

Subject: Zoning By-law Amendment – 1568 Meadowbrook Road

File Number: ACS2023-PRE-PS-0047

Report to Planning and Housing Committee on 17 May 2023

and Council 24 May 2023

**Submitted on May 5, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate, and Economic Development**

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Ward: Beacon Hill-Cyrville (11)

Objet : Modification au Règlement de zonage – 1568 chemin Meadowbrook

Dossier : ACS2023-PRE-PS-0047

Rapport au Comité de planification et du logement

le 17 mai 2023

et au Conseil le 24 mai 2023

**Soumis le 5 mai 2023 par Derrick Moodie, Directeur, Services de la planification,
Direction générale de la planification, des biens immobiliers et du développement
économique**

**Personne ressource : Lucy Ramirez, Urbaniste, Examen des demande
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Quartier : Beacon Hill-Cyrville (11)

REPORT RECOMMENDATION(S)

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1568 Meadowbrook Road from R1WW to R2N [XXXX] to permit four long semi-detached buildings consisting of 16 dwelling units, eight principal and eight secondary dwelling units, 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 May 24, 2023," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATION(S) DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification apportée au Règlement de zonage (no 2008-250), visant le 1568, chemin Meadowbrook et faisant passer le zonage de R1WW à R2N [XXXX], afin de permettre l'aménagement de quatre bâtiments jumelés longs abritant 16 logements (huit logements principaux et huit logements secondaires), 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 24 mai 2023», 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

Planning Staff recommend approval of the Zoning By-law Amendment (ZBLA) for 1568 Meadowbrook Road from Residential First Density, Subzone WW (R1WW) to Residential Second Density Zone, Subzone N, Urban Exception XXXX (R2N [XXXX]). The ZBLA will permit four long semi-detached buildings consisting of 16 dwelling units, eight principal and eight secondary dwelling units. In the future, applications will be filed with the Committee of Adjustment to create the lots for the long semi-detached dwelling and the easements for the shared driveways. The proposal aligns with the Outer Neighbourhood designation of the Official Plan (2022), as well as the policies in section 4.2.1 that aim to enable greater flexibility and an adequate supply and diversity of housing options throughout the city.

Applicable Policy

The site is designated Outer Urban Neighbourhood per Schedule A and B3 of the Official Plan (2022), this designation permits a mix of building forms and densities. The following support this application:

- Section 3 of the Official Plan explains the City's growth management framework. The policies in this section identify the urban area and villages as the focus of growth and development.
- Section 3.2 and Table 3b of the Official Plan establishes density targets for the Outer Urban Transect, which the proposed development is in line with.
- Section 4 of the Official Plan to enable greater flexibility and an adequate supply and diversity of housing options throughout the city.
- Section 5.3 of the Official Plan recognizes a suburban pattern of low-rise built form and site design while supporting an evolution towards 15-minute neighbourhoods.
- Section 6.3 of the Official Plan promotes missing middle housing
- Urban Design Guidelines for Low-rise Infill Housing

Public Consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendment applications with notice mailed to property owners within 120 metres and a notification sign posted. There were a total of 40 comments received. Two were in support of the application, three requested notifications, and the remainder expressed concerns and/or objected to the proposal.

RÉSUMÉ

Le personnel de la Planification recommande d'approuver la modification du *Règlement de zonage* (MRZ) pour le 1568, chemin Meadowbrook, de zone résidentielle de densité 1, sous-zone WW (R1WW) à zone résidentielle de densité 2, sous-zone N, exception urbaine XXXX (R2N [XXXX]). La MRZ permettra de construire quatre longs bâtiments jumelés comprenant 16 logements, dont 8 logements principaux et 8 logements secondaires. À l'avenir, des demandes seront déposées auprès du Comité de dérogation afin de créer les lots pour le long bâtiment jumelé et les servitudes pour les entrées de cour partagées. La proposition est conforme à la désignation de secteur extérieur du Plan officiel (2022), ainsi qu'aux politiques de la section 4.2.1 qui visent à offrir une plus grande marge de manœuvre et à assurer l'adéquation de l'offre et de la diversité des options de logement sur tout le territoire de la Ville.

Politique applicable

Le site est désigné secteur urbain extérieur conformément aux annexes A et B3 du Plan officiel (2022). Cette désignation permet un mélange de formes et de densités de bâtiment. Les sections suivantes du Plan officiel justifient cette demande :

- La section 3 du Plan officiel explique le cadre de gestion de la croissance de la Ville. Les politiques de cette section reconnaissent le secteur urbain et les villages comme étant le point de mire de la croissance et du développement.
- La section 3.2 et le Tableau 3b du Plan officiel établissent des cibles de densification pour le transect du secteur urbain extérieur, auxquelles l'aménagement proposé est conforme.
- La section 4 du Plan officiel vise à offrir une plus grande marge de manœuvre et à assurer l'adéquation de l'offre et de la diversité des options de logement sur tout le territoire de la Ville.
- La section 5.3 du Plan officiel fait état du modèle de banlieue de la forme bâtie et de la conception des sites, tout en appuyant une évolution vers les quartiers du quart d'heure.
- La section 6.3 du Plan officiel favorise les logements intermédiaires manquants.
- Lignes de conduite sur l'esthétique urbaine des aménagements résidentiels intercalaires de faible hauteur

Consultation publique

L'avis a été publié et la consultation publique s'est déroulée conformément à la Politique d'avis et de consultation publique approuvée par le Conseil municipal pour les demandes de modification du *Règlement de zonage*. Un avis a été envoyé par la poste aux propriétaires dont le terrain se situe à moins de 120 mètres, et un panneau d'avis public a été installé. Nous avons reçu 40 commentaires en tout. Deux d'entre eux appuyaient la demande, trois demandaient une notification, et le reste exprimait des préoccupations ou s'opposait à la proposition.

BACKGROUND

Learn more about [Development application process overview | City of Ottawa](#)

For all the supporting documents related to this application visit the [Application Details - Development Applications Search \(ottawa.ca\)](#)

Site location

1568 Meadowbrook Road

Owner

Nemorin Group Limited

Applicant

Peter Hume/Alison Clarke

Description of site and surroundings

The subject site is in the Pineview neighbourhood and has frontage on Meadowbrook Road. The property abuts a detached dwelling (west) and a townhouse condominium, CCC 70 (east). The rear lot line abuts a municipal owned park, Maxime Park. Please refer to Document 1: Location Map.

The site is rectangular shaped and approximately 1,450 square metres with 39.6 metres of frontage on Meadowbrook Road, a major collector road. Major collector roads serve neighbourhood travel between collector and arterial roads. The site is presently occupied by a detached dwelling and a detached garage. The streetscape along Meadowbrook Road is characterized by open space (Cyrville Park and Meadowbrook Park) and a mix of dwelling types, which is reflective of the zoning.

Maxime Park is a neighbourhood park, with two trails off Ridgebrook Drive and one trail off Northdale Street. Stormwater runoff from the Pineview area is conveyed through an underground system to Green's Creek, and there is a storm water sewer that runs through Maxime Park. A passive recreation network connects Maxime Park, Vanessa Gilles Park, the hydro corridor, and Stonehenge Park.

Transit Context

The Blair Station Hub is within a 15-minute walk, see Document 4. The Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network. [Blair Station](#) is northeast of the site, a walking distance of approximately one-kilometre, a 14-minute walk. The subject property is just outside of the Blair Transit Oriented Development (TOD) Area, specifically the south sector, which includes properties within an 800 metre walk from the station platform. The Blair TOD Plan is a Council approved policy document, similar in status to a community design plan. The TOD plans informed the boundaries of the Inner East Lines 1 and 3 Stations.

There is transportation infrastructure along Meadowbrook Road, such as sidewalks and transit service. Bus route 26 Pineview provides all day transit service to and from the site seven days a week. Transit stop number 8501(Meadowbrook/Aurele) is approximately 3.5 metres east of the site, this stop links the site to Blair Station. Transit stop number 8502 (Appleton/Meadowbrook) is approximately 400 metres east of the site and this stop links Blair Station to the site¹. There is also transit service - routes 25, 42, 622 - along the Blair Road corridor, 700 metres to the east of the site.

Summary of requested Zoning By-law amendments proposal

The applicant has submitted a Zoning By-law Amendment application to permit four two-storey long semi-detached buildings. A long semi-detached dwelling is a residential use building that contains two principal dwelling units, where the dwelling units are attached and arranged one behind the other. The lands on which a long semi-detached dwelling is located on are considered one lot for zoning purposes. In the future, applications will be filed with the Committee of Adjustment to create the lots for the long semi-detached dwelling and the easements for the shared driveways. Figure 1 is an illustration of a long semi-detached dwelling severed in a flag lot configuration to permit separate ownership of the units. A flag lot means a lot with two distinct parts: the flag, which is the building site, and the pole, which connects the flag to the street.

¹ Weekday service starts around 6 am and ends around 11 pm, buses run approximately every 30 minutes, with more frequent service in the afternoon when the school day ends. Saturday service starts around 8 am and ends around 11:30 pm, buses run every hour except from the mid-morning to early evening when service is every 30 minutes. Sunday service starts around 8:30 am and ends around 9:30 pm, buses run every hour except from 12:30 pm to 3:30 pm when service is every 30 minutes.

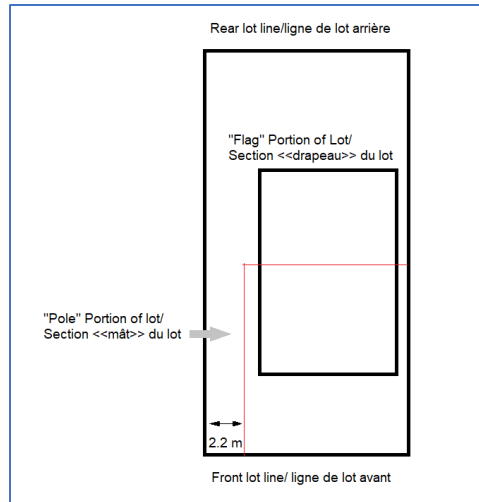


Figure 1: Illustration of a long semi-detached dwelling severed in a flag lot configuration.

There will be a total of 16 dwelling units, eight principal units and eight secondary units below grade. Shared driveways are proposed between each set of buildings and parking spaces are internal to the site. This driveway and parking arrangement reduces pedestrian and vehicular conflicts at the sidewalks, provides more room for soft landscaping and permits more on-street parking.

The proposal will be serviced by municipal services: water, sanitary and storm water. The site servicing plan submitted in support of the project, shows the individual lot servicing, and includes an extension of the storm water sewer in the right-of-way (ROW), as well as a new catch basin in the ROW. In the future, applications will be filed with the Committee of Adjustment to create the lots for the long semi-detached dwelling units. A condition of the consent applications will be that the Owner enter into an infrastructure agreement with the City of Ottawa to extend the municipal services on Meadowbrook Road (stormwater). The site grading plan has been reviewed for zoning purposes only, further revisions will be required at the consent phase and the building permit phase.

Current and Proposed Zoning

The current zoning by-law regulates building typology. The site is currently zoned Residential First Density Subzone WW (R1WW). The current zoning does not permit two principal dwelling unit buildings in the zone, such as a duplex, a linked-detached, or a semi-detached dwelling. A dwelling unit means a residential unit that: is used or intended for use as a residential premises by one household and not more than three roomers or boarders; and contains no more than four bedrooms.

The applicant seeks to rezone the site from R1WW to Residential Second Density Zone, Subzone N, Urban Exception XXXX (R2N[XXXX]), as the latter will permit two principal dwelling unit buildings. The urban exception will permit a nine metre lot width, 270 square metres lot area, a maximum building height of 9.0 metres, measured from existing average grade as defined in Section 139(5), and the maximum number of storeys is two. The urban exception will also permit 0.6 metre interior side yard setback for a garbage storage area attached to the building. Further, it will require a bicycle parking space for every secondary and/or additional dwelling unit. The latter is language that is forthcoming in a city-initiated amendment that responds to Bill 23 (<https://devapps.ottawa.ca/en/applications/D02-02-23-0017/details>).

Bill 23, More Homes Built Faster Act, 2022 received Royal Assent on November 28, 2022. Now on a parcel of urban residential land, an owner is permitted either three units within a principal building, or a combination of two units in a principal building, and one unit within an ancillary building, for example a coach house. Post Bill 23, as of right in this zone (R1WW) the property could be severed into three parcels; therefore, three principal detached dwellings could be constructed with two additional dwellings. As of right, with the R1WW zoning, a total of nine units could be constructed on the property. The applicant is proposing to rezone the site to permit four long semi-detached buildings consisting of 16 dwelling units, eight principal and eight secondary dwelling units.

Table 1 provides a summary of the main performance standards/requirements of the current zone, the proposed zone, and details on what is proposed. In Table 1, staff focused on the residential typologies permitted in the R1WW versus the R2N[XXXX] zones. Secondary dwelling units are permitted in both the R1WW and the R2N [XXXX] zones. Both the R1WW and the R2N[XXXX] zones permit the following uses: bed and breakfast, diplomatic mission, group home, home-based business, home-based daycare, park, and retirement home converted.

In Table 1 staff have indicated the performance standard of a detached dwelling in the R1WW zone and the performance standard for a long semi-detached dwelling. Where the urban exception permits a different standard staff have highlighted the text.

Table 1: Zoning (Current and Proposed) and Details of Proposal

| Performance Standard | Current Zoning R1WW | Proposed Zoning R2N[XXXX] | Proposal |
|-----------------------------|---|--|-----------------|
| Permitted Uses | <ul style="list-style-type: none"> detached dwelling | <ul style="list-style-type: none"> detached dwelling duplex dwelling | Yes |

| Performance Standard | Current Zoning R1WW | Proposed Zoning R2N[XXXX] | Proposal |
|-----------------------------------|---|---|----------|
| | <ul style="list-style-type: none"> secondary dwelling unit | <ul style="list-style-type: none"> linked-detached dwelling secondary dwelling unit semi-detached dwelling | |
| Minimum lot width | 9 m | 10 m* *Urban exception will permit a lot width of 9 m | Yes |
| Minimum Lot area | 450 sq. m | 300 sq.m* *Urban exception will permit a lot width of 270 sq. m | Yes |
| Minimum Front Yard Setback | 5 m | 5 m | Yes |
| Minimum setback for: | | | |
| Corner Side Yard | 5 m | 5 m | N/A |
| Interior Side Yard | 1 m | 1 m* *The urban exception will permit a 0.6 m minimum interior side yard setback for a garbage storage area attached to a building. | Yes |
| Rear Yard | 7 m | 7 m | Yes |

| Performance Standard | Current Zoning R1WW | Proposed Zoning R2N[XXXX] | Proposal |
|--|--|--|-----------------|
| Maximum Building Height | 8.5 m measured from existing average grade | 8.5 m measured from existing average grade* *The urban exception will permit 9 m measured from existing average grade. Maximum number of storeys is 2 | Yes |
| Minimum Required Parking Space Rates (Area C) | 1 per dwelling unit or oversize dwelling unit (Table 101, Row R4) None for secondary dwelling unit within a detached dwelling (Table 101, Row R24) | 1 per dwelling unit or oversize dwelling unit (Table 101, Row R7) None for secondary dwelling unit within a semi-detached dwelling (Table 101, Row R24) | Yes |
| Minimum Required Visitor Parking (Area C) | 0 | 0 | Yes |
| Maximum Driveway Width | 3 metres for a shared driveway 3 metres for an individual single driveway No double wide driveway is permitted on a lot with a lot width less than 15 metres | 3 metres for a shared driveway 3 metres for an individual single driveway No double wide driveway is permitted on a lot with a lot width less than 15 metres | Yes |

| Performance Standard | Current Zoning R1WW | Proposed Zoning R2N[XXXX] | Proposal |
|---|---|--|----------|
| Minimum Number of Bicycle Parking Spaces | 0 | 0* *The urban exception will require one bicycle space per secondary dwelling and/or additional dwelling unit. | Yes |
| Landscape Area | In the case of any lot with a width between 8.25 m but less than 12 m, 35% is the minimum required aggregated soft landscaped area in the front yard | In the case of any lot with a width between 8.25 m but less than 12 m, 35% is the minimum required aggregated soft landscaped area in the front yard | Yes |
| Walkway Provisions | A walkway may not extend to the right-of-way on a lot less than 10m in width where a driveway is provided. Maximum width of a walkway is 1.2 m | A walkway may not extend to the right-of-way on a lot less than 10m in width where a driveway is provided. Maximum width of a walkway is 1.2 m | Yes |
| Waste Management | N/A | A building exceeding 400 sq. m in total floor area needs to provide a garbage storage area in the principal building or an accessory structure in the rear yard. The garbage storage area is to have a total volume of not | Yes |

| Performance Standard | Current Zoning R1WW | Proposed Zoning R2N[XXXX] | Proposal |
|----------------------|------------------------|--|----------|
| | | <p>less than 3.5 cubic metres with a minimum floor area of not less than 2.0 sq. m.*</p> <p>*The urban exception will permit the garbage storage area to be in the interior side yard when it abuts a pathway. Further, the garbage storage area for a semi-detached dwelling with secondary and/or additional dwelling units can be split into two locations, as long as the total volume of not less than 3.5 cubic m with a minimum floor area of not less than 2.0 sq. m is respected, and each garbage storage area can accommodate their respective unit requirements, such as one garbage can per unit, two recycling boxes per unit (one black and one blue) and one green bin per unit.</p> | |

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment at 1568 Meadowbrook Road to permit four long semi-detached buildings consisting of 16

dwelling units, eight principal and eight secondary dwelling units. Rationale for supporting the Zoning By-law amendment includes:

- The proposal aligns with the Official Plan
- Proposed zoning allows for a mix of dwelling types
- There will be sufficient capacity to service the development following the extension of the storm sewer on Meadowbrook Road. Traffic can be accommodated through the existing road network.

DISCUSSION

Official Plan designation(s) and policies

The subject property is within the Outer Urban Transect per Schedule A and the Neighbourhood designation per Schedule B3 of the Official Plan (2022). In the Neighbourhood Designation a mix of building forms and densities are permitted. Below is a summary of policies that support the proposed development:

Growth Management Framework (Section 3)

- The urban area and villages are the focus of growth and development. The Official Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area. The growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

Outer Urban Transect Policies (Section 5.3)

- Recognizes suburban built form while supporting evolution towards a 15-minute neighbourhood. The Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.
- Allows and supports a variety of housing types with a focus on missing middle housing. In Ottawa's context and for the purposes of the Official Plan, missing middle housing generally refers to low-rise, multiple unit infill residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.
- The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing.

Neighbourhood Policies (Section 6.3)

- Neighbourhoods will generally remain low-rise
- Promote missing middle housing.
- The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - a. Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, corridors and major neighbourhood amenities;
 - b. Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, corridors and major neighbourhood amenities; and
 - c. Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

Housing Policies (Section 4.2)

- Enable greater flexibility and an adequate supply and diversity of housing options throughout the city.
 - A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
 - a. Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
 - b. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c. Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
 - d. Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
 - e. The City shall maintain, at all times, land with servicing capacity

sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Other applicable policies and guidelines

Urban Design Policies (Section 4.6) states that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context. This proposal meets these requirements, details are as follows:

- Per the site plan, 55 per cent of the front yards are aggregated soft landscaped area and the rear yards also feature soft landscaping. The Owner is proposing to plant trees along the front of the site and in the rear yards.
- There are main entrances on the first floor, and they are covered.
- The proposed dwellings maintain the character of the neighbourhood in zoning terms such as building setbacks as the setback requirements (front yard, interior side yard, and rear yard), remain the same. The building height is increasing; however, the urban exception restricts the height to two-storeys.

Planning rationale

Planning staff are recommending approval of the proposed residential development because it achieves policies contained in the 2022 Official Plan (OP). This proposal supports a compact urban built form. The proposal provides low rise residential intensification, also known as missing middle housing, which is desirable on lands designated Neighbourhood in the OP. The site is well connected to a mix of land uses where daily and weekly needs can be accessed within a 15-minute walk, this includes shops, services, food, schools, employment, greenspaces, parks and pathways. It furthers the goal of enabling greater flexibility and an adequate supply and diversity of housing options throughout the city. This proposal will also support active transportation and transit, reduce car dependency, and enable people to live car-light or car free.

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.

CONSULTATION

Public consultation was carried out in accordance with the City's Public Notification and Consultation Policy for Zoning By-law amendment applications, with notice mailed to property owners within 120 metres and a notification sign posted.

There was a total of 40 comments received. Two were in support of the application, three requested notifications, and the remainder expressed concerns and/or objected to the proposal.

For this proposal's consultation details, see Document 6 attached to this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Tierney is aware of this report and recommendation.

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a two day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. An external planner would need to be retained by the City.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

FINANCIAL IMPLICATIONS

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within the Planning Services operating budget.

ACCESSIBILITY IMPACTS

No consultation with the Accessibility Advisory Committee (AAC) was required in relation to this report.

ENVIRONMENTAL IMPLICATIONS

The subject site is presently occupied by a detached dwelling and a detached garage. The Tree Information Report (TIR) notes that there are three protected trees on or adjacent to the development. One tree is within the allowable building envelope and will be removed. There are two private trees, one on the adjacent property, that will be retained and protected through development.

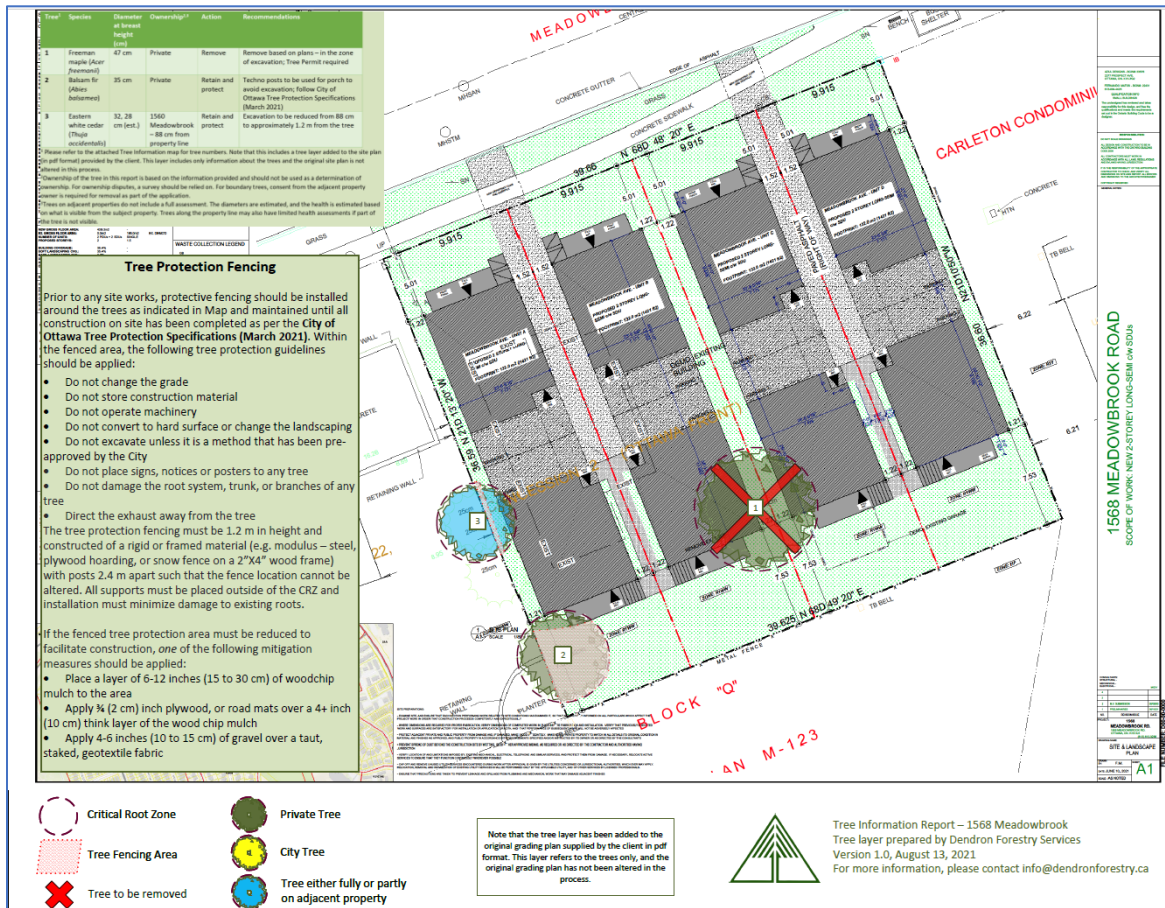


Figure 2: Plan from Tree Information Report source Dendron Forestry Services

The Owner is proposing to plant trees along the front of the site and in the rear yards. Per the landscape plan, the Applicant is proposing to plant 15 trees, 31 shrubs, and 100 perennials/grasses/goundcovers.

A Phase 1 Environmental Site Assessment (ESA) was completed for the subject property. A Phase 1 ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site. The Phase 1 ESA also determines the need for a Phase 2 ESA. A Phase 2 ESA provides a sampling and analysis of the property to confirm and delineate the presence of soil or groundwater contamination at the site or confirm the absence of contamination at the site. The Phase 1 ESA identified a Potentially Contaminating Activity (PCA) at the

property and determined that a Phase 2 ESA was needed. A Phase Two ESA was done and based on the results of the Phase Two ESA; no further environmental action was recommended at this time.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0006) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law Amendment applications due to workload and complexity.

DISPOSITION

Council and Committee Services, Office of the City Clerk, to notify the (1) Owner; (2) Applicant; (3) Ottawa Scene Signs, (4) Krista O'Brien, Program Manager, Property Assessment and PILTs, 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.

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

SUPPORTING DOCUMENTATION

Immediately follows the report

Document 1 – Location Map and Zoning Key Plan

Document 2 – Details of Recommended Zoning

Document 3 – Aerial Photos

Document 4 – Proposed Site Plan

Document 5 – Proposed Development Images

Document 6 - Consultation Details

Document 1 – Location Map and Zoning Key Plan



Figure 3: Map identifies the subject property; the proposal is to rezone the site from R1WW to R2N[XXXX]

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com).

Document 2 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 1568 Meadowbrook Avenue:

1. Rezone the lands as shown in Document 1
2. Amend section 239, Urban Exceptions, by adding a new exception, XXXX with provisions similar in effect to the following:
 - a. In Column II, add the text “R2N[XXXX]”
 - b. In Column V, include provisions similar to the following:
 - i. A long semi-detached dwelling is subject to the following provisions:
 - a) Minimum lot width is 9 metres.
 - b) Minimum lot area is 270 square metres.
 - c) Maximum building height is 9 metres, as measured from existing average grade as defined in Section 139 (5). Maximum number of storeys is two.
 - d) Despite Section 143 (1)(c)(i)(2), a garbage storage area may be located in the interior side yard when it abuts a pathway of sufficient width, see section 143 (1)(a).
 - e) Despite Section 143(1)(c)(ii) the garbage storage area for a semi-detached dwelling with secondary and/or additional dwelling units can be split into two locations, as long as the cumulative total volume of not less than 3.5 cubic metres with a minimum floor area of not less than 2.0 square metres is respected, and each garbage storage area can accommodate their respective unit requirements, such as one garbage can per unit, two recycling boxes per unit (one black and one blue) and one green bin per unit.
 - f) Minimum interior side yard setback for a garbage storage area attached to the buildings is 0.6 metres.
 - g) Despite Section 111 (1), the minimum number of bicycle spaces is 1 per secondary dwelling unit and/or additional dwelling unit.

Document 3 – Aerial Photos



Figure 4: Capture from geoOttawa showing the context, 1568 Meadowbrook Road is highlighted in yellow, north is up.

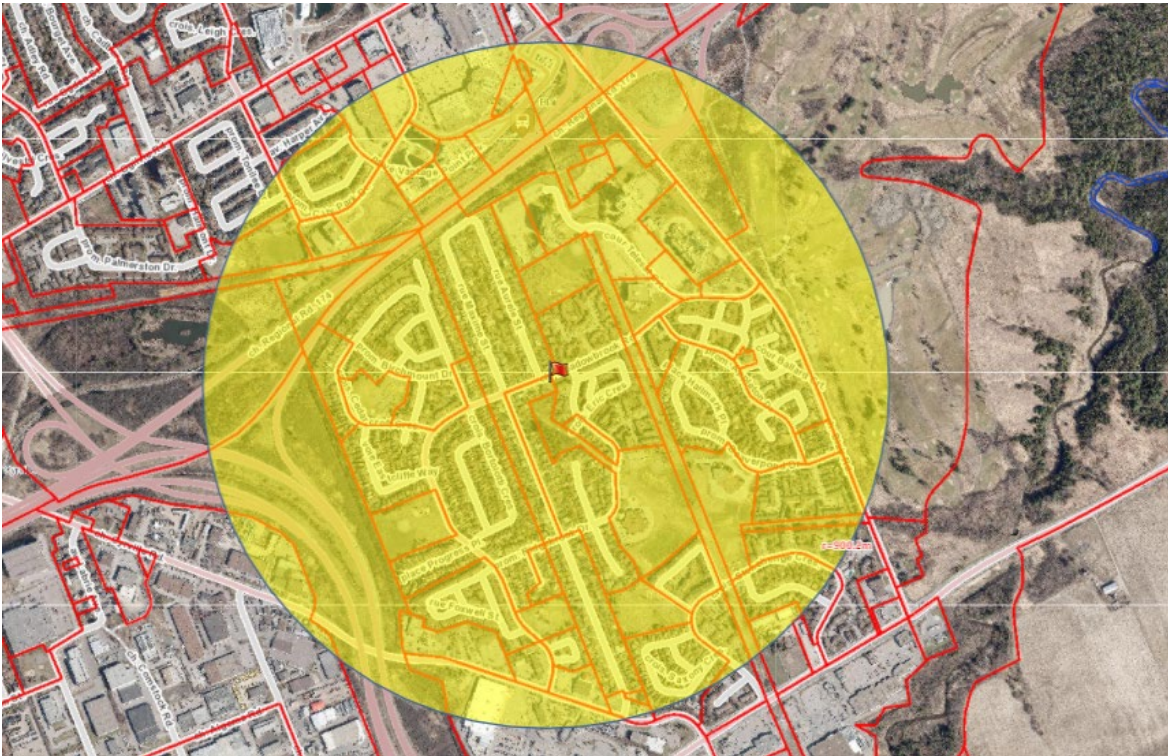


Figure 5 Capture from geoOttawa showing the location of 360 Kennedy Lane East and a 900 metres radius. In general, the Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.

Document 4 – Proposed Site Plan



Figure 6: Proposed site concept showing four long semi-detached buildings. A PDF version of the concept plan is available on the Development Application Search Tool (Ottawa.ca/Devapps).

Document 5 – Proposed Development Images



Figure 7: North Elevation of long semi-detached dwellings, which will front onto Meadowbrook Road. Source: Elevations, A4, prepared by Azul Designs and Fernando Matos, dated June 10, 2021, version 4, revision date April 13, 2023

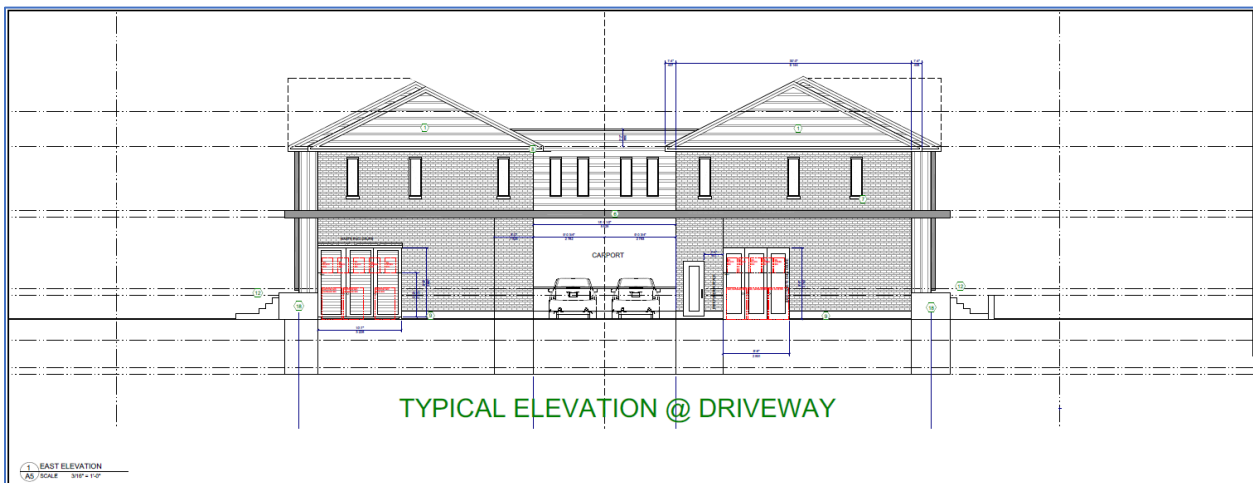


Figure 8: Elevations of long semi-detached dwelling from the Driveway. Source: Elevations, A5, prepared by Azul Designs and Fernando Matos, dated June 10, 2021, version 4, revision date April 13, 2023

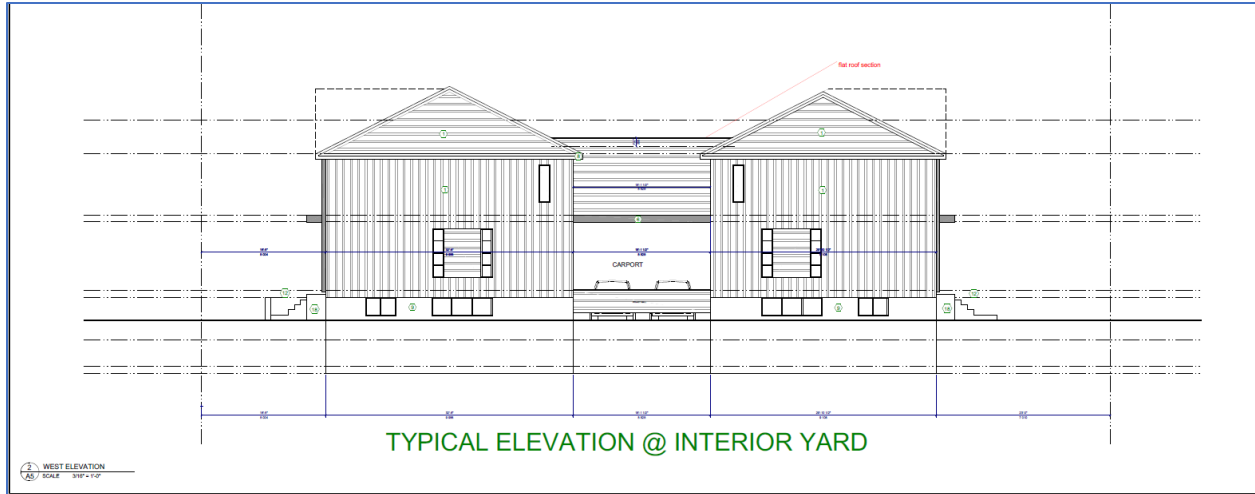


Figure 9: Elevations of long semi-detached dwelling from the interior yard.
Source: Elevations, A5, prepared by Azul Designs and Fernando Matos, dated June 10, 2021, version 4, revision date April 13, 2023

Document 6 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendment applications with notice mailed to property owners within 120 metres and a notification sign posted.

There was a total of 40 comments received. Two were in support of the application, three requested notifications, and the remainder expressed concerns and/or objected to the proposal

Public Comments and Responses

Comment 1

Concern expressed regarding the increased vehicular traffic

Response

Per transportation modelling, it is anticipated that there will be approximately six additional trips (including transit and active modes) per peak hour. The existing transportation network can accommodate the traffic from the additional dwellings.

Comment 2

Increased pressure for on-street parking

Response

On-street parking is available on the south side of Meadowbrook, and both sides of Aurele Street directly across from the site. There is a bus stop zone in front of the site; therefore, there is no stopping signage in front of the site. The city has [on-street parking restrictions](#) and resident can contact by-law enforcement to minimize spillover problems. Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit. The unsigned on-street parking provisions of the Traffic and Parking By-law (By-law 2017-301) for maximum parking durations will continue to apply - three hours daytime on weekdays, six hours daytime on Saturdays, Sundays, and Holidays.

Comment 3

Proposal is out of character with the neighbourhood

Response

The proposal provides low rise residential intensification, also known as missing middle housing, which is desirable on lands designated Neighbourhood in the Official Plan (2022). Long semi-detached dwellings were first introduced as of right in select neighbourhoods in 2015, they have been described as appropriate infill that maintains streetscape character². A long semi-detached dwelling is a narrower version of the traditional semi-detached dwelling and resembles a detached dwelling. They fit on lots with narrower widths than those required for traditional side-by-side semi-detached dwellings units. Typically, a long semi-detached dwelling needs only one driveway that accesses a shared parking area. In this case there are four long semi-detached dwellings adjacent to each other, and the shared driveways serve four principal units.

Comment 4

Insufficient parking on site, and no visitor parking provided

Response

The proposal complies with the Zoning By-law parking requirements, one parking space per principal dwelling unit, and no parking spaces required for secondary dwelling units.

Comment 5

Noise level, both during construction and after

Response

The city has a Noise By-law (2017-255) and resident can contact by-law enforcement to report a noise complaint [about construction sites or machinery](#). Note: The Director of By-law Services may grant an exemption for construction work. Regarding Noise after construction is complete, [noise complaints](#) can be reported for loud noise or shouting, barking dogs, alarms, garbage or delivery trucks, and the discharge of fireworks.

Comment 6

Over intensification / too much density

² see [Draft Revisions to Infill By-law 2012-147 – Response to Ontario Municipal Board Interim Order on Appeal](#) and OMB Order File number PL120666 issued June 10, 2015).

Response

The proposal introduces a more urban built form but is able to provide critical elements such as soft landscaping in the front yard, amenity space in the rear yard, a shared driveway, vehicular parking internal to the site, bicycle parking, dedicated pedestrian walkways, and waste management areas.

Post Bill 23, as of right, with the R1WW zoning, a total of nine units could be constructed on the property. The applicant is proposing to rezone the site to permit four long semi-detached buildings consisting of 16 dwelling units, eight principal and eight secondary dwelling units. The current zoning permits a density of 62 units/net hectare (9 units/0.145 ha), as proposed the density would increase to 110 units/net hectare (16 units/0.145 ha). The target residential density range for intensification in the Outer Urban transect is 40 to 60 dwellings per net hectare (Table 3b)³. The Zoning By-law may determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing, proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit station and major neighbourhood amenities (Policy 3.2.12 (c)).

Comment 7

Negative impact on property value

Response

Property value is not a consideration in the assessment of a Zoning By-law amendment application. However, research/data does not support the notion that property values decrease when residential density increases.

Comment 8

Loss of open space, lack of soft landscaping

Response

The subject property is not open space as defined by the Zoning By-law, the subject property is private property zoned Residential First Density, Subzone WW (R1WW). The proposal complies with the soft landscaping provisions. Any lot with a lot width between 8.25 metres and 12 metres, requires 35 per cent of the front yard to be aggregated soft landscaped area. Per the site plan, 55 per cent of the front yard is

³ Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed density ranges are targets with respect to existing and new development in combination and individual sites may be lower or higher than the indicated targets as provided for in Policy 12, Section 3.2 Support Intensification.

aggregated soft landscaped area. There are also rear yard areas and soft landscaping is proposed in these areas as well. The Owner is proposing to plant trees along the front of the site and in the rear yards. Per the landscape plan, the Applicant is proposing to plant 15 trees, 31 shrubs, and 100 perennials/grasses/groundcovers.

Comment 9

Loss of privacy

Response

The proposed design is a two-storey building and it does not propose any second-floor balconies. There are privacy walls attached to the building that face the westerly and easterly interior side yards, which will help to minimize light spillage from the small parking areas into the yards of neighbouring properties. The proposed development meets the rear yard setback.

Comment 10

Will negatively impact pedestrian safety

Response

There are sidewalks in front of the subject property. The proposed driveway and parking arrangement reduces pedestrian/vehicular conflicts at the sidewalks.

Comment 11

Will negatively impact quality of life

Response

The built and natural environments can have a significant effect on quality of life and well-being. The Official Plan is one tool to promote positive health outcomes via objectives such as encouraging the development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.

Comment 12

Concern regarding snow management

Response:

The applicant noted snow will be removed from the site.

Comment 13

Concern regarding loss of view

Response:

Private views are not protected. The area to which view protection applies are the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct and from other key viewpoints and view sequences (Schedule C6A, C6B and C6C and the National Capital Commission's Canada's Capital Views Protection, or its successor document).

Comment 14

Impact to Maxime Park

Response

There is a metal fence that abuts Maxime Park and delineates public/private property. Maxime Park is a neighbourhood park, with two trails off Ridgebrook Drive and one trail off Northdale Street. Stormwater runoff from the Pineview area is conveyed through an underground system to Green's Creek, and there is a storm water sewer that runs through Maxime Park.

Because Maxime Park abuts the rear property line, the Applicant has been asked to review the [Protocol for Wildlife Protection during construction](#), the protocol promotes best management practices relating to sensitive timing windows for clearing, pre-stressing, site clearing, construction site management, wildlife encounters, wildlife-proofing, and owner awareness.

Comment 15

Air pollution from additional vehicles

Response

Vehicles contribute to air pollution. This proposal will support active transportation and transit, reduce car dependency, and enable people to live car-light or car free.

Comment 16

Concern regarding potential conflict between existing bus stop (#8501) and the proposed shared driveway, the distance between the two is approximately 12.5 metres

Response

Transit stop number 8501 (Meadowbrook/Aurele) is approximately 3.5 metres east of the site and the bus stop is approximately 12.5 metres east of the shared driveway. The likelihood of conflict between vehicles exiting the site and transit buses is low.

Comment 17

Concern regarding impact to the environment, tree loss on site

Response

Section 4.8.2 of the Official Plan provides strong direction to maintain the urban forest canopy and its ecosystem services during intensification. When considering impacts on the urban forest and trees, approvals and Tree Permits are not to be denied for zoning by-law amendments that conform to the Official Plan. The Tree Information Report (TIR) notes that there are three protected trees on or adjacent to the development. One tree is within the allowable building envelope and will be removed. There are two private trees, one on the adjacent property, that will be retained and protected through development. The Owner is proposing to plant trees along the front of the site and in the rear yards. Per the landscape plan, the Applicant is proposing to plant 15 trees, 31 shrubs, and 100 perennials/grasses/groundcovers.

Comment 18

Lack of infrastructure to accommodate intensification such as sidewalks on both sides of Meadowbrook Road

Response

Meadowbrook Road starts at Cyrville Road and meanders north then east for approximately 1.75 kilometres and ends at Blair Road. Sidewalks are present on the west/north side of Meadowbrook Road from Cyrville Road to Blair Road. There is a gap in the sidewalk network on the east/south side of Meadowbrook Road. It is approximately 670 metres long. The gap starts north of a MUP at Cyrville Park and ends at Meadowbrook and Bortolotti Crescent. The 2013 pedestrian plan shows a future connection from 1432 Meadowbrook Road to the intersection of Meadowbrook Road and Bortolotti Crescent. Active transportation staff have advised that this missing link will be part of a larger candidate active transportation project identified in the

forthcoming Transportation Master Plan 2024 for joint pedestrian improvement/bike lanes project.

Comment 19

Concern regarding illegal parking on neighbours private property

Response

Per the traffic and Parking By-law (By-law 2017-301), no person is permitted to park or leave vehicles on private property without the consent of the owner or occupant of the property. Residents can contact the city to [report an issue with a parked vehicle on private property](#).

Comment 20

Proposal sets a bad precedent

Response

Staff assess the merits of each Zoning By-law Amendment Application on an individual basis. Each application is evaluated on its merits and within its site context. Even where the context is similar, previous decisions do not bind the Planning and Housing Committee in their future decisions.

Comment 21

Concern regarding cyclist safety, and lack of integration of transit and active transportation infrastructure

Response

Active transportation staff have advised that there is a candidate active transportation project identified in the forthcoming Transportation Master Plan 2024 for joint pedestrian improvement/bike lanes project along Meadowbrook Drive. The scope of the project is east to Telesat Court and west to Cyrville Road.

Comment 22

Concern regarding lack of space for waste management

Response

A garbage storage area is required per section 143 of the Zoning By-law, entitled waste management. The site plan shows two waste management areas per long semi-

detached dwelling, one for each principal semi-detached dwelling unit. The urban exception permits this configuration.

Comment 23

Concern regarding lack of amenity space

Response

A long semi-detached dwelling is a residential use building that contains two principal dwelling units, where the dwelling units are attached and arranged one behind the other. The amenity space for the unit that faces the street is the front yard and the amenity space for the unit that faces the rear lot line is the rear yard. The principal and secondary dwelling units share the yards provided for the principal dwelling unit,

Comment 24

No benefit to the community

Response

The proposal furthers the goal of providing an adequate supply and diversity of housing options throughout the city.

Community Association Comments

After the first submission the Pineview Community Association expressed the following concerns

- 1) No inclusion for visitor parking as part of the model.
- 2) Road parking and overflow parking concerns, the community is concerned residents and visitors will park on the roads.
- 3) Rezoning from R1WW to an R3Y zoning for multiple buildings that could have multiple units is a huge leap.
- 4) There is limited green space or landscaping inclusion.
- 5) The maximum height limitation 10 metres would permit three storeys, whereas only two ½ is currently permitted. While 2 storeys are proposed, the plans could change as the proposal develops.
- 6) No nearby fire hydrants and eight to 16 units are a higher fire risk.

Response

No visitor parking is required for semi-detached dwellings. The city has [on-street parking restrictions](#) and resident can contact by-law enforcement to minimize spillover problems. Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit. Initially, a Residential Third Density Zone, Subzone Y (R3Y) was proposed, this has been revised, now a Residential Second Density Zone, Subzone N, Urban Exception XXXX (R2N[XXXX]) is being sought. The proposal complies with the minimum required aggregated soft landscaped area in the front yard and the required rear yard setback. The maximum permitted height will be 9 metres from existing average grade and only two-storeys will be permitted. The proposed buildings will be required to meet the Ontario Building Code, which addresses fire protection via requirements such as party walls, fire separation, etcetera. Fire protection requirements are addressed at the permit review stage prior to issuance of building permits, followed by inspections.