services; Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

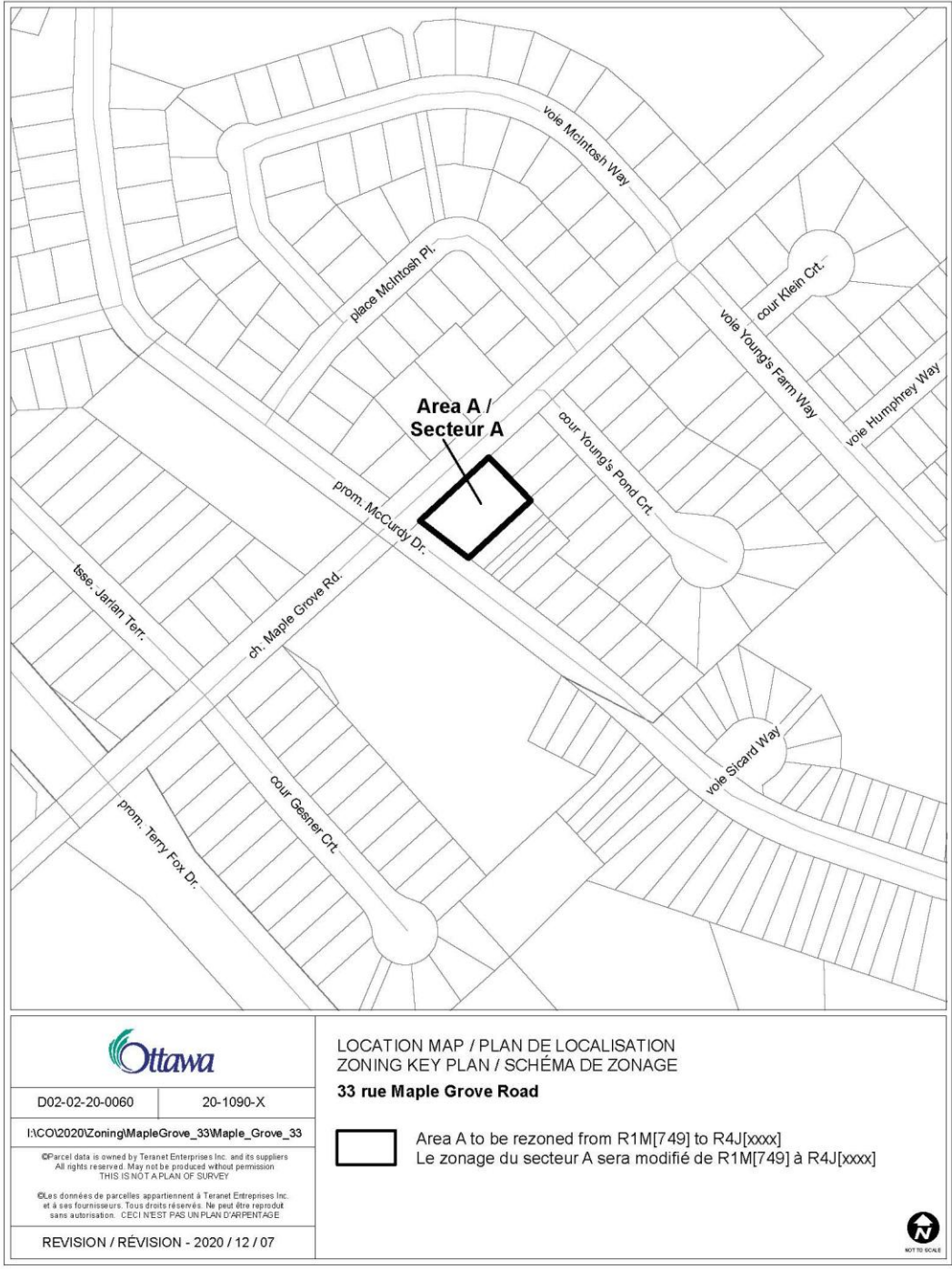
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map and Zoning Key Plan

For an interactive Zoning map of Ottawa visit geoOttawa.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 33 Maple Grove Road:

1. Rezone the lands as shown in Document 1 from R1M[749] to R4J[XXXX].
2. Amend Section 239 – Urban Exceptions, by adding a new exception [XXXX] with provision similar in effect to the following:
 - a) In Column V, add provisions similar in effect to the following:
 - An Apartment Dwelling, Low-rise is subject to the following provisions:
 - i. Maximum height is 11.5 metres;
 - ii. Maximum number of units per building is six;
 - iii. Parking may encroach 1.8 metres into the required corner side yard along Maple Grove Road;
 - iv. Minimum front yard setback is 4.5 metres;
 - v. Minimum setback from a lot line abutting an Apartment Dwelling, Low-rise is 1.2 metres;
 - vi. Two dormers per building may project above the height limit by up to 1.51 metres.
 - b) In Column II, add the text, “R4J[XXXX]”

Document 3 – Proposed Site Plan



Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One virtual public meeting was also held using ZOOM to provide an opportunity for the community to provide feedback despite the restrictions on public gatherings implemented by the Province of Ontario in response to the on-going COVID-19 Pandemic.

A virtual Community Information Session was held through ZOOM on September 16, 2020. The applicant and Councillor Hubley organized and facilitated the event and City staff attended. During this meeting, both staff and the consultant team provided presentations on process and the proposal, respectively and answered questions provided by the public in advance of the meeting. The session ended with a question and answer period. Approximately 150 individuals attended.

Changes were made since the original submission including the increase of vehicle parking spaces from 14 to 16, the reduction of maximum building height from 12 metres to 11.5 metres, the removal of a pinch point in the parking area to meet aisle width requirements, the addition of garage doors to the covered parking spaces, relocation and increase of bicycle parking spaces from six to 12, and relocation of waste and recycling storage to inside the building.

The following summarizes, in no particular order, a list of comment topics/items raised by various members of the public in response to the application.

Built Form and Character

Comments Summary

- The proposed development does not fit in with the neighbourhood
- The materials used on the proposed buildings don't match surrounding homes.
- Three-storey buildings will tower over neighbouring properties, blocking sunlight, interrupting existing views, and creating privacy concerns. Development on this property should be limited to two stories.
- The addition of two, three-storey buildings with 12 units is too much extra density for this neighbourhood.

- The building height should be calculated based on the eaves of the dormer rather than the larger roof.

Response

Staff are satisfied that the proposed development meets the policies contained within the City's Official Plan regarding the compatibility of new development within existing neighbourhoods. As per Section 2.5.1, new development does not need to be "the same as or similar to existing buildings in the vicinity" to be considered compatible. The proposed Zoning By-law amendment was evaluated, in part, based the elements of the design intended to make the development fit well and coexist within the existing neighbourhood. For instance, the material, colour, glazing and building articulation reflect surrounding homes, and the majority of proposed setbacks match those required by the current zoning.

The proposed development represents a good example of intensification within the interior portions of stable, low-rise neighbourhoods. The site is a large corner lot located opposite institutional and open space uses. The development proposes a height of 11.5 metres (the R4J zone permits up to 11 metres), and all surrounding residential zones ("R1W", "R1M", "R20") to the east, north, and south, permit heights of up to 11 metres. The proposed development will not tower over neighbouring properties, as the majority of surrounding homes are two stories in height, and the proposed development will be three stories. The additional height also facilitates the integration some parking into the building, which reduces the visual impact of the surface parking lot at the rear of the site.

Building Code Services has confirmed that building height is calculated using the main roof of the building. The dormers are considered projections over the maximum permitted height (i.e. mid-point of the roof). Staff have no concerns with the dormers as they do not project beyond the roof peak and are set back from the roof line. No significant impact to the visual appearance/mass of the proposed buildings is anticipated.

The proposal will not set a precedent for similar development in the surrounding area. Each development proposal is evaluated based on its own merit. This site's unique context within the existing neighbourhood contributed to the recommended approval. This exact rationale could not be applied in other locations within the neighbourhood.

Traffic / Parking

Comments Summary

- There is not enough parking provided to accommodate 12 households, a minimum of two parking spaces per unit should be provided.
- The proposed development will result in increased traffic.
- The Maple Grove Road / McCurdy Drive intersection is already very busy. The increased traffic levels and reduced visibility will increase the incident potential and contribute to unsafe walking/cycle conditions at this location.
- There is an existing street parking issue in this area resulting from the Ruddy Shenkman Hospice (110 McCurdy Drive). Many visitors and staff park on nearby streets, which contributes to the traffic issues along McCurdy Drive and Maple Grove Road. Overflow parking from the proposed development will result in additional cars permanently using the already limited street parking, thereby exacerbating existing traffic issues. There are particular concerns regarding snow removal in the winter months, emergency vehicle access, and pedestrian safety.
- There is limited bus service in this location. It is anticipated that residents will not opt for transit as their main mode of transportation due to infrequent service.

Response

The proposed development has been revised to meet the required parking rate for Low-rise Apartments in this area of the City of Ottawa (i.e. lands identified as Area C on Schedule 1A of the Zoning By-law). The proposed development is not anticipated to be a significant traffic generator based on its size. The applicant was required to complete a Transportation Impact Assessment (TIA) screening form; no TIA was triggered.

Environment / Tree Conservation

Comments Summary

- Disappointing that the proposed development will result in the removal of several mature trees from the property.
- Trees should be provided along Maple Grove and McCurdy to fit in with the existing character of the neighbourhood.
- The proposed development will result in the loss of greenspace in the neighbourhood.

- Concerned about the impact to birds, insects, and amphibian populations, resulting from the loss of mature trees the site.
- Concerned that the height of the building will result in more bird collisions.

Response

The applicant is proposing to replace the trees be removed at a rate of 2:1. Three (3) new large trees are proposed in the City's right-of-way along Maple Grove Road, and two (2) new small/medium private trees are proposed along McCurdy Drive.

Developers are encouraged to implement Bird-Safe Design interventions to reduce bird collisions with their buildings. The Department will continue to encourage this through subsequent development application processes.

Engineering / Servicing

Comments Summary

- Concerned that existing infrastructure will not have capacity to support the proposed development.
- Concerned that there will be increased runoff on the site as a result of increased hard surfaces.
- Concerns that the proposed infiltration ponds at the rear of the site will create a mosquito issue

Response

A substantial engineering review was submitted in response to the first set of comments provided to the applicant. Upon review, City Engineering Staff have confirmed that the proposed development can be adequately serviced by existing infrastructure.

The applicant is proposing to contain all runoff on site by utilizing grading patterns and providing infiltration areas at the rear of the site. The stormwater management design will be further refined at the time of the consent for severance and building permit applications.

General Comments

Comment

The proposed development does not contribute to the City's affordable housing goals.

Response

The City does not currently have any policies requiring developers to provide affordable housing as part of their proposed developments.

Comment

The proposed development does not address the increased demand for housing that meets the needs of an aging population.

Response

The proposed development contributes to the mix of housing types available within the community. A full range and choice of housing types to meet the needs of all ages, incomes and life circumstances contributes helps to facilitate the development of complete and sustainable communities.

Comment

Converting underused properties such as this within established residential neighbourhoods will not make a dent in the City intensification targets.

Response

The City of Ottawa is planning for significant population growth in the coming years. The subject site is designated General Urban Area on Schedule B of the Official Plan, which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances

Comment

The community mailbox is immediately east of the proposed driveway. Combined with the higher traffic and on-street parking, this proposal has the risk of introducing a high-risk collision zone of vehicles, cyclist, pedestrians, strollers, children.

Response

No significant risk has been identified in the review of the proposal. The size of the development is not anticipated to significantly increase traffic levels in the community.

Comment

The proposed increase to required setbacks is irrelevant since the land use is changing from a single-family home to apartment buildings.

Response

The applicant is proposing changes to the required setback to align with requirements in the current R1M zoning.

Comment

Concerned about how garbage/recycling collection would be handled, as well as with the location the waste storage areas on the site.

Response

Garbage/Recycling will be stored in the building.

Comment

Concerns with how snow removal will be handled.

Response

Snow removal methods are outside the scope of this application. However, if the owner cannot adequately accommodate snow storage on-site, they will be required to remove it in a timely manner from the site.

Comment

The proposed development is not necessary. There are numerous existing and planned apartment buildings in the surrounding area, and in other parts of Kanata and Ottawa West.

Response

The subject site is designated General Urban Area in the City of Ottawa Official Plan, which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances.

Comment

The proposed apartment buildings will decrease the privacy currently afforded to properties surrounding the site, as the upper levels will overlook and crowd neighbouring homes. An inadequate buffer to maintain privacy is currently provided.

Response

The proposed development maintains, and exceeds, the setbacks required by the current zoning. The current R1M zoning only requires a 1 metre interior side yard setback and a 7.5-metre rear yard setback. The applicant is proposing a 3.0-metre interior side yard setback between the southern building and the adjacent property at 109 McCurdy Drive, and are providing approximately 22 metres between the closest proposed building and the abutting properties on Young's Pond Court.

Comment

The Hospice located opposite the subject site on McCurdy Drive will be negatively impacted by the proposed development. The increase in noise, traffic, etc. will detract from the peaceful and quiet environment currently enjoyed by the patients and their families when they make use of the front lawn/garden.

Response

The proposed development is not anticipated to be a significant generator of noise.

Comment

The proposed development will lower the property values of surrounding homes.

Response

There is no evidence to suggest that development applications and new construction adversely impact property values.

Comment

There has been no change in the neighbourhood to justify a rezoning at this location.

Response

No changes to a neighbourhood are required before a property owner can seek the necessary approvals to allow new development. As part of the Zoning By-law amendment application, the applicant is required to justify their request based on applicable policy (e.g. Provincial Policy Statement, Official Plan, etc.), as well as address the compatibility of the proposed development within the existing context of the site.

Comment

Concerned that the reduction in required aisle width for the parking lot will be problematic for vehicle circulation, as it may not allow for two-way vehicular traffic.

Response

The applicant has revised the proposal to meet the aisle width requirements outlined in the Zoning By-law. Relief is no longer required.

Comment

Has a shadow study been conducted?

Response

It was determined by staff that the height of the proposed building did not trigger the need for a shadow study.

Comment

The proposed development should be limited to four (4), as permitted by the R4F subzone.

Response

Staff have no concerns as the property is large enough to accommodate buildings of similar massing and setbacks under the current zoning.

Comment

This development will provide an opportunity for residents who work in the area to utilize active transportation methods for commuting to work.

Response

The applicant is providing bike parking on site for residents who own bicycles.

Comment

Who is responsible for damage to surrounding properties resulting the construction of the proposed development (e.g. blasting or digging or heavy equipment etc.)?

Response

Property damage resulting from construction would be considered a private dispute, to be resolved between the complainant and the developer. No City involvement is required.

Comment

The interior side yard setback provided between the two proposed buildings poses a safety issue to residents in the event of a fire.

Response

Fire protection is outside the scope of this application. At the time of a building permit application, the proposed development will be evaluated against the Ontario Building Code requirements related to fire safety and protection.