

February 9, 2022

**Mr. Tracey Scaramozzino**

Planner II, Development Review South  
Planning, Infrastructure and Economic Development  
City of Ottawa  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1

Via Email: [Tracey.Scaramozzino@ottawa.ca](mailto:Tracey.Scaramozzino@ottawa.ca)

**RE: 3776 & 3780 Albion Road  
Zoning By-law Amendment (D02-02-20-0100) & Site Plan Control (D07-12-20-0134) Applications**

Dear Ms. Scaramozzino,

Fotenn has prepared the following Planning Rationale Addendum in response to technical circulation comments as well as comments from the community and Ward Councillor addressing the initial submission of the Zoning By-law Amendment and Site Plan Control Applications for 3776 & 3780 Albion Road (D02-02-20-0100 & D07-12-20-0134) in October 2020.

In response to the initial review, the design has been revised to provide improved conditions along the interface with the public realm, reduce the building massing and height, reduce window placement on side yard elevations, and improve location of access drive aisles and parking locations. The revised proposed design which now proposed two separate buildings with a central drive aisle and reduced building height provides impactful changes to the building design, relative to the initially submitted approach.

We believe the enclosed submission fully addresses concerns and comments brought forward by the community, Ward Councillor and City Staff and request that this file proceed to Planning Committee.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



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Tim Beed, RPP MCIP  
Senior Planner



## **3776 & 3780 Albion Road**

Planning Rationale & Design Brief  
Zoning By-law Amendment & Site Plan Control  
February 9, 2022



Prepared for Concorde Properties

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

February 2022

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# 1.0 Introduction

As discussed above, the proposed redevelopment plan has been revised considerably when compared with the original submission in October 2020. Concorde Properties is now proposing to replace the two (2) existing detached dwellings on the properties with two (2), two-storey low-rise Back-to-Back Townhouse buildings containing a total of 16 residential units with 16 parking spaces provided both within private garages as well as a parking area at the rear of the proposed buildings. To proceed with the proposed development, Zoning By-law Amendment and Site Plan Control applications have been previously submitted:

The revised Zoning By-law Amendment proposes to rezone the subject property from “Residential First Density, Subzone W (R1W)” to “Residential Third Density, Subzone B, Exception XXXX (R3B[XXXX])”. The zoning exception would provide relief from certain provisions required to facilitate the proposed development. A concurrent Site Plan Control Application was also previously submitted with the original submission to address site-specific design considerations including building materiality, landscaping, amenity areas, and access.

## 1.1 Application Summary and History

In October 2020, Fotenn Consultants Inc. (“Fotenn”) submitted a Planning Rationale and Design Brief for a Zoning By-law Amendment and Site Plan Control application (D02-02-20-0100 & D07-12-20-0134) for the proposed development of a 3-storey, residential-use building at 3776 & 3780 Albion Road that contained 36 units and 31 parking spaces. In consideration of the comments provided resulting from the technical review period and in discussions with the Community Association and Ward Councillor regarding the aforementioned development application, the proposed development has been amended with a refined building height and massing, reduced side yard window placement, reduced unit and parking count, and relocated vehicle drive-aisle and rear-yard parking areas.

The intent of this Planning Rationale Addendum is to assess the revised development proposal against the applicable policy and regulatory framework, and to provide an analysis of how the proposed development achieves good design and is appropriate for the site. Information from the original Planning Rationale that did not require any further clarification or discussion has not been included within this report but remains applicable for consideration. The originally submitted Planning Rationale and Design Brief should be read together with this Addendum.

## 1.2 Project Timeline

- / Initial Pre-App Meeting: November 2019
- / Meeting with Councillor and Community: Ongoing
- / Application Submission: October 2020
- / Meeting with City and Councillor: Ongoing
- / Technical Circulation Comments Received: February 16<sup>th</sup>, 2021
- / First Public Meeting: May 26<sup>th</sup>, 2021
- / Meetings with City and Councillor: Ongoing
- / Second Public Meeting: October 6<sup>th</sup>, 2021
- / Revised Proposal Submission: February 2022

## 1.3 Summary of Design Revisions

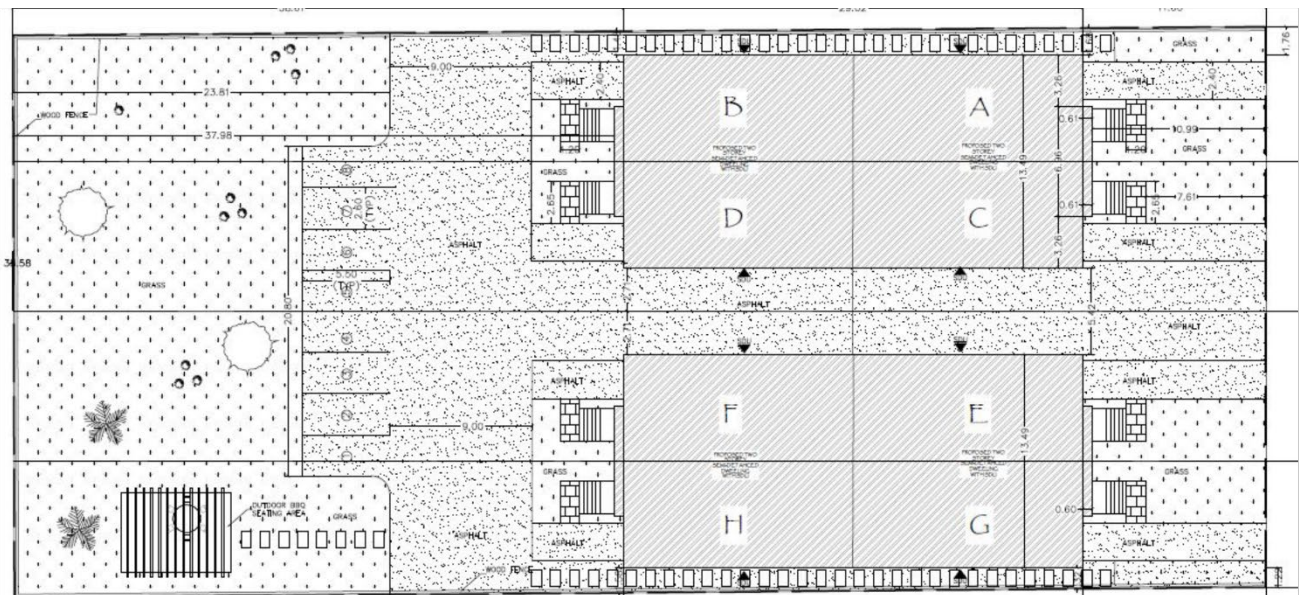
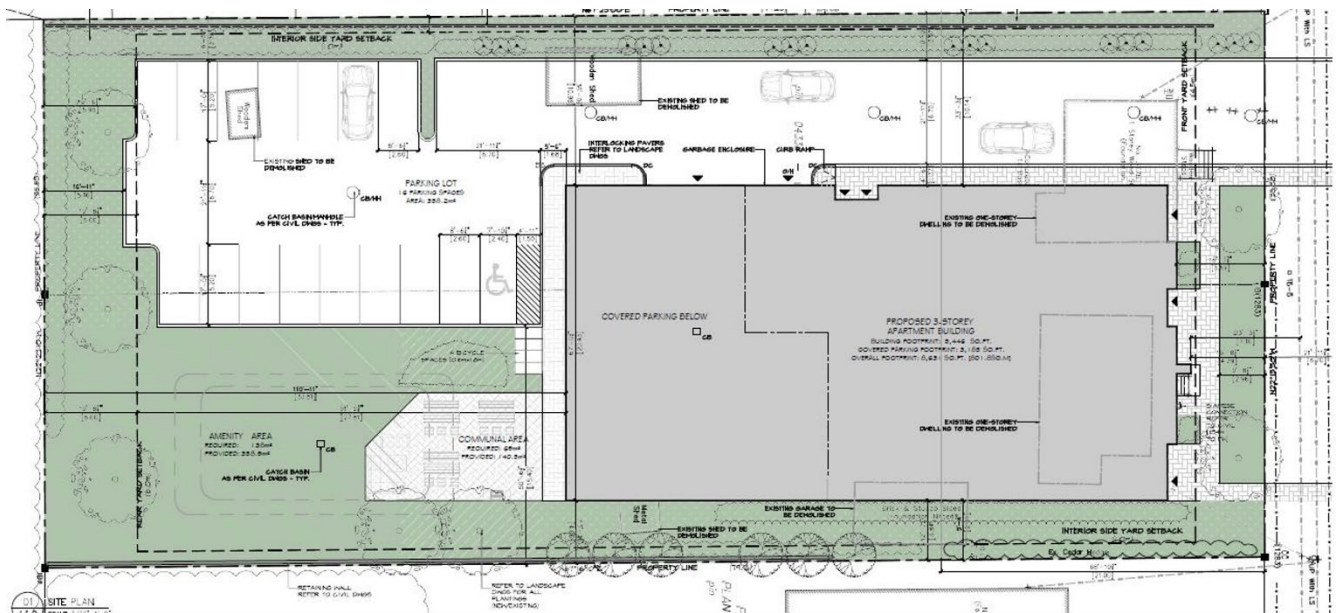
In response to comments received throughout the technical review and commenting period, revisions to the proposed development have been made as summarized below. The revised proposal consists of:

- / 16 residential dwelling units;
- / Two-storey building height (8.8 metres);
- / 16 parking spaces (8 included within private garages);

- / Relocated access driveway aisle to middle of site;
- / Reduced window placement on side facades;
- / Reduced parking lot area; and
- / Redesigned rear-yard landscaped amenity space and buffer to abutting properties.

### 1.3.1 Revised Site Layout

The proposed site layout, building massing, and unit typology have been revised to better accommodate the proposed buildings height, site orientation and the location of windows in consideration of the existing character of the neighbourhood. The massing of the original design has been separated into two buildings that more closely reflect the rhythm and character of the community.



### 1.3.2 Revised Side Elevation Window Placement

The window placement for the exterior facing side elevations to the north and south have been reduced and redesigned to diminish concerns of overlook and impacts on privacy for the abutting side yard neighbouring properties.



### 1.3.3 Revised Building Height & Front Elevation

An important consideration of the revised design was to ensure that the proposal contributes to the quality of the streetscape, and respects the scale and mass on the adjacent surrounding homes.

The proposed revised design which includes two (2) two-storey back-to-back townhouse buildings ensures the new development faces and animates the public streets with ground floors providing principal entries, windows, porches facing onto the street, which contribute to the animation, safety and security of the street.

The proposal is situated and designed in a manner that reflects the existing and planned neighbourhood pattern of development in terms of building height, roofline design, and location of primary entrances.



- Overall, the objective of the proposed revised design was to ensure this infill development will:
- / Achieve a good fit into this existing neighbourhood, respecting its character, architecture and landscape;
  - / Enhance the streetscape along Albion Road;
  - / Offer a more compact urban form; and
  - / Reduce impacts on nearby residential properties.

## Site Context and Surrounding Area

The subject property consists of two lots, municipally known as 3776 and 3780 Albion Road. The lands are located in the established community of Emerald Woods-Sawmill Creek within the greater South Keys-Greenboro area of the City of Ottawa. The combined properties are interior lots with a total area of 2,868 square metres with 36 metres of frontage along Albion Road and a lot depth of approximately 79 metres. The subject properties are each currently occupied by single-detached residential buildings and various associated accessory buildings and storage areas.



Figure 4 Site Location (Subject Property Outlined in Blue)

### 2.1 Surrounding Area

The surrounding community is characterized by a mix of land uses, including residential, recreational, institutional, and commercial uses. The neighbourhoods located in close proximity of the subject property have a predominantly low-rise, residential character with a large proportion of the area consisting of single-detached homes, townhomes, and low-rise apartment buildings with heights ranging between two (2) and four (4) storeys. The broader area also contains buildings with heights ranging from four (4) to 17 storeys.

The area surrounding the subject property is described as follows:

**North:** To the north, the subject property directly abuts the rear-yards of several low-rise detached dwellings with frontage along Wyldewood Street. Further north, the Emerald Woods-Sawmill Creek neighbourhood is characterized by primarily low-rise residential dwellings including detached and semi-detached building forms. Also north, a cluster of high-rise buildings front Bridle Path Drive.

Northwest of the subject property is the intersection of Bank Street and Hunt Club which includes the South Keys Shopping Centre, a range of other commercial and retail uses, and the South Keys Transit Station.



**East:** East of the subject property is the Hunt Club Upper-Blossom Park-Timbermill low-rise residential community. This neighbourhood is characterized by a series of low-rise residential-use buildings including detached, semi-detached, and townhouse dwellings. Key amenities to the east of the subject property include the Sawmill Creek Park, Pool, and Recreation Complex as well as Sawmill Creek Elementary School and Gabrielle Roy Public School.

**South:** Immediately south of the subject property is a semi-detached dwelling fronting onto Albion Road. Further south are additional detached dwellings fronting Albion Road and additional low-rise residential uses within the community. The NCC Greenbelt is located approximately one (1) kilometre south of the subject property.

**West:** Immediately west of the subject property and abutting the rear property line is the City-owned Emerald Woods Park. The area further west is predominantly characterized by low-rise detached residential buildings. The Airport Parkway and multiuse pathway; both important transportation routes, are also located west of the subject property.



Figure 5: Context Photos from Albion Road



Figure 6 Existing Street view and abutting property context.

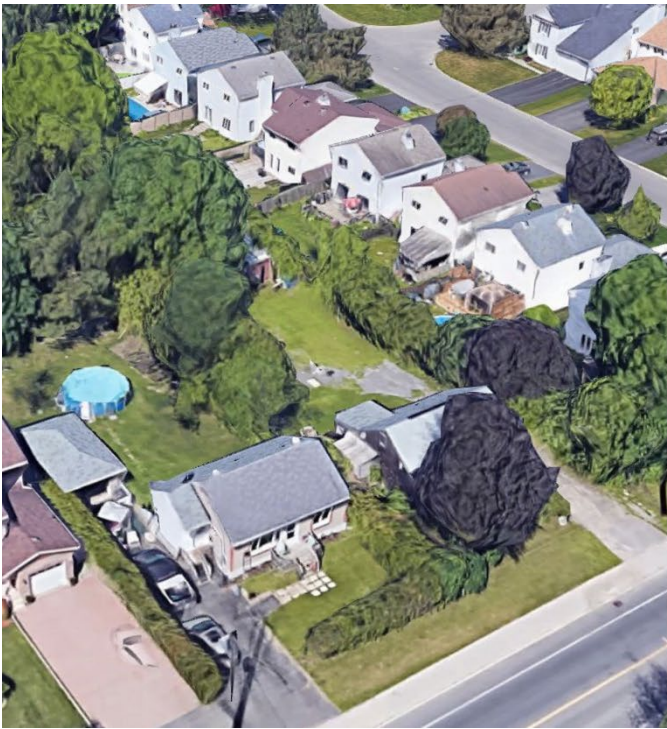


Figure 7 Existing side-yard abutting property interface.



Figure 8 Existing Community Context.

- 1) Subject Property.
- 2) Emerald Woods Park.
- 3) Sawmill Creek Elementary School, & Gabrielle Roy Public School.
- 4) Airport Parkway and Multiuse Pathway.
- 5) NCC Greenbelt.
- 6) Grocery Store and Retail Plaza.
- 7) Four-storey McLean Cooperative Housing building.
- 8) Sawmill Creek Park, Pool, and Community Centre.
- 9) South Keys Transit Station (Stage 2 LRT Station).
- 10) Multi-use Pathway.
- 11) Bank Street Arterial Mainstreet commercial corridor.
- 12) High-rise (13-17 storeys) residential buildings within 600 metres of subject property.

## 2.2 Road Network

The subject property is well serviced with respect to the existing road network. Albion Road is identified as an Existing Collector on Official Plan Schedule E (Central Area/Inner City Road Network). Collector roads are designed and intended to facilitate a moderate traffic flow and serve to move traffic towards higher-order roadways such as Arterials and Highways. Collectors are designed to accommodate the capacity demands of modest residential intensification.

Albion Road is also in close proximity to three Arterial Roadways as indicated on Schedule E; Bank Street, Hunt Club Road, and Lester Road. Arterial Roadways are roads within the City that carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Proximity to arterial roadways is advantageous in accommodating increased density. The subject property is also located within close proximity of the Airport Parkway, offering connectivity to key destinations, and the greater transportation network throughout Ottawa.



Figure 9: Excerpt from Schedule E of the Official Plan (Urban Road Network)

### 2.3 Active Transportation Network

Albion Road provides on-street bike lanes and sidewalks on both sides of the right-of-way connecting to the broader bicycle network and providing convenient and direct access to key amenities and services including South Keys Transit Station and the South Keys retail area. The subject property is also well served by the established and planned bicycle and active transportation network throughout Ottawa as indicated on Schedule C of the Official Plan. Nearby portions of the network include Bank Street which is designated a spine route and the Sawmill Creek Multi-Use Pathway. Also in close proximity, Hunt Club Road and the Airport Parkway are also designated as spine routes within the Official Plan, with a multi-use pathway also running along the Airport Parkway and providing access to Downtown.

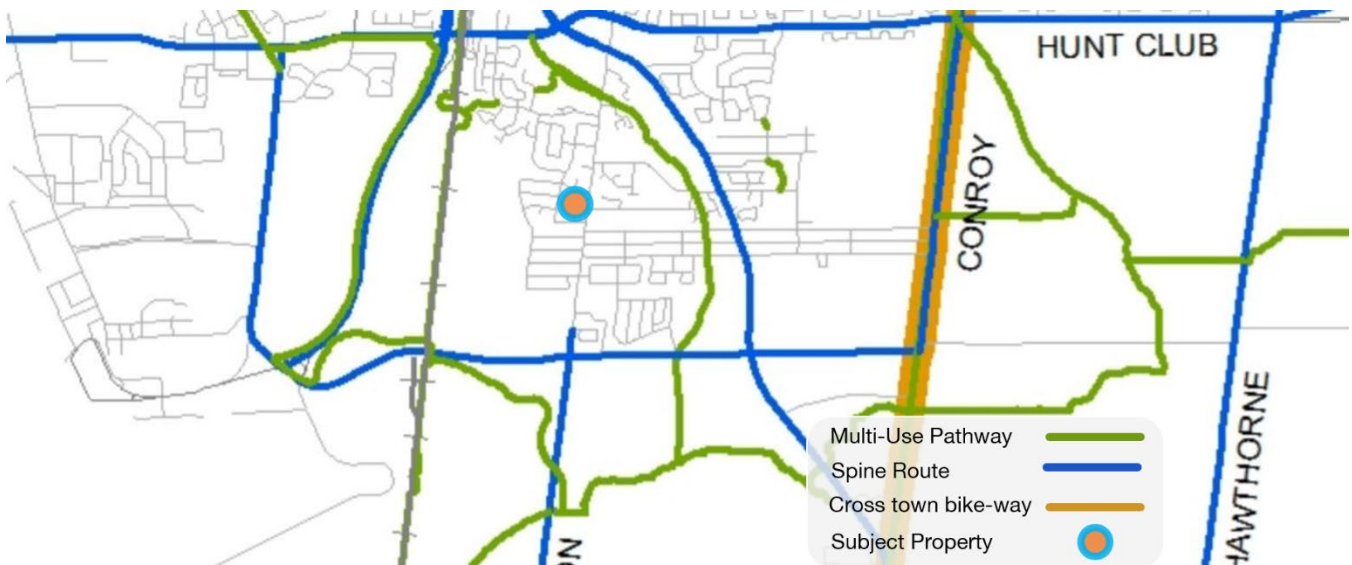
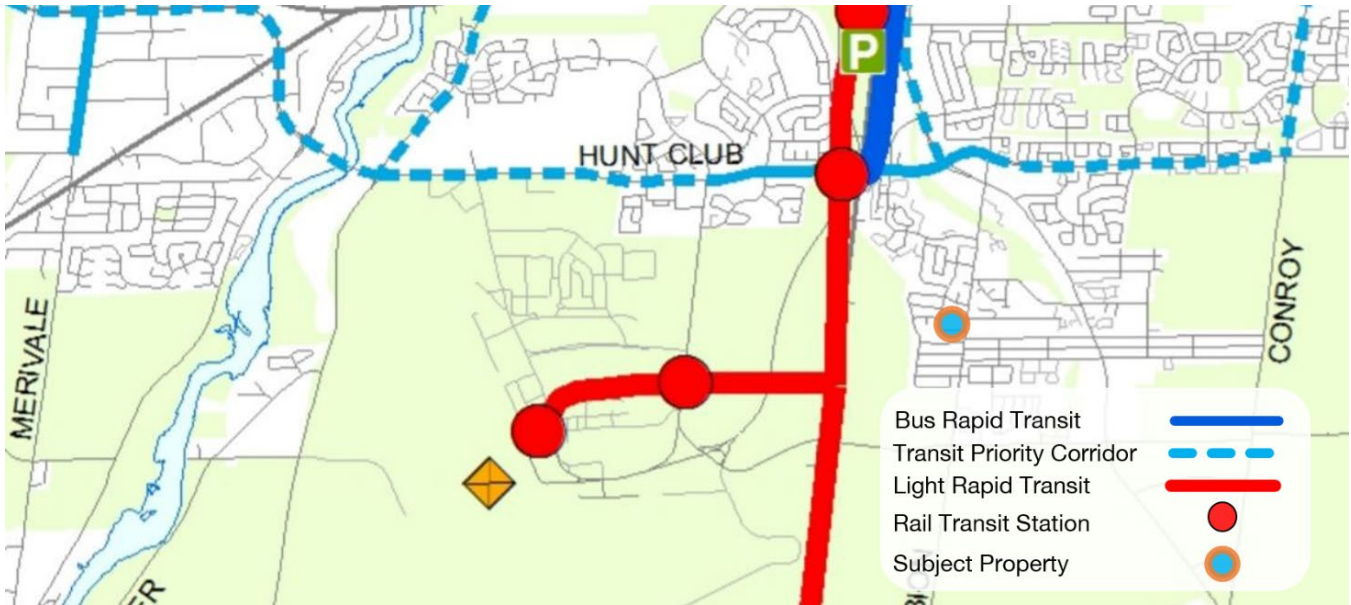


Figure 10: Excerpt from Schedule C of the Official Plan (Primary Urban Cycling Network)

## 2.4 Public Transportation

The subject property is served by various public transit options and is located within two (2) kilometres of the South Keys LRT Station along the Trillium Line. Additionally, the subject property is served by multiple local bus routes including Route 93, with stops at key destination and transfer points en route. Route 93 provides direct and convenient access from the subject property to the South Keys Transit Station. Moreover, Hunt Club Road is classified as a transit priority corridor in Schedule D of the Official Plan, making it a priority for transit reliability improvements.



# Proposed Development

The planned low-rise, multi-unit, residential buildings consists of two (2) storeys (8.8 metres) with 16 residential units. The unit-mix includes 3 bedroom town-house units as well as the secondary dwelling units proposed in the basement of both proposed buildings containing 2-bedrooms each. The unit mix is designed to ensure adequate options are available to attract a wide array of residents. The proposed buildings have been situated to provide ample front yard space approximately 11 metres from the Albion Road right-of-way. An interior setback of 1.3 metres is provided to the south and 1.5 metres to the north.

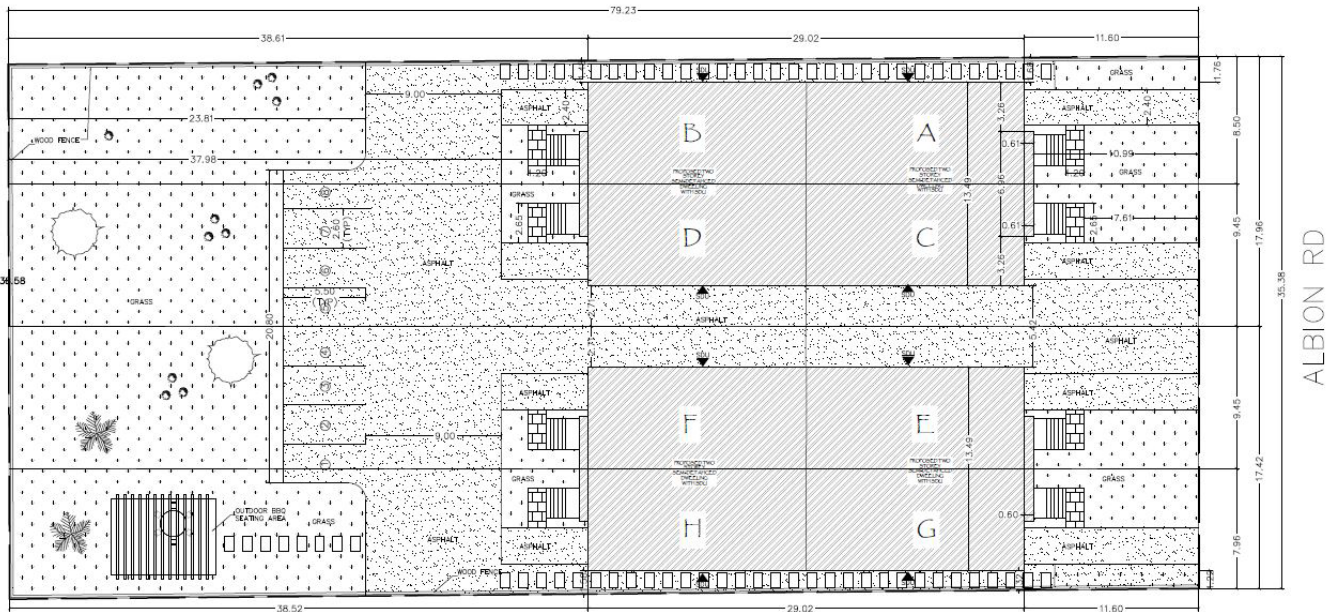


Figure 11 Proposed Site Plan.

Two pedestrian walkways wrap around the south and north sides of the buildings providing a direct pedestrian connection to the street from the rear yard.

Garbage collection is proposed to be contained within individual units and to be placed curbside for collection by tenants.

As per the submitted site plan, a large (732m<sup>2</sup>) outdoor amenity area is located at the rear of the property including outdoor seating and BBQ area for residents.



### 3.1.1 Public Realm and Private Property

The main entry to the four front facing units in both buildings are oriented towards Albion Road and given prominence on the street using a vertical architectural element and changes in materials.

Along Albion Road, at over 10-metres, the proposed front yard setback is positioned at an appropriate distance from the front property line to provide for a positive pedestrian experience. The front yard also contains ample landscaping including newly planted street trees to provide visual amenity and a buffer between the proposed buildings, the public realm, and neighbouring properties.

The front facing façade design choices, including active entrances, landscaping, front facing windows, peaked roofs and complementary materiality will provide a look and feel that better represents the existing character and rhythm of the street. The orientation of the two buildings, breaks in massing, proposed setbacks, building height, and the entrance, roofline, and window treatments have all been carefully considered to ensure no undue negative impacts are created on the existing community character and to promote a complementary and respectful design in relation to the abutting properties. The proposed height, massing, and overall design are reflective on the single-detached built form that represents the existing character of the community.



The rear yard setback from the primary building wall to Emerald Woods Park is 38 metres and along with the 732m<sup>2</sup> of soft landscaped amenity area included in the rear yard directly bordering the park this ensures the existing condition in terms of impacts on the public space is retained.

The landscaping plan includes a program of both coniferous and deciduous tree plantings as well as benches and seating to compliment the design approach and to assist in mitigating potential concerns regarding noise and privacy impacts on the surrounding community.



**3.1.2 Materiality and Façade Treatments**

The facade is articulated with a mix of masonry (brick and stone veneer) materials and composite siding to provide a modern and clean exterior. Large second-storey windows articulate the facade and provide animated facades and will ensure ample natural light to proposed units. The quality of materials is carried around all four facades of the building.

The facade and materiality choices, including brick and stone masonry, and high-quality board siding provide a design approach that adds visual texture to the two buildings in a way that is compatible with nearby built-form and neighbourhood as a whole. The fenestration pattern provides for animated facades and will ensure ample natural light to all the proposed units. The selected materiality is proposed as it reflects the character of the community.

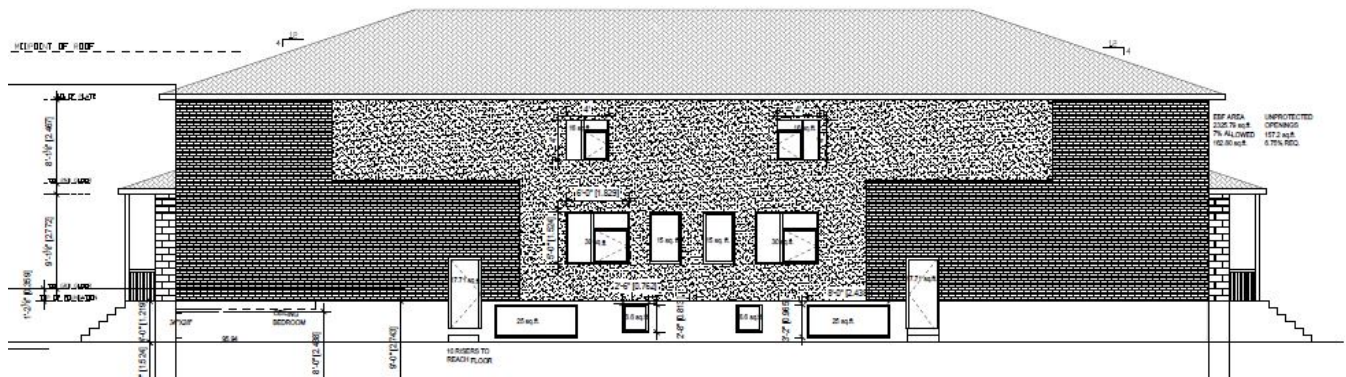


Figure 13 Proposed Side Elevation (North).

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), is issued under the authority of Section 3 of the Planning Act. The PPS provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

As discussed above, Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- 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;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 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;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Policy 1.1.3.1 and 1.1.3.2 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
  1. Efficiently use land and resources;
  2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
  3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
  4. Support active transportation;
  5. Are transit-supportive, where transit is planned, exists or may be developed.

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

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that 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.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that 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.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**Overall, the proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject property offers an efficient, cost-effective pattern of growth, intensifying an underutilized property within an existing community that is well suited to accommodate the proposed and well-scaled residential development.**

**The subject property is also located in proximity to significant transportation opportunities and important amenities to promote ease of walking and cycling as an alternative to personal vehicle use for residents and visitors. The range of unit sizes and typologies provided will ensure a diversity of housing opportunities in this area. Intensification of the subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.**

## 4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole.

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth is to be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / 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;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The Official Plan defines specific land use areas, including the Central Area, Mixed-Use Centres, and Mainstreets, as target areas for intensification primarily given their proximity to rapid transit. Policies 22 and 23 of Section 2.2.2 address intensification outside of these designated target areas, including within the General Urban Area.

Policy 22 states that the City supports compatible intensification within the urban boundary, including areas designated General Urban Area and under the land use policies in Section 3.6.1. Policy 23 states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (4 storeys or less). This policy reiterates that the City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal.

Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character. Policy 23 states that the City will consider certain attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications:

<b>Pattern of Built Form and Massing</b>	<p>The proposal has been significantly revised to be more compatible with the surrounding community overall including a reduction in building height, GFA, unit count, and parking spaces as well as a revision to the buildings proposed massing that more closely reflects the existing character of the area.</p> <p>The proposed built form and building massing has been carefully considered to ensure neighbourhood fit. This approach includes limiting the low rise townhouse buildings to two (2) storeys, employing an articulated front façade, materiality changes, and multiple front doors to provide an active front façade in the townhouse typology at the street front. The design also uses materiality found throughout the neighbourhood such as brick and horizontal siding.</p>
<b>Building Height</b>	<p>At 8.8 metres, the low-rise profile of both buildings are supported by the policies of the General Urban Area within Section 3.6.1 and is representative of the low-rise character of the area and abutting properties.</p>
<b>Use and Treatment of Lands Abutting the Front Lot Line</b>	<p>The front elevation along Albion Road has four (4) covered entrances to reproduce the pattern and surrounding urban fabric (range of residential types and density). The landscaping treatment the portion of the property abutting front lot line also includes two (2) street trees which will improve the pedestrian experience along the street.</p>
<b>Location of Parking and Vehicular Access</b>	<p>Vehicle access is provided via individual driveways servicing the front facing townhouse units and a single drive aisle from Albion Road measuring 6.7 metres wide on the central portion of the site to adequately buffer impacts from vehicle use on the abutting properties.</p> <p>In total, 16 parking spaces are located on the property with 8 accessed via individual driveways and garages and 8 located at the rear of the property in the surface parking area that is set well back from the street and all property lines.</p>
<b>Setback of Buildings from The Property Line</b>	<p>The building is set back at least 11 metres from the front lot line and is consistent with the current setback requirements of the R1W zone. The proposed setback provides for significant front yard landscaping and is compatible with the existing rhythm of the street.</p> <p>The proposed sideyard setbacks range from 1.7 to 1.3 metres and are compatible with the required setbacks for the zoning of the area. The setbacks to the sideyards have been reduced to allow for the central drive aisle which mitigates impacts vehicle headlight glare, exhaust fumes, and engine noise on nearby properties.</p>

	Refer to Section 4.4.1 of this report for a more detailed discussion on the building setbacks.
<b>Amenity Area/Landscaped Rear Yards</b>	A 732 square metre landscaped amenity area is provided in the rear yard.

The proposed development constitutes residential intensification as defined by the Official Plan. The planned development efficiently and modestly intensifies a site in an area well-served by community facilities, commercial services, park spaces, and transportation options. The redevelopment and intensification of the subject property will further complement the existing neighbourhood and services.

The proposed intensification, while outside of a defined target area, has been carefully designed to ensure compatibility with the surrounding community. The proposed intensification mitigates potential impacts on the adjacent properties and conforms to policies 22 and 23 of Section 2.2.2 regarding intensification outside of target areas.

**4.2.1 Land Use Designation**

The subject property is designated “General Urban Area” on Schedule B of the Official Plan. The General Urban Area designation permits a low-rise building form (up to four (4) storeys) and the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

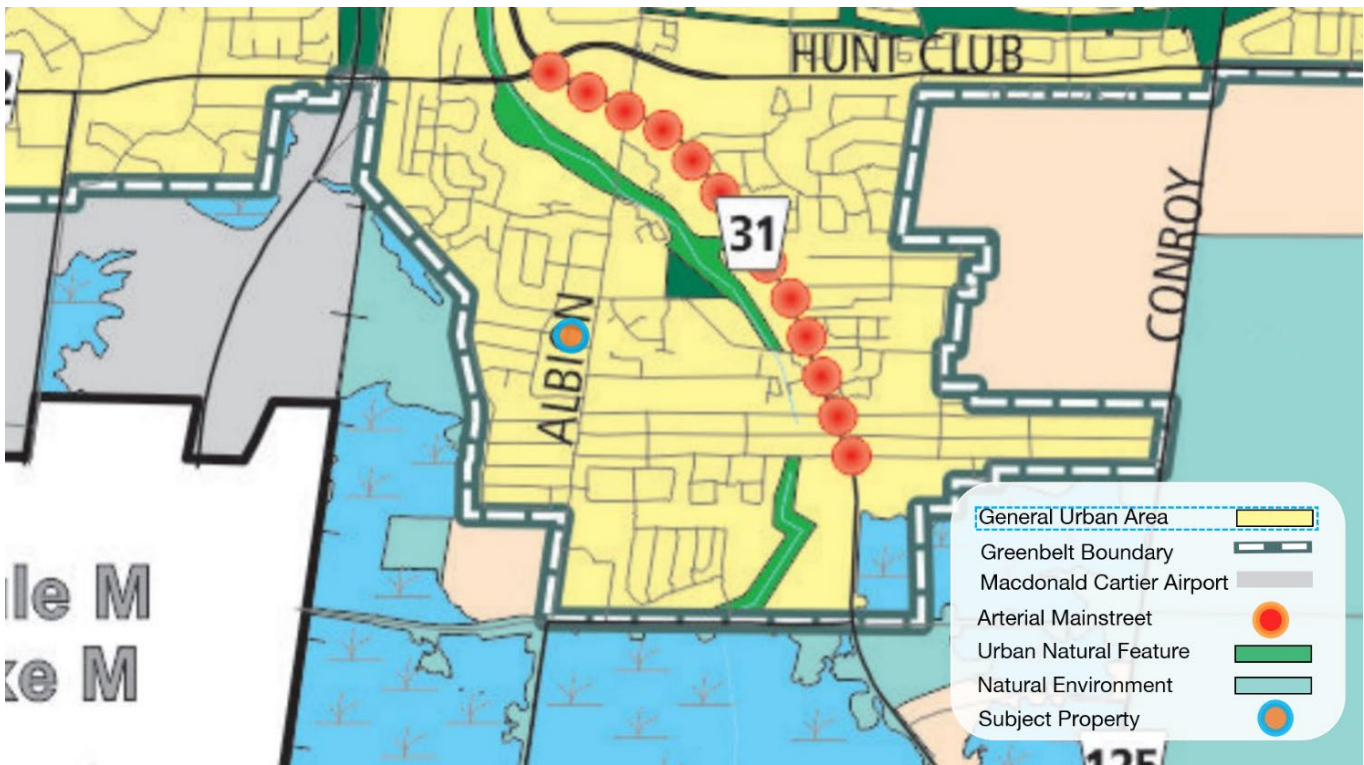


Figure 14: Excerpt from Schedule B of the Official Plan (Urban Policy Plan)

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.

Policy 3 of Section 3.6.1 states that building heights within the General Urban Area will continue to be predominantly low-rise (i.e. 4 storeys or less). Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

**The proposed development provides additional housing types and tenures in the community and in proximity to existing amenities and services. At two-storeys (8.8 metres), the proposed development ensures a continued low-rise built form in the area that is more consistent with surrounding building heights than a four (4) storey apartment which is the top end of the permitted height range. The proposed zoning and built form is consistent with the existing zoning and planned function of various nearby properties.**

Policy 5 of Section 3.6.1 states that the City will support intensification in the General Urban Area where it will complement the existing pattern and scale of development and the planned function of the area. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- / 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;
- / 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 is compatible with the existing community character along Albion Road which includes a range of detached dwellings, converted dwellings, commercial plazas, and multi-unit dwellings. The area has several larger lots and the proposed development respects this character with a building that is set back from the front and side lot lines in a manner consistent with surrounding developments. The large rear yard setback also mitigates any potential impacts from the proposed development on adjacent rear yard amenity spaces.**

**The proposed development provides an important housing type for the area in the form of a multi-unit townhouse building. As a result, the proposed development will contribute to the balance of housing types and tenures in the community. The proposed development contributes to the continued development of an established and well positioned neighbourhood by adding a more intensive residential built form in proximity to a range of existing employment, service commercial, recreational, and institutional uses.**

**4.2.2 Urban Design and Compatibility**

The Official Plan encourages residential intensification that is compatible with existing built-up areas. Compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broad design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development, consisting of the changes to the approved building, responds to the urban design objectives of Section 2.5.1 in the following ways:

<p><b>To enhance the sense of community by creating and maintaining places with their own distinct identity.</b></p>	<p>The revised proposal enhances the sense of community by responding to the surrounding built form and character of the area, through compatible massing, design, and materiality that is similar in height and interfaced at the street front in a manner similar current permitted built-form in the area such as single-detached dwellings.</p> <p>The proposed development seeks to redevelop and intensify a property in an area well-served by transit and through a compatible and appropriate built form. The proposed buildings will provide additional housing options in proximity to schools, parks, transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.</p>
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<p><b>To define quality public and private spaces through development.</b></p>	<p>The revised buildings as proposed define quality public and private spaces by proposing a building that positively defines the street edge while providing improvements to the frontages along Albion. The proposed buildings provide four separate building entrances along Albion to reflect the existing residential patterns of the street. The proposed buildings use high-quality materials and significant articulation to add interest to the streetscape.</p> <p>The rear yard amenity space will benefit from a landscaping approach that will interface well with the existing public park to the west and provide useable amenity area for residents.</p>
<p><b>To create places that are safe, accessible and are easy to get to.</b></p>	<p>The proposed development offers a mix of residential unit types to attract families and individuals and provides adequate glazing and outdoor amenity spaces that improve passive surveillance along the street and nearby public park.</p>
<p><b>To ensure that new development respects the character of existing areas.</b></p>	<p>The design of the buildings contemplate a built form that is compatible within the existing context and the planned function of the area. The two (2) storey built form responds to the policies and regulations established for low-rise building heights within the General Urban Area and the planned function of the surrounding area while also providing appropriate setbacks, ensuring that the front, rear, and side yards interface appropriately with the existing low-rise community.</p>
<p><b>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</b></p>	<p>The proposal considers adaptability and diversity by intensifying two existing residential properties and adding to the diversity of housing types and tenures available in the community.</p>

The proposal responds to the following applicable policies of Section 4.11:

	Policy	Proposed Development
<b>Building Design</b>		
5.	New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.	<p>The proposed development has a low-rise built form that is compatible with the surrounding neighbourhood. The building utilizes setbacks, roofline design, active front entrances, and appropriate landscaping to ensure compatibility with the existing streetscape and mitigate adverse impacts on adjacent properties.</p> <p>The proposed development is clad with a mix of masonry, brick, and siding to add visual texture and interest to the building in a way that is compatible with neighbouring buildings. The window pattern and placement of the building entrances has been designed to ensure placement does not unduly impact the privacy of the neighbours.</p>
6.	The City will require that all applications for new development:	The revised buildings design includes prominent front entry features and large front facing windows on the

	<ul style="list-style-type: none"> <li>/ Orient the principal facade and entrance(s) of main building(s) to the street.</li> <li>/ Include windows on the building elevations that are adjacent to public spaces;</li> <li>/ Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ul>	second storey of both buildings to ensure the building's interface with Albion is positive and complementary.
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	Garbage is proposed to be stored in the individual units and brought curbside on collection day to minimize impacts on adjacent properties.
<b>Outdoor Amenity Areas</b>		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	The proposed building incorporates large front and rear setbacks to minimize overlook on adjacent outdoor amenity areas. An extensive rear yard setback of 38.6 metres further mitigates the potential for overlook and allows for extensive landscaping and buffering opportunity.
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	The proposal includes over 700 square metre outdoor amenity space in the rear yard. The landscaped amenity space is a well-designed area meant for the communal use of the residents. The rear yard includes seating and BBQ area.

**The proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11. The proposed development responds to overarching policy by intensifying the subject property with a low-rise building, in a location that is in proximity to existing transit routes and community amenities. The housing types and tenures will contribute to the option and choice in the community and allow for people to live in proximity to parks, schools, transit, and retail, employment, and entertainment uses.**

#### 4.2.3 Ottawa Official Plan Right-Of-Way Requirements

Section 2.3.1 of the Official Plan (OP) indicates that the City will protect rights-of-way (ROW) for the development of the future transportation network throughout the city. This involves identifying where lands will be acquired for new rights-of-way or the widening of existing rights-of-way. The table below indicates the ROW to be protected for the subject property.

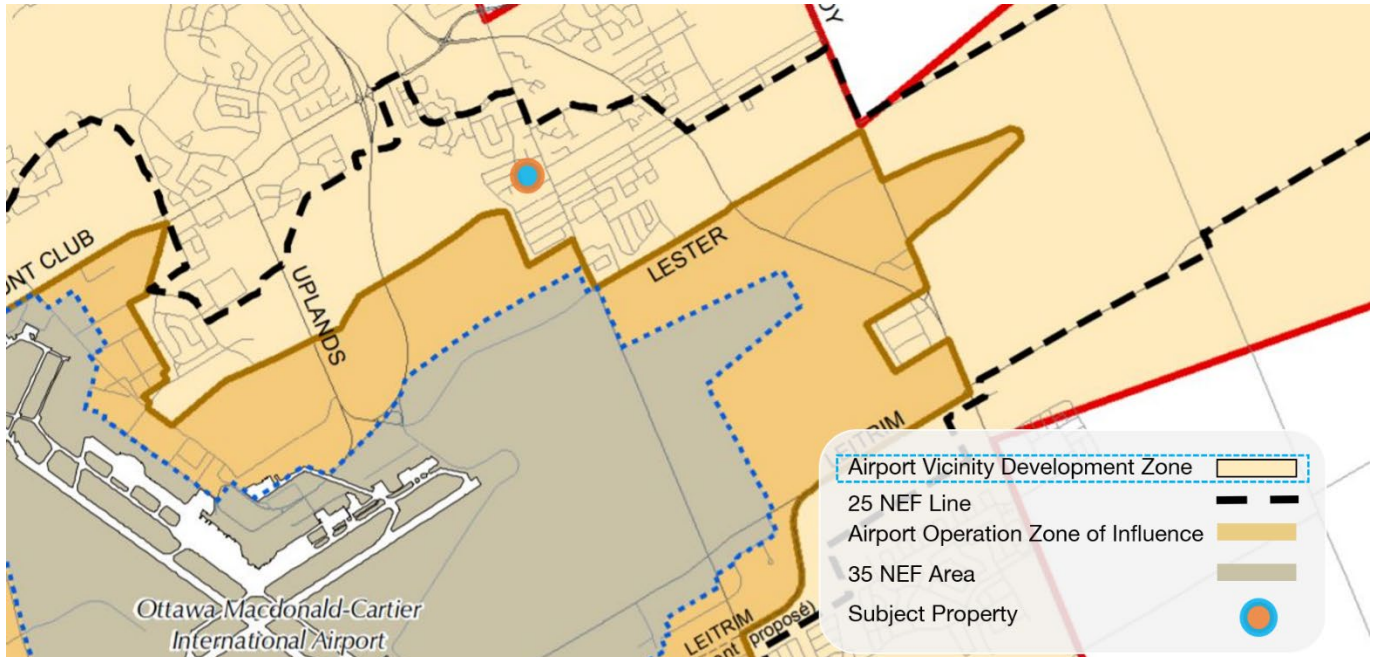
The current ROW width on this portion of Albion Road is 19 metres. To accommodate the protected right-of-way, it is expected that a widening of approximately 2.5 metres will be taken during the Site Plan Control process.

Roadway	From	To	ROW to be Protected	Road Typology
Albion	Bank	Lester	24 metres	Collector

#### 4.2.4 Land-Use Constraints Due to Airport and Aircraft Operations

The subject property is located within the Airport Vicinity Development Zone (AVDZ) and the NEF 25 line as indicated in Annex 10 of the Official Plan.





Given the subject property's location within the Airport Vicinity Development Zone (AVDZ), the policies of the Official Plan require that the development take into consideration the Council- approved Environmental Noise Control Guidelines and applicable provincial and federal guidelines and regulations. As required by policy 3 of Section 4.8.6, a noise study has been completed given the subject property's location within the 25 NEF composite noise contour line illustrated on Annex 10. As noted, noise sensitive land uses (like residential) may be permitted within this area, subject to a detailed noise control study.

**The proposed development and prepared Noise Study conforms to the requirements of the Official Plan with regards to the AVDZ.**

### 4.3 Urban Design Guidelines for Low-Rise Residential Infill

In 2012, the City of Ottawa established a set of guidelines to establish a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

In general, the aim of the guidelines is to help create infill development that will:

- / Enhance streetscapes;
- / Support and extend established landscaping;
- / Be a more compact urban form to consume less land and natural resources;
- / Achieve a good fit into an existing neighbourhood, respecting its character, and architecture;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front yards;
- / Create at grade living spaces that promote interaction with the street; and
- / Incorporate environmental innovation and sustainability.

**The design proposed is informed by the relevant regulations and guidelines for low-rise residential infill and follows the existing character of the neighbouring properties while also implementing modern design styles and materiality.**

**The proposed building responds to numerous design guidelines as follows:**

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

- / **The proposal includes four entrances, prominent windows, a mix of soft and hard landscaping, only one vehicle entry point located to the middle of the property.**

3.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.

- / **The building is setback over 10 metres metres from the public ROW creating ample space for a blend of varying landscaping materials and patterns to better reflect the existing character of the area.**

4.1.1 Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street.

- / **The building faces and animates Albion Road through providing four prominent entrances facing the public realm.**

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

- / **The 732 m<sup>2</sup> amenity space is located in the rear yard in the approximate location of the neighbouring rear yard area and abutting Emerald Woods Park to the west. No balconies or roof top decks are proposed.**

4.1.5 In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots.

- / **Front yard setbacks are quite variable in the immediate area. At 10.9 metres, the proposed building is inline with the generally fabric and pattern of the area and will promote a legible and consistent street edge.**

4.1.8 Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy.

- / **The front, and rear setbacks provide significant distances between existing homes and public space and the newly proposed building. The site layout will mitigate any perceived negative impacts on sunlight, views, noise and privacy.**

4.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes.

- / **The 732 m<sup>2</sup> amenity space is located in the rear yard in the approximate location of the neighbouring rear yard area and abutting Emerald Woods Park to the west. Not balconies or roof top decks are proposed.**

4.2.6 If the new development is significantly larger than the existing adjacent buildings, create a transition in building widths by visually dividing the building into smaller sections that approximate the surrounding built form.

- / **Vertical elements made of stone veneer are proposed on the front façade to create a transition in building widths and visually divide the building into perceivably smaller sections.**

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

- / **Quality materials used are wrapped around the entire façade and include stone and brick masonry. Large and considerably placed windows are located on all elevations. Vertical elements and changes in building form are utilized to create visual interest and break on the buildings perceived massing.**

4.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:

- Materials, patterns and colours used in wall treatments
- Cornice lines, form of the roofline and chimney details
- Size, shape, placement and number of doors and windows
- The pattern and location of projections, recesses, front porches, stoops, and balconies.

- / **The front façade will include multiple high-quality design elements that will ensure the building is rich in detail and enhances the public realm. These elements include multiple front entry locations, vertical design element consisting of stone veneer, ambient lighting and large front facing windows.**

4.3.3 Provide primary building entrances that are inviting and visible from the street by:

- Using quality and eye-catching materials and features at the entry
- Adding architectural elements such as porches which promote street-oriented interaction
- Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance
- Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door.

- / **The four building entrances accessed from the street are made inviting and visible through the use of front stairs/porches, distinguishable colours, architectural elements framing the entry points, and large front windows accentuating the entrance area.**

4.3.5 Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood.

- / **Three prominent front entrances are included along Albion Road. This design approach will more closely replicate the existing building and front door pattern of the street and provide higher levels of animation than a typical single main entry point.**

5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.

- / **The landscaped front yard is in keeping with the rhythm and pattern of the streetscape.**

5.4 In order to maximize the area of green front yard and to emphasize the dwelling façade, provide driveways to detached rear garages or parking area.

- / **The provided parking is located in the rear yard as well as in individual parking garages accessed from the individual townhouse units.**

7.1 Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces.

- / **All services elements are adequately screened and/or included within the building envelope and are therefore not visible from the public ROW or Emerald Woods Park.**



Figure 15 Rendering of proposed building from rear yard.

**The proposed building layout, massing, and design achieves the key objectives of the design guidelines established by the City of Ottawa through enhancing streetscapes, emphasizing front doors and windows, including at grade living spaces that promote interaction with the street and include ample soft landscaping and less asphalt in the front yard. Overall, the proposed building achieves intensifies the site while also achieving a good fit into an existing neighbourhood.**

#### 4.4 City of Ottawa Comprehensive Zoning By-law

The subject property is currently zoned “Residential First Density, Subzone W (R1W)”, in the City of Ottawa Comprehensive Zoning By-law 2008-250. The intent of the Residential First Density Zone is to accommodate predominantly low-rise residential built-form and uses generally limited to detached dwellings.



Figure 16: City of Ottawa Zoning By-law

Given the proposed low-rise townhouse use, it is proposed to amend the zoning of the subject property to a “Residential Third Density” zone. The purpose of the R3 zone is to allow a mix of residential building forms ranging from detached to townhouse dwellings in no case more than four storeys.

A site-specific exception is also proposed for the subject property through the Zoning By-law Amendment to address other zoning provisions that require amendment, as described below.

The proposed development is compared to the R3C zone requirements in the table below:

3776 & 3780 Albion Road – Back-to-Back Towns			
Residential Third Density Zone, Subzone B			
Performance Standard	Required	Provided	Compliance
Minimum Lot Area	180m <sup>2</sup> Per unit	2,799m <sup>2</sup> >180m <sup>2</sup> for all units	Yes
Minimum Lot Width	6 metres Per unit.	7.96 metres per unit and 8.85 for most eastern units.	Yes
Height	10 metres in Schedule 342 <sup>6</sup>  8.5 metres in R1W zone.  For lands within the Schedule 342, where a building has a peaked roof having a slope of 1 in 3 (4/12 pitch) or steeper, the maximum	8.8 metres for all units	Yes

	building height is 11 metres.		
Minimum Front yard Setback	<p>3 metres</p> <p>S. 144</p> <ul style="list-style-type: none"> <li>- the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s),</li> <li>- Despite the foregoing, the minimum front and/or corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located, and in no case may be less than 1.5 m.</li> <li>- Geottawa measure 8.5 metre average.</li> </ul>	10.9 metres for all units.	Yes
Rear yard Setback	<p>varies<sup>2</sup></p> <p>For lands located within Schedule 342, see Part V, Section 144 – Alternative Yard Setbacks for Low-Rise Residential Uses. (By-law 2020-288)</p> <p><b>S. 144</b></p> <p>(b) Where a lot's rear lot line abuts any zone other than an R1, R2, R3, or R4 zone, the minimum yard setback is as prescribed in each subzone noted in the Part VI, Residential Subzone tables. (By-law 2021-111).</p>	36.7 metres	Yes

Interior Side Yard Setback	1.2 m  S.144 - On an interior lot or through lot, the minimum interior side yard setbacks are as prescribed in each subzone noted in the Part VI, Residential Subzone Tables.	East: 3.9 metres  West: 1.2 metres  Between Buildings: 5.4 metres	Yes  Yes
Front Yard Landscaping Requirements:	For lots with front yard setback greater than 3 metres: <ul style="list-style-type: none"> <li>- In the case of any lot with a lot width of less than 8.25 m, 30%;</li> <li>- In the case of any lot with a width between 8.25 m but less than 12 m, 35%; and</li> <li>- In the case of any lot with a width of 12 m or more, 40%.</li> </ul>	<ul style="list-style-type: none"> <li>- AB: 63.81m2 (65%)</li> <li>- CD:38.84m2 (35%)</li> <li>- EF: 38.83m2 (35%)</li> <li>- HG: 58.56m2 (63%).</li> </ul> <p>200m2 landscaped area for the entire front yard area along Albion which is 49% of the total frontyard area of 410m2.</p>	Yes
Driveway width	Within Area A on Schedule 343, the maximum width is as per Table 139(3): <b>- Maximum width of a double-wide driveway driveway: 6 metres</b>	3.9 metres for double-wide driveway.	Yes
Driveway Width	Minimum Width: <ul style="list-style-type: none"> <li>- in the case of a parking lot, 6.0 metres for a double traffic lane;</li> <li>- in the case of a driveway providing access to a permitted</li> </ul>	5.4 metre  2.4 metres	No  No

	<p>parking space for a Detached Dwelling, Semi-detached Dwelling, Linked-detached Dwelling, Duplex Dwelling, Townhouse Dwelling or Stacked Dwelling:</p> <ul style="list-style-type: none"> <li>- the driveway must have a minimum width of 2.6 metres.</li> </ul>		
Aisle Width	In the case of a parking garage, or parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide	5.4 metres	<b>No</b>
Driveway location	<p>Any driveway, other than a shared driveway, must be separated from any interior side lot line by a landscaped strip not less than 0.15m in width, and consisting of: (i) soft landscaping, or (ii) pavers or interlock brick in a pattern distinct from that of the driveway. (iii) Where a semi-detached or townhouse dwelling is not severed, Section 139(2)(c) applies to individual driveways serving each unit, such that the driveways must be separated from each other by at least 0.3m<sup>2</sup> (By-law 2021-111)</p>	<p>Driveway Separation for lot line: &gt;0.15 metres.</p> <p>Driveway Separation from other driveways: &gt;0.3 metres.</p>	<p><b>Yes</b></p> <p><b>Yes</b></p>
Front-facing Garages and Carports	Any garage or carport facing the front lot line or	- 0.61 metre setback	<b>Yes</b>



	<p>side lot line abutting a street is subject to the following:</p> <p>(a) the entrance to the garage or carport must be set back at least 0.6m further from the applicable lot line than either (i) the principal entrance; or (ii) The front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard.</p> <p>(b) Despite 139(3)(a)(ii), the garage or carport may not be more than 0.6m closer to the front lot line or side lot line abutting a street than is the principal entrance to the dwelling.</p>		
<p>Walkway width</p>	<p>(ii) In the case of any other residential use building, 1.2 m;</p> <p>(iii) Despite (i), a walkway giving access to a storage area for containerized waste may not exceed 2.2m in width.</p> <ul style="list-style-type: none"> <li>- A maximum of one walkway per yard is permitted to extend to the right-of-way in the case of a detached, semi-detached, long semi-detached or</li> </ul>	<ul style="list-style-type: none"> <li>- 1.2 metres</li> <li>- N/A</li> </ul>	<p>Yes</p>

	townhouse dwelling.		
<b>Parking</b>			
Min Res Parking	Area C: <b>Townhouse:</b> 1 per dwelling unit  <b>Secondary Dwelling Unit:</b> 0	- 1 per unit	<b>Yes</b>
Min Visitor Parking	Area C: Townhouse dwelling: 0.2 per dwelling unit however: <ul style="list-style-type: none"> <li>- In the case of a townhouse dwelling or stacked dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit, and in the case of a planned unit development, where a dwelling unit has a driveway accessing its own garage or carport; no visitor parking is required for that dwelling unit.</li> </ul>	<ul style="list-style-type: none"> <li>- 0 spaces required.</li> <li>- 8 provided.</li> </ul>	<b>Yes</b>
Bicycle Parking	Not Required.	Not Required	<b>Yes</b>
<b>Planned Unit Development</b>	<b>Required</b>	<b>Provided</b>	<b>Conformance</b>
(1) Minimum width of private way	6 metres	5.4 metres	<b>No</b>
Minimum setback for any wall of a residential use building to a private way	Minimum setback for any wall of a residential use building to a private way is 1.8 metres	0 metres	<b>No</b>

Minimum setback for any garage or carport entrance from a private way.	5.2 metres	0 Metres	No
Minimum separation area between buildings within a planned unit development (a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres	1.2 metres	2.4 metres	Yes
Parking	Parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed.	Communal Visitor lot containing 8 spaces in rear yard.	Yes
Landscaping and Parking	<ul style="list-style-type: none"> <li>- All lands located between the dwelling unit, the extension of the main wall of the dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.</li> <li>- In no case may any dwelling unit or oversize dwelling unit located within a Planned Unit</li> </ul>	<p>Yes</p> <p>Driveway for Units A and B appear wider than the parking space in the garage. May need to provide landscape strip between these driveways</p>	<p>Yes</p> <p>No</p>

	<p>Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport</p>	<p>and the driveway for the rear yard parking.</p> <ul style="list-style-type: none"> <li>- an R1, R2, R3 or R4 Zone within Schedule 342 has frontage on a public street, whether severed or not, the area between the dwelling unit or oversize dwelling unit and the street lot line is subject to the requirements of Sections 139 and 140</li> </ul>	<p>Yes, included in table above.</p>
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Secondary Dwelling Units	Provided	Conformance
<p>1. A secondary dwelling unit is permitted in any detached, linked-detached, semi-detached or townhouse dwelling in any zone where that dwelling type is a listed permitted use provided: (By-law 2010-307) (By-law 2013-225) (By-law 2014-298)</p>	<p>Within townhouse units.</p>	<p>Yes</p>
<p>1. it does not change the streetscape character along the road on which it is located;</p>	<p>Accessed from side façade</p>	<p>Yes</p>
<p>2. it is not a stand-alone, principal unit capable of being severed;</p>	<p>Within basement of principal units</p>	<p>Yes</p>
<p>3. it must be located on the same lot as its principal dwelling unit or <b>oversize</b></p>	<p>On the same lot</p>	<p>Yes</p>

<b>dwelling unit; and (By-law 2018-206)</b>		
4. it only exists along with, and must be contained within the same building as, its <b>principal dwelling unit</b> or <b>oversize dwelling unit</b> . (By-law 2018-206)	Yes	Yes
3. A secondary dwelling unit is not permitted on a lot that is legally non-complying with respect to lot width or lot area, except when the lot is located in a V1, V2, V3 or VM zone as per Section 3(5). (By-law 2013-58)	Lot complies with min width and min area requirements	Yes
4. A maximum of one secondary dwelling unit is permitted per principal dwelling unit in the case of a detached, linked-detached, semi-detached and townhouse dwelling (By-law 2013-225) (By-law 2014-298)	one secondary dwelling unit is proposed per principal dwelling unit	Yes
5. If located at or above grade, the secondary dwelling unit must not be greater in size than an amount equal to 40% of the gross floor area of its principal dwelling unit. If located in a basement, it may occupy the whole of the basement.	Located below grade in entire basement area.	Yes
6. The creation of a secondary dwelling unit must not result in any new doorway entrance added to the front wall, whether before, during or after the creation of the secondary dwelling unit.	Primary Entrance for Secondary Dwelling units are proposed on the side façades,	Yes
7. The doorway entrance that leads to a secondary dwelling unit is limited to locations on the ground floor	Doorway is located from the ground floor with stairs leading down to SDU.	Yes

only, except where building and fire codes dictate otherwise.		
8. The principal and secondary dwelling units must share the parking area and yards provided for the principal dwelling unit, and no new driveway may be created, except in the case of corner lots, where such new driveway may only be created in the yard that did not contain a driveway prior to the conversion.(By-law 2012-33).	Need to determine if additional parking spaces are permitted.  The additional parking in the rear yard must be visitor parking as per this provision.	TBD
9. Except in the case of a secondary dwelling unit within a duplex dwelling existing as of July 17, 2013, no parking is required for a secondary dwelling unit, but where provided, parking must be in conformity with the parking provisions of the by-law, and must not be located in the front yard. (By-law 2013-225)	All parking is in conformity with the provisions of the by-law.	Yes
10. Despite subsection (13), a parking space for a secondary dwelling unit may be located in a driveway that passes through a front yard to a garage, carport or other parking space, and may be in tandem in the driveway.	Yes	Yes
11. The creation of the secondary dwelling unit must not eliminate a required parking space for the principal dwelling unit.	No required parking spaces are impacted by location of SDU.	Yes
12. Where a secondary dwelling unit is located on a lot, neither a garden suite, coach house, nor any rooming units are permitted on that lot. (By-law 2016-356)	No additional unit types are proposed.	Yes

**As noted in the zoning table, the proposed development requires an amendment to the existing R1W zoning as well as certain site-specific provisions of the Zoning By-law, including the minimum interior side yard setback requirement after 21 m for the southerly property line, bicycle space orientation, and the minimum parking requirement.**

In our opinion, the requested Zoning to permit low-rise townhouse buildings is consistent with the Provincial Policy Statement, conforms to the Official Plan, and is both compatible and appropriate for the development of the lands. The requested amendments to the zoning provisions are discussed below.

## 5.0

### Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to rezone the subject property from “Residential First Density, Subzone W (R1W)” to “Residential Third Density, Subzone B, Exception XXXX (R3B[XXXX])”.

**Amend Zoning to Residential Third Density, Subzone B, Exception XXXX (R3B[XXXX]) to Permit Townhouse Development:** Albion Road and surrounding community can be characterised by its low-rise residential nature which is reflected in the 2-storey height of the proposed redevelopment. However, as the proposed development is classified as two townhouse buildings which are not a permitted use within the R1W Zone; the R3 zone is required.

Further, the proposed development of two back-to-back townhouse buildings is supported within the overarching planning and regulatory framework including the General Urban Area Designation of the Official Plan. Therefore, given the proposed building height (8.8metres), and the current environment and planned function of the subject property, the abutting lands, and the broader community, the Residential Third Density zone and accompanying 2-storey height profile is considered the most appropriate zoning for the subject property.

Efforts have been made to ensure the building design, including front yard condition with ample landscaping, principle entrances, and a sloped roof are compatible with the community. The proposed design has taken cues from the surrounding community in proposing a two-storey (8.8 metres) townhouse development with materiality, massing, and articulation that is consistent with the community.

**Drive Aisle and Driveway Dimensions:** Certain driveway and drive aisle provisions of the Zoning By-law are proposed to be amended to facilitate the proposed development. These amendments are required to ensure the proposed buildings can offer appropriate setbacks and central drive aisle locations to mitigate impacts associated with overlook, vehicle access and egress. The proposed reduced drive aisle width of 5.42 metres is in keeping with the existing streetscape.

## 6.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment and Site Plan Control applications represent good planning as follows:

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / The proposed development conforms to the Official Plan policies regarding intensification, managing growth, and the land use policies for the General Urban Area.
- / The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The low-rise built form and materials reflect the character of the existing community and will contribute positively to the community.
- / The proposed development adheres to the intent of the Zoning By-law with regards to the proposed built form, building orientation, and lot location. The proposed R3B zone for the subject property is compatible with the zoning framework of the surrounding area and will help to ensure compact and efficient development on the subject property.
- / The requested Zoning By-law Amendments are appropriate for the subject property and will facilitate the intensification of the lands, consistent with the Provincial Policy Statement and in conformity with the Official Plan.



Tim Beed, MCIP RPP  
Senior Planner